

**CITY OF KIRKLAND**

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**DEPARTMENT OF PLANNING AND COMMUNITY DEVELOPMENT  
MEMORANDUM**

**To:** Houghton Community Council  
Planning Commission

**From:** Dorian Collins, AICP, Senior Planner  
Paul Stewart, AICP, Deputy Director

**Date:** February 3, 2011

**Subject:** SOUTH KIRKLAND PARK & RIDE – File ZON10-00014  
DIRECTION FOR ZONING CODE AMENDMENTS AND DESIGN GUIDELINES

**RECOMMENDATION**

Provide direction to staff on the questions proposed in this memorandum. Staff will revise the draft language according to the direction given, and present revised text to the Planning Commission and Houghton Community Council at the public hearing on March 24<sup>th</sup>.

**BACKGROUND**

At the meeting on February 10<sup>th</sup>, the Planning Commission and Houghton Community Council will consider the recommendations presented in this memorandum for code amendments and design guidelines to enable transit-oriented development (TOD) at the South Kirkland Park and Ride site. Direction to staff will be incorporated into the draft language and included in the materials presented at the next public workshop, scheduled for March 3<sup>rd</sup> (see Schedule discussion). Your next opportunity to review the revised documents would be at the public hearing, scheduled for March 24<sup>th</sup>.

Should additional discussion time be needed for the Commission or Community Council, changes to this schedule may be appropriate. The Schedule section of this memo presents options that are available if additional meeting time is desired.

**Public Outreach**

Public Meeting History

In 2008, the Kirkland City Council adopted amendments to the Lakeview Neighborhood Plan for the South Kirkland Park and Ride and in January 2009, the Houghton Community Council approved the amendments. King County's intent at that time was to develop the entire property including the Bellevue portion. King County submitted an application to Bellevue for a proposed Comprehensive Plan amendment. Due to other citywide priorities, Bellevue chose not to consider the proposal.

Following that decision, King County revised the concept for a project on the Kirkland portion of the site. Kirkland had Comprehensive Plan policy direction for a TOD at the site but needed to revise the zoning to implement the policy.

In January 2010, the City also began work on the Lakeview Neighborhood Plan. A Lakeview Advisory Group was formed to provide comments and recommendations on the neighborhood plan update. On March 30 2010, staff presented an overview and description of the TOD concept to a joint meeting of the Central and Lakeview Neighborhood Advisory Groups. On June 2, a special meeting of the Lakeview Advisory Group was held for the purpose describing the adopted plan policies and code amendment process for the TOD. The meeting was an opportunity to ask questions and make comments on the adopted policy and King County's feasibility study exploring the TOD concept. On July 13 2010, the Lakeview Advisory Group met on the South Kirkland Park and Ride property with a facilitated round table discussion. Each member expressed their concerns or comments related to the proposal and the comments were recorded on flip charts. The notes from both meetings are included as Attachment 1.

On August 23<sup>rd</sup> the preliminary recommendation and comments from the Lakeview Advisory Group for the Lakeview Neighborhood Plan were presented to a joint meeting of the Houghton Community Council and Planning Commission. Discussion comments "not in support" and "in support" of the TOD proposal were part of that discussion. The consensus of the Advisory Group was not to support housing especially affordable housing at the park and ride site. A section from the staff report for this meeting is included as Attachment 2.

On September 21, 2010 the City Council confirmed that the Comprehensive Plan policy direction was appropriate to guide the preparation of future regulations for the TOD. At that meeting the Council directed staff to initiate the preparation of the regulations.

Since Bellevue chose not to consider changing its Comprehensive Plan on the Bellevue portion of the site, coordination with the City of Bellevue has been a key issue and the City's policy calls for that coordination to occur. This issue was also raised during the Lakeview Neighborhood Plan discussions. Staff from Kirkland, Bellevue and King County developed a set of "Principles of Agreement". These principles outline the mutual objectives for the proposal as it pertains to the zoning, site development, permitting, timing, public outreach and feasibility. The draft principles were approved by the Kirkland City Council on November 16, 2010 and transmitted to the City of Bellevue. The Bellevue City Council reviewed the principles as approved by Kirkland at a December study session and approved them with revisions on January 4, 2011. The Kirkland City Council approved the revised version on January 16, 2011 (see Attachment 3).

On December 13 2010, staff presented the plan for public outreach and schedule for the code amendments to a joint meeting of the Planning Commission and Houghton Community Council (HCC). The schedule laid out a series of public workshops and study sessions before the Commission and Community Council with a public hearing to be held in the spring and action by the Planning Commission, HCC and City Council in May or June of 2011. At the meeting, staff also outlined the approach to the zoning and design standards that would be brought to the HCC and Planning Commission following the public workshops. That packet can be accessed at the following link: [December 13, 2010 Packet](#).

### Public Workshops

Public Workshops were held on January 20<sup>th</sup> at Northwest University and on January 25<sup>th</sup> at City Hall. Both workshops had the same format. Approximately 25 people signed in attending the first workshop and 36 people signed in for the second workshop. Several City Council, Houghton Community Council and Planning Commission members attended one or both workshops to observe. Marilynne Beard facilitated the workshops. Staff representatives from the City, King County and ARCH described the project background and concept. Staff from the City of Bellevue was also in attendance and responded to questions. Following the presentation, the participants (excluding Council and Commission members) met in small groups at tables to discuss a central question regarding the park and ride:

#### **“How can zoning regulations, design guidelines and project requirements assure that a TOD is as well-integrated as possible with the surrounding neighborhoods?”**

Each table had a facilitator (staff or volunteers from Kirkland and Bellevue). Comments and questions were recorded on flip charts. The comments were then transferred to “sticky notes” and pasted up on the wall under four “buckets” or topics. The “buckets” were a way to organize the comments under various processes. Although a key objective of the workshops was to solicit input for the development of zoning regulations and design guidelines for the TOD, the workshops also provided an opportunity for questions and comments that may be more appropriately addressed through other processes, such as King County’s Request for Proposals (RFP), the permitting process, or other planning processes underway or planned for the future. The objective was to gather as much community input as possible and to assign it to one or more of the processes where it can be addressed. The comments were organized by the following processes:

- Zoning Regulations/Design Guidelines
- Request for Proposals (RFP)
- Project Review/Permitting
- Project Management

Another category consisted of comments that didn’t easily fit into the four processes noted above. At the end of the exercise, the facilitator for each table reported out to the larger group.

Attachment 4 is a summary of the comments from both workshops. Attachment 5 is the “raw” data – that is, the individual comments by the participants as recorded on the flip charts and transferred to sticky notes. In many cases, similar comments appear in more than one column. For example, the concern that parking provided for both transit riders and TOD residents appears as “adequate parking” (or in similar terms) in all four columns. Since this issue is one that may be addressed to some extent in each of the processes, the comments are spread throughout the matrix.

While the initial focus will be on those items that can be addressed with the zoning code and design guidelines, the comments are also helpful in providing input and guidance on the RFP, permitting and management of the project since these items were raised at the workshop.

In looking at the summary a number common issues emerged. Having an attractive project that incorporates high quality design standards was an important consideration for participants

along with fitting the project into the surrounding neighborhood. Good screening, landscaping and buffering were noted in both workshops. Concerns that adequate parking be provided for the residential development were expressed several times at both meetings. Comments on affordable housing ranged from support to specifying a minimum amount to suggestions that other locations might be better suited for affordable housing.

Including some level of commercial services was generally supported (dry cleaner, grocery, coffee shop). A number of comments related to traffic impacts, circulation, access and bike and pedestrian connections. Several comments related to the management of the project during or after construction (e.g. manage parking during construction, address safety and security, and ensure the management has a good track record).

For the workshops, staff had also prepared a number of handouts with background materials and additional information. These are noted in Attachment 6 and include the following:

- What is Affordable Housing? (handout)
- Draft Decision and Implementation Process (flow chart)
- Transit Oriented Development at the South Kirkland Park and Ride (FAQ and fact sheet)
- Kirkland Housing Element (relevant goals and policies)
- Research Related to Property Values and Crime (handout)

#### Outreach and Information Materials

Along with the workshops, study sessions and public meetings there have been a variety of outreach efforts and activities to raise awareness of the proposal and engage the public as noted below.

- ✓ Postcard notices have been mailed to 433 residents and property owners within 600 feet of the site. Public notice signs have been posted on the property.
- ✓ The City has a web page with detailed information explaining the proposal that includes background material, the schedule for meetings, links to other resources and how to provide input.
- ✓ The City has issued press releases regarding the workshops and e-mail notices have been sent to a variety of city list servs. The 4<sup>th</sup> Quarter, 2010 City Update Newsletter released in December included an in-depth article on the proposed TOD regulations for the Park and Ride site.
- ✓ At public meetings before the City Council, HCC and Planning Commission, under Items from the audience, people have provided comments on the proposal.
- ✓ Information on the workshops and the proposal were posted as a "rider alert" at the transit station at the Park and Ride lot.
- ✓ Staff has presented the concept to interested parties including the Market Neighborhood Association, the Kirkland Business Roundtable and Eastside Preparatory School.
- ✓ The Kirkland Reporter ran an editorial on the proposal in the November 26, 2010 edition and the King County Daily Journal of Commerce published an article on the project on

January 14, 2011. In addition there have been various articles and letters to the editor in the Reporter.

- ✓ Kirkland Views and Kirkland Patch have posted comments on their respective blogs.
- ✓ E-mail comments and letters have been submitted to the City (see Attachment 7).

### **Zoning Code Amendments and Design Guidelines**

As new zoning and design standards are developed for a TOD at the South Kirkland Park and Ride site, many sources of input should be considered. The adopted policies in place for the site in the Lakeview Neighborhood Chapter of the Comprehensive Plan identify the following guiding principles for TOD:

- *Provide for affordable housing*
- *Ensure high quality site and building design*
- *Maximize the effectiveness of TOD*
- *Provide for coordination with the City of Bellevue*

Other key sources include input from the Lakeview and Central Houghton advisory groups through their plan update processes and the emerging vision for the Yarrow Bay Business District, comments received from the general public throughout the study process, the Mutual Objectives and Principles of Agreement approved by both Kirkland and Bellevue, and input collected at the two public workshops on this topic held in January.

For some issues, the types of input to this process are in conflict with each other. In these areas, the zoning and design standards should strive to seek balance between the guiding objectives of the Comprehensive Plan which support the development of the site with TOD, while incorporating standards to address issues and direction provided through the other sources of input.

### **Draft Proposed Changes to Zoning Standards**

Along with amendments to the Kirkland Zoning Code to allow for and regulate transit-oriented development at the South Kirkland Park and Ride, a change to the Zoning Map to rezone the site from PO (Professional Office) to "YBD 1" would be necessary. The site lies within the area under consideration as the "Yarrow Bay Business District", through the concurrent Lakeview Neighborhood Plan update. The emerging direction for the Business District calls for more mixed use with residential, offices and commercial services, additional building height, pedestrian orientation, and pedestrian and bicycle connections. The study underway suggests the creation of four subareas within the Yarrow Bay Business District, to be designated YBD 1-4. The boundaries of the South Kirkland Park and Ride site would comprise the YBD 1 zone (see Attachment 8).

Attachment 9 presents a preliminary framework for changes to the zoning regulations to allow transit-oriented development at the South Kirkland Park and Ride site. Staff recommends that the following key changes be made:

- Creation of a new Use Zone Chart for the YBD 1 zone

- Retention of all of the permitted uses and development standards currently in place for the site (see [PO Zoning Chart](#)), with the following limited proposed changes:
  - Change in "Required Review Process" from "None" to "Design Review, Chapter 142, KZC" (design review is discussed in the section that follows).
  - Change to language under "Height of Structure" to delete text referring to maximum height where adjoining a low density zone. Since the site does not adjoin any low density zones, this language is not relevant. The correction would retain the remaining text: "30' above average building elevation".
  
- Addition of two new permitted uses:
  1. Attached or Stacked Dwelling Units
  2. Independent Structured Parking

The key issues associated with the two new proposed use listings are discussed below. Questions posed to the Community Council and Planning Commission follow.

1. *Attached or Stacked Dwelling Units Use - Discussion*

This first use listing noted above would allow multifamily residential development within the zone, and establish the standards for transit-oriented development through the combination of density, mix of uses and design elements addressed by the regulations and guidelines. Key elements addressed in this use listing include:

- *Building Height:* The recommended building height is 53 feet. This height would accommodate about 5 stories of mixed use development, with a 13' ground floor ceiling height (typical requirement for retail and office space), and four floors of residential use at the typical floor-to-ceiling height of 10 feet per floor. While this recommended height maximum of about five stories is greater than the desired height expressed by some members of the public, it is consistent with the initial direction for building heights discussed for the Yarrow Bay Business District, and is typical of other mixed use developments located in the Plaza at Yarrow Bay and in Kirkland's downtown (see Attachment 10).

The portion of the park and ride within the City of Kirkland slopes approximately 20' from the highest point along NE 38<sup>th</sup> Place to the lowest point near the site's north property line. Since the City's height regulations consider existing topography, a structure built within this area under the proposed limitations for building height could range from about four stories at the south end to six stories at the north end of the site (portions of the parking structure that are above grade would be included in the calculation of building height). Design guidelines (see Attachment 11 and discussed in the next section of this memo) would require building modulation and upper story step backs to address building scale and massing.

- *Residential Density:* The number of residential units allowed within the TOD would be determined by the height and setback restrictions rather than a maximum density standard. This approach is typical for all of the City's commercial districts, and is

anticipated to be the method used for multifamily development elsewhere in the Yarrow Bay Business District. The preliminary TOD concept developed by King County included about 200 to 250 units within its design. Since the Kirkland portion of the Park and Ride site is 3.65 acres in size, the resulting density for this design concept would be approximately 55-68 dwelling units per acre.

Several of the existing developments presented in Attachment 10 are relatively similar in scale to what might be developed as transit-oriented development at the site under the recommended zoning standards. The Chelsea Apartments within the Juanita Village development, for example, contains 196 units, on a 2.8 acre site. The project is similar in scale, but slightly more dense, at about 70 units per acre.

- Parking: Neighbors and others present at the recent public workshops emphasized that the issue of adequate parking for residents and transit users must be addressed. King County staff has recommended that the parking standards for TOD at the site be established during the RFP process, when more information about project design and feasibility will be available. As proposed, the draft zoning regulations call for parking requirements to be determined on a case by case basis, though Chapter 105 of the Zoning Code. Since the TOD is a new and unique use, with higher than typical transit use by the future residents expected, a parking requirement is difficult to establish at this point. In other TODs in the region, developments have generally proposed and been successful with significant reductions in parking stalls provided for residents.

Under this approach, minimum criteria for parking could be established through the RFP process, and the City would reserve the opportunity to review a parking study for any development proposal. Specific objectives could be developed that would be required to be addressed when determining the minimum standards for parking to be provided for residential use.

In terms of background on this topic, the standard requirement for parking in multifamily zones in the city is 1.7 stalls per unit. In recent years however, when new zoning standards have been developed in the Totem Lake neighborhood where transit-oriented densities and development is planned, regulations call for parking requirements to be determined on a case by case basis, to allow location and proximity to transit to be considered in determining appropriate standards. Similarly, in Kirkland's downtown, recent changes to the Zoning Code have established parking requirements that relate to unit size (e.g., one stall required per bedroom). These changes were precipitated by frequent requests for parking reductions, a review of parking studies for development and to acknowledge the proximity of housing to transit in this area.

