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February 23, 2012

Kurt Seemann, P.E.  
 Senior Engineer  
 City of Redmond Public Works Transportation  
 15670 NE 85th Street  
 Redmond, WA 98073

Subject: Vision 5 Redmond – Level 1 Traffic Study

Dear Mr. Seemann,

This traffic study is for Vision 5, a residential development located at NE 85th Street and 163rd Avenue NE in Redmond, Washington. This letter-report includes the following: a development description, PM peak hour trip generation and travel assignment forecast and our conclusions.

### **Development Description**

A vicinity map and a site plan are attached for reference. Vision 5 is located on a vacant site to the north of NE 85th Street and west of 163rd Avenue NE. The site is proposed with 96 residential mini-suites. The average suite size is 200 square feet. Each suite includes its own bathroom and is supported by common kitchen and deck facilities.

Vision 5 is a similar concept to Tudor Manor. Both developments are managed by the applicant. Tudor Manor is located at 16552 NE 84th Court and is marketed as a sustainable residential living development. The site includes 61 mini-suites, with an average suite size of 200 square feet. Tudor Manor is currently at full occupancy.

The size and character of Tudor Manor's living spaces attracts a mix of tenants ranging from students, out-of-area business persons (both locally employed and with recurring business in the area), intermediate-term residents, and medical patient families. The mix of tenants of Vision 5 is expected to be similar.

The applicant indicates that the majority Tudor Manor tenants do not own a vehicle and most use public transit, bike and walk to/from their destinations. Tudor Manor's non-vehicle tenants are provided with a transit pass credit of \$25 per month to support their transit needs. A similar amenity will be available to future Vision 5 tenants.

### Trip Generation

Vision 5 is atypical of other general apartment uses. A PM peak hour trip generation study was conducted for Tudor Manor to develop a trip rate to forecast trip generation for Vision.

#### *Trip Generation Study*

Observations of inbound and outbound PM peak hour vehicular movements at Tudor Manor were conducted on Friday, February 17, Tuesday, February 21, and Wednesday, February 22, 2012. The observations are summarized in Table 1. For study purposes the Friday data was excluded from the average results, because Friday is not generally considered as a weekday for trip generation purposes.

Table 1: 2012 Tudor Manor Vehicle Trip Generation Observations

Start Time	Friday Feb-17			Tuesday Feb-21			Wednesday Feb-22			Weekday Average		
	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total
4:00 PM	0	1	1	2	0	2	1	0	1	2	0	2
4:15 PM	0	0	0	0	1	1	1	0	1	1	1	1
4:30 PM	0	0	0	0	0	0	1	0	1	1	0	1
4:45 PM	0	0	0	0	1	1	0	0	0	0	1	1
5:00 PM	0	0	0	0	0	0	1	0	1	1	0	1
5:15 PM	1	0	1	1	0	1	2	1	3	2	1	2
5:30 PM	2	0	2	2	1	3	0	1	1	1	1	2
5:45 PM	0	0	0	0	0	0	1	2	3	1	1	2
Peak Hour	3	0	3	3	2	5	4	4	8	4	3	7

Table 1 shows Tudor Manor generating 7 PM peak hour vehicle trips, which is equivalent to a PM peak hour trip rate of 0.11 trips per mini-suite (7 PM trips / 61 mini-suites), split 57% in and 43% out. Using this information, Vision 5 is forecast to generate 11 PM peak hour trips (0.11 trip rate X 96 mini-suites).

Table 2 summarizes the pedestrian trip observations at Tudor Manor, also collected on February 17, 21, and 22. Friday data was excluded from the average results similar to Table 1.

Table 2: 2012 Tudor Manor Pedestrian Trip Generation Observations

Start Time	Fri. Feb-17	Tue. Feb-21	Wed. Feb-22	Wkday. Avg.
4:00 PM	0	8	6	7
4:15 PM	3	2	2	2
4:30 PM	0	4	0	2
4:45 PM	0	1	0	1
5:00 PM	0	1	3	2
5:15 PM	0	3	8	6
5:30 PM	0	3	0	2
5:45 PM	0	1	0	1
Peak Hour	3	15	11	12

Table 2 shows Tudor Manor generating 12 PM peak hour pedestrian trips, which is equivalent to a PM peak hour pedestrian trip rate of 0.20 pedestrian trips per mini-suite (12 PM trips / 61 mini-suites).

Using this information, Vision 5 is forecast to generate 19 PM peak hour pedestrian trips (0.20 pedestrian trip rate X 96 mini-suites).

