



CITY OF KIRKLAND

Planning and Community Development Department

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MEMORANDUM

Date: March 17, 2011

To: Planning Commission and Houghton Community Council

From: Dorian Collins, Project Planner
Paul Stewart, Deputy Director

Subject: **PUBLIC HEARING ON DRAFT AMENDMENTS TO THE ZONING MAP, ZONING CODE AND MUNICIPAL CODE FOR THE SOUTH KIRKLAND PARK & RIDE (FILE ZON10-00014)**

RECOMMENDATION

Conduct a public hearing to receive testimony on the proposed amendments to the Zoning Map, Zoning Code and Municipal Code. Once the hearing is closed, discuss the proposed amendments and provide direction to staff for any changes or additional information that should be brought back to the study sessions in April. The Planning Commission (PC) and Houghton Community Council (HCC) may opt to begin discussions and deliberate on the amendments, or may choose to reserve deliberation for your separate meetings in April, when the Planning Commission and Houghton Community Council will each prepare a recommendation for consideration by the City Council.

Suggested Public Hearing Format

- ♦ Planning Commission chair declares public hearing open
- ♦ Staff presentation on proposed amendments
- ♦ Clarifying questions from the Commission or HCC
- ♦ Opportunity for public comment on draft amendments
- ♦ Close the public comment portion of the hearing
- ♦ Discuss and provide direction to staff regarding changes or additional information required prior to deliberation on the proposal
- ♦ Continue the meeting to April 14th for the Planning Commission, and April 25th for the Houghton Community Council.

POLICY IMPLICATIONS

The proposed amendments to the Zoning Map, Zoning Code and Municipal Code implement the policy direction provided in the Comprehensive Plan for transit-oriented development at the South Kirkland Park and Ride. The proposed amendments are consistent with Chapters 135 and 160 Zoning Code.

BACKGROUND

Comprehensive Plan Amendments, Public Outreach Efforts and Meeting History

The seven-acre South Kirkland Park and Ride property is owned by King County, and lies within the boundaries of the cities of Kirkland and Bellevue. The site is located at the southernmost end of the city of Kirkland (see Attachment 1). Only the Kirkland portion of the site is being considered for transit-oriented development (TOD). Several years ago, King County applied for and received 6.25 million dollars of federal funding to improve the transit facility and expand the park and ride capacity as part of transit-oriented development at the site. The funding is related to improvements to 520, and the expectation that the demand for park and ride spaces will increase with the use of tolling on the bridge.

This federal funding, combined with housing funds and private funds, would finance the addition of 250 park and ride stalls, a mixed-use development with about 200-250 housing units, parking for the residential units, and some commercial space. In order to take advantage of this funding, the project needs to be ready to proceed soon, or the funding may become unavailable and no additional parking spaces or transit improvements would be made to the South Kirkland Park and Ride.

In 2008, the Kirkland City Council adopted amendments to the Lakeview Neighborhood Plan in support of transit-oriented development (TOD) at the South Kirkland Park and Ride and in January 2009, the Houghton Community Council approved the amendments. In order to implement the adopted policies for the site, changes to zoning are needed.

The current project to develop amendments to the Zoning Code has been on the City's Planning Work Program since that time, but had not moved forward until September 21, 2010, when the City Council confirmed that the Comprehensive Plan policy direction was appropriate to guide the preparation of future regulations for the TOD. At that time, the Council directed staff to initiate the preparation of the regulations.

The City is also moving forward concurrently with the policies and regulations for the Lakeview Neighborhood Plan. The TOD site is part of the Yarrow Bay Business District (YBD). The draft plan and amendments contemplate transitioning the business district from low rise office and surface parking to a pedestrian urban village with increased building heights and a mix of office, commercial uses, housing and services. The plan also calls for improving pedestrian connection between properties and businesses and to the Eastside Rail Corridor and the park and ride transit facility. Design guidelines are proposed for major new development.

The extensive history of public meetings and the public outreach effort for these amendments was described in the staff memorandum prepared for the February 10th meeting of the Planning Commission and Houghton Community Council. That information can be found [here](#), beginning on page 1 of the staff memorandum.

February 10th and February 22nd Study Meetings

Two joint study sessions have been held before the Planning Commission and Houghton Community Council following the public workshops in January. At those meetings, the PC and HCC received a presentation of the preliminary traffic and parking study completed by the Transpo Group (see [Traffic and Parking Assessment](#)), as well as a presentation on the draft proposed amendments to the Zoning Code, Zoning Map and design guidelines. Important background materials for this project were provided for those meetings, and can be found at these links:

- ♦ [February 10th Meeting Materials:](#)
 - Notes from the Lakeview Advisory Group
 - Mutual Objectives and Principles of Agreement, approved by the Kirkland and Bellevue
 - January, 2011 workshop comments and handouts
 - Public comments (emails and letters)
 - Preliminary map for the Yarrow Bay Business District
 - Draft amendments to the Zoning Code and Design Guidelines Matrix
 - Comparison information – mixed use developments in Kirkland
- and
- ♦ [February 22nd Meeting Materials:](#)
 - Draft Design Guidelines Matrix - Revised

Direction for Changes to Proposed Amendments

At these meetings, discussion focused on issues of design review, parking standards, size limitation for retail use and miscellaneous design guidelines. Specific direction for changes to the amendments has been incorporated into the revised Use Zone Chart and Design Guideline Matrix, included in Attachments 2 and 3.

March 3rd Public Workshop

One additional public meeting has been held since the last study session of the Houghton Community Council and Planning Commission. On March 3rd, a third public workshop was held at City Hall, for the purpose of presenting the draft amendments for the South Kirkland Park and Ride to the public. Four citizens who are not members of the City's commissions, King County staff, consultants or reporters attended the meeting. The objective for the meeting was to describe how the comments from the workshops held in January on this topic had been addressed by the regulations and guidelines, and to identify areas where those in attendance felt the amendments had adequately addressed the issues expressed at earlier workshops, as well as areas where the amendments might not have fully addressed the issue or concerns remained.

The presentation given by Planning staff and staff from King County Metro at the workshop can be viewed [here](#). The structure of the presentation includes a comparison of the comments from the earlier workshops, with a description of the ways in which the comments are addressed in the draft regulations and guidelines. In the case of input related to traffic, circulation and project management, proposed actions to be undertaken by King County or through the RFP (Request for Proposals) process are described.

On many issues, citizens in attendance stated, though the use of a “green card (yes)/orange card (still concerned)” system, that the proposed amendments appropriately addressed the input and concerns from earlier meetings. Generally speaking, the attendees indicated the City was on the right track with the amendments. Other issues remain as concerns for some, and are listed here:

- ♦ Parking ratios (parking ratios for non-residential use and guests were not included in the draft regulations at the time of the workshop)
- ♦ “Hide and ride”- concerns about parking in the neighborhoods by transit riders
- ♦ Setbacks for parking on grade
- ♦ Parking encroachment from neighboring businesses (use of park and ride spaces by off-site office tenants and others)
- ♦ Building height
 - Whether additional height should be allowed to provide more flexibility for roof treatments
 - Whether additional height might enable smaller building footprints
- ♦ General increase in traffic in the immediate area

Proposed Amendments

The amendments under study would include a change to the Zoning Map to rezone the South Kirkland Park and Ride property, text changes to the Zoning Code, including a new Chapter 56 for the Yarrow Bay Business District, which will include the use zone chart for YBD 1 proposed with these amendments. The proposed Zoning Code amendments also include minor changes to Chapter 105 and Chapter 110 related to Design Districts, and the addition of a new Plate, number 34L, to establish pedestrian circulation in the YBD 1 zone. An amendment to the Municipal Code is also required for adoption of the design guidelines, which would be a separate document adopted by reference. The proposed amendments are:

- ♦ Zoning Map: The Zoning Map would be revised to reflect the rezone of the portion of the South Kirkland Park and Ride that lies within the City of Kirkland from PO (Professional Office) to a new YBD 1 (Yarrow Bay Business District, subarea 1) zone. The land use color used on the map would be purple, in keeping with the color used in the Lakeview Neighborhood Chapter, Figure LU-1, of the Comprehensive Plan for this area. The purple color is unique to land zoned for TOD (see 4 and 5).
- ♦ Zoning Code Chapter 56 – Section 56.010 – Standards for the Attached or Stacked Dwelling Units listing in the YBD 1 Zone: A new Zoning Code chapter would be created to house the use zone charts for the Yarrow Bay Business District. The regulations for the YBD 1 subarea would be contained in Section 56.10.

Within this subarea, Section 56.10.010 would contain the regulations for the “Attached or Stacked Dwelling Units” use, which would be the primary use within the transit-oriented development on the property (see Attachment 2).

Revisions directed by the Houghton Community Council and Planning Commission at the study sessions in February are indicated through cross-outs of deleted text and underlines where new text is added. Discussion on

the building height maximum and parking requirements associated with this use follows, beginning on page 7. Key elements of the proposed regulations for this use are summarized below (please see Attachment 2 for more detailed information about the regulations):

- Project review by the Design Review Board
- Provisions for mixed-use development, containing residential use above one floor of non-residential uses.
- Ground floor uses may include retail, restaurants or taverns, banking, schools (including day-care), government facilities, community facilities, and entertainment, cultural and/or recreational activities.
- Requirement that at least 50% of the linear frontage along NE 38th Place contain one or more of the ground floor uses noted above
- Individual retail establishments would be limited to 7,500 square feet.
- Development standards to include:
 - Front setback for building: 0-5'
 - Front setback for above ground parking structure: 10'
 - Building height: 53' above average building elevation
 - Residential density to be controlled by building height and setbacks
- Requirement that at least 20% of residential units be affordable to low to moderate income households

Attachment 6 shows the proposed minor changes to standards for all other uses permitted under existing zoning in this zone. The regulations for all existing uses would remain unchanged, except for the following two items: (1) addition of the review process of development proposals which would be by the Design Review Board; and (2) the removal of language related to "Height of Structure" where adjoining a low density zone, since this language is not applicable to YBD 1 (no portion of this zone adjoins low density zones).

- ♦ Zoning Code Chapter 180 - Plate 34L: The graphic in Attachment 7 would be added to the plates provided in Chapter 180 of the Zoning Code that establishes the requirements for pedestrian circulation in the City's design districts.

Plate 34L establishes the section of NE 38th Place abutting the YBD 1 zone as a Major Pedestrian Sidewalk. This classification would require that an 8-foot wide sidewalk be provided in this area to contribute to the streetscape and pedestrian environment for the TOD. The graphic also notes the approximate location for a pedestrian pathway to connect NE 38th Place through the development and park and ride to the Eastside Rail Corridor, and separately notes that there must be an eventual connection to the Eastside Rail Corridor. Since the eastern segment of this connection is within the city of Bellevue, this objective is stated but not mapped.

- ♦ Section 105.58: This section of the Zoning Code regulates where parking areas may be located on a property located within a design district. Since design review is proposed for the YBD 1 zone, a reference to this zone must be added to Section 105.58 (see Attachment 8). This section would prohibit

surface parking areas within the street and the building unless no other feasible alternative exists on the subject property.

- ◆ Section 110.52: This section provides standards for sidewalks and other public improvements in design districts. The proposed amendment to this code section would add a reference to the Yarrow Bay Business District. Since Plate 34L (discussed above) designates the portion of NE 38th Place along the subject property as a Major Pedestrian Sidewalk, the reference in Chapter 110 is necessary to establish the required sidewalk improvements (see Attachment 9).
- ◆ Municipal Code Section 3.30.040: An amendment to the Design Review Board chapter of the Municipal Code is necessary to add the design guidelines for the Yarrow Bay Business District 1 zone to those used by the DRB to review development permits (see Attachment 10).

Attachment 3 contains the Design Guideline Matrix, which provides the proposed design guidelines to address the objectives set forth for TOD at the site in the adopted Comprehensive Plan. The matrix also notes the proposed and existing zoning regulations that address the design objectives. Key elements of the proposed design guidelines regulations for this use are summarized below (please see Attachment 3 for more detailed information about the guidelines):

The Guidelines are designed to:

- Ensure high quality building and design
- Address building scale and massing
- Ensure pedestrian features and amenities
- Address the streetscape along NE 38th Place
- Address the gateway at NE 38th Place/108th Avenue NE
- Minimize the visual impacts of parking areas and facilities from NE 38th Place
- Foster the creation of a vibrant and desirable living environment through high quality design, public amenities and open space

Attachment 11 contains only the proposed design guidelines, without the columns that provide additional information about existing regulations that are included in the matrix. Staff recommends that this outline be approved as the design guidelines for YBD 1. Once the Comprehensive Plan and Zoning Code update for the Lakeview Neighborhood is completed this summer, these guidelines will be integrated into the standard format for design guidelines in a comprehensive document that will provide design guidelines for the entire Yarrow Bay Business District.

Discussion - Additional Issues or Changes Recommended by Staff

Staff recommends that the Planning Commission and Houghton Community Council consider several additional changes to the draft regulations. These recommended changes are suggested in response to discussion and direction from the HCC and PC at the meeting on February 22nd as well as in response to input from the public workshop held on March 3rd. These issues are discussed below.

1. Parking

a. *Standards for Residential Use*

While the initial draft amendments proposed to address parking demand and supply for the residential portion of the TOD through the Request For Proposal (RFP) process rather than through zoning regulations, the discussion at the study sessions in February indicated that the preference of the PC and HCC was to specify a minimum standard for parking for residential and other uses.

Based on that discussion and on public comment, the revised text in the Use Zone Chart establishes a minimum requirement of 1.1 stalls per unit (see Attachment 2). This standard is based on the recommendation of the Transpo Group in the traffic and parking assessment for 1.08 stalls per unit, and is generally typical of the number of parking stalls provided at the four other King County TODs in the region:

Residential Parking Required and Occupied King County TODs					
	Number of Units	Parking Spaces Required	Number of Stalls Constructed	Parking Required Per Unit	Parking Used per Unit
Overlake	308	308-693	333 (1.08/unit)	1 to 2.25	0.43
Renton	90	See note 1	90 (1.0/unit)	See note 1	1.0
Redmond	322	322-724	384 (1.19/unit)	1 to 2.25	See note 1
Northgate	309 (occupied)	N.A. (see note 2)	See note 2	N.A. (see note 2)	.75

- (1) *The number of spaces required for Renton, and the usage number for Redmond will be provided at the meeting on 3/24.*
- (2) *The City of Seattle has no parking requirement. While the City has the opportunity to review the parking proposed for TOD projects, the parking provided for the Northgate TOD is the number provided by the developer to meet the needs of the mix of uses actually developed. Usage of parking provided for the residential units is .75/unit, as reported by King County.*

The recommendation in the assessment prepared by the Transpo Group for 1.08 stalls per unit did not include a reduction for affordability or senior housing, but noted that “parking demand for TOD projects can be influenced by several key factors such as the mix of affordable housing and provision of a senior component.” At their study sessions,

members of the PC and HCC asked staff to provide background information to explain the assumption that parking demand decreases with household income.

The Federal Highway Administration (FHWA) conducts a National Household Travel Study (NHTS), which provides information on household income levels and vehicle ownership. This study has shown that vehicle ownership decreases as income levels decrease.¹ In a survey of studies conducted in California, Oregon, Vancouver and other cities in the U.S. and Canada, the Transpo Group found that these studies generally concluded that there is a decrease of up to 25 percent in vehicle ownership per household at multifamily TODs compared to traditional multifamily development (see page 3 of Attachment 12). The Transpo Group also noted that according to these studies, rental and lower-income households at TODs showed a lower vehicle ownership ratio than traditional households.

ARCH (A Regional Coalition for Housing) has found that parking demand decreases based on income as well, when units are affordable to households with incomes below 60% of median income. ARCH has not found parking demand for rental housing to vary when affordability is in the 70% or above range. Accessibility to transit is also a significant factor for lower income households, with car ownership declining further among these households. ARCH also notes that the tenure of housing is a key factor in car ownership, and that in condominium developments, an expectation for a designated parking space exists, while this expectation does not exist to the same extent with rental housing.

b. Standards for Guest Parking

Additional parking spaces for guests of residents at TODs at park and rides are not generally needed, since guest parking demand often occurs during nights and weekends, when surplus park and ride spaces are available. However, if the Planning Commission and/or Houghton Community Council would like to include a regulation for guest parking, staff suggests that the standard used for multifamily development in Kirkland's downtown of .1 stall per unit be used. Another option would be to include a requirement for half the downtown ratio, or .05 guest stalls per unit, to account for the supply of on-site park and ride spaces that do not exist in the downtown area.

Do the Planning Commission and Houghton Community Council want to include an additional requirement for guest parking? If so, what standard should be included in YBD 1?

c. Standards for Retail and Other Uses

The assessment of parking demand (Transpo Group) for the retail component of TOD assumes that the parking can be shared with the park and ride, and that a 20% reduction in demand can be assumed due to the use of retail uses by users of the Park and Ride and the residential component.

In Kirkland's downtown, the following parking standards apply to non-residential use:

- ♦ Restaurant/tavern 1 stall/125 square feet
- ♦ Retail 1 stall/350 square feet
- ♦ Office 1 stall/350 square feet

- ♦ Entertainment, Cultural
And Recreational Case by case (per Chapter 105.25)

Discussion at the meeting on February 22nd indicated that the HCC and PC were concerned that parking demand for these uses could not be fully met through parking shared with the residential and park and ride components of TOD. Comments from some citizens in attendance at the public workshop held on March 3rd also included this issue. In order to address this concern, staff recommends that the standards noted above for the downtown area be added to the zoning regulations for TOD. These changes have been added to the Use Zone Chart in Attachment 2, and shown as new text.

Do the Planning Commission and Houghton Community Council want to include the parking standards for non-residential uses noted above in the YBD 1 zone?

2. Building Height

The proposed zoning regulations include a building height maximum of 53' for the Attached or Stacked Dwelling Units use listing. At the joint meeting of the Planning Commission and Houghton Community Council on February 22nd, Doug Leigh from Mithun Architects provided a presentation which described the site topography and variation that occurs due to the slope from the south, as well as the presence of a berm between NE 38th Place and the existing parking area. The presentation highlighted the existence of varied topography in this area, and the likelihood that future development will include floor area both below and above grade. Consequently, the 53' maximum appears somewhat misleading, implying that development will be 53' above the existing parking area. The height limit of 53' was initially suggested as a way to regulate anticipated transit-oriented development, with a commercial ground floor of 13' (floor to ceiling height) and four stories of residential development of 10' each (floor to ceiling).

Staff recommends that this height standard be adjusted somewhat to allow for minor flexibility in construction to a "rounder" number of 55'. Alternatively, the language could be revised to state that building height should not exceed 55' or five stories above average building elevation.

Do the Planning Commission and the Houghton Community Council support the staff recommendation to adjust the maximum building height standard to 55'?

3. Design Guidelines

At the public workshop held on March 3rd, some concerns were expressed regarding the likelihood that a portion of a parking structure may need to be located beneath the building but above grade facing NE 38th Place. While some of the proposed design guidelines address techniques to minimize the visual impacts of parking structures, the addition of some or all of the following guidelines may strengthen the quality of design for parking structures within the TOD:

- ♦ Portions of parking structures visible from the street should be constructed with high quality materials and be architecturally compatible with the character of surrounding buildings.
- ♦ Parking structures shall be designed to obscure the view of parked cars at the ground level with parking preferred to the back of buildings or underground.
- ♦ Upper-level parking structures shall use articulation treatments, landscaping and/or screening that break up the massing of the garage and add visual interest, and obscure the view of parked cars from adjacent properties.
- ♦ Portions of parking structures visible from the street should be constructed with high quality materials and be architecturally compatible with the character of surrounding buildings.

Do the Houghton Community Council and Planning Commission want to add the design guidelines noted above to the proposed guidelines for YBD 1?

Next Steps

Direction from the Planning Commission and Houghton Community Council following the public hearing on March 24th will be incorporated into revised amendments to be presented at their study sessions in April. Once the Planning Commission and Houghton Community Council finalize their recommendations, staff will present the proposed amendments to the City Council at a study session, tentatively scheduled for May 17th. Council action on the amendments is expected to occur on June 21st, with final action by the Houghton Community Council anticipated at their meeting on June 27th. These dates are subject to change.

Attachments

1. Map
2. Proposed Use Zone Chart – Attached or Stacked Dwelling Units
3. Design Guidelines Matrix
4. Proposed Zoning Map (color)
5. Proposed Zoning Map (b&w)
6. Proposed Use Zone Chart – All Other Uses
7. Proposed Plate 34L
8. Proposed Change – Z.C. Section 105.58
9. Proposed Change – Z.C. Section 110.52
10. Proposed Change – Municipal Code Section 3.30.040
11. Proposed Design Guidelines – Outline for Adoption
12. Transpo Group - YWCA Family Village at Issaquah Highlands Parking Demand Study
13. Comments Included in 2/22/11 PC/HCC Meeting Materials
14. Comments Received following Preparation of 2/22/11 Materials

cc: ZON10-00014
 Arthur Sullivan, ARCH
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 M/S KSC-TR-0815, Seattle, WA 98104-3856

¹ YWCA Family Village at Issaquah Highlands Parking Demand Study, Transpo Group, April 3, 2008

South Kirkland
Park & Ride

City of Kirkland

BNSF RAILROAD

NE 38th Pl

City of Bellevue

NE 37th Ctr

108th Ave NE

City Limits



Scale: 1" = 100'
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**Chart for Residential (Mixed Use) Development and Independent Parking Structure Uses
(Otherwise use PO charts as modified)
Yarrow Bay Business District 1 (YBD 1) USE ZONE CHART**

56.05 User Guide. The charts in KZC 56.10 contain the basic zoning regulations that apply in the YBD 1 zone of the City. Use these charts by reading down the left hand column entitled Use. Once you locate the use in which you are interested, read across to find the regulations that apply to that use.

Section 56.08 - GENERAL REGULATIONS

The following regulations apply to all uses in this zone unless otherwise noted:

1. Refer to Chapter 1 KZC to determine what other provisions of this code may apply to the subject property.
2. In addition to the height exceptions established by KZC [115.60](#), the following exceptions to height regulations in the YBD 1 zone are established:
 - a. Decorative parapets may exceed the height limit by a maximum of four feet; provided that the average height of the parapet around the perimeter of the structure shall not exceed two feet.
 - b. For structures with a peaked roof, the peak may extend eight feet above the height limit if the slope of the roof is equal to or greater than four feet vertical to 12 feet horizontal.

USE ZONE CHART

Section 56.010

- 1) Use: Attached or Stacked Dwelling Units:

See Special Regulations.

Required Review Process: DR, Chapter 142 KZC.

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Minimums:

Lot Size: None
Required Yards:
Front: 5' (see Special Regulation 2)
Side: 0'
Rear: 0'

Maximums:

Lot Coverage: 100%.
Height of Structures: 53' above average building elevation.

Landscape Category: C

Sign Category: E. See Special Regulation 9.

Required Parking (See KZC 105.103):

- Residential use: 1.1 per unit. See KZC 105.25.
- Restaurant/tavern: 1 per 125 square feet of gross floor area
- Retail: 1 per 350 square feet of gross floor area
- Office: 1 per 350 square feet of gross floor area
- Entertainment, Cultural, Recreational: Chapter 105.25

Special Regulations:

1. The required minimum front yard for any portion of the structure containing parking facilities shall be 10'.
2. The front setback may be reduced to 0' where retail uses or other ground floor space is designed to provide direct pedestrian access to the street are located adjacent to a pedestrian oriented street, major pedestrian pathway or adjacent to a transit facility.
3. May include one or more of the other uses allowed in this zone.

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4. The following uses are prohibited:
 - a. Any retail establishment exceeding 7,50015,000 square feet.
 - b. Drive-through facilities.
 - c. The outdoor storage, sale, service and/or rental of motor vehicles, sailboats, motor boats, and recreational trailers.
5. At least 50% of the linear frontage of the ground floor along NE 38th Place must include one or more of the following uses: Retail uses selling goods or providing services, including restaurants or taverns; Banking and Related Financial Services; School, Day-Care or Mini School or Mini Day-Care Center; Government Facility; Community Facility; and retail establishments providing entertainment, cultural and/or recreational activities. The required uses shall have a minimum depth of 20 feet and an average depth of at least 30 feet (as measured from the face of the building on the abutting right-of-way). The Design Review Board (or Planning Director if not subject to D.R.) may approve a minor reduction in the depth requirements if the applicant demonstrates that the requirement is not feasible given the configuration of existing or proposed improvements and that the design of the retail frontage will maximize visual interest. Lobbies for residential are allowed within this space subject to applicable design guidelines. The minimum ground floor story height for these uses shall be 13 feet.
6. Gross floor area constructed above the firstsecond floor must be dedicated to residential use.
7. Development of residential uses within the zoning district shall result in a minimum of 20 percent of total residential units being affordable with affordability levels as follows:
 - a. For rental housing:
 - o A minimum of 20 percent of the total residential units shall be affordable at 50% and 70% of median income, with a minimum of 10 percent of total residential units affordable at 50% of median income. Affordable rent levels will be determined using the same methodology used in the definition of Affordable Housing Unit in Chapter 5 KZC.
 - b. For ownership housing:
 - o A minimum of 20 percent of total residential units shall be affordable housing units as defined in Chapter 5 KZC.
8. The following additional regulations apply to affordable housing units included in development:

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- a. Alternative Affordability Levels – Subject to Director approval, an applicant may propose affordability levels different from those defined in this Chapter. In approving any different affordability levels, the Director shall use ratios similar to those in Chapter KZC 112.20.3.b.
- b. Affordable housing provided pursuant to this section shall also comply with the following sections of Chapter 112KZC: 112.15.4 (Rounding); 112.35.2 (Affordability Agreement)
- c. The following provisions of Chapter 112KZC do not apply to this zoning district: 112.15.5 (Alternative Compliance); 112.20 (Basic Affordable Housing Incentives); 112.25 (Additional Affordable Housing Incentives); 112.30 (Alternative Compliance).
- d. Other provisions for the affordable housing units and moderate income units include:
 - o The type of ownership of the affordable housing units shall be the same as the type of ownership for the rest of the housing units in the development.
 - o The affordable housing units shall consist of a range in number of bedrooms that are comparable to units in the overall development.
 - o The size of the affordable housing units, if smaller than the other units with the same number of bedrooms in the development, must be approved by the Planning Director. In no case shall the affordable housing units be more than 10 percent smaller than the comparable dwelling units in the development, based on number of bedrooms, or less than 500 square feet for a one-bedroom unit, 700 square feet for a two-bedroom unit, or 900 square feet for a three-bedroom unit, whichever is less.
 - o The affordable housing units shall be available for occupancy in a time frame comparable to the availability of the rest of the dwelling units in the development.
 - o The exterior design of the affordable housing units must be compatible and comparable with the rest of the dwelling units in the development.
 - o The interior finish and quality of construction of the affordable housing units shall at a minimum be comparable to entry level rental or ownership housing in the City of Kirkland.
- e. Applicants providing affordable housing units may request an exemption from payment of road impact fees for the affordable housing units as established by KMC 27.04.050.
- f. Applicants providing affordable housing units may request an exemption from payment of park impact fees for the affordable housing units as established by KMC 27.06.050.
- g. Applicants providing affordable housing units are eligible for exemption from various planning, building, plumbing, mechanical and electrical permit fees for the affordable housing and moderate income units as established in KMC 5.74.070 and KMC Title 21.

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- h. Property Tax Exemption – A property providing affordable housing units may be eligible for a property tax exemption as established in Chapter 5.88 KMC
 - 9. Signs for a development approved under this provision must be proposed within a Master Sign Plan application (KZC 100.80) for all signs within the project.
 - 10. Regulations to address sustainability in development are under study. LEED Silver Certification or better.
 - 11. This use must be part of a development that includes an increase in the number of parking stalls available exclusively to users of the Park and Ride facility.
 - 12. Parking stalls to serve the use must be in addition to those provided as part of the expansion of capacity for the Park and Ride facility.
- 2) Use: Independent Parking Structure
(Standards to be developed. Likely issues: Building height, design guidelines, site design standards. See memo for discussion)

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South Kirkland Park & Ride TOD Design Guideline Matrix

Existing Comprehensive Plan Policies	Proposed Design Guidelines ¹ - <i>Design Review Board Authority</i>	Proposed Zoning Regulations	Existing Zoning Regulations	Additional Guidelines Needed?	Specific Regulations Needed?
<p>1. <i>Ensure high quality building and design</i></p>	<ul style="list-style-type: none"> • Building materials should exhibit permanence. • Building materials and color should be selected to integrate with each other and complement architectural design. • Ornament and applied art should be integrated with the structures and the site environment and not haphazardly applied. • Emphasis should be placed on highlighting building features such as doors, windows, and eaves, and on the use of materials such as wood siding and ornamental masonry. Ornament may take the form of traditional or contemporary elements • Original artwork or hand-crafted details should be considered in special areas. 	<ul style="list-style-type: none"> • Require Design Review Board approval • A Master Sign Plan is required for signs on the subject property. 	<ul style="list-style-type: none"> • Design Review Board provisions in KZC Chapter 142 • Master Sign Plan provisions in KZC Chapter 100 		

¹ Proposed guidelines may address more than one policy.

