



## **CITY OF KIRKLAND**

**Planning and Community Development Department**

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### **MEMORANDUM**

**Date:** April 15, 2011

**To:** Houghton Community Council

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

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

### **RECOMMENDATION**

1. Continue the discussion of the draft amendments to the Zoning Map, Zoning Code and Municipal Code for the South Kirkland Park and Ride. Provide direction on outstanding issues, including:
  - ❖ Building Height:
    - Should additional building height, to 65 feet above average building elevation, be allowed if the proposed design elements and public amenities are included?
  - ❖ Private Open Space:
    - Should the proposed regulation for common resident open space be included?
  - ❖ Design Guidelines:
    - Should the proposed changes to design guidelines related to roof form, parking structure design, design of structures in the gateway area and views of structures on site from various vantage points be included?
2. Following discussion and direction on any revisions to the amendments, make a recommendation on the proposed amendments to the City Council.

### **PURPOSE**

The proposed amendments would rezone the South Kirkland Park and Ride from PO to a new YBD 1 (Yarrow Bay Business District) zone, create new zoning standards for the YBD 1 zone to allow transit-oriented development, and add new design guidelines, referenced through the Municipal Code. Attachments 1 and 2 to this memorandum contain the proposed draft new regulations and guidelines for the area.

Revisions to the draft amendments requested by the Planning Commission and the Houghton Community Council following the March 24<sup>th</sup> public hearing have been incorporated into the draft amendments and are discussed in the following section. Additional discussion and direction is requested on other outstanding and new issues, described in the sections that follow.

## **BACKGROUND**

### *Joint Public Hearing*

The Planning Commission and the Houghton Community Council held a joint public hearing on the proposed amendments for the South Kirkland Park and Ride on March 24, 2011. The materials prepared for the public hearing can be viewed [here](#). At that time, public testimony was taken. Twelve people spoke at the hearing with approximately ten speaking in favor of the proposed amendments. E-mail comments and letters were included in the hearing packet. The Planning Commission and Houghton Community Council closed the public hearing to further oral testimony, but allowed the hearing to remain open for additional written comments until April 15, 2011. Additional comments that have been received since the hearing are contained in Attachment 3.

### *Planning Commission Discussion and Recommendation*

On April 14<sup>th</sup>, the Planning Commission held a meeting to discuss and deliberate on the proposed amendments. Following their deliberation, the Planning Commission voted unanimously to recommend approval of the amendments to the City Council, with several changes directed at the meeting. A summary of the changes suggested by the Planning Commission to be included in their recommendation to City Council follows:

- **Building Height:** Support and preference for a **base height** limit of 65', with all design elements recommended by staff to address building mass and ensure useable public space included as regulations for all transit-oriented development.

The Commission discussed that they would also support an alternative approach that would provide a base height of 55', with a bonus of 10 additional feet (to 65') available if the additional design elements were included in development. (See pages 4-5 of this memo.)

- **Pedestrian Connection:** Support for additional design guidelines related to the "Through-Block Pathway". This is a pedestrian connection through the site to the Eastside Rail Corridor. The Planning Commission directed staff to add guidelines to call for a raised pedestrian walkway, raised planter beds, increased landscaping, and additional street trees at a separation distance closer than that required in the standards provided in Chapter 105 (Attachment 4). (See pages 5-6)
- The Planning Commission concluded that they do not support a requirement for private open space. (See page 6)
- Support for eliminating the restriction on the size of retail establishments for the TOD use in the YBD 1 Use Zone chart. This is in response to a comment letter indicating interest in a grocery store as part of the development. (See page 7)

- Support for revisions to the regulation related to sustainability (see “New Issues” discussion that follows). (See page 7)
- Support for revisions to Special Regulation number 6, to clarify that retail use may occur within a potential two-story commercial space along NE 38<sup>th</sup> Place. The Planning Commission’s suggested language is (proposed new language is shown in red):

Commercial uses along NE 38<sup>th</sup> Place may occupy the first two floors of a structure. Otherwise, gross floor area constructed above the ground floor must be dedicated to residential use.

**Revisions to Draft Amendments**

The following revisions have been made to the draft amendments pursuant to direction from the Planning Commission and Houghton Community Council provided at the public hearing:

1. Changes to Zoning Regulations for the YBD 1 Use Zone Chart (see Attachment 1):
  - Proposed parking standards for residential use and accessory uses have been included in the use listing for *Attached or Stacked Dwelling Units*.
  - A requirement for an additional .05 stall/unit of residential use for guest parking has been added.
  - Special Regulation #6 is revised to clarify that gross floor area constructed above the ground floor must be dedicated to residential use. This change is due to discussion at the hearing regarding the possibility of retail uses located near the transit center. Due to the site’s elevation, the first level of the building in this location may be one or more floors above the first level along NE 38<sup>th</sup> Place. The change is intended to clarify that retail space could be located in either location.
  
2. Changes to Design Guidelines (see Attachment 2):
  - Additional design guidelines to address structures that include parking facilities have been added (note that discussion of additional guidelines related to parking structures in the gateway follows in “Outstanding Issues”):
    - Portions of parking structures visible from the street should be constructed with high quality materials and be architecturally compatible with the character of surrounding buildings.
    - Parking structures shall be designed to obscure the view of parked cars at the ground level with parking preferably located to the back of buildings or underground.
    - Upper-level parking structures shall use articulation treatments, landscaping and/or screening that break up the massing of the garage, add visual interest, and obscure the view of parked cars from adjacent properties.

## **Outstanding Issues**

The issues discussed in this section are ones that were raised at the public hearing, but require additional discussion by the Houghton Community Council. In some cases, the Community Council and Planning Commission asked that staff provide additional information. The information requested is provided here, along with a staff recommendation on each topic.

### **a. Building Height**

Staff representing King County Metro provided testimony at the public hearing that additional building height will be necessary to enable transit-oriented development to be feasible at the South Kirkland Park and Ride. King County staff requested that five stories of residential (above parking and retail floors), or a total of 65' in building height be permitted. The draft regulations presented at the hearing allowed for 53' in building height above average building elevation, although Planning Department staff suggested that the regulation be adjusted to 55'. Architects for King County have since confirmed for staff, however, that due to the site's topography and the need for the parking floor plates to align with the retail uses along NE 38<sup>th</sup> Place, a height limit of 55' would be necessary to construct four floors of residential use above one floor of commercial.

Discussion among members of the Houghton Community Council and the Planning Commission following the public hearing indicated openness to consideration of the additional height requested by King County. Comments from the Commission and Community Council indicated that they may be interested in considering additional height as a bonus in exchange for public amenities.

Direction provided to staff on this topic included the following requests for information:

- **Graphics**: Graphics demonstrating potential building massing on the site, particularly along NE 38<sup>th</sup> Place where the topography rises from the northwest portion of the site to the site's southeast corner, near 108<sup>th</sup> Avenue NE.
- **Options**: Options for public amenities to be provided on site in exchange for additional building height.

*Building massing and topography.* Attachment 5 contains graphics prepared by Mithun Architects, which illustrate how building massing might occur on the site, based on the conceptual site plan that has been presented by King County at earlier meetings. These conceptual plans indicate where retail use might occur (in red), residential (yellow) and parking (gray). The illustrations show the second story step back for a portion of the development, as well as the additional residential fifth story, reaching a total building height of approximately 65' above average building elevation. King County and Mithun Architects have confirmed that a total height of 65' would be necessary to construct five stories of residential use on the site. These illustrations are very conceptual and do not show details, modulation, etc. that would be required of actual development under the proposed regulations and design guidelines. In addition, different building configurations could be proposed.

*Public amenities:* Discussion at the meeting on March 24<sup>th</sup> indicated that public amenities that ensured that open space is provided on site would be preferred to offset the impact of additional building mass and contribute to the desired site environment.

**Staff recommendation:** Staff recommends that several design elements aimed at reducing the building mass and ensuring useable public space be required if the additional building height is granted. The proposed regulation would state:

*Building height may exceed 55 feet and be increased to 65 feet above average building elevation if the following elements are included in development:*

- *Upper story setback, and*
- *Building separation, and*
- *Pedestrian connection, and*
- *Public Space.*

Each of these elements is discussed below, with proposed new regulatory text proposed for each.

- a. Upper Story Setback: The design guideline that calls for a step back above the second story (and currently exists within the “Building Scale & Massing” section of the Design Guidelines, see Attachment 2) would be supported with a new regulation in the Use Zone Chart, in order to specifically prescribe upper story setbacks. The Zoning Code includes a plate in Chapter 180 which illustrates how this setback is calculated (see Attachment 6). The term “setback” is used in this regulation rather than “step back”, since it regulates the distance from the property line to the wall of the building that is to be regulated. The proposed new special regulation would state:

*The upper story setback for all floors above the second story within 40' of the property line abutting NE 38<sup>th</sup> Place would average 15'. For the purpose of this regulation, the term “setback” shall refer to the horizontal distance between the property line and any exterior wall of the building. The measurements shall be taken from the property line abutting the street prior to any potential right-of-way dedication. The required upper story setbacks for all floors above the second story shall be calculated as Total Upper Story Setback Area, as shown on Plate 35.*

- b. Building Separation: Building separation, as indicated in conceptual plans for the South Kirkland Park and Ride ([click to view concept](#)) would be required. The proposed new special regulation would state:

*Any portion of a structure exceeding two stories in height above NE 38<sup>th</sup> Place may not exceed 200' in length as measured parallel to NE 38<sup>th</sup> Place, and shall be separated by at least 30 feet from any other portion of a structure exceeding two stories above NE 38<sup>th</sup> Place on the subject property.*

- c. Pedestrian Connection: A pedestrian connection between NE 38<sup>th</sup> Place and the transit center (and future extension to the Eastside Rail Corridor), as indicated in the conceptual plans for the South Kirkland Park and Ride ([click](#)

[to view concept](#)) would be required. The pedestrian circulation plate in Attachment 7 would be revised to call this connection a “Through-Block Pathway”. A new design guideline would also be added to address design issues related to the Through-Block Pathway, unique to this site (see Attachment 2). The proposed new regulation would state:

*A Through-Block Pathway, developed according to the standards in Section 105.19.3, must be installed to provide pedestrian access between NE 38<sup>th</sup> Place and the transit center.*

- d. **Public Open Space:** The draft design guidelines that call for public amenities and open space on the site would be revised to specify that public open space should be provided in close proximity to commercial and retail uses along NE 38<sup>th</sup> Place (see Attachment 2). The guidelines would be supported by a regulation that would define the minimum amount of public open space on site as follows:

*At least 2,500 square feet of public open space shall be provided in conjunction with new development. The space shall be in one continuous piece, and designed to be consistent with the design guidelines for public open space on site.*

#### **b. Private Open Space**

During the study sessions in February, the Planning Commission and Houghton Community Council expressed interest in addressing the need for common open space for the site’s residents. During the discussion following the public hearing on March 24<sup>th</sup>, the Planning Commission and Houghton Community Council directed staff to develop a regulation to ensure that private open space would be provided.

The Zoning Code does not typically regulate indoor common resident space, and floor plans are not generally reviewed by the Design Review Board, which focuses more on the site design and building aesthetics. However, a regulation could call for a minimum area to be set aside for common open space, and the DRB could review any proposed outdoor space.

**Staff recommendation:** Staff recommends that the following provision be included in the regulations, if the Community Council wishes to regulate this space:

*Common resident open space that is accessible to all residents of the development will be provided at a minimum of 5 square feet per unit. The minimum size of any common resident open space will be 500 square feet. Resident open spaces can be located outside or inside the building in multiple locations within the development. Common resident open space can be used for common patios, barbeques, play or exercise equipment, pools or spas, dog exercise areas, flower or vegetable gardens, community rooms, exercise rooms or any other common resident space approved by the DRB.*

### c. Design Guidelines

During the discussion following the public hearing, members of the Planning Commission and Houghton Community Council expressed concerns about a number of design topics. These included issues related to roof form, parking structure design, design of structures in the gateway, and views of structures on the site from a variety of vantage points. Additional comments were related to the need to clarify guidelines related to pedestrian and bicycle circulation. The design guidelines matrix (see Attachment 2) contains revisions to address the comments made by the Commission and Community Council.