The small amount of vehicle and pedestrian trips observed appears to be a result of tenant mix, varying tenant schedules and commuting modes and patterns. A similar tenant mix, tenant schedule and commute modes and patterns is expected at Vision 5.

#### *ITE Trip Generation*

The ITE land use that best describes Vision 5 is LU-220, "Apartment". For this description, the ITE 'dwelling unit' variable is replaced by 'mini-suites'. The ITE apartment trip rate is 0.62 trips/dwelling unit. Using this rate, Vision 5 would generate 60 PM peak hour trips (0.62 trip rate X 96 dwelling units).

In comparison, the observed Tudor Manor PM peak hour vehicle trip rate is 82% lower than the ITE PM peak hour trip rate for an apartment land use ( $\frac{[ITE\ rate] - [observed\ rate]}{[ITE\ rate]}$ ). This marked difference is due to the noticeably smaller 200 square foot mini-suites compared to more typical 600-1,000 square foot apartment units. The associated reduced person occupancy per mini-suite and tenant mix does not reflect typical apartment building demographics. Since Vision 5 will operate similar to Tudor Manor, it is our opinion that the vehicle trip rate derived from the trip generation study is a reasonably accurate forecast of traffic generated by the proposed development.

A peak hour project-generated trip assignment is attached. The PM peak hour trips were assigned based on local traffic volume data found on the City's website. Within the study the stop-sign controlled intersection of NE 85th Streets/ 163rd Avenue NE is impacted by 11 vehicle trips and the signalized intersection of NE 85th Streets/ 164th Avenue NE is impacted by 9 vehicle trips.

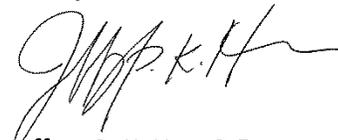
#### **Conclusion**

Vision 5 is forecast to generate 11 vehicle trips and 19 pedestrian trips during the PM peak hour. Accordingly, Vision 5 is not anticipated to create a significant adverse traffic impact within Redmond.

We trust the information presented in this letter-report will satisfy the City of Redmond's Level 1 Traffic Study requirement. If you have any questions or comments please contact TSI at your earliest convenience.

