



South Kirkland TOD Predesign Study
King County Department of Transportation



AERIAL VIEW AND CITY LIMITS

Watershed Park

Morningside Park

Paccar Site

Park & Ride Site

108th Avenue NE
Rail Line

Bellevue Way

KEY

- Commercial / Office / Restaurant / Light Industrial
- Single Family
- Town Homes
- Multifamily
- Open Space
- Highway
- Rail Line / Trail
- Roads

LAND USE



Southbound on 106th at 111th Avenue

Southbound on 108th near the rail line

Southbound on 108th at the rail line



Southbound on 108th — P&R to the right

Southbound on 108th at the P&R entrance

Turning right from 108th to 31st

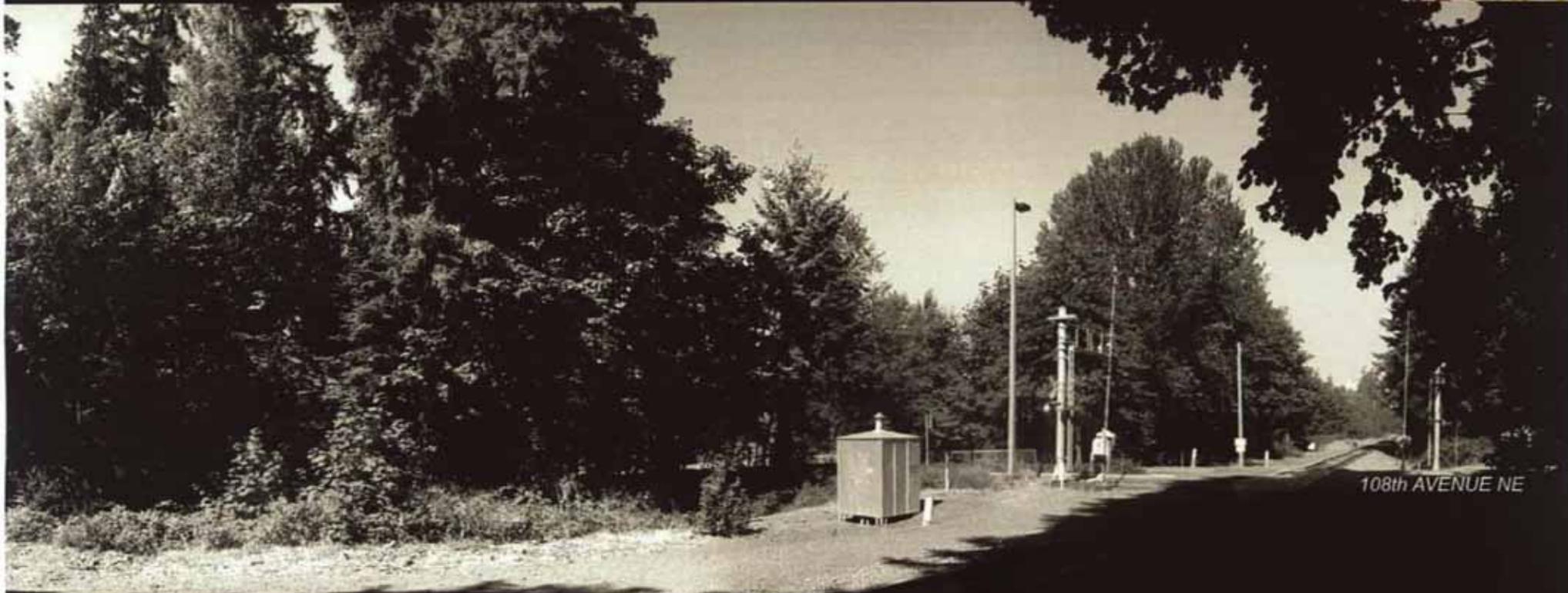


Westbound on 38th

Westbound on 31st at P&R entrance

Westbound on 35th at west edge of P&R

DRIVING THE SITE



108th AVENUE NE

*VIEW FROM THE RAIL LINE
LOOKING WEST*



*VIEW FROM THE RAIL LINE
LOOKING SOUTH*



NE 38th STREET

108th AVENUE NE

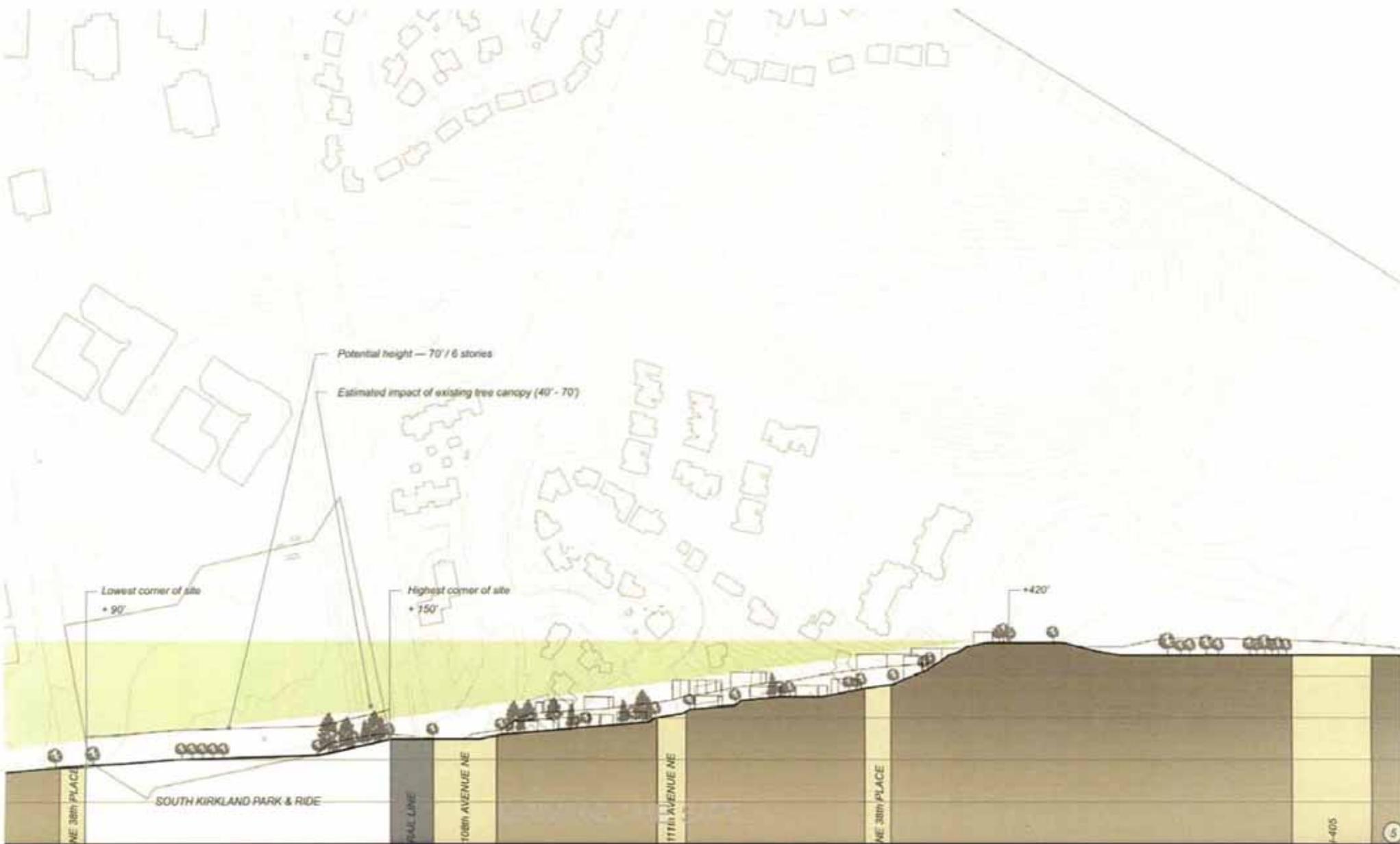
VIEW FROM 108th AVENUE NE
LOOKING NORTH



NE 38th STREET

108th AVENUE NE

