



CITY OF KIRKLAND
Planning and Community Development Department
123 Fifth Avenue, Kirkland, WA 98033 425.587.3225
www.ci.kirkland.wa.us

MEMORANDUM

Date: January 15, 2009

To: Houghton Community Council

From: Dorian Collins, Project Planner

Subject: **FINAL APPROVAL OF RESOLUTION 2009-1, APPROVING ORDINANCE 4155 ADOPTED BY THE CITY COUNCIL - AMENDMENTS TO THE KIRKLAND COMPREHENSIVE PLAN FOR THE SOUTH KIRKLAND PARK AND RIDE (FILE ZON08-00002)**

RECOMMENDATION

Approve enclosed Resolution 2009-1, approving Ordinance 4155, adopted by the City Council on December 16, 2008. The ordinance (see Attachment 1) provides for amendments to the Comprehensive Plan related to revised text and maps for the South Kirkland Park and Ride site. The changes are shown in Attachment A and Exhibits A and B to Ordinance 4155. They include the following:

- A. Lakeview Neighborhood Plan Text: Text changes for the site, addressing affordable housing, site and building design, TOD objectives, and coordination with the City of Bellevue.
- B. Figure L-1 – Lakeview Neighborhood Map: Revisions to indicate that the site is designated for Transit-Oriented-Development (TOD), with a new color unique to TOD. The portion of the site which lies within the City of Bellevue is added to the map, to clarify the jurisdictional split at the site.
- C. Figure LU-1 – Comprehensive Plan Land Use Map: Identical change to indicate the designation of the site for TOD. These changes to the maps would support future changes to zoning regulations and the zoning map which would broaden the range and size of uses to be allowed at the site.
- D. Chapter VI – Land Use, “C, Land Use Map and Definitions: Addition of a definition for “Transit-Oriented-Development”. The definition is written to apply to TOD in general and is not specific to the South Kirkland Park and Ride site.

- E. Appendix B – Glossary: Addition of a definition for Transit-Oriented-Development to be contained in the glossary.

BACKGROUND

King County has identified the South Kirkland Park & Ride property as a potential site for transit-oriented-development (TOD) for several years. The City of Kirkland has included evaluation of this concept on the annual Planning Work Program for some time, and scheduled the task for study in 2007. Upon learning at their retreat in 2007 that the King County Department of Transportation had ranked the South Kirkland Park & Ride as its top TOD priority in the region, the Kirkland City Council established the creation of affordable housing at the Park & Ride as its highest-priority housing strategy. At their retreat in March of 2008, the City Council discussed the issue further, and provided more specific direction with regard to objectives for mixed income affordability to be included in future development.

The Planning Commission began the study of amendments to the Comprehensive Plan for the Park and Ride site in June of last year. The Commission held two study sessions on the topic, and a public hearing before the Planning Commission was held on October 22nd. The Houghton Community Council held a study session on June 23rd and a Courtesy Hearing on September 9th. At that time, the Houghton Community Council generally agreed with the proposed changes to the plan. The Community Council did note that they were concerned that issues such as building height, design, traffic impacts and public involvement be addressed during the subsequent process to amend the Zoning Code.

The City Council discussed the topic at a meeting on December 2nd, and passed an ordinance (attached) approving the amendments to the Comprehensive Plan on December 16, 2008.

Status of the City of Bellevue Efforts

Bellevue

King County had been optimistic that both Kirkland and Bellevue would move forward with amendments to their Comprehensive Plans in 2008. Last September, however, the City of Bellevue voted not to include the South Kirkland Park & Ride among those requests to be studied in 2008. At their meeting, the Bellevue Council indicated that the amendments would likely be studied in 2009, when City resources would be better equipped to take on the effort.

Since the Park & Ride property straddles the city limits of Kirkland and Bellevue, close coordination with the City of Bellevue will be necessary during Kirkland's process to amend the Zoning Code for the site. In March or April of this year, Bellevue staff anticipates their Council will discuss the study of amendments for the Park & Ride site again. In the discussion, Bellevue staff expects the Council to conclude whether or not they will move forward with studying amendments for the site, and if they do proceed, what the scope of that study will be. If the City of Bellevue moves forward, their approach would be to develop their Comprehensive Plan and zoning amendments

concurrently. Once Bellevue's study begins, Kirkland would also begin the next phase of its process to maximize coordination in public involvement efforts and regulatory standards with the City of Bellevue.

Process

The City-initiated Comprehensive Plan amendments followed the Process IV procedures as established in the Zoning Code for amendments to the Comprehensive Plan. The Lakeview and Central Houghton Neighborhood Associations were notified by email, and residents and property owners within 300 feet of the subject property were mailed postcards providing notice of study meetings, the courtesy hearing and the public hearing. In addition, two public notice signs were erected along the rights-of-way abutting the Park and Ride property. The City has also maintained a website for the South Kirkland Park and Ride amendment process. Public notice of the hearing has also been provided based on City code requirements.

If the City moves forward with amendments to the Zoning Code, an additional program for public involvement will be established. It is likely that these efforts may include a joint open house or workshop with the City of Bellevue, and possibly a series of workshops or meetings to allow for expanded opportunities for input from neighbors and other citizens.

Attachments

1. Ordinance 4155, (Adopted by the City Council on December 16, 2008), including attachments and exhibits.
- 2.a. Exhibit A to Ordinance 4155 – colored version
- 2.b. Exhibit B to Ordinance 4155 – colored version
3. Comment letters (including several received after the public hearing)

Enclosure

Resolution 2009-1

cc: File ZON08-00002

ORDINANCE NO. 4155

AN ORDINANCE OF THE CITY OF KIRKLAND RELATING TO COMPREHENSIVE PLANNING AND LAND USE AND AMENDING THE COMPREHENSIVE PLAN, ORDINANCE 3481 AS AMENDED, AND APPROVING A SUMMARY FOR PUBLICATION, RELATED TO THE SOUTH KIRKLAND PARK AND RIDE, FILE NO. ZON08-00002.

WHEREAS, the City Council has received a recommendation from the Kirkland Planning Commission to amend certain portions of the Comprehensive Plan for the City, Ordinance 3481 as amended, all as set forth in that certain recommendation of the Planning Commission dated November 19, 2008 and bearing Kirkland Department of Planning and Community Development File No. ZON08-00002; and

WHEREAS, prior to making said recommendation the Planning Commission, following notice thereof as required by RCW 35A.63.070, held on October 22, 2008 a public hearing, on the amendment proposals and considered the comments received at said hearing; and

WHEREAS, prior to making said recommendation the Houghton Community Council, following notice thereof as required by RCW 35A.63.070, held on September 9th, 2008, a courtesy hearing, on the amendment proposals and considered the comments received at said hearing; and

WHEREAS, pursuant to the State Environmental Policy Act (SEPA, there has accompanied the legislative proposal and recommendation through the entire consideration process, a SEPA Addendum to Existing Environmental Documents, issued by the responsible official pursuant to WAC 197-11-600; and

WHEREAS, in regular public meeting the City Council considered the environmental documents received from the responsible official, together with the recommendation of the Planning Commission and

NOW, THEREFORE, BE IT ORDAINED by the City Council of the City of Kirkland as follows:

Section 1. Text amended: The following specific portions of the text of the Comprehensive Plan, Ordinance 3481 as amended, are amended as set forth in Attachment A attached to this ordinance and incorporated by reference.

Section 2. Graphics amended: The following graphics or figures appearing on the identified pages of the Comprehensive Plan, Ordinance 3481 as amended, are amended as set forth in Exhibits A and B, attached to this ordinance and incorporated by reference.

Section 3. If any section, subsection, sentence, clause, phrase, part or portion of this ordinance, including those parts adopted by reference, is for any reason held to be invalid or unconstitutional by any court of competent jurisdiction, such decision shall not affect the validity of the remaining portions of this ordinance.