***Staff Recommendation:*** Staff recommends that the Houghton Community Council review the proposed changes to the design guidelines shown in Attachment 2, and provide direction to staff regarding the proposed revisions.

### ***New Issues***

Two new issues have been raised through written comments since the public hearing (see Attachment 3). These include:

- Limit on size of retail establishments: The letter from Bill Fuller raises an issue for the Community Council to consider in its discussion on April 25<sup>th</sup>. Mr. Fuller asks the Planning Commission and Houghton Community Council to consider revising the draft regulations to allow a grocery store use to exceed the 7,500 square foot maximum proposed for retail uses in the zone.

*Questions for Community Council: Should the provision for retail uses be revised to exempt grocery stores from the limitation of 7,500 square feet for retail establishments?*

- Standard for sustainability: The letter from Rosemary Curran suggests that more flexibility should be provided in the sustainability standard required for development at the South Kirkland Park and Ride. Ms. Curran notes that the affordable housing community as well as private developers cite the process and costs of LEED certification as burdensome. She suggests that alternative standards may be more flexible and equally effective.

Staff recommends that the Houghton Community Council consider the following language in lieu of the text in special regulation number 10 under the current proposed regulations:

*10. Development should be designed, built and certified to achieve or exceed the following green building standards:*

- a. Evergreen Standard or Built Green 4 star certified for all housing units.*
- b. For the parking garage and non-residential uses, either a LEED Silver CS (Core and Shell) certified or LEED CS checklist with a third party independent verification and inspection to meet the LEED CS Silver Standard.*

## **NEXT STEPS**

Staff will prepare revised draft regulations and guidelines according to the direction provided by the Houghton Community Council at the meeting on April 25<sup>th</sup>. The revised documents and transmittal memo will be reviewed by the chair of the Community Council, and then forwarded as the Houghton Community Council recommendation to the City Council for consideration at their study session on May 17. The City Council will consider the recommendations from both the Planning Commission and Houghton Community Council at that time.

The City Council is expected to take action on the amendments on June 7. The Houghton Community Council will then have an opportunity to review the Council's decision at the June 27 meeting.

### **Attachments**

1. Revised Draft Zoning Code Amendments
2. Revised Draft Design Guidelines Matrix
3. Public Comments received following public hearing
4. Zoning Code Section 105.19
5. Conceptual Graphics, prepared by Mithun Architects
6. Zoning Code Plate 35 – Upper Story Setback
7. Revised Plate 34L – Pedestrian Circulation in YBD 1

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**Chart for Residential (Mixed Use) Development Use  
(Otherwise use PO charts as modified)  
Yarrow Bay Business District 1 (YBD 1) USE ZONE CHART**

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

**Section 56.08 - GENERAL REGULATIONS**

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

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

**USE ZONE CHART**

**Section 56.010**

- 1) Use: Attached or Stacked Dwelling Units:

See Special Regulations.

Required Review Process: DR, Chapter 142 KZC.

Minimums:

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

Maximums:

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

Landscape Category: C

Sign Category: E. See Special Regulation 9.

Required Parking (See KZC 105.103):

- Residential use: 1.1 per unit. In addition, guest parking shall be provided at a rate of 0.05 stalls per unit.
- Restaurant/tavern: 1 per 125 square feet of gross floor area
- Retail: 1 per 350 square feet of gross floor area
- Office: 1 per 350 square feet of gross floor area
- Entertainment, Cultural, Recreational: Chapter 105.25

**Special Regulations:**

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

4. The following uses are prohibited:
  - a. Any retail establishment exceeding 7,500 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 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 ~~ground~~<sup>second</sup> floor must be dedicated to residential use.
7. Development of residential uses within the zoning district shall result in a minimum of 20 percent of total residential units being affordable with affordability levels as follows:
  - a. For rental housing:
    - o A minimum of 20 percent of the total residential units shall be affordable. A minimum of 10 percent of total residential units shall be affordable at 50% of median income. The remaining affordable units shall be affordable at no greater than and 70% of median income, with a minimum of 10 percent of total residential units affordable at 50% of median income. Affordable rent levels will be determined using the same methodology used in the definition of Affordable Housing Unit in Chapter 5 KZC.
  - b. For ownership housing:
    - o A minimum of 20 percent of total residential units shall be affordable housing units as defined in Chapter 5 KZC.
8. The following additional regulations apply to affordable housing units included in development:

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

- 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. Development of the site and its buildings should be designed, built and certified to achieve or exceed the LEED Silver rating system requirements as defined by the United States Green Building Council.
11. This use must be part of a development that includes an increase in the number of parking stalls available exclusively to users of the Park and Ride facility.
12. Parking stalls to serve the use must be in addition to those provided as part of the expansion of capacity for the Park and Ride facility.

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## 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>• <u>The location of the subject property makes any new multi-story building highly visible from the surrounding streets and properties. Building design should be conscious of these viewpoints or vantages which should be identified through the Design Review process.</u> The final arrangement of building mass should <u>therefore address the key vantage points and respond to the</u> <del>be placed in context with</del> <del>of</del> existing and/or planned improvements, gateway features, <u>and</u> location of plazas and open space, <del>and orientation with the public realm.</del></li> <li>• <u>All building facades should be designed carefully, i.e. there should be no “backside” of a building.</u></li> </ul>	<ul style="list-style-type: none"> <li>• Limit size of any retail establishment to 7,500 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> <li>• Create new Plate 34L which shows pedestrian connections in the YBD and future connection to Eastside Rail Corridor</li> </ul>	<ul style="list-style-type: none"> <li>• Various provisions in KZC Section 105.18 – Pedestrian Access <ul style="list-style-type: none"> <li>○ Pedestrian access from buildings to sidewalks and transit facilities</li> <li>○ Pedestrian access between uses on subject property</li> <li>○ Pedestrian connections between properties</li> <li>○ Pedestrian access through parking areas</li> <li>○ Pedestrian access through parking garages</li> <li>○ Overhead weather protection</li> </ul> </li> <li>• Various provisions in KZC 110.19 – Public Pedestrian Walkways</li> <li>• KZC 105.32 – Bicycle Parking <ul style="list-style-type: none"> <li>○ Ratio of 1 bicycle space for each 12 required motor vehicle spaces. Planning official may modify this requirement based on development size and anticipated pedestrian and bicycle activity.</li> <li>○ Contains requirements for bike racks or enclosed storage container locations.</li> </ul> </li> <li>• 115.142 Transit Shelters and Centers, Public.</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>• 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 incorporate design techniques which clearly define the building's top, middle, and bottom.</li> </ul> <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>• <u>Roof forms should be varied and attractive. Where appropriate, roof forms should also help reinforce the modulation or articulation interval of the building façade.</u></li> <li>• <u>Roof forms should be designed to screen rooftop mechanical units</u></li> <li>• <u>A predominantly flat roof design is discouraged. For portions of the building where a flat roof design is used, architectural details such as eaves, cornices, or other articulation elements should be used to provide</u></li> </ul>		<p>Public transit shelters and centers are allowed in all zones and shall not exceed 15 feet above average building elevation in low density zones. The public transit shelters and centers must not unreasonably impede pedestrian movement or create traffic safety problems. Transit route and information signs and markers may be installed. One hundred percent lot coverage is allowed. There are no specific requirements for review process, minimum lot size, minimum required yards, landscaping, or parking for this use.</p>		

Existing Comprehensive Plan Policies	Proposed Design Guidelines <sup>1</sup> - <i>Design Review Board Authority</i>	Proposed Zoning Regulations	Existing Zoning Regulations	Additional Guidelines Needed?	Specific Regulations Needed?
	<p><u>interest at the ground level.</u></p> <ul style="list-style-type: none"> <li>Vertical building modulation should be used to add variety <u>by avoiding monotonous design. A technique that may be used is to</u> <del>and to</del> make large buildings appear to be an aggregation of smaller buildings. <u>Different colors and/or materials may be used to help differentiate between facade planes.</u></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. <u>Different colors and/or materials maybe used to help differentiate between facade planes.</u></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 minimize walking distance from the public sidewalk and transit facilities to building entrances.</li> <li>Pedestrian and bicycle <u>pathways and/or</u> connections should be well-</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>defined and safe.</p> <ul style="list-style-type: none"> <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>• <u>Low level lighting in the form of bollards or similar style of lighting should be encouraged along pedestrian pathways not adjacent to buildings.</u></li> <li>• <u>Through-block pathways should be designed so that it is clear that access by the general public is allowed. Because the subject property is steep along NE 38<sup>th</sup> Place, stairways may be used in the design of the through-block pathway where connecting to the street. If located along NE 38<sup>th</sup> Place, the stairway should function as a focal entry/exit point and contain design elements that make it a welcoming, safe, and attractive entry.</u></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>◆ 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>				
<p>3. 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.</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> </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>• 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> <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</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> </p> <p> </p> <p> </p> <p> </p> <p> </p>	<p>the Comprehensive Plan.</p> <ul style="list-style-type: none"> <li>• The design <u>elements</u> 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> <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; <u>and</u></li> <li>○ <u>Are integrated with the TOD building design</u></li> </ul> </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>	<p>None Proposed</p>		<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 and/or parking structures to the surrounding</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 95.44 – Internal Parking Lot Landscaping Requirements</li> <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>neighborhood.</p> <ul style="list-style-type: none"> <li>• <u>Parking structures shall be designed and located to obscure the view of parked cars from adjacent properties. Parking structures should be located to the back of buildings or underground with intervening uses, artwork, building setbacks, and/or dense landscaping should be used to reduce the visual impact of parking structures along streets.</u></li> <li>• <u>Portions of parking structures visible from the street that cannot be placed behind an intervening use due to site topography, should be designed to complement neighboring buildings constructed with high quality materials and be architecturally compatible with the character of surrounding buildings.</u></li> </ul> <p><u>In addition, architectural treatment, artwork, building setbacks, and/or dense landscaping should be used to further reduce the visual impact of parking structures along the street.</u></p> <p><u>If adjacent to the required gateway, the exterior of parking structure should reflect the design elements of the gateway. Design should avoid the appearance of a parking structure.</u></p>				

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><i>High Quality Design</i></b></p> <p>See Policy #1</p> <p><b><i>Public amenities and Open Space</i></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> </ul> <p><del>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.</del></p> <ul style="list-style-type: none"> <li><u>Public open space should be located in close proximity to commercial and retail uses that are required along NE 38<sup>th</sup> Place. The public open space should be well defined and contain amenities such as outdoor dining, seating areas, art, water features, and/or landscaping. Adequate room for pedestrian movement through the space should be maintained. Additional public open space in a location convenient to the site's transit users may also be appropriate.</u></li> <li><u>Careful attention should be paid to the transition between transit</u></li> </ul>	<p>None Proposed</p>	<p>None</p>		

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><u>operations and the building to create a well defined pedestrian space such as a small plaza with landscaping features.</u></p> <ul style="list-style-type: none"> <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>				
<p>7. Promote sustainable development through support of green building practices at the Park and Ride.</p>	<p>None Proposed</p>	<ul style="list-style-type: none"> <li>• New regulation calls for LEED Silver Certification or better.</li> </ul>	<p>None</p>		



April 3<sup>rd</sup>, 2011

Dear Planning Commission members,

Just for your information here are the planned bus route changes. The 234 bus will no longer go down 108<sup>th</sup> Ave NE if the changes take place in the fall.

These are the only bus routes from South Kirkland Park and Ride that run on Sundays. The frequency is listed starting with peak times during the weekdays, then midday times, then evening and weekend times. Please notice that the buses run only every 30 to 60 minutes after 6:00 p.m.