- Housing Affordability and Multifamily Tax Exemption: The proposed zoning standards include the following requirements for affordability:
  - For rental housing:
    - A minimum of 20 percent of the total residential units shall be affordable at 50% and 70% of median income, with a minimum of 10 percent of total residential units affordable at 50% of median income.
  - For ownership housing:

- A minimum of 20 percent of total residential units shall be affordable housing units as defined in Chapter 5 KZC.

These requirements are intended to respond to the direction provided in the Comprehensive Plan for TOD at the site. This language is written to ensure that, for rental housing, at least 10% of the units will be affordable to low income households (50% of median income), and that an additional 10% will be affordable to low or moderate income households (up to 70% of median income). The flexibility provided in the language is intended to encourage future development proposals to strive to provide a greater number of units at lower affordability levels. For ownership housing, at least 20% of the total units would be required to be affordable to low income households (50% of median income).

The additional standards provided in the draft zoning chart are similar to those that exist in the Zoning Code (Chapter 112) that apply to multifamily development throughout the City. Since some sections of this Chapter may not apply to the TOD, many that will apply are included here. Staff will continue to work with these regulations in an attempt to simplify and reduce the number that need to be expressed in the zoning chart.

An additional incentive for affordable housing that could be provided to transit-oriented development at the site would be to extend the City's Multifamily Tax Exemption (MFTE) provisions to the YBD 1 zone, or perhaps to the entire Yarrow Bay Business District. The existing program allows for an 8-year property tax exemption when 20% of total units are affordable at 50% of median income. ARCH has recommended that this provision be extended, as it provides a significant incentive for the development of affordable housing. The extension of this program to include the South Kirkland Park and Ride site and/or the Yarrow Bay Business District would require a public hearing before the City Council and Council approval of amendments to the Kirkland Municipal Code.

Arthur Sullivan will be available at the meeting on February 10<sup>th</sup> to provide additional information and to respond to questions about the recommended provisions for housing affordability and the possible extension of the MFTE provisions to this area.

- *Size Limitation for Retail Use:* The proposed regulations include a size limitation for retail uses of 15,000 square feet within the TOD. This restriction is suggested as a means to allow for a small grocery store (such as Trader Joe's, with 9,500 square feet), or a drug store (12,000-14,500 square feet), but to prevent the siting of a larger "big box" store, that would generate significant parking demand and not be consistent with the desired character for the Yarrow Bay Business District. This limitation is consistent with the square footage limitation being considered for retail uses throughout the Yarrow Bay Business District.
- *Non-residential uses restricted to bottom two floors:* The draft regulations restrict non-residential uses to the first two floors of structures in this zone. The restriction is recommended to ensure future development meets the objective for TOD at the site expressed in the Lakeview Neighborhood Plan, "The city of Kirkland has identified transit-oriented development at the South Kirkland Park and Ride as a key affordable housing strategy. The City supports multifamily residential as the predominant use of

the site in a transit-oriented development project, with a variety of other uses to be allowed as well”.

- Commercial Uses on Ground Floor: The proposed regulations call for a retail presence on the ground floor of structures, adjacent to NE 38<sup>th</sup> Place. Limited non-retail uses, such as schools and day-care, and cultural and recreational uses would also meet these requirements. The regulation that at least 50% of the linear frontage of the ground floor be in these uses is intended to address the objective for a vibrant, pedestrian-oriented environment, and to provide the opportunity for services to be available to residents and transit users. Many of the design guidelines proposed for the zone would also contribute to the pedestrian environment in this area.

The eventual TOD design may bring transit facilities next to the mixed use building(s) at the site. The Community Council and Planning Commission may want to discuss the value of extending the requirement for retail uses (as described above) to a portion of the frontage adjacent to transit facilities as well as NE 38<sup>th</sup> Place, to promote an active and safe environment for residents and transit users in these areas.

#### Discussion Questions

Please provide direction to staff on the proposed zoning changes, through discussion and responses to the questions listed below:

1. Is the proposed range of uses to be allowed at the site sufficient?
2. Is the proposed building height of 53' above average building elevation appropriate for transit-oriented development at the site?
3. Is the approach to regulating residential density through height and bulk restrictions acceptable?
4. Is the approach to regulating parking on a case-by-case basis acceptable? If not, should a minimum standard for residential parking be established in the Zoning Code? Alternatively, what assurances related to parking should the City ask be included in the RFP?
5. Are the standards proposed for affordable housing acceptable?
6. Is the size limitation for retail uses appropriate?
7. Should non-residential uses be restricted to the first two floors of structures on site, as proposed?
8. Is the proposed approach to requiring retail and other listed uses on the ground floor of structures appropriate?

#### 2. Independent Structured Parking Use - Discussion

Since a design for transit-oriented development at the South Kirkland Park and Ride site has not been proposed yet, King County staff has indicated that flexibility in development standards will be important. Future development could potentially include multifamily development above structured parking as envisioned in the conceptual plans prepared by King County (see [TOD Concept](#)), or alternatively, a developer could propose to develop a parking structure alongside a multifamily building.

Should transit-oriented development not occur at the site, the County could propose to build an independent parking structure to provide additional park and ride capacity, if funds could be identified.

Zoning standards and design guidelines have not been developed yet for this potential use. Direction from the Community Council and Planning Commission would be useful in developing draft standards:

### *Discussion Questions*

1. Should an independent parking structure be a permitted use at the site?
2. Should the maximum building height for an independent parking structure be the same as that allowed for a mixed-use TOD structure?
3. What design issues should be addressed in guidelines for an independent parking structure. Typical guidelines might address screening, open or enclosed design, site design issues, etc.

### Draft Proposed Design Guidelines

The concurrent Lakeview Neighborhood Plan update describes a preliminary vision for the Yarrow Bay Business District as an integrated, mixed use commercial and residential village. A broad range of commercial uses would be allowed throughout the district, with residential uses located above the ground floor. Pedestrian connections between properties, businesses and the South Kirkland Park and Ride TOD, as well as public plazas, green space and pedestrian amenities would all create a sense of place for employees and residents. Design standards and design review for the TOD and the rest of the district would ensure high quality building and site design and identity for the entire district.

The recommended approach to design review throughout the district, including the South Kirkland Park and Ride site (YBD 1) is the process described in Chapter 142 of the Kirkland Zoning Code (see [Design Review](#)). This Chapter establishes the design review criteria for development activities. For example, new buildings over 10,000 square feet require approval of the Design Review Board, while smaller structures are reviewed administratively.

The use of design guidelines rather than prescriptive design regulations allows for more flexibility and creativity in design and review to ensure a high quality design. Design guidelines typically address elements of both architectural design (e.g., building scale -"top, middle and bottom", mass, materials, entries, pedestrian oriented frontages) and site design (e.g., building placement on the site, open space, on-site vehicular and pedestrian circulation, landscaping, buffers). The Design Review Board then evaluates the design of projects based on these specific guidelines in place for the site.

The matrix included in Attachment 11 presents the preliminary design guidelines recommended for the South Kirkland Park and Ride site. The matrix lists the policies that exist in the Lakeview Neighborhood Chapter of the Comprehensive Plan related to TOD at the site in the first column, and suggested design guidelines to address each policy and guide future development in the second. The third column lists zoning regulations proposed to implement the recommended design guidelines, while the fourth column notes where zoning regulations already exist that can be used to implement the guidelines. The last two columns provide an opportunity for

discussion about whether or not the guidelines listed adequately address the policy cited, and include a place to note any instances where the Commission and Community Council believe a specific regulation should be developed to address the desired objective. Specific design regulations could be incorporated into the Zoning Use Zone Charts for the YBD 1 zone, or incorporated into Chapter 92, Design Regulations, of the Zoning Code.

### Discussion Questions

1. Is the recommended design review process (DRB) the appropriate level of review for TOD at the site?
2. Should additional guidelines or regulations be developed to address any policies?

### **Traffic Study**

A preliminary traffic assessment for transit-oriented development at the park and ride site, prepared by the Transpo Group, has just been received by the City. Once the study has been reviewed by staff, it will be posted to the project webpage and emailed to members of the Planning Commission and Houghton Community Council. We expect this to occur by Monday, February 7<sup>th</sup>.

### **Schedule**

The planned schedule for the project (see Attachment 12) does not include additional study sessions for the Planning Commission or Houghton Community Council prior to the public hearing on March 24<sup>th</sup>. Under the current schedule, staff would present draft guidelines and regulations, revised to incorporate direction provided by the Commission and Community Council at the meeting on February 10<sup>th</sup>, to the public at the community meeting scheduled for March 3<sup>rd</sup>.

Depending on the changes to the draft regulations and guidelines requested, the Community Council and Planning Commission may choose to add an additional study meeting prior to the meeting on March 3<sup>rd</sup> to provide an opportunity to review the revised text before it is presented to the public, and before the public hearing in late March. Staff suggests that members bring calendars to the meeting on February 10<sup>th</sup>, so that additional dates may be considered.

Possible meeting times could include:

- March 10<sup>th</sup>: Joint study session of Planning Commission and Houghton Community Council
- March 24<sup>th</sup>: New date for public meeting (*change from March 3<sup>rd</sup>*)
- April 14<sup>th</sup>: Public Hearing (*change from March 24<sup>th</sup>*)

### Question:

1. Do the Planning Commission and Houghton Community Council want to revise the meeting schedule?

### Attachments

1. Notes from Lakeview Advisory Group Meeting

2. Excerpt from 8/23/10 Staff Memorandum to Planning Commission and Houghton Community Council
3. Mutual Objectives and Principles of Agreement for the South Kirkland Park and Ride Transit-Oriented Development Project, approved by the Councils of Bellevue and Kirkland
4. January, 2011 Workshop Comments – Summary
5. January, 2011 Workshop Comments – Data by Category
6. January, 2011 Workshop Handouts
7. Public Comments
8. Preliminary Map for the Yarrow Bay Business District
9. Draft Use Zone Chart – YBD 1
10. Comparison Information – Mixed Use Developments in Kirkland
11. Draft Proposed Design Guidelines Matrix
12. Project Schedule

cc: File  
Planning Commission  
Houghton Community Council  
Central Houghton Advisory Group  
Lakeview Neighborhood Advisory Group  
Janice Coogan, City of Kirkland  
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## **Lakeview Advisory Group June 2, 2010 Meeting Notes**

Transit Oriented Development at South Kirkland Park and Ride Lot

*Revised 6/15/2010*

Lakeview Advisory Members Present: John Kappler, Georgine Foster, Sally Mackle, Doug Waddell, Bob Style, Nina Peterson, Shelly Kloba, Susan Thornes, Karen Levenson via telephone, Jay Arnold via telephone, Elsie Weber, Janice Soloff and Paul Stewart.

Members Absent: Melinda Skogerson, Dick Skogerson, Steve Jackson

Central Houghton Advisory Group Members Present: Byron Katsuyama, Mike Burdo, Dorian Collins, Eric Shields

Janice Soloff described the agenda. The purpose of the meeting was to discuss King County METRO's future plans to redevelop the South Kirkland Park and Ride lot into a transit oriented development. The comments received at the meeting will be used to help the Advisory Group understand the policy basis in the neighborhood plan and as well as identify issues to study with the Zoning Code amendment process for PLA 4 policies.

Mayor Joan McBride provided background on the topic. Increasing affordable housing in Kirkland is a City Council goal. King County approached the City to propose a mixed use transit oriented development at the South Kirkland Park and Ride. The City Council supported including mixed income and affordable housing in a transit oriented development at the South Kirkland Park and Ride property as evident in the Planned Area 4 policies that were adopted in 2007. The policies contain a list of development standards for what a future project should include and how it should be designed. She hoped the Advisory Groups support the TOD concept at the Park and Ride lot and provide input on how to make it a better proposal.

Senior Planner Dorian Collins summarized the existing Planned Area 4 policies in the Lakeview Neighborhood Plan for transit oriented development at the South Kirkland Park and Ride lot. She described the next step in 2010-2011 will be to develop new zoning regulations to implement the PLA 4 policies. The code amendment process will be an opportunity to develop more specific requirements regarding building height, bulk, mass, site design, gateways and appropriate public review process of a future TOD project. The code amendment process will include a public involvement process.

Gary Prince with King County METRO was available to respond to questions. He stated that the TOD proposal will receive a \$6 million federal grant included with the 520 project that would go toward providing additional parking and a mix of affordable housing at the transit center. If the affordable housing component is removed from the proposal the funding would likely be lost. Additional funding would be needed to complete the TOD project. He described that additional services would be available at the Park and Ride lot such as increased bus service of the 255 to Seattle Bellevue and Redmond, electric charging stations, and a net gain of 250 parking stalls for transit users. To answer questions about the potential traffic impacts from the proposal he said he will forward a copy of a traffic study conducted in 2007. He said the traffic report does not evaluate the 520 expansion improvements planned in Kirkland. Dorian Collins stated that City staff will try to do some preliminary traffic analysis estimates that may help answer some of the traffic questions.

Arthur Sullivan with A Regional Coalition of Housing (ARCH) was available to answer questions about how typically the affordable housing component works in a project like this. He said that through a public request for proposal process the housing portion would be developed by a private developer who owns the housing and is managed by a non-profit housing agency. The City and METRO would have an opportunity to provide input on how the development and management of the housing portion of the TOD is set up. He mentioned

that one of the benefits of this site is there is a funding source to leverage to pay for a portion of the TOD and that the property is owned by METRO. He stated that cities can define the level of affordability they want to see (PLA 4 policies state a mix of income levels is desired).

Summary of participant's comments or concerns by subject area:

Planned Area 4 policies of encouraging a TOD at the Park and Ride lot

- The City Council values neighborhood input. The community needs to determine if the City Council is there to service the neighborhood or is the neighborhood there to service the City Council? Every four years there is a change in City Council so they could change the policies.
- The Advisory Group has an opportunity with the Plan update to go line item through the PLA 4 policies and evaluate what items are "deal busters" and make suggestions for changes or improvements for what is included in the TOD proposal or how the project is designed and transmit it up to City Council.
- The TOD proposal is just the sort of project that is encouraged by the Growth Management Act.

Residential component

- For a successful marketable TOD project it should include services (grocery store; restaurants) for residents to minimize their use of cars and reduce traffic impacts.
- Project should not include affordable housing.
- Residents should be evaluated and screened (beyond income) to determine what kind of people they are, their spending habits, etc.
- How will the TOD and residents benefit Kirkland?
- Be careful about making assumptions of the people who may live there based on income level
- Affordable housing component should be included.

Traffic, Adequate parking for residents and transit users

- Some support an increase in the number of parking stalls at the Park and Ride lot
- Without more detailed traffic analysis everyone is making assumptions for the worst.
- A traffic impact analysis is needed to determine what amount of traffic will increase on surrounding neighborhood streets.
- Traffic is being generated around us all the time with new development
- There is skepticism regarding the parking studies and estimated cars per household.
- There will not be adequate parking stalls for residents.
- What is the car ownership?

Coordination with the City of Bellevue property

- There is concern about supporting a TOD on the Kirkland piece without knowing what is proposed on the City of Bellevue property.
- An interlocal agreement could be established between the City of Kirkland, City of Bellevue and King County METRO to describe the parameters for future development of the Bellevue portion of the property.

