



## CITY OF KIRKLAND

Planning and Community Development Department  
123 Fifth Avenue, Kirkland, WA 98033 425.587-3225  
www.ci.kirkland.wa.us

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### MEMORANDUM

**To:** Planning Commission

**From:** Janice Soloff, AICP, Senior Planner  
Paul Stewart, AICP, Deputy Director

**Date:** August 20, 2008

**Subject:** COSTCO WHOLESALE PRIVATE AMENDMENT REQUEST TO ALLOW A GAS PUMP FACILITY IN RH 1B ZONE, FILE ZON07-00017

#### **INTRODUCTION**

On August 5, 2008, City Council authorized the Costco 2007 Private Amendment Request (PAR) to go forward for further study as part of the Planning Commission work program. Costco Wholesale proposes a Comprehensive Plan and Zoning Code amendment to the RH 1B zone to allow a gas facility as an accessory use to the store in the Rose Hill Business District. A public hearing on the proposal is tentatively scheduled for November 13, 2008.

#### **RECOMMENDATION**

For the August 28, 2008 study session, staff recommends that the Planning Commission review the enclosed background information regarding the Costco gas facility proposal and draft text amendments to the RH 1B zone (see Enclosures 1, 4, and 5). Staff recommends the following agenda for the meeting:

1. Staff presentation on status of the Costco PAR application, results of the community meeting process and participants comments.
2. Costco presentation on proposed gas facility private amendment request
3. Provide an opportunity for public comment.
4. Provide direction to staff on additional studies that are needed prior to the public hearing.
5. Provide direction to staff on preliminary draft text changes for RH 1B zone in preparation for the public hearing (Enclosure 3).

#### **BACKGROUND DISCUSSION**

##### **Summary of PAR Proposal**

Costco would like to add a gas pumping facility on the north side of NE 90<sup>th</sup> St in the existing parking lot which is zoned RH 1B. A description of the Costco gas station program at other Costco locations is included in Enclosures 1 and 5). Current land use policies and zoning for the RH 1B zone do not allow this type of use. A vehicle service station is a permitted use in RH 1A zone on the south side of NE 90<sup>th</sup> St where the existing store is located (see Enclosure 4). In order to achieve this development goal a text

amendment is needed to both the NE 85<sup>th</sup> Street Subarea Plan policy and Use Zone Chart for the RH 1B zone.

As a result of the new facility some parking stalls would be eliminated but the store would still meet parking requirements. The existing paved parking lot is surrounded by a dense landscape buffer on the north and east property lines. I-405 runs along the west property line. To the north is the Woodlands senior housing apartment project in the PLA 17 zone. To the east is a single family home also in the RH 1B zone.

### **Status of 2007 PAR Application**

Threshold Determination Phase I In July of 2007, as part of the private amendment request threshold determination process, the Planning Commission recommended to City Council that the Costco PAR proposal not go forward for further study.

Community Meetings 2007-2008 Because of the high level of public concerns, the City Council agreed to defer the threshold decision so that Costco could meet with the community to listen to their concerns. City Council directed staff to help with the process. The City hired a conflict resolution consultant to facilitate a series of three meetings. Participants included Costco and their consultants, neighborhood representatives, surrounding property owners, and city staff (see final report in Enclosure 4). No consensus was reached in support or disapproval of the gas facility, however participants received a better understanding of the proposal and Costco was able to respond to many of their concerns (see Enclosure 1).

### **Summary of Key Issues Related to PAR Proposal**

Key issues raised by participants at the community meetings include (see final report in Enclosure 4):

- o potential increase in cut through traffic in neighborhoods east of 124<sup>th</sup> Avenue
- o pedestrian safety because of the lack of sidewalks along NE 90<sup>th</sup> Street
- o environmental issues such as water quality issues, potential increases in noise, light, glare
- o reduction in property values on adjacent residential properties
- o impact on adjacent properties containing wetlands
- o economic impacts

To respond to the concerns related to traffic issues Costco submitted a traffic analysis (see Enclosure 5). Other environmental issues such as air quality, storm water discharge, noise, light and glare restrictions will be regulated at the local, state and federal government levels as part of the development permit. For example, the Rose Hill Business District already requires flush mounted exterior lighting fixtures to minimize light spillage onto adjoining residential uses. On-site surface water runoff under the canopy would require connection to the sanitary sewer. Gas fumes must meet federal air quality standards. One of the key factors to keep in mind is that these same issues would apply if the facility is located on either side of NE 90<sup>th</sup> Street. The only difference is that the zone on the south side of NE 90<sup>th</sup> St in RH 1A allows the use and the RH 1B doesn't.

In response to community concerns expressed at the community meetings, Costco is proposing significant public benefits to the community by committing to installing additional water quality improvements on site and sidewalks along NE 90<sup>th</sup> Street and 120<sup>th</sup> Avenue should the private amendment request be approved (see Enclosure 1).

On a separate meeting track, city staff and a conflict mediator began meeting with a contingent of property owners whose properties contain wetlands to discuss their claims that increased surface water to their properties from increased development in the area and City actions have contributed to reducing redevelopment potential. Staff has been meeting with them to explore various strategies to address this issue. The Planning Commission will be kept informed of the progress of these discussions.

City Council Threshold Determination Decision August 5, 2008 With the community meetings complete City Council found merit in the Planning Commission studying the request in more detail. For the Phase II of the PAR request, Costco submitted a response to how the proposal meets the PAR criteria (see Enclosure 1).

### **Work Program**

Staff recommends that the Costco PAR process be folded in with the other 2007/2008 PAR's currently under review and due for final decision by the end of 2008. The tentative work program and meeting schedule is shown in Enclosure 2 for Planning Commission comment.

### **Proposed Text Changes**

Enclosure 3 contains suggested preliminary text changes to the NE 85<sup>th</sup> Street Subarea Plan and Zoning Code for the RH 1B zone should the Planning Commission support the gas facility PAR. Given the Zoning Code's definition for a vehicle service station, staff is recommending that the use be classified as a vehicle service station and limited to only being allowed as an accessory use to the Costco store. For example, a vehicle gas station would not be allowed as a stand alone use on adjacent property to the east, also zoned RH 1B. Staff is recommending the same development standards for a vehicle service station as allowed in the RH 1A zone to the south with some exceptions listed as special regulations. The street improvements and on site water quality improvements that Costco has offered to provide are incorporated into the special regulations. Please provide direction to staff on the draft text changes and determine whether a Process I or Design Review Process should be required.

### **Environmental Review**

Consistent with other PAR's it is expected that an EIS addendum will be issued for the Costco PAR. A future gas facility would need to comply with the State Environmental Policy Act (SEPA) as part of the project specific building permit review process.

### **Public Participation**

The public will be informed of the Costco PAR review process with a new page on the Planning Department's webpage, a notice board has been installed on the property, public notices to adjoining properties will be mailed and email announcements sent to interested parties. The public has an opportunity to speak at each study session; a public hearing is tentatively scheduled on November 13<sup>th</sup>, followed by another study session to discuss the public comments received and make any changes to the text prior to forwarding a recommendation to City Council. See Enclosure 6 for two letters submitted to City Council at the August 5, 2008 meeting.

Enclosures

1. August 20, 2008 Costco letter responding to PAR decisional criteria
2. Work program schedule
3. Draft text amendments
4. August 5 City Council memo containing description of proposal, site plan, RH 1A, RH 1B zoning, and community meeting report and comments.
5. Traffic report
6. Public Comment letters submitted to City Council on 8-5-08
  - a. Odd Hauge
  - b. Mike Nienaber

cc: File ZON07-00017  
Kim Sanford, Costco  
Chris Ferko, Barghausen



August 20, 2008

Planning Commission Members  
Kirkland City Hall  
123 5<sup>th</sup> Avenue  
Kirkland, WA 98033

Dear Planning Commission Members:

Thank you for considering Phase II of Costco's proposed Comprehensive Plan Amendment. Costco's property is bisected by two zones. The majority of the property, which is located south of NE 90<sup>th</sup> Street, is in the RH-1a zone. Costco's northern parking lot is zoned RH-1b. Costco's proposed Comp. Plan amendment and zoning text amendment would allow Costco to construct a fueling facility in the northern parking lot (RH-1b zone) as an accessory use to Costco's adjacent consumer warehouse, which is located in the RH-1a zone.

Kirkland Municipal Code §23.140.30 establishes four criteria that must be considered for approving a proposed Comp. Plan amendment in Phase II of the amendment process:

1. The amendment must be consistent with the Growth Management Act;
2. The amendment is consistent with countywide planning policies;
3. The amendment does not conflict with other goals, policies and provisions of the Kirkland Comprehensive Plan; and
4. The amendment will result in long-term benefits to the community as a whole, and is in the best interest of the community.

This letter will briefly address criterion #3 and #4—the amendment's consistency with Kirkland's Comp. Plan and the benefits of the proposed amendment.

Costco offers gasoline sales at over 304 of its warehouses in the United States. Since fuel stations are allowed as a matter of right in the RH-1a zone, Costco could construct a fuel station without further discretionary land use approvals on the southern portion of its property near the existing warehouse. However, this location is not optimal from a site circulation standpoint, and Costco would prefer to construct the fuel station in the northern parking lot, which is currently under-utilized for parking.

The addition of a fuel facility is important to Costco because it is a service that Costco's members have come to expect and because it will help keep sales at the Kirkland store. Costco has found that sales at an existing warehouse typically decline by about 15% to 20% when Costco opens a warehouse in a neighboring location, and City staff predicts that sales tax revenue from the Kirkland store could decline by up to 48% due to the planned opening of two

new consumer warehouses in Bellevue and Redmond. July 23, 2008 Staff Report, p. 3. Maintaining existing sales levels at the Kirkland store will be dependent, in part, on the increased patronage that will be generated by the fuel facility.

Costco's request is consistent with the City's Comp. Plan. The applicable Comp. Plan policies are discussed in Barghausen Engineers' April 24, 2007 letter and in City staff's July 23, 2008 staff recommendation favoring continued study of Costco's proposal.

The applicable Comp. Plan policies include:

- Framework Goal FG-4: Promoting a strong and diverse economy;
- Economic Development Goal ED-1: same;
- Policy ED-1.1: Retaining existing businesses;
- Policy ED 1.3: Encouraging businesses that provide goods and services to the community;
- Policy ED 1.4: Strengthening Kirkland's tax base;
- Policy ED 1.5: Encouraging clusters of complimentary businesses;
- Policy ED 3.3: Encouraging infill and redevelopment of existing commercial areas; and
- Economic Development ED 4.1: Enhance the competitive advantage of Kirkland's businesses.

Costco's existing warehouse is located within the businesses that are on, or near, the City's commercial core on NE 85<sup>th</sup> Street. In addition, the Costco property is unique in that it is bordered on the west by the I-405 freeway, and NE 90<sup>th</sup> Street dead ends into Costco's site. Given the stores location and surroundings, the addition of the fuel station to the existing store site does not constitute commercial creep that would be inconsistent with the City's 85<sup>th</sup> Street NE subarea plan.

Co-locating the fuel facility with the existing store also has environmental benefits. First, it reduces trips on the City streets because some Costco members will accomplish two tasks in one trip by purchasing both goods and fuel at one location. Thus, what would be two separate trips on the City streets are internally captured on the Costco site. The fuel station will also result in improved water quality, as a new oil/water separator would be installed for the site, and water from under the fuel facility canopy would be diverted into the sanitary sewer system. Also, the fuel facility will be constructed with state-of-the-art sensors and pumping technology, which allows for safer fuel storage and delivery.

The fuel facility will also benefit Kirkland residents economically by offering fuel at competitive prices and by allowing the main warehouse to remain a robust contributor to the City's sales tax revenue.

Finally, following input received at a series of community meetings, Costco has proposed additional mitigation to address the community's concern regarding pedestrian access. This mitigation includes:

- Installing sidewalks on the south side of NE 90<sup>th</sup> Street along Costco's property at the corner of NE 90<sup>th</sup> Street and 120<sup>th</sup> Avenue NE and between 122<sup>nd</sup> Avenue NE and 124<sup>th</sup> Avenue NE;
- Installing a painted crosswalk in front of the Church at the intersection of NE 90<sup>th</sup> Street and 122<sup>nd</sup> Avenue; and
- Improvement to the trailhead at NE 90<sup>th</sup> Street and 120<sup>th</sup> Avenue NE.

Costco has been a member of the Kirkland community for over 20 years. Costco is requesting a modest amendment to the Comprehensive Plan that will allow it to site a fuel facility use that is already an allowed on part of Costco's site, to a more appropriate location in Costco's north parking lot. The fuel facility is consistent with Costco's use of the property as a consumer warehouse; with the proposed mitigation, the fuel facility will not cause significant adverse impacts to adjoining uses or the City's infrastructure; and the fuel facility will benefit Kirkland's residents by offering lower cost fuel and continued sales tax revenue from the existing warehouse.

Costco will be happy to provide any additional information that might assist in your consideration of Costco's proposal.