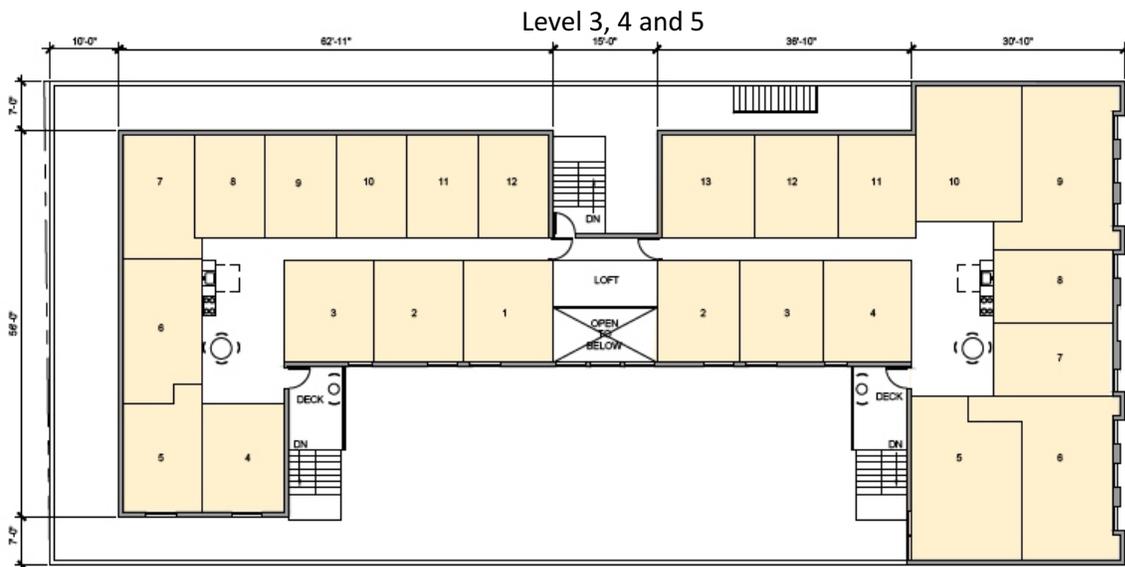
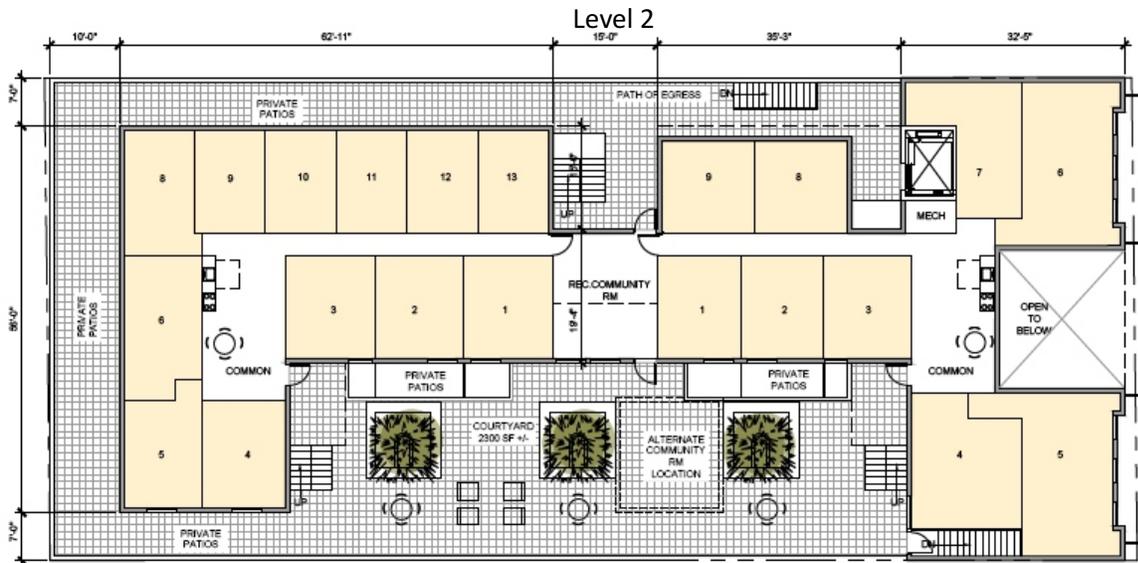
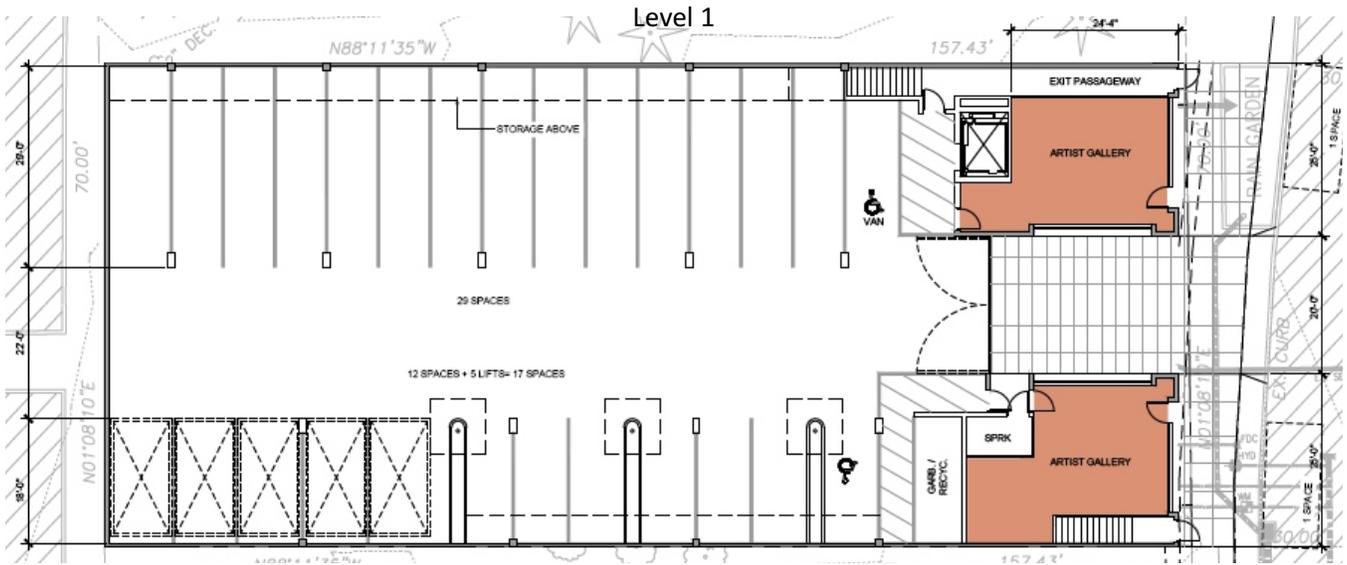
Sincerely,