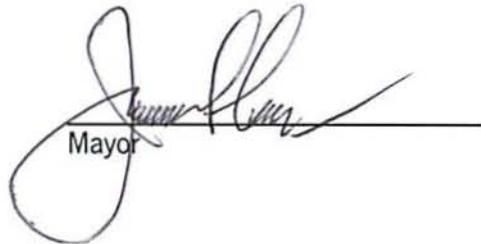
Section 4. To the extent that the subject matter of this ordinance is subject to the disapproval jurisdiction of the Houghton Community Council as created by Ordinance 2001, the ordinance shall become effective within the Houghton community either upon approval of the Houghton Community Council, or upon failure of said community council to disapprove this ordinance within 60 days of its passage.

Section 5. Except as provided in Section 4, this ordinance shall be in full force and effect five days from and after its passage by the City Council and publication pursuant to Kirkland Municipal Code 1.08.017, in the summary form attached to the original of this ordinance and by this reference approved by the City Council as required by law.

Section or 6. A complete copy of this ordinance shall be certified by the City Clerk, who shall then forward the certified copy to the King County Department of Assessments.

Passed by majority vote of the Kirkland City Council in open meeting this 16th day of December, 2008.

SIGNED IN AUTHENTICATION THEREOF this 16th day of December, 2008.



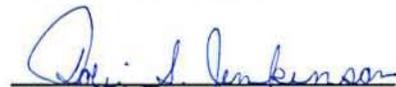
Mayor

Attest:



City Clerk

Approved as to Form:



City Attorney

New text to be added to the Lakeview Neighborhood Chapter, page XV.A-8, following discussion of PLA 3, and preceding discussion of PLA 15:

Planned Area 4: South Kirkland Park & Ride

The property containing the South Kirkland Park and Ride is about seven acres in size, with approximately equal portions of the site lying within the cities of Kirkland and Bellevue. The site is owned by King County, and currently developed as a Park and Ride with approximately 600 parking stalls and a transit facility. The site is generally level, but has a steep slope along the eastern and southeastern boundaries within the city of Bellevue section of the site. Tall trees and heavy vegetation are present within the hillside areas.

King County has identified the South Kirkland Park and Ride as a potential site for transit-oriented-development (TOD) for several years. Affordable housing is generally included in King County TOD projects, and is anticipated to be a significant component of future residential development at the South Kirkland site. The City of Kirkland has identified transit oriented development at the South Kirkland Park & Ride as a key affordable housing strategy. The City supports multifamily residential as the predominant use of the site in a transit-oriented-development project, with a variety of other uses to be allowed as well.

The South Kirkland Park and Ride property may continue as a transit facility with the potential for office use. Alternatively, if the site is redeveloped with TOD, the principles discussed below should be used to guide development at the Park and Ride.

Provide for Affordable housing

- ◆ Ensure that transit-oriented-development provides for mixed-income housing, including a minimum of 20% of total units to be affordable to low and/or moderate income households.

Development should strive to achieve greater affordability for at least 20% of its units, with an additional 25% to be affordable to median income households, through the use of as many funding sources as are necessary.

Ensure High Quality Site and Building Design

- ◆ Develop implementing regulations for coordinated development of the entire site.

Establish standards for building height and mass that acknowledge site topography and existing vegetation as factors for consideration.

- ◆ Implement design standards for Planned Area 4.

Ensure that regulations support appropriate building scale and massing throughout the site, produce buildings that exhibit high quality design and incorporate pedestrian features and amenities that contribute to a livable urban village character for the TOD.

Provide guidance for the streetscapes along NE 38th Place and 108th Avenue NE to ensure buildings do not turn their backs on the streets and development provides a welcoming and attractive presence at this gateway to Kirkland.

Protect the vegetative buffers and significant trees along the site's eastern and southeastern borders through development standards.

Minimize the visual impacts of parking facilities from adjacent rights-of-ways.

- ◆ Foster the creation of a vibrant and desirable living environment through the use of high quality design, public amenities and open space.
- ◆ Promote sustainable development through support of green building practices at the Park and Ride.

Maximize Effectiveness of Transit-Oriented-Development (TOD)

- ◆ Create the opportunity for Transit-Oriented-Development at the site through the development of standards and regulations that support necessary densities.
- ◆ Expand opportunities for retail development, incidental office development, and childcare facilities at the site to serve users of the Park and Ride, site residents and others.
- ◆ Provide opportunities for all types of users of the site to access the BNSF corridor, however it is developed, along the eastern boundary of the Park and Ride site.
- ◆ Reduce the need for parking at the site through regulations that promote shared parking between uses, and incentives to support alternatives such as shared car services and electric cars.
- ◆ Mitigate traffic, visual, noise and other impacts from more intensive development of the Park and Ride to the surrounding street network and residential areas.

Coordination with the City of Bellevue

- ◆ Coordinate an approach for the review and approval of development proposals for the site with the City of Bellevue.

- ◆ Manage emergency services to the site through agreements with the City of Bellevue.

Existing text to be deleted from the Lakeview Neighborhood Chapter, page XV.A-17:

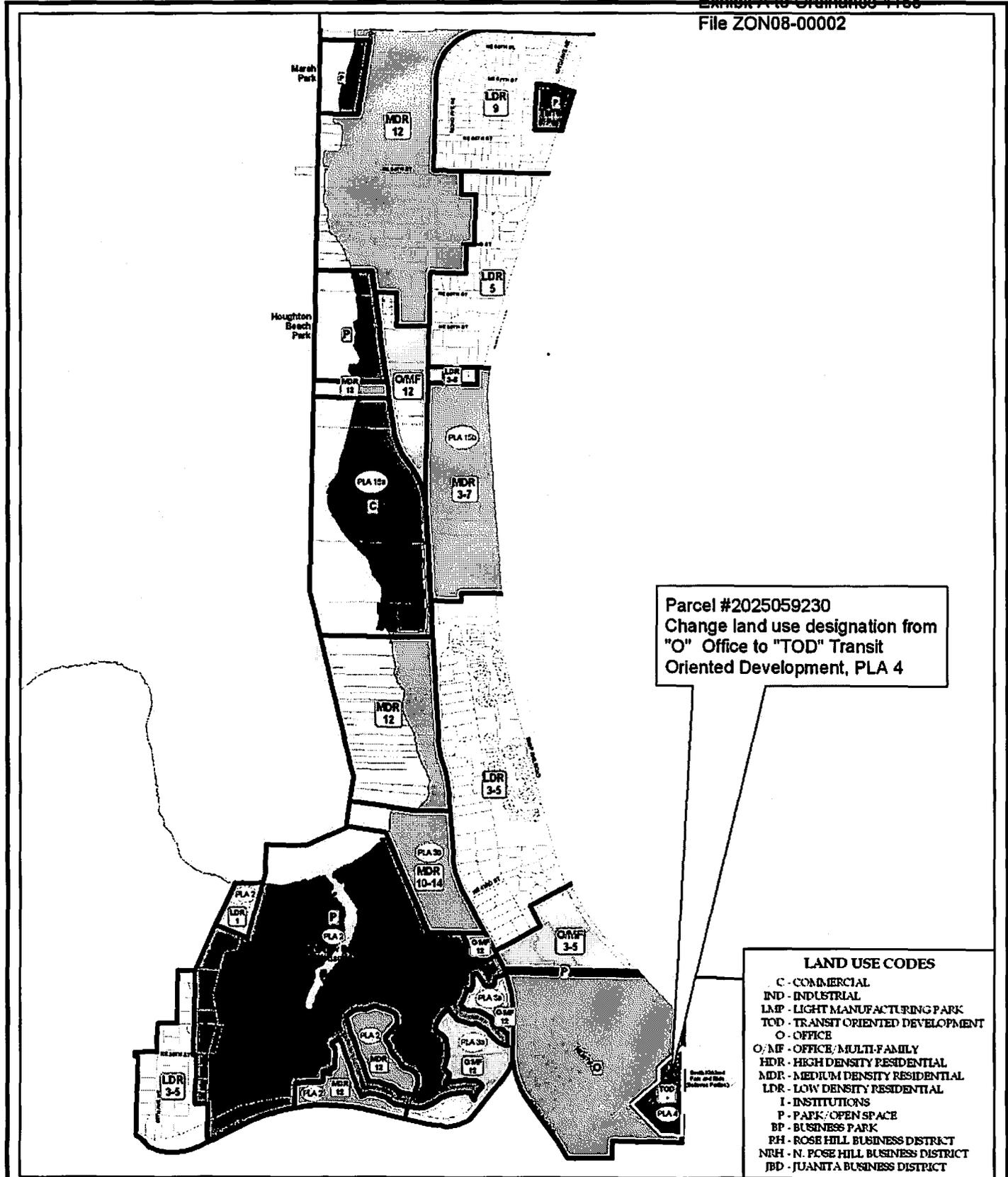
"The Metro Park and Ride lot at the southern end of the Lakeview Neighborhood provides a valuable local and regional transportation function. Any future expansion of this facility should be carefully reviewed to minimize visual and traffic impacts on the surrounding area".