Sincerely,  
Costco Wholesale Corporation



Kim Sanford  
Director of Real Estate Development

ENCLOSURE 2 Work Program

**2007 Costco Wholesale Private Amendment Request (PAR)**

**Work Program**

(File ZON07-00017)

August 19, 2008

Subject to Change

<b>Tasks</b>	<b>Dates</b>
PC meeting to approve work program	August 28, 2008
Issue SEPA addendum	September-October
CTED 60 day review	September - November
PC public hearing	November 13, 2008
PC study	November 20, 2008
CC adoption	December-January

CC City Council

PC Planning Commission

## ENCLOSURE 3 Draft Text Changes

Costco Wholesale  
Comprehensive Plan and Zoning Code Amendments  
Proposed Text Changes  
*Draft 8/18/08*

### **Amendments to NE 85<sup>th</sup> Street Subarea Plan Policies**

Revise Policy NE85-4.1b, Area RH-1b as follows:

Limit new development to accessory parking for the commercial development in Area RH-1a, or alternatively to light industrial uses that generate minimal traffic. Allow retail sale of fuel on the north side of NE 90<sup>th</sup> Street if ancillary to commercial development in RH 1A. Do not allow uses that have high traffic generation, such as most retail uses. Observe wetland constraints and observe all applicable wetland and sensitive area regulations.

### **Amendments to Zoning Code In RH 1B Zone**

Use Classification: A vehicle service station as defined in Section 5.10.965 as "*a commercial use supplying petroleum products that are for immediate use in a vehicle*".

#### RH 1B Use Zone Chart

Section 53.10 5– General Regulations: Add vehicle service station to the list of uses adjoining a residential zone requiring a noise study.

#### Section 53.12 Use Zone Chart

Add new use listing for Vehicle Service Station. See *Special Regulations below to the use listing.*

#### New Development Standards:

Required review process: *Which process? Design Review Process, Chapter 142 or Process I?*

Lot Size: 22,500 SF

Required yards: Front: 20' Side: 15' each side Rear: 15'

Lot Coverage: 80%

Building height: 30'

Landscape Category: A

Sign Category: E

Required Parking Spaces: Section 105.25

#### Special Regulations:

1. This use is only permitted if located north of NE 90<sup>th</sup> Street and is an accessory use to the commercial use located in RH 1A.
2. Gas pump islands must be set back at least 20 feet from all property lines. Canopies or covers over gas pump islands may not be closer than 10 feet to any property line. Outdoor parking and service areas may not be closer than 10' to any property line.
3. See KZC 95.40.(6) and (7), required landscaping for further regulations.
4. The applicant shall install the following improvements:
  - a. Half street improvements including vertical curb, five foot sidewalk and a 4.5 foot wide landscape strip planted with street trees adjacent to the curb along property fronting:
    - 1) The south side of NE 90<sup>th</sup> Street from 120<sup>th</sup> Avenue NE east to the existing sidewalk.
    - 2) The south side of NE 90<sup>th</sup> Street between 122<sup>nd</sup> Avenue and 123<sup>rd</sup> Lane NE.
    - 3) The east side of 120<sup>th</sup> Avenue NE from NE 90<sup>th</sup> Street to the existing sidewalk to the south.
  - b. Install crosswalk markings at the intersection of NE 90<sup>th</sup> Street and 122<sup>nd</sup> Avenue NE.
  - c. In accordance with the 1998 King County Surface Water Design Manual (or approved equivalent) and Public Works review and approval, install basic water quality treatment to serve the existing Costco parking lot in the SW portion of the intersection of NE 90<sup>th</sup> Street and 120<sup>th</sup> Ave NE or an equivalent area.
  - d. Install on site storm water improvements to improve water quality within the drainage basin

Minor deviations may be approved by the Public Works Director. If improvements will result in impacts to adjacent wetlands must comply with Chapter 90, Drainage Basin requirements.



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## **MEMORANDUM**

**Date:** July 23, 2008

**To:** Dave Ramsay, City Manager

**From:** Janice Soloff, AICP, Senior Planner  
Eric R. Shields, AICP, Planning Director

**Subject:** COSTCO PRIVATE AMENDMENT REQUEST FOR GAS FACILITY,  
FILE ZON07-00017

### RECOMMENDATION

Staff recommends that City Council direct the Planning Commission to study the Costco Wholesale private amendment request (PAR) to amend the Comprehensive Plan and Zoning Code for the RH 1B zone as part of the 2008 work program. The amendments are necessary to allow Costco to locate a member's only gas pumping facility on the existing parking lot at the store at 8625 120<sup>th</sup> Avenue NE (see Attachment 1).

### BACKGROUND

Based on direction from City Council in 2007, Costco and City staff held a series of community meetings to discuss the PAR proposal which is summarized below and the final report enclosed. Now with the community meeting process complete Costco is requesting the City allow further study of their PAR by the end of 2008 (see Attachment 2). The Economic Development Committee of the City Council supports moving forward for further study of the proposal. If City Council gives the go ahead to study the PAR proposal in more detail, staff has provided a suggested process and schedule on page 5.

The following materials are enclosed for City Council consideration:

1. Letter from Costco Wholesale dated July 23, 2008 requesting further study of the PAR proposal by the end of 2008 (Attachment 2). Letter from Costco from 2007 describing the original PAR submittal (Attachment 3).
2. A final report from Ann McBroom summarizing the results of a series of meetings she facilitated with Costco and community representatives to address concerns regarding the proposal (Attachment 4). Staff will be available at the August 5<sup>th</sup> meeting to brief the Council on the process.

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3. A summary of Costco's PAR proposal along with Costco's response to the concerns raised by the participants at the meetings (Attachment 5). See also Attachment 3, 2007 PAR request proposal).
4. A letter from Jeff Trager representing the North Rose Hill Neighborhood Association Board expressing the Board's concerns about the proposal (see Attachment 8)

### Costco Proposal

In 2007, Costco submitted a private amendment request (PAR) to amend the Comprehensive Plan and Zoning Code in the RH 1B zone to allow the sale of gas as an accessory use at the Rose Hill store (see Attachment 3). Costco would like to locate the member-only gas facility on the north side of NE 90<sup>th</sup> Street in the existing parking lot which is zoned RH 1B (see Attachments 1, 3 and 4).

Retail sales of gas is not a permitted use in the RH 1B zone but is permitted in the RH 1A zone where the main store is located on the south side of NE 90<sup>th</sup> Street (see Attachment 6 Comprehensive Plan policies and Attachment 7 Zoning Code Use Zone Charts for RH1A, RH 1B). Costco indicates they would prefer to locate the gas facility on the existing parking lot north of NE 90<sup>th</sup> Street rather than the south side of NE 90<sup>th</sup> Street because it would provide better traffic flow and retain more parking stalls closest to the store entrance.

### 2007 Planning Commission Recommendation

As part of its Threshold Determination process for private amendment requests (PAR) in 2007, the Planning Commission recommended to City Council that the request not go forward for further study because of concerns related to additional traffic to the site, increase in cut-through traffic in the neighborhood, potential water quality impacts to nearby sensitive areas, potential impacts from noise, fumes and glare impacts to adjacent neighbors and lack of sidewalks along NE 90<sup>th</sup> ST from the store to 124<sup>th</sup> Avenue NE.

As discussed above, City Council decided to defer the decision to allow time for Costco to meet with neighborhood representatives and surrounding property owners to listen to their concerns. Council asked City staff to help facilitate this discussion and return to them with the results of the process before making a final decision on whether or not to proceed on the PAR.

### Community meetings

Conflict resolution consultant Ann McBroom, was hired by the City to facilitate the meetings with the goal of identifying the concerns, exploring options to address their concerns and determining the level of support for the potential gas station facility. Her report, along with notes from each meeting, is contained in Attachment 4.

Three meetings were held (November 19, 2007, February 16<sup>th</sup> and May 6, 2008). Participants included community representatives from both North and South Rose Hill Neighborhood Associations, adjacent property owners and city staff. At these meetings Costco presented its proposal, listened to questions raised by participants and provided consultants experienced in transportation, wetlands and surface water to answer key questions.

The key issues raised can be grouped into the following categories of possible impacts: economic, traffic, drainage basin, and environmental. Costco responded by making suggestions for design changes and offered possible improvements that could be incorporated into its proposal to benefit the surrounding neighborhood. In preparation for the last meeting, Costco put together a matrix describing its response to each of the key questions or concerns raised by the participants (Attachment 6).

Summary of key questions raised by the participants:

○ ***What are the economic impacts to the City and Costco of the new gas facility?***

Kirkland receives very little sales tax revenue from the sale of gas because in Washington State gas tax is distributed on a per capita basis rather than at the point of sale. Kirkland Costco stores themselves contribute a high amount of sales tax revenue to the City. With Costco opening up stores in other cities, sales tax revenue from the Kirkland store is expected to decline by an estimated 48%. Adding the gas facility provides the added services to customers while they are already at the store. With the addition of the gas facility, sales at the existing store are estimated to increase by 5%. The cost of gas will be competitive with other gas stations in the area. Costco is exploring the sale of alternative fuels. As with other high sales tax revenue businesses, it is in the best economic interest of the City to ensure that Costco has the opportunity to grow and succeed in Kirkland.

○ ***Will the increase in traffic associated with the gas facility be significant so that there will be an increase in cut through traffic on neighborhood streets?***

Increased traffic as a result of the gas facility will generally not increase cut through traffic on neighborhood streets. Traffic studies estimate that the gas facility would generate 970 net new daily trips with 150 new PM peak hour (75 entering and 75 exiting) and 140 net new trips in the AM peak hour (70 entering and 70 exiting). Costco states that most trips to Costco's gas facilities are from members who also shop at the warehouse resulting in shared trips that do not increase traffic on the roads. The new trips associated with the gas facility may be offset by the reduction in store trips as a result of other stores opening up in Redmond and Bellevue. More detailed traffic impact analysis will be necessary. If needed, traffic mitigation measures will be required. The proposal has passed concurrency. Costco would be required to pay the City's road impact fee. To respond to these community concerns Costco has offered to incorporate pedestrian and traffic improvements into the proposal should the private amendment request be approved (see Attachment 4 and discussion below).

○ ***Would a new gas facility exacerbate existing storm drainage issues in the area or adversely impact the Forbes Lake drainage basin?***

Costco indicates the gas facility would be constructed to current storm water standards, and would not increase the amount of impervious surface (constructed on existing paved parking areas) or increase the amount of runoff. Any replaced impervious surface would need to meet current storm water standards. The area under the canopy would drain to the sanitary

sewer. Because of the low elevation of the Forbes Creek drainage basin near Costco, drainage and siltation issues are existing problems surrounding the store and Forbes Lake Basin. City staff is currently conducting separate meetings with neighboring property owners to discuss their drainage concerns (see below). In order to improve water quality in the area, Costco has offered to retrofit the existing parking lot around the main store with an oil/water separator or other water quality treatment facility.

o ***What about other potential environmental impacts related to noise associated with hours of operation, truck delivery, light, glare, or air quality?***

Strict federal and local regulations for gas facilities are already in place to address potential impacts on the environment regarding noise, light, and air. The project would need to meet the Puget Sound Clean Air Agency requirements to minimize impacts of idling cars and dispensers. Trucks are already required to limit deliveries to morning hours during non-peak business hours. It is expected that the existing noise from the freeway will drown out any added noise from the fueling facility. Recessed lighting fixtures on the canopy would reduce glare. The Rose Hill Business District zoning regulations would require that a lighting and noise study be submitted and evaluated.

Also attending the meetings were property owners surrounding the Costco property who believe the Costco store and other development over the years have caused drainage and wetland problems limiting the redevelopment opportunities on their property. The property owners do not support the Costco rezone unless it is linked to a solution to their drainage problems. However, the issues seem unrelated because the proposed gas facility would be located in the existing paved parking lot and would have no increase in impervious surface. In a separate process City staff from Public Works and Planning Departments and property owners began meeting with a mediator to explore options to their concerns. These meetings are ongoing.

Outside of the above meetings, Costco continued to attend North and South Rose Hill Neighborhood Association meetings to keep them informed. See Attachment 8, letter from the North Rose Hill Association Board.

Conclusions and Possible Solutions to Community Concerns

At the February 16<sup>th</sup> meeting, the facilitator conducted a survey to gauge the level of support for the proposal (Attachment 4). Survey comments were generally supportive of the proposal. While no consensus or unanimous support for the proposal was reached, participants felt the process was worthwhile and were glad Costco is willing to work with the neighbors to identify mutually beneficial results. As part of the Comprehensive Plan and Zoning Code amendment process, Costco will need to provide more detailed analysis for many of the issues discussed above such as traffic and environmental issues. Specific text changes can be incorporated into the Comprehensive Plan and Zoning Code as well to address many of the participants concerns such as limiting hours of operation, limiting truck delivery times, limiting lighting etc. Development of the gas facility would need to meet all federal and local environmental and transportation requirements. It also became evident that the development proposal would create the same potential impacts whether constructed under current zoning in the RH 1A zone or if the PAR is approved in the RH 1B zone.