Existing Comprehensive Plan Policies	Proposed Design Guidelines ¹ - <i>Design Review Board Authority</i>	Proposed Zoning Regulations	Existing Zoning Regulations	Additional Guidelines Needed?	Specific Regulations Needed?
<p>2. <i>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.</i></p>	<p><i>Building Scale & Massing</i></p> <ul style="list-style-type: none"> • Large window areas should be avoided. Instead smaller window units should be used to achieve human scale. • Above the street level, buildings above the 2nd story should use upper story step backs to create receding building forms as building height increases to maintain human scale. A rigid stair step of “wedding cake” approach to upper story step backs is not appropriate. • Decks and/or balconies should be designed so that they do not significantly increase the apparent mass of the building. • The final arrangement of building mass should be placed in context with existing and/or planned improvements, gateway features, location of plazas and open space, and orientation with the public realm. • Building facades should be well modulated to avoid blank walls and provide architectural interest. • Landscaping should be used to provide visual interest and help soften building form at appropriate locations, including upper level terraces. • To help moderate the vertical scale of buildings, buildings should 	<ul style="list-style-type: none"> • Limit size of any retail establishment to 7,50015,000 sq. ft. • Limit height to 53’ above average building elevation • Require limited types of street level uses which include retail and restaurant uses • Allow for decorative parapets and peaked roofs to extend above the height limit • Create new Plate 34L which shows pedestrian connections in the YBD and future connection to Eastside Rail Corridor 	<ul style="list-style-type: none"> • Various provisions in KZC Section 105.18 – Pedestrian Access <ul style="list-style-type: none"> ○ Pedestrian access from buildings to sidewalks and transit facilities ○ Pedestrian access between uses on subject property ○ Pedestrian connections between properties ○ Pedestrian access through parking areas ○ Pedestrian access through parking garages ○ Overhead weather protection • Various provisions in KZC 110.19 – Public Pedestrian Walkways • KZC 105.32 – Bicycle Parking <ul style="list-style-type: none"> ○ Ratio of 1 bicycle space for each 12 required motor vehicle spaces. Planning official may modify this requirement based on development size and anticipated pedestrian and bicycle activity. ○ Contains requirements for bike racks or enclosed storage container locations. • 115.142 Transit Shelters and Centers, Public. 		

Existing Comprehensive Plan Policies	Proposed Design Guidelines ¹ - <i>Design Review Board Authority</i>	Proposed Zoning Regulations	Existing Zoning Regulations	Additional Guidelines Needed?	Specific Regulations Needed?
	<p>incorporate design techniques which clearly define the building's top, middle, and bottom.</p> <p>Examples include using a sloped roof and strong eave lines to help define the top; using windows, balconies, and material changes to define a building's middle; and pedestrian-oriented storefronts, awnings, and use of 'earth' materials such as concrete and stone to help define the building's bottom.</p> <ul style="list-style-type: none"> • Vertical building modulation should be used to add variety avoiding monotonous design and to make large buildings appear to be an aggregation of smaller buildings. • Horizontal building modulation should be used to reduce the perceived mass of a building and to provide continuity at the ground level of large building complexes. Building design should incorporate strong pedestrian-oriented elements at the ground level and distinctive roof treatments. <p><i>High Quality Design</i></p> <p>See Policy #1</p> <p><i>Pedestrian Features & Amenities</i></p> <ul style="list-style-type: none"> • Pedestrian walkways should be placed throughout the site to allow for efficient access between the residential, commercial, transit center uses, and adjacent streets. The walkways should be situated to 		<p>Public transit shelters and centers are allowed in all zones and shall not exceed 15 feet above average building elevation in low density zones. The public transit shelters and centers must not unreasonably impede pedestrian movement or create traffic safety problems. Transit route and information signs and markers may be installed. One hundred percent lot coverage is allowed. There are no specific requirements for review process, minimum lot size, minimum required yards, landscaping, or parking for this use.</p>		

Existing Comprehensive Plan Policies	Proposed Design Guidelines ¹ - <i>Design Review Board Authority</i>	Proposed Zoning Regulations	Existing Zoning Regulations	Additional Guidelines Needed?	Specific Regulations Needed?
	<p>minimize walking distance from the public sidewalk and transit facilities to building entrances.</p> <ul style="list-style-type: none"> • Pedestrian and bicycle connections should be well-defined and safe. • Pedestrian connections should be provided to adjacent properties to allow for efficient access to the transit facilities and commercial uses. • Landscaping should be used to help define and provide visual interest along pedestrian walkways. • Convenient and safe pedestrian areas should be designed in centralized locations to accommodate transit users. • Lighting should be provided to walkways and sidewalks through building mounted light and canopy or awning mounted lights. • Low level lighting in the form of bollards or similar style of lighting should be encouraged along pedestrian pathways not adjacent to buildings. • Vehicular (car and bus) circulation should not conflict with bicycle and pedestrian circulation throughout the site. • Safe crossing locations for pedestrians should be provided. 				

Existing Comprehensive Plan Policies	Proposed Design Guidelines ¹ - <i>Design Review Board Authority</i>	Proposed Zoning Regulations	Existing Zoning Regulations	Additional Guidelines Needed?	Specific Regulations Needed?
<p>3. <i>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.</i></p>	<p>Streetscape</p> <ul style="list-style-type: none"> Street trees species should be selected and spaced to allow for visual continuity along NE 38th Place, buffer pedestrians from the street, and provide visibility of ground floor retail uses. Buildings should be oriented towards the street when located along NE 38th Place. Design elements such as multiple storefronts, pedestrian-oriented signs, exterior light fixtures, glazing, landscaping, and awnings should be utilized to add human scale and interest at the street level. Ground floor spaces along NE 38th Place should be transparent with windows of clear vision glass beginning no higher than 2' above grade to at least 10' above grade. Windows should extend across, at a minimum, 75% of the façade length. Continuous window walls should be avoided by providing architectural building treatments, mullions, building modulation, entry doors, and/or columns at appropriate intervals. Varied window treatments should be encouraged. Architectural detailing at window jambs, sills, and heads should be emphasized. Use of ribbon windows should be avoided. 	<ul style="list-style-type: none"> Identify NE 38th Place as a Major Pedestrian Sidewalk area 	<ul style="list-style-type: none"> 110.52 - Sidewalks and Other Public Improvements in Design Districts KZC 110.60.11 - Entry or Gateway Features in Design Districts – In Design Districts, if the Comprehensive Plan or Design Guidelines designate the subject property for an entry or gateway feature, then the applicant shall design and install an entry feature area on the subject property. The size of the entry feature area shall be at least 100 square feet, and may include landscaping, art, signage or lighting. The design shall be reviewed by the City and decided upon as part of the Design Review for the proposed development. The applicant shall provide an easement or dedication of property surrounding the entry feature. 		

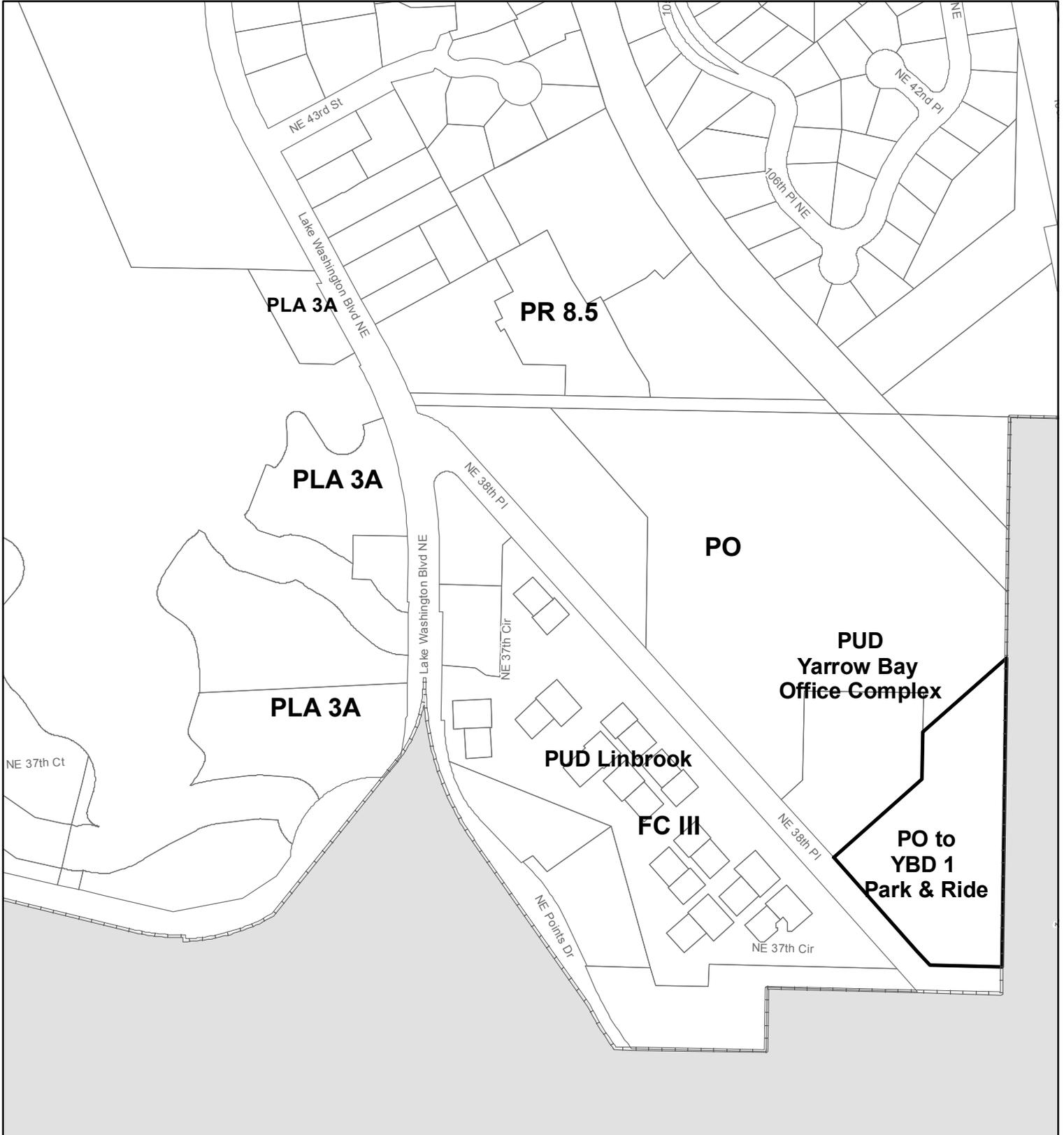
Existing Comprehensive Plan Policies	Proposed Design Guidelines ¹ - <i>Design Review Board Authority</i>	Proposed Zoning Regulations	Existing Zoning Regulations	Additional Guidelines Needed?	Specific Regulations Needed?
	<ul style="list-style-type: none"> • A street wall is a wall or portion of a wall of a building facing a street. Continuous street walls should incorporate vertical and horizontal modulations into the building form. • Along pedestrian oriented streets, upper story building facades should be stepped back to provide enough space for decks, balconies, and other activities overlooking the street. • Awnings or canopies should be required on facades adjoining sidewalks. Blank walls should be avoided near sidewalks, open spaces, and pedestrian areas. • Blank walls should not be visible from the street or sidewalk. Where blank walls are unavoidable, they should be treated with landscaping, art, or other architectural treatments. <p><i>Gateway</i></p> <ul style="list-style-type: none"> • A gateway is an urban design feature that signifies a sense of place and arrival into a city or neighborhood. A gateway should be designed in the location shown in the Comprehensive Plan. • The design of the gateway should include a combination of landscaping, architectural features, and artwork which: <ul style="list-style-type: none"> ○ Establishes a landmark that reflects the TOD elements of the site 				

Existing Comprehensive Plan Policies	Proposed Design Guidelines ¹ - <i>Design Review Board Authority</i>	Proposed Zoning Regulations	Existing Zoning Regulations	Additional Guidelines Needed?	Specific Regulations Needed?
	<ul style="list-style-type: none"> ○ Reinforces NE 38th Place and 108th Avenue NE as a focal point ○ Transitions between Kirkland and Bellevue and the Yarrow Bay Business District to the west 				
4. <i>Protect the vegetative buffers and significant trees along the site's eastern and southeastern borders through development standards.</i>	None Proposed		<ul style="list-style-type: none"> • Tree retention standards in KZC Section 95.30 		
5. <i>Minimize the visual impacts of parking facilities from adjacent rights-of-ways.</i>	<ul style="list-style-type: none"> • Parking areas should not be located between NE 38th Place and buildings. • Access driveways to parking areas should be minimized. • Parking lots should be designed to provide for clear vehicular and pedestrian circulation and be well organized. • Screening and landscaping should be used to reduce the visual impact of parking lots and/or parking structures to the surrounding neighborhood. • Intervening uses, artwork, building setbacks, and/or dense landscaping should be used to reduce the visual impact of parking structures along streets. Portions of parking structures visible from the street should be designed to complement neighboring buildings. 	<ul style="list-style-type: none"> • Minimum 10' setback for parking structures along NE 38th Place • Add regulation to KZC 105.58 – Location of Parking Areas Specific to Design Districts 	<ul style="list-style-type: none"> • KZC 95.44 – Internal Parking Lot Landscaping Requirements • KZC 95.45 – Perimeter Landscape Buffering for Driving and Parking Areas 		

Existing Comprehensive Plan Policies	Proposed Design Guidelines ¹ - <i>Design Review Board Authority</i>	Proposed Zoning Regulations	Existing Zoning Regulations	Additional Guidelines Needed?	Specific Regulations Needed?
<p>6. Foster the creation of vibrant and desirable living environment through the use of high quality design, public amenities, and open space.</p>	<p>High Quality Design See Policy #1</p> <p>Public amenities and Open Space</p> <ul style="list-style-type: none"> Public open space should be provided on the subject property which can be used by the general public, residents, and transit users. Public open space should be open to the sky except where overhead weather protection is provided (e.g. canopies and awnings). The space should appear and function as public space rather than private space. Public open space should be designed in close proximity to adjacent shops and contain outdoor dining/seating areas, art, water features, and/or landscaping while still allowing enough room for pedestrian flow. A combination of lighting, access to sunlight, paving, landscaping, and seating should be used to enhance the pedestrian experience with the public open space. 	None Proposed	None		
<p>7. Promote sustainable development through support of green building practices at the Park and Ride.</p>	None Proposed	<ul style="list-style-type: none"> Regulations to address sustainability in development are under study. A reference to these regulations t will be addedNew regulation calls for LEED Silver Certification 	None		

Existing Comprehensive Plan Policies	Proposed Design Guidelines ¹ - <i>Design Review Board Authority</i>	Proposed Zoning Regulations	Existing Zoning Regulations	Additional Guidelines Needed?	Specific Regulations Needed?
			or better.		

Proposed PO to YBD 1 Rezone



 Kirkland City Limits
  PO to YBD 1
  Tax Parcels

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Section 27.10



USE ZONE CHART

YBD 1

DIRECTIONS: FIRST, read down to find use...THEN, across for REGULATIONS

Section 27.10	USE ↓ REGULATIONS ↓	Required Review Process	MINIMUMS			MAXIMUMS		Landscape Category (See Ch. 95)	Sign Category (See Ch. 100)	Required Parking Spaces (See Ch. 105)	Special Regulations (See also General Regulations)	
			Lot Size	REQUIRED YARDS (See Ch. 115)			Lot Coverage					Height of Structure
				Front	Side	Rear						
.060 Church		None	None	20'	20' on each side	20'	70%	If adjoining a low density zone other than RSX, then 25' above average building elevation. Otherwise, 30' above average building elevation. See Spec. Reg. 8.	C	B	1 for every 4 people based on maximum occupant load of any area of worship. See Spec. Reg. 1.	1. No parking is required for day-care or school ancillary to the use.
.070 School or Day-Care Center		DR, Chapter 142 KZC	None	If this use can accommodate 50 or more students or children, then: 50' 50' on each side 50'			70%	If adjoining a low density zone other than RSX, then 25' above average building elevation. Otherwise, 30' above average building elevation. See Spec. Reg. 8.	C	B	See KZC 105.25.	<ol style="list-style-type: none"> A six-foot-high fence is required only along the property lines adjacent to the outside play areas. Hours of operation may be limited to reduce impacts on nearby residential uses. Structured play areas must be setback from all property lines as follows: <ol style="list-style-type: none"> 20 feet if this use can accommodate 50 or more students or children. 10 feet if this use can accommodate 13 to 49 students or children. An on-site passenger loading area must be provided. The City shall determine the appropriate size of the loading areas on a case-by-case basis, depending on the number of attendees and the extent of the abutting right-of-way improvements. Carpooling, staggered loading/unloading time, right-of-way improvements or other means may be required to reduce traffic impacts on any nearby residential uses. May include accessory living facilities for staff persons. The location of parking and passenger loading areas shall be designed to reduce impacts on any nearby residential uses. These uses are subject to the requirements established by the Department of Social Health Services (WAC Title 388). For school use, structure height may be increased, up to 35 feet, if: <ol style="list-style-type: none"> The school can accommodate 200 or more students; and The required side and rear yards for the portions of the structure exceeding the basic maximum structure height are increased by one foot for each additional one foot of structure height; and The increased height is not specifically inconsistent with the applicable neighborhood plan provisions of the Comprehensive Plan. The increased height will not result in a structure that is incompatible with surrounding uses or improvements. <i>This special regulation is not effective within the disapproval jurisdiction of the Houghton Community Council.</i>
.080				If this use can accommodate 13 to 49 students or children, then: 20' 20' on each side 20'								



DIRECTIONS: FIRST, read down to find use...THEN, across for REGULATIONS

Section 27.10	USE ↓ REGULATIONS ↓	DIRECTIONS: FIRST, read down to find use...THEN, across for REGULATIONS										
		Required Review Process	Lot Size	MINIMUMS			MAXIMUMS		Landscape Category (See Ch. 95)	Sign Category (See Ch. 100)	Required Parking Spaces (See Ch. 105)	Special Regulations (See also General Regulations)
				REQUIRED YARDS (See Ch. 115)	Lot Coverage	Height of Structure	Front	Side				
.080	Mini-School or Mini-Day-Care	None	None	20'	5', but 2 side yards must equal at least 15'.	10'	70%	If adjoining a low density zone other than RSX, then 25' above average building elevation. Otherwise, 30' above average building elevation.	E	B	See KZC 105.25.	<ol style="list-style-type: none"> 1. A six-foot-high fence is required along the property lines adjacent to the outside play areas. 2. Hours of operation may be limited by the City to reduce impacts on nearby residential uses. 3. Structured play areas must be setback from all property lines by five feet. 4. An on-site passenger loading area may be required depending on the number of attendees and the extent of the abutting right-of-way improvements 5. The location of parking and passenger loading areas shall be designed to reduce impacts on nearby residential uses. 6. May include accessory living facilities for staff persons. 7. These uses are subject to the requirements established by the Department of Social and Health Services (WAC Title 388).
.090		DR, Chapter 142 KZC										
.090	Convalescent Center or Nursing Home	Process I, Chapter 145 KZC.			10' on each side	20'			C		1 for each bed.	
.100	Hospital Facility	Process II, Chapter 150 KZC.	One Acre						B		See KZC 105.25.	
.120	Public Utility	Process I, Chapter 145 KZC.	None						A			1. Landscape Category A or B may be required depending on the type of use on the subject property and the impacts associated with the use on the nearby uses.
.120	Government Facility								C			
.130	Community Facility								See Spec. Reg. 1.			

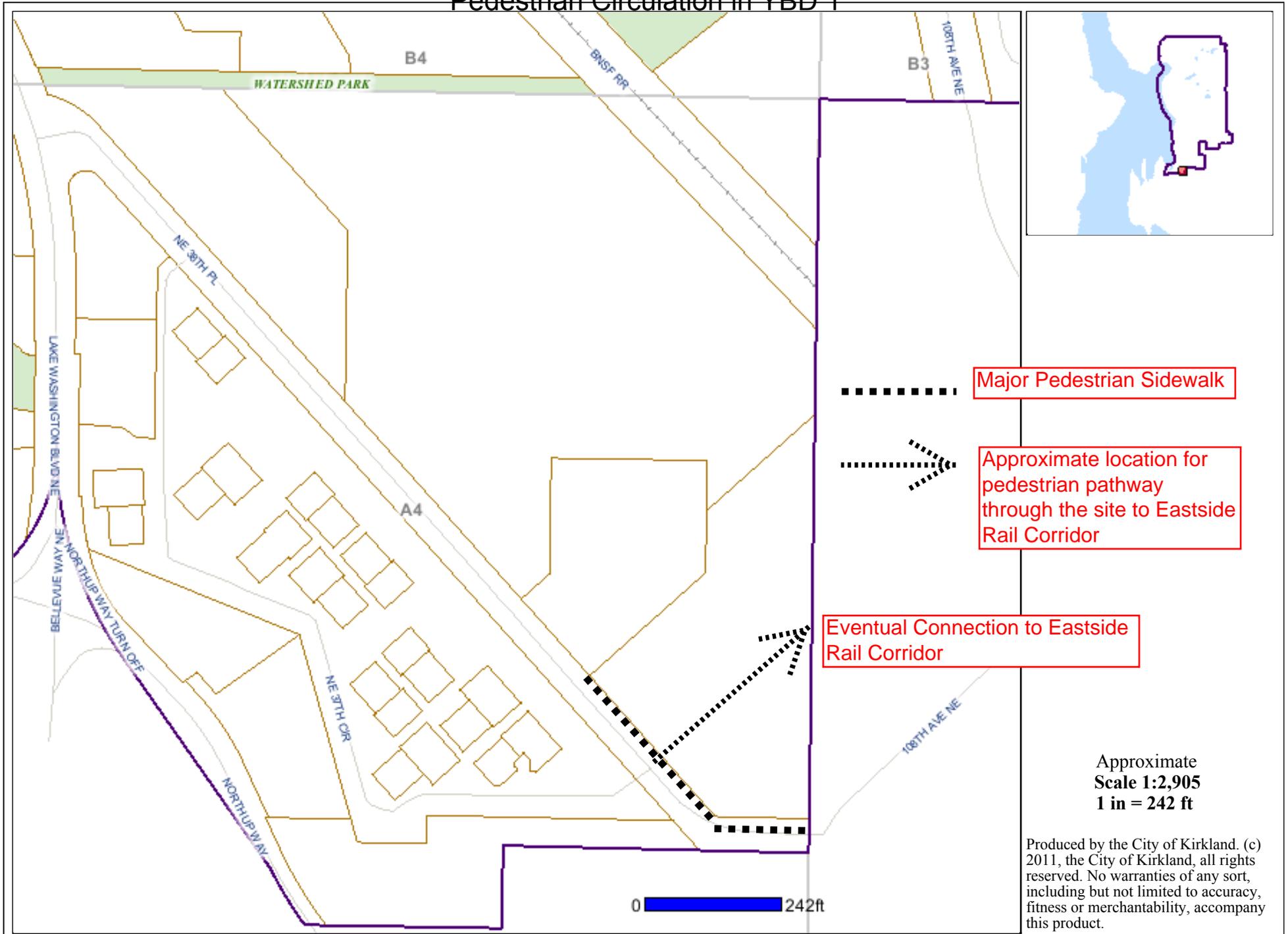
Section 27.10



USE ZONE CHART

Section 27.10		DIRECTIONS: FIRST, read down to find use...THEN, across for REGULATIONS									
		Required Review Process	MINIMUMS			MAXIMUMS		Landscape Category (See Ch. 95)	Sign Category (See Ch. 100)	Required Parking Spaces (See Ch. 105)	Special Regulations (See also General Regulations)
			Lot Size	REQUIRED YARDS (See Ch. 115)			Lot Coverage				
USE ↓	REGULATIONS ↑		Front	Side	Rear						
.130	Public Park	Development standards will be determined on a case-by-case basis. See Chapter 49 KZC for required review process.									

Plate 34L Pedestrian Circulation in YBD 1



105.58 Location of Parking Areas Specific to Design Districts

If the subject property is located in a Design District, the applicant shall locate parking areas on the subject property according to the following requirements:

1. Location of Parking Areas in the CBD, TC (TL 1, TL 2, TL 3) Zones
 - a. Parking areas shall not be located between a pedestrian-oriented street and a building unless specified in a Conceptual Master Plan in TL 2. (See Plate 34 in Chapter 180 KZC and Chapters 92 and 110 KZC for additional requirements regarding pedestrian-oriented streets).
 - b. On all other streets, parking lots shall not be located between the street and the building on the subject property unless no other feasible alternative exists.
2. Location of Parking Areas in the JBD 2, and the NRHBD and YBD 1 Zones – Parking areas shall not be located between the street and the building unless no other feasible alternative exists on the subject property.
3. Location of Parking Areas in the MSC Zones – Parking areas in the MSC zones shall not be located between the street and the building unless the Planning Official determines that the proposed landscape design provides superior visual screening of the parking area.
4. Location of Parking Areas in Certain TLN and RHBD Zones – Parking areas and vehicular access may not occupy more than 50 percent of the street frontage in the following zones (see Figure 105.58.A):
 - a. TL 4, only properties fronting on 120th Avenue NE;
 - b. TL 5;
 - c. TL 6A, only properties fronting on 124th Avenue NE. Auto dealers in this zone are exempt from this requirement;
 - d. TL 6B, only properties fronting on NE 124th Street;
 - e. TL 10E.

Alternative configurations may be considered through the Design Review process, if the project meets the objectives of the KMC Design Guidelines for the Totem Lake Neighborhood.

- f. In the Regional Center (RH 1A, RH 2A, RH 3 and RH 5A zones west of 124th Avenue). For parcels over two acres in size, parking lots and vehicular access areas may not occupy more than 50 percent of the NE 85th Street property frontage (see Figure 105.58.A). Alternative configurations will be considered through the Design Review process, if the project meets the intent of the KMC Design Guidelines for the Rose Hill Business District.



Parking lots and access roads occupy no more than 50% of the total street frontage

FIGURE 105.58.A

110.52 Sidewalks and Other Public Improvements in Design Districts

1. This section contains regulations that require various sidewalks, pedestrian circulation and pedestrian-oriented improvements on or adjacent to properties located in Design Districts subject to Design Review pursuant to Chapter 142 KZC such as CBD, JBD, TLN, TC, RHBD, and NRHBD and YBD zones.

The applicant must comply with the following development standards in accordance with the location and designation of the abutting right-of-way as a pedestrian-oriented street or major pedestrian sidewalk shown in Plate 34 of Chapter 180 KZC. See also Public Works Pre-Approved Plans manual for public improvements for each Design District. If the required sidewalk improvements cannot be accommodated within the existing right-of-way, the difference may be made up with a public easement over private property; provided, that a minimum of five feet from the curb shall be retained as public right-of-way and may not be in an easement. Buildings may cantilever over such easement areas, flush with the property line in accordance with the International Building Code as adopted in KMC Title 21. (See Figure 110.52.A and Plate 34).

2. Pedestrian-Oriented Street Standards – Unless a different standard is specified in the applicable use zone chart, the applicant shall install a 10-foot-wide sidewalk along the entire frontage of the subject property abutting each pedestrian-oriented street. (See Figure 110.52.A).

Required Sidewalk on Pedestrian-Oriented Streets and Major Pedestrian Sidewalks

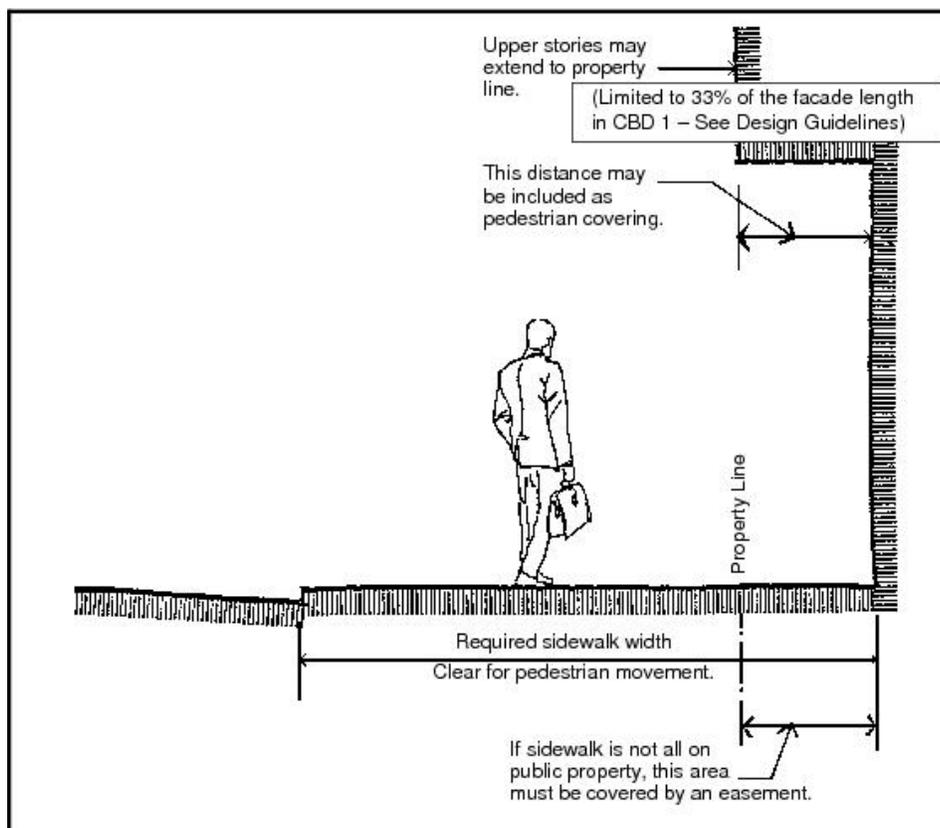


FIGURE 110.52.A

3. Major Pedestrian Sidewalk Standards – If the subject property abuts a street designated to contain a major pedestrian sidewalk in Plate 34, Chapter [180](#) KZC, the applicant shall install that sidewalk on and/or adjacent to the subject property consistent with the following standards:
 - a. Install in the approximate location and make the connections shown in Plate 34;
 - b. A sidewalk width of at least eight feet, unless otherwise noted in Plate 34;
 - c. Have adequate lighting with increased illumination around building entrances and transit stops; and
 - d. If parcels are developed in aggregate, then alternative solutions may be proposed.
4. Streets in the Totem Lake Neighborhood – Streets in the Totem Lake Neighborhood designated as major pedestrian sidewalks in Plate 34.E that are also shown to be within the landscaped boulevard alignment or “Circulator” in Plate 34.D in Chapter [180](#) KZC may have varied or additional requirements, such as wider sidewalks, widened and meandering planting areas, continuous and clustered tree plantings, special lighting, directional signs, benches, varying pavement textures and public art, as determined by the Director of Public Works.
5. NE 85th Street Sidewalk Standards – If the subject property abuts NE 85th Street, the applicant shall install a minimum 6.5-foot-wide landscape strip planted with street trees located adjacent to the curb and a minimum seven-foot-wide sidewalk along the property frontage. Where the public right-of-way lacks adequate width to meet the previous standard, a 10-foot-wide sidewalk with street trees in tree grates may be permitted or in an easement established over private property.