VIEW FROM 108th AVENUE NE
LOOKING NORTH

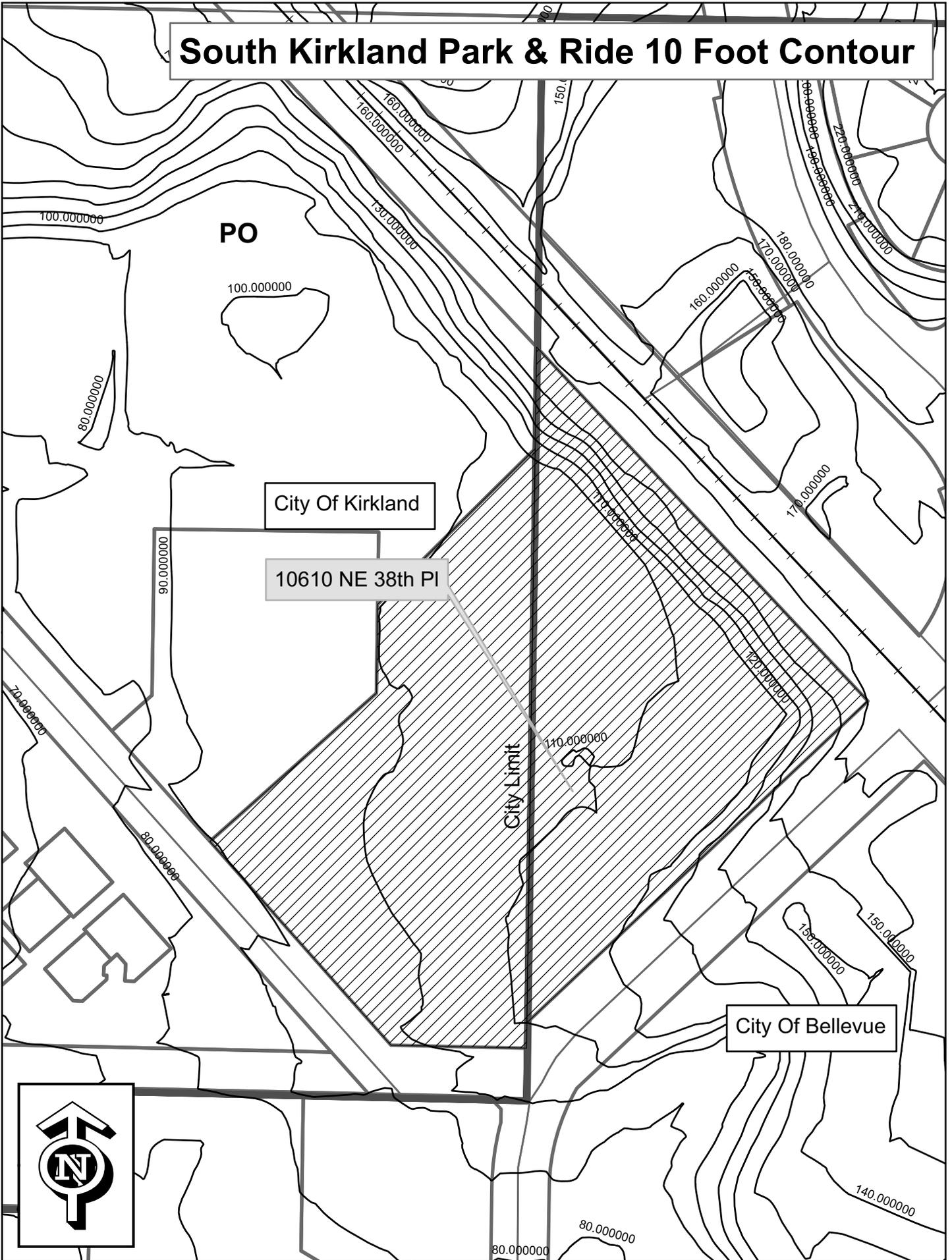


SECTION THROUGH SITE AND ENVIRONS LOOKING NORTH

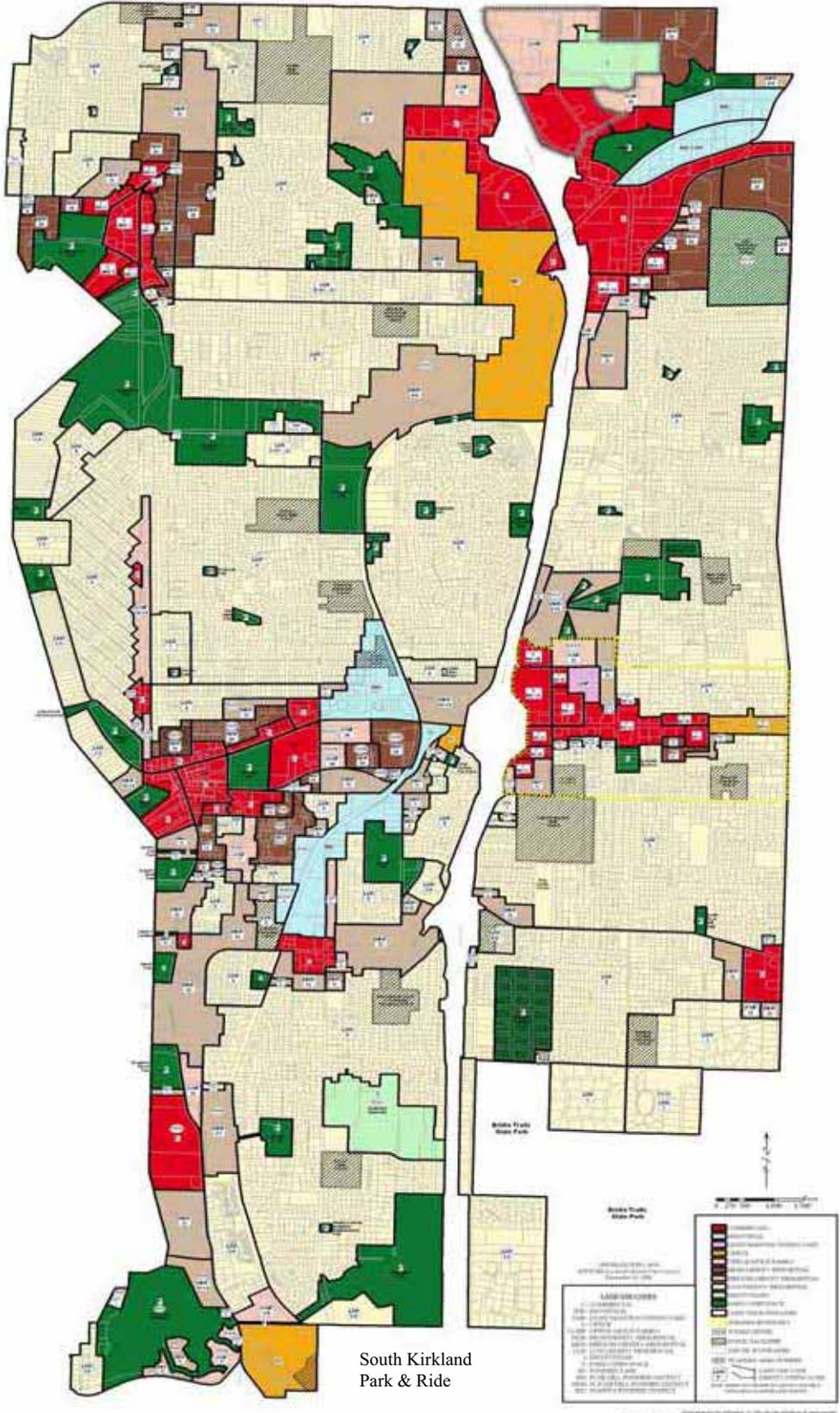


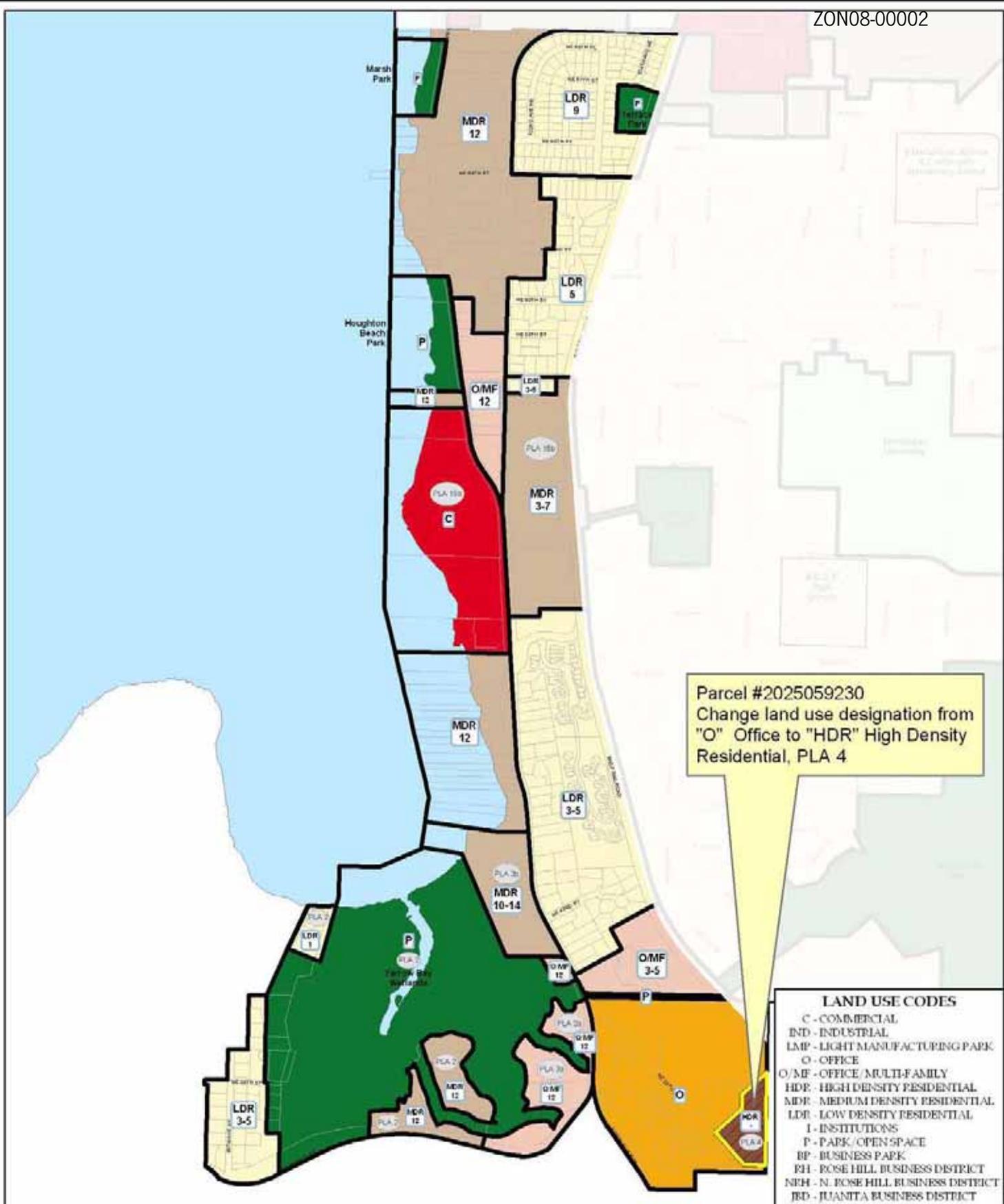
South Kirkland TOD Predesign Study
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South Kirkland Park & Ride 10 Foot Contour



CITY OF KIRKLAND COMPREHENSIVE LAND USE MAP
Department of Planning and Community Development





Parcel #2025059230
Change land use designation from "O" Office to "HDR" High Density Residential, PLA 4

LAND USE CODES

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

Lakeview Neighborhood Land Use Map

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

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

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



Map produced September 15, 2008.
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No warranties of any sort, including but not limited to accuracy, fitness or merchantability, accompany this product.