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### Public Improvements Proposed By Costco

In response to the concerns expressed in the meetings, in a letter dated July 23, 2008 Costco indicated a willingness to install the following public improvements if the private amendment request is approved (see Attachment 2). City staff from the various departments met to discuss the list and is in support of the improvements. Several are already listed in the Capital Improvement Plan (CIP) as unfunded projects:

1. Installation of sidewalks on the south side of NE 90<sup>th</sup> Street along Costco owned property at the corner of NE 90<sup>th</sup> Street and 120<sup>th</sup> Avenue NE and between 122<sup>nd</sup> Avenue NE and 124<sup>th</sup> Avenue NE (*Installation of the sidewalks will likely impact adjacent wetlands and depending on the classification of the wetland may trigger a potential zoning permit review process, review by other public agencies and compensatory mitigation*).
2. A painted crosswalk in front of the Church at the intersection of NE 90<sup>th</sup> Street and 122<sup>nd</sup> Avenue.
3. Improvements to a trail head at NE 90<sup>th</sup> Street and 120<sup>th</sup> Avenue NE.
4. Installation of an oil/water separator (possibly on the existing Costco parking lot).

### Next steps for private amendment request

If City Council gives the go ahead for the Planning Commission and staff to study the Costco private amendment request in more detail, below are the suggested next steps:

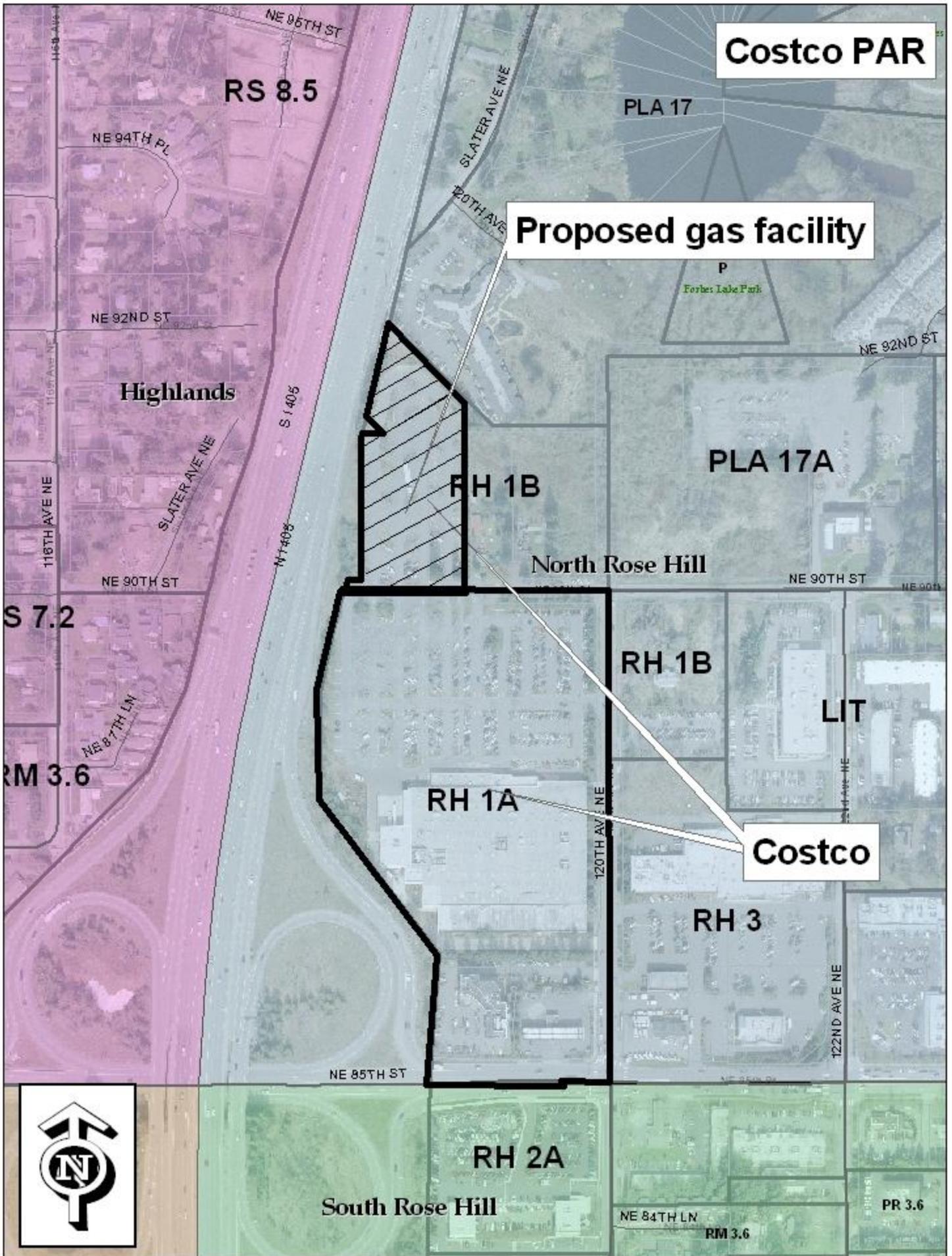
- o August 28 Planning Commission study session
- o November 13 Planning Commission public hearing and recommendation
- o December City Council final decision

Completion by December will enable this PAR to be part of the other 2008 annual plan amendments that the City Council has already acted on with "intent to adopt" resolutions.

### Attachments:

1. Vicinity map/zoning overlay
2. July 23, 2008 letter from Costco requesting study of PAR
3. February 21, 2007 letter from Costco describing original PAR request proposal
4. Final report Ann McBroom on community meeting process
5. Costco gas facility overview, site plan, Costco matrix responding to citizen concerns
6. NE 85<sup>th</sup> Street Subarea Plan policies (RH1A, 1B, Economic Element)
7. RH 1A- 1B Use Zone Charts
8. Email from North Rose Hill Neighborhood Association Board from Jeff Trager dated 6-26-2008

Cc: Costco  
Community Meeting participants  
North Rose Hill Neighborhood Association Board  
Ann McBroom  
File





July 23, 2008

The Honorable James L. Lauinger, Mayor  
And Members of the Kirkland City Council  
Kirkland City Hall  
123 5th Avenue  
Kirkland WA 98033

RE: Phase I Comprehensive Plan Amendment Request  
N.E. 85th Street Subarea Plan  
RH-1b Zone Policies  
Our Job No. 6222

Dear Mayor Lauinger and Members of the City Council:

Thank you for your continued consideration of Costco's request to amend the Comprehensive Plan to support the addition of a fueling facility on the north side of our warehouse property at 120<sup>th</sup> Avenue NE. Since Costco's last appearance before the City Council, we have discussed Costco's proposal with the community at three neighborhood meetings and have met with the North Rose Hill and South Rose Hill Neighborhood Associations.

We invite you to review our original request described in the attached letter from July 2007. The letter outlines the nature and reasons for our request, and describes the importance of Costco Gasoline to Costco Wholesale. Also attached is a summary of the questions, and ideas that were collected at the neighborhood meetings, together with our responses.

Based on the input from the community, Costco would be willing to amend its proposal to include the following improvements as part of our Comprehensive Plan Amendment and Rezone request:

1. New sidewalk and crossing improvements as shown on the attached aerial, which would include:
  - a. East side of 120<sup>th</sup> Avenue NE from Costco's auxiliary parking lot to the intersection with NE 90th Street
  - b. South side of NE 90th Street from 120<sup>th</sup> Avenue NE to the existing sidewalk at Digeo, Inc.
  - c. South side of NE 90th Street between 122<sup>nd</sup> Avenue NE and 123rd Lane NE
  - d. A north/south painted crosswalk at NE 90<sup>th</sup> Street and 122<sup>nd</sup> Avenue NE (at the church property);
2. New oil/water separator installed on the Costco warehouse property to improve water quality; and.
3. A \$10,000 contribution to the future Forbes Lake trailhead at the intersection of 120<sup>th</sup> Avenue NE and NE 90<sup>th</sup> Street.

The Honorable James L. Lauinger, Mayor  
And Members of the Kirkland City Council

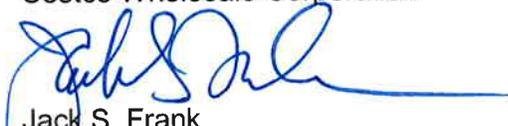
-2-

July 23, 2008

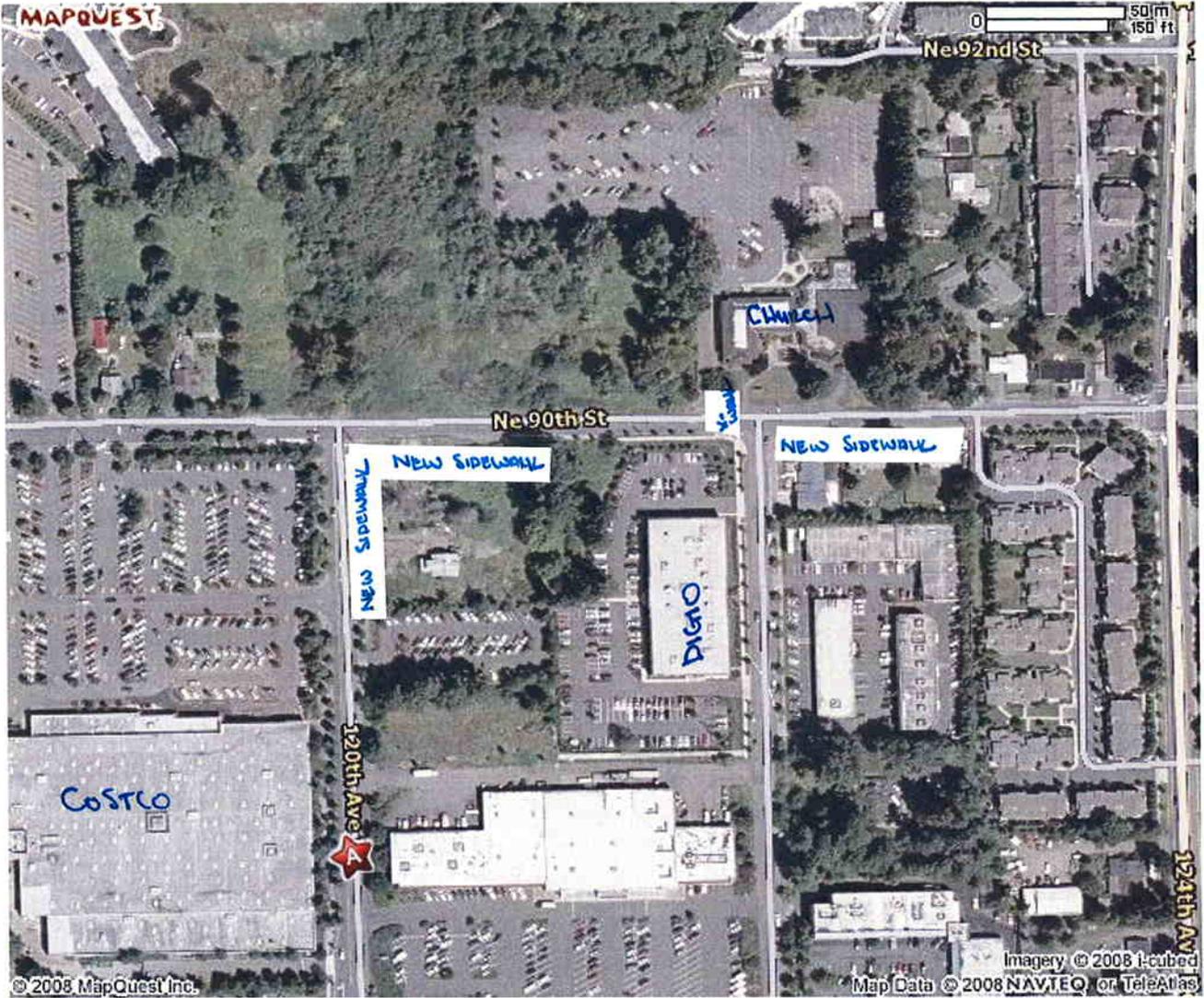
We understand that in addition to the above, the project could be subject to additional conditions, mitigations, and/or impact fees required pursuant to the City's development review process.

Once again, thank you for your consideration of our proposal. Costco is available at your convenience to answer any questions and/or provide additional information.

Respectfully,  
Costco Wholesale Corporation



Jack S. Frank  
Vice President of Real Estate



<http://www.mapquest.com/maps/costco:kirkland+wa/>

6/2/2008



Enclosure 4  
(City Council Packet 8-05-08)

FEB 21 2007  
2:10

CITY OF KIRKLAND  
BY *A. B...*

*directed to Planning  
Department by  
JG in City Managers  
Office.*

February 21, 2007

The Honorable James L. Lauinger, Mayor  
and Members of the Kirkland City Council  
Kirkland City Hall  
123 5th Avenue  
Kirkland WA 98033

**RE:** Request for Council Consideration of Comprehensive Plan Amendment  
NE 85<sup>th</sup> Street Subarea Plan  
RH-1b Zone Policies

Dear Mayor Lauinger and Members of the City Council:

Costco Wholesale respectfully requests the City Council's consideration of a Comprehensive Plan Amendment that would support the construction of a new fueling facility in the north parking lot of our warehouse on 120<sup>th</sup> Avenue NE. The Amendment would add text to the Comprehensive Plan supporting the construction of vehicle service stations in the RH-1b zone as an accessory use to the primary retail use in the RH-1a zone. The Amendment would be accompanied by a Zoning Code Text Amendment allowing vehicle service station as an accessory use in the RH-1b zone. We are requesting the City Council's review of the amendment as part of the 2007 Comprehensive Plan update.