### **Trips**

#### **Added 255**

IDS - Brickyard or Totem Lake TC via SR-520, South Kirkland, Kirkland TC, Juanita, and NE 124th Street

5:30 a.m. to

midnight 10-15 15 30-60

#### **Revised**

#### **230\***

#### **WEST**

#### **(235)**

Kingsgate - Bellevue via Kirkland, South Kirkland, 116th Ave NE

5:15 a.m. to

12:30 a.m. 30 30 60

#### **Revised 234** Bellevue TC - Kenmore via South Kirkland, KTC, Juanita, and Finn Hill

5:45 a.m. to

9:45 p.m. 30 30 60

I checked the current Sunday schedules from South Kirkland Park and Ride. It would only take an hour if I wanted to go to a Redmond church for a 9:00 a.m. service via bus from South Kirkland Park and Ride. I would have to get on the 230 at 7:57 in order to get to Redmond Transit Center by 8:48 or the 255 at 7:29 to get there by 8:30. This would only work if my church was a few minutes walk from the transit center and there wasn't any problems transferring buses in Kirkland. When Metro talks about improving routes they don't usually expect to improve Sunday routes. Often they don't improve mid-day routes either which is when many seniors will be taking the bus to get to doctor's appointments and other day-time activities. The improvement of routes is dependent on public funds in addition to fares. Because of limited resources improvements will usually be allocated to routes and times with the greatest ridership. This is great for commuters but not for those who need public transportation the most because they don't drive: seniors, youths and the disabled. Even though I appreciate the concept of TOD, I wonder how many people have actually tried to take a bus for all their weekend activities especially with children in tow. Fares for adults run from \$ 2.25 to \$3.00 at this time. Two adults with two children taking the bus to church would be \$6.00. It isn't that much money if you double up on your errands too. It may be true that many commuters will not own cars if the gas prices continue to go up. Unfortunately, despite the high gas prices now, some of the future workers in King County are filling up the Lake Washington High School parking lot with their cars. (Perhaps we should change the law so young people have to wait until 18 to get their licenses. Teenagers would then get more practice riding public transportation.) I believe that Lake Washington School District

does provide Orca cards to its students. Just because someone has access to a bus pass doesn't mean that they don't ever use a car.

I am not making these comments to discourage planning for TODs in the future. In theory having transit, services, and housing in the same location makes sense. It is something the Europeans have always done. I question whether or not the South Kirkland Park and Ride lot is the best place for this concept to be successful. Hopefully the Planning Commission will come up with a plan that will work.

I get tired of people making assumptions using a theoretical concept rather than concrete knowledge from their own personal experience. We talk about 'those people who need affordable housing and won't own a car because they can't afford the gas'. I have one of 'those people' in my family but I can tell you that she frequently has to get a ride from someone else in order to visit friends and relatives at night even though she lives next to a park and ride transit center. I'm sure that people living in the market rate housing units planned for this development will still own cars even if they take transit to work. High gas prices don't necessarily keep people from owning cars...just driving less or owning a hybrid or other alternative vehicle. When a car owner reduces his vehicle trips, his car is taking up a parking space most of the time, either at his place of residence or on the street. In this instant it may be a space at the park and ride lot.

On the King County Transportation web page it states :

To reduce external trips, TOD projects should be located in higher-density, mixed-use, urban pedestrian districts with high-quality transit service. External single-occupancy vehicle trips can be reduced as much or more by people walking within a mixed-use urban district as they can by using transit within and between urban centers.

The thing I think is missing at the South Kirkland Park and Ride is the 'higher-density, mixed-use, urban pedestrian district'. I think that part of the urban pedestrian district idea is that you can SAFELY walk to the services that you need.

I have to correct some of my previous comments. I did not realize that the North Towne QFC in Bellevue is open 24 hours a day and only 1 mile from South Kirkland Park and Ride. It takes 3 minutes to get there on the 230 bus (this may change when it becomes 235) which runs every half an hour. They even have a pharmacy that is open 9 to 9 on most days. If you want to save the \$ 2.50 bus fare you can take your life in your hands and walk there in 25 minutes. And you can walk back even quicker since it is all downhill. So I realize that one of my objections to the TOD at South Kirkland Park and Ride is not valid—there is a grocery store that includes a pharmacy within walking distance.

Many of you laugh at the idea of a multilevel garage at a TOD but it is a possibility in the future. The Redmond TOD already has a multistory garage, and the TOD projects in Auburn, Kent, Renton, and Shoreline are being planned near existing transit oriented parking garages or where new ones may be developed in the future. I wish the Kirkland Planning Commission would actually study the plans for other proposed TODs before making any final decisions on what needs to be incorporated into the South Kirkland Park and Ride design. The fact that there is only one Sound Transit bus route at South Kirkland Park and Ride doesn't mean there won't be more in the future and the need for parking will be much greater than it is now. It is my belief that the City of Kirkland and the City of Bellevue need a fuller vision for the whole area surrounding the South Kirkland Park and Ride and how it should be developed over the next 15 years, not just the Lakeview Neighborhood piece of the park and ride lot. It would be interesting to know how these other cities have incorporated the idea of a TOD into their greater city development plans.

Sincerely,

Margaret Bull  
6225 108<sup>th</sup> Place NE  
Kirkland WA 98033





April 5, 2011

Houghton Community Council  
Kirkland Planning Commission  
c/o Mr. Eric Shields, Planning Director  
City of Kirkland  
123 Fifth Avenue  
Kirkland, WA 98033

Mr. Shields:

I am writing to you regarding the TOD project proposed for the South Kirkland Park and Ride site.

As you know, Fuller/Sears is currently involved in several residential and retail mixed-use projects located throughout the greater Puget Sound area.

The purpose of this letter is to explore whether or not the size of retail component of the project has any flexibility, as you are clearly at an advanced stage in writing the development criteria.

A grocery store with whom we work is very interested in the site, but the 7,500 sf size restriction would effectively exclude them from considering locating in the project. They are not prepared to identify themselves just yet, but have authorized me to contact you on their behalf.

You may not be aware, but there are few sites with the capacity to accommodate a full-service grocery store to serve the South Kirkland neighborhoods for which there is currently a void in the marketplace.

In reviewing the public comments, we understand the community concerns regarding "big box" retail. Having said that, there did seem to be some support for locating a TOD nearer to a grocery store, thus negating the need for a drive or bus ride to acquire daily necessities.

Would it be possible to amend the zoning language to keep the size of individual retail stores to a maximum of 7,500 sf, but provide an exemption for a grocery store use?

With 200 to 250 residential units, the inclusion of a true neighborhood grocery store could introduce significant vitality to the project and reduce the need for TOD residents to travel by vehicle to a grocery store.

Additionally, as retail advisors, we are concerned that the current requirement for small shop tenants will likely result in slow lease up and tenants that are ultimately not "first choice".

If you, the Houghton Community Council or the Kirkland Planning thinks this proposal might be viewed favorably, we would be happy to discuss in further detail.

A handwritten signature in black ink, appearing to read "William A. Fuller". The signature is fluid and cursive, with a long horizontal stroke at the end.

William A. Fuller, AIA, NCARB, LEED-AP  
Principal



**Dorian Collins**

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**From:** Paul Stewart  
**Sent:** Tuesday, March 29, 2011 8:53 AM  
**To:** 'Peter Wilson'  
**Cc:** Joan McBride; Dorian Collins  
**Subject:** RE: Support for South Kirkland Park & Ride TOD

Thank you for your comments Peter. We will transmit this to both the Houghton Community Council and Planning Commission.

Paul Stewart

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**From:** Peter Wilson [<mailto:peterwilson@gmail.com>]  
**Sent:** Monday, March 28, 2011 5:44 PM  
**To:** Paul Stewart  
**Cc:** Joan McBride  
**Subject:** Support for South Kirkland Park & Ride TOD

Hi Paul,

I am a resident of Lakeview, represented by both the Kirkland City Council and the Houghton Community Council. My address is:

10127 NE 66th Lane,  
 Kirkland, WA 98033

(Note: none of the HCC members have their email addresses on the web - please will you forward this email to Rick Whitney.)

I am writing to you today to express my strong support for the South Kirkland Park & Ride TOD project. This is the sort of innovative project we should be developing in Kirkland that both supports and enables our growing city's community and protects rural lands by building density. It is great that Kirkland is planning this project.

I had the opportunity to attend Thursday's joint meeting of the Kirkland Planning Commission and the Houghton Community Council and I was pleased to see the high-level of support from those in attendance. I hope both groups can move forward with this project, while avoiding the temptation to also do the job of the Design Review Board.

Please let me know if you have any questions.

Thanks,

-- Pete

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Peter Wilson  
 c: 425.985.0194



## Dorian Collins

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**From:** Paul Stewart  
**Sent:** Monday, March 28, 2011 8:54 AM  
**To:** 'Iggycdog@aol.com'; Janet Jonson  
**Cc:** Dorian Collins  
**Subject:** RE: low income housing in Kirkland

Gerri,

Thank you for your comment. We will pass it on to the Planning Commission and Houghton Community Council.

Paul Stewart

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

**Sent:** Friday, March 25, 2011 10:35 AM

**To:** Paul Stewart; Janet Jonson

**Subject:** low income housing in Kirkland

Hello - Just wanting to voice my support for the addition of mixed-use housing in Kirkland. If we could find a spot in north Kirkland, that would also be great - thanks, Gerri Haynes, 104 - 7th Ave, 98033



**Dorian Collins**

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**From:** Paul Stewart  
**Sent:** Friday, April 15, 2011 3:48 PM  
**To:** 'Dan Krehbiel'  
**Cc:** Dorian Collins  
**Subject:** RE: South Kirkland Park and Ride Transit Oriented Development

Dan,  
Thank you for your comments. We will pass these on.  
Paul Stewart  
425-587-3227

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**From:** Dan Krehbiel [<mailto:dan.krehbiel@gmail.com>]  
**Sent:** Friday, April 15, 2011 3:41 PM  
**To:** Paul Stewart  
**Subject:** South Kirkland Park and Ride Transit Oriented Development

Dear Mr. Stewart,

As a Kirkland resident **I support the South Kirkland Park and Ride Transit Oriented project**. I believe that there will be host of positive outcomes if/when the TOD is approved. For me those include superlative design for the whole project; 200 units of housing (affordable to market rate) with their own parking; 200 to 250 MORE parking stalls for park and ride users (so important once the 520 tolling begins since the Park and Ride is already appears at capacity); 1% for the arts; first floor retail; traffic mitigation; superior landscaping; and a charging station for electric cars and perhaps a zip car.

Thank you for your consideration of this important project that combines many of Kirkland's core issues like economic development, workforce housing, green house emissions, affordable housing and housing choice, and transit supportive development.

May I also please request that you pass all these comments to both the Kirkland Planning Commission and the Houghton Community Council.

Sincerely,

Dan Krehbiel  
206.349.7622



**Dorian Collins**

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**From:** Paul Stewart  
**Sent:** Thursday, April 14, 2011 4:06 PM  
**To:** 'Waluconis, Carl J.'  
**Cc:** Dorian Collins; Andrew Held; Byron Katsuyama; C. Ray Allshouse - Home; C. Ray Allshouse - Work; George Pressley; Glenn Peterson; Jay Arnold; Jon Pascal; Jon Pascal; Karen Tennyson; Mike Miller; Betsy Pringle; Bill Goggins ; Elsie Weber; John Kappler; Kathleen McMonigal; Lora Hein; Rick Whitney  
**Subject:** RE: TOD zoning regulations

Hi Carl,

Thank you for your comment on the proposed TOD. We will provide this to the Planning Commission and City Council.  
Paul Stewart

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**From:** Waluconis, Carl J. [<mailto:cwaluc@sccd.ctc.edu>]  
**Sent:** Thursday, April 14, 2011 4:00 PM  
**To:** Paul Stewart  
**Subject:** TOD zoning regulations

To the Houghton Community Council and Kirkland Planning Commission,

Please support the zoning regulations for the TOD in Kirkland. I also support extra height in exchange for public amenities such as additional open space. Also to ensure that the design is a splendid addition for Kirkland, I would love to see the project have review through the city's design review board.

I have lived in Lakeview for nearly 28 years and prior to that I lived in central Houghton. I think this project is important not just to my neighborhood but to Kirkland as a whole.

Thank you,

Carl Waluconis  
6536 102<sup>nd</sup> Ave

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**Dorian Collins**

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**From:** Paul Stewart  
**Sent:** Thursday, April 14, 2011 10:21 AM  
**To:** 'sjohnson119@comcast.net'  
**Cc:** Dorian Collins  
**Subject:** RE: Development of S Kirkland Park&Ride

Hi Sarah,

Thank you for your comment. We will pass it on to the Planning Commission and Houghton Community Council.

Paul

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**From:** [sjohnson119@comcast.net](mailto:sjohnson119@comcast.net) [<mailto:sjohnson119@comcast.net>]

**Sent:** Thursday, April 14, 2011 10:10 AM

**To:** Paul Stewart

**Subject:** re:Development of S Kirkland Park&Ride

I would like the Kirkland Planning Commission and the Houghton Community Council to know that I support the present proposals for transit-oriented development at the South Kirkland park and Ride. I support the zoning regulations necessary for the project to go forward.