XV.A. LAKEVIEW NEIGHBORHOOD

Note: The Lakeview Neighborhood Plan had its last major update in 1985. Therefore, references in this chapter to goals, policies, or specific pages in other chapters may be inaccurate if the other chapters have since been updated.

1. INTRODUCTION

Overview of the Lakeview Neighborhood.

This neighborhood is bounded on the west by Lake Washington and on the east by the railroad tracks. Lakeview Drive and Lake Washington Boulevard are both a focus or seam for activities in this neighborhood.

Land uses between the railroad and Lake Washington Boulevard are mixed and pose complex problems. The primary policy direction for the area, including the Houghton Slope and east of Lakeview Drive, would be to continue the primarily low-density residential uses. However, between Lakeview Drive and Lake Washington Boulevard, medium-density residential uses would be permitted, as well as limited offices. Offices and limited freeway commercial would also be allowed at the southern end of the neighborhood near Yarrow Bay.

The neighborhood west of Lake Washington Boulevard includes parks, single and multifamily dwellings, commercial uses, and marinas. Policy direction for the waterfront has already been developed in the Shoreline Master Program. The thrust of these shoreline policies is to maintain residential uses, permit water-dependent commercial uses where commercial uses presently exist, and to place high priority on public access to the water either through park acquisition or easements negotiated during development.

Discussion of format for the analysis of the Lakeview area.

Specific land use designations for the Lakeview Neighborhood are illustrated in FigureL-1. These designations are based on several adjacent uses, traffic patterns, land use inventories, and other relevant concerns. For convenience, the following analysis of this neighborhood has been divided according to functional headings. The use of a particular piece of property is influenced by all applicable functional considerations (namely, natural environment, living environment, economic activities, open space/parks, public services, and urban design).

2. NATURAL ENVIRONMENT

Development of the Houghton Slope should be limited due to environmentally sensitive slope conditions.

The Houghton Slope is an environmentally sensitive slope. The most sensitive portions of the Houghton Slope are generally south of NE 58th Street. This area is prone to sliding and erosion. Slopes are steep at an average of 15 percent with some slopes up to 25 percent. There are several steep ravines which have a particularly high hazard of sliding. There are large amounts of groundwater in the slope causing artesian pressure and many small streams. The types of soils in the slope also contribute to its instability, particularly when wet. Sliding is also likely in a time of a low-intensity earthquake. In addition, the slope area is heavily wooded and of significant aesthetic value particularly for those who enter the City from the south on Lake Washington Boulevard. Besides the aesthetic value of the wooded cover, it is also important in contributing to the slope's stability and provides habitat for small wildlife.

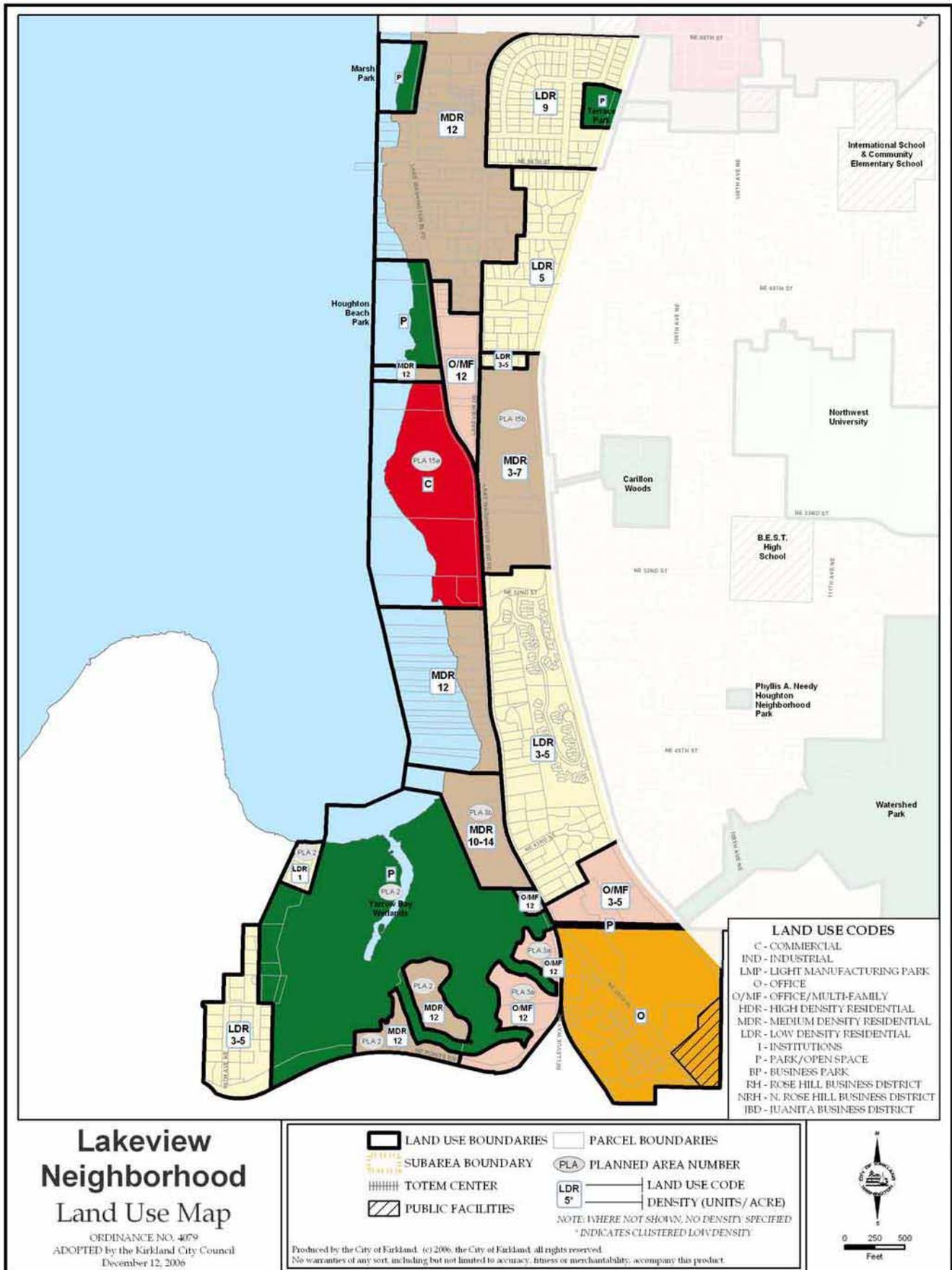


Figure L-1: Lakeview Land Use

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A slope stability analysis should be required prior to development to identify the magnitude of the hazard and possible mitigating measures. These measures may include severe restrictions on the type, design, and/or density of land use. Existing vegetation should remain to the greatest extent possible to help stabilize the slope. Further standards for development on a sensitive slope are discussed in the Living Environment section.

The northern portion of the Houghton Slope lies north of NE 58th Street. Although less sensitive than the slopes further south, this area also bears careful scrutiny. This area is mostly undeveloped although both low- and medium-density residential uses do exist there. The slope is expected to remain stable if left in a natural condition. However, construction on or adjacent to these slopes may cause or be subject to landsliding, excessive erosion, and drainage or other problems associated with development on a slope. Therefore, a slope analysis should be required prior to development to minimize the problems. If landslide or drainage problems are likely to occur as a result of the proposed development, then the type, design, or density of land use should be restricted as necessary to avoid the problems. Existing vegetation should be retained to the greatest extent possible to help stabilize the slope.

Yarrow Slope is identified as an environmentally sensitive slope. Slope stability analysis will be required and development will be regulated accordingly.

The Yarrow Slope, west of the Yarrow Slough, is currently undeveloped and heavily wooded. The slope has been identified as a potentially hazardous slope. Some landsliding occurred in the early 1960s southward along the present location of SR-520. However, nearby landsliding, steep slopes, high water content, and peat deposits warrant additional investigation as to slope analysis indicating minimal hazards; considerations of the cumulative effects of similar development along the entire slope; aesthetic, biological or other factors; low-density residential developments (up to three dwelling units per acre) may be permitted subject to certain standards. Housing configurations that

minimize disruptions to natural systems are preferred. Existing vegetation in these areas should be preserved to the greatest extent feasible to help stabilize the slope and maintain drainage patterns. Special care should be taken during and after construction in order to minimize adverse impacts on the wetlands. A major obstacle to any development on this slope will be the extension of water and sewer service from Lake Washington Boulevard.

The natural drainage system should be maintained.

The open watercourses on these slopes should be preserved and maintained in their natural condition and should allow for natural drainage. Structures should not be located near these streams.

Flood insurance is required in identified flood hazard zones.

The Yarrow Bay Wetlands has been designated as a flood hazard zone. This designation has been made by the Federal Insurance Administration. Federal law requires that flood insurance be obtained before any federally insured lending institution may approve a loan for development within an identified flood hazard zone.

3. LIVING ENVIRONMENT

Medium residential densities are most appropriate between Lakeview Drive and Lake Washington Boulevard. Standards for new multifamily development are discussed.