Chapter 3.30

DESIGN REVIEW BOARD

Sections:

- 3.30.010 Membership—Appointment—Compensation—Removal.**
- 3.30.020 Qualifications.**
- 3.30.030 Powers and duties.**
- 3.30.040 Design guidelines adopted by reference.**
- 3.30.050 Conflict of interest.**

3.30.010 Membership—Appointment—Compensation—Removal.

The design review board shall be composed of seven appointed members. In addition, the director of planning and community development shall sit on the design review board (“DRB”) as a nonvoting member for purposes of advising the board on regulatory and urban design issues. Members shall be appointed by a majority vote of the city council, without regard to political affiliation. The members of the DRB shall serve without compensation. Each member shall be appointed to a four-year term; provided, that as to the two positions added in 2003, one new member’s initial term shall expire March 31, 2005, and the other new member’s initial term shall expire March 31, 2007. Any vacancy shall be filled for the remainder of the unexpired term of the vacant position. When a member misses three or more consecutive meetings not excused by a majority vote of the DRB, the DRB will consider recommending removal of that member. The board shall recommend removal if the absences have negatively affected the board’s abilities to perform its duties. The recommendation will be forwarded to city council. Members finding themselves unable to attend regular meetings are expected to tender their resignations. A member may be removed by a majority vote of the city council. (Ord. 3901 § 1, 2003; Ord. 3683A § 1 (part), 1999)

3.30.020 Qualifications.

Members of the design review board shall include design professionals and building/construction experts, and residents of Kirkland capable of reading and understanding architectural plans and knowledgeable in matters of building and design. The board shall at all times have a majority composition of professionals from architecture, landscape architecture, urban design/planning, or similar disciplines. In selecting members, professionals who are residents and/or whose place of business is within Kirkland will be preferred. (Ord. 3683A § 1 (part), 1999)

3.30.030 Powers and duties.

The design review board shall have the responsibilities designated in the Zoning Code. In addition, the design review board shall perform such advisory functions related to design issues as designated by the city council. (Ord. 3683A § 1 (part), 1999)

3.30.040 Design guidelines adopted by reference.

The design review board in combination with the authority set forth in Chapter 142 of the Zoning Code shall use the following design guidelines documents to review development permits:

- (1) The document entitled “Design Guidelines for Pedestrian Oriented Business Districts” bearing the signature of the mayor and the director of the department of planning and community development dated August 3, 2004, is adopted by reference as though fully set forth herein. The city council shall consult with the planning commission prior to amending this document.
- (2) The document entitled “Design Guidelines for the Rose Hill Business District” bearing the signature of the mayor and the director of the department of planning and community development dated January 3, 2006, is adopted by reference as though fully set forth herein. The city council shall consult with the planning commission prior to amending this document.

(3) The document entitled “Design Guidelines for the Totem Lake Neighborhood” bearing the signature of the mayor and the director of the department of planning and community development dated June 6, 2006, is adopted by reference as though fully set forth herein. The city council shall consult with the planning commission prior to amending this document.

(4) The document entitled “Kirkland Parkplace Mixed Use Development Master Plan and Design Guidelines” bearing the signature of the mayor and the director of the department of planning and community development, dated December 16, 2008, is adopted by reference as though fully set forth herein. The city council shall consult with the planning commission prior to amending this document.

(5) The document entitled “Design Guidelines for the Yarrow Bay Business District 1 Zone” bearing the signature of the mayor and the director of the department of planning and community development dated X, is adopted by reference as though fully set forth herein. The city council shall consult with the planning commission and the Houghton community council prior to amending this document.

(5) Text Amended. The following specific portions of the text of the design guidelines are amended as set forth in Attachment A attached to Ordinance 4106 and incorporated by reference. (Ord. 4172 § 1, 2008: Ord. 4106 § 1, 2007; Ord. 4052 § 1, 2006: Ord. 4038 § 1, 2006: Ord. 4031 § 1, 2006)

3.30.050 Conflict of interest.

If a member of the design review board is an applicant or a paid or unpaid advocate, agent, or representative for an applicant on a design review application, the member shall not participate in a decision on that design review application. (Ord. 3683A § 1 (part), 1999)

Design Guidelines for the Yarrow Bay Business District 1 Zone

<p>1. <i>Ensure high quality building and design</i></p>	<ul style="list-style-type: none"> • Building materials should exhibit permanence. • Building materials and color should be selected to integrate with each other and complement architectural design. • Ornament and applied art should be integrated with the structures and the site environment and not haphazardly applied. • Emphasis should be placed on highlighting building features such as doors, windows, and eaves, and on the use of materials such as wood siding and ornamental masonry. Ornament may take the form of traditional or contemporary elements • Original artwork or hand-crafted details should be considered in special areas.
<p>2. <i>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.</i></p>	<p><i>Building Scale & Massing</i></p> <ul style="list-style-type: none"> • Large window areas should be avoided. Instead smaller window units should be used to achieve human scale. • Above the street level, buildings above the 2nd story should use upper story step backs to create receding building forms as building height increases to maintain human scale. A rigid stair step of “wedding cake” approach to upper story step backs is not appropriate. • Decks and/or balconies should be designed so that they do not significantly increase the apparent mass of the building. • The final arrangement of building mass should be placed in context with existing and/or planned improvements, gateway features, location of plazas and open space, and orientation with the public realm. • Building facades should be well modulated to avoid blank walls and provide architectural interest. • Landscaping should be used to provide visual interest and help soften building form at appropriate locations, including upper level terraces. • To help moderate the vertical scale of buildings, buildings should incorporate design techniques which clearly define the building’s top, middle, and bottom. <p>Examples include using a sloped roof and strong eave lines to help define the top; using windows, balconies, and material changes to define a building’s middle; and pedestrian-oriented storefronts, awnings, and use of ‘earth’ materials such as concrete and stone to help define the building’s bottom.</p>

- Vertical building modulation should be used to add variety avoiding monotonous design and to make large buildings appear to be an aggregation of smaller buildings.
- Horizontal building modulation should be used to reduce the perceived mass of a building and to provide continuity at the ground level of large building complexes. Building design should incorporate strong pedestrian-oriented elements at the ground level and distinctive roof treatments.

High Quality Design

See Policy #1

Pedestrian Features & Amenities

- Pedestrian walkways should be placed throughout the site to allow for efficient access between the residential, commercial, transit center uses, and adjacent streets. The walkways should be situated to minimize walking distance from the public sidewalk and transit facilities to building entrances.
- Pedestrian and bicycle connections should be well-defined and safe.
- Pedestrian connections should be provided to adjacent properties to allow for efficient access to the transit facilities and commercial uses.
- Landscaping should be used to help define and provide visual interest along pedestrian walkways.
- Convenient and safe pedestrian areas should be designed in centralized locations to accommodate transit users.
- Lighting should be provided to walkways and sidewalks through building mounted light and canopy or awning mounted lights.
- Low level lighting in the form of bollards or similar style of lighting should be encouraged along pedestrian pathways not adjacent to buildings.
- Vehicular (car and bus) circulation should not conflict with bicycle and pedestrian circulation throughout the site.
- Safe crossing locations for pedestrians should be provided.

<p>3. <i>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.</i></p>	<p>Streetscape</p> <ul style="list-style-type: none"> • Street trees species should be selected and spaced to allow for visual continuity along NE 38th Place, buffer pedestrians from the street, and provide visibility of ground floor retail uses. • Buildings should be oriented towards the street when located along NE 38th Place. • Design elements such as multiple storefronts, pedestrian-oriented signs, exterior light fixtures, glazing, landscaping, and awnings should be utilized to add human scale and interest at the street level. • Ground floor spaces along NE 38th Place should be transparent with windows of clear vision glass beginning no higher than 2' above grade to at least 10' above grade. Windows should extend across, at a minimum, 75% of the façade length. Continuous window walls should be avoided by providing architectural building treatments, mullions, building modulation, entry doors, and/or columns at appropriate intervals. • Varied window treatments should be encouraged. Architectural detailing at window jambs, sills, and heads should be emphasized. Use of ribbon windows should be avoided. • A street wall is a wall or portion of a wall of a building facing a street. Continuous street walls should incorporate vertical and horizontal modulations into the building form. • Along pedestrian oriented streets, upper story building facades should be stepped back to provide enough space for decks, balconies, and other activities overlooking the street. • Awnings or canopies should be required on facades adjoining sidewalks. Blank walls should be avoided near sidewalks, open spaces, and pedestrian areas. • Blank walls should not be visible from the street or sidewalk. Where blank walls are unavoidable, they should be treated with landscaping, art, or other architectural treatments. <p>Gateway</p> <ul style="list-style-type: none"> • A gateway is an urban design feature that signifies a sense of place and arrival into a city or neighborhood. A gateway should be designed in the location shown in the Comprehensive Plan. • The design of the gateway should include a combination of landscaping, architectural features, and artwork which: <ul style="list-style-type: none"> ○ Establishes a landmark that reflects the TOD elements of the site ○ Reinforces NE 38th Place and 108th Avenue NE as a focal point ○ Transitions between Kirkland and Bellevue and the Yarrow Bay Business District to the west
<p>5. <i>Minimize the visual impacts of parking facilities from adjacent rights-of-ways.</i></p>	<ul style="list-style-type: none"> • Parking areas should not be located between NE 38th Place and buildings.

	<ul style="list-style-type: none"> • Access driveways to parking areas should be minimized. • Parking lots should be designed to provide for clear vehicular and pedestrian circulation and be well organized. • Screening and landscaping should be used to reduce the visual impact of parking lots and/or parking structures to the surrounding neighborhood. • Intervening uses, artwork, building setbacks, and/or dense landscaping should be used to reduce the visual impact of parking structures along streets. Portions of parking structures visible from the street should be designed to complement neighboring buildings.
<p>6. Foster the creation of vibrant and desirable living environment through the use of high quality design, public amenities, and open space.</p>	<p><i>High Quality Design</i></p> <p>See Policy #1</p> <p><i>Public amenities and Open Space</i></p> <ul style="list-style-type: none"> • Public open space should be provided on the subject property which can be used by the general public, residents, and transit users. • Public open space should be open to the sky except where overhead weather protection is provided (e.g. canopies and awnings). The space should appear and function as public space rather than private space. • Public open space should be designed in close proximity to adjacent shops and contain outdoor dining/seating areas, art, water features, and/or landscaping while still allowing enough room for pedestrian flow. • A combination of lighting, access to sunlight, paving, landscaping, and seating should be used to enhance the pedestrian experience with the public open space.

MEMORANDUM

Date:	April 3, 2008	TG:	09042.00
To:	Linda Hall – YWCA of Seattle		
From:	Dan McKinney, Jr. – Transpo Group Molly Kotlen – Transpo Group		
Subject:	YWCA Family Village at Issaquah Highlands Parking Demand Study		

The purpose of this memorandum is to document the parking characteristics of low income housing developments and transit oriented design (TOD), and determine parking demand at the proposed YWCA Family Village at Issaquah Highlands. Transpo reviewed available data on factors influencing parking demand, conducted parking demand observations at three comparable low income housing sites, and compared results to industry standards as well as Issaquah's requirements.

Project Description

YWCA Family Village at Issaquah Highlands is a new construction project located on a 2.4 acre site located in Issaquah Highlands. This site is adjacent to other residential land use, the Issaquah Highlands King County Metro Park & Ride, and a retail center.

The project would provide affordable housing to households making below 60 percent of area median income (AMI). The project would be constructed in two phases; upon completion of the second phase (projected for 2011), the YWCA Family Village would consist of 146 new apartments (studio through three bedroom units) and non-residential uses, including a licensed child care facility, YWCA regional corporate offices, housing-related service space; community areas and building management offices.

The site is currently designed for 139 on-site parking spaces and 21 on-street parking spaces; however, given the project's adjacency to the park & ride and the multiple uses within the site, the project is being considered a transit-oriented development (TOD). Therefore, a reduction in parking supply may be feasible.

Characteristics Influencing Parking Demand

There are three primary parking demand generators associated with this project.

1. **Residential** – 146 studio, one-, two-, and three-bedroom apartments. Five units would be maintained and subsidized by the YWCA to serve as housing for homeless in transition to low-income housing. The balance (141 units) will be leased to people making less than 60 percent of AMI. As observed, and confirmed by the Institute of Transportation Engineering (ITE) the peak parking demand for residential typically occurs in the evenings when residents have returned home for the night.
2. **Day Care Facility** – a licensed, for-profit Bright Horizons Child Care Center with enrollment capacity for 144 children, infant through school aged. Enrollment for 50 children would be subsidized by YWCA and the remaining places extended to the broader community at market-rate. The current model for similar YWCA Child Care Centers provides a staff to child ratio of 1:5 for infants and toddlers and 1:7 for preschool aged children. Based on this model, at maximum capacity, the staff at the proposed child care would consist of between 21 and 29

child care employees. The peak parking demand for day care facilities typically occurs during the morning drop-off (approximately 7:00 to 9:00 AM) and afternoon pick-up (4:00 to 6:00 PM).

3. **YWCA Eastside Regional Service Center** – offering on-site services, including property management offices, employment services, training, parenting classes, domestic violence support, mental health programs, flexible office space for partner agencies, classrooms, a community kitchen, and a residential meeting room. Peak parking demand for the service center would typically occur on weekdays at mid-day when the majority of employees are on-site.

Additionally, research shows that the parking demand for residential uses is affected by the proximity to public transportation as well as the rate of personal vehicle ownership. It should also be noted that peak parking demand for each proposed land use occurs at different times of day, providing opportunity for shared use.

Site Transit Access

The proposed development has been classified by the City of Issaquah as a Transit Oriented Development (TOD) because of its adjacency to the Issaquah Highlands Park & Ride. The park & ride is currently serviced by both King County Metro and Sound Transit. A summary of the routes currently serving the park & ride are listed in Table 1.

Table 1. Bus Routes Serving Issaquah Highlands Park & Ride

Route	Service	Service Provided	Typical Headways	Notes
MT 218	Downtown Seattle /Issaquah Highlands P&R	Weekday	10-20 min	Peak Hours Only
MT 269	Overlake/Issaquah Highlands P&R	Weekday	20-30 min	Peak Hours Only
ST 554	Issaquah/Seattle Express via Eastgate	Full Service	15-30 min weekday 30 min-1 hr weekend	
ST 555/556	Issaquah/Northgate via Bellevue	Weekday	30-40 min	Peak Hours Only

1. Based on information provided by King County Metro Transit and SoundTransit websites for spring routes (February 7 – May 29, 2009)

The Issaquah Highlands Park & Ride is across the street from the project site and is within walking distance. On average, approximately 10 to 15 buses serve the park & ride in one hour, depending on the time of day, serving numerous locations throughout Seattle and the Eastside.

As part of the project a pedestrian bridge connecting the YWCA Family Village property and the Issaquah Highlands Park & Ride would be built, allowing residents easy access to public transportation.

Low Income Vehicle Ownership

The Federal Highway Administration (FHWA) conducts the National Household Travel Study (NHTS) which provides information on household income levels and vehicle ownership. The NHTS (2001) study showed that vehicle ownership decreases as income levels decrease. Therefore, lower income households tend to own fewer vehicles and generate less demand for parking than the larger population.

Based on the US Census Bureau 2005 – 2007 American Community Survey 3-Year Estimates, the median household income for Issaquah is approximately \$75,000. The proposed YWCA

Family Village low income residential units would be for households with incomes below 60 percent the median income, which equates to less than \$45,000.

Parking Patterns at Transit Oriented Developments (TODs)

Studies of the relationship between parking supply and demand and TODs have been conducted in California, Oregon, Vancouver, and other cities throughout the United States and Canada. Most of these studies conclude that there is a decrease of up to 25 percent in vehicle ownership per household at multi-family TODs compared to traditional multi-family developments.¹ These studies also show there is a correlation between income and vehicle ownership; specifically, rented, lower-income households at TODs show a lower vehicle ownership ratio than traditional households.² This translates into a decrease in parking demand at TODs, thereby requiring less supply than traditional developments.

Also, some developers and cities have noticed a slow but steady change in parking patterns, especially at locations with alternative transportation modes. This has led to a decrease in required parking supply at new transit-oriented developments.³

Parking Demand Observations

In order to estimate the peak parking demand for the proposed project, Transpo conducted parking demand counts at three low incoming housing sites with similar characteristics to the proposed project. The following summarizes the methodology used to select comparable sites and the results of the parking observations.

Comparable Sites

Prior to conducting parking demand counts, four sites were identified by A Regional Coalition for Housing (ARCH)⁴ as locations with residential and transportation characteristics similar to the proposed YWCA Family Village at Issaquah Highlands. Of the four sites, two were selected for data collection. The two chosen locations are:

- *The Village at Overlake Station – Redmond*: this location has 308 dwelling units available for individuals and families making below 60 percent of AMI. This site is a transit-oriented development with the Overlake Park & Ride on-site. A day care facility with 55 children and 10 employees is also on-site. Some parking spaces are shared among the uses and other spaces are designated specifically for resident or commuter parking.
- *Liberty Square – Renton*: this location has 92 dwelling units available to individuals and families making less than 60 percent of AMI. This development is approximately 0.1 mile from the bus stop at Main Avenue S and S 4th Street and 0.2 miles from the Renton Transit Center.

The two locations not chosen were:

¹ Statewide Transit Oriented Development Study: Factors of Success in California. Special Report: Parking and TOD Challenges and Opportunities. California Department of Transportation; Business, Transportation, and Housing Agency; pp. 8-10, 2002.

² See Statewide Transit Oriented Development Study: Factors of Success in California.

³ Willson, Richard (2005). Parking Policy for Transit Oriented Development: Lessons for Cities, Transit Agencies, and Developers. Journal of Public Transportation. Volume 8; Number 5.

⁴ ARCH is an organization created by Eastside cities and King County to preserve and increase the supply of housing for low and moderate income households in East King County.

- *Metropolitan Place – Renton*: this location was ruled out because it is a market-rate multi-family residential development, so vehicle ownership would likely be higher than at the proposed project. Also, discussions with the manager revealed that overflow parking occurs on-street.
- *Heron Run – Kenmore*: the location was eliminated because the manager of the development indicated that spill-over parking from the adjacent senior housing development occurs in the development's parking lot. Additionally there is on-street parking in the vicinity. Both issues would reduce the accuracy of a parking demand count.

A third site was selected for comparison based on knowledge from a previous low income housing parking study because the residential, non-residential, and transportation characteristics are similar to the proposed project. Table 2 provides a comparison between the proposed development and three low income housing sites chosen for comparison.

Table 2. Comparison of YWCA Family Village and Selected Low-Income Housing Survey Locations

Characteristics	Proposed	Study Locations		
	YWCA Family Village	The Genesee	The Village at Overlake Station	Liberty Square
Location	Highlands Dr. NE & NE High St. - Issaquah	4425 MLK Way - Seattle	2580 152nd Ave NE - Redmond	415-417 Williams Avenue S – Renton
Dwelling Units	146	50	308	92
Parking Spaces	Designed for 160 spaces	56	535	115
Number of Transit Lines Serving Site¹	4	2	8	11
Average Headway (minutes)	24	12	30	25
Buses per Hour During Peak²	10	10	14	19
Percent of AMI³	60%	50%	60%	60%
Non-residential Uses	Day care facility YWCA Regional Offices On-site Services	Family Services	Day care facility	N/A

1. Transit service located within ¼ mile of site.

2. Weekday peak hours are 7 to 9 AM and 4 to 6 PM

3. AMI = area median income. Qualified residential applicants may earn up to the listed percent of AMI.

As shown in Table 2, the Genesee site provides transit service similar to the proposed YWCA Family Village with approximately 10 buses per hour. The Village at Overlake Station and Liberty Square have average headways similar to the proposed site at 25 to 30 minutes between buses. All of these sites also serve residents making below 60 percent of the AMI.

Parking Demand Survey Results

Parking demand data was collected at each site for two weekdays (Wednesday and Thursday) in March 2009 for 4 hours during the daytime peak (9:00 AM to 1:00 PM) and again after 9:00 PM to capture the PM peak parking demand. Table 3 provides a summary of the observed parking

demand characteristics for each site. As shown in the table, the average parking demand for the surveyed sites was approximately 0.51 vehicles per residential dwelling unit at mid-day and 0.57 vehicles per residential dwelling unit at night.

Table 3. Summary of Total Parking Demand Survey at Comparable Sites

Facility	Residential Units	Parking Spaces ¹	Spaces Provided Per Unit	Average Parking Count ²	Average Parking Demand ³	Average Parking Demand per Time Period
Weekday Mid-Day						
The Genesee	50	56	1.12	25	0.50	0.51
The Village at Overlake Station	308	535	1.73	195	0.63	
Liberty Square	92	115	1.25	38	0.41	
Weekday Evening						
The Genesee	50	56	1.12	22	0.44	0.57
The Village at Overlake Station	308	535	1.73	198	0.64	
Liberty Square	92	115	1.25	58	0.63	

Source: Transpo Group, 2009.

1. Number includes residential and non-residential parking spaces.
2. Average of 4-hour counts at midday (9 AM to 1 PM) and 1-hr counts after 9 PM taken over a 2 day period.
3. Parking demand is ratio of occupied spaces per unit.

The Village at Overlake Station

All of the sites surveyed have similarities with the proposed YWCA Family Village at Issaquah Highlands; however, the Village at Overlake Station may be the most closely relatable. Like the proposed YWCA Family Village, this site has low-income housing for people making less than 60 percent of the AMI, a day care facility, and an adjacent park & ride. It is expected that parking demand at the proposed project would be similar to the averages shown in Table 3 and most similar to the averages shown for the Village at Overlake Station (0.63 vehicles per unit, mid-day, and 0.64 vehicles per unit, evening).

It should be noted that counts were not collected during the day care facility’s peak period (AM drop-off and PM pick up); however, the facility’s Director confirmed that there is sufficient parking for the staff near the day care facility. As can be seen from the site observations, there is available parking throughout the site.

Comparison to City Standards and ITE Rates

The following summarizes requirements from the City of Issaquah and ITE *Parking Generation* and compares these results to the observed parking demand at the comparable sites and the estimated parking demand for the proposed YWCA Family Village at Issaquah Highlands.

City of Issaquah

Know the unit mix of the comparable properties?

Since the project is classified as a Transit Oriented Development (TOD), the City’s TOD Agreement identifies parking requirements for the residential uses based on the number of bedrooms provided. The Highlands Drive TOD Agreement does not address nonresidential uses so the City of Issaquah Municipal Code⁵ is used for calculating the day care and office parking

⁵ Title 18 Land Use Code, Chapter 18.09 Parking, Section 18.09.050 Table of Off-Street Parking Standards for Day Care and Office uses.

requirements. The day care facility standards are based on the number of children and/or employees at the peak, and office standards are based on square footage. Table 4 provides a summary of the required parking for the YWCA Family Villages at Issaquah Highlands based on the City's requirements. As shown in the table, the project would be required to provide approximately 332 parking spaces.

Table 4. Required Parking for YWCA Family Village based on City Standards¹

	Size	Unit	Parking Spaces per Unit	Required Parking Spaces
Studio	6	Dwelling Units	1.00	6
One Bedroom Units	41	Dwelling Units	1.25	52
Two or More Bedroom Units	99	Dwelling Units	2.00	198
Day Care	144	Day Care Children	0.17	25
	29	Day Care Employees	1.00	29
Office Space	6.34	1,000 square feet	3.33	<u>22</u>
Total Parking Required				332

1. City of Issaquah TOD Agreement for Residential uses and Issaquah Municipal Code – Title 18 Land Use Code, Chapter 18.09 Parking, Section 18.09.050 Table of Off-Street Parking Standards for Day Care and Office uses.

ITE Parking Rates

Average parking rates are published by the Institute of Transportation Engineers (ITE) in *Parking Generation, 3rd Edition* (2004), and are widely accepted as representative of standard parking demand generated by specific land uses. Table 5 summarizes the parking demand estimated for the proposed YWCA Family Village based on ITE parking generation rates for each individual use.

Table 5. Individual Peak Parking Demand for YWCA Family Village based on ITE

	Size	Unit	Parking Spaces per Unit	Required Parking Spaces
Low/Mid-Rise Apartment	146	Dwelling Units	1.00 ¹	146
Day Care	144	Children	0.24 ²	35
Office Space	6.34	1,000 square feet	2.40 ³	<u>16</u>
Total				197

1. Based on Institute of Transportation Engineers' *Parking Generation, 3rd Edition* (2004) average parking rate for Low and Mid-Rise Apartment Land Use 221 – urban locations.
2. Based on Institute of Transportation Engineers' *Parking Generation, 3rd Edition* (2004) average parking rate for Day Care Center Land Use 565
3. Based on Institute of Transportation Engineers' *Parking Generation, 3rd Edition* (2004) average parking rate for General Office Building Land Use 701 – urban locations

The ITE rates do not account for reduced parking demands associated with the transit oriented development or low income characteristics of the site. In addition, the table illustrates the peak demand of each individual use and doesn't account for the differing time periods of peak parking demand, which would reduce the overall demand at one time.

Comparison of Parking Rates

Table 6 provides a comparison of the parking supply based on the survey parking rate, average parking rates published by the Institute of Transportation Engineers (ITE) in *Parking Generation, 3rd Edition* (2004), and the City of Issaquah requirements. As shown in the table, the calculated parking space demand based on the parking observations was less than half of those calculated using ITE and less than 30 percent of the City's requirements. This lower rate is most likely attributed to the availability of transit service and lower vehicle ownership of low income residents.

Table 6. Estimated Peak Parking Demand Based on Observations, ITE, and City Requirements

	Parking Rate (Vehicles per Unit)	Number of Proposed Units	Calculated Parking Spaces for Proposed Site
Based on Comparable Sites with Multiple Land Uses (overall)	0.57/ dwelling unit		84
Based on Comparable Sites with Multiple Land Uses (The Village at Overlake)	0.64/ dwelling unit		94
Combination of Comparable Site and ITE day care parking generation (The Village at Overlake)	0.64/dwelling unit 0.24/ day care child	146 DU	129
Average ITE Parking Rate ¹	1.00/DU 0.24/child 2.40/KSF	144-child day care 6,340 sf Office	197
City Requirements ²	1.00/studio DU 1.25/1 bedroom DU 2.00/2+ bedroom DU 0.17/ day care child 1.00/day care employee 3.33/1,000 square feet office		332

1. Based on Institute of Transportation Engineers' *Parking Generation, 3rd Edition* (2004). See Table 5.

2. See calculations presented in Table 4 based on City of Issaquah TOD Agreement and Issaquah Municipal Code.

Based on observed parking at comparable sites, peak parking demand at the proposed site would be met with an estimated 94 parking spaces. Typically it is recommended that parking supply is approximately 10 to 15 percent higher than estimated peak parking demand to allow for fluctuations in demand and circulation through the site. Therefore, peak parking demand would be met with as few as 105 spaces (with 10 percent additional supply).

Because the counts were not collected during the day care facility's peak period, a conservative parking supply estimate would include both the observed peak parking rate (0.64 spaces per unit) plus the estimated parking rate per child as determined by ITE *Parking Generation (2004)* (0.24 spaces per child). As shown in Table 6, approximately 129 spaces would be needed accommodate both site and day care peak parking demand. With a 10 percent cushion, a conservative parking demand estimate would be met with approximately 143 parking spaces.

Summary and Conclusion

- The transit-oriented development (TOD) designation of the proposed YWCA Family Village at Issaquah Highlands would produce a reduced parking demand for all of the proposed land uses.
- The parking demand for residential uses is related to proximity to public transportation and personal vehicle ownership. The adjacent park & ride is served by approximately 10 buses per hour, and the low-income housing characteristic typically yields lower vehicle ownership than found at standard multi-family housing developments.
- As part of the proposed project, a pedestrian bridge would be built, connecting the park & ride with the site, allowing easy access to public transportation.
- Peak parking demand for each proposed land use occurs at different times of day, so parking supply may be shared among the uses.