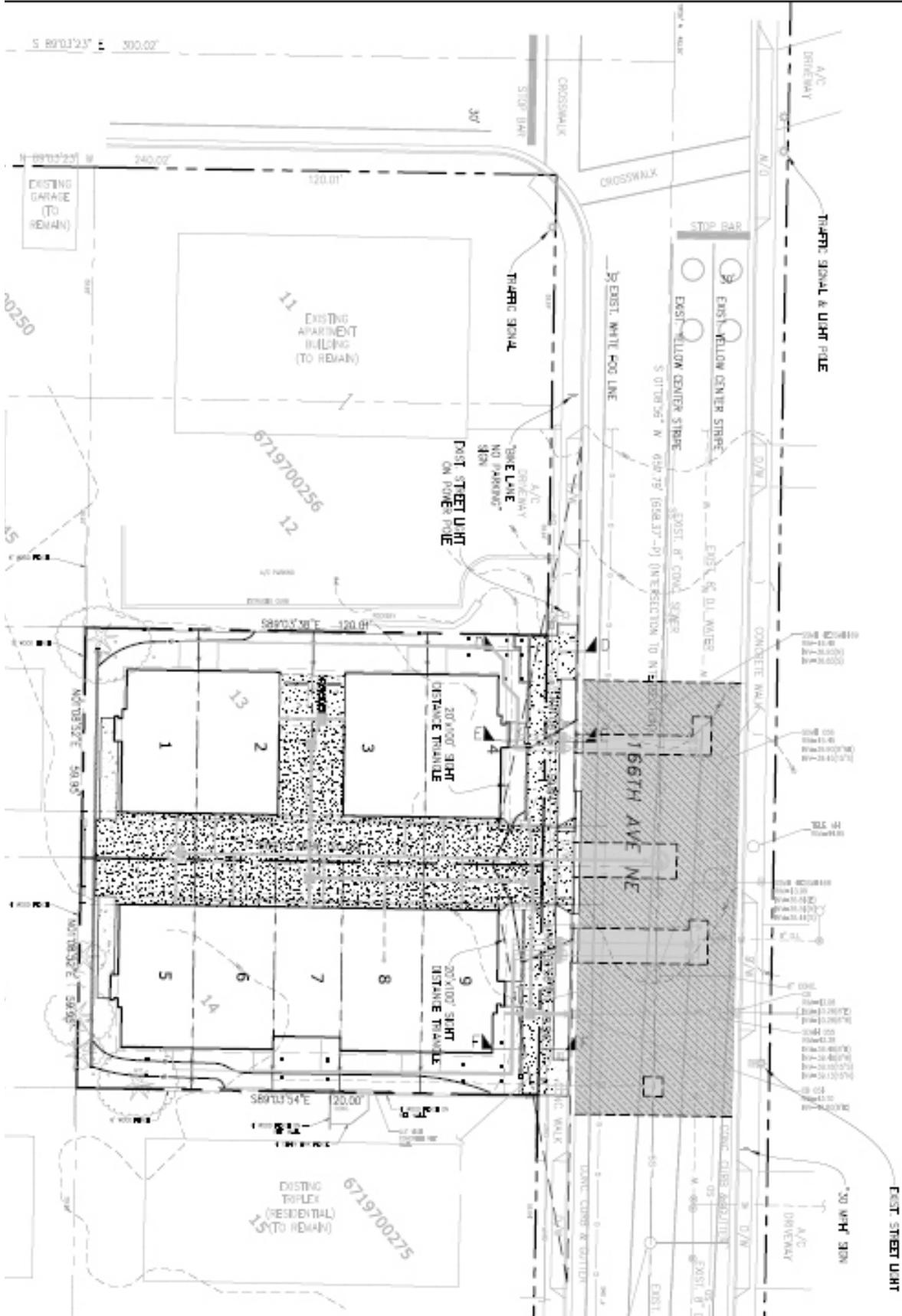
**Transportation Solutions, Inc.**

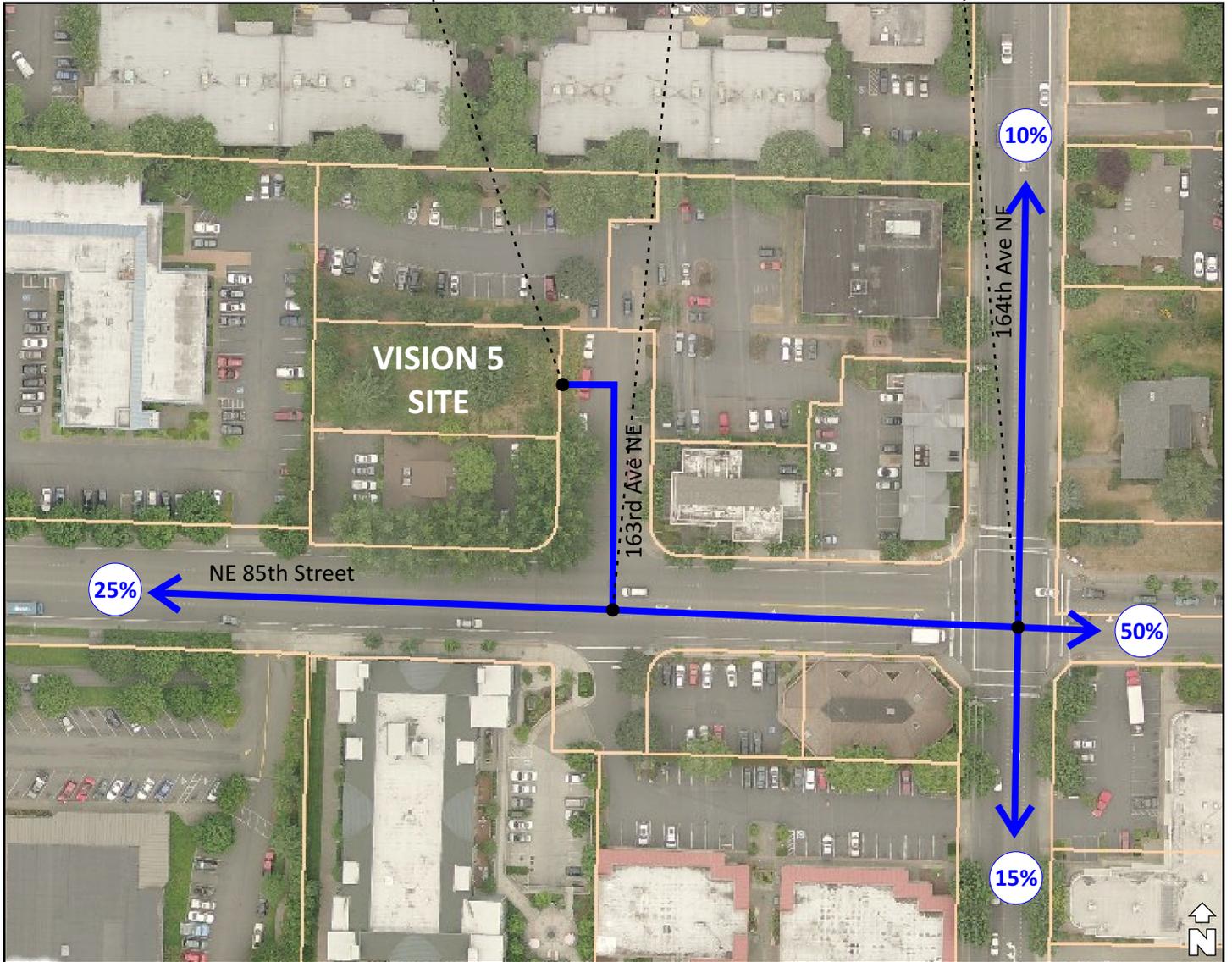
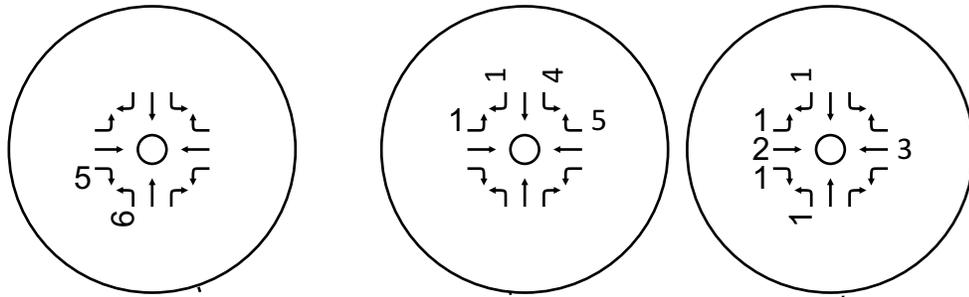
A handwritten signature in black ink, appearing to read "J.P.K. Hee".