## **Lakeview Advisory Group July 13, 2010 Meeting Notes**

Revised 7/22/2010

Members Present: John Kappler, Bob Styles, Nina Peterson, Shelley Kloba, Jay Arnold, Sally Mackle, Georgine Foster, Steve Jackson, Karen Levenson via teleconference, Susan Thornes via SKYPE, Janice Soloff, Paul Stewart.

Members Absent: Doug Waddell, Dick and Melinda Skogerson

Others present: Arthur Sullivan with ARCH. Gary Prince with King County METRO. Residents of the Lakeview Neighborhood: Mary Lou Misrahy and Steve Bleu who read a letter from Walt and Judy Skowronski. Both parties oppose rezoning to RM 3.6 but not RS 7.2 or RS 8.5. Chuck Pilcher, Don McCabe and Brian Dadvar.

South Kirkland Park and Ride Property- Paul Stewart gave an update on recent meetings with the City of Bellevue, ARCH and METRO and with the City Council Housing Committee regarding status of a future transit oriented development proposal at the South Kirkland Park and Ride. Future meetings with King County and Bellevue are being scheduled.

Paul Stewart facilitated a round table discussion on the idea of a TOD proposal. Each member expressed their concerns or comments related to the project while Janice recorded the comments on flip charts. Chair John Kappler requested members to look at the existing PLA 4 policies in the Lakeview Neighborhood Plan and make specific suggestions for edits they would like to see. He requested staff to present all the comments back to the group at the next meeting.

### South Kirkland Park and Ride TOD

#### Flip Chart Comments:

#### What are the concerns that need to be addressed (with the addition of stalls and housing units)?

- Traffic/Parking
  - Relieve existing (and future) congestion of streets around Park and Ride including Lake Washington BLVD so people and additional traffic can travel through Kirkland.
  - City has not done enough to take commuter congestion off Lake Washington BLVD (such as adding traffic signals to discourage through traffic; add traffic circles)
  - Could we install a toll on Lake Washington Blvd? (free for City/neighborhood residents)
  - Increased traffic from TOD (need study)
  - Study the traffic distribution from the project through Kirkland
  - A first priority must have adequate number of stalls for the Park and Ride; then housing
  - Both Kirkland and Bellevue property needs to increase capacity with an increase in parking stalls
- Increased crime (need study)
- Lack of neighborhood scale services within walking distance for TOD residents
- Housing
  - Concerned with adding affordable housing at Park and Ride (other cities are providing less)
  - Could the number of affordable housing units be less than 250?
  - Could Kirkland negotiate for less affordable housing if we wanted?
  - Could the number of subsidized housing units be limited to 10%?
  - Could the housing be limited to senior housing?
  - Could we limit the size and scale of project?
  - The housing should not be subsidized; it should be market rate.

- METRO already provides subsidized bus passes to bring workers into Kirkland.
- How does subsidized housing effect property values nearby? (study)
- Where would the TOD residents work? (study)
- The TOD would provide housing opportunities closer to Kirkland jobs and along transportation corridor (including our local residents, firefighters, public service people, teachers etc.)
- Clarification- The METRO Grant is not dependent on affordable housing units being included in a project.
- Process:
  - Concerned about process to date.
  - Told by City Council a TOD is going forward no matter what.
  - City Council represented to Houghton that the amount of low income housing would be limited.
  - Many were not aware that a TOD with low income housing may go forward.
  - Bellevue should be at the table at the same time as Kirkland
  - Need an interlocal agreement with Bellevue
- Design:
  - Would like to see generous modulation
  - Plenty of landscaping

### Conclusions:

#### Traffic:

- To address existing congestion problem on Lake Washington BLVD reroute or add traffic calming
- Increase capacity of BLVD
- City should discourage commuter traffic

#### Housing:

- Size and scale of a project
- Limit the number of units
- Limit the number of affordable housing units
- Opposed to subsidized housing to try to solve social problems
- Increased crime
- Density
- Affordable housing should be spread throughout community
- Could there be a stipulation that residents work in Kirkland? (ARCH does what they can to encourage)

#### Parking:

- Add parking stalls
- Too many will encourage too much traffic
- What is the adequate number of stalls?

Bellevue property: coordination, commitment and timing

Process- too quick

Interlocal agreement is needed with Bellevue and King County METRO.

Jobs to Housing ratio

Bus Service should be increased

#### Design:

- Generous architectural modulation
- Appropriate scale

Yarrow Bay Business District- The group began the next topic item regarding the Yarrow Bay Business District interchange area and the issue of should the existing zoning on both west and east side of Lake Washington Blvd (Study Area 4) allow a broadening of retail uses in the zoning districts, housing and an increase in building height to accommodate a greater mixed use, vibrant commercial district. Each member expressed their opinion about the issues.

In summary, consistent with its previous discussion on the topic, the Group supports allowing a broader range of retail uses, and increase in building height provided the following concerns or comments are addressed:

- Parking is contained on commercial properties with no spill over parking from commercial uses on neighborhood residential streets.
- Limit the size of retail to avoid big box retail uses.
- Expansion of retail and other services in the business district would support a transit oriented development at the Park and Ride should it move forward.
- Some members felt the height on the east side of Lake Washington Blvd. should be limited to 3 stories or 30' in height.
- Transportation along Lake Washington Blvd needs to be improved to reduce congestion

Some members want to allow housing; some not.

A comment was made that if the Group supports the above changes there should be support for changing RS 12.5 area to multi family.

If interchange adds more retail uses TOD residents would have a place to shop within walking distance.

The Group decided to hold 1-2 additional meetings to discuss its recommendation on remaining issues beginning with urban design, Villagio, and South Houghton Slope rezone issues. Janice will poll group for dates.



**Study Area 5      South Kirkland Park and Ride Transit Oriented Development (TOD) Planned Area 4 policies**

In May 2009, both the Houghton Community Council and City Council approved the Lakeview Plan policy changes for PLA 4 of the Plan to encourage future development of a mixed use Transit Oriented Development (TOD) including affordable housing at the King County METRO South Kirkland Park and Ride property. Half of the park and ride property is located in the City of Bellevue.

Existing PLA 4 text in the neighborhood plan on pages XV.A.8-8.1:

***PLANNED AREA 4: SOUTH KIRKLAND PARK & RIDE***

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

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

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

***Provide for affordable housing***

- *Ensure that transit-oriented development provides for mixed-income housing, including a minimum of 20 percent of total units to be affordable to low and/or moderate income households.*
- *Development should strive to achieve greater affordability for at least 20 percent of its units, with an additional 25 percent to be affordable to median income households, through the use of as many funding sources as are necessary.*

***Ensure high quality site and building design.***

- *Develop implementing regulations for coordinated development of the entire site.*
- *Establish standards for building height and mass that acknowledge site topography and existing vegetation as factors for consideration.*

- *Implement design standards for Planned Area 4.*
  - *Ensure that regulations support appropriate building scale and massing throughout the site, produce buildings that exhibit high quality design and incorporate pedestrian features and amenities that contribute to a livable urban village character for the TOD.*
  - *Provide guidance for the streetscapes along NE 38th Place and 108th Avenue NE to ensure buildings do not turn their backs on the streets and development provides a welcoming and attractive presence at this gateway to Kirkland.*
  - *Protect the vegetative buffers and significant trees along the site's eastern and southeastern borders through development standards.*
  - *Minimize the visual impacts of parking facilities from adjacent rights-of-way.*
- *Foster the creation of a vibrant and desirable living environment through the use of high quality design, public amenities and open space.*
- *Promote sustainable development through support of green building practices at the Park and Ride.*

### ***Maximize effectiveness of transit oriented development (TOD)***

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

### ***Coordination with the City of Bellevue.***

- *Coordinate an approach for the review and approval of development proposals for the site with the City of Bellevue.*
- *Manage emergency services to the site through agreements with the City of Bellevue.*

Discussion: After several presentations to the group by King County METRO and A Regional Coalition for Housing (ARCH) staff, the Advisory Group discussed the potential transit oriented development concept and existing PLA 4 policies at several meetings. The following summarizes various opinions on the topic and the eventual recommendation from the group.

Lakeview Advisory Group discussion comments for not supporting the TOD project:

- Should not include housing at the location because of lack of nearby services for future residents.
- Land is too expensive to build low-moderate income housing and should consider building someplace else in City.
- Building height is too high.
- The density is too high.
- Fear of increased crime as a result of low income residents.
- Some doubt parking studies evidence that residents will have less than 2 cars per unit.
- Kirkland has no control over future plans for property located in Bellevue; we should not support a TOD before knowing what the development will be on Bellevue's portion of the property.
- If you expand more parking stalls at the Park & Ride lot more people will use it resulting in increased traffic in the neighborhood.
- The low income housing will do more to change the future of the neighborhood than what has occurred in the last 20 years.

Lakeview Advisory Group discussion comments in support of a TOD project:

- The proposal for 4 story buildings is consistent with surrounding 4 story office buildings.
- Increasing the types of commercial uses would increase services for park and ride residents.
- Some believe a mix of uses, mixed incomes and a TOD project is a good use for the surface parking lot.

Recommendation: The consensus of the Group is not to support housing especially affordable housing at the Park and Ride lot for reasons described below. Of great concern is the unknown for future development of the east side of the Park and Ride within the city limits of Bellevue.

1. If the TOD moves forward the Group prefers no housing at the Park and Ride site. Redevelopment of the lot with additional parking stalls with mix of retail and office would be supported.
2. A TOD (including housing) should not be supported until there are conceptual plans for development of the Bellevue portion of the site.
3. If a TOD proposal moves forward with housing, then a joint agreement between Bellevue, King County and Kirkland should include the following (the following should be included whether or not housing is included):
  - A limit of 200 housing units total for both Bellevue and Kirkland sites.
  - A mix of low, moderate and-market rate housing with a range of minimum of 80% market rate and maximum 20% affordable housing (preference for the affordable housing piece would be senior housing).
  - There should be a net gain in the number of parking stalls. Conduct a parking study to determine adequate parking stalls for the housing units.
  - Permit Review Process: Process IIB and Design Review.

- Ensure high quality architecture and site design by creating design guidelines addressing:
  - Provide an architectural gateway to the City along 108th Avenue/freeway interchange
  - Appropriate building mass and scale for the location and context of surrounding development
  - Buildings/site should have a “village building scale”; include building modulation/upper story step back on all four sides
  - Building height is in context of surrounding development (4 stories)
  
- Study traffic impacts to minimize through traffic through neighborhood.

Implementation: A Comprehensive Plan amendment to the Lakeview Plan and new Zoning Code regulations for PLA 4 are required to implement the recommendation.

King County

City of Bellevue

City of Kirkland

**Mutual Objectives and Principles of Agreement**  
**for the South Kirkland Park and Ride Transit Oriented Development Project**

- Expand park and ride capacity. Add a significant number of parking spaces for transit riders at the South Kirkland Park and Ride, to better serve Bellevue and Kirkland residents and encourage higher transit ridership. Promote shared use parking between residents and Park and Ride users. Improve transit facility and provide vehicle charging stations as funding is available. Preserve the park and ride as a long term use of the property for transit riders.
- Local services. Incorporate ground floor commercial space into the housing project design to provide opportunities for businesses that support transit riders, residents and surrounding activities. Add TOD supportive services in the adjacent area through neighborhood planning.
- Timing. Proceed with the project in a timeframe that protects the existing FTA funding available for the park and ride expansion.
- Feasibility. Allow for a financially feasible project.
- Coordination. Coordinate among Bellevue, Kirkland, and King County Metro Transit to develop an appropriate permit review and inspection process that is efficient and avoids conflict and redundancy to the extent practical and consistent with the goals of the project.
- Attractive and compatible site development. Incorporate high quality design standards. Develop an attractive site and building complex that is compatible with the surrounding area and provides a welcoming gateway to both cities in this location. As appropriate and feasible, preserve areas of existing landscaped buffers and use green building techniques. Provide a safe and secure facility.
- Range of housing affordability. Ensure that housing on the site includes a range of affordability, including market rate housing. It is expected that a majority of the housing will be market rate, while a significant share will be affordable at moderate and/or lower income levels with some units that are accessible to those with disabilities.
- Impact mitigation. Minimize and mitigate traffic and other impacts of the development, including impacts of the SR-520 project. Encourage alternative modes of transportation, including transit, bicycling and walking.

- Construction impacts. Minimize construction impacts on park and ride users and the surrounding area. Coordinate project construction with SR520 construction, to the extent possible.
- Connections to BNSF Corridor. Design to accommodate a future connection to the BNSF corridor.
- Public Involvement. Engage the surrounding community and interested parties in both cities in the planning and review of the proposal. City staff in both cities will collaborate to support outreach efforts.

## South Kirkland Park and Ride Summary of January 20<sup>th</sup> and January 25<sup>th</sup> Workshop Comments

### Design

- Attractive project and living space
- Have good design qualities (brick, wood siding, offsets, setbacks, incidental breaks, good lighting, pitched roofs, color scheme, building configuration)
- Height (3 stories, lower profile)
- Site is appropriate for high density housing
- Orient towards community; fit into community; respect neighborhood character
- Residential feel
- Not big block (building)
- Address views; non-intrusive; Preserve neighborhood feel (trees, landscaping, green spaces)
- Active and integrate green features (solar, water treatment, lighting, LID, playgrounds, pea patch, roof gardens, recreation.
- Integrate landscape design of Park and Ride with housing
- Have good lighting
- Use full site
- Mitigate Noise (buffers, screening)
- Keep site well buffered
- Mix affordable and market housing in appearance
- Have design review board look at project
- ADA accessibility

### Housing

- Minimum affordable housing requirements
- Specify amount; develop minimum number
- Use FAR as density control
- Support affordable housing
- Who are the residents?
- Good livable units
- Could affordable housing be better located elsewhere?

### Uses

- Be flexible
- Set realistic minimum amount (but allow market flexibility)
- Ground floor services (dry clean, food service, grocery, drugs, coffee, daycare)
- Starbucks yes, bars no.
- Have supporting services in area & amenities (parks, retail, schools)

**Parking**

- Adequate parking for all uses (residents, transit users, business)
- Minimize offsite and overflow parking in surrounding neighborhoods
- Keep Park & Ride parking separate from residential
- Attractive design for parking structure (human scale, safe, lighting)
- Address parking during construction
- Include parking for bikes (stalls and lockers) and plug-ins; be realistic about compact spaces
- Address drainage; treat on site
- Include landscaping and trees

**Traffic and Circulation**

- Ensure ease of access to homes on 108<sup>th</sup>
- Provide a comfortable and safe pedestrian environment; pedestrian safety on arterials (crosswalks, lights, advanced warning)
- Traffic lights/traffic control at P&R entrance
- Address/minimize traffic impacts on Lake Washington Blvd and 108<sup>th</sup>
- Protect neighborhood access
- Have good bike and pedestrian connections
- Good, safe and controlled access to park and ride for busses and vehicles
- Connect to recreation and open space.