- Parking observations were made at three comparable developments. The average parking demand for the surveyed sites was approximately 0.51 vehicles per residential dwelling unit at mid-day and 0.57 vehicles per residential dwelling unit at night.
- Based on land use types and proximity to transit, the proposed development is expected to operate most similarly to the Village at Overlake Station. Parking rate averages for the Village at Overlake Station were 0.63 vehicles per unit, mid-day, and 0.64 vehicles per unit in the evening. Parking counts were not collected during the day care facility's peak period.
- According to the City of Issaquah's requirements the project would be required to provide approximately 332 parking spaces.
- Based on average parking rates published by the Institute of Transportation Engineers (ITE) in *Parking Generation, 3rd Edition* (2004), each of the individual uses would generate a peak parking demand for 197 parking spaces.
- The calculated parking space demand based on the parking observations was less than half of those calculated using ITE and less than 30 percent of the City's requirement. This lower rate is most likely attributed to the availability of transit service and lower vehicle ownership of low income residents.
- The site is currently designed for a total of 160 parking spaces (139 on-site and 21 on-street parking spaces). Based on observed parking at comparable sites, peak parking demand at the proposed site would be approximately 94 parking spaces. With a 10 percent parking supply cushion to allow for fluctuations in demand and circulation through the site, peak parking demand would be met with as few as 105 spaces.
- Because the counts were not collected during the day care facility's peak drop-off or pick-up period, a conservative parking supply estimate would include both the observed peak parking rate plus the estimated parking rate per child as determined by ITE *Parking Generation (2004)*. With a 10 percent cushion, a conservative parking demand estimate would be met with approximately 143 parking spaces.

Public Comments
South Kirkland Park and Ride TOD
File ZON10-00014

*Keith Maehlum
10836 NE 108th Street
Kirkland, WA 98033*

February 3, 2011

CITY OF KIRKLAND
PLANNING DEPARTMENT

RE: LAKEVIEW NEIGHBORHOOD TOD PROPOSAL

I strongly support the TOD proposal being considered by the City.

I have been a fourteen (14) year resident and business owner in Kirkland, having also lived and worked in downtown Kirkland for many years.

I am also an original member of the Downtown Action Team for the Kirkland Downtown Strategic Plan and have been involved in almost all of the City's major land use discussions for the past 22 years.

The City has undertaken an extensive community outreach program and has incorporated many elements resulting from that outreach. They have been responsible and responsive.

The project not only is consistent with the vision of the smart growth but exceeds the expectations we had for this property to make this area pedestrian friendly, economically vibrant and market responsive. For that they should be commended.

The Lakeview neighborhood continues to struggle and suffer from the lack of critical mass and market significance. This proposal will help to address those current shortcomings.

More importantly, the TOD redevelopment is forward thinking. Urban Land Institute's new book "Growing Cooler" documents what will happen with our climate if we don't redevelop smart. If we follow a low density redevelopment approach CO2 emissions will continue to grow excessively.

With dense mixed-use compact development ULI's book shows that vehicle-miles-traveled ("VMT") moderate. The denser we develop, the lower the VMT. The lower the VMT, the lower the CO2 emissions.

Please do the right thing for the environment and approve the proposed TOD project.

Thanks You – Keith Maehlum

Dear Editor:

The South Kirkland Park & Ride needs to be expanded, and it is a perfect place for Transit Oriented Development (TOD).

Many may not realize how important buses have become. Metro now has over one hundred million boardings a year, that's an average of over 50 for every man, woman and child in King County! Buses carry fifty percent of rush hour commuters into downtown Seattle: there would be total gridlock without them! The corresponding number for Bellevue now exceeds 20%. As our population grows, access to an expanding transit system will be an even more essential part of a sustainable future. For this, suburban cities such as ours will continue to need park and ride lots.

The TOD proposed for the South Kirkland Park & Ride will expand access to transit both by providing housing on site, and by significantly increasing the number of existing stalls beyond that needed for the housing. It will provide housing choices, including units that are affordable to lower income people such as retail clerks, teachers, and perhaps some of our own children, who are forced to commute long distances now. Expansion of the existing stalls will relieve overflow parking in the neighborhoods, and loss of access for many potential riders.

With excellent freeway and rail access, and a topography that will support increased density and height, it is difficult to imagine a better location for this type of development.

The City is working through a process to address neighborhood concerns. I hope the focus will not be on minimizing inconvenience and preserving the status quo. It should be about building a future with viable transportation choices for all.

Dave Russell

Related Articles:

- Kirkland Hosts Second Community Meeting about Transit-Oriented Development at the South Kirkland Park & Ride
- City Council advances Transit Oriented Development despite objections from neighborhoods
- Letter | Market Neighborhood Meeting of January 19, 2011
- Kirkland Hosts Community Meetings about Zoning Regulations for South Kirkland Park & Ride
- Letter | Questions regarding the South Kirkland Park & Ride plans



Dorian Collins

From: georgine foster [georginef@msn.com]
Sent: Friday, January 28, 2011 2:32 PM
To: Janice Coogan
Cc: Dorian Collins; Paul Stewart
Subject: seattletimes.com: Click to share a ride and toll on the 520

Janice, would you please Forward this Seattle Times article to the Houghton Community Council, City Council, and Planning Commission.....I think it illustrates that King County and the City of Kirkland are moving much TOO FAST regarding the South Kirkland Park & Ride.....There is going to be such HIGH demand for parking once tolling starts that there must be PLANNING for MORE parking (than just 250 additional stalls).....and SOON.

Thank you.

Click to share a ride and toll on the 520

Just before tolls return to the old Highway 520 bridge this spring, the state government and a tech firm are trying to create a new form of ride sharing in the crowded corridor.

http://seattletimes.nwsourc.com/html/localnews/2014060417_eslugging28m.html

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The Seattle Times

Winner of a 2010 Pulitzer Prize

Originally published January 27, 2011 at 9:33 PM | Page modified January 28, 2011 at 12:00 PM

Click to share a ride and toll on the 520

Just before tolls return to the old Highway 520 bridge this spring, the state government and a tech firm are trying to create a new form of ride sharing in the crowded corridor.

By Mike Lindblom

Seattle Times transportation reporter

Just before tolls return to the old Highway 520 bridge this spring, the state government and a tech firm are trying to create a new form of ride sharing in the crowded corridor.

Using a smartphone, drivers can match up with riders at busy hubs such as Husky Stadium or Eastside park-and-ride lots. That way, they can travel in the high-occupancy-vehicle lanes, as well as share toll or gasoline costs.

The concept is similar to slugging — the custom in Washington, D.C. and the San Francisco Bay Area of motorists who pick up strangers en route to work, in hopes of driving quickly in the HOV lanes.

But while riders in those cities essentially hitchhike from park-and-ride lots or bus stops, local riders will send out an electronic beacon on their smartphones.

You might call the Seattle experiment "e-slugging."

Avego, the company providing the software, prefers the phrase "real-time ride sharing." Its go520 program enrolls a finite community of users, whose driving and criminal records are screened beforehand.

When a rider presses "Get a Ride" on the phone display, nearby drivers see or hear that request, then press an icon to claim the passenger. The passenger sees an image of the driver's car type, such as a silver Volvo, and the driver's rating of one to five stars, based on overall impressions by past riders.

When the rendezvous occurs, the driver logs a personal identification number that confirms the trip.

Prime locations include Seattle Children's hospital and Husky Stadium, as well as the Houghton, South Kirkland and Bear Creek park-and-ride lots; Capitol Hill and the Microsoft campus in Redmond are coming soon, said James Donovan, Avego's local project manager.

State lawmakers in 2009 authorized a test project to boost carpooling, so the Department of Transportation (DOT) is spending \$400,000 to subsidize this year's test run, designed for up to 250 drivers and 750 riders.

Even at that level, instant ride sharing would barely affect the bridge's 115,000 daily car trips — while tolling itself would cause about one-fifth of drivers to choose other routes, take transit or not travel, the state's own studies predict.

The state DOT plans to launch tolls that vary by time of day, peaking at \$3.50, in April. (The tolls still require legislative approval, due to the recent passage of Tim Eyman's Initiative 1053.)

Participants in the ride-sharing test are paid up to \$30 a month. Before the official launch Thursday, there were only a small group of closely watched drivers signed up.

They've been picking up virtual "ghost riders" since December, as Avego fine-tunes the system, Donovan said.

Josh Kavanagh, transportation director at UW, is helping with recruitment, saying it's compatible with UW's culture of innovation.

The 520 corridor presents certain obstacles to e-slugging.

One is the difficulty of losing commute minutes trying to re-enter the mainline after grabbing a passenger.

Donovan replies the driver and rider often will begin a trip from the same spot, such as Husky Stadium. Perhaps they just got off work in the University of Washington Medical Center, across the street, at the same time.

Another is the requirement of three people to use the HOV lanes near the east shoreline. For that reason, the new technology is being marketed to existing carpools and van pools, Donovan said.

Thirdly, frequent and increasing bus services, including the private Microsoft Connector, serves the Highway 520 corridor. Would instant ride sharing really be easier?

"We're not bound by time and we're not bound by schedules. We're bound by availability," Donovan said.

Some people would use both modes, he acknowledges. A phone-wielding transit rider might learn from the One Bus Away app that his bus is running late, then click over to the go520 app. Donovan said any profit Avego makes won't come off the six-month test, but through future phases or ventures.

"Our hope is that a thousand people, they tell another thousand. It's a viral thing, that's what we're hoping."

Mike Lindblom: 206-515-5631 or mlindblom@seattletimes.com

Dorian Collins

From: Janet Jonson
Sent: Thursday, January 27, 2011 3:34 PM
To: City Council
Cc: Kurt Triplett; Marilynne Beard; Eric Shields; Paul Stewart; Janice Coogan; Dorian Collins; Ray Steiger; David Godfrey; Kari Page; Ellen Miller-Wolfe
Subject: FW: resident of MNA who e-mailed me regarding the SKP&R TOD

Janet Jonson
 City Manager's Office
 City of Kirkland
 123 5th Avenue
 Kirkland, WA 98033
 425-587-3007
 425-587-3019 fax
 jjonson@ci.kirkland.wa.us

From: Michelle Sailor [mailto:msailor@comcast.net]
Sent: Thursday, January 27, 2011 3:10 PM
To: Janet Jonson
Subject: Re: resident of MNA who e-mailed me regarding the SKP&R TOD

Thanks. Another resident said the more he thought about it, the better he thought the project was as long as Kirkland doesn't have to put money towards it. He is very knowledgeable about real estate development so I value his opinion too.

Michelle

Sent from my iPhone please excuse the brevity.

From: Michelle Sailor [mailto:msailor@comcast.net]
Posted At: Tuesday, January 25, 2011 7:05 PM
Posted To: Kirkland Council
Conversation: resident of MNA who e-mailed me regarding the SKP&R TOD
Subject: resident of MNA who e-mailed me regarding the SKP&R TOD

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the goal is real estate development and additional parking is just a convenient excuse to justify variations to the building codes, etc.? - is a recurring theme that I have been hearing from others. I hope you will consider these points when developing your strategy.

Thanks,

Michelle Sailor

MNA Chair

1st email

Hi Michelle.

Many thanks for your notes on the meeting. I read the points with great interest, in part because I've been commuting by bus from Kirkland to downtown Seattle for 6 years.

I have a few thoughts and observations on the discussion but, so far, no particular opinion on the correct conclusion to draw with regard to the proposal for adding parking spaces and, possibly, adjacent housing to South Kirkland Park & Ride (SKP&R). I'd like to discuss these points with you before you post them to the wider group, if possible.

For my thinking I like to make a distinction between

- the objective of additional parking spaces at SKP&R, and
- the development of adjacent property as one possible implementation.

The first question I have is how much DOES it cost to add 15% more parking spots to SKP&R? There seems to be no discussion of this in the materials and links as far as I can tell.

Developing housing adjacent to SKP&R is only necessary if

(a) \$6.25 million funding from the Department of Transportation's Urban Partnership Agreement cannot cover the cost of adding the parking spaces (and other transit improvements as yet unspecified) to create a "Sustainable Transportation Hub", and

(b) The only other solution is to provide incentives to a real estate developer to help cover the cost. The incentives seem to amount to changing existing building codes to open up development and make development sufficiently profitable. The expense to Kirkland in this scenario is supporting this development (as Mr. Style points out in his email below).

Are there any additional options for funding the necessary work? If the cost of the project could be estimated then additional options could be contemplated.

For example, it could very possibly cost the city of Kirkland less to fund the additional costs of adding parking spaces to SKP&R (i.e., above the \$6.25 million grant) than it would to support the additional infrastructure of 200 new housing units for the next ten years. If we can quantify the cost to support 200 new housing units (for some reasonable period of time) then an informed cost/benefit analysis could be made.

The most significant and immediate beneficiary of developing the land adjacent to SKP&R are real estate developers. Expect them to advocate emphatically for developing the land as the only viable alternative.

It was asserted Kirkland residents would not benefit from the additional parking at SKP&R and that Bellevue residents would. Is there any data to quantify who is currently using the SKP&R?

Regards,

2nd email

Side-issues/perspectives:

As you'll gather from my email I'm wondering if there may be some energy on the parking spaces topic being put into side-issues without addressing the most important core questions. It would seem only reasonable for the City of Kirkland to have asked and have answers to the cost trade-off questions I'm posing. We should expect answers at the ready for these cost estimates (i.e., estimated cost to construct 250 additional parking spaces and estimated cost to support 200 new housing units for x years). If not, it would seem almost negligent. Perhaps we should pose

these questions to the City of Kirkland right away and see what we learn? These contacts (below) for Kirkland and King County appear on the Kirkland web site for the SKP&R project (http://www.ci.kirkland.wa.us/depart/Planning/Code_Updates/TOD.htm). Perhaps you know of more appropriate contacts?

3rd e-mail

Please forgive all the emails today. Another discussion point...

What is the objective number of additional parking spaces?

I was under the impression it was 250 but this passage from the Kirkland web page describes including some parking for the 200 additional housing units as well.

Approximately 250 additional parking stalls (some to be shared between the site's residents and transit riders).

(from http://www.ci.kirkland.wa.us/depart/Planning/Code_Updates/TOD.htm)

I don't fancy myself a conspiracy theorist but it makes me wonder whether the goal is additional parking or whether the goal is real estate development and additional parking is just a convenient excuse to justify variations to the building codes, etc.?

Dorian Collins

From: Janet Jonson
Sent: Thursday, January 27, 2011 3:34 PM
To: City Council
Cc: Kurt Triplett; Marilynne Beard; Eric Shields; Paul Stewart; Janice Coogan; Dorian Collins; Ray Steiger; David Godfrey; Kari Page; Ellen Miller-Wolfe
Subject: FW: resident of MNA who e-mailed me regarding the SKP&R TOD

Janet Jonson
 City Manager's Office
 City of Kirkland
 123 5th Avenue
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 425-587-3007
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From: Michelle Sailor [mailto:msailor@comcast.net]
Sent: Thursday, January 27, 2011 3:10 PM
To: Janet Jonson
Subject: Re: resident of MNA who e-mailed me regarding the SKP&R TOD

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Subject: resident of MNA who e-mailed me regarding the SKP&R TOD

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Dorian Collins

From: Janet Jonson
Sent: Thursday, January 27, 2011 2:08 PM
To: City Council
Cc: Kurt Triplett; Marilynne Beard; Eric Shields; Paul Stewart; Janice Coogan; Dorian Collins; Ray Steiger
Subject: FW: My response to the Market neighborhood also relate to Houghton's neighborhood

Janet Jonson
 City Manager's Office
 City of Kirkland
 123 5th Avenue
 Kirkland, WA 98033
 425-587-3007
 425-587-3019 fax
 jjonson@ci.kirkland.wa.us

From: RLSTYLE@aol.com [mailto:RLSTYLE@aol.com]
Posted At: Tuesday, January 25, 2011 10:27 AM
Posted To: Kirkland Council
Conversation: My response to the Market neighborhood also relate to Houghton's neighborhood
Subject: My response to the Market neighborhood also relate to Houghton's neighborhood

Paul: Please forward this to the Houghton Community Council, the Lakeview Advisory group, and the Planning Commission.

Bob

Answers for the Market Neighborhood

* Would Kirkland have to put any funds toward it? The short answer is NO. There would be no payment of money from Kirkland going to help pay for the TOD unless you consider the \$59,768 we are paying into ARCH to subsidize affordable housing. It's not near enough to cover the market cost of \$150,000 per housing unit in Kirkland. Someone has to pay for capital facilities and the mitigation measures necessary to meet the Concurrency requirement of the Growth Management Act. It's in the millions. In one article from the County, it said it would go it alone. The County is already in the hole and can't afford to go it alone. That means they would have to be reimbursed for mitigating a TOD. Money is needed for increased road capacity, intersection improvements, bus turnouts and the acceleration and deceleration lanes, sewer, surface water management, and the business use requirements of what it takes to meet to meet the objectives of a TOD. If proper mitigation is not done, it will seriously degrade our quality of life.

* How would it impact public school system and was the public school system involved in planning for the increase in children that would come from this development? The school district uses its own methods of determining impacts from development. Many times the results of their demographics is far different than the city's and is biased to show need when there is none. I don't know if they have taken the TOD into account.

* Does the city have the resources to accommodate this project (police, fire, public works, etc.)? It does if we are willing to accept a lower level of service. The cost to provide services increased greatly because of the annexation and subsequently pre-empted the additional needs for a TOD. Which comes first? Providing city adopted level of service levels equally throughout the entire city would require a cost increase needed fill the deficits created by Council.

* Much discussion on affordable housing and what that really means. The discussion should continue before any more affordable housing is built in Kirkland. We already have about 25% of low income housing units in the inventory. The more we have, the greater our fees and taxes.

* Could we proceed without TOD and just use the funding for additional parking for the Park and Ride as intended by King County? NO. The cost for parking will not cover the cost. It will be interesting to see what Seattle's increase to \$4.00/hr does for their economics.

* Who will subsidize the affordable housing percentage of development? Taxpayers at every level be it federal HUD, state, county, or city, and new home buyers that have to pay more in order for others to pay less.

* Is this really a need in Kirkland? My answer is no. If approved, our quality of life will decrease. We are primarily a residential community servicing regional needs. There is a need to plan for TOD's, but not in Kirkland.

* The Market Neighborhood believes many of our residents do not believe that this is a high priority for the city. (They are probably right. If the TOD is approved, they will only notice it when the traffic jams get worse. Residents haven't made the connection between downtown jams with what caused it, the existing 600 parking spots that found it way into our quality of life.

* Economic vitality in downtown Kirkland and Totem Lake are areas that seem to be a high priority for many of the residents. (Not high enough for Council to do something about it.)

Some citizens have a lot more trust in our staff and Council than I do. Given their past performance, they can't be trusted to serve the citizens of Kirkland, only themselves. When it comes to supporting our neighborhoods, they've taken a turn for the worse.

Bob Style

Mr. Russell said TOD's are a good thing because building or adding road capacity is too expensive and will not ease the traffic jams that create gridlock. He partly right, mostly wrong. TOD's create gridlock where they are located. Kirkland is a residential area serving the region. There's no reason to change its roll in regional planning. It's too bad Mr. Russell doesn't believe that. The Mayor and Council are trying to make Kirkland a major metropolitan area by ignoring neighborhood concerns in the process.

The mass transit he promoted when he served on the transportation committees and a Kirkland Councilmember became his mantra when he supported adopting the RTA which became METRO. Boasting it will help prevent traffic jams, he wanted a Yes vote on the RTA ballot. He misled the public. Reducing traffic jams did not happen and increased as evidenced by the traffic jams it now generates. Now, METRO wants to add 250 more to the 600 parking spots already there. The South Park & Ride will create even more congestion than it does now.

The facts are traffic jams are worse. Routes are being changed to add ridership most of which benefits Seattle, Bellevue, and Redmond, not Kirkland. But it didn't get worse for Mr. Russell who works at the University of Washington. He somehow got METRO to redirect bus routes from Lake Washington Blvd to 108th Ave NE, a route that allowed Mr. Russell to walk to his bus stop and go to work. He also was instrumental in getting a route (540) to run on 108th Ave that went directly to the University where he works. He benefited. We did not.

The Council's support of neighborhood has changed. They use to care about neighborhoods. Now, they are refusing to honor the request of Lakeview and Central Houghton neighborhoods while at the same time honoring the request of Norkirk and Highlands. Inconsistency prevails as evidenced by whoever has the most political influence. They don't treat all the neighborhoods with the same respect. Whose going to run Kirkland, METRO or us?

Something to consider. Kirkland already has 25% low income housing units. The 2010 median price for a condo in this region is now \$244,000. How much of that will be subsidized by who? New home buyers will have to pay more so that others can pay less. Existing homeowners can expect higher fees and taxes to pay for services.

The South Kirkland Park and Ride area should not be rezoned to allow TOD's.

Sincerely,

Bob Style

Dorian Collins

From: Janet Jonson
Sent: Thursday, January 27, 2011 2:07 PM
To: City Council
Cc: Kurt Triplett; Marilynne Beard; Eric Shields; Paul Stewart; Janice Coogan; Dorian Collins; Ray Steiger; David Godfrey
Subject: FW: resident of MNA who e-mailed me regarding the SKP&R TOD

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Thanks,
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1st email
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2nd email

Side-issues/perspectives:

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(from http://www.ci.kirkland.wa.us/depart/Planning/Code_Updates/TOD.htm)

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Dorian Collins

From: Marie Stake
Sent: Wednesday, January 26, 2011 9:47 AM
To: Kurt Triplett; Marilynne Beard; Eric Shields; Paul Stewart; Dorian Collins
Subject: K. Views Editorial by B. Style RE: SKPR TOD Comm Mtgs

All,
 FYI

http://www.kirklandviews.com/archives/23963?utm_source=feedburner&utm_medium=email&utm_campaign=Feed%3A+KirklandViews+%28Kirkland+Views%29#

Marie

Letter | South Kirkland Park & Ride Meeting Makes Mockery of Citizen Input Process

Dear Editor:

Council's workshop last night and the previous meeting at Northwest College were nothing more than an attempt to gain support for what the Mayor and Council had previously decided. They did not want to hear that the TOD would create greater gridlock downtown for the people getting off the buses. They didn't want to hear that their arguments for affordable were bogus.

The meetings were designed to cover their backside by saying they were interested in hearing from the public what it would take to get their support. The Council had already made up its mind so the meeting was only to manipulate the public into thinking they had some influence in the decision making process. Nothing could be further from the truth.

To make sure nothing against the TOD would disrupt the process, a moderator was chosen to control the meeting. A city employee, the Assistant City Manager Marilynne Beard, whose very existence depends on her ability to cow tail to what the Mayor wants, did her job by not allowing information that would discredit the justifications that were presented by staff.

Almost all of Kirkland and those living north of downtown feel the impact of congestion downtown with traffic from the existing 600 space park & ride. Adding 250 more cars to the existing jams will add the gridlock the citizens do

not want. But, that doesn't matter to the Council. They do not want anything getting in the way of what they have already decided.

If the City is going to have a public meeting, everyone should be heard. The meetings are nothing more than a disingenuous attempt to give the public the false impression they had some role in determining the outcome. The meetings were designed to defeat the opposition. We should not let that happen unless you want more congestion, higher fees and taxes, and a lower quality of life.

Bob Style

Dorian Collins

From: Paul Stewart
Sent: Tuesday, January 25, 2011 9:52 AM
To: 'Carolyn Hitter'
Cc: Dorian Collins; Eric Shields
Subject: RE: We back the development at South Kirkland Park and Ride

Follow Up Flag: Follow up
Flag Status: Flagged

Thanks Carolyn and Jim – we will forward your comments to the Planning Commission and Houghton Community Council.

Paul

From: Carolyn Hitter [<mailto:cjhitter@earthlink.net>]
Sent: Tuesday, January 25, 2011 9:37 AM
To: Paul Stewart
Subject: We back the development at South Kirkland Park and Ride

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

Carolyn and Jim Hitter both strongly back the development of housing at the South Kirkland Park and Ride. As the State of Washington slowly slides into an era of mediocrity and social meanness, the City of Kirkland can stand as a beacon of common sense and good planning. The proposed project has many positive factors going for it.

Just where should we expect our teachers and store clerks to live? In Duvall or Monroe? Be realistic; living at a key transit node makes the most sense for our local community, and more importantly for our greater Community!

Sincerely,
 Jim and Carolyn Hitter

Jim and Carolyn Hitter
 119 8th Lane
 Kirkland, WA 98033
 425 803 0590

Dorian Collins

From: Paul Stewart
Sent: Tuesday, January 25, 2011 8:54 AM
To: Dorian Collins
Subject: FW: Public Input for the So.Kirkland P&R and TOD

Follow Up Flag: Follow up
Flag Status: Flagged

Here is a comment to the HCC and PC on the South Kirkland Park and Ride .

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

From: Naomi Lombard <naomi.lombard@gmail.com>
To: pstewart@ci.kirkland.us.wa
Sent: Mon, Jan 24, 2011 9:45 pm
Subject: Public Input for the So.Kirkland P&R and TOD

Houghton Community Council
 Paul Stewart
 Deputy Director of Planning
 City of Kirkland

RE: South Kirkland Park and Ride Transit Oriented Development

Dear Mr. Stewart,

We are writing in support of what we consider to be a very important development in Kirkland: affordable housing, retail and additional parking proposed by the TOD at the South Kirkland P & R. We live in Houghton and are frequent bus riders. As Kirkland residents for 27 years, we have seen Kirkland grow from a 'small affordable town' to the upscale city that it is now.

We love Kirkland and consider it our permanent home. While we have seen the value of our home rise over the years, my husband and I have often wondered how our own children would ever be able to buy or rent in our fair city. Kirkland simply lacks the affordability that this TOD will bring to our community.

We can not think of a better location for this additional housing; within walking distance to public transportation for work, Kirkland retail, services, schools, etc. The proximity of these units to the two major freeways, will not add significant congestion to Kirkland's city streets. Furthermore, we applaud the additional parking that this development will bring in helping to alleviate current crowded conditions at the P&R.

We do not believe, as we have heard say, that providing homes to lower income individuals and families in our community will have adverse impact on the resale value of our home. A viable city needs to accommodate a healthy range of property pricing in order to attract a diverse population of young people, families and seniors.

We wholeheartedly support plans to join with Bellevue in approving this development. Thank you for the opportunity to voice our opinion.

Sincerely,
 Naomi and Henry Lombard
 10917 NE 66th Place
 Kirkland, WA 98033
 425-828-468

Dorian Collins

From: Janet Jonson
Sent: Monday, January 24, 2011 8:25 AM
To: City Council
Cc: Kurt Triplett; Marilynne Beard; Eric Shields; Paul Stewart; Janice Coogan; Angela Ruggeri; Jeremy McMahan; Kari Page; Dorian Collins
Subject: FW: Market Neighborhood meeting

Follow Up Flag: Follow up
Flag Status: Flagged

Janet Jonson
 City Manager's Office
 City of Kirkland
 123 5th Avenue
 Kirkland, WA 98033
 425-587-3007
 425-587-3019 fax
 jjonson@ci.kirkland.wa.us

From: Bhaj [mailto:bhaj@nwlink.com]
Posted At: Friday, January 21, 2011 5:26 PM
Posted To: Kirkland Council
Conversation: Market Neighborhood meeting
Subject: Re: Market Neighborhood meeting

Michelle

As I am and was out of town for business meetings, I appreciate hearing your summary. The notes on the South Kirkland Park & Ride Affordable Housing Project was particularly interesting in the seeming lack of financial accountability and responsibility of the city. I think it is important for us to know their plans and projections for a project they are looking to support or even partner on.

Before I close, I want you to know that I appreciate your communication style on your leadership role with the WOM neighborhood.

With warm regards
 Bhaj

Sent from my Verizon Wireless BlackBerry

From: "Michelle Sailor" <msailor@comcast.net>
Date: Thu, 20 Jan 2011 15:48:19 -0800
To: <RLSTYLE@aol.com>; <kirklandviews@gmail.com>; <editor@eastidesun.com>; <greg.johnston@patch.com>
Cc: <citycouncil@ci.kirkland.wa.us>; Dorian Collins<DCollins@ci.kirkland.wa.us>; Michelle Sailor<msailor@comcast.net>
Subject: Market Neighborhood meeting

Market Neighborhood Meeting (1/19/11)

I would like to clarify what our neighborhood concerns were about the South Kirkland Park & Ride. The main questions raised were:

- Would Kirkland have to put any funds toward it? Not sure of answer as obviously resources from the city are required for this project but appeared that no actual money would go towards it from the city.
- How would it impact public school system and was the public school system involved in planning for the increase in children that would come from this development? The project did not seem to have a strategy for this aspect of the development.
- Does the city have the resources to accommodate this project (police, fire, public works, etc.)?
- Much discussion on affordable housing and what that really means.
- Could we proceed without TOD and just use the funding for additional parking for the Park and Ride as intended by King County?
- Who will subsidize the affordable housing percentage of development?
- Is this really a need in Kirkland?

Overall, there was an interesting discussion on the South Kirkland Park & Ride with plenty of time for questions from the residents. I would not say that the majority of our residents were for or against the project as I believe they are still trying to understand the project. The affordable housing part of the project needs to be explained better as to how that is a need in Kirkland. Affordable housing vs. affordable rent should be discussed as well (ownership vs. renting). I believe that many of our residents do not believe that this is a high priority for the city. Economic vitality in downtown Kirkland and Totem Lake are areas that seem to be a high priority for many of the residents. We appreciated Dorian Collin, AICP and Paul Stewart, Deputy Director of Planning and Community Development City of Kirkland, for taking the time to highlight details of the project and answer our questions about it. We also appreciated Dave Russell and Robert Style for expressing their views and concerns. We look forward to hearing back from the city with regards to the questions and concerns outlined in this e-mail.