Lying between Lake Washington Boulevard and Lakeview Drive, north of NE 59th Street, is an area of mixed residential densities. Although there is some multifamily housing, almost half of the area is developed as single-family residential. Most structures are older but many are well maintained.

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Apartment encroachment in single-family areas usually leads to a decay of the existing structures, demolition, and reconversion to more intense use. In order to minimize this encroachment and forestall a premature decay of the single-family areas, standards should be adopted to allow a transition from low density to higher densities. New multifamily development should be restricted to existing defined boundaries via a process of infilling.

- (1) Medium-density residential developments should be permitted only if sufficient land area is available to separate such development from adjacent single-family uses. The resulting land use configuration should not create small single-family areas “sandwiched” between multifamily developments.
- (2) Medium-density residential development should not significantly increase traffic volumes on streets or portions of streets where predominantly single-family homes exist.
- (3) The height of medium-density residential structures should not exceed 25 feet. Taller structures may be permitted toward the interior of the property if such added height is compatible with the character of nearby uses. In no case should structures taller than 30 feet be permitted.
- (4) Setbacks should be sufficiently large to allow landscaping which would visually separate medium-density residential developments from adjacent single-family homes. Vehicular ingress and egress for medium-density residential developments should not be permitted within required setbacks adjacent to single-family uses.
- (5) Parking for medium-density residential developments should be visually screened from adjacent properties and should not be allowed within the required front yard setback. The preferred methods for visual buffering of parking facilities include

landscaping and/or locating such facilities beneath the medium-density residential structure.

The Lakeview Terrace area should remain in single-family residential uses up to nine dwelling units per acre.

The single-family residential area of Lakeview Terrace, encircled by Lakeview Drive, NE 64th Street, and the railroad tracks, contains housing with some older structures. This area should be maintained as single-family by encouraging rehabilitation and by minimizing any possible encroachment of the adverse impacts of neighboring commercial and multifamily uses. This can best be accomplished by ensuring that new high-density developments to the west and south provide adequate vegetative buffering to minimize visual impacts yet reasonably maintain views for existing residences. Additionally, the Lakeview Terrace area should be maintained in single-family residential uses (up to nine dwelling units per acre) to reflect the existing small lot sizes. This change will remove most of these uses from nonconforming status and could provide a base to encourage repair and rehabilitation of the existing homes when necessary.

Residential development densities on the environmentally sensitive slope should be limited.

The area bounded by Lakeview Drive, NE 64th Street, the railroad, and approximately NE 58th Street falls within a potentially hazardous slope area (see the Natural Environment section). All permitted developments should be preceded by adequate slope stability investigations. The presence of an open stream, limited access, and existing small lot sizes impose limits on the feasible residential densities. Densities of four to five dwelling units per acre are appropriate in this area.

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There are geologic, aesthetic, and utilitarian constraints on development on the Houghton Slope.

The entire residential area south of NE 58th Street lies on the part of the Houghton Slope identified as unstable.

Vehicular access to and from the Houghton Slope is problematic.

Most traffic from developments on the Houghton Slope will have to enter the heavy traffic flows on the Boulevard from steeply sloped driveways. Additionally, in many instances, the line of sight distances for automobiles entering and leaving the flow are generally too short to be safe. These conditions make vehicular access problematic, especially for emergency vehicles.

Residential development on the sensitive slope should be severely limited.

The development constraints discussed above combine to reduce the feasible residential densities. It is the cumulative effects resulting from full development at medium to high densities that are of greatest concern. Such development could increase the hazards to life and property and disrupt the aesthetic character of the slope.

On the slope, residential densities of one to three dwelling units per acre should be permitted according to standards.

Consequently, the base density for residential development on the unstable slope should be one to three dwelling units per acre, subject to the following standards:

- (1) Preparation of a slope stability analysis;
- (2) Maintenance of maximum vegetative cover;
- (3) Retention of watercourses in a natural state;
- (4) Control of surface runoff at predevelopment levels;
- (5) Limitation of the number of points of access;
- (6) Special review of all development plans.

Four to five dwelling units per acre should be permitted according to additional standards.

Residential densities on the slope should be allowed to be increased by an extra one to two dwelling units per acre (up to five dwelling units per acre) depending on the degree to which the development proposal conforms to the following standards, in addition to the standards listed above:

- (1) Preparation of a slope stability analysis which addresses the site to be developed, as well as adjacent sites and the immediate drainage area;
- (2) Recording of a covenant which indemnifies and holds harmless the City for any damages resulting from slope instability;
- (3) Limitation of lot coverage;
- (4) Clustering of structures;
- (5) Ability of the City to provide necessary emergency services;
- (6) Aggregation of at least one acre of land.

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Constraints may be relaxed when opportunities for an areawide solution on the slope exist.

While recognizing there are geologic, traffic, aesthetic, and other considerations related to potential slope development, opportunities should exist for solving these problems on an areawide basis. The areawide basis offers a way to consider the slope as a unit, to minimize development which could further aggravate problems, and to mitigate adverse impacts.

Efforts should be made to preserve the French and Sutthoff houses.

Three structures which have been prominent in the history of Kirkland – the Marsh House, the French House, and the Sutthoff House – are located along Lake Washington Boulevard. Notwithstanding the language regarding historic structures in the Goals and Policies Section of this Comprehensive Plan, it is the intent of the Houghton Community Council and the Kirkland City Council that only residential use should be permitted in either the Sutthoff or French houses at their present site. Furthermore, nonresidential use should not be allowed in any historic house moved into a residential zone in Houghton.

The Marsh House in its present location is the only historic structure which should be considered as possibly appropriate for nonresidential use.

Medium-density residential uses are appropriate south of NE 59th Street between Lakeview Drive and Lake Washington Boulevard.

The area south of NE 59th Street between Lakeview Drive and Lake Washington Boulevard has been designated as suitable for medium-density residential (12 dwelling units per acre) and small professional offices (see the Economic Activities section for the discussion of this designation). The

standards listed for medium-density developments north of NE 59th Street should apply in this area also.

4. PLANNED AREAS

Lands west of Lake Washington Boulevard include planned areas.

Within the Lakeview Neighborhood, three tracts of land have been designated as "Planned Areas." These designations are based on unique conditions including interface conflicts, large parcel ownerships, traffic patterns, topographic conditions, and other factors which may influence future development of the land. The complex problems unique to these Planned Areas can be overcome best through coordinated development of each area as a total unit. The location of each Planned Area is shown in Figure L-1.

Policy direction for the Yarrow Bay Wetlands.

Planned Areas 2 and 3 include the Yarrow Bay Wetlands. Any development in this entire area should maintain the functional integrity of the wetlands and maintain the biologic functions of storage and cleansing of runoff waters (see Shoreline Master Program Conservancy Environment).

PLANNED AREA 2: YARROW BAY WETLANDS AND UPLANDS

Justification of uses in Planned Area 2. Yarrow Bay Wetlands should be reserved for open space or park use or severely limited development.

Planned Area 2 contains the bulk of the Yarrow Bay Wetlands which are identified as a Conservancy Environment in the Shoreline Master

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Program, as well as the upland area which is outside the shoreline boundary.

Under the umbrella of these shoreline policies, the preferred use of the land defined as a Conservancy Environment would be as open space or a passive park area. Additional policies indicate that the wetlands, as an area of aesthetic, biological, educational, and anthropological value, should be preserved as such. In 1987, the majority of the wetlands area was dedicated to the City of Kirkland to ensure protection.

The wetlands have also been identified as an area subject to uneven settlement problems. If development does occur in the wetlands or the remaining area not discussed below, densities should be extremely limited (one dwelling unit per acre). Any development should undertake methods to prevent methane entrapment and settling of both structure and utilities systems.

The uplands area adjacent to Points Drive should be developed as multifamily.

The preferred use of the uplands portion of PLA 2, outside the shoreline boundary and adjacent to or with direct access to Points Drive, would be high-density multifamily development (up to 12 dwelling units per acre), and up to 6 additional units per acre where such additional units per acre are dedicated to low-income senior housing. The uplands portion of PLA 2, adjacent to Points Drive, provides an excellent opportunity for high-density residential because of its close proximity to an employment center, access to transit facilities, and its separation from adjacent low-density residential development. Such development should be designed to maintain adequate setbacks from the wetlands and to prevent settling of both structures and utility systems.

PLANNED AREA 3: SR-520/ LAKE WASHINGTON BOULEVARD

Constraints on development in Planned Area 3.

The northwest quadrant of the SR-520/ Lake Washington Boulevard interchange is defined as Planned Area 3. This planning area is divided into two subareas, based on the unique conditions for development within each subarea. There are many planning constraints on development in this area. This area is the entrance to the City and, hence, the character of development is important. The stream requires protection as well as concern for the relationship of development to the adjacent wetlands. Ingress and egress onto Lake Washington Boulevard and Points Drive should be carefully controlled in order not to negatively impact the traffic on the Boulevard and approach to SR-520. It is, therefore, considered appropriate that any development will need to plan for the entire landholding within each subarea and how it relates to surrounding parcels.

Subarea A is suitable for medium-density residential uses or offices.

Development in Subarea A may be permitted for medium residential density at 12 dwelling units per acre or for offices, taking full precautions as recommended by the required soils and geologic investigation. The clustering of development is encouraged in Subarea A. Under Planned Unit Development procedures, certain increases in the height of structures may be considered as long as views are not significantly obstructed.

Subarea B is suitable for multifamily, hotel/motel, and limited marina use.

Subarea B is fully developed with multifamily residential. Because of its adjacency to existing single-family and multifamily uses on the east and north, development of Subarea B to office or other similar nonresidential uses would not be desirable.

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Use of 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 15: OLD SHIPYARDS

Subarea A is described.