**Management**

- Ensure managers have good track record
- Minimize noise impacts during construction
- Address overflow parking
- Address safety, policing, security, increase patrol
- Have priority for Kirkland employees
- Assure funding
- Charge for parking (free for residents)
- Ensure proper management of residents

**Other**

- Spread affordable housing throughout city
- Want full transit center
- Master plan site – Phase I in Kirkland & Phase II for Bellevue
- Ensure Bellevue side is attractive and well maintained
- Plan for future Bellevue site; coordinate with Bellevue
- Any changes for bus service?
- Expand parking by purchasing other sites (e.g. WSDOT property)

- Improve transit into Kirkland
- Improve transit connectivity and service (especially with snow)
- Local schools can continue to operate



	Zoning/Design Guidelines	RFP	Project Review/Permitting	Project Management
Parking, Traffic and Circulation	<p>Parking/Traffic – 520 access change Traffic access via on and off ramps.</p> <p>Minimal impact on neighborhood parking. Parking Impacts – Look at neighborhood (Hide &amp; Riders). Parking for Businesses. Need to provide enough parking: Park &amp; Ride, apartments. Parking: adequate Adequate parking for all uses on the site: housing, Park &amp; Ride, retail. Keep Park &amp; Ride and residential parking separate. Over height and handicapped parking.</p> <p>Traffic: neighbors need ease of access to/from homes onto 108<sup>th</sup>. Protect Neighborhood access, pedestrian and vehicle. Pedestrian safety within the site. Comfortable pedestrian environment. Safety: pedestrian walkways and traffic lights.</p> <p>Bike paths - access.</p>	<p>Traffic: Minimum impact on neighborhood parking. Minimize parking in the neighborhood (good circulation). Address overflow parking. Resident parking underneath housing units. Parking: Adequate for transit users and housing residents. Be realistic about the number of compact parking spaces. If less residential parking, then increase transit.</p> <p>Parking: safety with lighting. Parking structure, human scale and comfortable</p> <p>Timing of construction, impact on commuters Parking during construction.</p> <p>Pedestrian safety on arterial streets: crosswalk, lights, advanced warning. Create, connection for pedestrians and bikes that is pleasant and safe (ERC) within/outside site</p> <p>Bicycle storage. Improved bicycle paths and storage.</p>	<p>Minimize traffic impacts (108th &amp; Lake Washington Boulevard). Traffic control at the Park &amp; Ride entrance. Improve access in and out of Park &amp; Ride: 38<sup>th</sup>, 37<sup>th</sup> and Lake Washington Boulevard Bus routes, traffic light (on 108<sup>th</sup>/38<sup>th</sup>). Concern about traffic on 108<sup>th</sup>.</p> <p>Parking: Construction parking where? Parking: adequate. Parking – not enough now</p> <p>School impact – buses.</p> <p>Parking – neighborhood permits and during construction.</p> <p>Parking: electric plug in, bike stalls and lockers. Parking: drainage treated on site.</p> <p>Proper, clearer, transportation study.</p>	<p>Security in the parking structure. Good lighting, look, feel and be safe.</p> <p>Parking: Charge for parking (free for residents).</p>
Design/Character	<p>Make project attractive and inviting for users and residents. Visual – Brick. Visual: offset/setback of buildings like Bank of America. Orient toward existing community. Area: Holistic design to Lake Washington Boulevard How are the buildings configured? (Design) Have the look of the buildings in the neighborhood Integration: To fit in with the neighborhood Respect Neighborhood character. Should not look like a big block: Include playgrounds, village ambiance, roof garden, pea patch. Intermixture of affordable and market units, at least in appearance. Integrate landscape design of Park &amp; Ride with housing.</p>	<p>Visual: emphasize residential not commercial: wood siding, pitched roof, trees. Lower profile buildings. Integrate trees into site. Connect to recreation and open space. Attractive living space. Visual: Community garden, pea patch.</p> <p>Design: Green features – solar &amp; rapid ride, water treatment, lighting (high efficiency). Green development.</p> <p>Protect children around windows – pyramid structure.</p>	<p>ADA accessibility. Low impact development techniques (reduce impacts). Consideration of conservation principles (runoff, green roofs etc.)</p>	

	<p>Preserve look/feel of Neighborhood: Trees, landscaping, storm water management, water quality.          Urban forestry/landscaping.          Active and integrated green spaces.</p> <p>View: Site surrounded by trees (businesses to be seen).          View – Hillside = Non-obstructive          View Impacts: Keep site well buffered, site is appropriate for high density building.</p> <p>Zoning: Building Height – incidental breaks, color scheme, less than three stories.          Height of buildings and views, look like single family housing.          Building height.</p> <p>Use FAR as density control (more flexible).</p> <p>Design guidelines – Prefers Design Review Board to look at the project</p> <p>Parking structure: human scale, safety, and aesthetics.          Good lighting (safe environment).          Parking lot has landscaping.          Mitigate noise – buffers/screening, landscaping.</p> <p>Design options – Use full site including Bellevue.</p>			
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	<b>Zoning/Design Guidelines</b>	<b>RFP</b>	<b>Project Review/Permitting</b>	<b>Project Management</b>
Affordable Housing	Minimum affordable requirements. Develop threshold of minimum number, from approval standpoint.	Minimum affordable housing. Specify the amount of affordable housing for a viable project Support affordable housing. Who are the affordable housing residents (senior, young)? Affordable housing units have good core structure (thick enough walls for sound, etc.). .		Priority to workers within Kirkland for housing.
Uses/Services	Allow flexibility so private sector can be creative and package market demands. Set a realistic minimum amount of retail but allow flexibility in location and market demands. Consider job/housing balance. Ground Floor Services. Supporting services (parks, retail, school)	Create on-site recreation for apartments: Passive – Sitting, Active – Pool. Help make this a vibrant/interesting place to live: Retail-housing mix, look for good examples; plazas, meeting space, art, 24 hour character. Improved retail uses for both neighbors and commuters, i.e. Starbucks yes, bars no Public restrooms. Businesses need to be visible (Parking on P&R side). Provide services. Central Services: dry cleaner, food service, grocery store, drug/notions, coffee, daycare. What amenities (services) fit in with the neighborhood Local availability of services (daycare).  Possible live/work units.	Safe school access – protect perimeters. Local schools can continue operating	
Ongoing Implementation		Assurance project can be funded – financing  Coordination between projects to maximize transit access, 520 and the Park & Ride	Research – who is going to manage site, make sure they have good track record and related to housing type.  Noise impacts during construction.	Address overflow parking (in management).  Safety: Community oriented policing. Make the project an asset to the neighborhood: Crime prevention. Safety: Increase patrol, Kirkland & Bellevue Police. Parking Safety: Security.  How to ensure proper management of residents?
<b>Parking Lot:</b>	Spread Affordable Housing through the City Could affordable housing be better located elsewhere?			

Would like a full Transit Center.

Area: Master Plan – Phase I: Kirkland, Phase II: Bellevue.

Ensure that Bellevue side is attractive well maintained and managed.

Planning for future Bellevue site.

Area: Coordinate with Bellevue, important for success (at the table now).

520 project design.

Bus service: Any changes? Flyer?

Expanded parking by purchasing/building more (WSDOT property).

Improved transit into Kirkland.

Snow route bus service improvements so Park & Ride will remain usable on snow days (buses stop there).

Improved connectivity between transit (especially with snow).



# What is Affordable Housing?

## South Kirkland Park and Ride Transit Oriented Development Project (TOD)

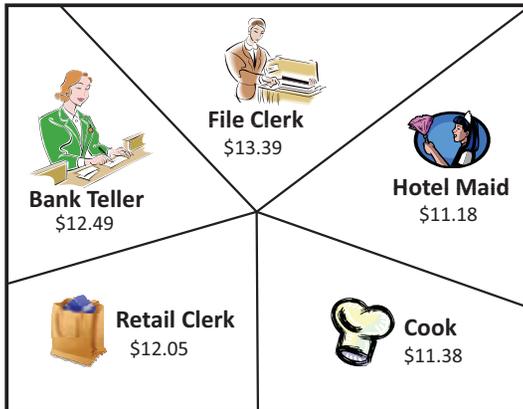


Housing is considered “affordable” when the monthly cost of housing does not exceed 30% of the monthly income of the households paying for the housing

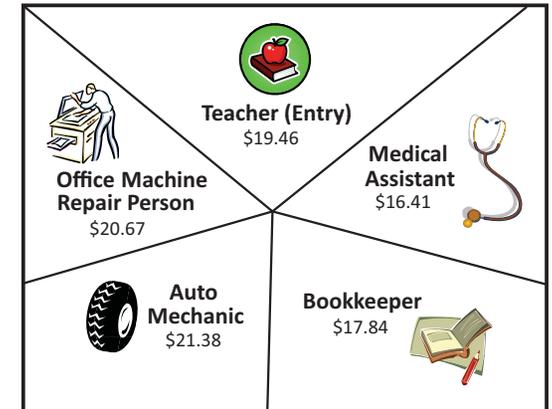
2010 King County Income And Housing Affordability Guidelines

	STUDIO	1-Bedroom	2-Bedroom	3-Bedroom
<b>30% of Median Income</b>				
Household Income	\$ 17,976	\$ 20,544	\$ 23,112	\$ 25,680
Rental	\$ 412	\$ 458	\$ 504	\$ 549
<b>50% of Median Income</b>				
Household Income	\$ 29,960	\$ 34,240	\$ 38,520	\$ 42,800
Rental	\$ 712	\$ 800	\$ 889	\$ 977
<b>60% of Median Income</b>				
Household Income	\$ 35,952	\$ 41,088	\$ 46,224	\$ 51,360
Rental	\$ 862	\$ 971	\$ 1,082	\$ 1,191
<b>80% Of Median Income</b>				
Household Income	\$ 47,936	\$ 54,784	\$ 61,632	\$ 68,480
Rental	\$ 1,161	\$ 1,314	\$ 1,467	\$ 1,619

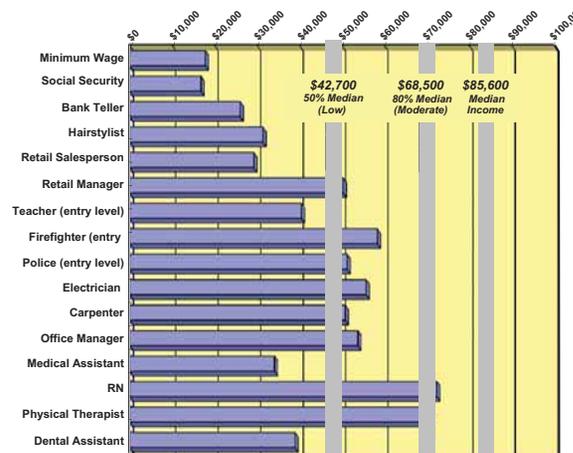
East King County Residents earning 30 – 50% of median income



East King County Residents earning 50 – 80% of median income

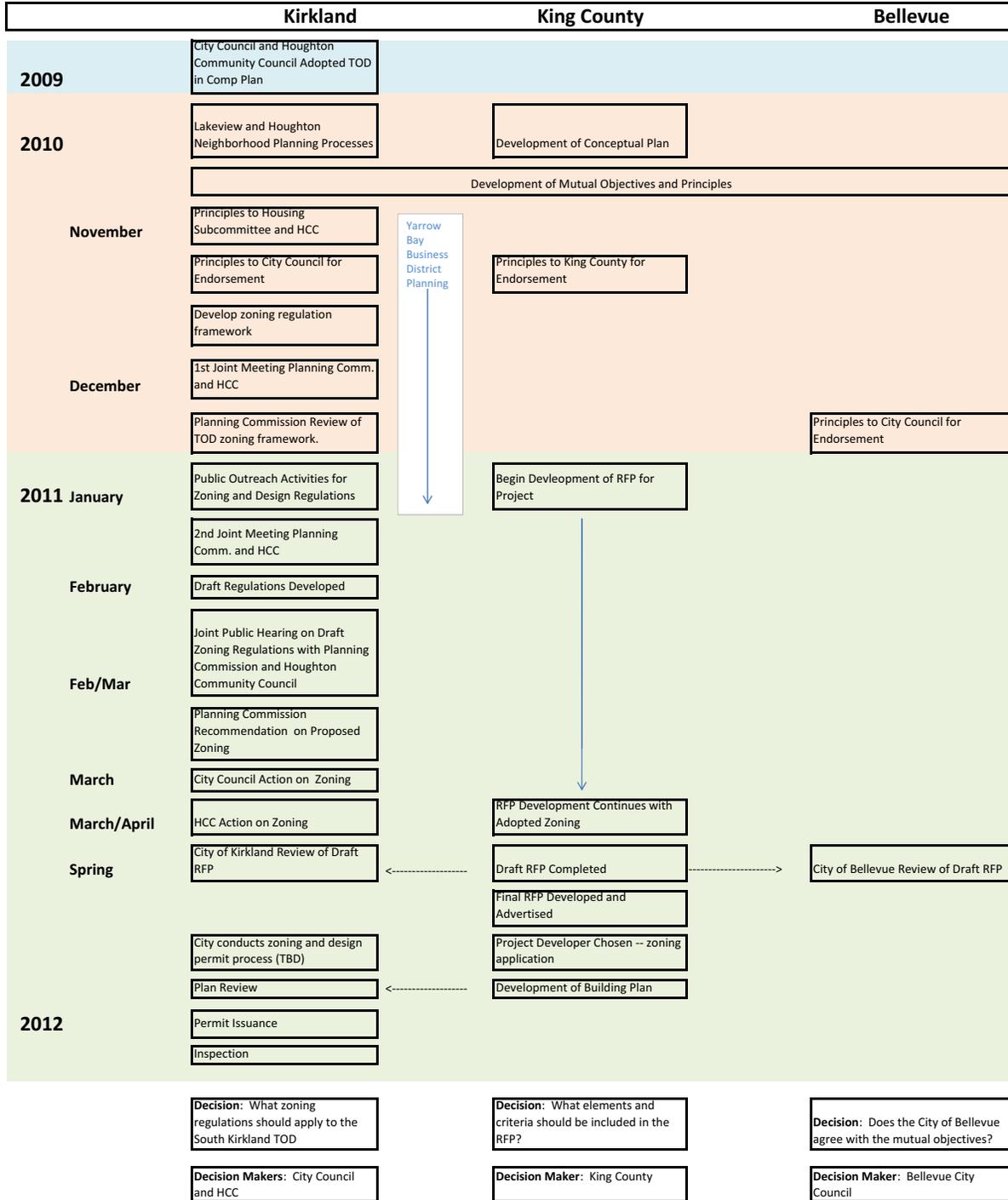


Sample Salaries





**City of Kirkland  
South Kirkland Park and Ride  
Decision and Implementation Process**



Yarrow Bay Business District Planning





# Transit-Oriented Development at the South Kirkland Park & Ride

January 2011

www.ci.kirkland.wa.us/planning

## Important Facts about Transit-Oriented Development

**Transit-oriented development** (TOD) is development that maximizes the use of transit by building higher density residential units near bus or rail stations. In 2008, the Kirkland City Council approved amendments to the City's Comprehensive Plan that support TOD at the **South Kirkland Park and Ride**. The 7-acre park and ride is currently owned by King County, lies within the boundaries of the cities of Kirkland and Bellevue, and is located at the southernmost end of the **City of Kirkland**. Only the

Kirkland portion of the site is being considered for the TOD. Before residential development can occur on the property, zoning regulations must be created.

Federal Urban Partnership funding of \$6.25 million is available to King County for the improvement of the facility as a TOD. This federal funding, combined with housing funds and private funds, would finance the addition of 250 park and ride stalls, a mixed-use development with about 200-250 multi-family housing units, parking for the residential units, and some commercial space. In order to take advantage of this funding, the project needs to be ready to proceed by mid-2011. Otherwise, the funding may become unavailable and no additional parking spaces or transit improvements would be

made to the Park and Ride at this time.