New text to be added to Land Use Chapter, page VI-4:

Transit-Oriented Development (TOD) – Area where a higher intensity mix of uses is allowed, together with transit facilities, in order to support the increased use of transit and reduce reliance on roads and single-occupant vehicles.

New text to be added to Appendix B: Glossary, page B-6:

Transit-Oriented Development (TOD): Development intended to maximize the use of transit.



Parcel #2025059230
 Change land use designation from
 "O" Office to "TOD" Transit
 Oriented Development, PLA 4

LAND USE CODES

- C - COMMERCIAL
- IND - INDUSTRIAL
- LMP - LIGHT MANUFACTURING PARK
- TOD - TRANSIT ORIENTED DEVELOPMENT
- O - OFFICE
- O/MF - OFFICE / MULTI-FAMILY
- HDR - HIGH DENSITY RESIDENTIAL
- MDR - MEDIUM DENSITY RESIDENTIAL
- LDR - LOW DENSITY RESIDENTIAL
- I - INSTITUTIONS
- P - PARK / OPEN SPACE
- BP - BUSINESS PARK
- RH - ROSE HILL BUSINESS DISTRICT
- NRH - N. POSE HILL BUSINESS DISTRICT
- JBD - JUANITA BUSINESS DISTRICT

Lakeview Neighborhood Land Use Map

ORDINANCE NO. 4084
 ADOPTED by the Kirkland City Council
 February 6, 2007

LAND USE BOUNDARIES	PARCEL BOUNDARIES
SUBAREA BOUNDARY	PLANNED AREA NUMBER
TOTEM CENTER	LAND USE CODE
PUBLIC FACILITIES	DENSITY (UNITS/ ACRE)

NOTE: WHERE NOT SHOWN, NO DENSITY SPECIFIED
 * INDICATES CLUSTERED LOW DENSITY



Maps produced October 30, 2008.
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 No warranties of any sort, including but not limited to accuracy, fitness or merchantability, accompany this product.

PUBLICATION SUMMARY
OF ORDINANCE NO. 4155

AN ORDINANCE OF THE CITY OF KIRKLAND RELATING TO COMPREHENSIVE PLANNING AND LAND USE AND AMENDING ORDINANCE 3481 AS AMENDED, AND APPROVING A SUMMARY ORDINANCE FOR PUBLICATION, RELATED TO THE SOUTH KIRKLAND PARK AND RIDE, FILE NO. ZON08-00002.

SECTION 1. Amends the following specific sections of the text of Ordinance 3481 as amended, the Kirkland Comprehensive Plan:

Attachment A: Amends text in the Lakeview Neighborhood Chapter
Amends text in the Land Use Chapter
Amends text in Appendix B, Glossary

SECTION 2. Amends the following specific graphics contained in Ordinance 3481 as amended, the Kirkland Comprehensive Plan:

Exhibit A: Amends the Comprehensive Plan Land Use Map
Exhibit B: Amends the Lakeview Neighborhood Map

SECTION 3. Provides a severability clause for the ordinance.

SECTION 4. Provides that the effective date of the ordinance is affected by the disapproval jurisdiction of the Houghton Community Council.

SECTION 5. Authorizes publication of the ordinance by summary, which summary is approved by the City Council pursuant to Kirkland Municipal Code 1.08.017.

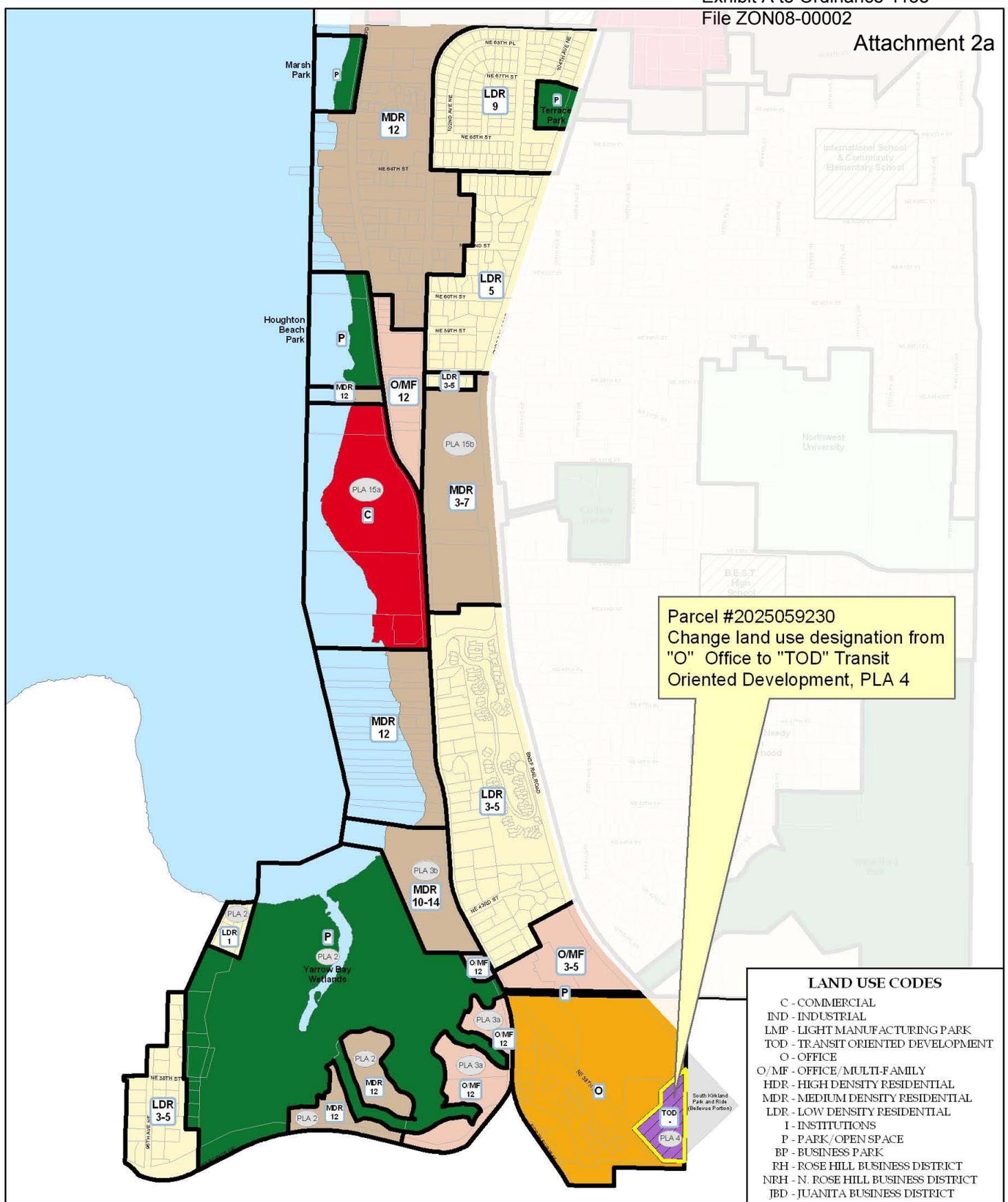
SECTION 6. Establishes certification by City Clerk and notification of King County Department of Assessments.

The full text of this Ordinance will be mailed without charge to any person upon request made to the City Clerk for the City of Kirkland. The Ordinance was passed by the Kirkland City Council at its meeting on the 16th day of December, 2008.

I certify that the foregoing is a summary of Ordinance 4155 approved by the Kirkland City Council for summary publication.