Most important, I am in favor of the inclusion of AFFORDABLE housing in the development.

Thank you.

Sarah Johnson  
703 4th Ave Apt 105  
Kirkland WA 98033



April 11, 2011

Dear Houghton Community Council Members,

I have cut and pasted information from the TOD website that describes the other TOD projects in the greater Seattle area. I would like you to make note of the access to Sound Transit that exists at many of the sites as well as the urban location with shops and entertainment close by. Please consider the location of the proposed TOD in the Lakeview neighborhood in comparison to these other TOD locations and their proximity to transit centers that include Sound Transit rail or bus lines. One of the keywords pay attention to is 'Downtown'.

"The Northgate Transit-Oriented Development concept ultimately selected for this location will preserve the site as a vital public transportation hub in north Seattle. The site will continue to be an important transfer point and could accommodate such additional services as light rail and monorail stations. Weekday bus trips through the Northgate Transit Center now total 785, with more than 7,000 passenger boardings each day. By 2020, Northgate light-rail ridership is forecast to be 10,000 boardings per day, with 75 percent of those riders arriving and departing by bus.

Integration of the bus transit center and light rail and monorail stations at Northgate with high-density, mixed-use urban development on the "super block" south of the mall will increase transit ridership and help the City of Seattle achieve its growth management targets.

The Overlake Park-and-Ride TOD

The development is in the heart of the Overlake commercial area of Redmond near 152nd Avenue NE and NE 24th Street. Overlake is a major employment center with about 600 firms, including Microsoft's main campus, and 22,600 employees. Grocery stores, restaurants, personal services and major retailers are within a short walking distance.

The City of Redmond's Downtown Transportation Master Plan for public transportation investments is designed to help facilitate full development of the downtown urban center. Key to this concept is a TOD design district that will provide regulatory guidelines and implementation strategies appropriate for land uses that support transit. The community's vision for downtown embraces a mix of residential, employment, retail, and recreational opportunities. The future of downtown Redmond is envisioned as an urban neighborhood where people can live and work, and where automobile use is an option, not a requirement.

## Metropolitan Place, Renton TOD

As part of the 30-year agreement to lease park-and-ride stalls to King County Metro Transit, the developer supplies one free Metro bus pass for every apartment unit. The agreement also stipulates that the units be affordable to a mix of incomes. Besides being located next to the transit center, Metropolitan Place is close to a new urban park, retail stores, theater, schools, and restaurants, all in downtown Renton. The building occupies the site of the old Good Chevrolet building.

### Kent Station private development

The 17-acre Kent Station property in the heart of downtown Kent is in full development mode and will soon be opening in phases, beginning with a major multi-screen cinema.

### Kent Municipal Parking Lot

Just across W Smith Street to the south of the Kent Station redevelopment lies the four-acre Kent Municipal Parking Lot. The city is actively interested in redevelopment of this surface lot as a link from the historic downtown area that lies to the south to the newly developing Kent Station to the north. In addition to preserving adequate parking for continuing uses, opportunities exist for mixed-use redevelopment of housing, retail, and office space to serve the area's needs, including those of the adjacent Regional Justice Center.

### Burien Transit Center project

Placing the Burien Transit Center's park-and-ride stalls in a multi-level garage will make the remaining half of the lot available for housing and commercial development. Future residents and employees at this location will enjoy easy access to many downtown Burien amenities and to regional transit connections via the adjacent transit center. This TOD or transit-oriented development project is designed to reduce auto usage, increase transit usage, and provide housing and employment density in areas designated for and encouraging growth, such as downtown Burien."

Here are also the bus changes that relate to the South Kirkland Park and Ride. The meeting about these changes is on Mercer Island on Tuesday. [http://metro.kingcounty.gov/up/projects/pdf/updated/a2011EN\\_235\\_226\\_234\\_249\\_255\\_256.pdf](http://metro.kingcounty.gov/up/projects/pdf/updated/a2011EN_235_226_234_249_255_256.pdf)

The Executive's proposal will be heard by the County Council at a public hearing on Tuesday, April 12 from 6:00 to 8:00 p.m. at the Mercer Island Community Center, 8236 SE 24th St., Mercer Island.

On the Eastside, the proposal calls for:

#### **New Metro routes:**

RapidRide B Line, 226, 235 and 241

#### **Routes with added service:**

212, 255, 271

**Routing changes:**

221, 234, 240, 245, 246, 249, 250, and 265

**Routes proposed for elimination since current service will be offered by other routes:**

222, 225, 229, 230, 233, 247, 253, 256, 261, 266, 272, and 926

Sincerely,

Margaret Bull



**April 11, 2011**

**Metro Community Relations,**

***One of my main concerns about the Metro routes throughout Kirkland is that the individuals that need bus service the most, those that don't drive due to age, disability, or financial limitations, are disadvantaged by the fact that the buses run less frequently during the evening and midday hours. Some of us also share a car with a family member and must frequently use the bus to get around. My family lives off of 108<sup>th</sup> Ave NE in Kirkland and we would be dependent on the 255 schedule to go anywhere (since you are discontinuing that portion of the 234 route) and then rely on convenient transfer times at South Kirkland Park and Ride, Houghton Park and Ride, or Downtown Kirkland Transit Center. If I am going to a medical appointment or shopping during the day, or want to visit relatives, go to a public meeting, or an entertainment venue in the evening, then the fact that some buses only run every 30 to 60 minutes could mean that I will have long waits to get to wherever I need to go. I know that many people do not feel comfortable standing alone at a bus stop at night for over 30 minutes at a transfer point. Even though the 255 will run more frequently, it doesn't help very much if you don't get to the transit center or park and ride in time to catch a bus that only runs once an hour.***

***This limitation in evening service is one of the main reason I believe that a TOD plan that encourages total dependence on bus transportation in order to curtail car ownership at the South Kirkland Park and Ride lot property will not be successful. At the TOD public meetings that I have attended several people have mentioned that residents will choose to not own cars because it will be too expensive to pay for gas. It doesn't seem to me that it will be possible to meet this goal because of the lack of urban amenities at this particular location. I do not believe the area meets the criteria laid out in the TOD guidelines.***

To reduce external trips, TOD projects should be located in higher-density, mixed-use, urban pedestrian districts with high-quality transit service. External single-occupancy vehicle trips can be reduced as much or more by people walking within a mixed-use urban district as they can by using transit within and between urban centers.

To be most effective, TOD should be "urban" even in a suburban setting. Pedestrian-scale design draws people to return repeatedly. Urban development supports transit; suburban development does not.

*There are several roadblocks to urban development of this area in the future: it is hemmed in by the freeway and an important wetland; surround by an area that is already developed with apartment complexes, light industry and office parks; sidewalks and bike lanes are nonexistent on some of the surrounding streets; the hilly nature of the area discourages pedestrian traffic, especially those using a wheelchair or a stroller; on nearby streets no on-street parking is allowed. There are no guarantees that there will ever be a bike/pedestrian trail or rail line in the next 15 years. The freeway exits and onramps make the area especially hazardous to those traveling south on foot or by bicycle toward Bellevue. I know this for a fact because one of my good friends was seriously injured crossing the street at a traffic light with a pedestrian crosswalk by a motorist turning left after coming off of the freeway ramp onto 108<sup>th</sup> Ave NE. With no bus service along 112<sup>th</sup>, a parent living at a TOD at South Kirkland Park and Ride would have to walk their preschooler past the 520 freeway entrances in order to take them to the Bellevue Montessori School. It would be worthwhile for those planning the TOD to walk into Bellevue from South Kirkland Park and Ride lot on 108<sup>th</sup> Ave NE/112<sup>th</sup> Ave NE and walk back along Bellevue Way/Lakeview Drive NE. It would be especially useful to try to walk the same route at night in the rain. The revised 249 Metro bus route only runs every 30 minutes and stops after 8:00 p.m. Even if a bus route is available, many people would prefer to walk a mile than spend the money on bus fare. The nearest grocery store with a pharmacy is south of the park and ride lot on the other side of the 520 freeway. There are very few services along Northup, 112<sup>th</sup> Ave NE, 108<sup>th</sup> Ave NE, or Lakeview Drive that pedestrians have easy access to. I personally would find it very difficult to live there without access to a car.*

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

**King County****Community Services Division**

Housing and Community Development

Department of Community and Human Services

401 5<sup>th</sup> Avenue, Suite 510

Seattle, WA 98104

**206-263-9033** FAX: 206-296-0229

TTY Relay: 711

April 7, 2010

Paul Stewart, Deputy Director  
Dorian Collins, Senior Planner  
City of Kirkland Planning Department

Dear Paul and Dorian,

At yesterday's informational meeting about the South Kirkland Park and Ride that we held at King County, the question of LEED Silver certification of the project came up. Several of the participants, who included non-profit affordable housing agencies as well as private developers, mentioned the high cost of going through the official LEED certification process. They appeared quite willing to use a LEED Silver checklist and/or to meet the Washington State Evergreen Standards, but objected to being required to pay the various fees and costs associated with the official certification, which they feel adds no real "green" value.

The King County Housing and Community Development Program has heard this concern a number of times before. I want to stress that we are highly committed to green and sustainable building projects. We require the Evergreen Standard as a minimum, and encourage projects to achieve a higher sustainability standard than that. However, if it is the case, as we have been repeatedly told, that getting the official certification for LEED is unduly burdensome, we would encourage Kirkland to write their sustainability guidelines in a way that allows for some flexibility.

I believe some cities (e.g. Bellingham) use the phrase "projects must meet a minimum of LEED Silver Certification OR EQUIVALENT". In other cases, jurisdictions use the Evergreen Standards as a minimum, and encourage higher levels of sustainability insofar as possible. It might be helpful to define the term "equivalent" in a way that requires the project to demonstrate, and *have independently verified*, that they have met the LEED Silver checklist requirements, without having to go through the formal application and certification process.

Paul Stewart  
April 7, 2011  
Page 2 of 2

King County Housing and Community Development strongly believes that this would be a preferable alternative to requiring official LEED silver certification for this project, or other projects in the City of Kirkland.

Sincerely,

A handwritten signature in blue ink, appearing to read "Rosemary Curran".

Rosemary Curran, AICP  
Affordable Housing Planning Coordinator

Cheryl Markham, Manager  
King County Housing and Community Development Program

cc: Gary Prince, King County Metro TOD  
David Blum, King County Metro Special Projects Manager  
Arthur Sullivan, ARCH

## 105.19 Public Pedestrian Walkways

1. Public Pedestrian Walkways Location – In addition to the pedestrian walkways required in KZC [105.18](#), the City may require the applicant to install additional public pedestrian walkways on the subject property in any of the following circumstances where the walkway is reasonably necessary as a result of the development activity:
  - a. A pedestrian connection is indicated as appropriate in the Comprehensive Plan or Nonmotorized Transportation Plan; or designated elsewhere in this code; or
  - b. A walkway is reasonably necessary to provide efficient pedestrian access to a designated activity center of the City or transit; or
  - c. Through-block pedestrian pathways may be required on properties if blocks are unusually long; or
  - d. Pedestrian access may be required to connect between existing or planned dead-end streets, through streets, or other pedestrian access; and
2. Standards – General – The applicant shall install public pedestrian walkways pursuant to the following standards, except for Design Districts listed in subsections (3) and (4) of this section (see Figure 105.19.A):
  - a. Pedestrian access shall be provided by means of dedicated rights-of-way, tracts, or easements at the City’s option;
  - b. The width of the access right-of-way, tract, or easement, and the walkway material and width, shall be determined per the Public Works Pre-Approved Plans;
  - c. The height of solid (blocking visibility) fences along pedestrian walkway that is not directly adjacent to a public or private street right-of-way shall be limited to 42 inches unless otherwise approved by the Planning or Public Works Directors;
  - d. All new building structures shall be set back a minimum of five (5) feet from any pedestrian access right-of-way, tract, or easement that is not directly adjacent to a public or private street right-of-way;
  - e. The alignment of walkways shall consider the location of proposed and existing buildings (preferably along building fronts or property lines).
3. Through-Block Pathway Standards – General – If a through-block pathway is designated to be installed on the subject property, the applicant shall install a through-block pathway pursuant to the following standards, except for Design Districts listed in subsection (4) of this section:
  - a. A minimum unobstructed pavement width of eight (8) feet, paved with decorative concrete. A minimum of five (5) feet may be approved for residential uses.
  - b. Trees placed at an average of 30 feet on-center between the pathway and any parking or vehicular access area (see Figure 105.19.A). Exceptions:
    - 1) To increase business visibility and accessibility, the City may allow modifications in the required tree coverage adjacent to primary building entries; however, no less than one (1) tree per 60 lineal feet of the required pathway shall be provided.