Although the Comprehensive Plan provides general guidelines for TOD, the Kirkland Zoning and Municipal Code needs to be updated to provide more specific rules for transit-oriented development at the site. The City of Kirkland Planning Commission and the Houghton Community Council are working together to develop zoning regulations for adoption by the City Council and the Houghton Community Council. Public input is needed now to ensure that the zoning regulations address the ideas and issues identified by Kirkland residents and businesses to the greatest extent possible.

*Continued to page 3*



The South Kirkland Park & Ride is located at the south end of Kirkland near the intersection of Lake Washington Blvd. and 108th Avenue NE

## Frequently Asked Questions

### ***Why is TOD being considered for the South Kirkland Park and Ride?***

The site is a major hub with excellent transit service to Totem Lake, the University of Washington, downtown Seattle as well as employment and commercial centers in all directions. A wide range of retail services, restaurants, schools and other services exist within 1.5 miles of the Park and Ride. Moderately priced housing will provide housing for people who currently work in or near Kirkland but who can't afford to live here.

### ***How will the TOD affect traffic?***

Preliminary studies indicate that King County's early concept for TOD would generate a 1% increase in traffic volumes on Lake Washington Boulevard and a 2% increase on 108<sup>th</sup> Avenue NE. A complete traffic impact analysis will be conducted and the site must meet the City's traffic standards. As a result of the analysis, traffic and circulation improvements may be required such as a new signal at the intersection of 108<sup>th</sup> Avenue NE and NE 38<sup>th</sup> Street to help improve traffic flow in and around the facility.

### ***Will increased use at the Park and Ride***

#### ***create more on-street parking by transit users in the neighborhoods?***

The addition of 250 new parking stalls should alleviate some of the current overcrowding that results in transit riders parking in nearby neighborhoods.

### ***How much affordable housing is planned?***

Even with a slowdown in the economy, it is still difficult for many to afford to live in Kirkland. The development will contain both market rate and affordable units. It is anticipated that between 20% and 50% of the residential units will be targeted to be affordable to people earning different income levels ranging from \$20,000 to about \$68,500. People in occupations such as

retail service, medical assistants and teachers generally earn incomes within this range. The objectives for affordable housing are described in the City's Comprehensive Plan but the actual mix of market rate and affordable units will be determined when the developer and non-profit partners are selected for the project.



Bus riders wait under shelters

### ***What about the Bellevue portion of the Park and Ride?***

The Bellevue City Council, along with the Kirkland City Council and King County, have adopted a set of guiding principles for development of the Kirkland portion of the site. Bellevue is not planning on developing zoning regulations to allow for transit-oriented

development on the Bellevue portion of the site. The guiding principles provide a framework for communication and coordination between the cities and King County for the type of high-quality development that will be acceptable at the site and complement the surrounding neighborhoods.

### **Online info:**

**[www.ci.kirkland.wa.us/planning](http://www.ci.kirkland.wa.us/planning)**

### ***How will the South Kirkland Park and Ride TOD be consistent with other neighborhood and***

#### ***business district plans that haven't been completed?***

The task to update the City's policies and regulations to allow for TOD has been planned since 2007, when the City Council saw the opportunity for housing at the site. This process was in place before the current neighborhood and business district planning processes started. During the public outreach phases of these planning processes, residents expressed many questions and some concerns about development of the site with TOD. That early input became the basis for the guiding principles adopted by Kirkland, Bellevue and King County. The TOD planning process and the neighborhood planning process are proceeding simultaneously and are helping to shape both products.

## Important Facts (continued) from page 1

Development of the South Kirkland Park and Ride site with transit-oriented development would help achieve several important goals for Kirkland by supporting the community's vibrancy, sustainability and diversity. Features integrated in the preliminary King County TOD concept for the site include:

- **Increased use of alternative transportation modes** through access to transit, bike lanes, and pedestrian corridors and vehicle charging stations.
- **Expanded park and ride capacity** to serve a facility that is at capacity and that will need to accommodate an expected 15% increase in use due to the tolling of State Route 520 beginning in spring 2011.

- **Development of housing with a mix of units** including market rate housing and housing that serves middle, moderate and low income residents.
- **Requirement for high quality design** with vegetative buffers and attractive streetscapes.

The South Kirkland Park and Ride TOD will also include some retail and/or personal services uses and, perhaps more importantly, serve as a catalyst for other high quality development and enhanced neighborhood services in the surrounding Lakeview Neighborhood.



King County Metro Transit and Sound Transit provide bus service from the South Kirkland Park & Ride

## How You Can Get Involved

Planning efforts to date have focused on providing basic information about the concept for TOD and to identify questions and concerns about the project. Before any project can move forward, there are a number of reviews and approvals by various agencies including opportunities for the public to be involved at every step. Development of zoning regulations and design guidelines is the next step, after which King County will issue a request for proposals for developers to construct the mixed-use portion.

The proposals will have to meet the City's zoning regulations and design standards. The guidelines set forth in King County's RFP must be financially viable for a developer to construct. Funding from housing agencies will also need to be secured to help underwrite the construction of the affordable units. All of these elements will need to be successful in order for a project to go forward. Public input received now will be used to inform the zoning regulations, design guidelines, the RFP and the permitting of the project which is why input is so important now.

See the calendar of upcoming meetings on page 4 or subscribe to Kirkland Email Alerts at [www.ci.kirkland.wa.us/E-Bulletins](http://www.ci.kirkland.wa.us/E-Bulletins) (Select "South Kirkland Park & Ride Updates").



Online info:  
[www.ci.kirkland.wa.us/planning](http://www.ci.kirkland.wa.us/planning)

### QUICK FACTS ABOUT THE SOUTH KIRKLAND PARK & RIDE

- Located at the south end of Kirkland near the intersection of Lake Washington Blvd. and 108th Avenue NE
- Property is owned by King County and lies within Kirkland and Bellevue City limits
- The existing park and ride includes 603 stalls and is at capacity.
- King County has developed a conceptual plan that includes 250 additional park and ride stalls, about 200 multi-family units, underground shared parking, and pedestrian connections to the Eastside Rail Corridor
- The South Kirkland Park & Ride provides bus access to local destinations on the Eastside, the University of Washington, and downtown Seattle.

### PUBLIC INVOLVEMENT OPPORTUNITIES

Date	Meeting	Topic/Action	Location
January 20 7 pm	Community Meeting	Input on concept	Northwest University, HSC233 5520 108 <sup>th</sup> Ave NE
January 25 7 pm	Community Meeting	Input on concept	Kirkland City Hall 123 5 <sup>th</sup> Ave. Peter Kirk Room
February 10	Planning Commission+ Houghton Community Council	Review draft regulations	Kirkland City Hall 123 5 <sup>th</sup> Ave.
March 3	Public Workshop	Input on draft regulations	Kirkland City Hall 123 5 <sup>th</sup> Ave. Peter Kirk Room
March 24	Public Hearing: Planning Commission+ Houghton Community Council	Hearing on draft regulations. HCC to deliberate, begin to develop recommendation	Kirkland City Hall 123 5 <sup>th</sup> Ave.
April 14	Planning Commission	Deliberation, develop recommendation	Kirkland City Hall 123 5 <sup>th</sup> Ave.
April 28	Houghton Community Council	Finalize recommendation	Kirkland City Hall 123 5 <sup>th</sup> Ave.
May 2011	Kirkland City Council	Action on amendments	Kirkland City Hall 123 5 <sup>th</sup> Ave. Council Chambers
May/June 2011	Houghton Community Council	Final action on amendments	Kirkland City Hall 123 5 <sup>th</sup> Ave.

#### PARTNERING AGENCIES

##### City of Kirkland Planning & Community Development Department

Dorian Collins  
 425-587-3249  
 dcollins@ci.kirkland.wa.us

##### King County Metro Transit

Gary Prince  
 206-263-6039  
 gary.prince@kingcounty.gov

**South Kirkland Park and Ride  
Transit Oriented Development Project (TOD)**



## KIRKLAND HOUSING ELEMENT

### Relevant Goals and Policies

Kirkland's current housing market is most lacking in providing rental housing units priced appropriately for low-income households (those earning zero to 50 percent of median income) and ownership housing priced appropriately for median-income households (earning 80 – 120 percent of median income). (pg vii-1) Kirkland in 2003 is home to relatively few persons with special needs.

***Goal H-1: Maintain and enhance the unique residential character of each City neighborhood.***

***Policy H-1.1: Retain the character of existing neighborhoods by incorporating neighborhood character and design principles into standards for new development.***

***Policy H-2.1: Strive to meet the targets established and defined in the Countywide policies for low- and moderate-income housing as a percentage of projected net household growth.***

The targets established by the Countywide Planning Policies maintain that housing plans for Kirkland must be designed to provide for:

- 17% of growth in new households affordable to moderate-income households; and
- 24% of growth in new households affordable to low-income households.

***Policy H-2.3: Promote the provision of affordable housing by private sector residential developments.***

***Policy H-2.4: Provide affordable housing units when increases to development capacity are considered.***

***Policy H-2.5: Ensure that affordable housing opportunities are not concentrated, but rather are dispersed throughout the City.***

***Policy H-2.7: Create flexible site and development standards which balance the goals of reduced housing development costs with other community goals.***

Street widths, setbacks, curb and sidewalk requirements, and parking standards are some of the residential standards that may affect costs. Standards that allow alternative approaches to site and building design may provide cost savings.

***Policy H-2.9: Continue to support the acquisition and creation of housing by private or nonprofit organizations, housing authorities, or other social and health service agencies for low- and moderate income tenants.***

Local resources can be a critical part of developing or preserving affordable housing....This is especially true of housing for individuals and families who cannot afford housing created through the private market. Local resources are often required as a match for other public (County, State, federal) and private funding sources, and therefore work to leverage a significant amount of funding into Kirkland and the region that would otherwise not be available

*Note: Goals and Policies from the Housing Element are presented in bold text. Non-bold language is excerpted supporting language from the Housing Element that follows the respective goals and policies.*

**South Kirkland Park and Ride  
Transit Oriented Development Project (TOD)**



**RESEARCH RELATED TO PROPERTY VALUES AND CRIME  
(Prepared by A Regional Coalition for Housing – ARCH)**

**A. PROPERTY VALUES**

There are numerous studies or compilations of studies related to the impact of affordable housing development on surrounding property values with similar findings. Following are excerpts from several reports.

**A Study of the Impact of Subsidized Housing on Property Values of Private Market Rate Housing in Mixed-Income Environments in Montgomery County, Maryland and Fairfax County, Virginia**

**Synopsis:** Overall, there was no significant difference in price trends between non-subsidized homes in the subdivisions with subsidized units and the market as a whole -- whether measured at the zip code or county-wide level. Furthermore, there was no difference in price behavior between non-subsidized houses located within 500 feet of subsidized housing and those farther away in the same or an adjacent subdivision. Even the price trends of those non-subsidized homes located immediately adjacent to a subsidized dwelling (either next door, back-to-back, across the street, or within 25 feet) were unaffected by their proximity. In sum, the presence or proximity of subsidized housing made no difference in housing values as measured by relative price behavior in a dynamic market.

*Innovative Housing Institute*

**Low Income Housing Tax Credit Housing Developments and Property Values**

**Synopsis:** A review of eight studies on the issue of the effect of low-income housing on property values generally does not support the proposition that such housing diminished property values. Often it is the case that low-income housing developments cause surrounding property values to increase. Interestingly enough, past authors have generally found that such

developments have a more positive impact in higher income areas. It seems to be the case that it is only when low income housing developments are located in areas that already have concentrated poverty that they have a negative impact on property values. "In our view, the key policy implication of our results is that Section 42 developments are best placed in relatively affluent communities, where there is no evidence that developments cause property values to deteriorate. This phenomenon is consistent with findings from past literature."

*By Richard K. Green, Stephen Malpezzi and Kiat-Ying Seah; The Center for Urban Land Economics Research, University of Wisconsin (June 14, 2002).*

## **B. CRIME RATES**

Note: There aren't as many empirical studies that have been able to draw explicit conclusions regarding affordable housing relationship to crime rates. While this question has been evaluated, studies often indicate that a variety of interrelated factors can impact crime rates, and it is difficult to single out individual factors such as affordable housing. Following are excerpts from some studies. One factor that is raised in several studies is the importance of property management (see last two excerpts)

A study conducted for the Arizona Multihousing Association concluded that the perception of higher crime associated with multifamily housing results from counting police calls by address. Hence an apartment property with 100 or more units at the same address may be wrongly compared to one single-family residence. "In actuality, when police data is analyzed on a per unit basis, the rate of police activity in apartment communities is no worse than in single family subdivisions, and in many cases, is lower than in single family areas."

There is no correlation between safe, decent and affordable housing and crime.

Studies show that what does cause crime (and a host of other socio-economic ills) is community disinvestment, overcrowding, lack of jobs and community services.

*The Campaign for Affordable Housing (Powerpoint – Busting the 5 Myths of Affordable Housing)*

Affordable housing can help a community maintain a stable population by making it easier to retain people who already live and work there. There is no evidence that affordable housing brings crime to a neighborhood. In fact, affordable housing, as a tool of economic development, can often help to lower crime rates. The National Crime Prevention Council calls for the

construction of affordable housing to reduce crime because “neighborhood cohesion and economic stability are enhanced in areas where the continuing supply of dispersed, affordable housing is assured.” Whether a development will be an asset or a detriment to a community more often turns on basic management practices: careful screening, prudent security measures, and regular upkeep. Most affordable housing residents are seeking safe and decent housing that will allow them to live self sufficient lives in a good community.

*Equity Development website*

**Management & Design are Key.**

Local governments can also help protect the entire community, including new affordable housing residents themselves, by attending to details at the project level. Most important is effective professional onsite management, with strong tenant-screening and good security systems. Design, too, can play an important role in protecting residents and neighbors of high-density or affordable housing, especially by ensuring visibility. New developments should also contain a mix of unit types to accommodate different kinds of households. When residents have different occupations and family types, someone will probably be home in the development almost all the time.

*Myths and Facts about Affordable and High Density Housing. California Planning Roundtable*



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

*Keith Maehlum  
10836 NE 108<sup>th</sup> Street  
Kirkland, WA 98033*

February 3, 2011

CITY OF KIRKLAND  
PLANNING DEPARTMENT

RE: LAKEVIEW NEIGHBORHOOD TOD PROPOSAL

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

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

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

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

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

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

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

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

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

Thanks You – Keith Maehlum

Dear Editor:

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

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

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

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

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

Dave Russell

## Related Articles:

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



**Dorian Collins**

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

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

Thank you.

Click to share a ride and toll on the 520

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

[http://seattletimes.nwsourc.com/html/localnews/2014060417\\_eslugging28m.html](http://seattletimes.nwsourc.com/html/localnews/2014060417_eslugging28m.html)

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[www.seattletimes.com](http://www.seattletimes.com)

## The Seattle Times

Winner of a 2010 Pulitzer Prize

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

### Click to share a ride and toll on the 520

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

By Mike Lindblom

Seattle Times transportation reporter

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

The 520 corridor presents certain obstacles to e-slugging.

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

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

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

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

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

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

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

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

**Dorian Collins**

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

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

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

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

Michelle

Sent from my iPhone please excuse the brevity.