City Clerk



Parcel #2025059230
Change land use designation from "O" Office to "TOD" Transit Oriented Development, PLA 4

LAND USE CODES

- C - COMMERCIAL
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Lakeview Neighborhood Land Use Map

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February 6, 2007

LAND USE BOUNDARIES	PARCEL BOUNDARIES
SUBAREA BOUNDARY	PLANNED AREA NUMBER
TOTEM CENTER	LAND USE CODE
PUBLIC FACILITIES	DENSITY (UNITS/ACRE)

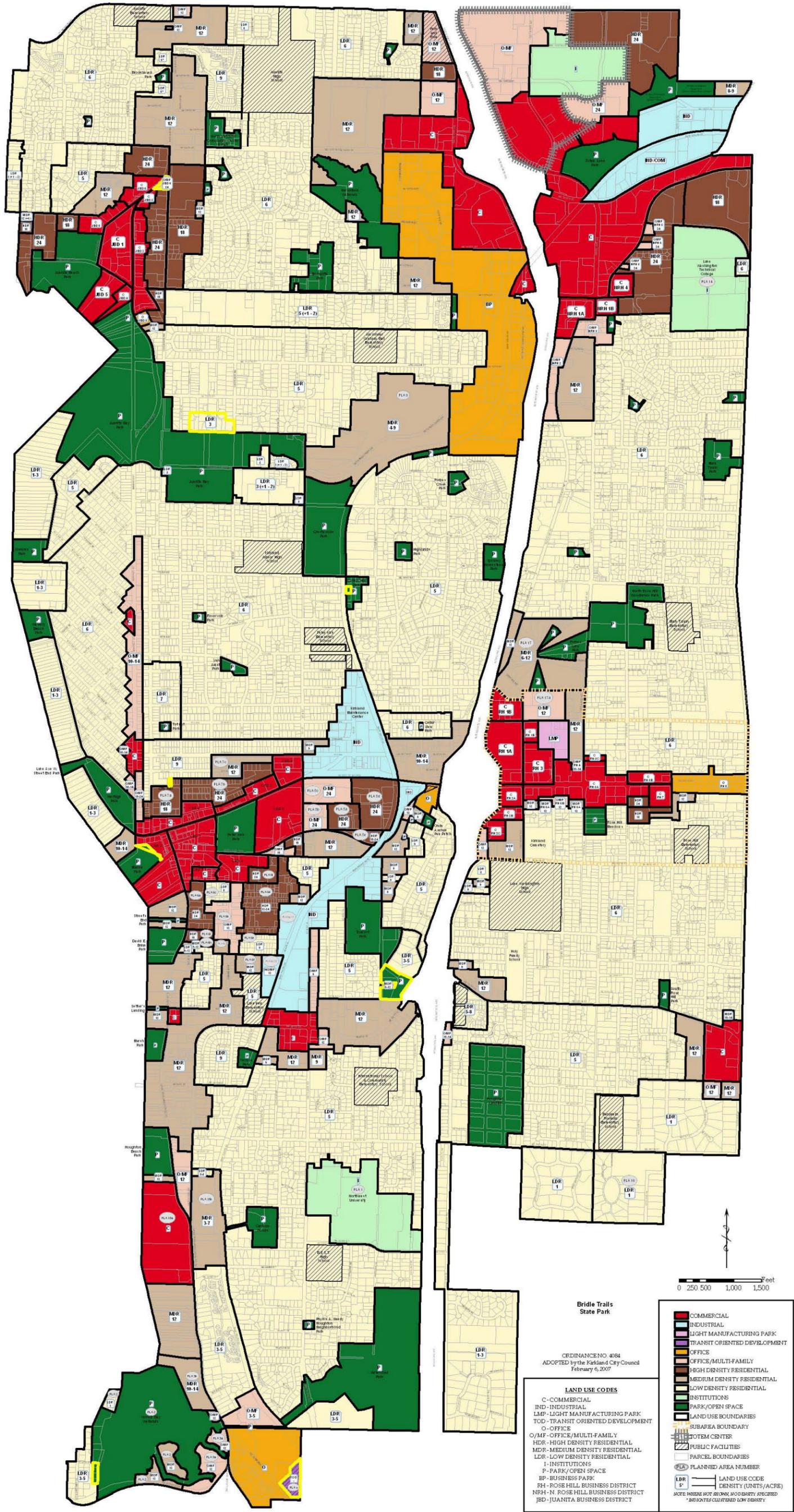
NOTE: WHERE NOT SHOWN, NO DENSITY SPECIFIED
*INDICATES CLUSTERED LOW DENSITY

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CITY OF KIRKLAND COMPREHENSIVE LAND USE MAP

Department of Planning and Community Development



Bridle Trails State Park

ORDINANCE NO. 4084
ADOPTED by the Kirkland City Council
February 6, 2007

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 - MEDIUM DENSITY RESIDENTIAL
 - LOW DENSITY RESIDENTIAL
 - INSTITUTIONS
 - PARK/OPEN SPACE
 - LAND USE BOUNDARIES
 - SUBAREA BOUNDARY
 - LOT/ITEM CENTER
 - PUBLIC FACILITIES
 - PARCEL BOUNDARIES
 - PLANNED AREA NUMBER
 - LAND USE CODE
 - DENSITY (UNITS/ACRE)
- NOTE: WHITE NOT SHOWN, NO DENSITY SPECIFIED
* INDICATES CULTURED LOW DENSITY

LU-1 Comprehensive Land Use Map

Dorian Collins

From: Nancy Cox
Sent: Wednesday, July 30, 2008 8:41 AM
To: 'Lisa A. McConnell'; Dorian Collins
Subject: RE: Could you please forward to Houghton Community Council members?
Follow Up Flag: Follow up
Flag Status: Red

Lisa

I'll pass this on to Dorian Collins who is the Planner assigned to the TOD project. They are having a meeting on Tuesday Sept. 9 regarding the project. Thank you for your presentation on Monday.

Nancy

*Nancy Cox
 Development Review Manager
 City of Kirkland Planning Department
 (425) 587-3228
 Monday - Thursday*

From: Lisa A. McConnell [mailto:kirby994@verizon.net]
Sent: Tuesday, July 29, 2008 6:15 PM
To: Nancy Cox
Subject: Could you please forward to Houghton Community Council members?

Dear Council Members,

As I mentioned at the July 28th HCC meeting, I would really like to see some sort of bike facility included into the built environment of the South Kirkland Park and Ride TOD. Planning-in facilities really speaks the commitment level of the Houghton Community Council and the City of Kirkland to alternative travel modes. It can only encourage bike and transit use, helping to bridge the gaps between the two. It certainly fits in with the City's goals for the Non-motorized Transportation Plan. Rentals by either of the below businesses certainly would be encouraged (and possibly sponsored) by La Quinta Hotel. And area cyclists already use this corridor, so business at the repair facility or bike shop would be brisk.

Bikestation <http://www.bikestation.org/index.asp> I think this is really the way to go. Not for profit and usually linked via sponsorship to great organizations.

<http://www.smartbike.com/default.asp> Smart Bike is run by Clear Channel Outdoor. Clear Channel is actually an advertising agency that does billboards and those mini billboards you see in 7-11 and on top of taxis. Their website is <http://www.clearchanneloutdoor.com/>

I thank you in advance for your consideration of this great opportunity to improve cycling, active living, and transit.

Lisa McConnell
 CHNA chair
 KAN representative

7/30/2008

ATTACHMENT 3

2008-00002

Dorian Collins

Attachment 3

From: Margaret Schwender [margschwender@comcast.net]
Sent: Friday, June 20, 2008 7:13 PM
To: Dorian Collins
Subject: South Kirkland Park and Ride

Follow Up Flag: Follow up
Flag Status: Red

Dear Ms. Collins,

I am sorry that I will not be able to attend the meeting this coming Monday night. I am a strong supporter for affordable housing, and was once invited on a committee sponsored by Kirkland leadership at the city level to look at affordable housing and what it means for Kirkland.

Please know that I hope to meet you down the road, and invite further conversations on this topic.