- 2) The required trees must be placed in planting strips at least 4.5 feet in width or within tree grates.
- c. Adequate pedestrian lighting at a maximum of 12 feet in height shall be provided along the pathway.
- d. Barriers that will limit pedestrian access between the subject property and adjacent properties are not permitted.
- e. The through-block pathway may be retained within dedicated rights-of-way, tracts, or easements at the City's option. The width of the pathway right-of-way, tract, or easement will be determined by the Planning Official.
- f. If subject to Design Review the City will specifically review and approve the material and configuration of all through-block pathways as part of the Design Review decision

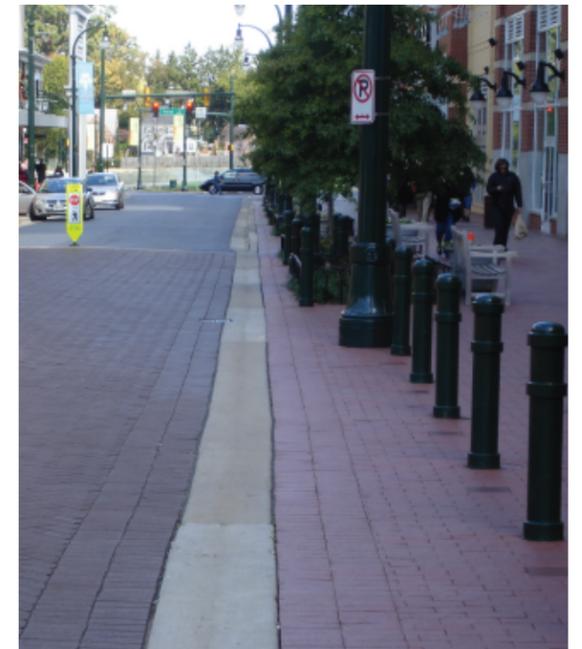
streetscape

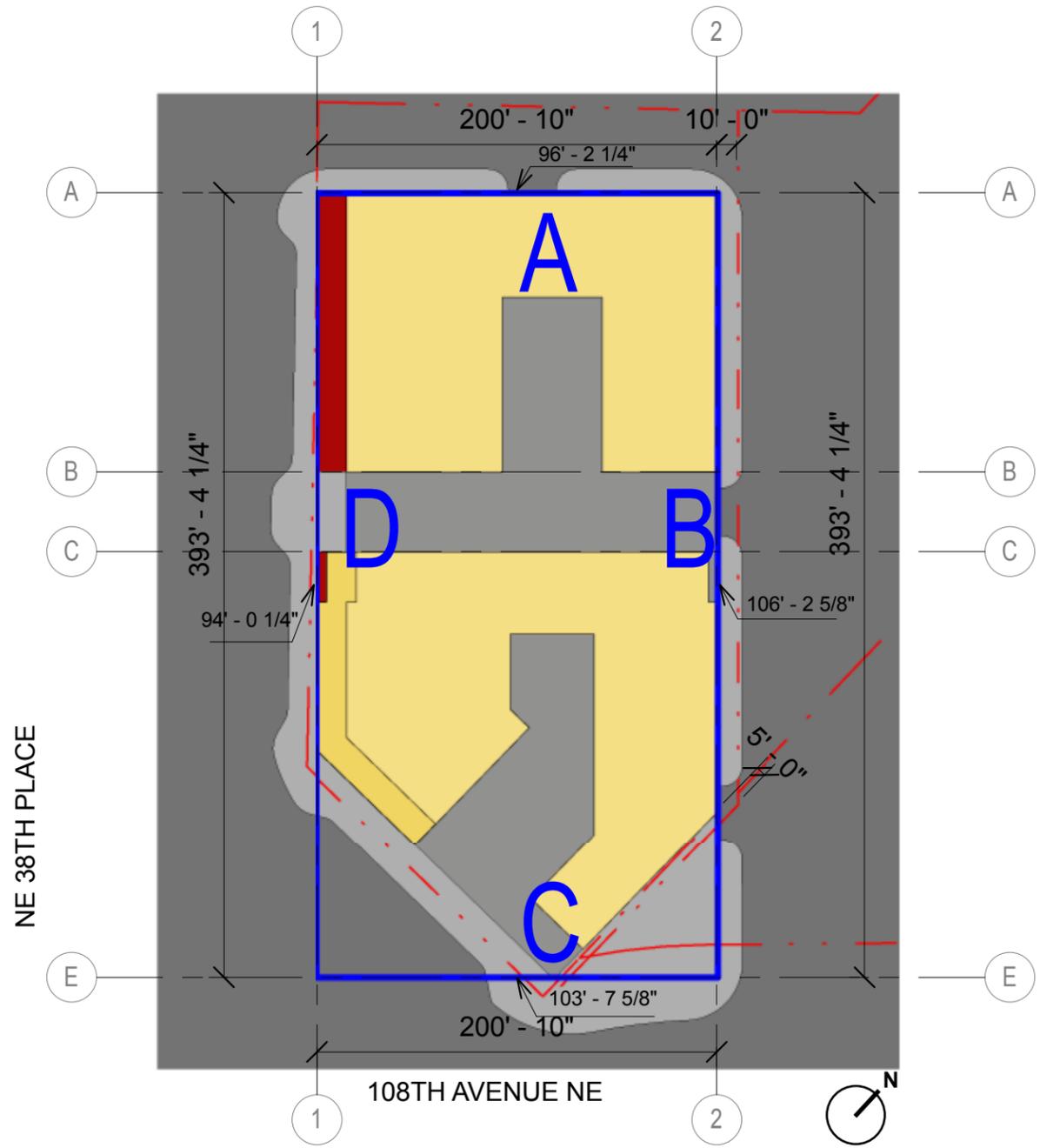


mixed use



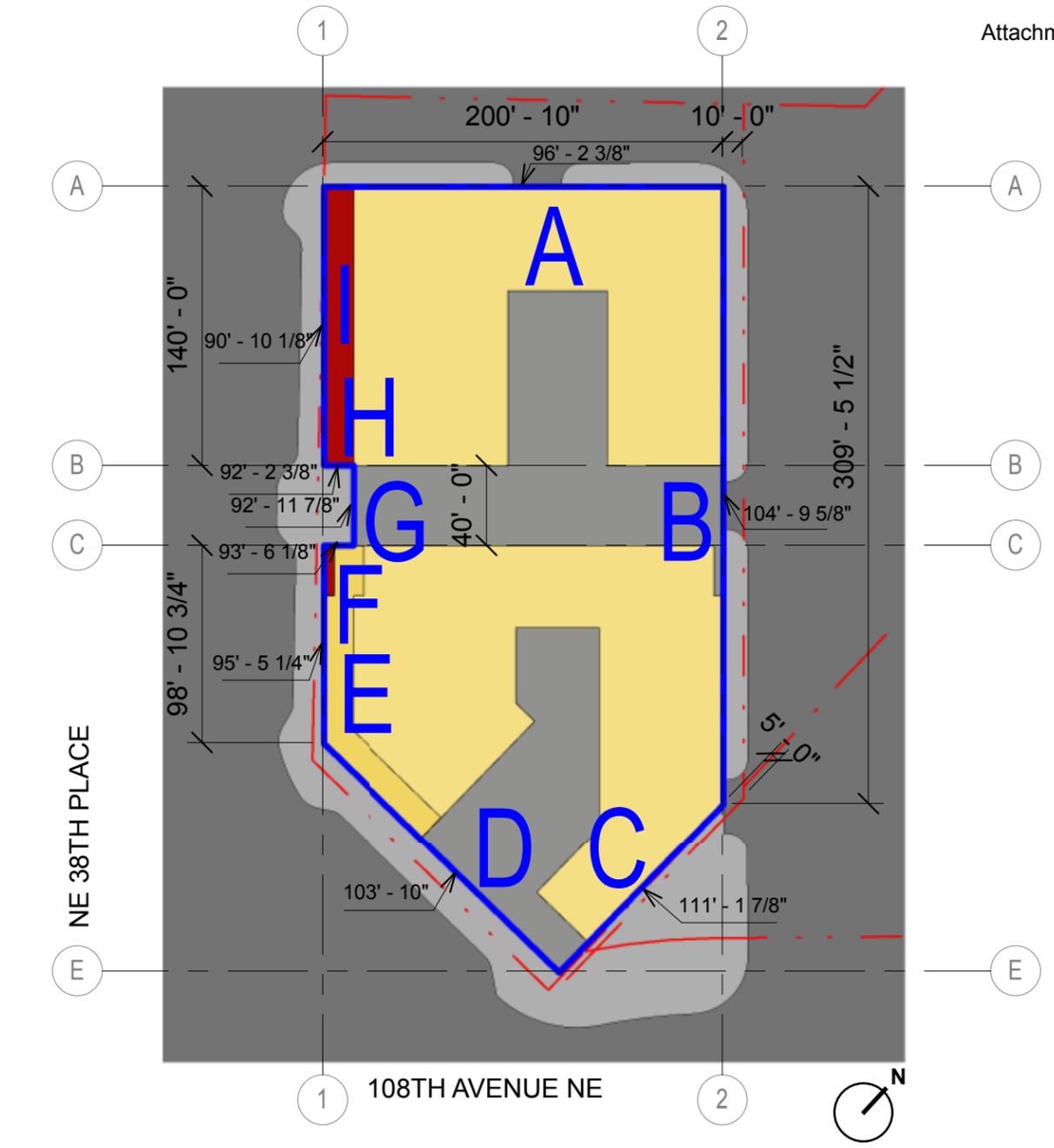
pedestrian connections





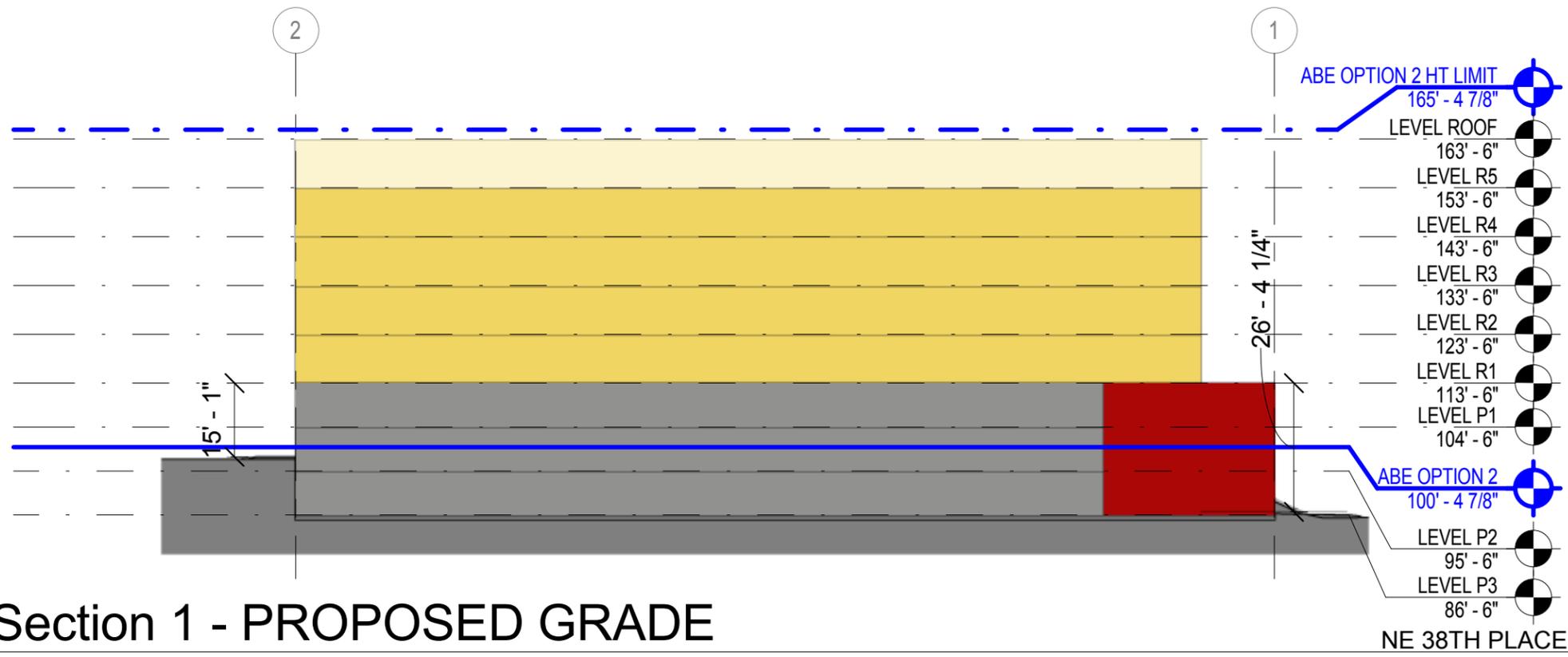
**1 ABE - OPTION 1 EXISTING GRADE**  
1" = 80'-0"