Gasoline sales are part of the integrated goods and services that define Costco Wholesale, such as pharmacy, optical services, photo lab, bakery, and tire center. We currently offer gasoline for sale at more than 269 of our warehouses across the U.S. and Canada. Our gasoline facilities nearest Kirkland are in Woodinville, Issaquah, Seattle, Lynwood and Tukwila. Costco Gasoline facilities are always constructed using the latest state-of-the-art equipment and technology that are at the forefront of today's rapidly changing environmental regulations.

Costco could construct a fueling facility in the parking area nearest the warehouse. Vehicle service stations are listed as a permitted use on the main Costco warehouse property zoned RH-1a. However, we have found that placing the facility in a location farther from the warehouse works better because it preserves primary parking spaces and keeps vehicles away from primary pedestrian areas. Thus, we believe it would be better to construct the facility in the north parking lot, zoned RH-1b. Unfortunately, vehicle service stations are not allowed in the RH-1b zone, hence a Comprehensive Plan Amendment and Zoning Code Text Amendment are required.

February 21, 2007  
The Honorable James L. Lauinger, Mayor  
and Members of the Kirkland City Council

Of significant mention, Costco has conducted numerous studies of its existing gasoline facilities to determine the amount of traffic they generate. We've found that while the gasoline facility will increase trips to the site, the actual impact is far less than expected. Specifically, the facility is open only to Costco members. Also, more than half of the trips to the gas station are shared with trips already going to the warehouse. The remaining trips are largely composed of cars already in the traffic stream on the way to another destination. In short, Costco Gasoline is a low traffic generator because is not the primary destination for most users.

For your reference, attached is a site plan that demonstrates our vision for the site. If our Amendment applications were approved, the project would be subject to the City's Design Review process. We understand that the City is committed to quality design in the Rose Hill Business District, and we will do our very best to meet or exceed this expectation. This would include meetings with Rose Hill neighborhood organizations to seek input on our design.

The Comprehensive Plan supports this amendment as outlined by the following Framework and Economic Development Goals:

- Framework Goal FG-4: Promote a strong and diverse economy
- Economic Development Goal ED-1: Foster a strong and diverse economy consistent with community values, goals, and policies.
  - Policy ED-1.1: Work to retain existing businesses and attract new businesses.
  - Policy ED-1.3: Encourage a broad range of businesses that provide goods and services to the community.
  - Policy ED-1.4: Strengthen Kirkland's tax base.
  - Policy ED-1.5: Encourage clusters of complementary businesses.
- Economic Development Goal ED-3: Strengthen the unique role and economic success of Kirkland's commercial areas.
  - Policy ED-3.3: Encourage infill and redevelopment of existing commercial areas consistent with the role of each commercial area.
- Economic Development Goal ED-4: Development and implement economic development strategies that reflect the role of Kirkland businesses in the regional economy.
  - Policy ED-4.1: Enhance the competitive advantage of Kirkland businesses.

We also believe the proposal is consistent with the Design Vision contained in the Rose Hill Business District Design Guidelines. Specifically, the Vision supports auto-oriented businesses in the area west of 124<sup>th</sup> Avenue NE called the "Regional Center." The Vision acknowledges that the district will continue to be automobile-oriented and supports larger regional-oriented uses. The Vision also acknowledges the need to buffer existing residential uses to the north and south of the district. Costco would strive through the design process to provide a dense buffer between the fueling facility and the senior residences north of the site.

Our Kirkland warehouse is the eighth Costco Wholesale location that we opened. We now operate over 500 Costco Wholesale warehouses globally. Kirkland is one of our flagship warehouses. The City of Kirkland is where we have tested many of our operating ideas that have added to the success of our company. Kirkland Signature is our high quality, private label brand.

February 21, 2007  
The Honorable James L. Lauinger, Mayor  
and Members of the Kirkland City Council

We opened our first Costco Home furniture location in Kirkland. Costco has been a part of the Kirkland community for more than twenty-one years. Our continuing mission is to provide the very best goods and services to our members in the City of Kirkland and in every community where we do business.

In conclusion, we believe the addition of a members-only gasoline facility will be a welcomed addition to the community because it is consistent with Kirkland's community goals and policies, will be constructed in an environmentally friendly manner, and will provide a new alternative to purchase fuel at a fair and reasonable price.

Thank you for your consideration of our request. We are available at your convenience to answer any questions and/or provide additional information.

Respectfully,  
Costco Wholesale

A handwritten signature in blue ink, appearing to read "Jack S. Frank", with a long horizontal flourish extending to the right.

Jack S. Frank  
Vice President of Real Estate

**Attachment 4**

**To:** City of Kirkland  
**From:** Ann McBroom, Facilitator  
**Date:** May 8, 2008  
**RE:** Final report on meetings between Costco and citizens regarding proposed gas station at the Kirkland Costco

**Attachments:** Meeting notes from November 10, 2007, February 16, 2008, May 6, 2008; survey results from February 16 meeting

**Initial telephone interviews:** Prior to the November 10, 2007 meeting, the facilitator spoke with several citizens who had expressed concerns about the Costco proposal to install a gas station at the Kirkland Costco. These interviews were intended to help with planning an effective process for the citizens.

**November 10, 2007 meeting:** At the November 10 meeting, citizens met with Costco representatives and representatives of the City of Kirkland. At this meeting, the City of Kirkland presented the history of the proposal, and Costco presented information regarding the proposal, and general information about Costco gas station facilities. The citizens had an opportunity to raise concerns, ask questions, and provide suggested alternatives. (see attached notes). Concerns and questions fell into several categories: traffic, environmental (including noise, air quality, run off, lighting, etc), drainage and wetland impacts on adjacent properties, and economic issues.

**February 16, 2008 meeting:** A second meeting was held on February 16. At this meeting, Costco and the City of Kirkland brought staff and consultants to address the issues raised at the previous meeting. (see Costco document). Citizens had an opportunity to ask questions and raise additional concerns and suggestions. (see attached notes.) Adjacent property owners voiced less concern for environmental impacts such as lighting and noise, but continue to be concerned about drainage. Acknowledging that the drainage and wetland designation are beyond the scope of this process, property owners hope to address these issues with the City of Kirkland in a future meeting. The survey results indicate that citizens find the process useful, and expressed a desire to continue interacting with Costco (see attached survey results).

**Interim Processes:** Costco continues to meet with neighborhood associations. The City meets with adjacent property owners to discuss drainage issues.

**May 6, 2008:** A third community forum was held on May 6, 2008. At this meeting Costco presented a series of potential design options and sought community input regarding the communities priorities. (see attached notes). The community

**Attachment 4**

indicated a priority for sidewalks on 90<sup>th</sup>, a trail head at 90<sup>th</sup> and 120<sup>th</sup>, and an oil/water separator on the Costco parking lot as highest priorities.

The community also expressed a desire for the City to develop a long-range plan for the area. They would like to see the roads widened, sidewalks installed, increased traffic control, and storm water and drainage issues addressed, and the south end of Forbes Lake developed with trail systems. Traffic, pedestrian safety, storm water issues, and future development are priority concerns for the community, and require the City's involvement to solve.

## Attachment 4

### Costco and Community Leadership Meeting Chart Notes 11/10/2007

#### Unanswered Questions – Sheet 1

- What did the Planning Commission say about Costco's amendment request? (Janice will check her notes).
- What are the specific requirements for parking?
- How much does the City of Kirkland stand to gain in takes?
- How much revenue does Costco stand to gain?
- Would the City of Kirkland be willing to invest in improvements to mitigate?
- Would Costco be willing to invest in improvements to mitigate?
- What are the potential impacts to the other 5 gas stations on 85<sup>th</sup>?
- What is the average number of cars at other Costco gas stations?
- Parking – where do the other 200 stalls come in?

#### Concerns – Sheet 1

- Who is paying for the consultant? Should City of Kirkland pay? If City pays – perception of bias.
- “Auto-oriented” use is intended to relate to car dealerships (and other auto-type traffic like drive-ins, etc). Intended to force the auto-related businesses towards 85<sup>th</sup> and the freeway. Not intended to encourage businesses into the neighborhoods.
- Concern about increased traffic in the neighborhood.
- Amount of time and energy community members put into the sub-area plan – honoring the citizens' work.
- Original promise when C Costco came in (from the traffic engineers) was no traffic.

#### Concerns – Sheet 2

- People go out of their way to go to Costco to get gas.
- No one goes down 90<sup>th</sup> “passing by.” People will rear off of 85<sup>th</sup>.
- People exit off 405 to cut through on 124<sup>th</sup> – a gas station in the vicinity will increase people using this cut through.
- People may make gas station a destination trip just for low cost gas.
- Internet shopping for inexpensive gas often points to Costco.

**Attachment 4**

**Costco and Community Leadership Meeting  
Chart Notes  
11/10/2007**

Concerns – Sheet 3

- Lack of sidewalks on NE 90<sup>th</sup>.
- 2% gas fumes
- Gas and oil spill off on the road and parking lot (cars waiting in line before the “dip point.”
- Parking needs
- Size of vehicles that would come (trucks, etc.).
- Lighting, especially regard to senior housing.
- Noise from delivery trucks (fuel trucks)
- Decrease in property values because of environmental concerns.

Concerns – Sheet 4

- Storm water system is inadequate – property values are influenced by City drainage.
- Inability to build or sell because of wetland issue.
- No compensation for landowners re: drainage.
- Inability for adjacent property owners to sell property to Costco.
- Drainage problems have increased because of Costco.
- Lack of trust that current proposal will not become a problem.

Concerns – Sheet 5

- Fumes from waiting cars.
- Impact on Forbes lake from gas and oil run off.
- Noise
- Impact on Senior Housing.
- Impact on other 5 gas stations.
- Change in water table since 1989.

Suggestions – Sheet 1

- Costco gets it’s own exit/entrance on 405.
- 2 left turn lanes on 120<sup>th</sup>.
- Costco buys corner gas station on 85<sup>th</sup> and 120<sup>th</sup>.
- When counting cars for traffic, do it with eyes because it is easy to see where the traffic comes from.
- Signal on NE 90<sup>th</sup>.
- Other sites.
- Site at the Home Store location at Totem Lake.

## Attachment 4

- Nienaber property.
- Totally other locations.
- Use low ground lights that shine away.
- Restricted times for delivery and garbage.

### Suggestions – Sheet 2

- Study drainage issues – fix drainage problem.
- Compensate adjacent property owners for decrease in property value.

### Next Steps – Sheet 1

- Another meeting to address drainage issues.
- Bring City expert on water and drainage, technical and regarding responsibility.
- A real way to address drainage that includes multiple agencies – bigger than just the Costco gas station effort.
- Study Kirkland goal to develop revenue generation here.
- Environmental concerns – people invited to a meeting with City of Kirkland.
- Revisit other suggestions.

### Next steps – Sheet 2

- Bring answers to questions to another meeting.
- Bring back answers to questions and ideas for addressing concerns, expertise from the City, thoughts about community suggestions to a continued dialog.
- Hold meeting, in January, on a Saturday, longer meeting, with more advanced notice.

**Attachment 4**

**Chart Notes February 16, 2008  
Costco and Community Meeting**

Concerns

Page 1:

- Times of opening. Want clear agreement of hours.
- Clear commitment to only change zoning on Costco property.
- It's hard to find a gas station on Costco property (testimonial on behalf of Costco regarding potential lighting and signage impact).
- The entire lot is more likely to be used than at the Home Store.
- Use profits to help the community.
- Anticipated 30% drop in sales at this location will only be temporary.

Page 2:

- Back up traffic when exit and entrance are closed.
- Increased pollution if site is changed to currently zoned area.
- On 90<sup>th</sup> as it approaches 124<sup>th</sup>, at 5 pm, is totally backed up. How will that increase?
- If adjacent properties decide to develop, will there be enough traffic capacity to accommodate those needs?
- Cut through traffic on 126<sup>th</sup>/128<sup>th</sup> (avoiding traffic lights on 124<sup>th</sup> and on 85<sup>th</sup>) and the lack of sidewalks.
- Traffic predictions may be optimistic.

Page 3:

- Traffic studies underestimate increased traffic demands.
- Flooding in area of potential sidewalks
- Trucks on 90<sup>th</sup> – the road is not wide enough to handle.
- Dispute over wetland designation of adjacent properties.
- City planning has caused the increased water saturation in that area.
- Send flyers to residents of retirement home to be sure they have been contacted.
- Silted ditch.
- Centrifuge silt removal system?

Concerns #4:

- Fumes to retirement home.
- Night time truck traffic.
- Minimize fumes beyond requirements.
- Litter control. Dead and drowned trees on adjacent property.

Questions #1:

## Attachment 4

- How is this information going to be used? Is this format intended to get information to take back to Council to get OK from Council to move forward?
- Can gas stations be placed next to residential zoning?
- Why not buy the gas station on 85<sup>th</sup>?
- Has Costco applied for zoning change only on their property?
- Are there numbers that suggest that people will to a more distant store in order to purchase gas?
- Accidents on straight in stalls?
- Population growth in the last 10 years and projected growth for Costco?