Jeffrey P. K. Hee, P.E.  
Project Engineer











Section 50.12

Zone  
CBD-1A,  
1B

USE ZONE CHART

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

Section 50.12	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						
.030	Hotel or Motel	D.R., Chapter 142 KZC	None	0'	0'	0'	100%	CBD 1A – 45' above each abutting right-of-way. CBD 1B – 55' above each abutting right-of-way.	D	E	One for each room. See Spec. Reg. 2 and KZC 50.60.	<ol style="list-style-type: none"> <li>The following uses are not permitted in this zone:                             <ol style="list-style-type: none"> <li>Vehicle service stations.</li> <li>Vehicle and/or boat sale, repair, service or rental.</li> <li>Drive-in facilities and drive-through facilities.</li> </ol> </li> <li>The parking requirement for hotel or motel use does not include parking requirements for ancillary meetings and convention facilities. Additional parking requirements for ancillary uses shall be determined on a case-by-case basis.</li> </ol>
.040	Entertainment, Cultural and/or Recreational Facility									B	See KZC 50.60 and 105.25.	
.060	Private Club or Lodge									D	One per each 350 sq. ft. of gross floor area. See KZC 50.60.	
.070	Office Use									A	1.7 per unit. See KZC 50.60.	
.080	Stacked or Attached Dwelling Units									B	See KZC 50.60 and 105.25.	
.090	School, Day-Care Center or Mini School or Day-Care Center									B	See KZC 50.60 and 105.25.	<ol style="list-style-type: none"> <li>A six-foot-high fence is required along all property lines adjacent to outside play areas.</li> <li>Structured play areas must be set back from all property lines by at least five feet.</li> <li>Hours of operation may be limited by the City to reduce impacts on nearby residential uses.</li> <li>An on-site passenger loading area may be required depending on the number of attendees and the extent of the abutting right-of-way improvements.</li> </ol>

Insert Residential Suites Use and regulations (attached)

6. These uses are subject to the requirements established by the Department of Social and Health Services (WAC Title 388).

Section 50.17

Zone  
CBD-2

USE ZONE CHART

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

Section 50.17	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						
.050	School, Day-Care Center, or Mini School or Day-Care Center	D.R., Chapter 142 KZC.	None	0'	0'	0'	100%	28' above the abutting right-of-way measured at the midpoint of the frontage of the subject property on each right-of-way.	D	E	See KZC 50.60 and 105.25.	<ol style="list-style-type: none"> <li>The following provisions, which supersede any conflicting provisions of this chapter, apply only if the subject property is within 200 feet of or includes a portion of Lake Washington:                             <ol style="list-style-type: none"> <li>Chapter 83 KZC contains regulations regarding shoreline setbacks and public pedestrian walkways.</li> <li>No structure, other than moorage structures, may be waterward of the ordinary high water mark. For regulations regarding moorages, see the moorage listings in this zone and Chapter 83 KZC.</li> </ol> </li> <li>A six-foot-high fence is required along all property lines adjacent to outside play areas.</li> <li>Structured play areas must be set back from all property lines by at least five feet.</li> <li>Hours of operation may be limited by the City to reduce impacts on nearby residential uses.</li> <li>An on-site passenger loading area may be required depending on the number of attendees and the extent of the abutting right-of-way improvements.</li> <li><del>These uses are subject to the requirements established by the Department of Social and Health Services (WAC Title 388).</del></li> </ol>