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

Hello,

I wanted to share the e-mails that were sent to me on Sunday, Feb. 23rd from a resident who I normally don't hear from and when I do it is quite thoughtful. I have copied and pasted them without altering except to remove his name (asked if I could share comments but didn't specify using his name so I have removed it). He is going to try to go to the meeting tonight but in case he doesn't I wanted to make you aware of his questions. I apologize for not getting it to you sooner but for those who have smart phones maybe it is not too late to see if some of the questions and concerns can be addressed. His comment from 3<sup>rd</sup> e-mail - *I don't fancy myself a conspiracy theorist but it makes me wonder whether the goal is additional parking or whether*

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

Thanks,

Michelle Sailor

MNA Chair

**1<sup>st</sup> email**

Hi Michelle.

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

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

For my thinking I like to make a distinction between

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

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

Developing housing adjacent to SKP&R is only necessary if

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

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

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

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

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

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

Regards,

## 2<sup>nd</sup> email

Side-issues/perspectives:

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

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

### 3<sup>rd</sup> e-mail

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

What is the objective number of additional parking spaces?

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

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

(from [http://www.ci.kirkland.wa.us/depart/Planning/Code\\_Updates/TOD.htm](http://www.ci.kirkland.wa.us/depart/Planning/Code_Updates/TOD.htm))

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

**Dorian Collins**

---

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**Sent:** Thursday, January 27, 2011 3:34 PM  
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**Dorian Collins**

---

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

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

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

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

Bob

Answers for the Market Neighborhood

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

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

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

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

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

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

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

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

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

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

Bob Style

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

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

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

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

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

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

Sincerely,

Bob Style

**Dorian Collins**

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

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

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

Hello,

I wanted to share the e-mails that were sent to me on Sunday, Feb. 23rd from a resident who I normally don't hear from and when I do it is quite thoughtful. I have copied and pasted them without altering except to remove his name (asked if I could share comments but didn't specify using his name so I have removed it). He is going to try to go to the meeting tonight but in case he doesn't I wanted to make you aware of his questions. I apologize for not getting it to you sooner but for those who have smart phones maybe it is not too late to see if some of the questions and concerns can be addressed. His comment from 3<sup>rd</sup> e-mail - *I don't fancy myself a conspiracy theorist but it makes me wonder whether the goal is additional parking or whether the goal is real estate development and additional parking is just a convenient excuse to justify variations to the building codes, etc.?* - is a recurring theme that I have been hearing from others. I hope you will consider these points when developing your strategy.

Thanks,  
 Michelle Sailor  
 MNA Chair

**1<sup>st</sup> email**  
 Hi Michelle.

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

I have a few thoughts and observations on the discussion but, so far, no particular opinion on the correct conclusion to draw with regard to the proposal for adding parking spaces and, possibly, adjacent housing to

South Kirkland Park & Ride (SKP&R). I'd like to discuss these points with you before you post them to the wider group, if possible.

For my thinking I like to make a distinction between

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

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

Developing housing adjacent to SKP&R is only necessary if

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

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

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

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

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

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

Regards,

## 2<sup>nd</sup> email

Side-issues/perspectives:

As you'll gather from my email I'm wondering if there may be some energy on the parking spaces topic being put into side-issues without addressing the most important core questions. It would seem only reasonable for the City of Kirkland to have asked and have answers to the cost trade-off questions I'm posing. We should expect answers at the ready for these cost estimates (i.e., estimated cost to construct 250 additional parking spaces and estimated cost to support 200 new housing units for x years). If not, it would seem almost negligent. Perhaps we should pose these questions to the City of Kirkland right away and see what we learn? These contacts (below) for Kirkland and King County appear on the Kirkland web site for the SKP&R project ([http://www.ci.kirkland.wa.us/depart/Planning/Code\\_Updates/TOD.htm](http://www.ci.kirkland.wa.us/depart/Planning/Code_Updates/TOD.htm)). Perhaps you know of more appropriate contacts?

3<sup>rd</sup> e-mail

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

What is the objective number of additional parking spaces?

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

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

(from [http://www.ci.kirkland.wa.us/depart/Planning/Code\\_Updates/TOD.htm](http://www.ci.kirkland.wa.us/depart/Planning/Code_Updates/TOD.htm))

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

**Dorian Collins**

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

All,  
 FYI

[http://www.kirklandviews.com/archives/23963?utm\\_source=feedburner&utm\\_medium=email&utm\\_campaign=Feed%3A+KirklandViews+%28Kirkland+Views%29#](http://www.kirklandviews.com/archives/23963?utm_source=feedburner&utm_medium=email&utm_campaign=Feed%3A+KirklandViews+%28Kirkland+Views%29#)

Marie

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

Dear Editor:

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

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

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

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

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

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

Bob Style

**Dorian Collins**

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

**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

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

Paul

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

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

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

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

Sincerely,  
 Jim and Carolyn Hitter

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

**Dorian Collins**

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

**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

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

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

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

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

RE: South Kirkland Park and Ride Transit Oriented Development

Dear Mr. Stewart,

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

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

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

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

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

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

**Dorian Collins**

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

**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

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

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

Michelle

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

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

With warm regards  
 Bhaj

Sent from my Verizon Wireless BlackBerry

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

Market Neighborhood Meeting (1/19/11)

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

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

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

Sincerely,  
Michelle M. Sailor  
Market Neighborhood Chair

*Bcc to MNA Neighborhood distribution list*

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

Market Neighborhood Meeting (1/19/11)

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

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

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

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

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

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

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

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

Bob Style

**Dorian Collins**

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

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

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

*January 11, 2011*

*Hi Marilyn,*

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

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

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

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

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

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

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

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

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

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

*Sincerely,*

*Margaret Bull  
6225 108<sup>th</sup> Place NE  
Kirkland WA 98033  
425 822 2925*

*Please do not distribute my e-mail address*

**Janice Coogan**

---

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

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

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

georgine foster

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

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

**To:** [citycouncil@ci.kirkland.wa.us](mailto:citycouncil@ci.kirkland.wa.us)

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

**Subject:** South Kirkland P&R

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

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

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

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

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

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

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

Thank you.

georgine foster  
Lakeview Neighborhood Resident

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

Gary,  
Thanks for the information!

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

Again, thank you.

~georgine

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

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

Georgine:

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

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

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

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

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

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

~georgine foster

--- Original Message -----

**From:** [Paul Stewart](#)

**To:** [georgine foster](#) ; [Janice Soloff](#)

**Cc:** [johnk](#) ; [Dorian Collins](#) ; [Prince, Gary](#)

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

**Subject:** RE: South Kirkland P&R

Georgine,

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

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

Paul

EDITORIAL

**New development means more affordable housing**

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

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

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

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

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

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

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

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

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

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

would strengthen families.

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

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

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

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

Not so. Numerous King County studies show

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

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

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

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

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

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



**Dorian Collins**

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

All,

Not sure if you saw this

[http://www.pnwlocalnews.com/east\\_king/kir/opinion/letters/111955909.html](http://www.pnwlocalnews.com/east_king/kir/opinion/letters/111955909.html)

Marie

## **Kirkland's tragedy of transit and Transit Oriented Development**

Dec 15 2010, 2:09 PM

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

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

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

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

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

*Bob Style*

*(Comments from Nona Ganz)*

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

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

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

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

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

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

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

Y\\

**Dorian Collins**

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**From:** Paul Stewart  
**Sent:** Friday, December 17, 2010 4:29 PM  
**To:** Dorian Collins  
**Subject:** FW: South Kirkland Park and Ride  
**Attachments:** LOGO-FOR-EMAIL-SIG; ATT492256.htm; McGLadrey\_Email\_Power Signature\_300x75.gif; ATT492257.htm; Oct 2008 comments.docx; ATT492258.htm

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

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

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

Joan McBride  
 Mayor  
 City of Kirkland  
 425.698.7556

Sent from iPhone

Begin forwarded message:

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

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

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

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

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

Liz Brannan

Director, Tax Services

RSM McGladrey, Inc.

600 University Street, Suite 1100

Seattle, WA 98101-3119

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

[liz.brannan@mcgladrey.com](mailto:liz.brannan@mcgladrey.com)

[www.mcgladrey.com](http://www.mcgladrey.com)

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

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

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

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

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

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

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

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

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

**Dorian Collins**

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

FYI

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

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

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

### Kirkland's tragedy of transit and the TOD

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

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

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

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

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

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

Bob Style

**Dorian Collins**

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

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

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

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

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

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

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

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

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

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

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

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

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

***Planned Area 4: South Kirkland Park & Ride***

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

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

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

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

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## XV.A. LAKEVIEW NEIGHBORHOOD

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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.

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### *Subarea B should include public use areas.*

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

### **PLANNED AREA 4: SOUTH KIRKLAND PARK & RIDE**

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

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

The South Kirkland Park and Ride property may continue as a transit facility with the potential for office use. Alternatively, if the site is redeveloped with

TOD, the principles discussed below should be used to guide development at the Park and Ride.

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### *Provide for affordable housing.*

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- ◆ Ensure that transit-oriented development provides for mixed-income housing, including a minimum of 20 percent of total units to be affordable to low and/or moderate income households.
  - Development should strive to achieve greater affordability for at least 20 percent of its units, with an additional 25 percent to be affordable to median income households, through the use of as many funding sources as are necessary.

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### *Ensure high quality site and building design.*

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- ◆ Develop implementing regulations for coordinated development of the entire site.
  - Establish standards for building height and mass that acknowledge site topography and existing vegetation as factors for consideration.
- ◆ Implement design standards for Planned Area 4.
  - Ensure that regulations support appropriate building scale and massing throughout the site, produce buildings that exhibit high quality design and incorporate pedestrian features and amenities that contribute to a livable urban village character for the TOD.
  - Provide guidance for the streetscapes along NE 38th Place and 108th Avenue NE to ensure buildings do not turn their backs on the streets and development provides a welcoming and attractive presence at this gateway to Kirkland.
  - Protect the vegetative buffers and significant trees along the site's eastern and

To the Houghton Community Council and the Planning Commission:

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

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

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

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

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

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

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

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

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

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

Sincerely,

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

**Dorian Collins**

---

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

FYI

Eric Shields

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

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

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

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

Say goodbye to Kirkland as you know it.

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

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

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

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

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

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

Bob Style

## Dorian Collins

---

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

Houghton Community Council,

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

Janice Coogan (Soloff)  
 Planning and Community Development  
 425-587-3257  
[jsoloff@ci.kirkland.wa.us](mailto:jsoloff@ci.kirkland.wa.us)  
[www.ci.kirkland.wa.us](http://www.ci.kirkland.wa.us)

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

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

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

Bob Style

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

Honorable Councilmembers:

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

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

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

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

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

Bad planning, yes. Expensive, yes.

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

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

## Dorian Collins

---

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

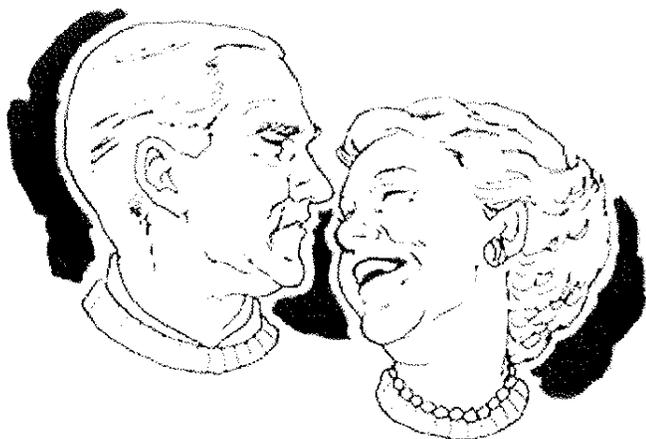
**From:** Marie Stake  
**Sent:** Tuesday, November 16, 2010 10:01 AM  
**To:** Kurt Triplett; Marilynne Beard; Eric Shields; Paul Stewart; Dorian Collins; Janice Soloff  
**Subject:** K. Views Blog: So. Kirk. P&R/TOD

[http://www.kirklandviews.com/archives/22200?utm\\_source=feedburner&utm\\_medium=email&utm\\_campaign=Feed%3A+KirklandViews+%28Kirkland+Views%29](http://www.kirklandviews.com/archives/22200?utm_source=feedburner&utm_medium=email&utm_campaign=Feed%3A+KirklandViews+%28Kirkland+Views%29)

Marie

## Is Transit Oriented Development right for Kirkland?

by Ralph and Gladys on November 16, 2010 in Opinion



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

Definition: Transit Oriented Development

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

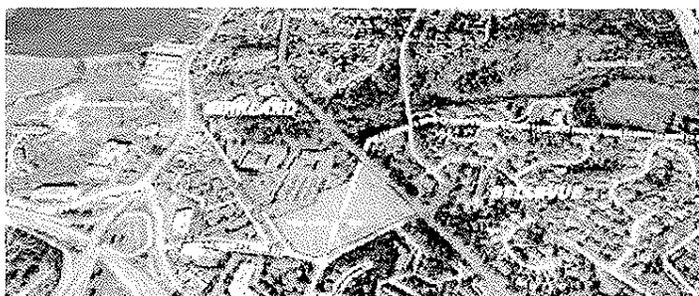


Have you seen what they are planning to do at the **South Kirkland Park & Ride**? They want to build a huge "affordable housing" Transit Oriented Development complex where there is now a park and ride.

*Affordable housing in that location? you ask.*

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

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



Click to enlarge.

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

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

Bellevue owns half the land in question and wants nothing to do with Kirkland's cockamamie plans. I wonder why no one else is onboard if it is such a good idea?

Both the Lake View neighborhood and the Houghton neighborhood are staunchly against this plan, but those in power have ignored them. If the neighbors are so much against the plan, how can it be such a good idea?

I smell a rat. The South Kirkland Transit Oriented Development is being pushed by some at city hall when it doesn't make sense because they have a different agenda. They want to build as much affordable housing as they can despite what everyone else thinks about it because they think they know what's best for us.

Well I am tired of people thinking they are smarter than everyone else in the room. The neighbors know what's best, not some politicians or bureaucrats in city hall.

Ralph

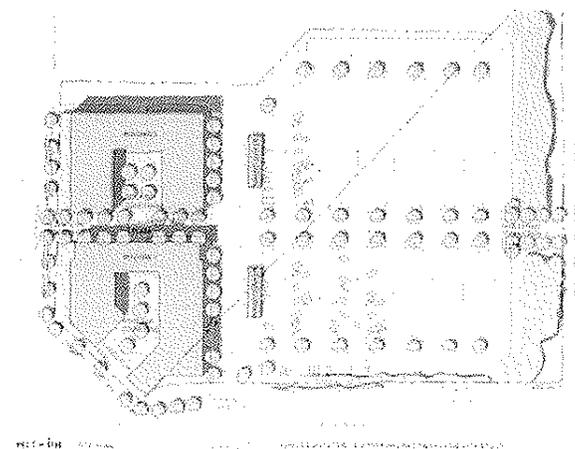


Ralph,

I don't know how much longer I can put up with your neanderthal reasoning! You would have been a hero to John Rockefeller and Andrew Mellon in the 1800's when they were pillaging the American economy and it's workers. Marie Antoinette, with her "let them eat cake" mentality would have loved you. The lower classes be damned as far as you are concerned.

Putting affordable housing next to public transportation is not only sensible, it is in consonance with the **Growth Management** policies which this state enacted years ago. Where have you been for the last 20 years!?