BLDG ELEVATION	MIDPOINT ELEVATION	SEGMENT LENGTH	product	sum	
A	96.188	200.830	19317.336	abe	118895.558
B	106.219	393.354	41781.669	abe	100.049
C	103.635	200.830	20813.017	max ht elevation	100.049'
D	94.021	393.354	36983.536		165.049'



**2 ABE - OPTION 2 EXISTING GRADE**  
1" = 80'-0"

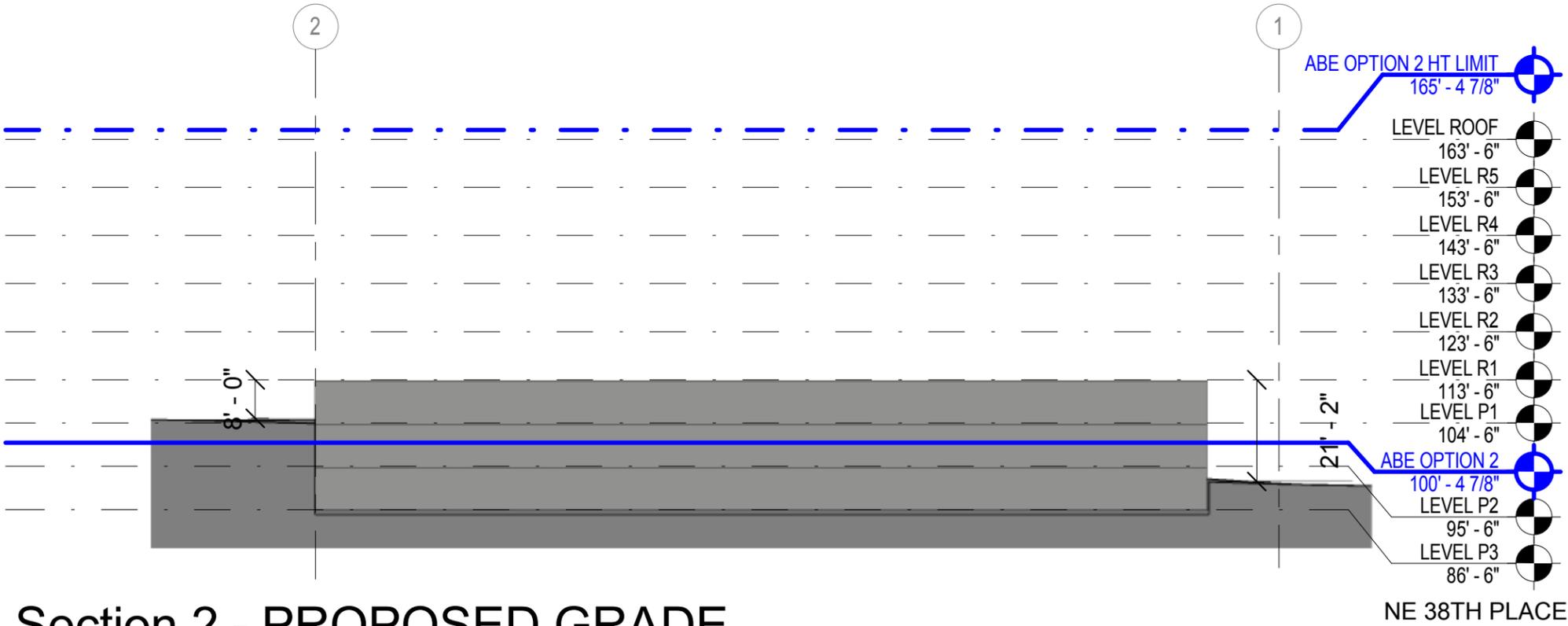
BLDG ELEVATION	MIDPOINT ELEVATION	SEGMENT LENGTH	product	sum	
A	96.198	200.830	19319.444	abe	110636.436
B	104.802	309.458	32431.817	abe	100.408
C	111.156	117.958	13111.739	max ht elevation	100.408'
D	103.833	165.395	17173.459		165.408'
E	95.438	98.896	9438.436		
F	93.510	14.667	1371.511		
G	92.990	40.000	3719.600		
H	92.198	14.667	1352.268		
I	90.844	140.000	12718.160		



1

Section 1 - PROPOSED GRADE

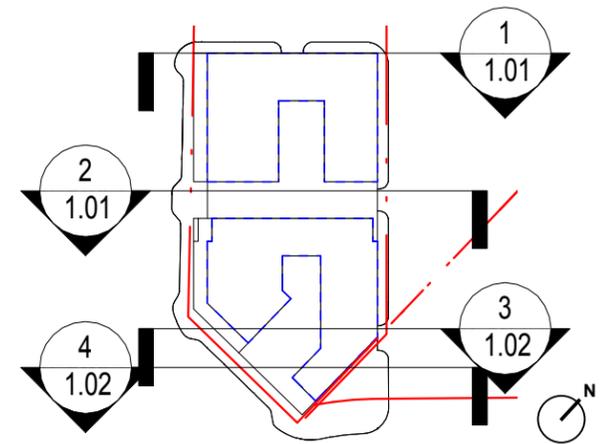
1" = 30'-0"

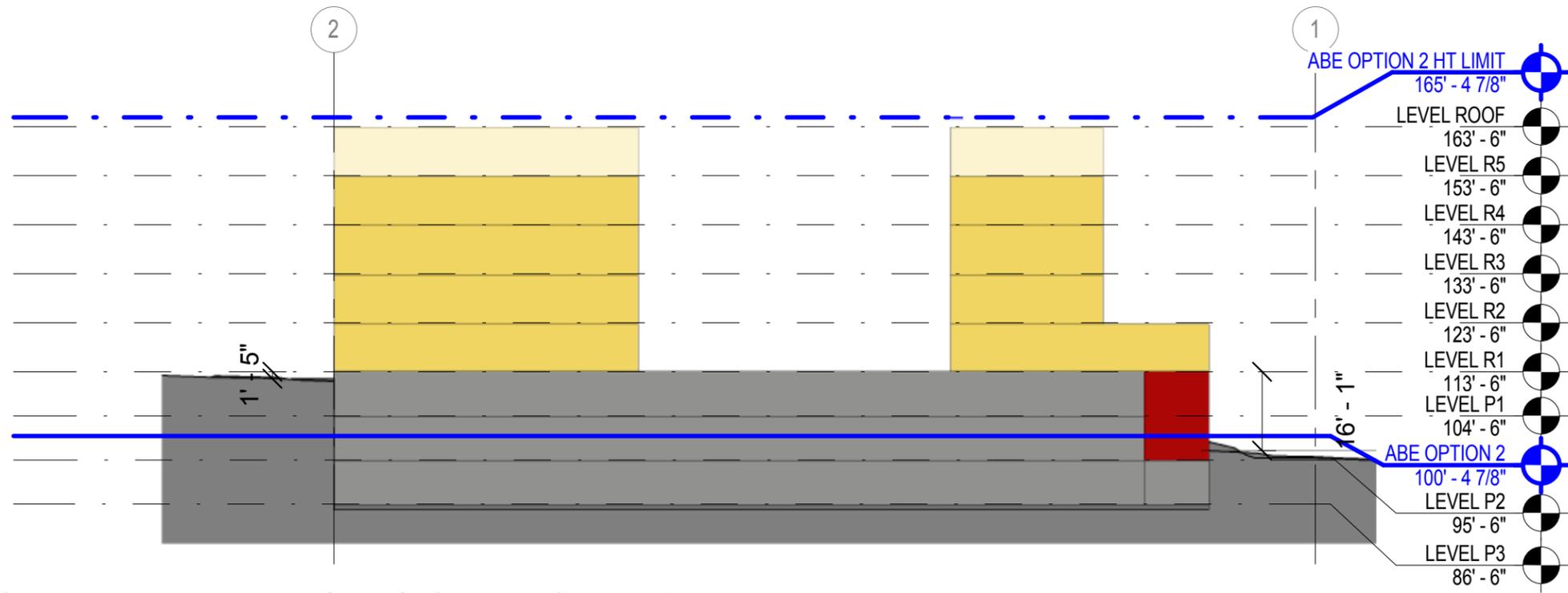


2

Section 2 - PROPOSED GRADE

1" = 30'-0"



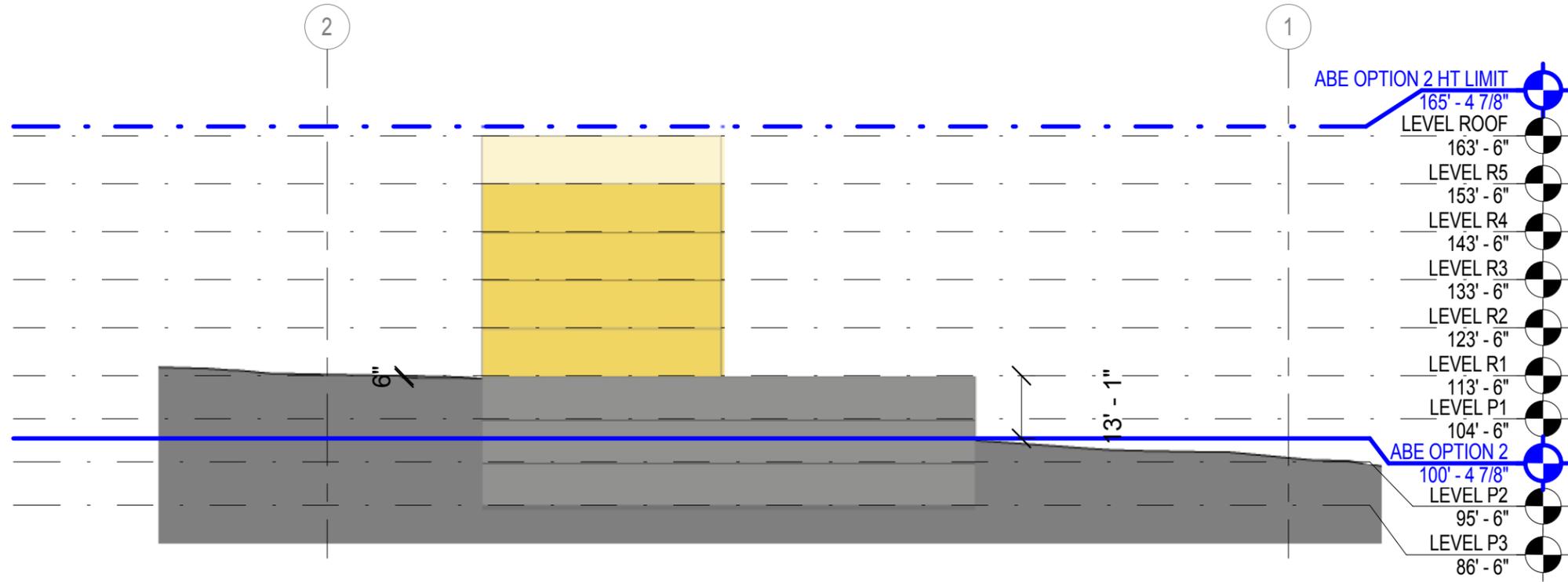


NE 38TH PLACE

3

Section 3 - PROPOSED GRADE

1" = 30'-0"