Best Regards,

*Margaret Schwender
Community Activist
425 828 0741 home
206 226 5358 cell*

August 9, 2008

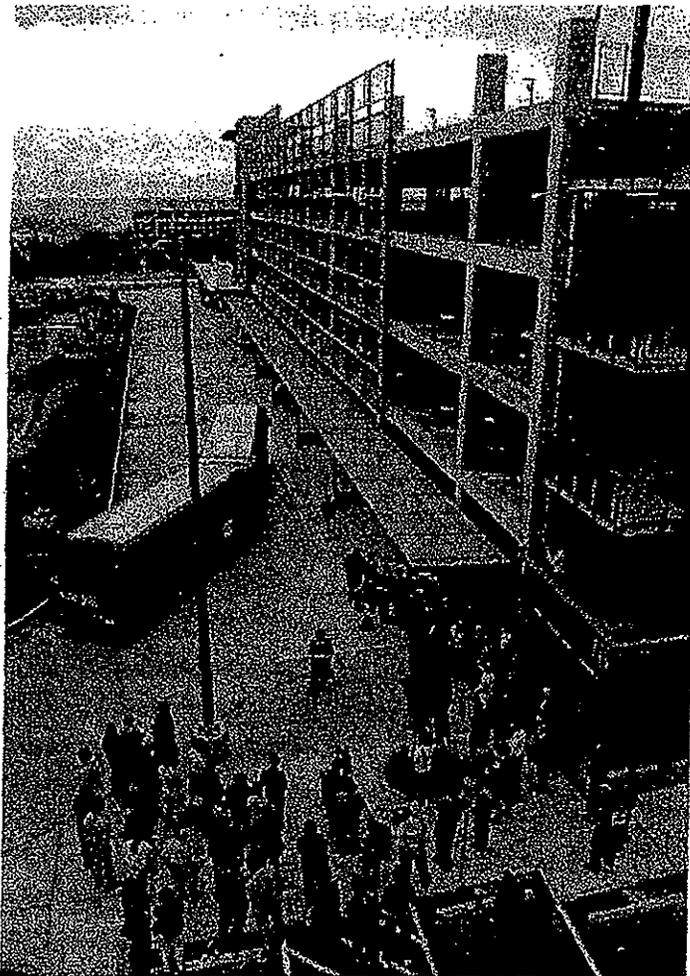
Dear City Council, Houghton Community Council, and Planning Commission,

It appears that you will be making some decisions regarding the South Kirkland Park and Ride TOD in September. Even though I know little about the project at this time I wanted to mention my concerns.

I feel strongly that the parking should be doubled or tripled if possible. The expansion of Eastgate Park and Ride lot was a great success and very necessary:

This Week In Transportation: July 19, 2004

Metro continues to build on park-and-ride success



King County Metro Transit dedicated the new Eastgate

Park-and-Ride Garage on July 15.

Last week, King County Metro Transit celebrated the recent opening of the \$27 million Eastgate Park-and-Ride Garage, marking the completion of yet another in a series of capital improvements Metro promised in 2000.

The garage and surrounding lot has a total of 1,646 spaces, and usage has grown steadily since it opened last month. The increased parking at Eastgate – more than double the number of stalls at the old lot – also appears to be easing some overcrowding at other lots along Interstate 90.

The opening of the Eastgate Garage was a significant milestone for King County Metro's Design and Construction group, but there is no time for staff members to rest. There is another garage project out to bid, a new lot under construction, and an old lot being expanded.

Here's a roundup of park-and-ride construction activities.

Eastgate – The five-story garage opened June 5 on the site of the old lot. Metro put a lot of effort into making this garage blend into the community, with artwork and architectural features appropriate for the neighborhood. But the most important element is how well this new facility is already working to relieve congestion along the I-90 corridor.

Usage has been climbing every week since the garage opened. As of last week, there were 730 vehicles parked both outside and inside the garage. Which is more people using the new park-and-ride than used the old lot.

It has benefits beyond the Eastgate area. Park-and-ride lots in Issaquah and Mercer Island have been at capacity for years. In the few weeks since the expanded Eastgate facility opened, Metro has seen some of the overcrowding at those other lots ease a bit. That trend is expected to continue, as more and more people discover the convenience of using the new garage.

South Kirkland Park and Ride is in a key location to solve a number of problems.

It would be an excellent place for individuals to park for free and take the bus into Kirkland once the downtown developments that are under consideration are completed.

Being situated near the point where 520 and 405 intersect as well as several main arterials it opens up many opportunities for individuals to take the bus going east, west, north, or south. This could be extremely important once a toll is required on the Evergreen Point Bridge or it undergoes construction.

Right now it is under-utilized as a transfer point or flier stop for Sound Transit but if capacity were greatly increased then new routes could be instigated.

As gas prices increase and parking garage fees in Bellevue, Kirkland and Seattle become unaffordable to many the placement of South Kirkland Park and Ride allows individuals to park close to a freeway and take a bus to Bellevue transit center, Kirkland transit center, Totem Lake transit center or Overlake transit Center, all of which don't offer many opportunities for parking. Due to budgetary issues bus routes often are only improved along commuter corridors during peak hours. A larger Park and Ride lot may allow people to drive from various areas on the Eastside and catch a bus to work or school that might not otherwise be able to since service to their neighborhood is negligible.

A large parking lot also insures that relatives can park and wait to pick up commuters. Transit Centers have no waiting zones. Those people that need to pick up a disabled relative or a child taking Metro to school, or a husband who works on Sundays when many routes are not running have nowhere to park and wait at Transit Centers. Bellevue Transit Center doesn't even have a drop-off area where a person can hop out of the car to enter the bus zone to wait for a bus.

The downside of increasing capacity at South Kirkland Park and Ride is the impact that it may have on the connecting arterials especially 108th Ave NE and Lake Washington Blvd. With the increased development that is planned in Kirkland under Growth Management regulations, congestion seems inevitable. The big question is whether or not a park and ride lot actually reduces congestion and green house gases. It seems to me that an expanded park and ride lot increases congestion on arterials while reducing congestion on main commuter routes such as freeways. In regards to South Kirkland Park and Ride that may not be the case. As Kirkland becomes denser perhaps people will take the freeway to South Kirkland Park and Ride and from there ride the bus into downtown Kirkland.

I have personal experience with some of the issues involved in transit use and the lack of facilities and routes. We have been a one car/ four person family for at least 15 years. Now we are a one car+3 bus passes/ four person family. Neither my 21 year old daughter

nor my 17 year old son has ever had a driver's license. My son used Metro to get home to Houghton from Kamiakin Junior High every day during his junior high years. Sometimes he had to transfer in downtown Kirkland depending on which bus he caught. On days when I decided to pick him up in Kirkland for an appointment there was nowhere to wait in my car where I could see him get off of the bus. I'd have to make arrangements ahead of time for him to find me in the library. Also, when I wanted to drop him off in Kirkland I actually had to stop in the bus loading zone: not the best solution when buses are coming and going all the time. Now he takes the bus from Houghton all the way to Kenmore so he can attend Inglemoor High School. Unfortunately, he can't get there in time for first period because the 234 bus from Bellevue doesn't go down 108th Ave NE early in the morning which means he starts his school day with second period.

Another issue I have experience also relates to drop off zones and limited bus routes. My husband used to work at Boeing facility in Renton. When he worked overtime on weekends I'd have to drive him to Bellevue transit center and drop him off in a business parking lot or wait to pick him up at the little motel parking lot near the performance center. His regular bus at the Houghton freeway flyer stop didn't run on weekends. Now he works at Everett and his bus only travels north twice in the morning and south twice in the evening but only on weekdays. When he wants to work over time he has to take the car. Metro has not improved either of those routes even though they are standing room only much of the way.

My daughter has her own problems using Metro. She lives near Evergreen Hospital and works in Redmond. The last bus that goes along Willows Road leaves Redmond around 5:30 pm. If she misses it then her ride home is twice as long since she has to take a different bus into Kirkland and transfer to get to Totem Lake Transit Station and walk the rest of the way home.