Planned Area 15 comprises approximately 31 acres lying on both sides of Lake Washington Boulevard. Most of the Planned Area is under common ownership. The area west of the Boulevard is located adjacent to Lake Washington and has been designated as Subarea A. The topography of Subarea A is unique to the shoreline. The depth of the area between Lake Washington Boulevard and the lake is substantially greater than the areas to the north and south. Much of Subarea A is more than 200 feet from the high waterline and, therefore, is not subject to the Shoreline Master Program. In addition, Lake Washington Boulevard rises to its highest elevation above the lake adjacent to the southern portion of Subarea A.

For many years, much of Subarea A was the site of the Lake Washington Shipyards, which ceased production in the late 1940s. Then the site was used as the Seattle Seahawks professional football team's training facility until the late 1980s. Now it is the site of the Carillon Point mixed use center, containing office, retail, hotel, restaurant, marina and residential uses.

South of Carillon Point is the Yarrow Bay Marina containing over-water covered moorage facilities, dry dock boat storage, boat launch, boat sales and service, a pump-out facility and an accessory office building. The marina has been in existence since the 1950s.

Subarea B is described.

The area east of Lake Washington Boulevard and Lakeview Drive has been designated as Subarea B. Slopes in this area may be environmentally sensitive.

Although most of Subarea B is undeveloped, there are three single-family homes and a large apartment complex which terraces up the slope and bisects the area.

The primary objectives for development in PLA 15 are to maximize public access, use, and visual access to the lake and to maintain the natural characteristics and amenities of the Houghton Slope.

The primary objectives for development in Planned Area 15 are to maximize public access to and use of the waterfront, to maximize visual access to the lake for the public from Lake Washington Boulevard, and to minimize encroachment of development on the natural characteristics and amenities of the Houghton Slope. In addition, development should occur in such a manner that impacts to existing development in the vicinity are minimized. Impacts of particular concern include view obstruction, traffic volume and movement, noise and glare from uses of higher intensity, and compatibility of building scale. While the potential public benefits from development in Planned Area 15 are considerable and should not be diminished in importance, these benefits should be achieved in a manner that offers property owners in Planned Area 15 reasonable development opportunities and effective incentives to provide the desired public benefits. Policies to achieve these objectives are described below.

Subarea A should be developed with a mixture of uses. Residential development should be allowed at a density of 12 dwellings per acre.

Subarea A, west of Lake Washington Boulevard, should be developed with a mixture of uses. Like the shoreline areas lying immediately to the north and

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south, residential development in Subarea A should be allowed at a density of 12 dwelling units per acre. However, a density bonus at up to two units per acre would be appropriate if public benefits are incorporated into development. As a means of minimizing waterfront development and providing greater public use and visual access opportunities, some of the permitted unit count should be encouraged to be transferred to Subarea B lying east of Lake Washington Boulevard.

‘Water dependent’ and ‘water oriented’ commercial uses should be included.

In addition to residential uses, Subarea A also should include nonresidential uses which provide opportunities for greater public use and enjoyment of the waterfront. Highest priority should be given to uses such as marinas which are “water dependent.” These uses should be encouraged to incorporate public use amenities such as short-term moorage, access to piers for fishing, strolling or other activities, and boat launching facilities.

Also desirable in Subarea A are commercial uses which enhance the public orientation of the waterfront. Restaurants, small retail shops, museums, theaters, and other similar uses should be permitted if they are oriented to and integrated with water-dependent uses and waterfront public use areas. Offices also should be permitted if they do not detract from the public orientation of the waterfront.

Public access to and along the water’s edge and waterfront public use areas should be developed.

All development in Subarea A should include areas which are open for public use. A public trail should be required along the entire length of the waterfront with connections to Lake Washington Boulevard at or near each end. Areas which are available for other public waterfront activities also should be strongly encouraged.

Public improvements adjacent to Lake Washington Boulevard are also desirable.

Public use areas also should be encouraged adjacent to the westerly margin of Lake Washington Boulevard. The Boulevard is now a popular path for pedestrians, joggers, and bicyclists. Expansion of the area now available for or associated with these activities would be a significant public asset.

Visual access to Lake Washington from Lake Washington Boulevard should be maintained. To achieve greater visual access, building height, setback, and view corridor requirements may be varied. Views from existing developments should be protected.

Visual access to Lake Washington from Lake Washington Boulevard should be an integral element in the design of development in Subarea A. Building height, setback, and view corridor requirements should be allowed to be varied from elsewhere along the waterfront if it is demonstrated that greater visual access to Lake Washington is achieved and that views from existing development in and adjacent to Planned Area 15 are not significantly impaired. In accordance with the Shoreline Master Program, buildings within 200 feet of the lake may not exceed a height of 35-41 feet.

Subarea B should be developed with residential uses at a density of three to seven dwellings per acre. Dwelling units may be transferred from Subarea A subject to conditions.

Subarea B, east of Lake Washington Boulevard, should be developed exclusively with residential uses at a base density of three to seven dwelling units per acre. Within this specified density range, actual permitted density should be determined by the degree of compliance with the policies for development on the Houghton Slope as discussed on pages A-5 and A-6. Unit count which is proposed to be transferred

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from Subarea A may be permitted over and above seven dwelling units per acre if it is demonstrated that the resulting increased unit count will maintain compliance with these policies. However, in no case should dwelling units be developed within the steep ravine located near the middle of Subarea B.

In order to minimize the developed area on the slope, increased building height should be considered.

In order to minimize the developed area on the slope, increased building height in Subarea B should be considered. Where increased building height is proposed, it should be demonstrated that taller buildings will not significantly impair views from existing development to the east of Planned Area 15.

Traffic impacts to Lake Washington Boulevard should be considered. Access points should be limited.

A major consideration in the design of Planned Area 15 should be the impact of traffic on Lake Washington Boulevard. On- or off-site improvements, including signalization, channelization, and lane reconfiguration, should be required as necessary to mitigate identified traffic impacts. In order to minimize disruption of traffic flow, the number of access points to Planned Area 15 should be strictly limited and controlled. West of the Boulevard, the primary point of access should be located at the intersection of Lake Washington Boulevard and Lakeview Drive. East of the Boulevard, more than one primary point of access may be necessary due to the divided ownership pattern. Nevertheless, the number of access points should be kept to the smallest possible number.

The properties within Subarea A and south of Carillon Point should be limited to one access point onto Lake Washington Boulevard. A transportation demand management plan and a vehicle circulation and pedestrian safety plan with provisions for safe pedestrian and vehicular access to and from Lake Washington Boulevard should be provided for any new development.

Carillon Point is developed as a mixed use Master Plan, subject to an approved Master Plan.

Carillon Point has been designed and constructed as a coordinated and planned development. As a prerequisite to any construction, the development went through an extensive public review and City approval process. Any future major change to the development should be reviewed to ensure Master Plan compliance.

The existing marina in Subarea A and south of Carillon Point should be retained.

The existing marina development in Subarea A and south of Carillon Point provides water-dependent uses and an opportunity for waterfront public use areas. Any future redevelopment of this site should include retaining the marina. Office and multifamily are appropriate uses for the upland portion of the site; provided, that any new use is integrated and planned around the marina. A view corridor from Lake Washington Boulevard to the water should be provided across the southern portion of the site. Vegetation height and placement of parking and loading areas should be limited to protect the view corridor.

Development elsewhere along the shoreline is discussed.

Existing development elsewhere on the shoreline is primarily residential. As discussed in the Shoreline Master Program, residential uses should continue to be permitted along the shoreline. Outside of Planned Areas 2, 3, and 15 and the Yarrow Slough Slope, which are discussed above, multifamily uses should be permitted at medium densities (12 dwelling units per acre). This is a lowering of densities at which multifamily developments have taken place in the past, but is consistent with the density of apartment development on the east side of Lake Washington Boulevard, west of Lakeview Drive. Past densities have created severe ingress

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and egress problems onto Lake Washington Boulevard.

As specified in the Shoreline Master Program, new residential structures constructed waterward of the high water line are not permitted. Additional standards governing new multifamily development can be found in the Shoreline Master Program.

Constraints in the area south of SR-520 limit development densities up to three dwelling units per acre.

The area south of SR-520, within the City limits, has physical orientation to the Clyde Hill area. Access to this location is very difficult and constrained through the single-family residential area of Clyde Hill. Hence, the properties in that location will be strongly affected by the eventual development of the area. Public servicing to the area south of the freeway will also be difficult. There is an environmentally sensitive slope in that location, although the slope has been modified by the construction of SR-520. For these reasons, and to provide compatibility with the nature of development in Clyde Hill, a density of up to three dwelling units per acre is appropriate. Clustered or attached dwelling units are encouraged in order to assist mitigating potential development problems.

5. ECONOMIC ACTIVITIES

Offices and limited commercial activities should be permitted in the northeast quadrant of the Lake Washington Boulevard/SR-520 interchange.

Much of the northeast quadrant of the SR-520/Lake Washington Boulevard interchange has already been committed to certain economic activities including large and small office structures, restaurants, and a motel. Due to the availability of adequate public services, easy access to major arterials and to the freeway, and the overall compatibility with adjacent land uses, the northeast

quadrant of this interchange should continue to be devoted to commercial activities. The most appropriate use of this land would include such activities as office structures, and some freeway-oriented uses, such as motel facilities. Limited convenience commercial facilities may be included as part of the office structures or with freeway-oriented uses, but not as a primary use. Retail commercial facilities beyond the scope of convenience facilities are not considered appropriate because these kinds of activities should be concentrated in existing major commercial centers (the Central Business District or Totem Lake Shopping Center) as well as neighborhood shopping centers. All developments, especially along Lake Washington Boulevard, should include landscaping and other elements to enhance this interchange as an entry to the City.

Offices should be allowed at the southern end of the Houghton Slope.