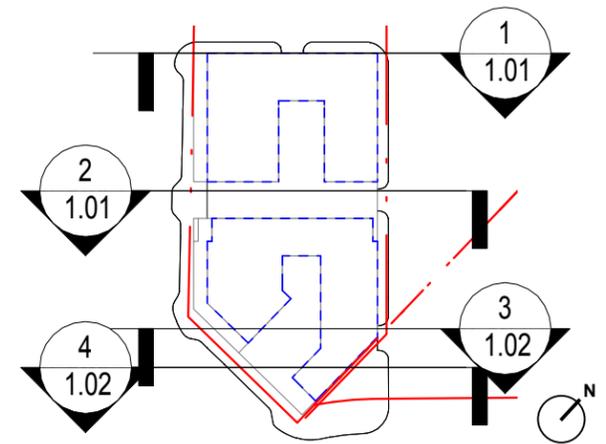


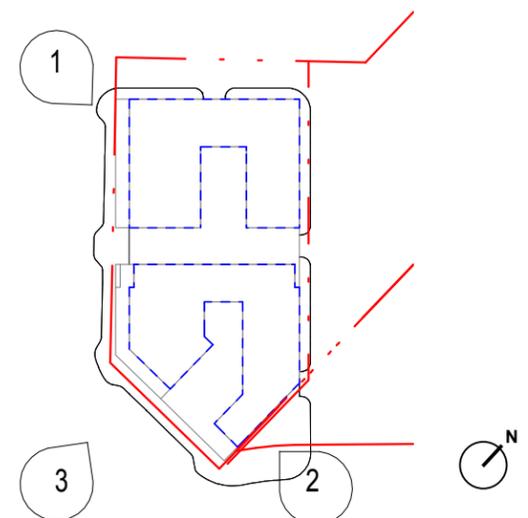
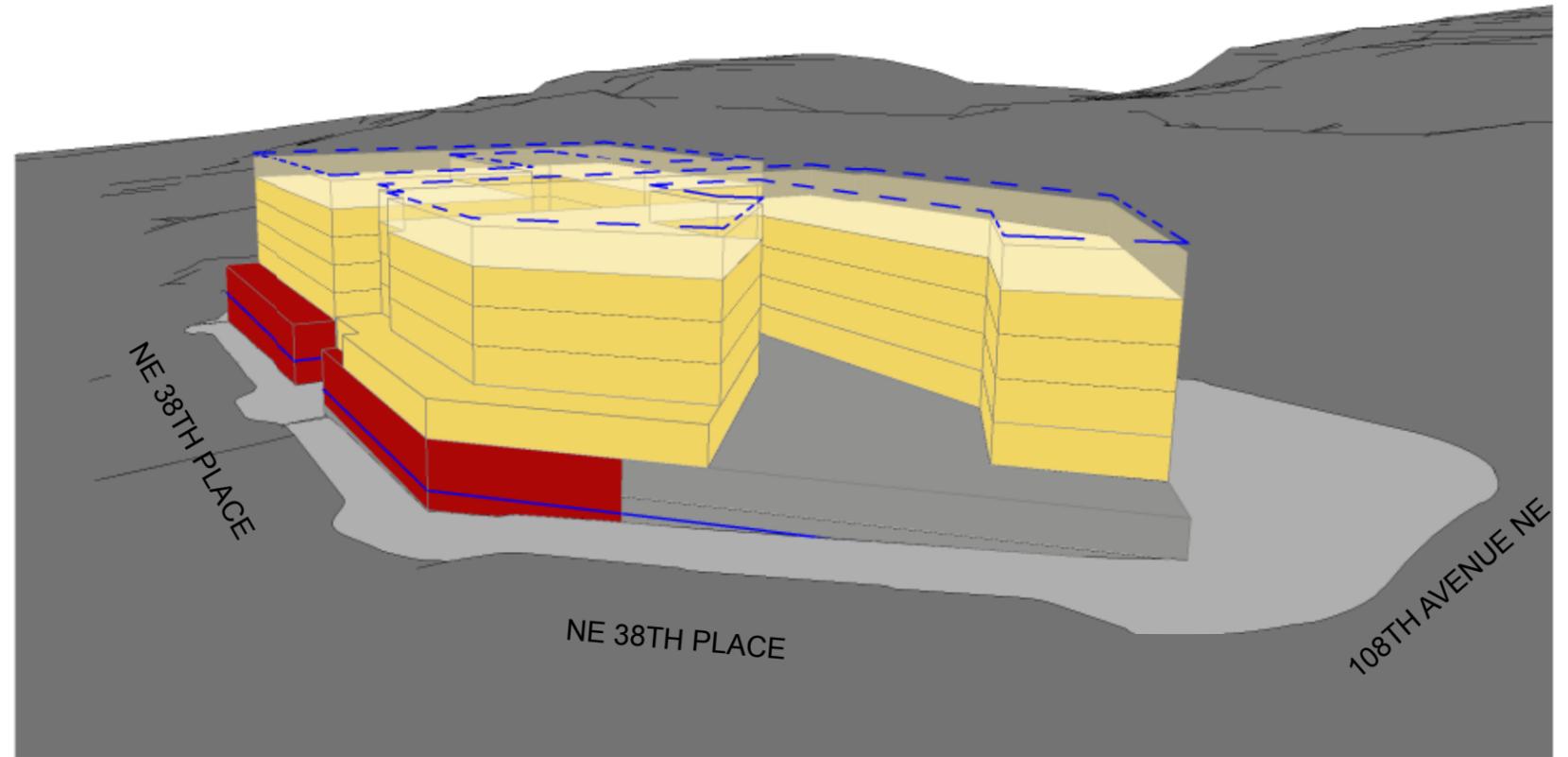
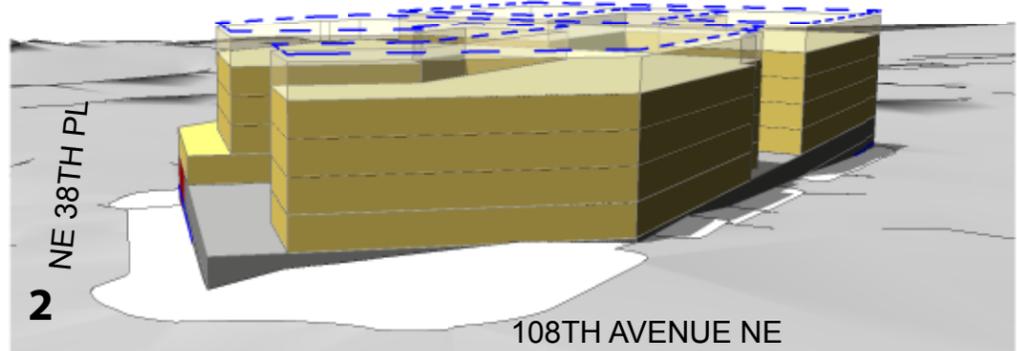
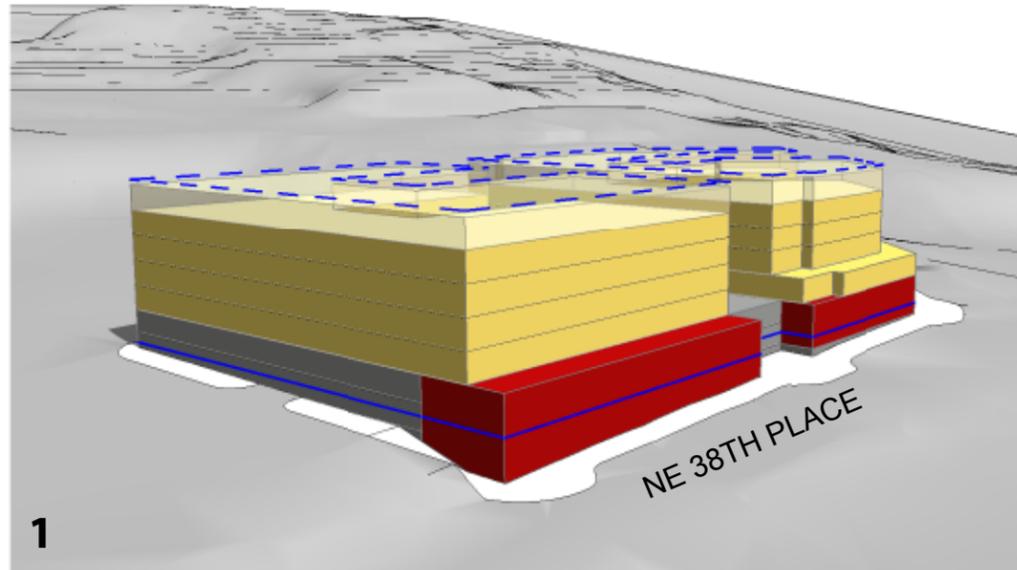
NE 38TH PLACE