DIRECTIONS: FIRST, read down to find use...THEN, across for REGULATIONS												
Section 50.17	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	Stacked or Attached Dwelling Units	D.R., Chapter 142 KZC. Also see Chapter 83 KZC.	None	0'	0'	0'	100%	28' above the abutting right-of-way measured at the midpoint of the frontage of the subject property on each right-of-way.	D	A	1.7 per unit. See KZC 50.60.	1. The following provisions, which supersede any conflicting provisions of this chapter, apply only if the subject property is within 200 feet of or includes a portion of Lake Washington: <ol style="list-style-type: none"> <li>Chapter 83 KZC contains regulations regarding shoreline setbacks and public pedestrian walkways.</li> <li>No structure, other than moorage structures, may be waterward of the ordinary high water mark. For regulations regarding moorages, see the moorage listings in this zone and Chapter 83 KZC.</li> </ol> 2. This use may be located on the street level floor of a building only if there is a retail space extending a minimum of 30 feet of the building depth between this use and the abutting right-of-way. The Planning Director may approve a reduction to the depth requirement for the retail space if the applicant demonstrates that the proposed configuration of the retail use provides an adequate dimension for a viable retail tenant and provides equivalent or superior visual interest and potential foot traffic as would compliance with the required dimension.
Insert Residential Suites Use and regulations (attached)												
.100	Public Access Pier, Boardwalk, or Public Access Facility			Landward of the ordinary high water mark 0' 0' 0'			–	See Chapter 83 KZC.	See Chapter 83 KZC.	See Chapter 83 KZC.	See KZC 105.25.	1. Refer to Chapter 83 KZC for additional regulations.
.110	Piers, Docks, Boat Lifts and Canopies Serving Detached Dwelling Unit			Landward of the ordinary high water mark 0' 0' 0'						None		
.115	Piers, Docks, Boat Lifts and Canopies Serving Detached, Attached or Stacked Dwelling Units			0'	0'	0'						

DIRECTIONS: FIRST, read down to find use...THEN, across for REGULATIONS												
Section 50.27	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						
.070	Stacked or Attached Dwelling Units See Spec. Reg. 1.	D.R., Chapter 142 KZC.	None	20' See Spec. Reg. 2.	0'	0'	80%	41' above average building elevation.	D	A	See Spec. Reg. 3.	<ol style="list-style-type: none"> <li>1. This use may be located on the street level floor of a building only if there is a retail space extending a minimum of 30 feet of the building depth between this use and the abutting right-of-way. The Planning Director may approve a reduction to the depth requirement for the retail space if the applicant demonstrates that the proposed configuration of the retail use provides an adequate dimension for a viable retail tenant and provides equivalent or superior visual interest and potential foot traffic as would compliance with the required dimension. This special regulation shall not apply along portions of State Street and Second Avenue South not designated as pedestrian-oriented streets.</li> <li>2. Ground floor porches and similar entry features may encroach into the required front yard, provided the total horizontal dimensions of such elements may not exceed 25 percent of the length of the facade of the structure.</li> <li>3. This use must provide a minimum of one parking stall per bedroom or studio unit and an average of at least 1.3 parking stalls per unit for each development. In addition, guest parking shall be provided at a rate of 0.1 stalls per bedroom or studio unit with a minimum of two guest parking stalls provided per development.</li> </ol>
Insert Residential Suites Use and regulations (attached)												
.080	Detached Dwelling Units	None	3,000 sq. ft.	20'	5'	10'	70%	If adjoining a low density zone, then 25' above average building elevation. Otherwise, 30' above average building elevation.	D	A	2.0 per unit.	<ol style="list-style-type: none"> <li>1. For this use, only one dwelling unit may be on each lot regardless of size.</li> <li>2. This use may only be located west of State Street.</li> <li>3. Chapter 115 KZC contains regulations regarding home occupations and other accessory uses, facilities, and activities associated with this use.</li> </ol>

Section 50.27

Zone  
CBD-3

USE ZONE CHART

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

Section 50.27	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	Church	D.R., Chapter 142 KZC.	None	20' See Spec. Reg. 4.	0'	0'	80%	41' above average building elevation.	D See Spec. Reg. 3.	B	One per every four people based on maximum occupancy of any area of worship. See Spec. Reg. 2.	<ol style="list-style-type: none"> <li>1. Primary vehicular access to the subject property may not be directly from Second Avenue South between Second Street South and State Street unless no other alternative exists.</li> <li>2. No parking is required for day-care or school ancillary to the use.</li> <li>3. Landscape Category C is required if the subject property is adjacent to Planned Areas 6C, 6D, or 6J.</li> <li>4. Ground floor porches and similar entry features may encroach into the required front yard, provided the total horizontal dimensions of such elements may not exceed 25 percent of the length of the facade of the structure.</li> </ol>
.100	School, Day-Care Center, or Mini-School or Day-Care Center			20' See Spec. Reg. 7.					D		See KZC 105.25.	<ol style="list-style-type: none"> <li>1. A six-foot-high fence is required along all property lines adjacent to outside play areas.</li> <li>2. Primary vehicular access to the subject property may not be directly from Second Avenue South between Second Street South and State Street unless no other alternative exists.</li> <li>3. Structured play areas must be set back from all property lines by at least five feet.</li> <li>4. Hours of operation may be limited by the City to reduce impacts on nearby residential uses.</li> <li>5. An on-site passenger loading area may be required depending on the number of attendees and the extent of the abutting right-of-way improvements.</li> <li>6. <del>These uses are subject to the requirements established by the Department of Social and Health Services (WAC Title 388).</del></li> <li>7. Ground floor porches and similar entry features may encroach into the required front yard, provided the total horizontal dimensions of such elements may not exceed 25 percent of the length of the facade of the structure.</li> </ol>