Sprawl has not worked for anyone and Transit Oriented Development is a smart tactic to try to make it easier for people to get to and from work using public transportation.



Planned TOD development (Click to enlarge)

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

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

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

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

Kindest regards,

Gladys

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

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**Dorian Collins**

---

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

**From:** Janet Jonson

**Sent:** Tuesday, November 16, 2010 3:39 PM

**To:** City Council

**Cc:** Kurt Triplett; Marilynne Beard; Eric Shields; Paul Stewart; Ray Steiger; David Godfrey; Kathi Anderson; Cheri Aldred

**Subject:** FW: S. Kirkland Park and Ride - Comparative TODs are < 1/2 as dense and near svcs

Council: For tonight's Council meeting. JJ

Janet Jonson

City Manager's Office

City of Kirkland

123 5th Avenue

Kirkland, WA 98033

425-587-3007

425-587-3019 fax

[jjonson@ci.kirkland.wa.us](mailto:jjonson@ci.kirkland.wa.us)

**From:** [Uwkkkg@aol.com](mailto:Uwkkkg@aol.com) [<mailto:Uwkkkg@aol.com>]

**Posted At:** Tuesday, November 16, 2010 3:14 PM

**Posted To:** Kirkland Council

**Conversation:** S. Kirkland Park and Ride - Comparative TODs are < 1/2 as dense and near svcs

**Subject:** S. Kirkland Park and Ride - Comparative TODs are < 1/2 as dense and near svcs

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

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

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

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

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

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

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

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

Why?

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

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

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

T- Tolling

T- Transit

T- Telecommuting

T- Technology

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

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

Thank you,

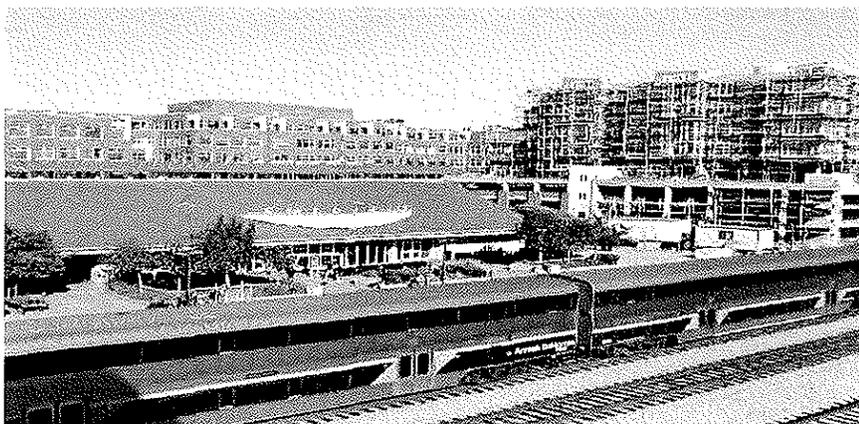
Karen Levenson

President

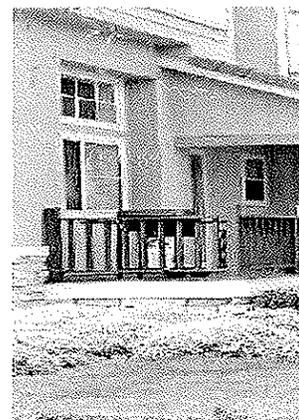
The Park, A Condominium

6620 Lake Washington Blvd NE, Kirkland 98033

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



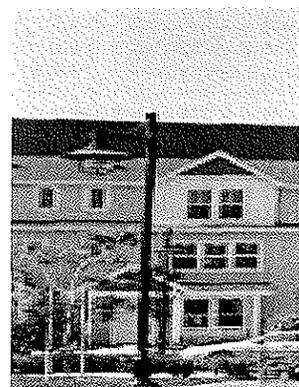
Emery Station - Emeryville, CA



Whisman Station, Mount



Atherton Place, Hayward, CA



Richmond Village, Richm



Ohlone-Chynoweth, San Jose, CA



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

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



Mountain View, CA



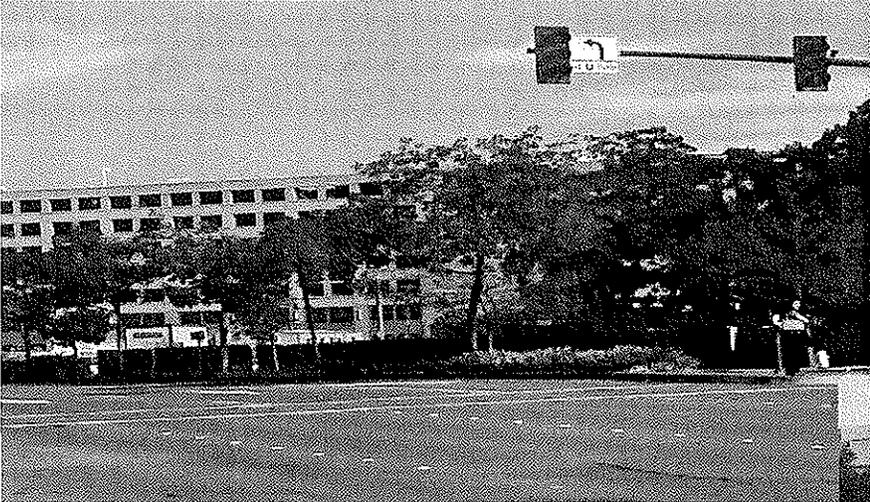
The Crossings, Mountain View, CA



Mountain View, CA



Hercules Transit Village, Hercules, CA



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



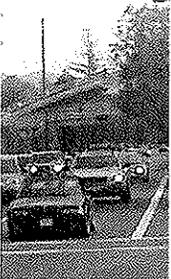
4 of 8 lanes of traffic west and east  
Retail and parking main level, 6 stories

area therefore lighter than anticipated use of transit

int, major retailers, personal svcs, daycare



CA



tbound  
ories up to 150 ft tall

**Dorian Collins**

---

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

FYI

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

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

*Council:* For tonight's Council meeting. JJ

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

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

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

*Dear Mayor and Council:*

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

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

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

*Chuck Pilcher*  
*[chuck@bourlandweb.com](mailto:chuck@bourlandweb.com)*  
*206-915-8593*

## Dorian Collins

---

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Bob Style

**Dorian Collins**

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

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

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

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

Honorable Councilmembers:

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

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

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

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

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

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

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

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

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

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

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

**Dorian Collins**

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

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

**Dorian Collins**

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

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

**Dorian Collins**

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

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

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

A concerned citizen.

**Dorian Collins**

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

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

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

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

Honorable Councilmembers:

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

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

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

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

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

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

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

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

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

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

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

**Dorian Collins**

---

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

Janice Soloff  
 Planning and Community Development  
 425-587-3257  
[jsoloff@ci.kirkland.wa.us](mailto:jsoloff@ci.kirkland.wa.us)  
[www.ci.kirkland.wa.us](http://www.ci.kirkland.wa.us)

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

Paul:

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

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

B) Actual federal governments DO NOT SHOW HOUSING REQUIREMENT

The actual grant documents discovered to date are very thorough review of the grants.

They ask for 4 requirements

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

No housing element is stated

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

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

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

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

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

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

===== Paul's email

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

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

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

I hope this clarifies a couple of points. Thanks.

Paul Stewart

**Dorian Collins**

---

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

Hi Karen,

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

Hi Lisa,

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

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

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

Paul

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

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

The relevant language is:

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

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

Gary Prince  
 Senior Project Manager  
 Transit Oriented Development

King County Department of Transportation  
206.263.6039

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

Hi Lisa,

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

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

Paul

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

Paul,

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

Lisa

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

Paul,

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

1. I cannot find on either the King County Metro or the WSDOT site the specific details of the Urban Partnership Agreement or the details of the grant. Would Gary Prince be the one to contact or do you have that link? None of the references to the Urban Partnership Agreement I have found mention anything about housing or mixed use. They do however mention, repeatedly, transit and parking improvements.

2. Does the term mixed use necessarily mean housing?

3. What is the status of the 2 other grants (King County EECBG and the FTA traffic signal/ped improvements)?

4. I think that including the HB2912 \$8.4M as part of funding is misleading. It would only be a portion of that amount and only if a qualified renter actually applied for it and received it. It is in no way part of the development or construction of this project and only applies AFTER the project is complete. (My search of HB 2912 showed it to be lodging tax revenue for bond repayment. I'm sure the affordable housing recipient portion is in some amendment part of the bill)

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

Thanks again for taking the time.  
Lisa

**From:** Paul Stewart [mailto:PStewart@ci.kirkland.wa.us]  
**Sent:** Monday, September 20, 2010 3:05 PM  
**To:** Lisa A. McConnell  
**Cc:** Prince, Gary; Dorian Collins; Eric Shields; Janice Soloff; Arthur Sullivan; Betsyp@beckermayer.com; go2marine06@yahoo.com; John Kappler; Kathleen McMonigal; Lora Hein; rwhit5009@aol.com  
**Subject:** RE: South Kirkland Park and Ride TOD

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

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

I hope this clarifies a couple of points. Thanks.

Paul Stewart

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

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

### RE: South Kirkland Park and Ride TOD

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

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

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

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

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

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

**Transit itself needs to be improved.**

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

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

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

## **Improve Transportation Options**

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

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

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

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

Sincerely,

Lisa McConnell

Houghton resident and Central Houghton Neighborhood Advisory group member

**Dorian Collins**

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

FYI

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

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

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

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

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

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

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

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

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

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

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

Thank you.

georgine foster  
Lakeview Neighborhood Resident

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

Gary,  
Thanks for the information!

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

Again, thank you.

~georgine

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

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

Georgine:

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

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

Gary Prince  
Senior Project Manager  
Transit Oriented Development

King County Department of Transportation  
206.263.6039

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

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

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

~georgine foster

--- Original Message -----

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

Georgine,

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

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

Paul

**Dorian Collins**

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

City Council & Planning Department,

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

Cheers,

Terry Kisner

**Dorian Collins**

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

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

Nancy,

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

Thanks, John

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

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

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

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

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

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

**John Kappler, President**  
**Architectural Innovations P.S.**

## Dorian Collins

---

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

FYI

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

Dear Mme. Mayor and Council Members,

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

### PROCEDURALLY

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

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

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

### URBANISTICALLY

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

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

### QUALITY OF LIFE

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

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

#### ALTERNATIVE CHOISES FOR T.O.D.

##### A. Areas already zoned for higher buildings include:

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

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

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

#### FINALLY

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

Sincerely,

Shawn Etchevers  
Central Houghton

**Dorian Collins**

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

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

**RE: South Kirkland Park and Ride TOD**

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

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

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

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

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

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

**Transit itself needs to be improved.**

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

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

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

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

### **Improve Transportation Options**

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

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

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

Sincerely,

Lisa McConnell

Houghton resident and Central Houghton Neighborhood Advisory group member

**Dorian Collins**

---

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

## Dorian Collins

---

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

FYI

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**Sent:** Sunday, September 19, 2010 9:46 PM  
**To:** Joan McBride; Penny Sweet; Dave Asher; Jessica Greenway; Doreen Marchione; Amy Walen; Bob Sternoff  
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#### FINALLY

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Sincerely,

Shawn Etchevers  
Central Houghton

## Dorian Collins

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

FYI

Janice Soloff  
 Planning and Community Development  
 425-587-3257  
[jsoloff@ci.kirkland.wa.us](mailto:jsoloff@ci.kirkland.wa.us)  
[www.ci.kirkland.wa.us](http://www.ci.kirkland.wa.us)

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

One additional point of LVN that may be misleading.

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

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

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

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

## Dorian Collins

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

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

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

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

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

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

### The concerns of the neighborhood were:

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

### LVN opinions:

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

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

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

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

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

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

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

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

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

[http://www.ci.kirkland.wa.us/Assets/City+Council/Council+Packets/092110/10c\\_UnfinishedBusiness1.pdf](http://www.ci.kirkland.wa.us/Assets/City+Council/Council+Packets/092110/10c_UnfinishedBusiness1.pdf)

If you have any questions please contact Dorian Collins at [dcollins@ci.kirkland.wa.us](mailto:dcollins@ci.kirkland.wa.us) or 425-587-3249.

*Angela Mason*

City of Kirkland Planning Department

Office Technician

425-587-3237

amason@ci.kirkland.wa.us

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

## Dorian Collins

---

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

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

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

### South Kirkland Park & Ride

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

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

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

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

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

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

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

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

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

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

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

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

**Dorian Collins**

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

*Eric Shields*

*-----Original Message-----*

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

*Please do not create a TOD in S. Kirkland P&R.  
Frank M. Tyllia  
[fmt97@comcast.net](mailto:fmt97@comcast.net)*

**Dorian Collins**

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

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

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

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

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

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

Thanks for all your work.

-brian

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

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

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

[http://www.ci.kirkland.wa.us/Assets/City+Council/Council+Packets/092110/10c\\_UnfinishedBusiness1.pdf](http://www.ci.kirkland.wa.us/Assets/City+Council/Council+Packets/092110/10c_UnfinishedBusiness1.pdf)

If you have any questions please contact Dorian Collins at [dcollins@ci.kirkland.wa.us](mailto:dcollins@ci.kirkland.wa.us) or 425-587-3249.







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

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

**Section \_\_\_\_\_ - GENERAL REGULATIONS**

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

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

**USE ZONE CHART**

**Section \_\_\_\_\_**

- 1) Use: Attached or Stacked Dwelling Units:

See Special Regulations.

Required Review Process: DR, Chapter 142 KZC.

Minimums:

Lot Size: None

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### Required Yards:

Front: 5' (see Special Regulation 2)

Side: 0'

Rear: 0'

### Maximums:

Lot Coverage: 100%.

Height of Structures: 53' above average building elevation.

Landscape Category: C

Sign Category: E. See Special Regulation 9.

Required Parking: See KZC 105.25.