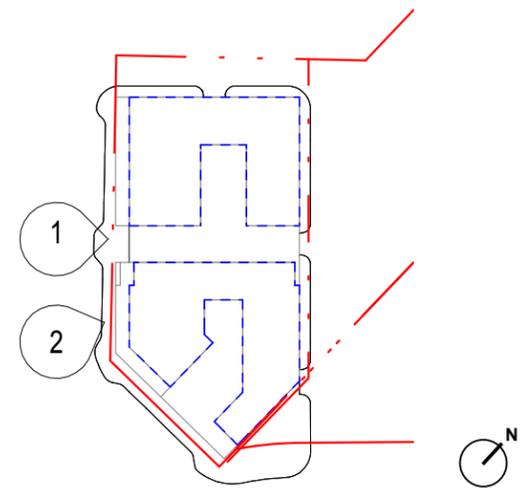
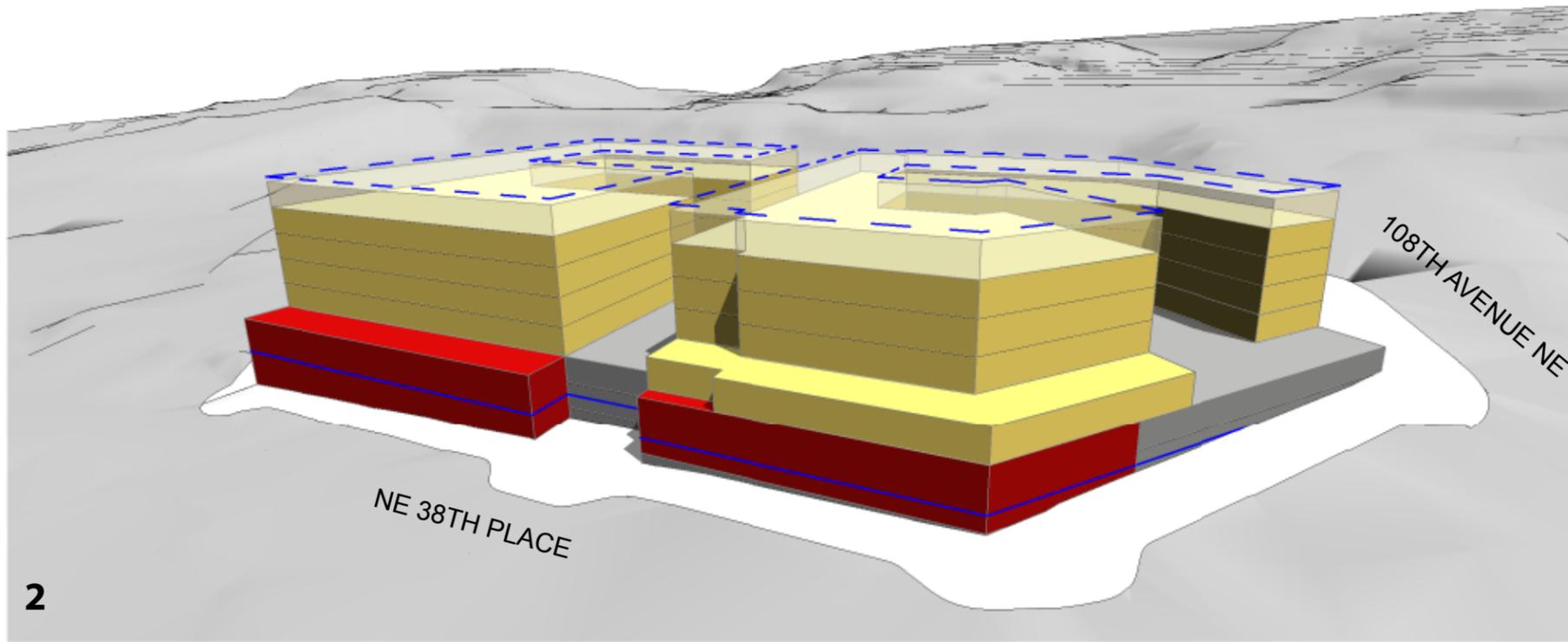
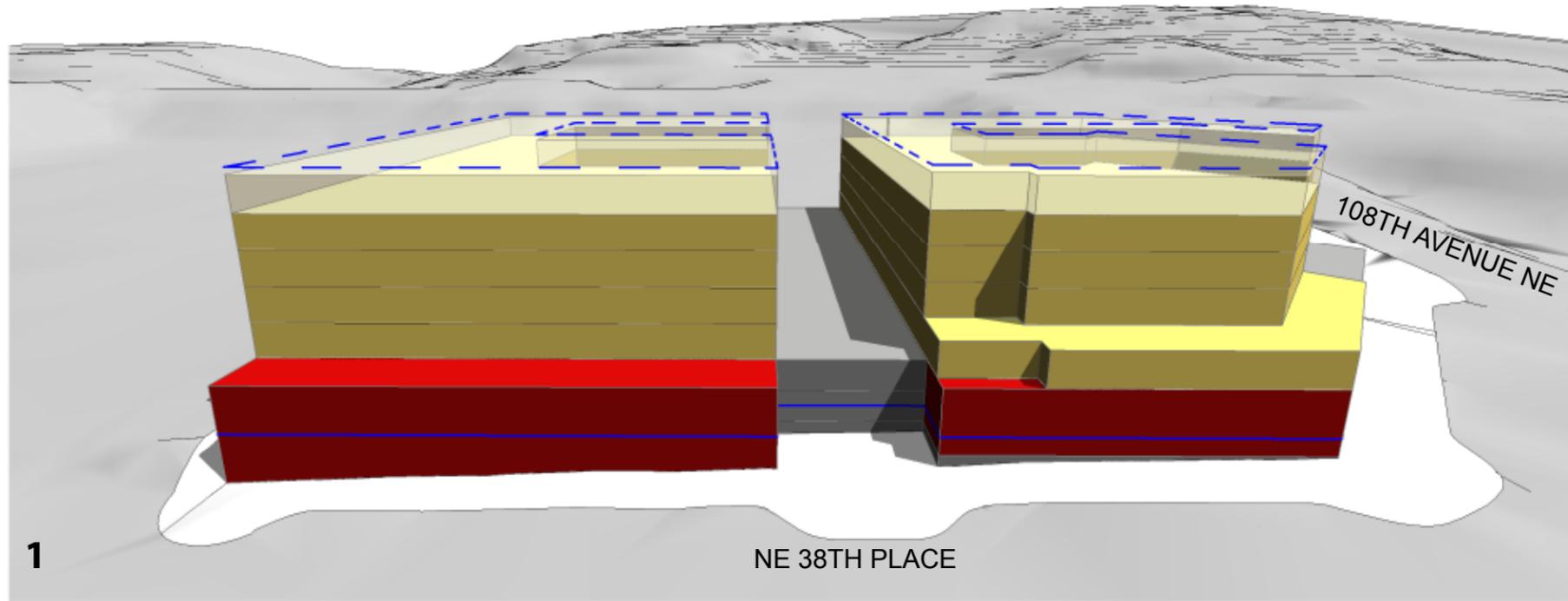
4

Section 4 - PROPOSED GRADE

1" = 30'-0"







## Plate 35 Total Upper Story Setback Area

The required upper story setback for all floors above the second story shall be calculated as Total Upper Story Setback Area as follows:

*Linear feet of front property line(s), not including portions of the site without buildings that are set aside for vehicular areas*

X

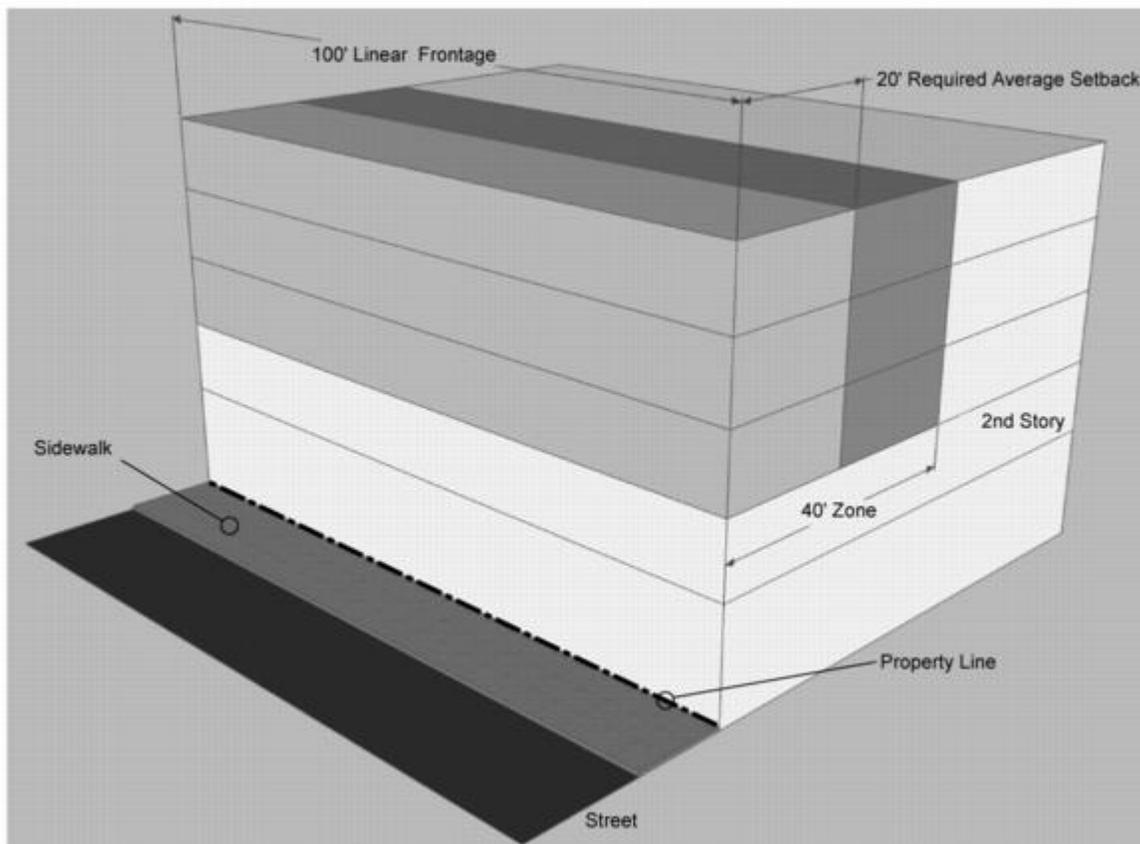
*Required average setback*

X

*Number of stories proposed above the 2nd story*

=

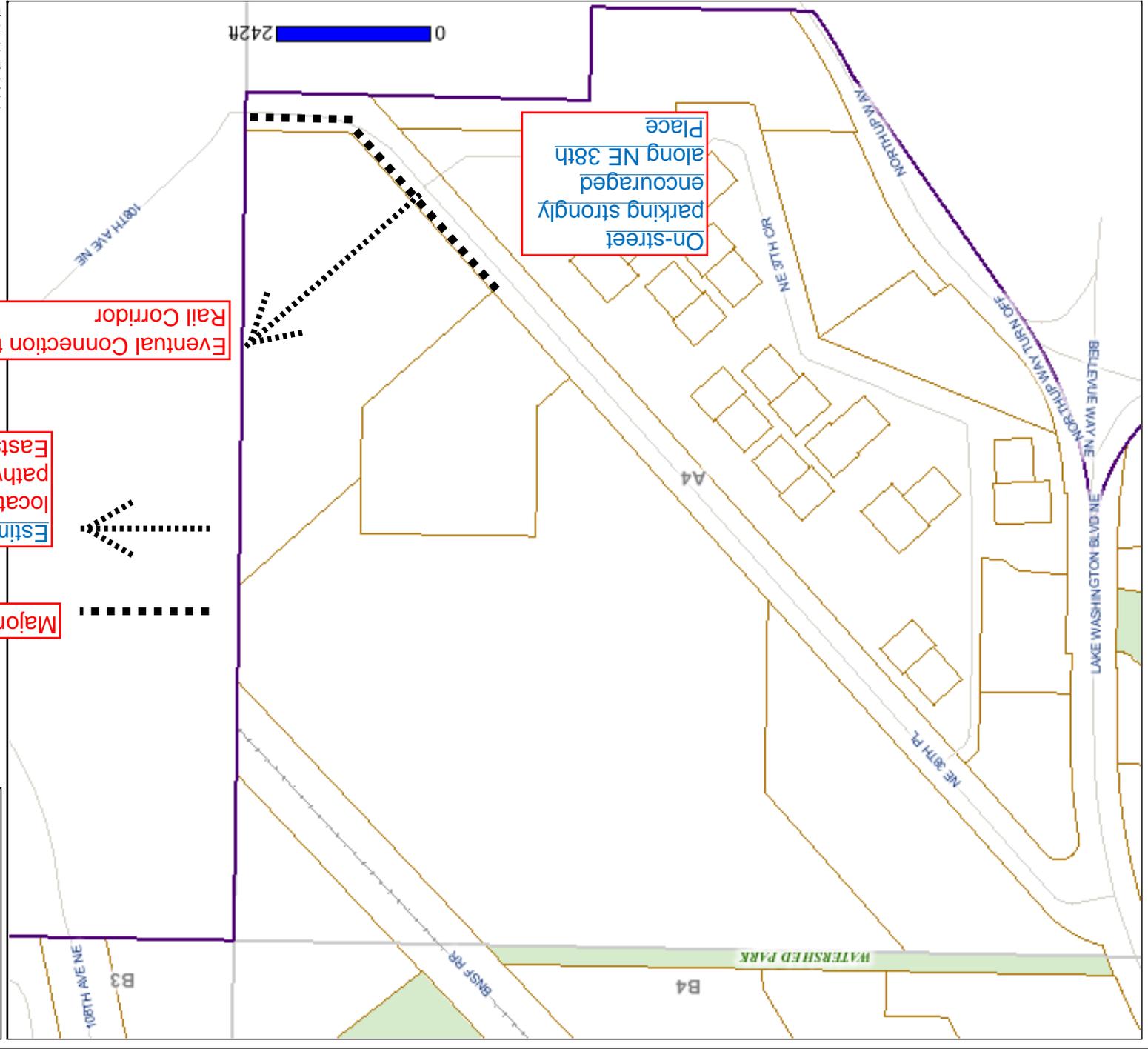
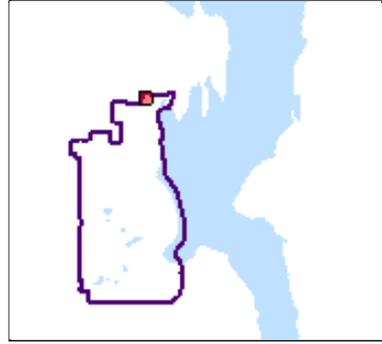
**TOTAL UPPER STORY SETBACK AREA**



**Example (for 5-story building with 100 linear feet along the front property line):**

- 1) The project would have 4,000 square feet of potential building space per story within the 40' zone (100 l.f. x 40' depth)
- 2) The upper 3 stories would have 12,000 square feet of potential building area within the 40' zone (100 l.f. x 40' depth x 3 stories)
- 3) The required average setback of 20' would equate to a setback area of 2,000 square feet per story (100 l.f. x 20' depth)
- 4) The upper 3 stories would have 6,000 square feet of Total Upper Story Setback Area [Total Upper Story Setback Area = 100' (lineal frontage) x 20' (required average setback) x 3 (stories above the 2nd story)] and 6,000 square feet of allowed building area (12,000 square feet - 6,000 square feet).





Approximate  
Scale 1:2,905  
1 in = 242 ft

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