She is lucky that she was able to get an apartment near a transit center. Not everyone is so fortunate. Since many people are not near a bus stop there has been a great deal of talk about individuals riding a bike to a bus stop or park and ride lot instead of driving and parking. Riding a bike to a bus stop doesn't always pay off. Both my husband and daughter have seen bike riders left at the curb because the bike rack already contained two bikes and a biker isn't allowed to carry his bike into the bus. The bus driver waited for one of them to chain his bike to a pole so he could leave it behind and get on. That doesn't work well for those that also need to ride their bike at the other end of the commute in order to get to the office. I don't know how often existing bike lockers are used at Metro transit centers but I think it would be wise to include them at future transit center expansions.

Increasing parking availability at South Kirkland Park and Ride wouldn't help my family in particular but I can see that it would help many families in the future as bus use becomes a necessity. On weekends I noticed that the park and ride lot is used heavily when special events are going on in Seattle such as a Husky game or the N W Garden Show.

As I mentioned before, I'm not that familiar with the plans for the TOD South Kirkland Park and Ride since I haven't been to any of the meetings. I am concerned about what I have heard regarding the use of the site for affordable housing. Who is the housing intended for---the elderly and disabled on a fixed income, single working mothers, a large family of Mexican immigrants working in the construction business or a couple of college graduates starting out with their first jobs? On the other hand, perhaps this development is geared toward a higher wage earner who might actually be able to find a job at one of the high tech office firms in Kirkland or Redmond (a group traditionally not known for riding the bus)? We all want affordable housing. Who gets this wonderful opportunity?

Anyone wanting to live in this new development would essentially need a car since many buses don't run often enough or even stop at that park and ride to make it possible to take care of the errands that a family usually has to run. The office and housing units will use many of the new parking spaces that are planned for this site. Possibly 500 units will be built. In that case potentially 1,000 spaces will be necessary for use by residents and their visitors. Any other development in this area will also use the parking available at this park and ride facility. I remember going to a meeting regarding a possible development at the business park across the street from the park and ride and they said that they planned to use the park and ride to meet their over flow parking needs and avoid building a garage that included all the required parking spaces necessary as per code. Even if bus service to the park and ride is increased the fact that bus service will never be adequately improved in the neighborhoods and outlying areas of the Eastside means that driving will be necessary to visit friends and family, attend church or frequent the local entertainment venues on the weekends. In the past Tim Eyman and the voters of Washington haven't been generous with tax dollars that would have improved our public transportation network.

The new development would need to include businesses that sold groceries and other necessities. Right now the only nearby grocery store is up a steep hill and would require crossing a freeway exit ramp. It is not a journey I'd want to take with a baby in a stroller and a toddler in tow. Last week when I was driving on Bellevue Way I witnessed an elderly lady pushing a shopping cart (with two canes and a bag of groceries inside) home from QFC. She lost control of the cart and it jumped the curb. I pulled over at the nearest street since there was no bike lane or shoulder and ran back to help her. Another motorist had actually stopped in the lane next to the curb to keep the cart from becoming a danger to other motorists. Together we lifted the cart up onto the sidewalk. The people in the cars behind the stopped car rudely honked rather than shifting lanes or getting out to help. There are few bus stops or safe cross walks on Bellevue Way.

Increasing housing in this area would require an extensive sidewalk and crosswalk improvement project. Does Bellevue already have a plan in place? I have seen pedestrians risking their lives crossing over to the park and ride from the housing developments on the east side of 108th Ave NE. Walking up Northup Way to go to Lowe's or a doctor's appointment near Overlake Hospital would be even more challenging. There aren't adequate sidewalks or crosswalks in that direction.

What bus routes is Metro actually going to improve? In the evenings the 255 only runs up 108th Ave NE once an hour and during a snow day it doesn't run that route at all. That really limits popping into Kirkland at any hour of the day or night. The 234 going into Bellevue has a limited schedule as well. It isn't safe walking into Bellevue along 108th Ave NE going south under the freeway. My friend Tracy Dunlap was seriously injured when a truck turning left from the freeway off-ramp hit her as she was crossing at a pedestrian crosswalk on 108th Ave NE at a light with a walk signal. In addition there are inadequate sidewalks farther up the hill near the Montessori School.

The Planning Commission has to make decisions on projects that sound good on paper but aren't necessarily practical especially if funds are limited and several government agencies are involved. I suggest that the Planning Commission members and the City Council pick a raining Saturday and hang out at South Kirkland Park and Ride and each pick a different destination to take a round-trip to on the bus; for example, BCC, or Boeing, or Saint Edwards Park, or the Redmond Target Store, or even the Kingsgate Library. Or go there at 9 pm and take a bus ride from there to the grocery store and pharmacy and back. Maybe you can even borrow a sick kid to take along with you. Or bring your granny to South Kirkland Park and Ride on a week day at noon and take the bus to Evergreen Hospital with her for an appointment and ride the bus back. Most people don't know what it is like to use the bus for every trips even if they regularly commute to work on Metro.

Will this project actually solve all the problems it is intended to solve? Or will it just result in a different set of problems?

Sincerely,

Margaret Elaine Bull

6225 108th Place NE
Kirkland WA 98033
(425) 822-2925

Dorian Collins

From: Heather Beaulieu [hbeaulieu@rafn.com]
Sent: Tuesday, October 21, 2008 1:06 PM
To: Dorian Collins
Subject: referencing file number ZON08-00002

Dorian,

I am a Kirkland resident, a Housing Development Consortium board member and a builder of affordable and workforce housing. I am unable to attend the public hearing tomorrow night. I wanted to be part of the voice that will be strongly in favor of moving forward with a TOD housing project at the South Kirkland Park and Ride.

These types of projects are an outstanding use of existing developed real estate.
They provide an opportunity for people to really opt out of automobile transportation as part of their daily routine.
They set an example of well planned density for the community.
They create the seed for future transit HUBS that can transform our neighborhoods.
These are very cost effective to construct on.

Please add my voice to the supporters. Thanks,

Heather Beaulieu, GA-C
VP Business Development
425.702.6620
206.510.1236 (cell)
425.702.9580 (fax)



Please consider the environment before printing this e-mail.



Dorian Collins

From: Brannan, Liz [Liz.Brannan@rsmi.com]
Sent: Monday, October 20, 2008 10:18 AM
To: Dorian Collins
Subject: South Kirkland Park and Ride

Dorian: I am a resident and homeowner at Yarrowood, a condominium community of 155 units located on 108th Ave NE, across the street from the South Kirkland Park and Ride.

I attended the first two meetings relating to the proposed changes to the Park and Ride facility. I was able to speak at the Houghton Community Council meeting and express some concerns as a direct neighbor to the facility. I attended the Planning Council meeting, but arrived too late due to my commute for the public comment section of the meeting.

I am concerned about the residential density proposed for this Park and Ride facility. It appears that to meet the affordable housing guidelines that are a goal set by the Houghton Community Council and the city of Kirkland, as many as 500 residential units would be needed to make the development economically viable. It is my understanding that the Park and Ride property totals 7 acres. Yarrowood is an 11 acre property and has only 155 units. Yarrowood is certainly a different design than what has been discussed in the two meetings. We have a mix of building styles, 2 unit townhouses, 4 unit (two above, two below) buildings, and two large buildings, three stories each, with one level "garden style" apartments. There is a lot of green space in the development, much of which is left to natural woods and ground cover because of the slope of the property.

A phrase that I have heard discussed in the meetings as a design concept for the Park and Ride is "urban village". When I hear that phrase, I think of the mixed use development in the Juanita area. This is a large development and I would think it would not translate well to a piece of property that still must have as a primary function, providing parking for commuters who use Metro and Sound Transit busses.

There are three main concerns I have about the size of development proposed:

Traffic- the addition of 500 families to the permanent population. These families will bring a certain number of cars, and although the ideal would be that they would be candidates for public transportation for the daily commute, there are many transportation needs that are not solved by the use of public transportation in our area. Access to shopping, errands, children's activities etc would almost certainly involve the use of personal autos. I cannot see a parent, with small children in tow, doing the weekly grocery shopping by bus. In addition, not all commuting needs are met by public transit. There are times when I find it hard to make a left turn out of Yarrowood onto 108th because of traffic both north and southbound on 108th. How would the effect of 500 new residents and their cars be mitigated?