### Questions # 2:

- Is the zoning change only for Costco property?
- What about increase of traffic to handle increased traffic from other development (e.g.: from adjacent property owners if they choose to develop?)
- Why has there been massive drainage on one end of the lake and it is prohibited on the other area?
- Provide documentation that the Shell gas station is unwilling to sell. What would they consider?
- What impact has I405 had on Forbes Lake drainage?

### Question #3:

- How are sub-divided lots regulated re: drainage?
- How does the water storage on Costco property disperse once it is silted up?

### Community Ideas:

- Circulatory bus system.
- Traffic study re: cut through traffic
- Set up separate meeting for storm drainage/wetland issue with City of Kirkland, Costco, consultants and wetland neighbors.
- Costco petition City of Kirkland from adjacent neighbors.
- Street lighting for pedestrian safety on 90<sup>th</sup>.
- System to remove sediment load on Forbes ditch.
- Air quality study.

### Costco Ideas:

- Sidewalk on 90<sup>th</sup>.
- Sidewalk on 120<sup>th</sup>
- Improvements to remove pollutants from Costco parking lot.

**Attachment 4**

**Survey Results  
February 16, 2008  
Costco/Citizen Meeting**

**9 respondents**

My primary concern is:

Traffic **3**      Environmental **1**      Drainage **4**      Any changes to sub-area plan **2**

Other: Property devaluation **1**

**This statement reflects my impressions 1) not at all 2) somewhat 3) completely:**

- |   |   |          |          |          |
|---|---|----------|----------|----------|
| 1. The Facilitator conducted the meeting in a fair and impartial manner.                              | 1 | 2        | 3        |          |
|   |   | <b>4</b> | <b>5</b> |          |
| 2. A real and reasonable effort is being made to involve the community in the decision-making process | 1 | 2        | 3        | 4        |
| comment: if real  |   | <b>2</b> | <b>5</b> | <b>1</b> |
| 3. The community has been able to voice it's concerns at these  | 1 | 2        | 3        | 4        |
| comment: more time  |   | <b>2</b> | <b>6</b> | <b>1</b> |
| 4. Costco has demonstrated a willingness to address the community community concerns.                 | 1 | 2        | 3        |          |
| comment: if meaningful  |   | <b>2</b> | <b>6</b> |          |
| 5. These meetings have been useful.   | 1 | 2        | 3        |          |
| comment: if meaningful  |   | <b>6</b> | <b>2</b> |          |
| 6. There should be additional meetings between Costco and the   | 1 | 2        | 3        |          |
| comment: between the neighbors<br>And the City of Kirkland (3)  |   | <b>2</b> | <b>6</b> |          |

Comments:

1. Costco has clearly been willing to work with the neighbors in an attempt to identify a mutual beneficial result. I appreciate the efforts and I believe that a reasonable solution is not far away.
2. Excellent control of the meeting.

**Attachment 4**

3. I'm uneasy about the "real" impact the community input/concerns will have on the ultimate decisions.
4. I think that people are behind Costco but want Costco's help in dealing with the City!
5. Drainage problem (lack of flow) and the level of ground water have increased since 405 was constructed. Wetlands were expanded after the state construction created a damming effect for the outflow of water.
6. I am encouraged to hear the expressed concerns and I am hopeful that the City will do more than listen and take action.
7. The City needs to have Department Head representation at these meetings.

## Attachment 4

### Chart Notes May 6 Costco/City of Kirkland/Community Forum

#### Concerns

- Increase in Costco membership just for the gas
- Past project has not helped
- Traffic routing on 120<sup>th</sup> or 90<sup>th</sup>? Concern about ingress/egress from neighborhood properties and church
- Don't want more traffic on 90<sup>th</sup> street as a result
- Scope creep at the station: will there be additional services offered in the future?
- No membership marketing at the station
- 1000 additional cars a day is a lot.
- Need for increased capacity on the roads: reclassified
- \*Impact on the abilities for other properties to develop due to the traffic.
- \*\*\*\*\*Capacity on the roads is a real issue for neighbors and the church
- Cars in the ditch
- Sidewalks east of 124<sup>th</sup> NE and cut through traffic
- \*Intersection of 120<sup>th</sup> and 90<sup>th</sup> is a dangerous intersection, people run the stop sign
- Routing trucks to 124<sup>th</sup> is not a great idea!
- Water quality from increased usage and traffic on the roads – run off
- \*\*\*\*\*Resolving drainage issues is larger than just the adjacent neighbors
- Would like set hours of operation at the gas station
- \*\*\*Property values decrease because of increased traffic
- \*What will happen to the parking at Costco?
- \*\*\*\*\*Traffic at 90<sup>th</sup> and 122<sup>nd</sup>

\*Indicates priority concerns for the neighbors. Each neighbor checked their most pressing concerns. The more \* the higher the level of concern.

#### Lingering Questions

- Does the 16% reduction in sales that would route to Redmond and Woodinville take into account projected growth in Kirkland?
- Where will traffic be routed – 90<sup>th</sup> or 120<sup>th</sup>?
- Why doesn't Costco consider building a station on the south side of the property? (no land)
- How will the loss of parking impact parking at the warehouse?

#### Potential Design Features

- \*\*\*Trail head at 90<sup>th</sup> and 120<sup>th</sup>
- Improve pathway between retirement community and Costco
- \*\*\*\*\*Improving public sidewalks on 120<sup>th</sup> and 90<sup>th</sup>. (\*\*south side of 90<sup>th</sup>. North side of 90<sup>th</sup>. \*\*\*both sides of 90<sup>th</sup>)

## **Attachment 4**

- No additional sales or services offered at the gas station. Gas only
- \*\*Truck routing plan
- \*\*\*\*\*Oil/water separator on Costco parking lot (in addition to the requirement at the gas station.
  
- \*Indicates the level of interest in this particular design feature.

### City Issues

- Storm water quantity
- Traffic revisions to increase capacity and signaling to accommodate not only Costco potential development, pedestrian safety and sidewalks.
- Study on population increase both for people coming to live and people coming to work.
- Ditch on 90<sup>th</sup>
- Future planning for the area

**Attachment 4**

**Participants in community meetings**

Mike Nienaber  
Paul "  
Mark "  
David "  
Matt "  
Phil "  
Mr and Mrs Odd Hauge  
Carol Neilson  
Steve Tindall  
Betty Lou Crampton  
Jeanette Simecek  
Jim McElwee  
Scott Foot  
Cary Pritzkan  
Margaret Carnegie  
Milton Olson  
Andy Held  
Linda Jones  
Karen Whittle  
Ernest Anderson  
Ray Hansen  
Kim Sanford (Costco)  
Chris Ferko\* (Barhausen Engineering)  
Jenny Gaus\*  
Janice Soloff\*  
Thang T Nguyen\*  
Dan Mckinney\* (The Transpo Group)  
Jim Kelley\* (A.C. Kindig & Co.)

\* Consultants or City Staff

# Costco Gasoline Overview



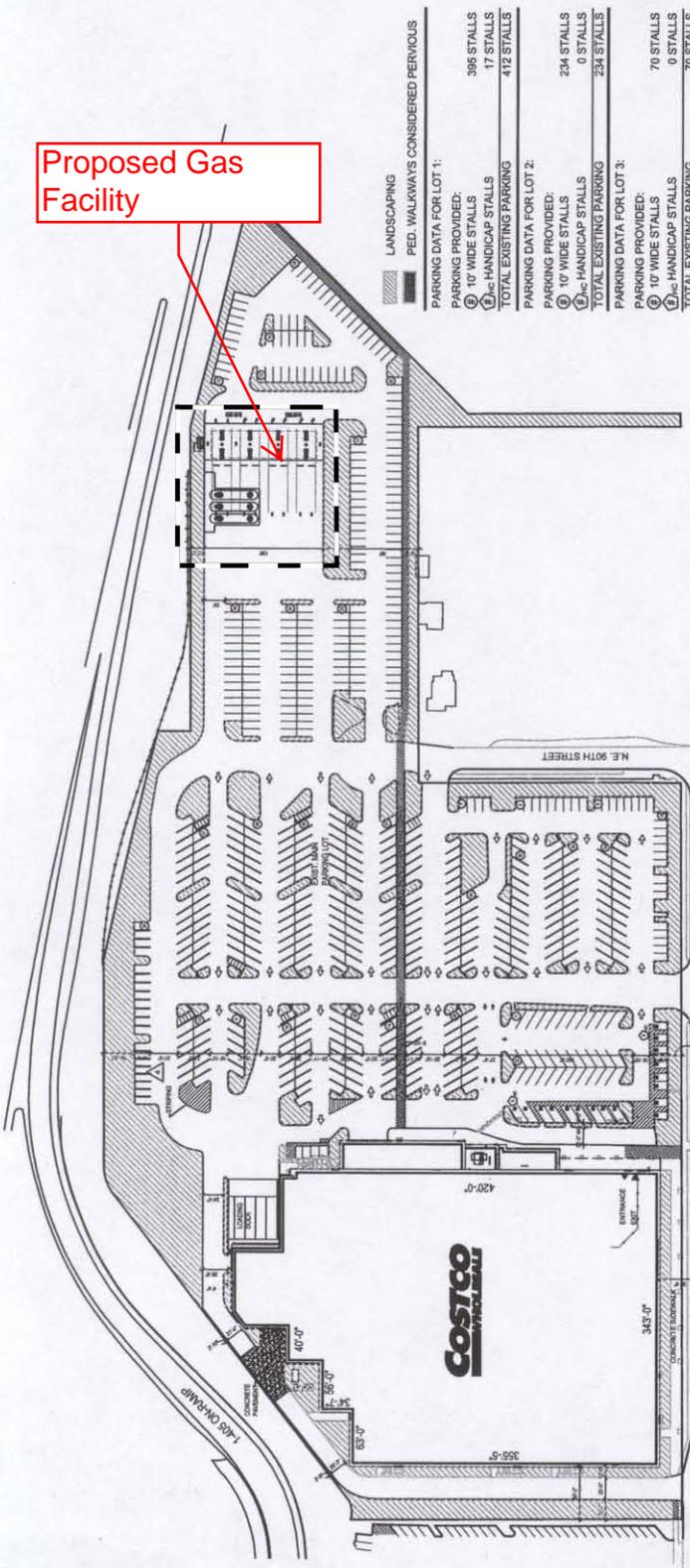
## ABOUT COSTCO GASOLINE

- The first Costco Gasoline facility opened in 1996 in North Scottsdale, Arizona. Today, Costco operates over 290 gasoline facilities across the United States and Canada.
- Costco's goal is to include a gas station at every warehouse that it builds, and to add them to as many existing stores as the law permits and real-estate space allows.
- Costco views gasoline as one of the many integrated services that define the company, such as groceries, hardware, clothing, tires, rotisserie chicken, and Kirkland Signature brands.
- Costco Gasoline is self-serve and open to members only. All payments are made at the pump with a debit, American Express, or Costco Cash card accompanied by a Costco membership card. Cash is not accepted, and convenience goods are not offered for sale.
- Costco Gasoline does not display large signs, loud colors, and bright lights typical to stand-alone gas stations.
- Costco Gasoline facilities are typically located off the main street on a remote portion of the warehouse property. Costco Gasoline is not open at night.
- Costco Gasoline is state-of-the-art, fully automated, and meets or exceeds all regulatory standards. State-of-the-art examples include:
  - Non-corrosive fiberglass double-walled underground storage tanks and piping
  - Advanced leak detection systems
  - Modern vapour recover systems (95% of all vapors are captured, condensed, and returned to the system)
  - Oil/water separators for stormwater pre-treatment prior to downstream discharge
  - Detachable "poppeted" hoses in case of an accidental drive-off
  - Fire extinguishers inside each dispenser
  - Employee supervision of the site during all operating hours

## BENEFITS TO THE COMMUNITY

- Commitment to the Community
  - Costco is committed to working with the Rose Hill Community to make sure the facility meets the high design standards of the district.
  - Costco has been actively involved in a number of Kirkland community programs since the warehouse opened in 1985.
- Improved Services and Tax Base Benefit
  - Costco's ongoing improvement to its services directly benefits Kirkland citizens and improves the City's tax base.
  - Gasoline sold at the facility will be competitively priced as an added benefit to Costco members.
- Best Location
  - Locating the facility at the north end of the site instead of near the warehouse is best for parking and circulation
- Plan Consistency
  - The Rose Hill Business District Design Vision supports auto-oriented businesses in the area west of 124th Avenue N.E. called the "Regional Center."
  - The Design Vision acknowledges that the district will continue to be automobile-oriented and supports larger regional-oriented uses.
- Green Leadership
  - Costco is currently exploring the sale of alternative fuels, such as biodiesel, ethanol, and compressed natural gas at its gasoline facilities.
  - Costco is continually examining eco-friendly improvements to its warehouses, including solar panels, energy efficient equipment and building materials, recycled building materials, reclaimed water systems, skylights and dark-responsive light fixtures, and cool roofing systems.
  - Costco has volunteered its gasoline facilities to the California Air Resources Board (CARB) as testing sites for new air quality control technology. CARB is the nation's leader in progressive air quality regulations.