Sincerely,
Michelle M. Sailor
Market Neighborhood Chair

Bcc to MNA Neighborhood distribution list

From: RLSTYLE@aol.com [mailto:RLSTYLE@aol.com]
Sent: Thursday, January 20, 2011 2:32 PM
To: kirklandviews@gmail.com; editor@eastidesun.com; greg.johnston@patch.com
Cc: citycouncil@ci.kirkland.wa.us; msailor@comcast.net
Subject: Market Neighborhood meeting

Market Neighborhood Meeting (1/19/11)

Proponents and opponents of the TOD at the South Kirkland Park & Ride were invited to speak. Mr. Bob Style spoke against. Mr. Dave Russell (ex Kirkland Councilmember and Mayor) spoke for it.

Mr. Style pointed out that when those using the additional 250 parking spots get off the bus, where do they go and what do they do? They get into their cars and try to go home. Most of those using the bus go north and have to get thru Kirkland. They add to the traffic that jams on 108th Ave. N.E. and Lake Washington Blvd, NE. The Council refuses address the problem on how to get thru or around Kirkland. It brings up the question of whom does the TOD benefit and who doesn't.

The answer is clear. The benefits will go to Bellevue, points south, and METRO. There are no benefits to the City of Kirkland particularly to the Lake View, Central Houghton, and Market neighborhoods. It will come as our expense and force us to accept a lower quality of life.

Mr. Russell said it was a good thing because building or adding road capacity is too expensive and will not ease the traffic jams that create gridlock. He partly right, mostly wrong. Kirkland is a residential area serving the region. There's no reason to change its roll in regional planning. It's too bad Mr. Russell doesn't believe that.

The mass transit he promoted when he served on the transportation committees and a Kirkland Councilmember became his mantra when he supported adopting the RTA which became METRO. Boasting it will help prevent traffic jams, he wanted a Yes vote on the RTA ballot. He misled the public. Reducing traffic jams did not happen and increased as evidenced by the traffic jams it now generates. Now, METRO wants to add 250 more to the 600 parking spots already there. The South Park & Ride will create even more congestion than it does now.

The facts are traffic jams are worse. Routes are being changed to add ridership most of which benefits Seattle, Bellevue, and Redmond, not Kirkland. But it didn't get worse for Mr. Russell who works at the University of Washington. He somehow got METRO to redirect bus routes from Lake Washington Blvd to 108th Ave NE, a route that allowed Mr. Russell to walk to his bus stop and go to work. He also was instrumental in getting a route (254) that went directly to the University where he works. He benefited. We did not.

The Council's support of neighborhood has changed. They use to be supportive of neighborhoods. Now, they are refusing to honor the request of Lakeview and Central Houghton neighborhoods while at the same time honoring the request of Norkirk and Highlands. Inconsistency prevails as evidenced by whoever has the most political influence. They don't treat all the neighborhoods with the same respect.

The issue of affordable housing came up at the meeting. The cost and purpose were very controversial. Most of the arguments were against it. No one except staff spoke for subsidized housing spoke.

Bob Style

Dorian Collins

From: Marilynne Beard
Sent: Tuesday, January 11, 2011 2:02 PM
To: Margaret Bull
Cc: Dorian Collins; Paul Stewart
Subject: RE: TOD neighborhood workshop comments

Thank you so much for your comments. We will put them into the mix.

From: Margaret Bull [mailto:wisteriouswoman@gmail.com]
Sent: Tuesday, January 11, 2011 1:02 PM
To: Marilynne Beard
Subject: TOD neighborhood workshop comments

January 11, 2011

Hi Marilyn,

I will be out of town during the TOD workshops. Therefore, I am writing to contribute my thoughts.

My main concerns have to do with sidewalks, crosswalks and commuters.

I would like to see a continuous sidewalk along Northup between the transit center and Lowe's Hardware store. It would also be wise to have a continuous sidewalk between the Park and Ride and Kirkland along the west side of 108th Ave NE/6th Street. 108th is often extremely hazardous to cross. For a variety of reasons, crosswalks are not always effective along this stretch of road and pedestrian lives are in danger when they are required to cross from one side of the road to the other. The area around the park and ride lot is not pedestrian friendly! I would also like to see better bus service (everyday and late evening) going east along Northup. These are some of the reasons that I question the wisdom of developing housing in this area. I also believe the lack of everyday services in this area will force people living in the housing development to use their cars for daily needs as well as commuting to work. I question where the money will come from that will enable the city of Kirkland and Bellevue to work together to make this development come to fruition and provide the infrastructure, including improved roads and sidewalks, that will be necessary.

Most importantly, I would like to see Rapid Bus service implemented between South Kirkland Park and Ride and East Bellevue, Redmond, North Kirkland, Seattle, Everett and Renton. Rapid Bus is under-developed on the Eastside. It makes sense to use it at South Kirkland Park and Ride Lot so that people living in the TOD can easily get to job locations in other cities. Many workers living in the various cities mentioned can take buses to South Kirkland Park and Ride and transfer to buses going across Lake Washington into Seattle for jobs, etc. Or

conversely, with the bridge construction and tolling becoming an immense problem for many, commuters from Seattle will also benefit from a Rapid Bus system that enables them to transfer to various Rapid Buses going to jobs in Eastside cities. This type of bus system will limit much of the need for residents of this development to drive their cars to work. South Kirkland Park and Ride is under-utilized as a transfer point. It is in a very important strategic location because it is between Bellevue and Kirkland, as well as between Seattle and Redmond. Also, now that Boeing has shifted all its engineers to the Everett site there is more need than ever to connect Boeing employees living in Renton, Kirkland, Bellevue, and Seattle with Everett with a commuter bus system.

I feel it is foolish to include plans to develop light rail along the rail corridor in the TOD proposal. The rail corridor should be designed for pedestrians and bicycles only. In my opinion, it is a waste of city money planning for light rail at this location due to the fact that the rail corridor does not connect to major employment locations nor to the majority of neighborhoods on the Eastside. Available park and ride lots are not situated along this corridor in strategic locations to make it a via transportation option for most people. Rapid Bus is a better option than light rail due to the fact that the routes can be altered when employment opportunities and housing density shifts in the various cities on the Eastside. Even though the vision of Kirklanders working in Kirkland has been emphasized during the Park Place development meetings, the reality may turn out to be much different.

In many ways South Kirkland Park and Ride is a better location for connecting Eastside cities by public transportation than the Kirkland Transit Center is. As it is, downtown Kirkland is not well situated for current Sound Transit buses to be routed through. I can't see that situation improving any time soon. Kirkland's downtown growth will produce an increase in traffic congestion due to ongoing construction projects over the next 8 years and thus cause delays in transit bus service through the downtown area.

As a citizen of Houghton it is in my self-interest to see growth at the Park and Ride Lot limited. I don't want an increase in traffic along 108th Ave NE causing noise and congestion. Even so, I believe there will be greater congestion along 108th whether or not the TOD goes in due to all the development that is planned in downtown Kirkland as well as the bridge reconstruction and tolling that will soon be underway. It is much easier for people to drive along 108th Ave NE and park on the side streets in my neighborhood in order to catch a bus to Seattle than park in downtown Kirkland and get on a bus at the transit center. People living in many parts of Kirkland including the annexation area have poor bus service and can't take a bus from their home to the Kirkland transit center in order to take public transit to their places of employment. There are two reasons many commuters choose to park in the Houghton neighborhood: the difficulty finding a parking place at the lot and the fact that 255 buses often have standing room only by the time all the people board that are waiting at the South Kirkland Park and Ride. An increase in parking stalls at all park and ride lots in

the greater Kirkland area will be greatly needed in the future. I'd like to see a more comprehensive plan that adds parking at other existing park and ride locations before the city goes forward with plans that focus on the South Kirkland Park and Ride alone. This may take pressure off using Houghton neighborhood streets as park and ride 'overflow lots'.

When I step back and look at the bigger picture I can see myself as a citizen of the greater Seattle area and not just as a Houghtonite. My family members commute to jobs at Boeing and Microsoft on a daily basis, but many of their colleagues do not have this option. I can see that a better public transportation system is necessary that can quickly transport workers from one city to the next. I believe that South Kirkland Park and Ride is an ideal location for this type of system to be developed. Its proximity to both 405 and 520 could be capitalized upon especially if freeway access is improved.

Sincerely,

*Margaret Bull
6225 108th Place NE
Kirkland WA 98033
425 822 2925*

Please do not distribute my e-mail address

Janice Coogan

From: georgine foster [georginef@msn.com]
Sent: Wednesday, January 05, 2011 9:39 AM
To: Janice Coogan
Subject: Fw: South Kirkland P&R

Janice, could you forward this to the HCC and Planning Commissioners.....I don't know if only the City Council may have received it as I addressed the email to 'citycouncil@ci.kirkland.wa.us'.

Thank you.....and I hope you had a great holiday.

georgine foster

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

From: [georgine foster](mailto:georgine.foster@msn.com)

To: citycouncil@ci.kirkland.wa.us

Sent: Tuesday, September 21, 2010 8:57 AM

Subject: South Kirkland P&R

Dear City Council members, Houghton Community Council members, City Manager,

I am a member of the Lakeview Neighborhood Plan Update Advisory Group, but I would like to express some personal views about the "Process" and the possible "Fast Tracking" of the Zoning Code Amendments for the South Kirkland Park& Ride. (You will remember that the Comp Plan Amendments for the P&R were "fast tracked" the end of 2008.)

My concern is that the County is asking for expediting the Zoning Code revisions without DUE PROCESS, possibly circumventing the Lakeview Neighborhood Plan Update process, and WITHOUT Bellevue's "cooperation", as is called for in the Comp Plan.....I don't understand how a few phone calls, or meetings that do not produce at least an MOU between Kirkland, Bellevue and King County, is adequate. Un-intended consequences could be devastating to the area, with congestion at the top of the list...changes to the 520 will surely have their effect on traffic in the area, too.

The amount of Affordable housing, as is stated in your packet supplied by Dorian Collins, suggests that 100% of the project could be "affordable". Redmond's Town Center TOD, the TOD in Renton, and the TOD in Northgate are all 20% Affordable and 80% Market rate.....why is Kirkland seeking higher percentages for South Kirkland when obviously neighboring cities have chosen differently? I realize the TOD at Redmond's Overlake area is 100% affordable, but are the demographics of Lakeview and Central Houghton comparable to Overlake? If South Kirkland is to have Affordable Housing as part of its mixed use development, why not at a Rate more in keeping with what has been developed in other neighboring jurisdictions?

Note the April 16th email (below) from Gary Prince of Metro (who also authored the Application for the Grant to the Federal government)...."grant funding...is not related to the affordability issue but rather to increasing the number of parking places and mixed use development". So there is no "must have" percentage, or number, of Affordable units.

In the Affordable Housing Regulations recently approved by the City, it is noted that INITIAL "affordable housing projects" will not be required to provide the entire "mandatory" 10% affordable units for projects (as they are viewed as almost experimental....that is my summation), YET the South Kirkland Park & Ride could have 100%?

Our Lakeview Neighborhood Plan Update process had many of us spending MANY hours in meetings because we felt we had something of value to add to the process, our neighborhood, and Kirkland. Please consider how you might feel if you "participated", only to find out that it didn't really matter.

Thank you.

georgine foster
Lakeview Neighborhood Resident

From: georgine foster [mailto:georginef@msn.com]
Sent: Friday, April 16, 2010 10:59 AM
To: Prince, Gary
Cc: Paul Stewart
Subject: Re: South Kirkland P&R

Gary,
Thanks for the information!

Who might I contact to get the # and type of affordable units at the Redmond Downtown TOD, Northgate, and Overlake projects.....just for comparison sake. I'm meeting with Paul Stewart and Dorian Collins next Wednesday and if I had these comparison figures it would be helpful for me to get "the big picture".

Again, thank you.

~georgine

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

From: Prince, Gary
To: georgine foster
Cc: Paul Stewart
Sent: Friday, April 16, 2010 10:33 AM
Subject: RE: South Kirkland P&R

Georgine:

The county has worked with local jurisdictions, ARCH, and private developers to determine the number and type of affordable units. The County does not have a "vision" for the number or type of affordable units for this particular site. The grant funding which Metro Transit has available is not related to the affordability issue but rather to increasing the number of parking spaces and the mixed use development

We do not have an appraisal on the parcel so I cannot speak to the price for the underlying land.

Gary Prince
Senior Project Manager
Transit Oriented Development
King County Department of Transportation
206.263.6039

From: georgine foster [mailto:georginef@msn.com]
Sent: Wednesday, April 14, 2010 6:09 PM
To: Prince, Gary
Cc: Paul Stewart
Subject: Re: South Kirkland P&R

Gary, thanks for the info....I wasn't thinking that Mithun was an Architectural/Design firm, I thought they developed the Northgate project. Has the County any "vision" for % to Median income, or the # of Units that will be 'affordable'.....and do these numbers effect how much grant money could be available for the project?

(And what might the asking price be for the "underlying land"?)

~georgine foster

--- Original Message -----

From: Paul Stewart

To: georgine foster ; Janice Soloff

Cc: johnk ; Dorian Collins ; Prince, Gary

Sent: Wednesday, April 14, 2010 10:26 AM

Subject: RE: South Kirkland P&R

Georgine,

It is my understanding that King County would request proposals from developers. Mithun is an architectural and design firm that is advising King County and is not a developer. You should contact Gary Prince for more information on this.

I would suggest that instead of these back and forth e-mails, why don't we have a meeting and we can explain the project in detail and respond to your questions.

Paul

EDITORIAL

New development means more affordable housing

The City of Kirkland supports transit-oriented development (TOD) at the South Kirkland Park and Ride.

The site is ideal for combining higher residential and employment densities with frequent transit service. It's a major transit hub, with service to Totem Lake, downtown Seattle, the University of Washington and other employment and residential areas.

The park and ride lot, owned by King County Metro, is located in the Lakeview neighborhood, near the intersection of Lake Washington Boulevard and 108th Ave. N.E. The site is about seven acres with equal portions lying within the cities of Kirkland and Bellevue.

The Kirkland City Council had good reason for recently voting to approve the TOD when they did.

At stake was \$6.25 million in funding that King County will receive from the U.S. Department of Transportation that would add 250 much needed parking stalls. The park and ride is currently at capacity with 603 stalls.

King County could have lost the federal grant if the city did not take action by early 2011.

Even more significant is the TOD ranks among the city's top affordable housing strategies.

No doubt, there is a dire need for affordable housing in Kirkland. Despite the city's long-standing commitment to support housing issues that face the community, the city continues to fall short of meeting its annual affordable housing targets.

In fact, the Eastside has the smallest stock of affordable rental housing in the county for people at 50 percent of the area median income, according to a King County Benchmark Report. For a four-person family, that's an annual salary of \$42,150.

Creating more affordable housing eliminates long commutes for those who have to travel from places they can afford to the places they work. It would allow lower wage workers to stay in the community they work in so they could develop a sense of community and get more involved. It

would strengthen families.

And the most common cause of homelessness on the Eastside is a lack of affordable housing. Why not prevent this widespread problem and create more affordable housing?

The TOD project at the South Kirkland Park and Ride calls for 200 multi-family units, of which 20 percent would be affordable to low or moderate income households, in two five-story buildings. An additional 20 percent of units could be affordable to median income households through a city policy that urges this type of affordability.

The affordable housing issue at the TOD site has drawn the greatest controversy to many residents in the area. A majority of the neighborhood advisory group members have expressed outright opposition to affordable housing.

Among the "NIMBY" (Not In My Backyard) sentiments expressed is that affordable housing would lower property values and degrade the neighborhood.

Not so. Numerous King County studies show

that existing affordable housing - including on the Eastside - has not lowered property values.

Whether the project causes significant traffic impacts remains to be seen. We agree the city should mitigate these impacts as part of the project. This includes relieving congestion on Lake Washington Boulevard and nearby streets.

Assessing the adequacy of parking at the park and ride and future development on Bellevue's portion of the property are other issues the city should address going forward.

Some feel the council ignored the neighborhood advisory groups by moving ahead with the TOD.

But council's approval of the project solidifies some of the crucial factors established for the South Kirkland Park and Ride - including the housing element.

And not all avenues for change are lost. Residents still have the opportunity to address other issues through zoning code regulations, such as those related to parking and design.



Dorian Collins

From: Marie Stake
Sent: Friday, December 17, 2010 8:49 AM
To: Eric Shields; Dorian Collins; Marilynne Beard
Subject: K . Views Editorial: SKP&R TOD

All,
 Not sure if you saw this
http://www.pnwlocalnews.com/east_king/kir/opinion/letters/111955909.html
 Marie

Kirkland's tragedy of transit and Transit Oriented Development

Dec 15 2010, 2:09 PM

If we are to believe the importance of neighborhoods in Kirkland as stated by the council on their Web page under Community Neighborhood Resources, the council will not approve the TOD (Transit Oriented Development) at the South Kirkland Park & Ride. If they do, it will violate their policy of supporting neighborhoods. What are we to believe, words or actions?

Mitigating Kirkland's residential traffic impacts has not and will not be done as long as the council refuses to add capacity to arterials, collectors, and re-designate access streets to support growth and business. Residential streets will suffer.

The council's actions speak louder than their propaganda. In spite of what they say, their decisions have not and do not support the TOD. TOD's do not relieve traffic. It's the fatal flaw in their thinking. TOD's create traffic jams. Expansion of the Park & Ride means more people will be getting on and off the bus who have to go somewhere in their cars.

The council has not found a way to get traffic through or around downtown. Thru-traffic should not be using residential streets. With the expansion and additional use of the Park & Ride, traffic jams will get worse on Lake Washington Blvd. and 108th Ave. N.E. Bus users will have to use residential streets to get to and from the TOD. The traffic jam downtown is reason enough by itself to disapprove the TOD.

An update of the comprehensive plans for the Lakeview and Central Houghton neighborhoods is required. Advisory committees consisting of the citizens who live there were formed and came up with their recommendations, which are now being ignored. If elected officials approve the TOD, they will be insulting the citizens of those who live there. It will probably become an issue at election time in Houghton and the city. The citizens have determined the impacts of the TOD, the elected officials have not. That's the tragedy of transit and the TOD.

Bob Style

(Comments from Nona Ganz)

According to Vision 2040, which is the PSRC regional plan, the 4-county area is supposed to get 1.7 million more people and 1.2 million more jobs by 2040. The majority of these people and jobs will be in the urban growth areas.

Kirkland is to absorb or has a housing target of 7200 new units by 2031 (around 15,000 people) and a job target of 20,200 new jobs. This does not include the annexation area.

So where does it make most sense to accommodate the new growth? Besides in the Totem Lake area, which we have discussed for years, I believe the S K P&R lot is an ideal location for transit-oriented development for it a major transit hub, next to 520, close to 405 and close to retail in Kirkland and Bellevue. There is excellent bus service to Seattle and to employment centers in all directions. Consolidating housing at major transit facilities is an effective strategy to increase transit ridership and to reduce the harmful effects of congestion and greenhouse gas emission. This is not a new concept...it is being done all over the world.

I was pleased to hear that affordable housing would be a significant component of the multifamily development for, as we all know there is a tremendous need for such housing in Kirkland and in the area. People who wish not to own a car or who are unable to have a car would have all transit options at their door.

The existing P & R site is not well utilized land.....it's just parking stalls, and not enough of them. The demand for the P&R will certainly increase when changes occur in the 520 corridor. A TOD would provide about 250 additional parking stalls and it would provide housing units toward our housing target.

Like it or not, growth will occur.....we have an opportunity here to direct it to where it makes most sense.

My last comment - good design is critically important for a successful development.

Y\\

Dorian Collins

From: Paul Stewart
Sent: Friday, December 17, 2010 4:29 PM
To: Dorian Collins
Subject: FW: South Kirkland Park and Ride
Attachments: LOGO-FOR-EMAIL-SIG; ATT492256.htm; McGLadrey_Email_Power Signature_300x75.gif; ATT492257.htm; Oct 2008 comments.docx; ATT492258.htm

I came across this in one of my e-mail folders regarding Yarrowood Condos.

From: Joan McBride
Sent: Tuesday, November 16, 2010 3:32 PM
To: Paul Stewart; Eric Shields
Cc: Doreen Marchione; Jessica Greenway
Subject: Fwd: South Kirkland Park and Ride

Hi just spoke with Jan (see below) and let her know she had some wrong or outdated info. Told her we could have some one come to one of their meetings and give a presentation. She was happy about that. To get on their schedule call Steve Taylor T 206 935 7951. I would love to go too

Joan McBride
 Mayor
 City of Kirkland
 425.698.7556

Sent from iPhone

Begin forwarded message:

From: "Brannan, Liz" <Liz.Brannan@mcgladrey.com>
Date: November 16, 2010 2:22:18 PM PST
To: <AWalen@ci.kirkland.wa.us>, <BSternoff@ci.kirkland.wa.us>, <DAsher@ci.kirkland.wa.us>, <DMarchione@ci.kirkland.wa.us>, <JGreenway@ci.kirkland.wa.us>, <JMcBride@ci.kirkland.wa.us>, <PSweet@ci.kirkland.wa.us>
Cc: <theborde@aol.com>, <303@midinet.net>, <jren@msn.com>, <lisa.muth@comcast.net>, <lisab29@gmail.com>, <marjferrin@comcast.net>, <McCaulley2@aol.com>
Subject: South Kirkland Park and Ride

I represent the Board of Directors of Yarrowood Condominiums, a 155 unit residential community located at 108th NE and Northup Way.

We are concerned that the Kirkland City Council is continuing to explore transforming the South Kirkland Park and Ride into a TOD, with as many as 500 residential units, light retail and a multi-level parking garage for Metro park and ride patrons.

I spoke at two meetings in 2008 (a Houghton Community meeting and a City Council meeting) and send information to a Planning Commission meeting. At the meeting I attended, it appeared that the overwhelming sentiment towards to proposed project was negative, especially when given by residents of the affected community. I have attached a copy of an e-mail sent to Dorian Collins of the Planning Commission staff. It outlines what were then my concerns, but are now the concerns of our Board and of the community of Yarrowood.

In short, we believe that the proposed development is contrary to the general feel of the immediate neighborhood; that the increased traffic will put an undue strain on limited infrastructure (At times, it is nearly impossible to make a left hand turn onto 108th from our driveways); and that the existing services in the neighborhood will not support a high density residential development. A 500 unit apartment complex will have a drastic effect on the appearance of this community as a building accommodating 500 units will be of several stories. So far this has been a low density residential area and this proposal will change that environment.

Liz Brannan

Director, Tax Services

RSM McGladrey, Inc.

600 University Street, Suite 1100

Seattle, WA 98101-3119

Phone: 206-281-4444 Fax: 206-749-7136

liz.brannan@mcgladrey.com

www.mcgladrey.com

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.

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.

Dorian Collins

From: Paul Stewart
Sent: Wednesday, December 15, 2010 4:20 PM
To: Dorian Collins; Janice Coogan; 'Prince, Gary'
Subject: FW: The tragedy of transit and TOD traffic

FYI

From: Janet Jonson
Sent: Wednesday, December 15, 2010 9:16 AM
To: City Council
Cc: Kurt Triplett; Marilynne Beard; Eric Shields; Paul Stewart; Ellen Miller-Wolfe; Ray Steiger; David Godfrey; Kari Page
Subject: FW: The tragedy of transit and TOD traffic

Janet Jonson
 City Manager's Office
 City of Kirkland
 123 5th Avenue
 Kirkland, WA 98033
 425-587-3007
 425-587-3019 fax
jjonson@ci.kirkland.wa.us

From: RLSTYLE@aol.com [mailto:RLSTYLE@aol.com]
Posted At: Tuesday, December 14, 2010 4:02 AM
Posted To: Kirkland Council
Conversation: The tragedy of transit and TOD traffic
Subject: The tragedy of transit and TOD traffic

Kirkland's tragedy of transit and the TOD

If we are to believe the importance of neighborhoods in Kirkland as stated by the Council on their Web page under Community Neighborhood Resources, the Council will not approve the TOD (Transit Oriented Development) at the South Kirkland Park & Ride. If they do, it will violate their policy of supporting neighborhoods. What are we to believe, words or actions?

Mitigating Kirkland's residential traffic impacts **has not and will not be done** as long as the Council refuses to add capacity to arterials, collectors, and re-designate access streets to support growth and business. Residential streets will suffer.

The Council actions speak louder than their propaganda. In spite of what they say, their decisions have not and do not support the TOD. TOD's do not relieve traffic. It's the fatal flaw in their thinking. TOD's create traffic jams. Expansion of the park & ride means more people will be getting on and off the bus who have to go somewhere in their cars.

The Council **has not** found a way to get traffic thru or around downtown. Thru traffic should not be using residential streets. With the expansion and additional use of the park & ride, traffic jams will get worse on Lake Washington Blvd and 108th Ave NE. Bus users will have to use residential streets

to get to and from the TOD. **The traffic jam downtown is reason enough by itself to disapprove the TOD.**

An update of the comprehensive plans for the Lakeview and Central Houghton neighborhoods is required. Advisory committees consisting of the citizens who live there were formed and came up with their recommendations which are now being ignored. If elected officials approve the TOD, they will be insulting the citizens of those who live there. It will probably become an issue at election time in Houghton and the city. **The citizens have determined the impacts of the TOD, the elected officials have not.** That's the tragedy of transit and the TOD.

Bob Style

Dorian Collins

Subject: Public & HCC still has "YES" "NO" input on TOD per Comp Plan Update
Attachments: Document from Karen Levenson - 121610.pdf

From: Uwkkg@aol.com [mailto:Uwkkg@aol.com]
Sent: Thursday, December 16, 2010 8:33 AM
To: Janice Coogan
Cc: Uwkkg@aol.com
Subject: Public & HCC still has "YES" "NO" input on TOD per Comp Plan Update

Janice:
Please distribute this to all members of HCC, Kirkland City Council, Planning Commission, Staff and staff and the City Manager and Assistant Manager.

HCC: Could you please confirm that you have received this.

=====
Date: December 15, 2010
To: All members of HCC, KCC, Planning Commission, Staff and City Manager/Assistant City Manager:
Attached: Revised Comp Plan Document XV.A-8 (see bottom of 1st column)
Subject: HCC and Citizens still have input on Yes or No for TOD

At Monday night's meeting it was emphasized that this new "moderated" process needed to start with accurate, unbiased information.

In an effort to help achieve accuracy, I've attached highlighted update to Comp Plan and it is also attached below.

Please note that per the Revised Comp Plan, the TOD is NOT a done deal. It is specifically stated as just an option (see actual Comp plan verbiage below "continue as a transit facility" or "ALTERNATIVELY be redeveloped as a TOD"). Remove the bias and you'll see that HCC and citizens, neighbors and businesses DEFINITELY STILL HAVE the opportunity to give input on whether the TOD should happen or not!!!

With that in mind, it is important to correct the record from Monday's meeting. The correction would be to the statements (repeated several times quite forcefully by city) that the Comp Plan change meant that the TOD was definitely going to happen... Well...This is just NOT TRUE.

It was particularly bothersome to see that staff and an "impartial" moderator who is also our Assistant City Manager as they dismissed comments by two or three Houghton Council members who attempted to be clear that the TOD is not a foregone conclusion.

Please review the recording of the 1.26.09 HCC meeting (minutes 25-52) you will hear specific comments and concerns from most of the HCC members. There was talk of what it would mean if they did not "disapprove" and whether they should disapprove. ... After much discussion, it was resolved that the wording of 4155 was such that by allowing approval they were signaling that they were open to "CONSIDERATION" and that as the project gained more definition they would be "considering" the project and whether it was something they could support or deny. (50 min) At the end of the meeting City Staff was asked if they they could convey the "Consideration" but also "that the project would have to meet some very high expectations regarding not too big, not too bulky, traffic mitigation, sufficient parking." Staff said that these "conditions" could be conveyed to City Council and the 4155 therefore was not disapproved.

The actual comp plan verbiage from the 1.26.09 approval is below and also attached. The verbiage provides for EITHER continuation of parking (with possible office) or ALTERNATIVELY the site may be redeveloped with a TOD (see last paragraph).

**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.

Karen Levenson
President
The Park, A Condominium
6620 Lake Washington Blvd NE, Kirkland

XV.A. LAKEVIEW NEIGHBORHOOD

existing multifamily units for overnight lodging, however, would be acceptable provided that the site development maintains its residential character and that accessory restaurants, retail, or similar uses are not allowed.

Subarea B should include public use areas.

Because of its adjacency to Lake Washington and Yarrow Bay wetlands, development in Subarea B should also include a public trail along its entire perimeter as well as other areas suitable for passive public use.

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 and 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 percent of total units to be affordable to low and/or moderate income households.
 - Development should strive to achieve greater affordability for at least 20 percent of its units, with an additional 25 percent 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

To the Houghton Community Council and the Planning Commission:

The Lakeview Policies that were adopted by the Council were predicated on a 2008 document that was revised in May of 2009. **Now, staff and the Council are using outdated documents to support a TOD while at the same time ignoring the results of the committees.**

As stated in the City's fact sheet, *"King County has focused on the feasibility of transit-oriented-development on the Kirkland portion of the Park and Ride site alone."* They said **"alone"**. If the County wants to do it alone, let the pay for all the mitigation measures. Apparently, a deal was cut without our input. We did not elect our Council to represent someone else. The advisory groups who do represent us were assigned the task of updating the existing policies. Their recommendations are being ignored.

