

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 <u>B-2</u>
<u>ZON08-00002</u>

August 9, 2008

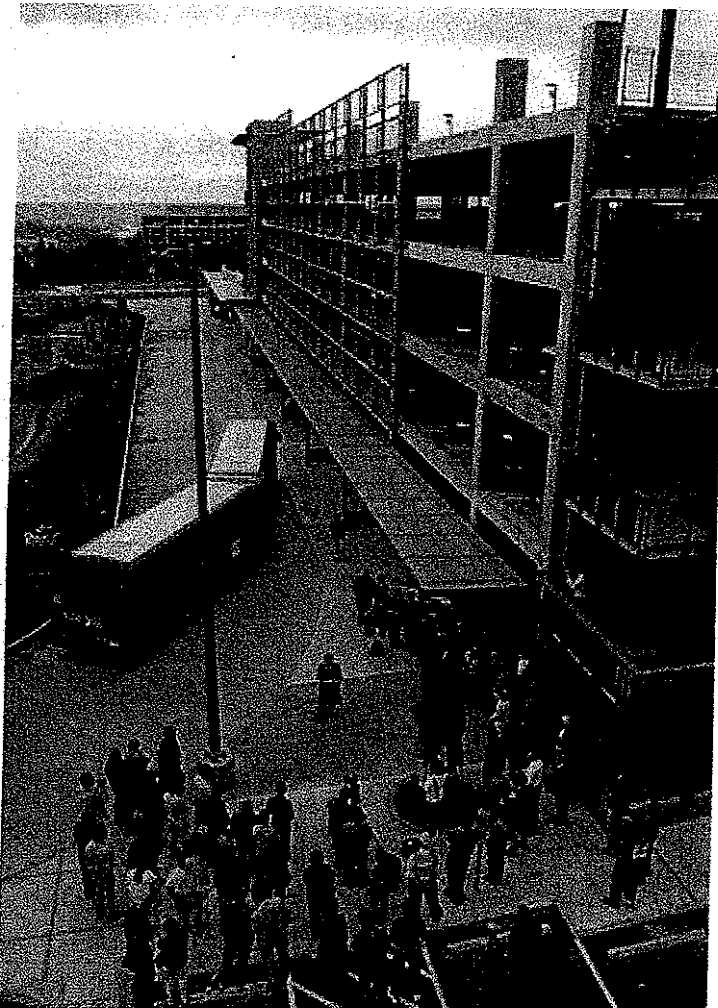
Dear City Council, Houghton Community Council, and Planning Commission,

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,

Margaret Elaine Bull

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