Proposed Gas Facility



LANDSCAPING  
PED. WALKWAYS CONSIDERED PERVIOUS

PARKING DATA FOR LOT 1:  
 PARKING PROVIDED: 396 STALLS  
 ④ 10' WIDE STALLS 17 STALLS  
 ⑤ HANDICAP STALLS 17 STALLS  
 TOTAL EXISTING PARKING 412 STALLS

PARKING DATA FOR LOT 2:  
 PARKING PROVIDED: 234 STALLS  
 ④ 10' WIDE STALLS 0 STALLS  
 ⑤ HANDICAP STALLS 234 STALLS  
 TOTAL EXISTING PARKING 234 STALLS

PARKING DATA FOR LOT 3:  
 PARKING PROVIDED: 70 STALLS  
 ④ 10' WIDE STALLS 0 STALLS  
 ⑤ HANDICAP STALLS 70 STALLS  
 TOTAL EXISTING PARKING 70 STALLS

TOTAL EXISTING PARKING FOR LOTS 1, 2 AND 3 716 STALLS

PROPOSED PARKING DATA FOR LOT 1:  
 PARKING PROVIDED: 396 STALLS  
 ④ 10' WIDE STALLS 17 STALLS  
 ⑤ HANDICAP STALLS 17 STALLS  
 TOTAL PROPOSED PARKING 412 STALLS

PROPOSED PARKING DATA FOR LOT 2:  
 PARKING PROVIDED: 200 STALLS  
 ④ 10' WIDE STALLS 0 STALLS  
 ⑤ HANDICAP STALLS 200 STALLS  
 TOTAL PROPOSED PARKING 200 STALLS

PROPOSED PARKING DATA FOR LOT 3:  
 PARKING PROVIDED: 70 STALLS  
 ④ 10' WIDE STALLS 0 STALLS  
 ⑤ HANDICAP STALLS 70 STALLS  
 TOTAL PROPOSED PARKING 682 STALLS

PROPOSED PARKING:  
 TOTAL PARKING DELETED - LOT 2 234 STALLS  
 TOTAL PARKING ADDED - LOT 2 200 STALLS  
 NET LOSS 34 STALLS

NO. OF STALLS PER 1000 S.F. OF BUILDING AREA:  
 EXISTING 4.96 STALLS  
 PROPOSED 4.63 STALLS

**PROJECT DATA**

CLIENT: COSTCO WHOLESALE  
 999 LAKE DRIVE  
 ISSAQUAH, WA 98027

PROJECT ADDRESS: 8629 120TH AVE. N.E.  
 KIRKLAND, WA 98033

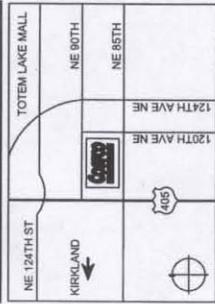
ZONING REQUIREMENTS: RHIA, RHIB  
 NONE

MINIMUM LOT SIZE: 15,009 ACRES (653,831 S.F.)  
 ACTUAL LOT SIZE: .71 ACRES (31,010 S.F.)  
 EMPLOYEE PARKING: .71 ACRES (31,010 S.F.)  
 EXISTING WETLANDS: .71 ACRES (31,010 S.F.)  
 TOTAL AREA: 16,429 ACRES (716,861 S.F.)

REQUIRED YARDS:  
 FRONT: 10'  
 SIDE: 0'  
 REAR: 0'



**VICINITY MAP**



**PRELIMINARY SITE PLAN**

**COSTCO WHOLESALE**

1 A 1 1 A 1 0 V 0 0 0 0 0 0

KIRKLAND WASHINGTON

P1.1-03

92-1300-19  
 JANUARY 09, 2008  
 PRELIMINARY  
 PLAN

## *Costco Gasoline Overview – Community Comments*

### **PLAN AMENDMENT COMMENTS**

<b>Comment</b>	<b>Response</b>
<ul style="list-style-type: none"> <li>• NE 85th Street Subarea Plan Policies encourage larger retail and auto-related businesses such as auto dealerships, auto repair, and servicing gas stations, etc.</li>   <li>• What did the Planning Commission say about Costco’s amendment request?</li> </ul>	<ul style="list-style-type: none"> <li>• As a result of the Subarea Plan process, zoning for RH1A allows a fueling facility use on the south side of NE 90<sup>th</sup> Street near the warehouse. The Costco property located north of NE 90<sup>th</sup> Street is zoned RH1B, which does not currently allow a gas facility use. Costco is pursuing a Comprehensive Plan and Zoning Code amendment to allow a gas facility use on the RH1A site. The proposed location on the north side of the site is better because it does not conflict with primary pedestrian/parking areas. Also, the facility is proposed adjacent to the freeway.</li> <li>• The Rose Hill Business District Design Vision supports larger retail and auto-oriented businesses in the area west of 124th Avenue N.E. called the “Regional Center.”</li> <li>• The nearest single family residences to the east are located on properties zoned for commercial development.</li> <li>• The retirement community to the north is buffered from the site by a stand of dense trees. The management of this community does not oppose the proposal.</li>   <li>• Two out of three members present at the Planning Commission meeting recommended the City Council forego considering Costco’s amendment request. The recommendation was not a quorum of the entire seven-member Commission, and was made before Costco started the neighborhood meeting process. The City Council deferred its determination until after the neighborhood meeting process is concluded.</li> </ul>

## *Costco Gasoline Overview – Community Comments*

### **ECONOMIC COMMENTS**

<b>Comment</b>	<b>Response</b>
<ul style="list-style-type: none"> <li>How much revenue does Costco stand to gain? How much does the City of Kirkland stand to gain in taxes? How much does the City stand to lose if Costco leaves Kirkland if they are not able to expand?</li> </ul>	<ul style="list-style-type: none"> <li>Costco Wholesale is the City of Kirkland’s largest sales tax generator. Sales at the Kirkland warehouse dropped approximately 18% after the Costco warehouse in Woodinville opened in 2004. Sales at the Kirkland warehouse are expected to drop an additional 32% when the proposed warehouses in Redmond and Bellevue open. The Costco Gasoline facility in Kirkland is expected to increase sales in the Kirkland warehouse by approximately 5%. The City receives very little gas tax from gas sales.</li> </ul>
<ul style="list-style-type: none"> <li>What are the potential impacts to the other gas stations on 85th?</li> </ul>	<ul style="list-style-type: none"> <li>Costco will sell gasoline at a fair and reasonable price as an added benefit to Costco members. The price will be competitive with other gas stations in the area. Prior studies have found that other gas stations have not closed due to the opening of a Costco Gasoline facility in the same vicinity.</li> </ul>
<ul style="list-style-type: none"> <li>Would surrounding property owners see a decrease in property values as a result of the expansion of Costco?</li> </ul>	<ul style="list-style-type: none"> <li>The project is not expected to negatively impact property values. Generally, property improvements result in increased property values.</li> </ul>
<ul style="list-style-type: none"> <li>Would the City of Kirkland be willing to invest in improvements to mitigate impacts? Would Costco be willing to invest in improvements to mitigate?</li> </ul>	<ul style="list-style-type: none"> <li>Costco will be required to mitigate impacts of development through the SEPA process. Costco is also willing to explore voluntary site improvements based on the community’s recommendations and priorities.</li> </ul>
<ul style="list-style-type: none"> <li>Locate on other sites: Site at the Home Store location at Totem Lake, corner gas station on 85th and 120<sup>th</sup>, or the Nienaber property on 120<sup>th</sup>.</li> </ul>	<ul style="list-style-type: none"> <li>The Home Store site is a leased property and the store is a trial facility for Costco. It is premature to invest in a gas station on this site given that the long term prospects of the Home Store remain to be determined. Costco approached the gas station owner at the northwest corner of 85<sup>th</sup> and 120<sup>th</sup>, but the owner was unwilling to sell. The AM/PM facility at the southeast corner is too small for a Costco Gasoline facility. The Nienaber property is also too small for a Costco Gasoline facility.</li> </ul>
<ul style="list-style-type: none"> <li>Alternative fuels market</li> </ul>	<ul style="list-style-type: none"> <li>Costco is currently exploring the sale of alternative fuels, such as biodiesel, ethanol, and compressed natural gas at its gasoline facilities.</li> </ul>
<ul style="list-style-type: none"> <li>Contribution to support Forbes Lake park project.</li> </ul>	<ul style="list-style-type: none"> <li>Costco is willing to consider a voluntary contribution to the Forbes Lake Park project, particularly at the planned trailhead at the intersection of 90<sup>th</sup> and 120<sup>th</sup>. Costco’s allocation of resources would be based on the community’s recommendations and priorities.</li> </ul>

## *Costco Gasoline Overview – Community Comments*

### TRAFFIC COMMENTS

Comment	Response
<ul style="list-style-type: none"> <li>What is the level of increase in traffic that will result from the gas facility? What is the average number of cars visiting other Costco gas stations? Concerns regarding volume of traffic given proximity to freeway and daily volume on 85<sup>th</sup>.</li> </ul>	<ul style="list-style-type: none"> <li>The project is anticipated to generate 970 net new daily trips, with 150 net new trips occurring during the PM peak hour (75 entering trips and 75 exiting trips) and 140 net new trips in the AM peak hour (70 entering and 70 exiting trips). This is approximately one vehicle per minute during the peak hour. This is based on counts collected at more than 25 existing Costco Gasoline facilities.</li> <li>Most trips to the Costco Gasoline facility are from members who also shop at the warehouse, resulting in shared trips that do not increase traffic on the roads.</li> <li>The existing Woodinville warehouse (18%) and the new warehouses planned in Redmond (16%) and Bellevue (16%) are expected to decrease sales at the Kirkland warehouse facility by approximately 48%, and are expected to decrease current traffic levels.</li> </ul>
<ul style="list-style-type: none"> <li>Will there be an increase in traffic on side streets in the neighborhood?</li> </ul>	<ul style="list-style-type: none"> <li>The project has passed the City's transportation concurrency test. The level of service at the study area intersections is expected to operate at acceptable levels (LOS D or better). The project would be required to pay the City's traffic impact fee.</li> </ul>
<ul style="list-style-type: none"> <li>Could Costco have its own exit/entrance on 405?</li> </ul>	<ul style="list-style-type: none"> <li>A separate entrance off of 405 is a long term project that is not currently being pursued by the City or WSDOT.</li> </ul>
<ul style="list-style-type: none"> <li>Trucks using 122<sup>nd</sup> when they should be using 124<sup>th</sup> to get to Costco – avoid homes on 122<sup>nd</sup>. Trucks delivering during odd hours of the night – noise.</li> </ul>	<ul style="list-style-type: none"> <li>If recommended by the City, Costco is willing to adopt a program instructing trucks to use 124<sup>th</sup> instead of 122<sup>nd</sup> when making deliveries. Hours of delivery to Costco are strictly limited to morning hours.</li> </ul>
<ul style="list-style-type: none"> <li>One-way flow on 120<sup>th</sup> in the southbound direction</li> </ul>	<ul style="list-style-type: none"> <li>Traffic volumes on 120<sup>th</sup> are currently not large enough to necessitate changing it to a one-way street.</li> </ul>
<ul style="list-style-type: none"> <li>One-way flow at Costco driveways – outbound on 120<sup>th</sup>, inbound on 90<sup>th</sup></li> </ul>	<ul style="list-style-type: none"> <li>Changing driveways to one-way is not recommended because it would constrain flow and increase congestion at ingress/egress points.</li> </ul>
<ul style="list-style-type: none"> <li>What are the specific requirements for parking?</li> </ul>	<ul style="list-style-type: none"> <li>There are currently 716 parking spaces. The development of the fuel station would reduce the overall supply by 34 spaces. Peak parking demand occurs between noon and 5 PM on Saturdays. The removal of 34 spaces will increase the overall utilization to between 85 and 98 percent full during the Saturday peak (noon – 5PM). The project will meet the City's zoning code for the required parking stalls after it is constructed.</li> </ul>
<ul style="list-style-type: none"> <li>Upgrade the existing painted pathway between the retirement community and the warehouse.</li> </ul>	<ul style="list-style-type: none"> <li>Costco is willing to consider sidewalk improvements between the retirement community and the warehouse, such as improving safety at crossings, adding benches, etc.</li> </ul>