Office development also should be allowed to extend northward onto the southern end of the Houghton Slope. Offices in this area would have the same locational advantages of the area immediately to the south. At the same time, with proper site planning and building design, offices would provide a desirable transition to the residential area to the north. In order to ensure suitable office development, the following standards should be met:

- (1) Compliance with the standards for residential development at a density of up to five dwelling units per acre elsewhere on the unstable Houghton Slope.
- (2) Compatibility of building scale and density with residential uses.
- (3) Use of natural features, such as ravines, watercourses, or areas of significant natural vegetation to provide a separation from residential uses.

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- (4) Use of wide vegetated setbacks adjacent to residential uses.
- (5) Vehicular access will not be placed across residentially zoned property.
- (6) Preclusion of any commercial uses other than offices.

Environment section for the residential area between Lake Washington Boulevard and Lakeview Drive north of NE 59th Street. These standards also apply to professional office development.) No convenience or retail commercial uses should be considered.

Land uses south of NE 59th Street and between Lakeview Drive and Lake Washington Boulevard are discussed.

The area lying south of NE 59th Street between Lakeview Drive and Lake Washington Boulevard contains a mix of uses. Within the area existing uses include a small clothing manufacturing plant. The one-story clothing manufacturing plant creates minimal visual impacts on the neighborhood and provides, informally, some parking to handle the overflow from Houghton Beach Park. South from the industrial area on lands zoned for neighborhood business and professional office/residential exists a mixture of land uses including single-family, duplex, multifamily, and office use.

The area south of NE 59th Street, between Lakeview Drive and Lake Washington Boulevard is suitable for medium-density residential uses and small professional offices.

In order to blend future activities with existing uses, medium-density residential uses with small professional offices are most appropriate south of NE 59th Street. The character of this neighborhood has changed significantly since the days when the nearby waterfront included shipbuilding activities and oil storage facilities. Many activities permitted in light industrial areas are no longer compatible with the residential activities and the new Houghton Beach Park. The existing manufacturing plant could continue. Medium-density residential uses, at a density of 12 dwelling units per acre, and small professional offices should be considered the base uses. (Standards for the medium-density residential uses are described above in the Living

Commercial activities east of Lake Washington Boulevard should be limited.

A convenience commercial grocery store located on Lake Washington Boulevard and NE 64th Street serves a localized need by providing limited grocery service to the surrounding neighborhood. The use should be allowed to remain at this site and improvements should be encouraged to enhance its compatibility with surrounding residential uses and the scenic character of Lake Washington Boulevard. No further development of retail commercial facilities in this area should be permitted.

A small antique store, a furniture store/office, and a fast food restaurant exist along the east side of Lake Washington Boulevard between NE 59th and 60th Streets. The restaurant is relatively new and meets most or all of the current zoning standards for such uses. The antique and furniture stores, on the other hand, clearly do not meet zoning standards for building setbacks and parking, and other zoning nonconformances are likely. Even so, both buildings are of a scale and design which are compatible with neighboring residential uses. The furniture store building was constructed in the early 1900s and has historic significance as an early site of the Houghton Post Office. This area is appropriate for single or multifamily residential, office, and limited commercial uses. Redevelopment for residential uses should comply with all applicable zoning standards. The continuation of existing office and commercial uses within the existing nonconforming structures should be allowed. New commercial uses and redevelopment of the existing structures also would be appropriate if they maintain or enhance compatibility with nearby residential development, are respectful of the historic character of the site, and maintain a strong pedestrian orientation. Some flexibility in applying normal zoning standards

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should be allowed if these objectives are met. Redevelopment of the site for office or commercial use should meet the following standards:

- ◆ Commercial uses should be compatible with and respectful of the historic context of the site. Historical interpretation should be incorporated into the development. In addition, building design should incorporate design elements of the facade of the historic post office building.
- ◆ Commercial uses should serve the neighborhood and attract customers and clientele that would largely access the site via pedestrian, transit, or nonmotorized transportation.
- ◆ Vehicle sales and service uses and drive-through facilities should not be allowed.
- ◆ Commercial uses should not generate noise incompatible with adjacent residential use after 10:00 p.m.
- ◆ The height of structures and vegetation should be limited. Building height should be a maximum of 1.5 stories (20 feet maximum with sloped roof) above grade. Covenants controlling vegetation heights should be recorded to preserve views from the east.
- ◆ Nonconforming parking should be allowed at one parking space per 400 square feet of building, provided site and building design maintains a strong pedestrian orientation and accommodates nonmotorized transportation. See Design Guidelines for Pedestrian-Oriented Business Districts, adopted by reference in the Kirkland Municipal Code.
- ◆ Parking areas should be placed, screened, and buffered to mitigate impacts to nearby residential uses.
- ◆ On-street angled parking on NE 60th may be counted toward required parking with necessary improvements to NE 60th Street provided at developer expense.

- ◆ To ensure conformances with the above standards, development should be reviewed through Process IIB.

Commercial uses along the shoreline are discussed.

Commercial uses should not be permitted along the shoreline south of Planned Area 15 due to the residential character of the area as well as access and visibility limitations. North of Planned Area 15, commercial activities should be permitted if public access to and use of the shoreline is enhanced. Other standards for shoreline economic activities are specified in the Shoreline Master Program.

6. OPEN SPACE/PARKS

Open space/parks should be maintained in the Lakeview area.

Current park needs for this area are being met by facilities at Lakeview School to the north and the waterfront parks to the west. In addition, the former Houghton City Hall site has been developed as Terrace Park, a neighborhood facility.

Open space and recreation facilities and opportunities are identified.

The shoreline represents a unique feature of the natural environment. It provides areas for active and passive recreation as well as being a significant visual open space. Existing waterfront park facilities include two waterfront parks – Houghton Beach Park and Marsh Park (see Figure L-1). In addition, Morning-side Park in the town of Yarrow Point is located west of the Yarrow Bay Wetlands.

The City should continue to pursue the policy of acquiring waterfront property for recreation purposes wherever possible. In particular, the Yarrow Bay Wetlands have been identified as a potential passive

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recreation/nature trail park. Intergovernmental funding for the purchase and improvement of this regional facility should be sought.

Houghton Slope should be maintained as an important visual amenity.

The Houghton Slope should be maintained as an important visual open space in the community. Any permitted development should maintain most of the existing vegetation not only to help stabilize the slope but for other utilitarian and amenity purposes.

Major pedestrian and bicycle system discussed.

Pedestrian and bicycle pathways are also part of the park and open space system, in addition to providing a transportation function. Major pathways in the Lakeview area should be established according to the designations in Figure L-2.

Two of these pathways which traverse the Lakeview Neighborhood should receive top priority for implementation:

- (1) The NE 60th Street trail from Houghton Beach Park to Marymoor Park;
- (2) The Yarrow Wetlands to Watershed Park Trail.

These trails will cross a combination of City parklands, City rights-of-way, and public access easements. Their funding should be a part of the City's Capital Improvement Program and their design should improve neighborhood access as they enhance the unique areas they traverse.

Major pedestrian/bicycle ways are identified.

Bicycle/pedestrian ways shown in Figure L-2 for this area represent only the major routes and do not include sidewalks and other lesser elements of the path system. The spine of the path system is formed by a

proposed path/trail within the railroad right-of-way that winds its way through town near most major and many secondary activity centers.

7. PUBLIC SERVICES/FACILITIES

Water, sewer, and drainage facilities are discussed. System deficiencies should be corrected or upgraded prior to occupancy of new development. Runoff should be minimized.

In parts of the Lakeview area, water and sewer service is not adequate to support full development according to land use designations in Figure L-1. Isolated problems may also arise with regard to storm drainage as natural areas become developed. Prior to occupancy of new development, the water, sewer, and drainage facilities should be extended and/or upgraded to meet the requirements of the designated land use for the area.

Furthermore, methods should be implemented to maintain surface runoff at predevelopment levels.

Adequate water and sewer facilities should be required prior to the time of occupancy.

Water, sewer, and drainage facilities are adequate for possible developments along Lake Washington Boulevard. No service is presently available to either the Yarrow Bay Wetlands area or Yarrow Slope. Prior to the occupancy of new developments, the water, sewer, and drainage facilities should be extended to meet the requirements of the designated land use for the area. Septic tanks should be prohibited.

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Circulation patterns described and the following recommendations made.

The circulation patterns in the Lakeview Drive/Lake Washington Boulevard area are well established and permit large volumes of through traffic to flow north and south on both Lakeview Drive and Lake Washington Boulevard.

Lake Washington Boulevard provides a major through route and serves as a major pedestrian and bicycle corridor.

Lake Washington Boulevard is designated as a major arterial and provides the major north-south route through Kirkland south of the Central Business District and west of I-405. The Boulevard also provides local access for a substantial number of residential developments and businesses. A significant proportion of existing traffic, however, is probably attracted to the Boulevard as much because of the scenic vistas of Lake Washington as because of convenience or necessity. The scenic qualities of the Boulevard also contribute to making it a major pedestrian and bicycle corridor, serving waterfront park users, joggers, strollers, and downtown shoppers.

Traffic problems on Lake Washington Boulevard are described.