Staff says, *the City of Kirkland's Comprehensive Plan supports the development of **mixed use** at the South Kirkland Park and Ride.* (This is old information.) With new information currently being considered, the neighborhoods do not support this TOD. This is now, not then.)

The neighborhood advisory committees decided that the scope of the TOD went beyond their desires. Later in the city's fact sheet, this is what is said. *"Develop standards that support necessary densities, expand opportunities for complementary uses, provide opportunities for all users to access the BNSF corridor, promote shared parking and transportation alternatives and mitigate traffic, visual and noise impacts to surrounding streets and residential areas."* (**It has not and will not be done** as long as the Council refuses to add capacity to arterials, collectors, and re-designate access streets to support growth and business. The Council actions do not support the TOD. The Council has not found a way to get traffic thru or around downtown. The traffic jams will get worse on Lake Washington Blvd and 108th Ave NE. Bus users will have to use residential streets to get to and from the TOD. **The traffic jam downtown is reason enough by itself to disapprove the TOD.**

Bus turnouts must be developed with acceleration and deceleration lanes to prevent traffic backups when loading and unloading the buses, parking spaces need to be developed adjacent to the bus stops for feeder routes, and our roads redesigned to accommodate wider turn radiuses.

Page 2: Our quality of life if the TOD is approved.

In addition, as noted on the previous page, the US Department of Transportation has agreed to provide \$6.25 million for additional parking as part of a mixed use development at the South Kirkland Park and Ride. (The \$6.25 million was for parking only, not for affordable housing. None of the \$6.25 should be reduced and used for something other than parking.)

The preliminary concept for the future of the area, as envisioned in the update of the Lakeview Chapter of the Comprehensive Plan that is underway and expected to be completed by spring, 2011, is for a more pedestrian-oriented mixed-use district, with increased retail and office uses. (That did not include the proposed TOD as requested. The mixed uses are not their now and therefore do not qualify for a site specific TOD.)

In 2007, King County ranked the South Kirkland Park and Ride as its top TOD priority in the region. Grant funds in support of additional parking stalls and TOD in this location, in light of future tolling on SR 520, were sought and received. (The funding was for the concept of TOD's, not for a particular site. Of all the sites chosen in King County, this site was among others. The urgency of spending \$6.25 million was created by the County with polices that did not consider the Kirkland Park and Ride very high on the list until now. "**Now**" is important because **now** is also the time for the neighborhoods to update their comprehensive plans base on current information, not past information that didn't exist until the County decided to spend the money. The new information regarding the need for a much expanded TOD only came into being with the improvements to 520 along with the proposed tolling, the need for more ridership to make up for a failed METRO system, and the need for better access through Kirkland to the park and ride.)

The Lakeview Neighborhood Chapter of the Kirkland Comprehensive Plan is supportive of TOD at the South Kirkland Park and Ride. (Not now). The Plan provides the following principles to guide future development: (What is the date of the document the City quoting from? Where are the results of the Lakeview Advisory Committee?)

Sincerely,

Robert L. Style
6735 Lake Washington Blvd, NE
Kirkland, WA 98033
425-827-0216

Dorian Collins

From: Eric Shields
Sent: Friday, November 19, 2010 4:01 PM
To: Dorian Collins; Janice Soloff
Subject: FW: Say goodbye to Kirkland as you know it

FYI

Eric Shields

From: Janet Jonson
Sent: Friday, November 19, 2010 3:15 PM
To: City Council
Cc: Kurt Triplett; Marilynne Beard; Eric Shields; Paul Stewart
Subject: FW: Say goodbye to Kirkland as you know it

Janet Jonson
 City Manager's Office
 City of Kirkland
 123 5th Avenue
 Kirkland, WA 98033
 425-587-3007
 425-587-3019 fax
jjonson@ci.kirkland.wa.us

From: RLSTYLE@aol.com [<mailto:RLSTYLE@aol.com>]
Posted At: Friday, November 19, 2010 1:41 PM
Posted To: Kirkland Council
Conversation: Say goodbye to Kirkland as you know it
Subject: Say goodbye to Kirkland as you know it

Paul: Make sure this forwarded to the Houghton Community Council.

Say goodbye to Kirkland as you know it.

At the last Council meeting, the Council violated the trust of neighborhoods, neighborhoods that trusted the Council to protect their interest as they did for almost all neighborhoods, especially Norkirk and Highlands regarding traffic. That all went out the window at the Council meeting Tuesday night.

The Council decided to ram the proposed TOD (Transit Oriented Development) down the throats of Central Houghton and Lakeview neighborhoods even leaving the neighborhoods who don't want it off the list of those whose agreement is necessary for the "Mutual Objectives and Principles of Agreement for the South Kirkland Park and Ride Transit Oriented Development (TOD) Project.

Specifically, the Lakeview Neighborhood has veto power of land uses, a legal agreement that was required when Kirkland wanted Lakeview as part of Kirkland in 1968. Call their omission stupidity. To leave them off the list was inexcusable. I call it arrogance and a breach of trust.

If the TOD is approved, 108th Ave. NE and Lake Washington Blvd, NE will jammed, congested for hours, in order to get those who get off or on the bus thru Kirkland to their homes. The bus routes to and from the site will become crowded. Where are those riders going to park to catch the interconnected routes (230,234, 254, and 255) to the site? If it's going to be in your neighborhood, it will degrade your quality of life. You will pay the price.

There may be mitigating measures to protect neighborhoods but I don't think so. In order to prevent the traffic backup when busses are loaded and unloaded, turnouts with acceleration and decelerating lanes are needed. More parking in neighborhoods is needed. Roads need to be wider. Road capacity thru Kirkland is essential; however the Council doesn't want it. And yet, they are willing to sacrifice where you live.

If it does, say goodbye to Kirkland as you know it.

Bob Style

Dorian Collins

From: Janice Soloff
Sent: Tuesday, November 16, 2010 9:46 AM
Cc: Dorian Collins
Subject: Email from Robert Style

Houghton Community Council,

At the request of Bob Style I am forwarding you an email he sent to City Council related to the principles of agreement for the transit oriented development at the South Kirkland Park and Ride on the Council agenda for tonight.

Janice Coogan (Soloff)
 Planning and Community Development
 425-587-3257
jsoloff@ci.kirkland.wa.us
www.ci.kirkland.wa.us

From: RLSTYLE@aol.com [<mailto:RLSTYLE@aol.com>]
Sent: Tuesday, November 16, 2010 5:47 AM
To: Paul Stewart; Janice Soloff
Subject: Fwd: Tomorrows (11/16/10) agenda

Please forward my letter to the Council to the Houghton Community Council.

Take note of my TOD comments in regard to how the Council has interacted with the Highlands and the Norkirk neighborhoods.

Bob Style

From: RLSTYLE@aol.com
To: citycouncil@ci.kirkland.wa.us
CC: kirklandviews@gmail.com, editor@kirklandreporter.com, editor@eastidesun.com
Sent: 11/15/2010 12:28:27 P.M. Pacific Standard Time
Subj: Tomorrows (11/16/10) agenda

Honorable Councilmembers:

One good budget decision not to include funds from the states liquor business does not excuse poor planning. The city is still facing a shortfall of millions as reflected in their request for a \$35 to \$45 million to pay for annexation costs. It's not for maintaining the service levels for the current citizens of Kirkland. It is an additional debt in the form of a Councilmatic bond without the approval of the people. Not asking for public approval has become a habit. We end up paying for it. There's over \$4 million in the budget that should be used to reduce the budget deficit. Instead, it is being spent on unnecessary and on non-essential projects (NM0058 and NM0041 in the CIP) at a time when we have a budget shortfall.

Also on the agenda is an agreement for a TOD at the South Kirkland Park and Ride. Whereas the Council previously honored a request from the Norkirk Neighborhood to not open up 111th Ave. NE to

traffic and also honor the request of the Highlands Neighborhood not to increase the traffic on 124th Ave NE, the Council is now ignoring the request of the Lakeview and Central Houghton neighborhoods to prevent more traffic jams on the streets serving their neighborhoods. . The Council should honor the request of the Lakeview and Central Houghton neighborhoods just like they did for Norkirk and Highlands. The Council is playing favorites by being consistently inconsistent.

One good deed is not excuse for bad planning. Consider the following.

Opening up 111th Ave NE was on the agenda years ago for a budget of less than a million when Doris Cooper was still on the Council . It caused the Council to spend more than \$2 million on the 100th Street overpass of 405. Now, what was going to be a road for better traffic circulation for \$700,000 is limited to the fire department, not the public, at a cost for another \$2 million dollars making the total over \$4 million for what they could have had for \$700,000 that included a better transportation system.

Bad planning, yes. Expensive, yes.

Also on the agenda is the Countywide planning process. Kirkland's regional role has never included the necessary traffic circulation that focused on growth centers and high density locations, something the Council says they want. That's because the Council has refused to add the capacity that is needed to support what they want. The Council needs to either support regional transportation planning or allow Kirkland to protect its neighborhoods. If they protect our neighborhoods, the TOD at the South Kirkland Park and Ride will not be approved unless some very expensive mitigation measures are taken to protect our neighborhoods. Knowing what's happened before regarding Norkirk, Highlands, Lakeview, and Central Houghton neighborhoods, the Council cannot be relied on keeping their promise. Their treatment of each neighborhood is not consistent. Kirkland's role in King County Countywide Planning should reflect the Council's desire to protect our neighborhoods, either that or increase our road capacity to reflect support for growth centers and high density locations. **What's it going to be?**

Robert L. Style
6735 Lake Washington Blvd, NE
Kirkland, WA 98033
425 827 0216

Dorian Collins

From: Dorian Collins
Sent: Wednesday, February 02, 2011 11:27 AM
To: Dorian Collins
Subject: FW: K. Views Blog: So. Kirk. P&R/TOD

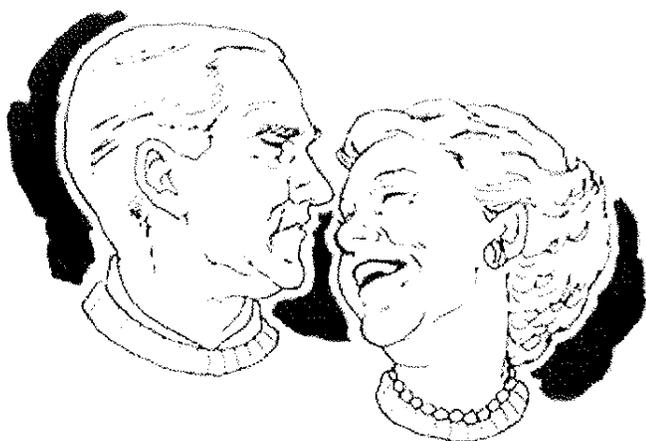
From: Marie Stake
Sent: Tuesday, November 16, 2010 10:01 AM
To: Kurt Triplett; Marilynne Beard; Eric Shields; Paul Stewart; Dorian Collins; Janice Soloff
Subject: K. Views Blog: So. Kirk. P&R/TOD

http://www.kirklandviews.com/archives/22200?utm_source=feedburner&utm_medium=email&utm_campaign=Feed%3A+KirklandViews+%28Kirkland+Views%29

Marie

Is Transit Oriented Development right for Kirkland?

by Ralph and Gladys on November 16, 2010 in Opinion



(un)common sense
with Ralph & Gladys
fake names, real opinions

Definition: Transit Oriented Development

Development that maximizes the use of transit and reduces the use of single occupancy vehicles, by increasing the opportunities to walk, bicycle, carpool or take transit. The center of a TOD neighborhood has a bus or rail station, generally surrounded by higher-density development.

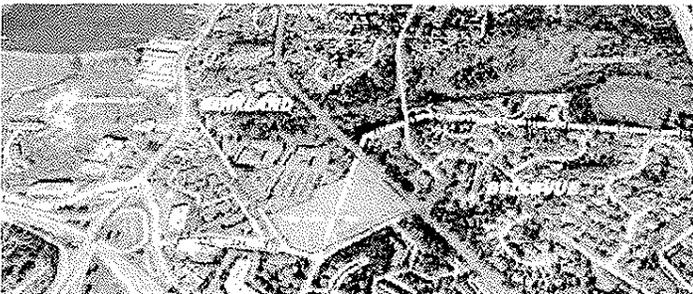


Have you seen what they are planning to do at the **South Kirkland Park & Ride**? They want to build a huge "affordable housing" Transit Oriented Development complex where there is now a park and ride.

Affordable housing in that location? you ask.

Yes, someone in city hall thinks it is a good idea to spread the wealth so to speak, and put affordable housing in every neighborhood. What kind of sense does that make? Next thing we know there will be a lovely tenement propped up along the waterfront. Be damned with the cost of land as a consideration as to where affordable housing should be placed. Our bull-headed do-gooders know what's best for us.

For those who are itching to call me an elitist or a NIMBY, hold your horses for two seconds. The logic of my argument is as sound as the sky is blue. By putting affordable housing in every neighborhood, we ignore the fact that some areas have higher land values than other areas. Why waste good money on high land costs when that same money could be spent on MORE AFFORDABLE HOUSING if only you put it where it makes economic sense.



Click to enlarge.

And speaking of economic sense, what is the logic behind putting 200 units (up to 100 of them are affordable) in a location where there is no retail, hardly any services and the only thing to eat is Burgermaster, The Keg and the convenience store at the gas station on Lake Washington Blvd.?!? All of the people who will live in this Transit Oriented Development will have to jump on the bus or get in a car to get services. Not very eco-friendly in my mind. Wouldn't a Transit Oriented Development be better sited WHERE THERE ARE SERVICES, like Totem Lake?

Now I don't know what "affordable" means these days but I can tell you this: as soon as someone who buys an affordable unit wants to sell it because he can't stand the noise and the smell of diesel bus fumes wafting in his windows, he will sell it AT MARKET RATES!!! Goodbye affordable housing, and hello boondoggle!!!

Planned TOD development (Click to enlarge)

By the way, providing affordable housing has been a core value of the state, county and city for years. You would have us build more tent cities?

Of course the Houghton neighborhoods are against this project. They define the term, *Not in my back yard, NIMBY*. Thanks to them we lost the **Lake Washington School District Headquarters** and it's good paying jobs. They are against anything and everything progressive in their territory.

You talk about Bellevue not wanting any part of the project. Since when is Bellevue a good example of anything forward looking?!? Their city council squabbling is an embarrassment.

Kudos to our city council for trying to do the right thing.

Kindest regards,

Gladys

(un)common sense is a column featuring personal views on issues from around town as seen through the eyes of these long-time Kirkland residents.

Dorian Collins

Subject: FW: S. Kirkland Park and Ride - Comparative TODs are < 1/2 as dense and near svcs
Attachments: Comparative details TOD projects.xls

From: Janet Jonson
Sent: Tuesday, November 16, 2010 3:39 PM
To: City Council
Cc: Kurt Triplett; Marilynne Beard; Eric Shields; Paul Stewart; Ray Steiger; David Godfrey; Kathi Anderson; Cheri Aldred
Subject: FW: S. Kirkland Park and Ride - Comparative TODs are < 1/2 as dense and near svcs

Council: For tonight's Council meeting. JJ

Janet Jonson
 City Manager's Office
 City of Kirkland
 123 5th Avenue
 Kirkland, WA 98033
 425-587-3007
 425-587-3019 fax
jjonson@ci.kirkland.wa.us

From: Uwkkq@aol.com [<mailto:Uwkkq@aol.com>]
Posted At: Tuesday, November 16, 2010 3:14 PM
Posted To: Kirkland Council
Conversation: S. Kirkland Park and Ride - Comparative TODs are < 1/2 as dense and near svcs
Subject: S. Kirkland Park and Ride - Comparative TODs are < 1/2 as dense and near svcs

Hi and thank you for taking time to review the TOD at S. Kirkland P&R.

As you all know TOD has for many, many years been considered for Totem Lake. It has been in the comprehensive plan for years and is appropriately zoned in anticipation of this event.

S. Kirkland P&R is needed for parking, lots of parking.... It is the last entry to transit before the bridge. Building a housing TOD here will put a permanent cap on parking and will only raise the overall # of spaces by approximately 50 spaces after you factor in the additional parking that will be needed by residents.

Built to the size and scale as proposed, the S Kirkland P&R would have be approximately 2 Portsmouths worth of housing and bulk on approximately the same amount of acreage per unit. When Bellevue comes along it will be approximately 3.5-4 Portsmouths. Quite a HUGE amount of housing, 400-450 new residents as Kirkland alone and nearly 1000 residents when Bellevue joins. Then on top of the residents, add in their guests and all the transit users... You have got one heck of a lot of people in an area where there are not a lot of jobs, not a lot of healthcare, not a lot of retail, groceries or other.

The HCC requested information on comparative TODs in mid-2008. The the Lakeview Advisory group asked for comparative information (if they'd prepared for HCC that would be acceptable). To date there has been no comparative details given.

The Seattle area TODs do not easily list information like units/acre, etc, but fortunately staff has referenced California projects.

Attached you will see California projects. Please note that each is only 1/2 as many units per acre ... even for the most crowded ones. All have services right near by and thus fewer residents require cars and yet even more parking than proposed for S. Kirkland.

Many of the TODs have started with initial project of as little as 41 units. Renton is 90 units. And yet we are told that we must have at least 200 to start with and then another 200-300 when Bellevue decides to join in...
 Why?

Also as far as the housing being part of the grant requirements, if you go to the website for the grant, you will see that 4 cities were chosen and there DOES NOT appear to be any requirement for housing.

- Miami
- Minneapolis/St. Paul
- San Francisco Bay-Area
- Seattle (Lake Washington)

If you look at the requirements, there are 4 T's and no H (or housing)

T- Tolling

T- Transit

T- Telecommuting

T- Technology

<http://www.upa.dot.gov/agreements/docs/termsheetseattle.htm>

This TOD may be very good in an area that is not locked up with traffic and deplete of necessary services that are provided at all other TODs. It is too dense for this location and it robs us of the potential for large increase in parking when needed in the future.

Thank you,

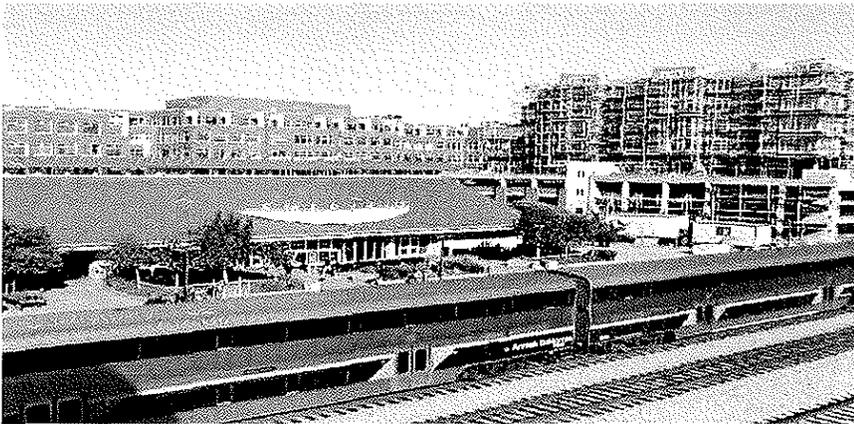
Karen Levenson

President

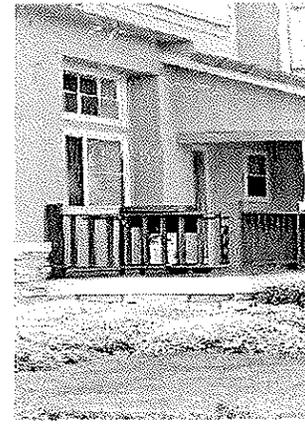
The Park, A Condominium

6620 Lake Washington Blvd NE, Kirkland 98033

		# units	Acres	Units/acre	Low Mid Income Units
Emeryville	Emery Station	101	20	5	N
Mountain View	Whisman Station	503	65	8	N
Mountain View	The Crossings	359	18	20	N
Hayward Bart	Atherton Place	83	3.5	24	N
San Jose	Ohlone-Chynoweth	194	7.3	27	Y
Pleasant Hill	Millenium Partners	500	18	28	N
Richmond	(ownership housing)	230	16	14	
Hercules	Transit Village	450	20	22	
S. Kirkland		200	3.5	57	Y
Renton	Metropolitan Place	90			Y
Auburn (proposed TOD)					
Redmond			4.8		
Overlake	Village @ O Station	308	5	62	Y
Kent Station			22		



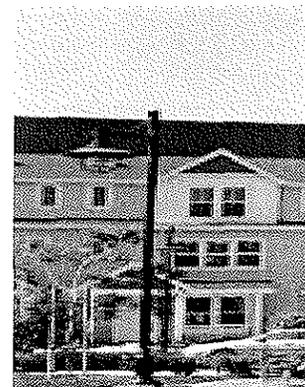
Emery Station - Emeryville, CA



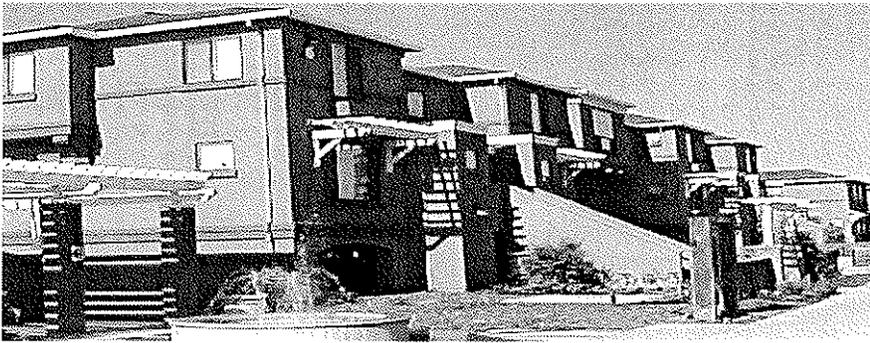
Whisman Station, Mount



Atherton Place, Hayward, CA



Richmond Village, Richm

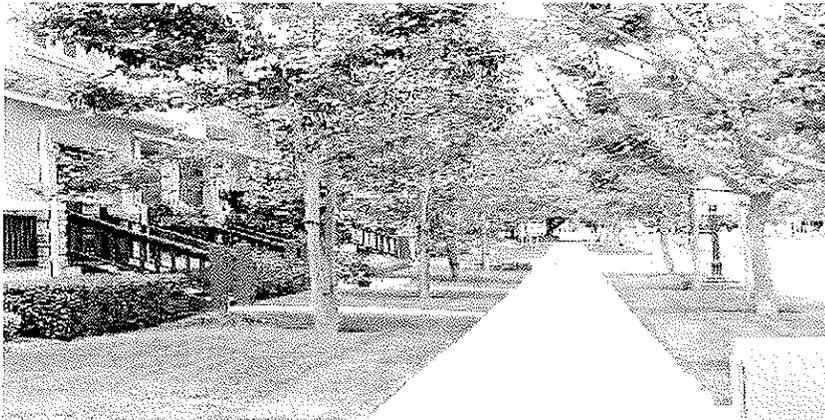


Ohlone-Chynoweth, San Jose, CA



Millenium Partners, Avalon, Walnut Creek/Pleasant Hill, California
9 story business complex and Hotel across the street
Other street corners have similar tall business complexes
Cafes, high end gym, etc on the neighboring street corners

Pkg/unit	Add'l Pkg Structure	Max Height (ft)	Notes:
1.2		80	3 buildings (2 mid-rise office buildings) Retail
2.5		40	3 Twnhouse dev & open space, limited svcs in
2		60	Grocery Store
1		55	
1.7		90	
1.4	Freestanding Pkg Garage	150	150 ft Office bldgs around
800 spaces not specified	Freestanding Pkg Garage	3 stories	
1		70	
1 + .3 shared	Y	5-6 stories	64 blocks of Renton Regional Growth Ctr, Shops, Grocery
	Now 600 pkg garage proposed	6 stories	
1.7		5-6 stories	In heart of commercial area, grocery, restaura



Mountain View, CA



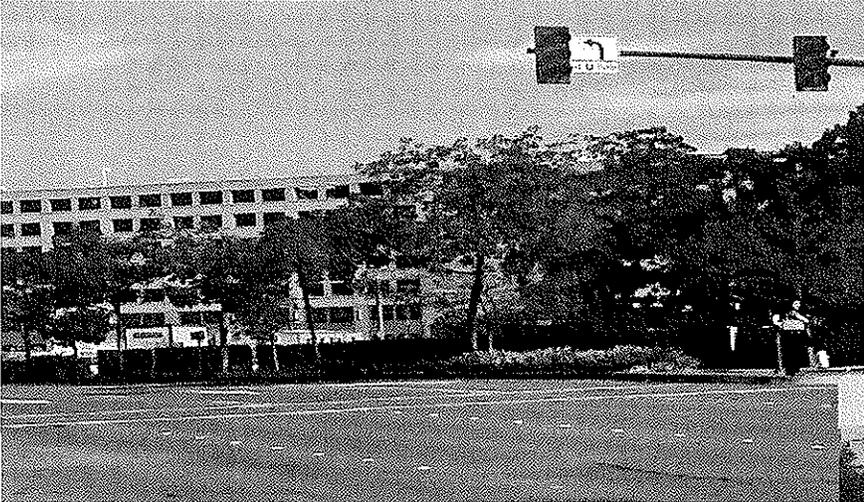
The Crossings, Mountain View, CA



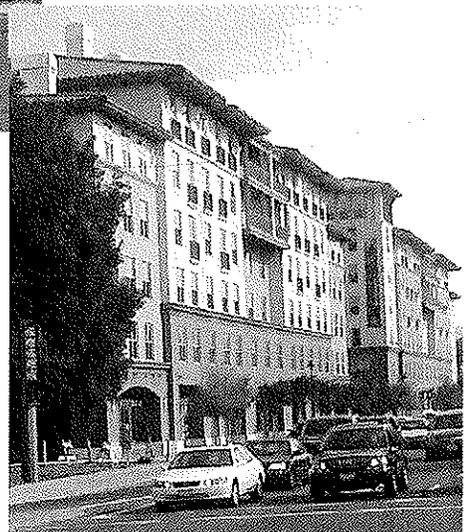
Mountain View, CA



Hercules Transit Village, Hercules, CA



6 story Freestanding parking garage
4 lanes of traffic southbound
4 lanes of traffic northbound



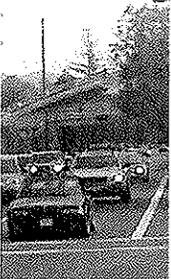
4 of 8 lanes of traffic west and east
Retail and parking main level, 6 stories

area therefore lighter than anticipated use of transit

int, major retailers, personal svcs, daycare



CA



tbound
ories up to 150 ft tall

Dorian Collins

From: Paul Stewart
Sent: Tuesday, November 16, 2010 2:43 PM
To: Dorian Collins; Janice Soloff
Subject: FW: TOD at South Kirkland Park and Ride

FYI

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

From: Janet Jonson
Sent: Tuesday, November 16, 2010 2:42 PM
To: City Council
Cc: Kurt Triplett; Marilynne Beard; Eric Shields; Paul Stewart; Ray Steiger; David Godfrey; Kathi Anderson; Cheri Aldred
Subject: FW: TOD at South Kirkland Park and Ride

Council: For tonight's Council meeting. JJ

Janet Jonson
 City Manager's Office
 City of Kirkland
 123 5th Avenue
 Kirkland, WA 98033
 425-587-3007
 425-587-3019 fax
jjonson@ci.kirkland.wa.us

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

From: Chuck Pilcher [<mailto:chuck@bourlandweb.com>] *Posted At:* Tuesday, November 16, 2010 2:36 PM *Posted To:* Kirkland Council
Conversation: TOD at South Kirkland Park and Ride
Subject: TOD at South Kirkland Park and Ride

Dear Mayor and Council:

I am opposed to the plans for the Transit Oriented Development at the South Kirkland Park and Ride for the following reasons:

- 1. It seems to me that a faction of the Council/Staff support this idea simply for fear of losing a \$4million + contribution from either King County or the federal government, I believe it's the latter. It seems imprudent to spend additional money just because someone else is putting forward a small ante. We need to make sure the project makes good sense for us, not just respond because some OTHER agency thinks it makes good sense for us.*
- 2. I agree with adding parking to the SKPR, but we don't need to add housing. See below.*
- 3. I agree we could stand to improve our housing with a TOD, but the SKPR is the wrong location. The Lakeview and Houghton Neighborhood Advisory Groups are both on record as opposing it, especially with the addition of "affordable housing" in an otherwise upscale neighborhood.*
- 4. The Totem Lake area surrounding Evergreen Hospital could benefit much more from increased density and affordable housing than S. Kirkland. Totem Lake badly needs an infusion of SOMETHING, and the hospital staff could use some affordable housing. Putting a TOD near the new Transit Center (developed jointly with COK) would actually IMPROVE the housing mix in that area, and help TL become even more of an economic engine. We would also not have to add new retail to the extent that a SKPR location would require.*
- 5. Finally, doing this without the cooperation of the City of Bellevue, which "owns" adjacent property which should be a part of such a SKPR TOD is non-sensical. If our major neighbor doesn't think this deserves their participation, perhaps we should pay attention.*

Please consider the above in your deliberations. I am sure that those providing funds on the table for the SKPR TOD could be persuaded to transfer those funds to a better, more community-acceptable, location like Totem Lake.