## *Costco Gasoline Overview – Community Comments*

### **STORM DRAINAGE COMMENTS**

<b>Comment</b>	<b>Response</b>
<ul style="list-style-type: none"> <li>• Would a new gas facility make existing storm drainage issues in area worse? Would there be any impacts on Forbes Lake from gas and oil run off? Gas and oil spill off on the road and parking lot (cars waiting in line before the “dip point.”)</li> </ul>	<ul style="list-style-type: none"> <li>• The gas station would be constructed to current stormwater standards with an oil water separator for the replaced asphalt areas and the under canopy drainage will be directed to the sanitary sewer. The project will not increase the amount of impervious surface and thus will not increase the amount of runoff.</li> </ul>
<ul style="list-style-type: none"> <li>• People have perceptions that there are storm drainage problems in the area. What are the existing problems? What can be done to improve existing conditions? Have drainage problems increased because of Costco? Upsize existing detention to help Forbes Lake? Increased water table greater than 5 foot rise b/c of silt.</li> </ul>	<ul style="list-style-type: none"> <li>• The area around 90<sup>th</sup> Street and 120<sup>th</sup> Avenue is not much higher than the elevation of Forbes Lake. The areas that are experiencing high groundwater levels are at the bottom of a much larger regional drainage basin that originates in the South Rose Hill neighborhood.</li> <li>• The storm drainage system in 120<sup>th</sup> Avenue NE and in 90<sup>th</sup> Street outlets to Forbes Creek via a ditch that is heavily silted due to sediment in the runoff and overgrown vegetation. During rainfall events, Forbes Creek backs up along the ditch and causes the groundwater levels to rise. However, regardless of the condition of the ditch, these areas have always had a very high groundwater level.</li> <li>• The development of the basin over the last 100 years has caused the amount of stormwater runoff to increase in the ditch. This makes flooding problems worse during heavy rainfall events.</li> <li>• A possible solution to the problem of siltation would be to install a stormwater quality treatment facility upstream of the outlet. This facility would likely be placed in the Costco parking lot. This facility would not solve the high groundwater problem but it would likely stop it from getting any worse. Costco is willing to explore the construction of this facility with the City based on recommendations and priorities of the community.</li> </ul>
<ul style="list-style-type: none"> <li>• F &amp; W / ecology / dam downstream / multiple agencies / Costco should not take blame. Another meeting to address drainage issues. Bring City expert on water and drainage, technical and regarding responsibility. Should City compensate property owners for having wetlands on property?</li> </ul>	<ul style="list-style-type: none"> <li>• The City of Kirkland is currently working with neighboring property owners separately from Costco’s amendment proposal to discuss potential solutions to the regional drainage and wetland issue.</li> </ul>
<ul style="list-style-type: none"> <li>• Water quality improvements. Add a bioswale behind Costco in the planter strip? Turn the Costco warehouse roof into a green roof? Pervious surface in Costco’s parking lot?</li> </ul>	<ul style="list-style-type: none"> <li>• The Costco Parking lot could possibly be retrofitted with an oil water separator. This would help water quality in Forbes Lake. Costco is willing to explore the construction of this facility with the City based on recommendations and priorities of the community. Also, Costco is willing to explore the use of pervious concrete and asphalt with City staff for new sidewalks and/or other areas of the site, should the community view this as a benefit.</li> </ul>

## *Costco Gasoline Overview – Community Comments*

### **ENVIRONMENTAL COMMENTS**

<b>Comment</b>	<b>Response</b>
<ul style="list-style-type: none"> <li>Noise- Hours of operation and truck delivery times</li> </ul>	<ul style="list-style-type: none"> <li>The Costco Gasoline facility will open approximately one hour before the warehouse and close approximately one hour after the warehouse. Truck deliveries to the warehouse are limited to morning hours. Truck deliveries to the fueling facility are typically during non-peak business hours.</li> <li>The ambient noise from the freeway is expected to drown out any added noise from the fueling facility.</li> </ul>
<ul style="list-style-type: none"> <li>Light and glare- Exterior lighting (near senior housing). RHBD zoning requires the applicant to submit a lighting study to minimize light spillage onto adjacent residential properties (requires use of shielded light fixtures and low ground lights that shine away from residential uses). Ground lighting at night?</li> </ul>	<ul style="list-style-type: none"> <li>Costco’s lighting program is specially designed to cut off all glare. The lights are recessed in the canopy and shrouded. Light spillage is kept within approximately 20 feet of the canopy.</li> </ul>
<ul style="list-style-type: none"> <li>Air- Gas fumes from idling cars and dispensers. Will diesel be sold?</li> </ul>	<ul style="list-style-type: none"> <li>The Puget Sound Clean Air Agency reported that idling cars at a Costco Gasoline facility do not come close to exceeding air quality standards due to the efficiency of modern day vehicles to control emissions.</li> <li>Costco Wholesale does not sell diesel at its fueling facilities.</li> <li>Gasoline dispenser nozzles capture and condense approximately 95% of gasoline vapors and return them to the underground tanks and piping system. The efficiency of this system places the facility well within public health standards for air quality.</li> </ul>

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# XV.F/G. NE 85TH STREET SUBAREA PLAN

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viability, consistent with the other goals and policies of this Subarea Plan.

**Policy NE85-3.2:**

Prohibit individual retail or wholesale uses that occupy more than 65,000 gross square feet in the NE 85th Street Subarea. Note, however, exceptions for Area RH-1a and Area RH-2a as described in Policies NE85-4.1a and NE85-4.2a.

**Policy NE85-3.3:**

Limit commercial development to the NE 85th Street commercial area as defined by the land use designations in Figure NE85-2, NE 85th Subarea Land Use. Except as provided in Policy NE85-3.7, do not allow such development to spread into the adjoining residential neighborhoods.

**Policy NE85-3.4:**

Require that all new and remodeled commercial development be subject to appropriate architectural and site design standards, in order to improve the appearance of the commercial area, and to assure appropriate transition and buffering between the commercial area and the adjacent residential areas.

**Policy NE85-3.5:**

Utilize zoning incentives or other techniques to encourage commercial redevelopment in the Subarea.

**Policy NE85-3.6:**

Upgrade public infrastructure to support commercial redevelopment in the Subarea.

**Policy NE85-3.7:**

The parcel fronting on 124th Avenue NE and located immediately north of the existing automobile dealership on the northeast corner of NE 85th Street and 124th Avenue NE is appropriate for conversion from low-density residential use to commercial use due to the following factors:

- (1) The parcel fronts on a principal arterial; and
- (2) The parcel abuts and would functionally serve an established commercial use fronting on NE 85th Street; and
- (3) The size of the parcel is less than 25 percent of the size of the established commercial uses it would serve; and
- (4) The site lies within close proximity (less than 1/2 mile) of the I-405 interchange; and
- (5) Development standards contained in Policy NE85-4.5 will ensure that the potential impacts on surrounding uses resulting from commercial use of this parcel will be minimized.

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**Goal NE85-4: Using the RH (Rose Hill) prefix, designate areas within the Subarea that need site-specific development standards.**

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**Policy NE85-4.1a:**

**Area RH-1a:**

This area contains a well-established, large regional retailer. Allow this use to continue.

**Policy NE85-4.1b:**

**Area RH-1b:**

Limit new development to accessory parking for the commercial development in Area RH-1a, or alternatively to light industrial uses that generate minimal traffic. Do not allow uses that have high traffic generation, such as most retail uses. Observe wetland constraints and observe all applicable wetland and sensitive area regulations.

**Policy NE85-4.2a:**

**Area RH-2a:**

• **Land use:**

Require retail uses (including car dealer), and permit office and/or residential uses. Require retail use to be the predominant ground level use. However, discourage large, singular retail



## CHAPTER 53 – ROSE HILL BUSINESS DISTRICT (RHBD) ZONES

### 53.02 User Guide.

The charts in KZC [53.06](#) contain the basic zoning regulations that apply in the RH 1A 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.

<p><b>Section 53.04</b></p>	<p><b>Section 53.04 – GENERAL REGULATIONS</b></p> <p>The following regulations apply to all uses in this zone unless otherwise noted:</p>
	<p>1. Refer to Chapter <a href="#">1</a> KZC to determine what other provisions of this code may apply to the subject property.</p>
	<p>2. The ground floor of all structures on the subject property shall be a minimum of 15 feet in height. This requirement does not apply to:</p> <ul style="list-style-type: none"> <li>a. The following uses: vehicle service stations, automotive service centers, private lodges or clubs, attached or stacked dwelling units, churches, schools, day-care centers, mini-schools or mini-day-care centers, assisted living facilities, convalescent centers or nursing homes, public utilities, government facilities or community facilities.</li> <li>b. Parking garages.</li> <li>c. Additions to existing nonconforming development where the Planning Official determines it is not feasible.</li> </ul>
	<p>3. At least 50 percent of the total gross floor area located on the ground floor of all structures on the subject property must contain retail establishments, restaurants, taverns, hotels or motels. These uses shall be oriented to NE 85th Street, a major pedestrian sidewalk, a through block pedestrian pathway or an internal pathway (see also Chapter <a href="#">92</a> KZC).</p>
	<p>4. Within required front yards, canopies and similar entry features may encroach; provided, that the total horizontal dimension of such elements may not exceed 25 percent of the length of the structure.</p>
	<p>5. Some development standards or design regulations may be modified as part of the design review process. See Chapters <a href="#">92</a> and <a href="#">142</a> KZC for requirements.</p>
	<p>6. The Public Works Official shall approve the number, location and characteristics of driveways on NE 85th Street in accordance with the driveway and sight distance policies contained in the Public Works Pre-approved Plans manual. Taking into consideration the characteristics of this corridor, the Public Works Official may:</p> <ul style="list-style-type: none"> <li>a. Require access from side streets; and/or</li> <li>b. Encourage properties to share driveways, circulation and parking areas; and/or</li> <li>c. Restrict access to right turn in and out; or</li> <li>d. Prohibit access altogether along NE 85th Street.</li> </ul>
	<p>7. Access for drive-through facilities must be approved by the Public Works Official. See KZC <a href="#">105.96</a> for requirements.</p>
<p>8. For lighting requirements associated with development, see KZC <a href="#">115.85(2)</a>.</p>	

[link to Section 53.06 table](#)



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Section 53.06



USE ZONE CHART

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

Section 53.06	USE REGULATIONS	Required Review Process	MINIMUMS			MAXIMUMS		Sign Category (See Ch. 100)	Required Parking Spaces (See Ch. 105)	Special Regulations (See also General Regulations)
			Lot Size	REQUIRED YARDS (See Ch. 115)		Lot Coverage	Height of Structure			
			Front	Side	Rear					
.010	Vehicle Service Station	D.R., Chapter 142 KZC.	22,500 sq. ft.	20' See Spec. Reg. 1.	15' on each side.	15'	80%	A	See KZC 105.25.	1. Gas pump islands must be set back at least 20 feet from all property lines. Canopies or covers over gas pump islands may not be closer than 10 feet to any property line. Outdoor parking and service areas may not be closer than 10 feet to any property line. 2. See KZC 95.40(6) and (7), required landscaping, for further regulations.
.020	Automotive Service Center See Spec. Reg. 1.		None	10'	0'	0'			1 per each 250 sq. ft. of gross floor area. See Spec. Reg. 1.	1. Ten (10) percent of the required parking spaces on site must have a minimum dimension of 10 feet wide by 30 feet long for motor home/travel trailer use. 2. Parts and tires must be stored entirely within an enclosed structure. 3. See KZC 95.40(6) and (7), required landscaping, for further regulations.
.030	Restaurant or Tavern							B	1 per each 100 sq. ft. of gross floor area.	1. For restaurants with drive-in or drive-through facilities: a. One outdoor waste receptacle shall be provided for every eight parking stalls. b. Access for drive-through facilities shall be approved by the Public Works Department. Drive-through facilities shall be designed so that vehicles will not block traffic in the right-of-way while waiting in line to be served.
.040	Any Retail Establishment other than those specifically listed, limited or prohibited in this zone, selling goods or providing services, including banking and related financial services								1 per each 300 sq. ft. of gross floor area.	1. Ancillary assembly and manufacture of goods on the premises of this use are permitted only if: a. The assembled or manufactured goods are directly related to and are dependent upon this use, and are available for purchase and removal from the premises. b. The outward appearance and impacts of this use with ancillary assembly or manufacturing activities must be no different from other retail uses. 2. A delicatessen, bakery, or other similar use may include, as part of the use, accessory seating if: a. The seating and associated circulation area does not exceed more than 10 percent of the gross floor area of the use; and b. It can be demonstrated to the City that the floor plan is designed to preclude the seating area from being expanded. 3. For a retail establishment involving the sale, lease, repair or service of automobiles, trucks, boats, motorcycles, recreational vehicles, heavy equipment, and similar vehicles, the following shall apply: a. For the number of required parking stalls see KZC 105.25. b. Parts must be stored entirely within an enclosed structure. c. See KZC 95.40(6) and (7), required landscaping, for further regulations.

Section 53.06



USE ZONE CHART

Section 53.06		USE ↑	REGULATIONS ↑	MINIMUMS		MAXIMUMS		Sign Category (See Ch. 100)	Required Parking Spaces (See Ch. 105)	Special Regulations (See also General Regulations)
				Required Review Process	Lot Size	REQUIRED YARDS (See Ch. 115)	Height of Structure			
				Front	Side	Rear	Lot Coverage			
.050	Office Use			10'	0'	0'	80%	C	If a medical, dental or veterinary office, then 1 per each 200 sq. ft. of gross floor area. Otherwise, 1 per each 300 sq. ft. of gross floor area.	1. The following regulations apply to veterinary offices only: a. May only treat small animals on the subject property. b. Outside runs and other outside facilities for the animals are not permitted. Ancillary assembly and manufacture of goods on the premises of this use are permitted only if: a. The ancillary assembled or manufactured goods are subordinate to and dependent on this use. b. The outward appearance and impacts of this use with ancillary assembly or manufacturing activities must be no different from other office uses.
.060	Hotel or Motel							B	1 per each room. See also Spec. Reg. 2.	1. May include ancillary meeting and convention facilities. 2. Excludes parking requirements for ancillary meeting and convention facilities. Additional parking requirements for these ancillary uses shall be determined on a case-by-case basis.
.070	A retail establishment providing entertainment, recreational or cultural activities								See KZC 105.25.	
.080	Attached or Stacked Dwelling Unit							D	1.7 per unit.	1. Chapter 115 KZC contains regulations regarding home occupations and other accessory uses, facilities and activities associated with this use. 2. Building height may be increased above 35 feet to a maximum of 67 feet above average building elevation if the following is provided: At least 10 percent of the units in new residential developments of 10 units or greater shall be affordable housing units as defined in Chapter 5 KZC. The number of affordable housing units is determined by rounding up to the next whole number (unit) if the fraction of the whole number is at least 0.66. An agreement in form approved by the City must be recorded with the King County Department of Records and Elections to stipulate conditions under which required affordable housing units will remain as affordable housing units for the life of the project for rental units, and at least 30 years from the date of initial owner occupancy for ownership units. Additional affordable housing incentives may be applicable to residential development (see Chapter 112 KZC).