Security- we have experienced car prowls and other property damage by "visitors" to Yarrowood. The Park and Ride seems to provide a point of late night access. The Burlington Northern tracks also contribute to non-conventional access to Yarrowood. We are concerned about the potential for increased access into our community by folks who are not residents or invited guests. It is not a given that 500 new residential units across the street will have an adverse effect on security as relates to Yarrowood, but I would like to see that issue discussed in the planning process, with consideration for what must be done to accommodate increased police protection/patrols considering that both Bellevue and Kirkland police would be involved.

Esthetic/ Environmental: The appearance of the area as one drives 108th Ave, is pleasant because of the trees that buffer the street. Yarrowood has trees along its property bounded by 108th, as does the Park and Ride and a large piece of property, currently a single family residence across the street. To the casual observer, the existing residents of the immediate area are not easily discernable and may be overlooked when considering the impact of the proposed development on the existing community. The current office parks are set back from the neighboring streets. These trees and set backs preserve the appearance of a less densely used portion of the community and provide the benefit of green spaces as opposed to large paved areas. Near this area are several wetlands that have been encroached by development. Especially with the plans to expand 520, it is important that these green spaces and fragile areas be preserved.

10/21/2008

Because of the change in the date of the next Planning Commission meeting, I will not be able to attend. Please submit these comments to the Commission. Please feel free to contact me if you have questions about my comments.

Thanks You

Liz Brannan CPA
Manager, Tax Services
RSM McGladrey, Inc.
600 University Street, Suite 1100
Seattle, WA 98101-3119

Phone 206.281.4444 Fax 206.749.7136

liz.brannan@rsmi.com

www.rsmmcgladrey.com



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October 21, 2008

Dorian Collins, Project Planner
CITY OF KIRKLAND
Planning and Community Development Department
123 Fifth Avenue, Kirkland, WA 98033

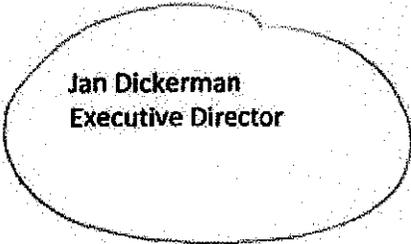
RE: ZON08-00002.

Dear Dorian Collins,

Kirkland Interfaith Transitions in Housing (KITH) is a non-profit organization whose mission it is to join with the families and individuals who are facing a homeless crisis and to create a healthy community. KITH believes that hard working people should be able to pay rent and still have money left over to buy groceries and other necessities. We believe that children deserve an opportunity to succeed in school and life, which is related to having a stable home.

KITH supports the amendments to the Lakeview Neighborhood Chapter of the Comprehensive Plan. The revisions will allow for the South Kirkland Park and Ride site to become a Transit Oriented Development. KITH is particularly interested in seeing 20% of the developed housing set aside for people who are at 30% of median income. Our community needs more affordable housing and this project will have many benefits, including having housing co-located with transportation, and easy access to 520.

Sincerely,



Jan Dickerman
Executive Director

Dorian Collins

From: mccauley2@aol.com
Sent: Wednesday, October 22, 2008 2:14 PM
To: Dorian Collins
Cc: wanda.taylor1@comcast.net; jrenn@email.msn.com; rstone@gmail.com; Liz.Brannan@rsmi.com; ebrannan@comcast.net; lucyb33@hotmail.com; cmoice@microsoft.com; Gsjursen@msn.com; nickwest@gmail.com
Subject: Fwd: South Kirkland Park and Ride
Attachments: image001.jpg

Hello Dorian,

I think the email below from Liz Brannan is thoughtful and echoed by many of us who live in Yarrowood. In addition to her comments, I would point out that when Yarrowood was built it had a very pleasant "rural" feel about it that appealed to many of us. That atmosphere has been steadily eroded. The widening of 108th Avenue NE from Northup Way to the BN railroad tracks was the biggest negative impact on Yarrowood, and we were charged for the "privilege" of having our environment detrimentally impacted by virtue of a ULID to pay for the widening project.

My point in communicating all of the above is that I hope the surrounding atmosphere of the general area (including Yarrowood) will be considered if this development proceeds. I suspect that the Grocock family who own the farmhouse south of the Park and Ride will feel good about this project either.

All in all, this project is not something I'm in favor of, but if it proceeds would like to know that it will take into consideration those of us in the surrounding area.]

Thanks for an opportunity to share my thoughts.

Wayne McCauley
3442 108th Pl NE #1
Bellevue, WA 98004
(425) 827-7748

-----Original Message-----

From: Brannan, Liz <Liz.Brannan@rsmi.com>
To: cmoice@windows.microsoft.com; greg.musick@gmail.com; lucyb33@hotmail.com; lisa.muth@comcast.net; Nick West <nickwest@gmail.com>; McCauley2@aol.com; wanda.taylor1@comcast.net
Sent: Tue, 21 Oct 2008 4:47 pm
Subject: FW: South Kirkland Park and Ride

To All: The attached are e-mail comments I sent to the Kirkland Planning Commission regarding the South Kirkland Park and Ride. The message was forwarded by the coordinator to the Commission members.

Liz Brannan CPA
Manager, Tax Services
RSM McGladrey, Inc.
600 University Street, Suite 1100
Seattle, WA 98101-3119

10/22/2008

Dorian Collins

From: Rachel Krefetz [rachel@housingconsortium.org]
Sent: Wednesday, October 22, 2008 5:15 PM
To: Dorian Collins
Subject: Comments for tonight's public hearing
Attachments: South Kirkland Park and ride 10-22-08.pdf

Dear Dorian,

Please find the attached letter regarding tonight's public hearing on the South Kirkland Park and Ride. Thank you for your consideration.

Sincerely,
Rachel Krefetz, Suburban Outreach Director
Housing Development Consortium
1402 Third Avenue, Suite 709
Seattle, WA 98101
206/ 682-9541
www.housingconsortium.org
"Affording Opportunity"

10/22/2008



October 22, 2008

Kirkland Planning Commission c/o Dorian Collins
123 5th Avenue
Kirkland, WA 98033

RE: File ZON08-00002

Dear members of the Kirkland Planning Commission,

My name is Rachel Krefetz, and I am writing on behalf of the Housing Development Consortium (HDC). HDC has over 70 member organizations from the nonprofit, for-profit, and government sectors working to promote and provide affordable housing in King County. The base of our membership is nonprofit organizations that build and provide housing to low-income families and individuals. Our nonprofit members include DASH, YWCA, St. Andrew's Housing Group, Low Income Housing Institute, and Housing Resources Group. Together, HDC's nonprofit members have built over 20,000 housing units across King County.

According to ARCH, "the percentage of households who pay too much of their income for housing is higher on the Eastside than anywhere else in King County." Transit-Oriented-Development at the South Kirkland Park and Ride presents an opportunity to help Kirkland become a more livable city for community members of all income levels. **Housing gives people an opportunity to build better lives. To succeed, you need a place to call home.**

We are heartened by the City of Kirkland's ongoing dedication to addressing the challenges of affordable housing. As you continue to refine the proposed amendment for the South Kirkland Park and Ride, I want to emphasize the importance of targeting truly low-income residents. Many of the working families in our community have a household income of only 50% of the area median income. These families are struggling to afford housing and still have enough money for groceries and other basic necessities. We propose a variety of affordability levels in order to best achieve the goal of a mixed income development.

The Housing Development Consortium would be happy to assist in working on these issues. Thank you for your consideration and continued investment in affordable housing on the Eastside.