Chuck Pilcher
chuck@bourlandweb.com
206-915-8593

Dorian Collins

From: Janet Jonson
Sent: Monday, December 06, 2010 8:43 AM
To: City Council
Cc: Kurt Triplett; Marilynne Beard; Eric Shields; Paul Stewart; Dawn Nelson; Dorian Collins; Janice Soloff; Ellen Miller-Wolfe
Subject: FW: TOD comments

Council: The Houghton Community Council and Planning Commission will be discussing this project at their joint meeting on December 13th. JJ

Janet Jonson
 City Manager's Office
 City of Kirkland
 123 5th Avenue
 Kirkland, WA 98033
 425-587-3007
 425-587-3010 fax
jjonson@ci.kirkland.wa.us

From: RLSTYLE@aol.com [<mailto:RLSTYLE@aol.com>]
Posted At: Saturday, December 04, 2010 4:41 AM
Posted To: Kirkland Council
Conversation: TOD comments
Subject: TOD comments

If you live in Kirkland or north of Kirkland, you're putting up with traffic jams. If the TOD is approved, it will get unacceptably worse.

The Council has not taken actions to relieve congestion. Instead of adding capacity on its arterials, instead of adding capacity on their collector streets, they have endorsed congestion that forces traffic to use residential streets. Now they want to exacerbate the problem, not solve the problem. They're created more congestion in order to get us out of our cars.

The Council has created congestion in hopes of forcing commuters to use busses instead of allowing us the freedom to use using our vehicles. The last time I checked, Kirkland was still a suburban city. We are a residential community. People like it here because it's not a Seattle. Yet, the Council is insidiously trying to change it.

The TOD will result in more and longer periods of traffic jams on 108th Ave NE, Lake Washington Blvd all of which lead to downtown where the real jam up is the most notable. The ridership has show that most of the people getting on or off the busses need to go through Kirkland to get catch a bus or to get home.

The first time downtown jams can be avoided is an exit at NE 70th Street to I-405 which also is jammed: so much for good planning.

The argument can be made that the Council has not complied with the Concurrency requirement of the Growth Management Act. They've bastardized the definition of the LOS (Level of Service) to foster traffic jams instead of promoting and protecting what was once Kirkland.

While having more affordable housing may be good for some, it also comes with its bad features that override the marginal benefits of affordable housing. Kirkland already has 25% of its housing stock set aside for low income housing. The more we have, the less income the City has to pay for services.

Look at the decisions that must be made if the TOD is approved. Residential areas served by bus routes will need more parking lots adjacent to bus stops. Turnouts with acceleration and deceleration lanes will be needed to prevent backups when the busses are loading. Lake Washington Blvd, NE and 108th Ave NE will have to become 4 lanes going nowhere because the Council has not found a way to get traffic thru or around downtown. It's a bottleneck of momentous proportion. Traffic signs reading **Local Access Only** in residential areas will have to be removed and replaced with signs saying **To be Used if Congest is encountered**.

I don't think we'll get the 4 lanes. What then?

With so many jurisdictions putting tolls on roads, why doesn't the city put tolls on its roads? Rebates could be sent to the residents of Kirkland? It would help redirect thru traffic around Kirkland. Why not declare Lake Washington Blvd NE a scenic route with pedestrian and bicycle paths? It too should have a toll significant enough to discourage thru traffic.

The Council is hell bent on making Kirkland like Seattle. They say affordable housing can go anywhere in the city. They wrong on both occasions. The number of mitigations required to protect Kirkland residential areas are incredible. There are too many and too costly. Wouldn't it be better if the TOD were not approved. At least we will be able to keep Kirkland a city that people move to because it is a residential community.

Bob Style

Dorian Collins

From: Paul Stewart
Sent: Wednesday, September 22, 2010 1:29 PM
To: Dorian Collins
Subject: FW: The TOD

From: Janet Jonson
Sent: Wednesday, September 22, 2010 1:28:36 PM
To: City Council
Cc: Kurt Triplett; Marilynne Beard; Eric Shields; Paul Stewart
Subject: FW: The TOD
Auto forwarded by a Rule

Janet Jonson
 City Manager's Office
 City of Kirkland
 123 5th Avenue
 Kirkland, WA 98033
 425-587-3007
 425-587-3019 fax
jjonson@ci.kirkland.wa.us

From: RLSTYLE@aol.com [<mailto:RLSTYLE@aol.com>]
Posted At: Wednesday, September 22, 2010 10:55 AM
Posted To: Kirkland Council
Conversation: The TOD
Subject: The TOD

Honorable Councilmembers:

Many very enlightening disappointments were revealed in your vote to proceed with the TOD.

Your decision to exclude the neighborhood from influencing what goes on in their neighborhood You limited their ability to determine the outcome. Why am I not shocked? You've done it before. Why don't you just quit having neighborhood meetings if you're not going to listen to them? Once the development is started even in the planning stage, the mitigation measures will not solve or even ease the problem.

No Councilmember even mentioned or discussed traffic. Lake Washington Blvd and 108th Ave NE are already congested for more than 3 hours a day. Yes, you could require impact fees from METRO to add capacity to our roads but the Council has refused to add capacity. I don't think you will. You could require the County and State to add capacity to their roads so as to allow traffic to get from the park & ride to their homes. I don't think you will. You could make 108th Ave. NE and Lake Washington Blvd toll roads. Make them scenic routes and through a barcode system, charge those who do not

live in Kirkland. I don't think you will. I think you do what you want without regard to the neighborhood concerns and our quality of life.

You arrogantly and autocratically decided to proceed independently. Who's running the city, you or the County?

Much of the discussion was about affordable housing. It's interesting that the \$6.25 million grant was for park & ride improvements, not affordable housing. What's there now doesn't even qualify using TOD criteria. It must be developed. Affordable housing was an earmark added by special interest especially at this location.

To qualify for the units, it will be expensive. Even in the moderate affordable housing category of 80%, it will not even come close to the market value of the unit. What's 80% of a half million dollar condo? Affordable housing should be at a location that's affordable. The application only ask how much you make and doesn't care about what the applicant spends their money.

I've written much about affordable housing. Many people have been subject to unforeseen circumstances. However, most have made bad financial decisions.

The affordable housing subsidy allows families to spend what they would like instead going toward their housing cost. They don't want to sacrifice like others have in order to have the housing they want. They prefer to spend it on cable or satellite TV, Internet, an expensive car rather than an inexpensive one and maybe more cars than what they need. The options for spending money on something other than housing are numerous.

So I say to you, get back to representing the citizens of Kirkland. Protect their properties, protect and enhance their freedoms, and do so treating everyone equally and with respect.

Robert L. Style
6735 Lake Washington Blvd, NE
Kirkland, WA 98033
425-827-0216

Dorian Collins

From: Joanie Dolsen [joanie4@comcast.net]
Sent: Tuesday, September 21, 2010 4:58 PM
To: Joan McBride; Penny Sweet; Dave Asher; Jessica Greenway; Doreen Marchione; Amy Walen; Bob Sternoff
Cc: Paul Stewart; David Godfrey; Eric Shields; Dorian Collins; Angela Mason
Subject: TOD in the South Kirkland Park & Ride

Please do not create a TOD in South Kirkland P&R!

Dorian Collins

From: Dale Sunitsch [dales5@comcast.net]
Sent: Thursday, September 23, 2010 10:15 AM
To: Joan McBride; Penny Sweet; Dave Asher; Jessica Greenway; Doreen Marchione; Amy Walen; Bob Sternoff
Cc: Paul Stewart; David Godfrey; Eric Shields; Dorian Collins; Angela Mason

Please do not create a TOD in South Kirkland P&R!!!!

Dorian Collins

From: Annemarie Riese [amriese@msn.com]
Sent: Tuesday, September 21, 2010 10:33 AM
To: Joan McBride; Penny Sweet; Dave Asher; Jessica Greenway; Doreen Marchione; Amy Walen; Bob Sternoff; Paul Stewart; David Godfrey; Eric Shields; Dorian Collins; Angela Mason
Subject: South Kirkland Park & Ride TOD

Please do not create a TOD in South Kirkland P&R.

The impact will be too much for our infrastructure. The 108th corridor between 520 and Houghton is becoming overwhelmed with traffic congestion and it makes it difficult to move about in our own neighborhood. The intersection of 108th and Northrup is continuously backed up during rush hours and this project would only add to the volume. The other concern would be parking overflow which again impacts our neighborhood...just this past weekend cars lined our neighborhood streets which makes it unsafe for the children to play in their own yard. Also, once construction begins on the "520 Project" this too will have a negative impact on our neighborhood....we can't take much more!

A concerned citizen.

Dorian Collins

From: Paul Stewart
Sent: Wednesday, September 22, 2010 1:29 PM
To: Dorian Collins
Subject: FW: The TOD

From: Janet Jonson
Sent: Wednesday, September 22, 2010 1:28:36 PM
To: City Council
Cc: Kurt Triplett; Marilynne Beard; Eric Shields; Paul Stewart
Subject: FW: The TOD
Auto forwarded by a Rule

Janet Jonson
 City Manager's Office
 City of Kirkland
 123 5th Avenue
 Kirkland, WA 98033
 425-587-3007
 425-587-3019 fax
jjonson@ci.kirkland.wa.us

From: RLSTYLE@aol.com [mailto:RLSTYLE@aol.com]
Posted At: Wednesday, September 22, 2010 10:55 AM
Posted To: Kirkland Council
Conversation: The TOD
Subject: The TOD

Honorable Councilmembers:

Many very enlightening disappointments were revealed in your vote to proceed with the TOD.

Your decision to exclude the neighborhood from influencing what goes on in their neighborhood You limited their ability to determine the outcome. Why am I not shocked? You've done it before. Why don't you just quit having neighborhood meetings if you're not going to listen to them? Once the development is started even in the planning stage, the mitigation measures will not solve or even ease the problem.

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live in Kirkland. I don't think you will. I think you do what you want without regard to the neighborhood concerns and our quality of life.

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To qualify for the units, it will be expensive. Even in the moderate affordable housing category of 80%, it will not even come close to the market value of the unit. What's 80% of a half million dollar condo? Affordable housing should be at a location that's affordable. The application only ask how much you make and doesn't care about what the applicant spends their money.

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The affordable housing subsidy allows families to spend what they would like instead going toward their housing cost. They don't want to sacrifice like others have in order to have the housing they want. They prefer to spend it on cable or satellite TV, Internet, an expensive car rather than an inexpensive one and maybe more cars than what they need. The options for spending money on something other than housing are numerous.

So I say to you, get back to representing the citizens of Kirkland. Protect their properties, protect and enhance their freedoms, and do so treating everyone equally and with respect.

Robert L. Style
6735 Lake Washington Blvd, NE
Kirkland, WA 98033
425-827-0216

Dorian Collins

From: Janice Soloff
Sent: Tuesday, September 21, 2010 10:29 AM
To: Dorian Collins
Subject: FW: Park and Ride - Clarification on proposal

Janice Soloff
 Planning and Community Development
 425-587-3257
jsoloff@ci.kirkland.wa.us
www.ci.kirkland.wa.us

From: Uwkkq@aol.com [mailto:Uwkkq@aol.com]
Sent: Tuesday, September 21, 2010 9:55 AM
To: undisclosed-recipients
Subject: Park and Ride - Clarification on proposal

Paul:

Problems with accepting the comments that "housing is included" ...there seem to be pretty LARGE inconsistencies and no documentation from Kirkland or Metro is given to back up the claim of housing.

A) The timing doesn't appear to support the claim of "housing included" It appears that the grant was applied for and processed beginning at least a couple years BEFORE Metro approached Kirkland/Bellevue suggesting housing.

B) Actual federal governments DO NOT SHOW HOUSING REQUIREMENT

The actual grant documents discovered to date are very thorough review of the grants.
 They ask for 4 requirements

- 1) Tolling (congestion-pricing) which turned out to be pivotal in their decision
- 2) Transit
- 3) Technology
- 4) Telecommuting

No housing element is stated

Transit is specifically defined "Transit projects included expanded bus service (and sometimes ferry service), including providing additional buses and bus stops, express bus routes, and park-and-ride facilities." Other items are also defined and don't include housing.

C) We keep being "told" that the grant includes housing but even when information is relayed to Gary Prince we NEVER get any official documents that actually show this. In contrast all of the official documents that residents have located are VOID OF HOUSING requirements.

Please.... If in our thorough search we are missing something, please send the documentation that shows housing included.

Otherwise it seems that the failure to produce this "proof" indicates that the official documents that we are finding are correct and there is no housing requirement.....

A final note... If Metro and City of Kirkland/Bellevue wanted to apply for a grant to include housing, perhaps they should have first investigated whether housing would be acceptable and if so, what scale of housing. It seems that there may have been a lot of wasted time on something that the neighborhood advisory groups (hopefully a reflection of a cross-section) are opposed to.... Maybe the advisory group should have come before the application?

Going after a grant before you know if your community will accept one is kind of like investing in a puppy as a gift to someone without first checking if the person is willing to take on the added costs and other responsibilities that come with the "gift" often the gift can have a very high cost that surpasses the fact that the item was "free."Karen Levenson (Paul's comments below)

===== Paul's email

Thanks for the thoughtful comments and we will forward to the HCC as well as the Planning Commission.

I wanted to clarify a couple of misunderstandings with this that seem to be floating around. The \$6.25 is simply not enough to pay for the transit and parking improvements alone. This grant is only part of the funding for the 250 addition parking stalls. Without the development (or the "D" as you note) there will be no additional park and ride spaces or transit improvements.

Secondly, there seems to be a misimpression that housing is not part of the grant proposal. This is not accurate. The main focus of the grant proposal is to create a Sustainable Transportation Hub that will integrate housing and transportation in a mixed use and mixed income project (that's why the grant is under the *Livability Initiative Grant Program*). The grant proposal including housing was written this way. Gary Prince with King County can provide more information on this but housing is an integral part of the grant proposal
Gary.Prince@kingcounty.gov.

I hope this clarifies a couple of points. Thanks.

Paul Stewart

Dorian Collins

From: Paul Stewart
Sent: Tuesday, September 21, 2010 4:44 PM
To: Uwkgg@aol.com
Cc: Dorian Collins; Janice Soloff
Subject: FW: South Kirkland Park and Ride TOD
Attachments: Lake Washington Urban Partnership - FTA Final App 5 22 07.doc

Hi Karen,

I got your e-mail and it looks like you saw Lisa's e-mail as well. I responded back to Lisa with the following.

Hi Lisa,

I have sent your questions on to Gary and he should be able to respond in more detail. However, I want to correct something in my response. It is the Urban Partnership grant that is funding the parking (not the Livability Initiative). I was looking at the wrong grant application. Sorry for adding to the confusion.

However, it still needs the housing to make it work financially. This has been on our Planning Work Program prior to commencing the neighborhood plans and is also a follow-up to the Lakeview Plan policies previously adopted a couple of years ago which call for providing for housing at the site.

Gary Prince sent the following to Lisa and I thought you would be interested in seeing this too. I hope this answers a few of the questions anyway. I'm out of town for a couple of weeks so contact Dorian Collins or Janice Soloff or even Gary if you have any more questions. Thanks. Take care.

Paul

From: Prince, Gary [mailto:Gary.Prince@kingcounty.gov]
Sent: Tuesday, September 21, 2010 3:40 PM
To: Paul Stewart; Lisa A. McConnell
Cc: Dorian Collins; Janice Soloff; Eric Shields; Posthuma, Ron
Subject: RE: South Kirkland Park and Ride TOD

Attached is the Urban Partnership application submitted by King County. South Kirkland P & R is discussed on page 13 of 16 (in the printed version. It appears differently on the screen)

The relevant language is:

Metro requests \$8.4 million to assist construct multi-level parking structure with 853 stalls, 250 more than the existing surface lot, as part of a Transit Oriented development which will combine parking and housing, office, and other mixed uses at the South Kirkland Park and Ride location and for the development of a structured garage at the Redmond Transit Oriented Development (TOD) project, as well provide additional capacity at other existing facilities.

South Kirkland Park and Ride is adjacent to SR 520 near Lake Washington Blvd. current operates at capacity (603 stalls) on a daily basis. It is anticipated that once tolling begins on the SR 520 corridor there will be a strong increase in demand for parking at this facility.

Gary Prince
 Senior Project Manager
 Transit Oriented Development

King County Department of Transportation
206.263.6039

From: Paul Stewart [mailto:PStewart@ci.kirkland.wa.us]
Sent: Tuesday, September 21, 2010 2:46 PM
To: Lisa A. McConnell
Cc: Dorian Collins; Janice Soloff; Prince, Gary; Eric Shields
Subject: RE: South Kirkland Park and Ride TOD

Hi Lisa,

I have sent your questions on to Gary and he should be able to respond in more detail. However, I want to correct something in my response to you. It is the Urban Partnership grant that is funding the parking (not the Livability Initiative). I was looking at the wrong grant application. Sorry for adding to the confusion.

However, it still needs the housing to make it work financially. This was anticipated and has been on our Planning Work Program prior to commencing the neighborhood plans. It is also a follow-up to the Lakeview Plan policies previously adopted a couple of years ago which call for providing for housing at the site.

Paul

From: Lisa A. McConnell [mailto:kirby994@frontier.com]
Sent: Monday, September 20, 2010 8:55 PM
To: Paul Stewart
Subject: FW: South Kirkland Park and Ride TOD

Paul,

I did find the Livability Initiative grant you mentioned on the FTA site. Thanks for the heads up and direction (Question 1 below)

Lisa

From: Lisa A. McConnell [mailto:kirby994@frontier.com]
Sent: Monday, September 20, 2010 8:43 PM
To: 'Paul Stewart'
Subject: RE: South Kirkland Park and Ride TOD

Paul,

Thank you for taking the time to actually read my opinions. I am unclear on a few things.

1. I cannot find on either the King County Metro or the WSDOT site the specific details of the Urban Partnership Agreement or the details of the grant. Would Gary Prince be the one to contact or do you have that link? None of the references to the Urban Partnership Agreement I have found mention anything about housing or mixed use. They do however mention, repeatedly, transit and parking improvements.
2. Does the term mixed use necessarily mean housing?
3. What is the status of the 2 other grants (King County EECBG and the FTA traffic signal/ped improvements)?
4. I think that including the HB2912 \$8.4M as part of funding is misleading. It would only be a portion of that amount and only if a qualified renter actually applied for it and received it. It is in no way part of the development or construction of this project and only applies AFTER the project is complete. (My search of HB 2912 showed it to be lodging tax revenue for bond repayment. I'm sure the affordable housing recipient portion is in some amendment part of the bill)

5. If the \$6.25M is not enough to cover the cost of the additional parking stalls, does that mean that the development is expected to cover the balance? And where does that leave the balance of costs for transit improvements?

Thanks again for taking the time.

Lisa

From: Paul Stewart [mailto:PStewart@ci.kirkland.wa.us]

Sent: Monday, September 20, 2010 3:05 PM

To: Lisa A. McConnell

Cc: Prince, Gary; Dorian Collins; Eric Shields; Janice Soloff; Arthur Sullivan; Betsyp@beckermayer.com; go2marine06@yahoo.com; John Kappler; Kathleen McMonigal; Lora Hein; rwhit5009@aol.com

Subject: RE: South Kirkland Park and Ride TOD

Hi Lisa,

Thanks for the thoughtful comments and we will forward to the HCC as well as the Planning Commission.

I wanted to clarify a couple of misunderstandings with this that seem to be floating around. The \$6.25 is simply not enough to pay for the transit and parking improvements alone. This grant is only part of the funding for the 250 addition parking stalls. Without the development (or the "D" as you note) there will be no additional park and ride spaces or transit improvements.

Secondly, there seems to be a misimpression that housing is not part of the grant proposal. This is not accurate. The main focus of the grant proposal is to create a Sustainable Transportation Hub that will integrate housing and transportation in a mixed use and mixed income project (that's why the grant is under the *Livability Initiative Grant Program*). The grant proposal including housing was written this way. Gary Prince with King County can provide more information on this but housing is an integral part of the grant proposal Gary.Prince@kingcounty.gov.

I hope this clarifies a couple of points. Thanks.

Paul Stewart

From: Lisa A. McConnell [mailto:kirby994@frontier.com]

Sent: Monday, September 20, 2010 2:23 PM

To: Eric Shields; Dorian Collins; Paul Stewart

Subject: South Kirkland Park and Ride TOD

Please forward to Houghton Community Council (no contact email given on website)

RE: South Kirkland Park and Ride TOD

The \$6.25 Million could easily be spent on transit and parking improvements alone. Let's make sure that we create a truly world class Transportation Hub for Kirkland and the Eastside, and indeed all regional commuters. Then, with its proven success, housing and further development at that site will be an issue that we can address. Let's make sure the T works before adding the OD.

The US DOT grant has no component requiring TOD or housing at this site to be a necessity for King County Metro to receive the funding. Quite to the contrary it calls out parking expansion and transit improvements. From the Fact Sheet provided to Council in the meeting packet: *As part of the Urban Partnership Agreement, which includes tolling on SR 520, the US Department of Transportation has agreed to provide \$6.25 million to King County Metro to create a Sustainable Transportation Hub at the South Kirkland Park and Ride. The funding will primarily be used for additional parking and other transit improvements.*

The stated goal of the funding is for parking and improving transit. Although \$6.25 Million seems like a vast amount, it can and should be spent entirely on these two goals alone. Creating a Sustainable Transportation Hub means designing the most successful transportation system at this Park and Ride. This can be done the following ways:

Building a premium parking facility, one that is pedestrian focused, not car focused, would be truly innovative and much in line with vision of pedestrian and human scaled facility. I'm sure you've all tried to navigate some of these parking "structures". The focus is obviously on how many cars you can squeeze into as small a space as possible, without regard to the fact that human beings, with differing abilities (Ex: mobility, vision, English as a second language, children) will be needing to get out of these cars and safely find their way to the transit hub. Ingress and egress of cars from the site also needs to be improved and not shared with transit.

Make the Transportation Hub world class, not just regionally functional.

Improving the transit users experience will also improve and increase transit use and ridership. Again, the focus needs to be on the human using the facility. There needs, at minimum, to be a covered waiting area that considers ALL the seasons. We need to improve ticketing access, either through ATM-style ORCA stations or an actual staffed booth. Better information access to incoming bus routes as well as delays or rider alerts (for those of us who do not have the latest phone app), and routes that are available (aka route maps and information kiosk with route pamphlets, ORCA information, etc) This might be a fantastic place for digital media boards for local city governments to post local events and meetings, maybe even stream local government TV, as a way to reach citizens waiting for buses. It also could be a place for local art presentation.

Transit itself needs to be improved.

1. We need to improve access to the transit hub from 108th Avenue, if there is indeed going to be an expected increase in ridership. Flow in and out for buses needs to be safer and faster for the transit driver as well as for cars using that road. I think there needs to be a transit only entrance and exit so as to not conflict with cars. Additionally that could be the gateway structure.

2. Inside the transit hub, bus loading and unloading zones need to be extended and expanded. Currently it allows only one bus to safely load and unload. This will allow for faster loading and unloading.

3. Increase improvements/frequency for the 230 and 234 Routes. Although the 255 is indeed one of the most popular routes, the 230 and the 234 are likely to be increasing. They are our two major routes north/south through our city and they allow the most access to Kirkland City Center and to major parts of Bellevue. The 230 goes from the Bellevue Square area and Lake Washington Boulevard out to our Totem Lake Transit Center. The 230 is poised to be the route to help us most with traffic congestion on Lake Washington Boulevard. The 234 goes by Google, Kirkland downtown, and out to the new annexation area. It will help to serve all our citizens. It will also be East Link rider's most direct access to Kirkland.

Improve Transportation Options

I highly approve of the addition of electric car charging stations being included in the Transportation Hub. Furthering the goal of increased alternative transportation use, I would also like to include a Bike Sharing station at the South Kirkland Park and Ride site. This site is uniquely poised to serve the two major cities of the Eastside (Kirkland and Bellevue). Bike Sharing is on the list of projects of the PSRC and King County has already received Transportation Enhancement funds to develop a business model (see Seattle Transit Blog for information

<http://seattletransitblog.com/2010/09/14/king-county-seeks-grant-for-bike-sharing/>) **A Bike Station**, such as the one in downtown Seattle, would also be a welcome addition to the arsenal of the Transportation Hub. (see <http://www.bikestation.org/seattle/index.asp> for a description of Bike Stations). I also encourage the **pedestrian access to the BNSF corridor be included in the**

design of the Transportation Hub. The Corridor provides safe and pleasant (aka flat) pedestrian access to the Houghton Center, Carillon Point area, and for the more intrepid, downtown Kirkland and Totem Lake. It also goes southward, connecting to the future Bel-Red corridor, Whole Foods and the Overlake Hospital /Lake Bellevue area.

Given that the stated goal is to improve transit at the location, I believe that \$6.25 Million must be spent to improve and insure that we do indeed have a Sustainable Transportation Hub, before adding in the burden of housing issues that come with TOD.

Sincerely,

Lisa McConnell

Houghton resident and Central Houghton Neighborhood Advisory group member

Dorian Collins

From: Paul Stewart
Sent: Tuesday, September 21, 2010 2:04 PM
To: Dorian Collins; Janice Soloff
Subject: FW: South Kirkland P&R

FYI

From: Janet Jonson
Sent: Tuesday, September 21, 2010 12:55 PM
To: City Council
Cc: Kurt Triplett; Marilynne Beard; Eric Shields; Paul Stewart
Subject: FW: South Kirkland P&R

Council: 10.c. on tonight's Council meeting agenda. JJ

Janet Jonson
 City Manager's Office
 City of Kirkland
 123 5th Avenue
 Kirkland, WA 98033
 425-587-3007
 425-587-3019 fax
 jjonson@ci.kirkland.wa.us

From: georgine foster [mailto:georginef@msn.com]
Posted At: Tuesday, September 21, 2010 9:58 AM
Posted To: Kirkland Council
Conversation: South Kirkland P&R
Subject: South Kirkland P&R

Dear City Council members, Houghton Community Council members, City Manager,

I am a member of the Lakeview Neighborhood Plan Update Advisory Group, but I would like to express some personal views about the "Process" and the possible "Fast Tracking" of the Zoning Code Amendments for the South Kirkland Park& Ride. (You will remember that the Comp Plan Amendments for the P&R were "fast tracked" the end of 2008.)

My concern is that the County is asking for expediting the Zoning Code revisions without DUE PROCESS, possibly circumventing the Lakeview Neighborhood Plan Update process, and WITHOUT Bellevue's "cooperation", as is called for in the Comp Plan.....I don't understand how a few phone calls, or meetings that do not produce at least an MOU between Kirkland, Bellevue and King County, is adequate. Un-intended consequences could be devastating to the area, with congestion at the top of the list...changes to the 520 will surely have their effect on traffic in the area, too.

The amount of Affordable housing, as is stated in your packet supplied by Dorian Collins, suggests that 100% of the project could be "affordable". Redmond's Town Center TOD, the TOD in Renton, and the TOD in Northgate are all 20% Affordable and 80% Market rate.....why is Kirkland seeking higher percentages for South Kirkland when obviously neighboring cities have chosen differently? I realize the TOD at Redmond's Overlake area is 100% affordable, but are the demographics of Lakeview and Central Houghton comparable to Overlake? If South Kirkland is to have Affordable Housing as part of its mixed use development, why not at a Rate more in keeping with what has been developed in other neighboring jurisdictions?

Note the April 16th email (below) from Gary Prince of Metro (who also authored the Application for the Grant to the Federal government)... "grant funding...is not related to the affordability issue but rather to increasing the number of parking places and mixed use development". So there is no "must have" percentage, or number, of Affordable units.

In the Affordable Housing Regulations recently approved by the City, it is noted that INITIAL "affordable housing projects" will not be required to provide the entire "mandatory" 10% affordable units for projects (as they are viewed as almost experimental....that is my summation), YET the South Kirkland Park & Ride could have 100%?

Our Lakeview Neighborhood Plan Update process had many of us spending MANY hours in meetings because we felt we had something of value to add to the process, our neighborhood, and Kirkland. Please consider how you might feel if you "participated", only to find out that it didn't really matter.

Thank you.

georgine foster
Lakeview Neighborhood Resident

From: georgine foster [mailto:georginef@msn.com]
Sent: Friday, April 16, 2010 10:59 AM
To: Prince, Gary
Cc: Paul Stewart
Subject: Re: South Kirkland P&R

Gary,
Thanks for the information!

Who might I contact to get the # and type of affordable units at the Redmond Downtown TOD, Northgate, and Overlake projects.....just for comparison sake. I'm meeting with Paul Stewart and Dorian Collins next Wednesday and if I had these comparison figures it would be helpful for me to get "the big picture".

Again, thank you.

~georgine

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

From: [Prince, Gary](#)
To: [georgine foster](#)
Cc: [Paul Stewart](#)
Sent: Friday, April 16, 2010 10:33 AM
Subject: RE: South Kirkland P&R

Georgine:

The county has worked with local jurisdictions, ARCH, and private developers to determine the number and type of affordable units. The County does not have a "vision" for the number or type of affordable units for this particular site. The grant funding which Metro Transit has available is not related to the affordability issue but rather to increasing the number of parking spaces and the mixed use development

We do not have an appraisal on the parcel so I cannot speak to the price for the underlying land.