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

Section 53.06



USE ZONE CHART

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

Section 53.06	USE ↑	REGULATIONS ↑	Required Review Process	MINIMUMS			MAXIMUMS		Landscape Category (See Ch. 95)	Sign Category (See Ch. 100)	Required Parking Spaces (See Ch. 105)	Special Regulations (See also General Regulations)	
				Lot Size	REQUIRED YARDS (See Ch. 115)			Lot Coverage					Height of Structure
					Front	Side	Rear						
.090	Private Lodge or Club		D.R., Chapter 142 KZC.	None	10'	0'	0'	80%	67' above average building elevation.	C	B	1 per each 300 sq. ft. of gross floor area. 1 per every 4 people based on maximum occupancy load of any area of worship. See Spec. Reg. 2.	1. May include accessory living facilities for staff persons. 2. No parking is required for day-care or school ancillary to this use.
.100	Church											1. A six-foot-high fence is required only along the property lines adjacent to the outside play areas. 2. Structured play areas must be set back from all property lines as follows: a. Twenty feet if this use can accommodate 50 or more students or children. b. Ten feet if this use can accommodate 13 to 49 students or children. c. Five feet for Mini-School or Mini-Day-Care Center. 3. An on-site passenger loading area must be provided. The City shall determine the appropriate size of the loading areas on a case-by-case basis, depending on the number of attendees and the extent of the abutting right-of-way improvements. Carpooling, staggered loading/unloading time, right-of-way improvements or other means may be required to reduce traffic impacts on nearby residential uses. 4. May include accessory living facilities for staff persons. 5. Hours of operation of the use may be limited and parking and passenger loading areas shall be located to reduce impacts on nearby residential uses. These uses are subject to the requirements established by the Department of Social and Health Services (WAC Title 388).	
.110	School, Day-Care Center, Mini-School or Mini-Day-Care Center											1. Chapter 115 KZC contains regulations regarding home occupations and other accessory uses, facilities and activities associated with this use.	
.120	Assisted Living Facility, Convalescent Center or Nursing Home								C			1. Chapter 115 KZC contains regulations regarding home occupations and other accessory uses, facilities and activities associated with this use.	

**Section 53.06**



**USE ZONE CHART**

Section 53.06		USE 	REGULATIONS 	MINIMUMS			MAXIMUMS		Sign Category (See Ch. 100)	Required Parking Spaces (See Ch. 105)	Special Regulations (See also General Regulations)
				Required Review Process	Lot Size	REQUIRED YARDS (See Ch. 115)		Lot Coverage			
				Front	Side	Rear					
.130	Public Utility	D.R., Chapter 142 KZC.	None	10'	0'	0'	80%	67' above average building elevation.	A	See KZC 105.25.	1. Landscape Category A or B may be required depending on the type of use on the subject property and the impacts associated with the use on the nearby uses.
.140	Government Facility Community Facility								C See Spec. Reg. 1.		
.150	Public Park	Development standards will be determined on a case-by-case basis. See Chapter 49 KZC for required review process.									

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**53.08 User Guide.**

The charts in KZC [53.12](#) contain the basic zoning regulations that apply in the RH 1B 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.

<p><b>Section 53.10</b></p> 	<p><b>Section 53.10 – GENERAL REGULATIONS</b></p>
	<p>The following regulations apply to all uses in this zone unless otherwise noted:</p>
	<p>1. Refer to Chapter <a href="#">1</a> KZC to determine what other provisions of this code may apply to the subject property.</p>
	<p>2. All vehicular access must be from NE 90th Street or 120th Avenue NE south of NE 90th Street.</p>
	<p>3. Development with frontage on 120th Avenue NE north of NE 90th Street shall provide for the continuation of a pedestrian path that generally follows the alignment of 120th Avenue NE and connects to NE 90th Street.</p>
	<p>4. For lighting requirements associated with development, see KZC <a href="#">115.85</a>(2).</p>
	<p>5. Prior to any of the following uses occupying a structure on a property adjoining a residential zone, the applicant shall submit a noise study prepared by a qualified acoustical consultant for approval by the Planning Official:                  Establishments expected to operate past 9:00 p.m.                  Veterinary offices.                  Any establishment where animals are kept on site.                  An establishment providing a large truck loading dock for deliveries.                  The study shall verify that the noise that will emanate from the site adjoining to any residential zoned property complies with the standards specified in KZC <a href="#">115.95</a>(1) and (2) and WAC 173-60-040(1) for a Class B source property and a Class A receiving property.</p>
	<p>6. Some development standards or design regulations may be modified as part of the design review process. See Chapters <a href="#">92</a> and 142 KZC for requirements.</p>

[link to Section 53.12 table](#)



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Section 53.12



USE ZONE CHART

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

Section 53.12	USE REGULATIONS	Required Review Process	MINIMUMS			MAXIMUMS		Sign Category (See Ch. 100)	Required Parking Spaces (See Ch. 105)	Special Regulations (See also General Regulations)
			Lot Size	REQUIRED YARDS (See Ch. 115)		Height of Structure	Landscaping Category (See Ch. 95)			
			Front	Side	Rear	Lot Coverage				
.010	Accessory parking for retail uses located in the RH 1A zone	D.R., Chapter 142 KZC.	10' Otherwise 20' adjoining a residential zone	10' on each side	10'	80%	B	N/A	1. No retail floor area shall be permitted for this use.	
.020	Business Park See Spec. Reg. 1.			0'	0'		A	See KZC 105.25.	1. The following business park uses are permitted: wholesale trade, whole-sale printing or publishing, light assembly, manufacturing of small-scale articles such as electrical equipment, manufacturing of scientific or photographic equipment; packaging of prepared materials, manufacturing of textile, leather products, paper products or plastic products from pre-prepared materials. 2. Outdoor storage is prohibited. 3. The discharge of any substance which creates any impact detrimental to the environment or adjacent residents is not permitted.	
.030	Any Retail Establishment other than those specifically listed, limited or prohibited in this zone, selling goods or providing services, including banking and related financial services							1 per each 300 sq. ft. of gross floor area.	1. This use is only permitted south of NE 90th Street if the vehicle trip generation will not exceed the traffic generated by a general office use; provided, that the following retail uses are not permitted: a. Restaurants or taverns. b. A retail establishment involving repair or service of automobiles, trucks, boats, motorcycles, recreational vehicles, heavy equipment, and similar vehicles. c. Vehicle service stations. d. Automotive service centers. e. Uses with drive-in or drive-through facilities. 2. Ancillary assembly and manufacture of goods on the premises of this use are permitted only if: a. The assembled or manufactured goods are directly related to and are dependent upon this use, and are available for purchase and removal from the premises. b. The outward appearance and impacts of this use with ancillary assembly or manufacturing activities must be no different from other retail uses.	

Section 53.12



USE ZONE CHART

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

Section 53.12	USE 	REGULATIONS 	MINIMUMS			MAXIMUMS		Sign Category (See Ch. 100)	Required Parking Spaces (See Ch. 105)	Special Regulations (See also General Regulations)
			Required Review Process	Lot Size	REQUIRED YARDS (See Ch. 115)		Lot Coverage			
			Front	Side	Rear					
.040	Office Use		10' Otherwise 20' adjoining a residential zone	0'	0'	80%	D	If a medical, dental or veterinary office, then 1 per each 200 sq. ft. of gross floor area. Otherwise, 1 per each 300 sq. ft. of gross floor area.	<ol style="list-style-type: none"> <li>Ancillary assembly and manufacture of goods on the premises of this use are permitted only if:                             <ol style="list-style-type: none"> <li>The ancillary assembled or manufactured goods are subordinate to and dependent upon this use.</li> <li>The outward appearance and impacts of this use with ancillary assembly or manufacturing activities must be no different from other retail uses.</li> </ol> </li> <li>The following regulations apply to veterinary offices only:                             <ol style="list-style-type: none"> <li>May only treat small animals on the subject property.</li> <li>Outside runs and other outside facilities for the animals are not permitted.</li> </ol> </li> </ol>	
.050	School, Day-Care Center, Mini-School or Mini-Day-Care Center						B	See KZC 105.25.	<ol style="list-style-type: none"> <li>A six-foot-high fence is required only along the property lines adjacent to the outside play areas.</li> <li>Structured play areas must be set back from all property lines as follows:                             <ol style="list-style-type: none"> <li>Twenty feet if this use can accommodate 50 or more students or children.</li> <li>Ten feet if this use can accommodate 13 to 49 students or children.</li> <li>Five feet for Mini-School and Mini-Day-Care Centers.</li> </ol> </li> <li>An on-site passenger loading area must be provided. The City shall determine the appropriate size of the loading areas on a case-by-case basis, depending on the number of attendees and the extent of the abutting right-of-way improvements. Carpooling, staggered loading/unloading time, right-of-way improvements or other means may be required to reduce traffic impacts on nearby residential uses.</li> <li>May include accessory living facilities for staff persons.</li> <li>Hours of operation of the use may be limited and parking and passenger loading areas shall be located to reduce impacts on nearby residential uses.</li> <li>These uses are subject to the requirements established by the Department of Social and Health Services (WAC Title 388).</li> </ol>	
.060	Church						C		<ol style="list-style-type: none"> <li>May include accessory living facilities for staff persons.</li> <li>No parking is required for day-care or school ancillary to the use.</li> </ol>	



**USE ZONE CHART**

**Section 53.12**

Section 53.12		USE REGULATIONS		DIRECTIONS: FIRST, read down to find use...THEN, across for REGULATIONS									
		USE ↑	REGULATIONS ↑	MINIMUMS			MAXIMUMS			Sign Category (See Ch. 100)	Required Parking Spaces (See Ch. 105)	Special Regulations (See also General Regulations)	
Required Review Process	Lot Size			REQUIRED YARDS (See Ch. 115)			Lot Coverage	Height of Structure	Landscape Category (See Ch. 95)				
		Front	Side	Rear									
.070	Assisted Living Facility, Convalescent Center or Nursing Home	D.R., Chapter 142 KZC.	None	10' Otherwise 20' adjoining a residential zone.	0'	0'	80%	35' above average building elevation.	C	B	Assisted living unit: 1 per unit.  Convalescent Center or Nursing Home: 1 for each bed.	1. Chapter 115 KZC contains regulations regarding home occupations and other accessory uses, facilities and activities associated with this use.	
.080	Public Utility								A		See KZC 105.25.		
.090	Government Facility or Community Facility								C			1. Landscape Category A or B may be required depending on the type of use on the subject property and the impacts associated with the use on the nearby uses.	
.100	Public Park												

Development standards will be determined on a case-by-case basis. See Chapter 49 KZC for required review process.

**From:** Jeff Trager [mailto:jtrager@comcast.net]  
**Sent:** Thursday, June 26, 2008 10:15 AM  
**To:** KirklandCouncil  
**Subject:** Costco Gas Station

To: Kirkland City Council  
From: North Rose Hill Neighborhood Association Board  
Subject: Costco Amendment request

We have listened to the presentations from Costco about their proposal to site a gas station in the north parking lot of their North Rose Hill store.

As neighbors, pedestrians, and customers, we have grave concerns about the increase in traffic that this will unquestionably create on NE 90th. This street has severe problems with storm drainage, lack of sidewalks or even shoulders, and a poorly designed and dangerous intersection at 122 Avenue NE.

We are opposed to Costco's amendment request unless these problems are resolved:

- The drainage problems which plague the intersection of 120 Avenue NE and NE 90<sup>th</sup> and the surrounding properties
- Sidewalks on both sides of NE 90<sup>th</sup> from 124<sup>th</sup> Ave NE to 120<sup>th</sup> Ave NE
- Reconfiguring the intersection at 122 Avenue NE and NE 90<sup>th</sup> to work safely with the church located there whose driveway is offset from the Intersection
- Manage traffic flow to keep the gas lines within the parking lot and not on 90<sup>th</sup> and not blocking neighboring driveways

Costco is an important and valuable member of the community and their economic benefit to the city is tremendous. We understand Costco's need to add this station to this facility. However, the problems on NE 90<sup>th</sup> between 124<sup>th</sup> and 120<sup>th</sup> are severe and will only be exacerbated by the presence of a Costco gas station at this location.