In the last several years, traffic on Lake Washington Boulevard has greatly increased, particularly during morning and evening commute periods. This has restricted local access to and from the Boulevard and has created noise, safety problems, and conflicts for pedestrians, bicyclists, and adjacent residents. Furthermore, these problems are compounded by traffic speeds generally in excess of the posted limit. Solutions to these problems should be sought which recognize that the Boulevard has a scenic, recreational, and open space function which is as important as its function as a commute route. Although police enforcement of speed limits is necessary, the most

effective solutions to these problems are primarily of a design and improvement nature. Improvements to the Boulevard should help accommodate its broader amenity function in such a manner that the safety of all the Boulevard's diverse users is enhanced, while significant amounts of through traffic are not diverted to other arterials. Accordingly, the following improvements would be desirable:

- (1) Completion of sidewalks along the entire length of both sides of Lake Washington Boulevard.
- (2) Widening of sidewalks where sufficient right-of-way exists or by providing incentives for widening sidewalks onto private property at the time of development.
- (3) Installation of pedestrian crossings at intersections and adjacent to waterfront parks where safety considerations allow such installation.
- (4) Additional use of a center left-turn lane at intersections or where on-street parking is not needed.
- (5) Development of landscaped median islands to separate traffic and provide pedestrian safety where center left-turn lanes or on-street parking are not needed.
- (6) Continuation and widening of bicycle lanes.
- (7) Installation of traffic signals at the intersection of Lake Washington Boulevard with Lakeview Drive and NE 38th Place.
- (8) Installation of on-street parking in areas of high parking demand, provided that traffic safety will not be impaired.
- (9) Installation of bus turnouts.

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Implementation should be both areawide and site specific.

The means for implementing these improvements should be both on a comprehensive areawide basis, and to the extent possible, on an incremental basis by encouraging or requiring them to be incorporated into private developments.

Regional solutions should be sought.

Also important to the successful achievement of a greater amenity function for the Boulevard will be traffic improvements that are regional in scope. Accordingly, the City should support and encourage the following regional solutions:

- (1) Improvements to the ingress and egress to I-405 at NE 4th Street and NE 8th Street in Bellevue and NE 116th Street and NE 124th Street in Kirkland.
- (2) Improved access to I-405 from Juanita and north Kirkland by upgrading and widening NE 116th Street and NE 124th Street.
- (3) Alternatives to the single-occupancy vehicle for commuting purposes, such as increased use of Metro Transit, Commuter Pool, High-Occupancy Vehicles (HOV), and the investigation of future modes, such as light rail.
- (4) Improvements to the I-405/SR 520 interchange.

Shoreline parking should be limited and coordinated off-site parking should be considered.

The impact of automobiles generated by shoreline developments also is a major concern with regard to parking. Required parking should be contained on

site or partially located off site within a few hundred feet.

Lakeview Drive is described.

Lakeview Drive is designated as a secondary arterial. It has recently been redeveloped with two through lanes, bicycle lanes, sidewalks, and street trees. From its intersection with Lake Washington Boulevard, Lakeview Drive provides the primary route to the Houghton business district and to State Street, which in turn provides access to the Central Business District. Traffic on Lakeview Drive has increased significantly in recent years, partly because of its use as an alternative to Lake Washington Boulevard. Future traffic levels should be monitored and necessary measures undertaken to mitigate impacts.

NE 52nd Street is described.

East-west through access up the slope is provided only by NE 52nd Street. This street has been redeveloped in conjunction with adjacent development. NE 52nd Street is designated as a collector arterial and as such should continue to serve a limited function for through traffic.

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

Undergrounding of utilities should be actively encouraged.

In order to contribute to a more amenable and safe living environment as well as to enhance views and a sense of community identity, the undergrounding of utilities should be actively encouraged.

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Bicycle/pedestrian pathways are discussed.

The path/trail system shown in Figure L-2 indicates only the major elements of the system. A bicycle/pedestrian trail along the Lake Washington Boulevard is a priority element which would serve both transportation and recreation functions. In addition, a public waterfront trail with connections to the Boulevard should be a required element of all shoreline developments other than single-family homes.

8. URBAN DESIGN

Urban design assets are identified on Figure L-3.

The Lakeview Neighborhood has a very clear and vivid visual image that is created by a number of urban design assets; in many cases, these neighborhood assets also have importance to the larger City, such as the 'Pathway' of Lake Washington Boulevard and the 'Gateway' at NE 38th Place.

'Visual Landmarks' are discussed.

The two major visual landmarks in this neighborhood are Lake Washington and the Yarrow Bay Wetlands. These large natural features provide a sense of orientation as well as a sense of openness and nature. They are visible from both SR-520 and Lake Washington Boulevard which are the two primary approaches to the City and the neighborhood. Preserving open views from these two key pathways to these two major landmarks should be a high order public policy objective.

Minor visual landmarks in this neighborhood include the Lake Washington Shipyards, the Shoreline parks, and the historic Marsh, Sutthoff, and French homes. These man-made landmarks, although smaller in scale than lakes and wetlands,

are also vivid visual images and reference points. They aid in orientation as well as an awareness of the recreational and historical character of the community.

Even minor landmarks can be enhanced. For example, the parks signs used by the cities of Seattle and Redmond effectively convey the name of a park as well as continuity with the larger park system. Signs can also be used effectively with the historic buildings and, in the case of the Marsh House, vegetation can be removed to make the home itself far more visible from the road.

'Pathways' are discussed.

SR-520 and Lake Washington Boulevard are the two pathways from which a majority of residents and passersby form their visual impression of the Lakeview Neighborhood and the City itself. Motorists on SR-520 see the Yarrow wetlands as an open green area which abuts the activity node at the interchange with Lake Washington Boulevard. This view from the road will be the basis for the City's image in the minds of these passersby. The importance of Lake Washington Boulevard as both an automobile and pedestrian pathway is critical. It is the route by which the neighborhood's landmarks are seen and its most prominent gateway entered. Slower traffic speeds will enhance the motorist's ability to appreciate the visual landmarks as well as improve the safety and viability of the Boulevard as a public promenade.

'Gateways' are discussed.

Gateways to a neighborhood or city provide an important first impression of the area's character and quality. Clear and vivid gateways enhance identity by conveying a sense of entry into something unique.

A very important gateway is the City's southern entrance at the Interchange of SR-520 and Lake Washington Boulevard.

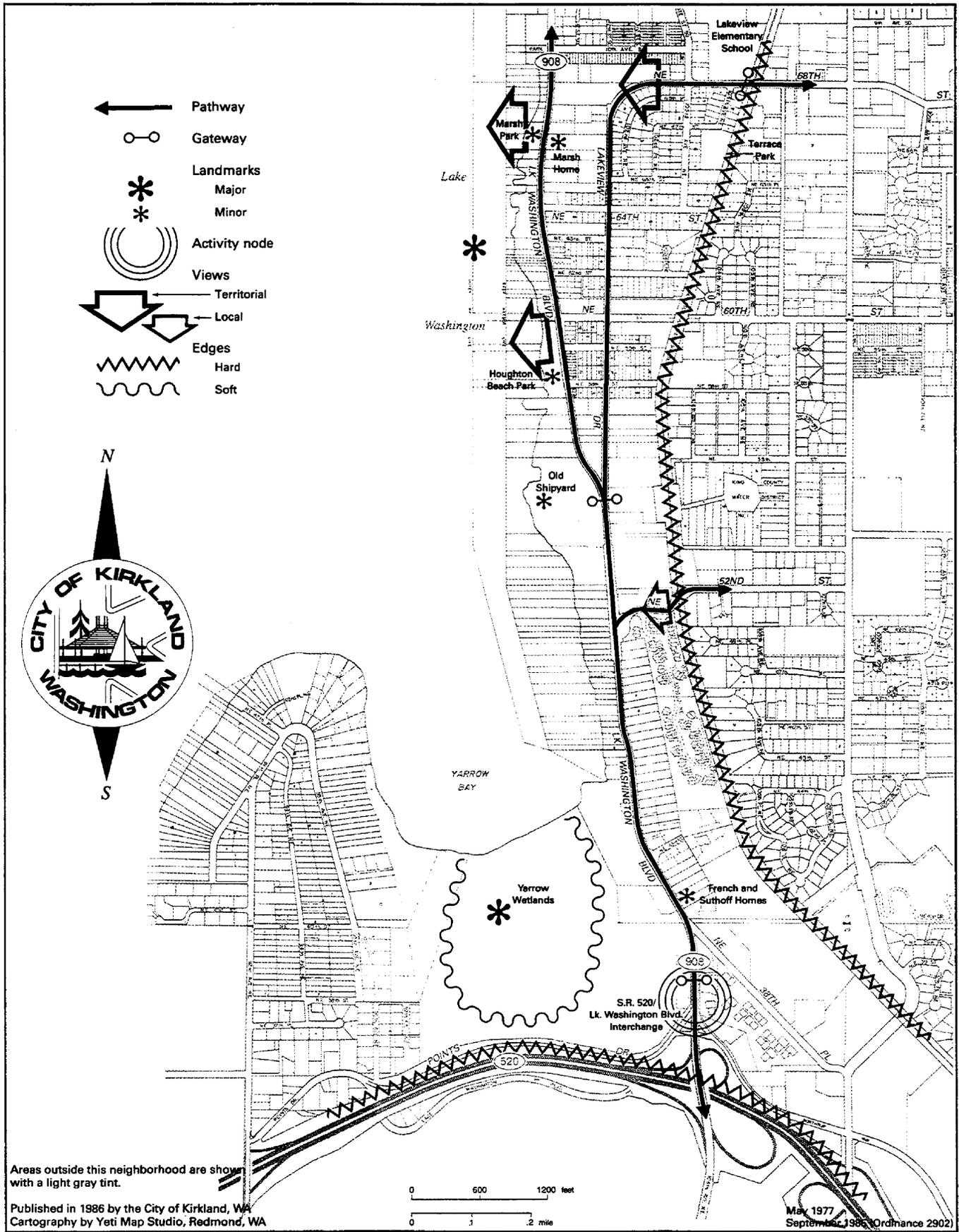


Figure L-3: Lakeview - The Image of the City

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The City entryway sign located by Cochrane Springs Creek is the focal and symbolic gateway, but the entire commercial activity node can also be seen as the gateway (see below). The prominence of the City sign can be greatly strengthened by removing the clutter of nearby street signs and utility poles, and by adding a wall or fence to screen the adjacent utility box and provide a backdrop for the City sign. This improved entry signing could also highlight the creek crossing and should be coordinated with similar gateway treatment on the west side of the street.