### **Special Regulations:**

1. The required minimum front yard for any portion of the structure containing parking facilities shall be 10'.
2. The front setback may be reduced to 0' where retail uses or other ground floor space is designed to provide direct pedestrian access to the street are located adjacent to a pedestrian oriented street, major pedestrian pathway or adjacent to a transit facility.
3. May include one or more of the other uses allowed in this zone.
4. The following uses are prohibited:
  - a. Any retail establishment exceeding 15,000 square feet.
  - b. Drive-through facilities.
  - c. The outdoor storage, sale, service and/or rental of motor vehicles, sailboats, motor boats, and recreational trailers.
5. At least 50% of the linear frontage of the ground floor along NE 38<sup>th</sup> Place must include one or more of the following uses: Retail uses selling goods or providing services, including restaurants or taverns; Banking and Related Financial Services; School, Day-Care or Mini School or Mini Day-Care Center; Government Facility; Community Facility; and retail establishments providing entertainment, cultural and/or recreational activities. The required uses shall have a minimum depth of 20 feet and an average depth of at least 30 feet (as measured from the face of the building on the abutting right-of-way). The Design Review Board (or Planning Director if not subject

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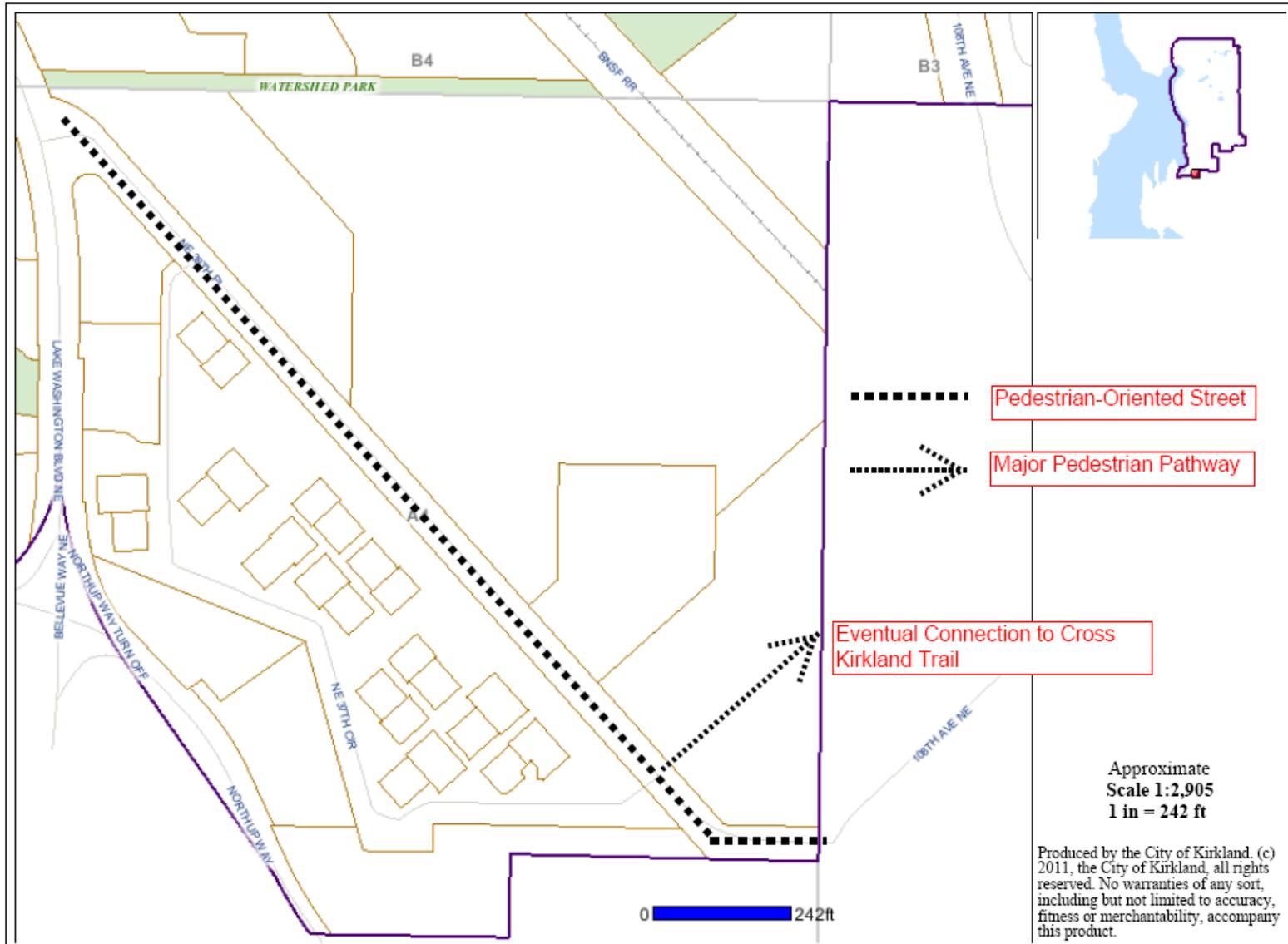
to D.R.) may approve a minor reduction in the depth requirements if the applicant demonstrates that the requirement is not feasible given the configuration of existing or proposed improvements and that the design of the retail frontage will maximize visual interest. Lobbies for residential are allowed within this space subject to applicable design guidelines. The minimum ground floor story height for these uses shall be 13 feet.

6. Gross floor area constructed above the second floor must be dedicated to residential use.
7. Development of residential uses within the zoning district shall result in a minimum of 20 percent of total residential units being affordable with affordability levels as follows:
  - a. For rental housing:
    - A minimum of 20 percent of the total residential units shall be affordable at 50% and 70% of median income, with a minimum of 10 percent of total residential units affordable at 50% of median income. Affordable rent levels will be determined using the same methodology used in the definition of Affordable Housing Unit in Chapter 5 KZC.
  - b. For ownership housing:
    - A minimum of 20 percent of total residential units shall be affordable housing units as defined in Chapter 5 KZC.
8. The following additional regulations apply to affordable housing units included in development:
  - a. Alternative Affordability Levels – Subject to Director approval, an applicant may propose affordability levels different from those defined in this Chapter. In approving any different affordability levels, the Director shall use ratios similar to those in Chapter KZC 112.20.3.b.
  - b. Affordable housing provided pursuant to this section shall also comply with the following sections of Chapter 112KZC: 112.15.4 (Rounding); 112.35.2 (Affordability Agreement)
  - c. The following provisions of Chapter 112KZC do not apply to this zoning district: 112.15.5 (Alternative Compliance); 112.20 (Basic Affordable Housing Incentives); 112.25 (Additional Affordable Housing Incentives); 112.30 (Alternative Compliance).
  - d. Other provisions for the affordable housing units and moderate income units include:
    - The type of ownership of the affordable housing units shall be the same as the type of ownership for the rest of the housing units in the development.

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- The affordable housing units shall consist of a range in number of bedrooms that are comparable to units in the overall development.
  - The size of the affordable housing units, if smaller than the other units with the same number of bedrooms in the development, must be approved by the Planning Director. In no case shall the affordable housing units be more than 10 percent smaller than the comparable dwelling units in the development, based on number of bedrooms, or less than 500 square feet for a one-bedroom unit, 700 square feet for a two-bedroom unit, or 900 square feet for a three-bedroom unit, whichever is less.
  - The affordable housing units shall be available for occupancy in a time frame comparable to the availability of the rest of the dwelling units in the development.
  - The exterior design of the affordable housing units must be compatible and comparable with the rest of the dwelling units in the development.
  - The interior finish and quality of construction of the affordable housing units shall at a minimum be comparable to entry level rental or ownership housing in the City of Kirkland.
  - e. Applicants providing affordable housing units may request an exemption from payment of road impact fees for the affordable housing units as established by KMC 27.04.050.
  - f. Applicants providing affordable housing units may request an exemption from payment of park impact fees for the affordable housing units as established by KMC 27.06.050.
  - g. Applicants providing affordable housing units are eligible for exemption from various planning, building, plumbing, mechanical and electrical permit fees for the affordable housing and moderate income units as established in KMC 5.74.070 and KMC Title 21.
  - h. Property Tax Exemption – A property providing affordable housing units may be eligible for a property tax exemption as established in Chapter 5.88 KMC
9. Signs for a development approved under this provision must be proposed within a Master Sign Plan application (KZC 100.80) for all signs within the project.
10. Regulations to address sustainability in development are under study.
- 2) Use: Independent Parking Structure  
(Standards to be developed. Likely issues: Building height, design guidelines, site design standards. See memo for discussion)

Plate 34L







# Kirkland Mixed Use Developments

## South Kirkland Park and Ride Transit Oriented Development Project (TOD)



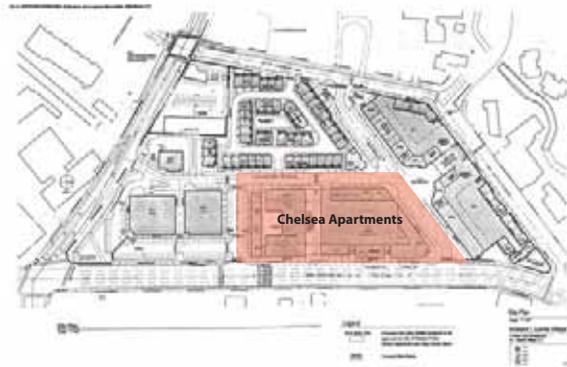
### Merrill Gardens/ Bank of America 101 Kirkland Ave.

Height: 5 stories  
Site: .65 acre  
# Units: 66  
Density: 101 units/ac.  
Mix: Multifamily and Retail



### Juanita Village – Chelsea Apartments 11825 98th Ave NE

Height: 5 stories  
Site: 2.8 acres  
# Units: 196  
Density: 70 units/ac.  
Mix: Multifamily and Retail



### Tera Apartments 528 Central Way

Height: 5 stories  
Site: 1.4 acres  
# Units: 161  
Density: 115 units/ac.  
Mix: Multifamily and Retail



### Merrill Gardens 102 Kirkland Ave.

Height: 5 stories  
Site: .88 acre  
# Units: 115  
Density: 130 units/ac.  
Mix: Assisted Living and Retail



### Plaza on State 102-122 State St.

Height: 4 stories  
Site: 1.5 acres  
# Units: 81  
Density: 54 units/ac.  
Mix: Multifamily and Retail





## South Kirkland Park & Ride TOD Design Guideline Matrix

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

<sup>1</sup> Proposed guidelines may address more than one policy.

Existing Comprehensive Plan Policies	Proposed Design Guidelines <sup>1</sup> - Design Review Board Authority	Proposed Zoning Regulations	Existing Zoning Regulations	Additional Guidelines Needed?	Specific Regulations Needed?
<p>2. <i>Ensure that regulations support appropriate building scale and massing throughout the site, produce buildings that exhibit high quality design and incorporate pedestrian features and amenities that contribute to a livable urban village character for the TOD.</i></p>	<p><b>Building Scale &amp; Massing</b></p> <ul style="list-style-type: none"> <li>• Large window areas should be avoided. Instead smaller window units should be used to achieve human scale.</li> <li>• Above the street level, buildings above the 2<sup>nd</sup> story should use upper story step backs to create receding building forms as building height increases to maintain human scale. A rigid stair step of "wedding cake" approach to upper story step backs is not appropriate.</li> <li>• Decks and/or balconies should be designed so that they do not significantly increase the apparent mass of the building.</li> <li>• The final arrangement of building mass should be placed in context with existing and/or planned improvements, gateway features, location of plazas and open space, and orientation with the public realm.</li> <li>• Building facades should be well modulated to avoid blank walls and provide architectural interest.</li> <li>• Landscaping should be used to provide visual interest and help soften building form at appropriate locations, including upper level terraces.</li> <li>• To help moderate the vertical scale of buildings, buildings should</li> </ul>	<ul style="list-style-type: none"> <li>• Limit size of any retail establishment to 15,000 sq. ft.</li> <li>• Limit height to 53' above average building elevation</li> <li>• Require limited types of street level uses which include retail and restaurant uses</li> <li>• Allow for decorative parapets and peaked roofs to extend above the height limit</li> </ul>	<ul style="list-style-type: none"> <li>• Various provisions in KZC Section 105.18 – Pedestrian Access</li> <li>• Various provisions in KZC 110.19 – Public Pedestrian Walkways</li> <li>• KZC 105.32 – Bicycle Parking</li> </ul>		

Existing Comprehensive Plan Policies	Proposed Design Guidelines <sup>1</sup> - <i>Design Review Board Authority</i>	Proposed Zoning Regulations	Existing Zoning Regulations	Additional Guidelines Needed?	Specific Regulations Needed?
	<p>incorporate design techniques which clearly define the building's top, middle, and bottom.</p> <p>Examples include using a sloped roof and strong eave lines to help define the top; using windows, balconies, and material changes to define a building's middle; and pedestrian-oriented storefronts, awnings, and use of 'earth' materials such as concrete and stone to help define the building's bottom.</p> <ul style="list-style-type: none"> <li>• Vertical building modulation should be used to add variety avoiding monotonous design and to make large buildings appear to be an aggregation of smaller buildings.</li> <li>• Horizontal building modulation should be used to reduce the perceived mass of a building and to provide continuity at the ground level of large building complexes. Building design should incorporate strong pedestrian-oriented elements at the ground level and distinctive roof treatments.</li> </ul> <p><b><i>High Quality Design</i></b></p> <p>See Policy #1</p> <p><b><i>Pedestrian Features &amp; Amenities</i></b></p> <ul style="list-style-type: none"> <li>• Pedestrian walkways should be placed throughout the site to allow for efficient access between the residential, commercial, transit center uses, and adjacent streets. The walkways should be situated to</li> </ul>				

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

Existing Comprehensive Plan Policies	Proposed Design Guidelines <sup>1</sup> - Design Review Board Authority	Proposed Zoning Regulations	Existing Zoning Regulations	Additional Guidelines Needed?	Specific Regulations Needed?
<p>3. <i>Provide guidance for the streetscapes along NE 38th Place and 108th Avenue NE to ensure buildings do not turn their backs on the streets and development provides a welcoming and attractive presence at this gateway to Kirkland.</i></p>	<p><b>Streetscape</b></p> <ul style="list-style-type: none"> <li>Street trees species should be selected and spaced to allow for visual continuity along NE 38th Place, buffer pedestrians from the street, and provide visibility of ground floor retail uses.</li> <li>Buildings should be oriented towards the street when located along NE 38<sup>th</sup> Place.</li> <li>Design elements such as multiple storefronts, pedestrian-oriented signs, exterior light fixtures, glazing, landscaping, and awnings should be utilized to add human scale and interest at the street level.</li> <li>Ground floor spaces along NE 38<sup>th</sup> Place should be transparent with windows of clear vision glass beginning no higher than 2' above grade to at least 10' above grade. Windows should extend across, at a minimum, 75% of the façade length. Continuous window walls should be avoided by providing architectural building treatments, mullions, building modulation, entry doors, and/or columns at appropriate intervals.</li> <li>Varied window treatments should be encouraged. Architectural detailing at window jambs, sills, and heads should be emphasized. Use of ribbon windows should be avoided.</li> </ul>	<ul style="list-style-type: none"> <li>Identify NE 38<sup>th</sup> Place as a Major Pedestrian Sidewalk area</li> </ul>	<ul style="list-style-type: none"> <li>110.52 - Sidewalks and Other Public Improvements in Design Districts</li> <li>KZC 110.60.11 - Entry or Gateway Features in Design Districts – In Design Districts, if the Comprehensive Plan or Design Guidelines designate the subject property for an entry or gateway feature, then the applicant shall design and install an entry feature area on the subject property. The size of the entry feature area shall be at least 100 square feet, and may include landscaping, art, signage or lighting. The design shall be reviewed by the City and decided upon as part of the Design Review for the proposed development. The applicant shall provide an easement or dedication of property surrounding the entry feature.</li> </ul>		

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

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

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

## Park & Ride TOD Public Meeting Schedule\*

<b>Date</b>	<b>Meeting</b>	<b>Topic/Action</b>
December 13, 2010	Study: PC/HCC	Plan for public outreach and code amendments
January 20, 2011	Public Workshop	Input on concept
January 25, 2011	Public Workshop	Input on concept
February 10, 2011	Study: PC/HCC	Review draft regulations
Mar 3, 2011	Public Workshop	Input on draft regulations
March 24, 2011	Public Hearing: PC/HCC	Hearing on draft regulations. HCC to deliberate, begin to develop recommendation
April 14, 2011	Study: PC	Deliberation, develop recommendation
April 25, 2011	Study: HCC	Finalize recommendation
May 2011	City Council	Action on amendments
May/June 2011	HCC	Final action on amendments

\* ***Dates are tentative***