Gary Prince
Senior Project Manager
Transit Oriented Development

King County Department of Transportation
206.263.6039

From: georgine foster [mailto:georginef@msn.com]
Sent: Wednesday, April 14, 2010 6:09 PM
To: Prince, Gary
Cc: Paul Stewart
Subject: Re: South Kirkland P&R

Gary, thanks for the info....I wasn't thinking that Mithun was an Architectural/Design firm, I thought they developed the Northgate project. Has the County any "vision" for % to Median income, or the # of Units that will be 'affordable'.....and do these numbers effect how much grant money could be available for the project?

(And what might the asking price be for the "underlying land"?)

~georgine foster

--- Original Message -----

From: Paul Stewart
To: georgine foster ; Janice Soloff
Cc: johnk ; Dorian Collins ; Prince, Gary
Sent: Wednesday, April 14, 2010 10:26 AM
Subject: RE: South Kirkland P&R

Georgine,

It is my understanding that King County would request proposals from developers. Mithun is an architectural and design firm that is advising King County and is not a developer. You should contact Gary Prince for more information on this.

I would suggest that instead of these back and forth e-mails, why don't we have a meeting and we can explain the project in detail and respond to your questions.

Paul

Dorian Collins

From: Terry Kisner [terrencelk@gmail.com]
Sent: Monday, September 20, 2010 11:40 AM
To: Joan McBride; Penny Sweet; Dave Asher; Jessica Greenway; Doreen Marchione; Amy Walen; Bob Sternoff
Cc: Paul Stewart; David Godfrey; Eric Shields; Dorian Collins; Angela Mason
Subject: Transit Oriented Development center in Kirkland

City Council & Planning Department,

As a local resident within 1 mile of the current P&R, please **DO NOT** create a Transit Oriented Development (TOD) center in the South Kirkland Park & Ride. As with all elected officials, you are elected to serve all people within the community and listen to their instructions for building a better and brighter future. If you polled the population of your constituents, the overwhelming vote would be **NOT** to build the TOD Center. Thank you for your time and dedication to building a better Kirkland.

Cheers,

Terry Kisner

Dorian Collins

From: Paul Stewart
Sent: Tuesday, September 21, 2010 11:54 AM
To: Dorian Collins; Eric Shields
Subject: FW: Kirkland City council meeting and the TOD site staff memorandum to council

From: John Kappler [mailto:JohnK@KapplerHomePlans.com]
Sent: Tuesday, September 21, 2010 11:06 AM
To: Nancy Cox
Cc: Paul Stewart; Janice Soloff
Subject: Kirkland City council meeting and the TOD site staff memorandum to council

Nancy,

Please forward this to all HCC members, Lakeview Neighborhood Advisory group members (and possibly Central Houghton Advisory group members as FYI).

Thanks, John

To all who have participated in the neighborhood planning efforts for Lakeview,

When we all began this process, I mentioned that the neighborhood advisory group was but one piece of the process and would not yield a conclusion, rather a beginning to the ongoing neighborhood planning process. It is important to follow this process through to completion. As we all know, this process is arduous at best and frustrating at times. I know this myself, as I went through a process like this years ago and decide to become involved further. This is why I continue to serve the community on the Houghton Community Council. My desire is that my efforts make a difference.

As a result, I am sending this email to you all today to remind you all that the Kirkland City Council is continuing the discussion on one area of the planning areas we have addressed in our neighborhood plan. This area is the Park and Ride site also known as the Transit Oriented Development Site (TOD). The link below is the memo and agenda to the Council.

<http://www.ci.kirkland.wa.us/depart/council/Agendas/agenda092110.htm>

Please review as the outcome will affect the neighborhood plan. If you can attend, please do so. You can also listen through the city web site.

I will in the future I be more diligent in alerting you with more notice to activities regarding your neighborhood plan.

John Kappler, President
Architectural Innovations P.S.

Dorian Collins

From: Paul Stewart
Sent: Monday, September 20, 2010 10:35 AM
To: Prince, Gary; Dorian Collins; Janice Soloff; 'Arthur Sullivan'
Subject: FW: So. Kirkland P&R TOD Proposal

FYI

From: S. Etchevers [mailto:setchev@comcast.net]
Sent: Sunday, September 19, 2010 9:46 PM
To: Joan McBride; Penny Sweet; Dave Asher; Jessica Greenway; Doreen Marchione; Amy Walen; Bob Sternoff
Cc: Paul Stewart; David Godfrey; Eric Shields
Subject: So. Kirkland P&R TOD Proposal

Dear Mme. Mayor and Council Members,

I am very disappointed, on various levels, about the way the South Kirkland P&R TOD proposal has been developed. Below is a brief outline of my concerns about the proposal.

PROCEDURALLY

The work has been done, for all practical purposes, essentially 'in the shadows' of the communities most affected: Central Houghton and Lakeview. Posting signs in places hard to see within a busy community, in which people are focused on raising a family and making a living, does not equate to proper outreach to the community. Yet, even 3 years ago when I became aware of the project, I remember that strong reservations were voiced by local residents attending a few, already-advanced, planning meetings. Their voices were drowned out and ignored by the political interests of the Seattle people involved in the project. Now, compare Kirkland's community 'outreach' for this proposed idea to what Redmond is doing for its Central Connector project!

Then, just a few months ago, when the rezoning issue was discussed within the context of updating the Lakeview and Central Houghton Urban Plans with an Advisory Group of local residents, there was again strong opposition to the proposal supported by reasons and logic of which you should be aware.

It is also a bit curious that the City's representatives, who coordinated the above-referenced Lakeview and Central Houghton Advisory Groups, did not bother to send the information about next Tuesday's meeting to those of us who participated in that effort.

URBANISTICALLY

The South Kirkland P&R TOD proposal seems like another poorly thought out, piecemeal approach to development. The South Kirkland Park & Ride area had been zoned one way by the City a long time ago. Lakeview and Central Houghton developed over the years based on that zoning, and people chose to settle in southwest Kirkland based on that reality. Changing the urban zoning should not be taken lightly, both out of respect for the local residents and respect for the overall long-term plan of the city, especially in established, low-density, residential areas. In fact, if there is a well thought out, long-term development plan for the city, it should be adhered to and enhanced to make the community better, esthetically more attractive, more inviting, and more livable. Buildings should not be raised randomly where there appears to be an open space. Zoning codes should not be capriciously and surreptitiously ignored or modified. Changes should be done very publicly in a way that makes sense from the point of view of a well thought out Urban Architectural design and the best possible quality of life for the residents. Nice cities and urban spaces are created by careful, long-term planning, not haphazardly or by chance.

High-density areas within a community should follow one or just a few normal ('bell') distribution curves. They should not follow a random distribution like a flat pancake dotted with scattered blueberries. The latter has a long-term negative effect on urban efficiency, transportation needs, urban space choices, and the quality of life of its residents. The proposed TOD in the South Kirkland P&R falls into this last category.

QUALITY OF LIFE

All successful and appealing high-density residential areas are located around a well-integrated mix of the following: commercial areas offering services needed for daily life, recreational areas, parks, cafes, security, lighting, pedestrian spaces, and with few dark empty spaces between business buildings. That is true for residential areas for affluent as well as for less affluent people. Creating dense, isolated islands of less affluent people in the middle of a low-density area may be expedient, but it is not a wise choice, nor a step leading to an improved quality of life for anybody in those areas. The TOD development in downtown Redmond meets the above-mentioned criteria for improving the quality of life of its residents. The proposed South Kirkland P&R TOD does not by a long shot.

Similarly, citizens who choose to live in established, low-density (a normal and necessary component of a healthy city), neighborhood communities should be entitled to do so without the city changing their community – especially after they specifically indicated, through proper and established communication channels, that they did not want the proposed city changes.

ALTERNATIVE CHOISES FOR T.O.D.

A. Areas already zoned for higher buildings include:

- Downtown Kirkland: In the area behind the Wells Fargo Bank, somewhere in the future Park Place development, and/or over or near the new bus transit terminal.
- Totem Lake (East of I-405)
- Kingsgate
- Western area of NE 85th
- NE 68th ST area East of Houghton Shopping Center
- Juanita
- Over City Hall and the Police Department

B. Other P&R options: Totem Lake P&R, Houghton P&R.

Both of these options are *almost* as bad as the proposed So. Kirkland location, and are just as inherently discriminatory against people with lower incomes. But, at least they are closer to necessary urban ammenities, and one or both of them is located in an *area already zoned* for taller buildings and higher density than the South Kirkland P&R.

FINALLY

If you are still really interested in considering a resident's opinion and choose to ignore the input already provided by the most affected neighborhood associations and Advisory Groups, please consider conducting a mail poll in Lakeview and Central Houghton, briefly outlining the pros and cons of your proposal, and then truly factor those results into your plans.

Sincerely,

Shawn Etchevers
Central Houghton

Dorian Collins

From: Lisa A. McConnell [kirby994@frontier.com]
Sent: Monday, September 20, 2010 2:23 PM
To: Eric Shields; Dorian Collins; Paul Stewart
Subject: South Kirkland Park and Ride TOD

Please forward to Houghton Community Council (no contact email given on website)

RE: South Kirkland Park and Ride TOD

The \$6.25 Million could easily be spent on transit and parking improvements alone. Let's make sure that we create a truly world class Transportation Hub for Kirkland and the Eastside, and indeed all regional commuters. Then, with its proven success, housing and further development at that site will be an issue that we can address. Let's make sure the T works before adding the OD.

The US DOT grant has no component requiring TOD or housing at this site to be a necessity for King County Metro to receive the funding. Quite to the contrary it calls out parking expansion and transit improvements. From the Fact Sheet provided to Council in the meeting packet: *As part of the Urban Partnership Agreement, which includes tolling on SR 520, the US Department of Transportation has agreed to provide \$6.25 million to King County Metro to create a Sustainable Transportation Hub at the South Kirkland Park and Ride. The funding will primarily be used for additional parking and other transit improvements.*

The stated goal of the funding is for parking and improving transit. Although \$6.25 Million seems like a vast amount, it can and should be spent entirely on these two goals alone. Creating a Sustainable Transportation Hub means designing the most successful transportation system at this Park and Ride. This can be done the following ways:

Building a premium parking facility, one that is pedestrian focused, not car focused, would be truly innovative and much in line with vision of pedestrian and human scaled facility. I'm sure you've all tried to navigate some of these parking "structures". The focus is obviously on how many cars you can squeeze into as small a space as possible, without regard to the fact that human beings, with differing abilities (Ex: mobility, vision, English as a second language, children) will be needing to get out of these cars and safely find their way to the transit hub. Ingress and egress of cars from the site also needs to be improved and not shared with transit.

Make the Transportation Hub world class, not just regionally functional.

Improving the transit users experience will also improve and increase transit use and ridership. Again, the focus needs to be on the human using the facility. There needs, at minimum, to be a covered waiting area that considers ALL the seasons. We need to improve ticketing access, either through ATM-style ORCA stations or an actual staffed booth. Better information access to incoming bus routes as well as delays or rider alerts (for those of us who do not have the latest phone app), and routes that are available (aka route maps and information kiosk with route pamphlets, ORCA information, etc) This might be a fantastic place for digital media boards for local city governments to post local events and meetings, maybe even stream local government TV, as a way to reach citizens waiting for buses. It also could be a place for local art presentation.

Transit itself needs to be improved.

1. We need to improve access to the transit hub from 108th Avenue, if there is indeed going to be an expected increase in ridership. Flow in and out for buses needs to be safer and faster for the

transit driver as well as for cars using that road. I think there needs to be a transit only entrance and exit so as to not conflict with cars. Additionally that could be the gateway structure.

2. Inside the transit hub, bus loading and unloading zones need to be extended and expanded. Currently it allows only one bus to safely load and unload. This will allow for faster loading and unloading.

3. Increase improvements/frequency for the 230 and 234 Routes. Although the 255 is indeed one of the most popular routes, the 230 and the 234 are likely to be increasing. They are our two major routes north/south through our city and they allow the most access to Kirkland City Center and to major parts of Bellevue. The 230 goes from the Bellevue Square area and Lake Washington Boulevard out to our Totem Lake Transit Center. The 230 is poised to be the route to help us most with traffic congestion on Lake Washington Boulevard. The 234 goes by Google, Kirkland downtown, and out to the new annexation area. It will help to serve all our citizens. It will also be East Link rider's most direct access to Kirkland.

Improve Transportation Options

I highly approve of the addition of **electric car charging stations** being included in the Transportation Hub. Furthering the goal of increased alternative transportation use, I would also like to include a **Bike Sharing station** at the South Kirkland Park and Ride site. This site is uniquely poised to serve the two major cities of the Eastside (Kirkland and Bellevue). Bike Sharing is on the list of projects of the PSRC and King County has already received Transportation Enhancement funds to develop a business model (see Seattle Transit Blog for information

<http://seattletransitblog.com/2010/09/14/king-county-seeks-grant-for-bike-sharing/>) **A Bike Station**, such as the one in downtown Seattle, would also be a welcome addition to the arsenal of the Transportation Hub. (see <http://www.bikestation.org/seattle/index.asp> for a description of Bike Stations). I also encourage the **pedestrian access to the BNSF corridor be included in the design** of the Transportation Hub. The Corridor provides safe and pleasant (aka flat) pedestrian access to the Houghton Center, Carillon Point area, and for the more intrepid, downtown Kirkland and Totem Lake. It also goes southward, connecting to the future Bel-Red corridor, Whole Foods and the Overlake Hospital /Lake Bellevue area.

Given that the stated goal is to improve transit at the location, I believe that \$6.25 Million must be spent to improve and insure that we do indeed have a Sustainable Transportation Hub, before adding in the burden of housing issues that come with TOD.

Sincerely,

Lisa McConnell

Houghton resident and Central Houghton Neighborhood Advisory group member

Dorian Collins

From: Terry Kisner [terrencelk@gmail.com]
Sent: Monday, September 20, 2010 11:40 AM
To: Joan McBride; Penny Sweet; Dave Asher; Jessica Greenway; Doreen Marchione; Amy Walen; Bob Sternoff
Cc: Paul Stewart; David Godfrey; Eric Shields; Dorian Collins; Angela Mason
Subject: Transit Oriented Development center in Kirkland

City Council & Planning Department,

As a local resident within 1 mile of the current P&R, please **DO NOT** create a Transit Oriented Development (TOD) center in the South Kirkland Park & Ride. As with all elected officials, you are elected to serve all people within the community and listen to their instructions for building a better and brighter future. If you polled the population of your constituents, the overwhelming vote would be **NOT** to build the TOD Center. Thank you for your time and dedication to building a better Kirkland.

Cheers,

Terry Kisner

Dorian Collins

From: Paul Stewart
Sent: Monday, September 20, 2010 10:35 AM
To: Prince, Gary; Dorian Collins; Janice Soloff; 'Arthur Sullivan'
Subject: FW: So. Kirkland P&R TOD Proposal

FYI

From: S. Etchevers [mailto:setchev@comcast.net]
Sent: Sunday, September 19, 2010 9:46 PM
To: Joan McBride; Penny Sweet; Dave Asher; Jessica Greenway; Doreen Marchione; Amy Walen; Bob Sternoff
Cc: Paul Stewart; David Godfrey; Eric Shields
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Sincerely,

Shawn Etchevers
Central Houghton

Dorian Collins

From: Janice Soloff
Sent: Monday, September 20, 2010 8:52 AM
To: Paul Stewart; Eric Shields; Dorian Collins
Subject: FW: Affordable Housing & Seniors

FYI

Janice Soloff
 Planning and Community Development
 425-587-3257
jsoloff@ci.kirkland.wa.us
www.ci.kirkland.wa.us

From: Uwkkg@aol.com [mailto:Uwkkg@aol.com]
Sent: Friday, September 17, 2010 6:31 PM
To: undisclosed-recipients
Subject: Affordable Housing & Seniors

One additional point of LVN that may be misleading.

The super tiny units that would seem to result from high density seemed like something that only seniors who tend to have less belongings, no car, etc might be well suited to inhabit. Many of the problematic issues of dense housing (arguments over noise, too little parking, etc) seemed to not be so problematic with seniors who might not have car and could benefit from transit... who might not throw wild late night parties in a tight living environment, etc.

The other thought was around affordability. While LVN acknowledges that providing affordable housing is important, it seemed that we did not want to take on more than our share. (e.g. if there were 10 equal sized "neighborhoods" we felt it would be reasonable to house 1/10th of the affordable units). Many people enter Kirkland from our gateway neighborhoods of Lakeview and Central Houghton.

You will recall the famous quote "You are now entering the twilight zone" ... We don't visitors to Kirkland to enter at LVN or Houghton and hear "You are now entering the Density Zone."

Karen Levenson
 Lakeview Neighborhood Advisory Committee
 6620 Lake Washington Blvd NE, Kirkland 98033

Dorian Collins

From: Uwkg@aol.com
Sent: Friday, September 17, 2010 6:15 PM
To: undisclosed-recipients
Subject: City Council Mtg - Corrections for Council and HCC

Hi all:
 Please include my letter in the meeting packet.

After all the long hours and commitment of Lakeview Neighbors, it is very upsetting to see that the summary of Lakeview Neighborhood comments is GROSSLY incorrect. We previously asked that these incorrect statements be corrected so that our actual concerns and opinions would reach you. Somehow the incorrect version is still finding its way to you today...

In the taped HCC meeting, the LVN Advisory opinions were well presented to HCC and Planning commission by John Kappler, but every opinion of LVN seemed to be immediately discounted by someone I do not know... I believe he repeatedly referred to himself as "snide Andy." With every item he seemed to discount the long hours and deep research that LVN committee did over 9 months, as if this was a rogue group of bandits. Even if the LVN was unanimous following tremendous research, our opinions seemed immediately discredited and thrown out.

To be sure, the Lakeview Neighborhood Advisory participants spent a VERY long time researching and discussing the Park and Ride. We spent a very large amount of time outside of our meeting reading through the comp plan, digging out research on TOD projects, reading and watching past city meetings and study sessions, etc....We were even able to get some answers that never got answered by the City or Metro... Then we discussed for hours... and eventually had some well founded, and consensus opinions.

As a very active participant in the LVN Advisory group, I'll try and present corrections and my belief on where we eventually landed ...(many/most were unanimous or near unanimous). Please include this information with your materials for the Sept 21st meeting.

The concerns of the neighborhood were:

- A) LVN already shoulders more than our share of density - No More High Density in LVN
- B) LVN already has more than our share of big multi-unit buildings - Big bldgs threaten neighborhood "feel"
- C) The proposed project blatantly disregards dozens of aspects of the Comp Plan(why have plan if we ignore)
- D) We already have more than our share of traffic. Even current traffic not mitigated... NO MORE TRAFFIC
- E) There is no shopping, nor much employment nearby. Other TODs are built where these already exist.
 Our Comp Plan has for years identified Totem Lake as it is already zoned for this and has all the appropriate amenities to support this type of urban village (see years and years of comp plan)...

LVN opinions:

- 1) The neighborhood advisory groups voted at last mtg. UNANIMOUSLY opposed residential use @ TOD
- 2) The neighborhood advisory group is asking HCC to deny zoning change
- 3) The group DID NOT state that we should merely "have agreements with Bellevue" before going forward.
 HERE'S THE STATEMENT... VERY CLEARLY...
"WE SHOULD NOT TAKE ANY STEP W/O Bellevue taking the same step at same time".
 We simply don't move forward without Bellevue acting on this with us (more on this later)
- 4) No more than 200 units TOTAL (including Bellevue and Kirkland ... approx 100 each) if this goes forward.
- 5) There appears to be repeated comment that the grant necessitates housing. This seems incorrect. We did not get any official document that shows housing necessary from the city or from Metro. We have found numerous documents about the grant and all seem to require increased parking but to date we have not found any document that requires housing. This has felt misleading. If a document exists that shows housing required for the grant, we assume our prior requests would have had this information provided to LVN
- 6) Renton TOD is 90 units. It is not understandable why we are told developers will only do 200+ units.
 (What could possibly be different about Renton... We have asked yet received no answer).
- 7) Requests for acreage or units/acre of other TODs were sent to City, then City sent to Metro ... and two months later we've still not received any answers. This is concerning. We were able to find out much of this information on our own, so why does the city and metro not have this info to send to LVN?

- If this gets built, it appears that it will be the BIGGEST TOD PROJECT (inclusive of Bvue & KLand) .
- This appears to be one of the HIGHEST # units/acre and the units will be TINY out of necessity.
- The idea that some units could be this small and be above market rate is unthinkable
- The idea that families could move into units this small is unthinkable.
- The California TODs that were mentioned for comparison are not in comparable neighborhoods (Here's a few... Downtown Hayward, Oakland, Richmond, San Pablo)
Also in big cities like San Jose & San Francisco where big city amenities surround.
- Consider how many people in a 6.9 acres if there are 500 units... 1500? ... maybe 215 people per acre??
Add to that 215 people/acre the additional riders, etc ... an enormous concentration of folks in one spot

HCC PLEASE SUPPORT THE STRONG FEELINGS OF YOUR NEIGHBORHOODS ...DO NOT MOVE FORWARD ...
Your neighborhoods depend on your ability to protect Houghton's special characteristics.
Houghton joined Kirkland w/the provision that we could veto things that will have this type of negative impact

IF YOU MOVE FORWARD, MOVE ONLY AT THE SAME PACE AS BELLEVUE

- Building w/Bvue is how project was designed & proposed. Going solo seems desperate & not rational.
- Building w/Bvue is the only way to place various components in the area where topography suits
- If developers will only participate with a minimum of 200 units it is very important to wait for Bvue so that the project doesn't have to be so GIGANTIC. We can then build just 200 for the whole project vs 400-500 if done in two phases.

Thank you,
Karen Levenson
Lakeview Neighborhood Advisory Group Member
6620 Lake Washington Blvd NE, Kirkland, WA 98033

In a message dated 9/17/2010 4:01:30 P.M. Pacific Daylight Time, AMason@ci.kirkland.wa.us writes:

You are receiving this email at the request of Senior Planner Dorian Collins

The South Kirkland Park and Ride City Council meeting packet has now been posted to the City webpage. You may review the full meeting packet by clicking on the link below:

http://www.ci.kirkland.wa.us/Assets/City+Council/Council+Packets/092110/10c_UnfinishedBusiness1.pdf

If you have any questions please contact Dorian Collins at dcollins@ci.kirkland.wa.us or 425-587-3249.

Angela Mason

City of Kirkland Planning Department

Office Technician

425-587-3237

amason@ci.kirkland.wa.us

Mon.- Fri. 8:00-5:00

Dorian Collins

From: Janet Jonson
Sent: Monday, September 20, 2010 8:46 AM
To: City Council
Cc: Kurt Triplett; Marilynne Beard; Eric Shields; Paul Stewart; Dorian Collins
Subject: FW: One of the subjects for Tuesday's Council meeting

Janet Jonson
 City Manager's Office
 City of Kirkland
 123 5th Avenue
 Kirkland, WA 98033
 425-587 3007
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 jjonson@ci.kirkland.wa.us

From: RLSTYLE@aol.com [mailto:RLSTYLE@aol.com]
Posted At: Monday, September 20, 2010 7:40 AM
Posted To: Kirkland Council
Conversation: One of the subjects for Tuesday's Council meeting
Subject: One of the subjects for Tuesday's Council meeting

South Kirkland Park & Ride

If ever there were proof of how staff gerrymanders facts to overcome the will of the people in their respective neighborhoods, it's the staff report on the South Kirkland Park & Ride. The concerns of the Lakeview Neighborhood that evolved from the 9 months of Advisory meetings and so well expressed in letters written by Mr. Chuck Pilcher and Ms. Karen Levenson were determined to be insignificant and deemed lesser in value than King County's request that would overwhelm our already congested streets and proposing increase housing densities that would not enhance the image of Kirkland. Staff neglected the importance of the neighborhood input saying it wasn't enough to deny what the County and our Council had proposed.

Council has a record of ignoring neighborhoods if it's not in the Council interest. We didn't get to vote on annexation, staff failed to include facts that disproved the "best available science" when updating the Shoreline Management Act, and now they are gerrymandering facts again ignoring the citizens concerns in their staff report on the South Kirkland Park & Ride.

There are two major fatal flaws in what the Council wants: traffic and housing density. We already have congestion on Lake Washington Blvd and 108th Ave. NE. The County wants 250 parking spaces for METRO and parking for 200 more multi-family units that according to Kirkland development requirements requires 2 spaces for each unit unless they make an exception to the rule.

Almost all of the congestion on the two major arterials comes from the inability for traffic to get thru Kirkland. There's a bottleneck downtown and 405 is already full. So where do the people go when they get off the bus at the park and ride. A scatter-gram was taken of the parking lot to determine where the cars were going after the bus let the passengers off. Using license plate information, it was determined that almost all of the traffic went north of the city. The scatter-gram was not included in the staff report. The Preliminary Trip Distribution/Assignment Estimate chart is wrong and needs to be redone.

The Council has refused to add capacity to our transportation system. The TOD will use up capacity that is needed for single family homes leaving us with nothing in the future.

Kirkland's Transportation Engineer Mr. Thang T. Nguyen was responsible for the Preliminary Traffic Impact Assessment for the TOD. He use information from resources that could be interpreted in many ways, some better than others. For instance, he used the old lettering system for determining road capacity: "A" was great. You're the only one on the road. "F" was failing. He determined that Lake Washington Blvd and 108 Ave. NE at the park & ride was level "E". He failed to point out the **road conditions downtown** which are at the "F" level during peak hour. In the evening, now the peak hour starts at 4:00 PM and last till 7:00 PM. One hour has become three and getting longer.

You don't have to be a traffic engineer with a lettering system to know the road is congested. All you have to do is look out on the street from your house or even worse, your car. The road is congested.

However, the city has used vehicle to capacity system called the V/C ratio. Why haven't they done so for this report?

On page 2 of his report Mr. Nguyen wrote, "This project [the TOD] will contribute to the future poor level of service." What an understatement that is. He also wrote, "...it is most likely that the impact from the development will not trigger off-site improvements." He's wrong. They should. The City should require them. METRO should be required to develop turnouts, and acceleration and deceleration lanes at all of their bus stops. They should not be in the business of stopping traffic while loading and unloading passengers.

Another traffic report should be generated using V/C ratios for streets and intersections especially for downtown where Lake Washington Blvd and 108th Ave NE lead to. Traffic at intersections should not be averaged out directionally or in time. Only the lanes of traffic being congested should be considered during the 3 to 4 hours they're impacted and not averaged out with times before and after.

I would invite Councilmembers to get in your cars at the park & ride at 5:PM and try to get through Kirkland going north where most of the traffic goes when you get off the bus at the Park & Ride and tell me the TOD will improve our quality of life in Kirkland. Who's representing Kirkland citizens, our Council or METRO?

Robert L. Style
6735 Lake Washington Blvd, NE
Kirkland, WA 98033
425-827-0216

Dorian Collins

From: Eric Shields
Sent: Monday, September 20, 2010 8:29 AM
To: Paul Stewart; Dorian Collins; Janice Soloff
Subject: FW: TOD
Attachments: FMT - Flags.JPG; ATT3142617.txt

Eric Shields

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

*From: Frank [mailto:fmt97@comcast.net]
Sent: Sunday, September 19, 2010 4:36 PM
To: Eric Shields
Subject: TOD*

*Please do not create a TOD in S. Kirkland P&R.
Frank M. Tyllia
fmt97@comcast.net*

Dorian Collins

From: Brian Staples [brian@brianandemily.com]
Sent: Friday, September 17, 2010 11:24 PM
To: Angela Mason; Dorian Collins
Cc: Paul Stewart; Eric Shields; 'Lisa A. McConnell'; betsyp@beckermayer.com; 'S. Etchevers'; 'georgine foster'
Subject: RE: Kirkland City Council Meeting September 21 - South Kirkland Park and Ride

Hello Angela and Dorian – thanks for forwarding me this information packet. On page 3 of the packet under “Considerations” it states:

- Lakeview Neighborhood Advisory Group: The concept of transit-oriented development (TOD) at the South Kirkland Park and Ride was controversial and of concern to many members of the Lakeview Neighborhood Advisory Group. A majority of the group is opposed to residential use at this site, particularly affordable housing...

I would think it would certainly be appropriate, given that the Central Houghton Neighborhood Advisory Group spent almost an entire meeting on the subject of the South Kirkland Park and Ride Development in a somewhat contentious manner, to add a bullet for our advisory group as well.

- Central Houghton Neighborhood Advisory Group: The concept of transit-oriented development (TOD) at the South Kirkland Park and Ride was controversial and of concern to many members of the Lakeview Neighborhood Advisory Group. The main points of concern were affordable housing, lack of amenities and supporting retail services, increased traffic volumes on 108th Ave NE, appropriate building mass for a gateway to the neighborhood, net loss of parking spaces after accounting for added residences, and walkability. There were also concerns about moving forward with this project without Bellevue’s partnership or a robust process in place to ensure high quality architecture and site design.

I’ve cc’ed Shawn Etchevers, Lisa McConnell, and Betsy Pringle on my thoughts because I have their email addresses and they were part of the advisory group. If you’d like to forward my email to others of the Central Houghton Neighborhood Advisory Group, that would be great.

Thanks for all your work.

-brian

From: Angela Mason [mailto:AMason@ci.kirkland.wa.us]
Sent: Friday, September 17, 2010 4:01 PM
To: Dorian Collins
Cc: Paul Stewart; Eric Shields
Subject: Kirkland City Council Meeting September 21 - South Kirkland Park and Ride

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