'Activity Node' is discussed.

The commercial uses located in the interchange of SR-520/Lake Washington Boulevard collectively form a prominent activity node. There are a variety of uses including offices, restaurants, a service station, and a motel, but the City has guided development in this area to achieve functional auto and pedestrian linkage and a coherent visual character. For example, grouped street access and coordinated internal walkways have reduced local traffic congestion and strengthened linkages between projects. Similarly, coordinated perimeter landscaping and ground-mounted signs have helped achieve a coherent, uncluttered streetscape. Lastly, the various projects in this 'node' exhibit similarly pitched or angular rooflines. This architectural pattern is due partly to coincidence (Yarrow Office Quads and Denny's/Ramada) and partly to a conscious attempt to repeat the existing pattern (Linbrook and Yarrow Village). When viewed collectively, this combination of rooflines, building shapes, landscaping, and signs adds up to a coherent whole with a sense of identity, even though these various projects differ in a number of ways.

'Edges' are discussed.

The outer boundaries of the Lakeview Neighborhood are determined by two 'Hard Edges' (SR-520 and the railroad tracks) and two 'Soft Edges' (The Yarrow Bay Wetlands/Slope and Lake Washington). SR-520 and the wetlands also serve to separate Kirkland from Clyde Hill and Yarrow Point, respectively. Edges such as the lake and wetland are important because they prevent communities from 'oozing' imperceptibly into one another, a phenomenon that contributes to anonymity, for example, in cities in the Los Angeles Basin. This urban design value is coincident with the sense of openness and nature but is equally important to a community's sense of place and quality of environment.

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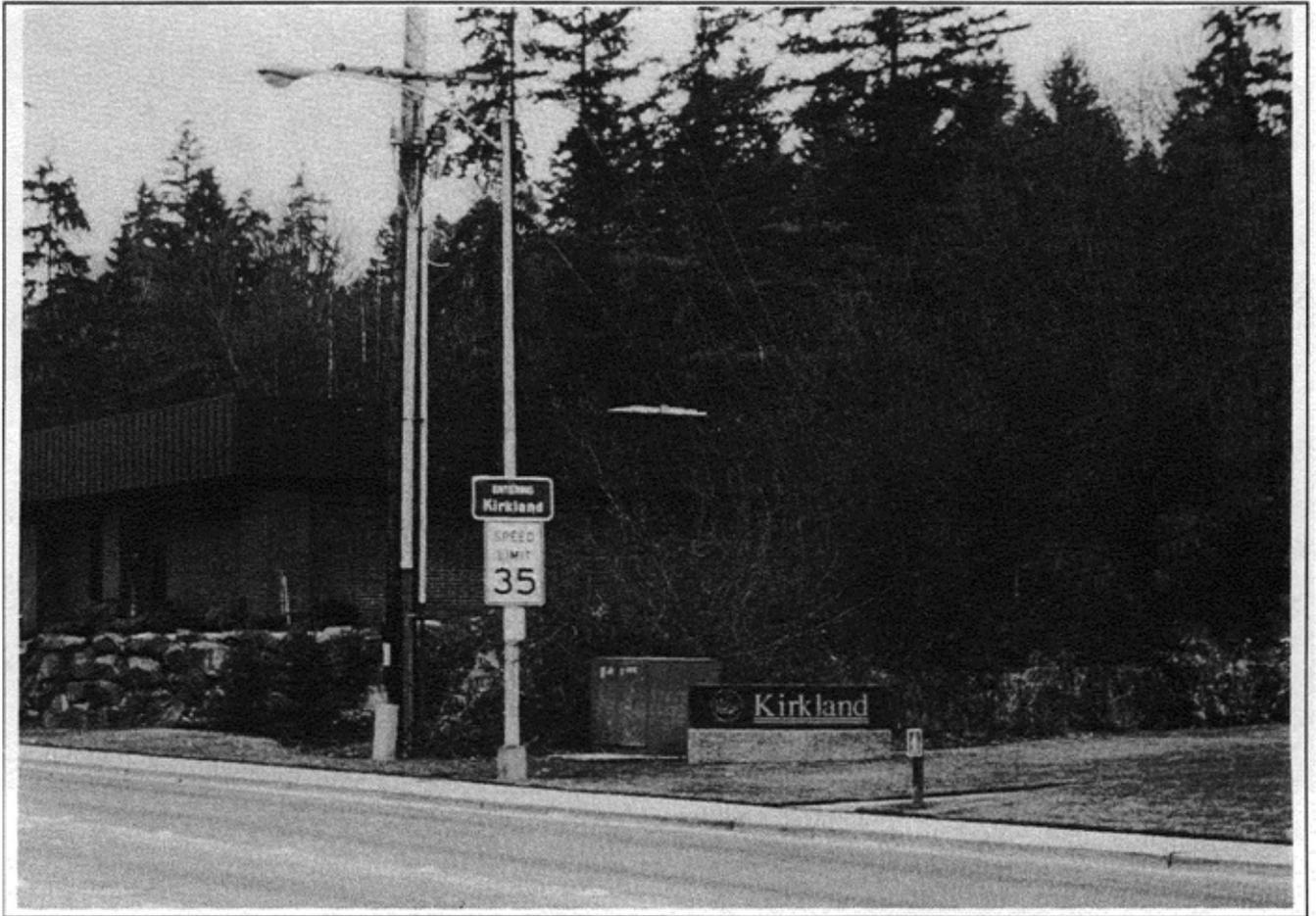


FIGURE L-4: LAKEVIEW GATEWAY

The northeast quadrant of the SR 520/SR 908 Interchange has developed since 1977 into an ACTIVITY NODE with offices, restaurants, a motel, and service station. Lake Washington Boulevard is the southern GATEWAY into the City, a fact enhanced in 1983 by the erection of a wooden city entryway sign as shown. This GATEWAY feature can be clarified and made more vivid by removing or relocating extraneous pole and sign clutter which detracts from its prominence and by adding a screening wall or fence between the sign and utility box. A brick or wood fence would also enframe the sign, as would flower beds. These improvements could, by their design, highlight the presence of Cochrane Springs Creek, which is in the vegetative buffer immediately behind the box.

Dorian Collins

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

Lisa

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

Nancy

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

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

Dear Council Members,

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

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

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

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

Lisa McConnell
CHNA chair
KAN representative

EXHIBIT D-1
ZON08-00002

Dorian Collins

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

Follow Up Flag: Follow up
Flag Status: Red

*Dear Ms. Collins,
I am sorry that I will not be able to attend the meeting this coming Monday night. I am a strong supporter for affordable housing, and was once invited on a committee sponsored by Kirkland leadership at the city level to look at affordable housing and what it means for Kirkland.
Please know that I hope to meet you down the road, and invite further conversations on this topic.*

Best Regards,

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

EXHIBIT B-2
ZON08-00002

August 9, 2008

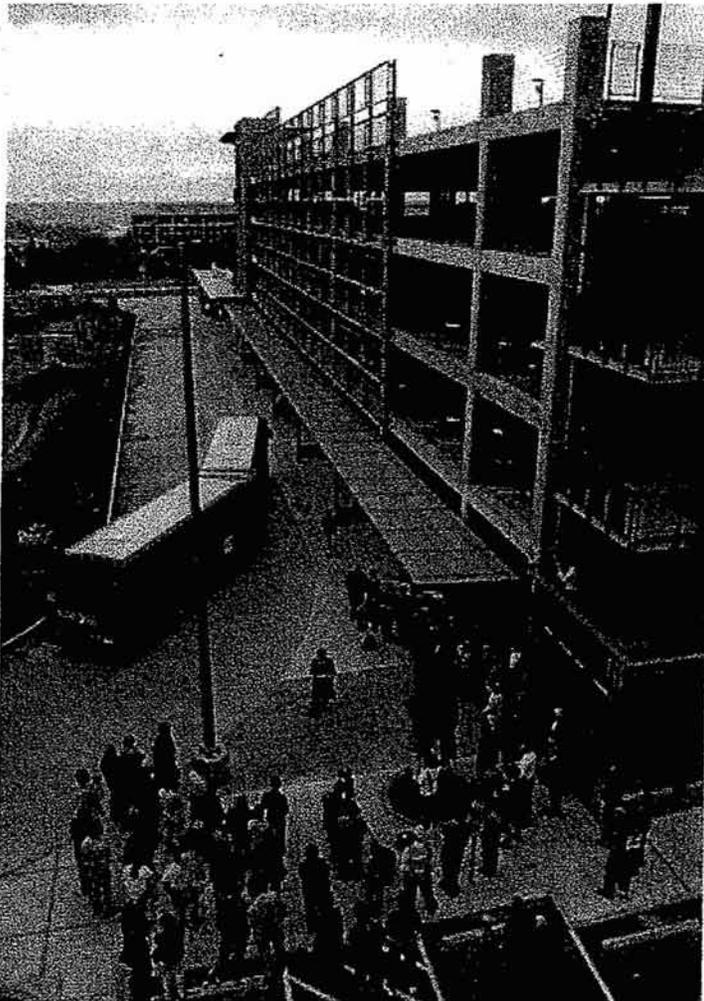
Dear City Council, Houghton Community Council, and Planning Commission,

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

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

This Week In Transportation: July 19, 2004

Metro continues to build on park-and-ride success



King County Metro Transit dedicated the new Eastgate

EXHIBIT B-3
ZON08-00003

Park-and-Ride Garage on July 15.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Sincerely,

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