Sincerely,

Rachel Krefetz, Outreach Director
Housing Development Consortium
Ph: (206) 682-9541 email: rachel@housingconsortium.org

Dorian Collins

From: Brian Staples [brian@brianandemily.com]
Sent: Sunday, December 07, 2008 1:21 AM
To: James Lauinger; Bob Sternoff; Jessica Greenway; Joan McBride; Mary-Alyce Burleigh; Dave Asher; Tom Hodgson; David Ramsay
Cc: MBergstrom@bellevuewa.gov; Gary.Prince@kingcounty.gov; Dorian Collins; council@bellevuewa.gov
Subject: South Kirkland Park and Ride
Follow Up Flag: Follow up
Flag Status: Red

*Received after
Public Hearing*

South Kirkland Park and Ride Proposal for Transit Oriented Development

I am asking the Kirkland City Council to postpone voting to support the recommendations of the Planning Commission Recommendations concerning the South Kirkland Park and Ride Transit Oriented Development (TOD). I would also like the Planning Commission to revisit the issue because it has inadequately addressed the following:

- **Lack of nearby commercially zoned areas to support high density zoning and intensive use** - At each of the TOD projects in Eastgate, Bellevue, Northgate, Totem Lake, and Redmond there are existing retail amenities like grocery stores, pharmacies, and movie theaters to support higher density zoning. At all of these facilities, major grocery stores and pharmacies are less than a quarter mile away. At the proposed South Kirkland TOD, the nearest existing grocery store and pharmacy is almost 2 miles away. I think it is instructive to look on Exhibit D's City of Kirkland Comprehensive Land Use Map. It just drove home to me how isolated the proposed high density area would be in regards to supporting commercially zoned areas. In south Kirkland, the nearest commercially zoned area is at Carillon Point. If residents of the TOD have to get in their cars to shop, it defeats the whole purpose.
- **Mass and scope are out of character with existing, nearby properties** - Materials from the County indicate that a 6 story building would be built on the site. That would be out of scale with nearby residences at Yarrowood Condominiums. It would be out of scale with the existing Paccar office buildings right next door. The Paccar buildings have but one or two levels of offices above an exposed parking area. Those office buildings are set at an oblique angle to 38th Place and staggered one behind the other, presenting a smaller profile to the street. If the South Kirkland TOD follows form factors of existing King County TOD's, it will be shoe-horned in and fill the existing property to its outermost edges.
- **Inadequate Community outreach** - Under Exhibit G, Section VI of the packet, it states that "postcards were sent to property owners, residents and businesses within 300' of the property boundaries". According to the King County's parcel viewer that would include the Yarrowood Condominiums but not one other home owner in the Lakeview or Houghton neighborhoods. I don't see how the Planning Commission can propose moving forward with changes in the comprehensive plan without having more community outreach. A development of this scope will have an effect on all the neighborhoods south of 68th. (As a side note, the study references the changes contained in Exhibit X which wasn't included in the pack.)
- **Parking spaces would be permanently capped/reduced** - The County is proposing an additional 260 parking spaces in the underground parking facilities for 500 residences. If each residence has one parking spot associated with it (doesn't the City currently plan on something like 1.5 per residence), that means minimally the Park and Ride will end up with a deficit of 260 spaces. The County offers overly optimistic sharing scenario which doesn't allow for any flexibility or growth once residences are built on top of a parking garage.
- **Changes to the zoning practices are drastic** - I've sat here in city council meetings hearing heated debate about fine gradations of zoning practices. Do we want buildings to be more than 2 stories? More than 3? Do we want a 20' or a 25' foot setback? What constitutes superior retail? How many parking spaces should there be per square foot of retail and residential buildings? All of these heated discussions were over variances to existing zoning codes. For the South Kirkland Park and Ride, the Planning Commission is proposing an outright zoning change which will greatly affect all the surrounding neighborhoods in Kirkland and Bellevue. I believe the process which has taken place needs to be more inclusive of those neighborhoods before moving forward with any changes to the comprehensive plan.

In this particular instance it might be fortuitous that Bellevue (and the County?) has delayed in moving forward on this project. I would recommend the City does the same and get the community feedback and support you need to get the best end result.

As always, thank you for the time you take and the efforts you make in making this such a great city. Feel free to make any corrections to the statements or assumptions in this email.

Brian Staples
4207 106th Place NE

Dorian Collins

From: Glenis Nielsen [ganrn@comcast.net]
Sent: Thursday, January 01, 2009 1:13 PM
To: Dorian Collins
Subject: Oct.08 Kirkland Planning Commission request.
Follow Up Flag: Follow up
Flag Status: Completed

*Received after
Public Hearing*

Dear Ms. Collins, When I attended the Oct. Planning Commission Meeting the Chairman asked that some inquiry be made into the local neighborhood residents as to their feelings of the south Kirkland P&R property expansion changes that are being proposed. I am wondering what has transpired with this request? Are any further public information meetings planned on this proposal and what if any has developed with Bellevue's participation in this property planning and development. Our board of directors has their next meeting (Yarrowood Condominiums) on the 20th of Jan. and I'm sure we all would like to be updated on the plans since we all will be highly impacted by decisions being considered on this project. Thank you, Glenis Nielsen, 10930 N.E. 37th Pl.#2 Bellevue, Wa. 98004

RESOLUTION 2009-1

A RESOLUTION OF THE HOUGHTON COMMUNITY COUNCIL DISAPPROVING ORDINANCE NO. 4155 PASSED BY THE KIRKLAND CITY COUNCIL ON DECEMBER 16, 2008, ADOPTING COMPREHENSIVE PLAN AMENDMENTS (FILE NO. ZON08-00002).

WHEREAS, the Houghton Community Council has received Kirkland City Council Ordinance No. 4155, adopting amendments to the Comprehensive Plan; and

WHEREAS, in accordance with Ordinance No. 2001, the subject matter of Ordinance No. 4155 is subject to the disapproval jurisdiction of the Houghton Community Council and shall become effective within the Houghton Community Municipal Corporation only upon approval by the Houghton Community Council or the failure of said Community Council to disapprove Ordinance No. 4155 within 60 days of the date of the passage; and

WHEREAS, on September 9, 2008, the Houghton Community Council held a courtesy hearing on the proposed amendments and, following the close of the public courtesy hearing, recommended that the City Council approve the amendments; and

WHEREAS, the subject of Ordinance No. 4155 was reviewed and discussed by the Houghton Community Council at a meeting held on January 26, 2009; and

WHEREAS, the Houghton Community Council elects to exercise its jurisdiction with respect to Ordinance No. 4155 by disapproving the ordinance;

NOW, THEREFORE, be it resolved that Ordinance No. 4155 is hereby disapproved and shall not be effective within the Houghton Community Municipal Corporation.

PASSED by majority vote of the Houghton Community Council in regular, open meeting this _____ day of _____, 2009.

SIGNED IN AUTHENTICATION thereof this _____ day of _____, 2009.

Chair, Houghton Community Council

City Clerk

RESOLUTION 2009-1

A RESOLUTION OF THE HOUGHTON COMMUNITY COUNCIL APPROVING ORDINANCE NO. 4155 PASSED BY THE KIRKLAND CITY COUNCIL ON DECEMBER 16, 2008, ADOPTING COMPREHENSIVE PLAN AMENDMENTS (FILE NO. ZON08-00002).

WHEREAS, the Houghton Community Council has received Kirkland City Council Ordinance No. 4155, adopting amendments to the Comprehensive Plan; and

WHEREAS, the subject matter of Ordinance No. 4155, pursuant to Ordinance No. 2001, is subject to the disapproval jurisdiction of the Houghton Community Council and shall become effective within the Houghton Community Municipal Corporation only upon approval by the Houghton Community Council or the failure of the Community Council to disapprove Ordinance No. 4155 within 60 days of the date of passage; and

WHEREAS, on September 9, 2008 the Houghton Community Council held a courtesy hearing on the proposed amendments and, following the close of the public courtesy hearing, recommended that the City Council approve the amendments; and

WHEREAS, the subject of Ordinance No. 4155 was reviewed and discussed by the Houghton Community Council at a meeting held on January 26, 2009; and

WHEREAS, the Houghton Community Council elects to exercise its jurisdiction with respect to Ordinance No. 4155 by approving the ordinance;

NOW, THEREFORE, be it resolved that Ordinance No.4155 is hereby approved and shall be effective within the Houghton Community Municipal Corporation.

PASSED by majority vote of the Houghton Community Council in regular, open meeting this _____ day of _____, 2009.

SIGNED IN AUTHENTICATION thereof this _____ day of _____, 2009.

Chair, Houghton Community Council

City Clerk