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

Section 50.32	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						
.080	Stacked or Attached Dwelling Units	D.R., Chapter 142 KZC.	None	10'	0'	0'	100%	54' above average building elevation or existing grade.	D See Spec. Reg. 1.	A	See Spec. Reg. 2.	<ol style="list-style-type: none"> <li>Landscape Category C is required if subject property is adjacent to Planned Area 6C.</li> <li>This use must provide a minimum of one parking stall per bedroom or studio unit and an average of at least 1.3 parking stalls per unit for each development. In addition, guest parking shall be provided at a rate of 0.1 stalls per bedroom or studio unit with a minimum of two guest parking stalls provided per development.</li> </ol>
Insert Residential Suites Use and regulations (attached)												
.090	School, Day-Care or Mini-School or Day-Care Center								D	B	See KZC 105.25.	<ol style="list-style-type: none"> <li>A six-foot-high fence is required along all property lines adjacent to outside play areas.</li> <li>Primary vehicular access to the subject property may not be directly from Second Avenue South between Second Street South and State Street unless no other alternative exists.</li> <li>Structured play areas must be set back from all property lines by at least five feet.</li> <li>Hours of operation may be limited by the City to reduce impacts on nearby residential uses.</li> <li>An on-site passenger loading area may be required depending on the number of attendees and the extent of the abutting right-of-way improvements.</li> <li><del>These uses are subject to the requirements established by the Department of Social and Health Services (WAC Title 388).</del></li> </ol>
.100	Assisted Living Facility								D See Spec. Reg. 3.	A	1.7 per independent unit. 1 per assisted living unit.	<ol style="list-style-type: none"> <li>A facility that provides both independent dwelling units and assisted living units shall be processed as an assisted living facility.</li> <li>A nursing home use may be permitted as part of an assisted living facility use in order to provide a continuum of care for residents. If a nursing home use is included, the following parking standard shall apply to the nursing home portion of the facility:                     <ol style="list-style-type: none"> <li>One parking stall shall be provided for each bed.</li> </ol> </li> <li>Landscape Category C is required if subject property is adjacent to Planned Area 6C.</li> </ol>
.110	Detached Dwelling Units	None	3,600 sq. ft.	20'	5'	10'	60%	If adjoining a low density zone, then 25' above average building elevation. Otherwise, 30' above building elevation.	E	A	2.0 per unit.	<ol style="list-style-type: none"> <li>For this use, only one dwelling unit may be on each lot regardless of lot size.</li> <li>Chapter 115 KZC contains regulations regarding home occupations and other accessory uses, facilities, and activities associated with this use.</li> </ol>

DIRECTIONS: FIRST, read down to find use...THEN, across for REGULATIONS												
Section 50.47	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	Office Use See Spec. Reg. 4.	D.R., Chapter 142 KZC.	None	20'	0'	0'	80%	41' above average building elevation.	D See Spec. Reg. 3.	D	1 per each 350 sq. ft. of gross floor area.	<ol style="list-style-type: none"> <li>Ancillary assembly and manufacture of goods on premises may be permitted as part of office use if:                             <ol style="list-style-type: none"> <li>The ancillary assembled or manufactured goods are subordinate to and dependent upon this office use; and</li> <li>The outward appearance and impacts of this office use with ancillary assembly or manufacturing activities must be no different from other office 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> <li>Site must be designed so that noise from this use will not be audible off the subject property. A certification to this effect signed by an acoustical engineer must be submitted with the D.R. and building permit applications.</li> <li>A veterinary office is not permitted if the subject property contains dwelling units.</li> </ol> </li> <li>Landscape Category C is required if the subject property is adjacent to Planned Area 7B.</li> <li>This use may be located on the street level floor of a building only if there is a retail space extending a minimum of 30 feet of the building depth between this use and the abutting right-of-way. The Planning Director may approve a reduction to the depth requirement for the retail space if the applicant demonstrates that the proposed configuration of the retail use provides an adequate dimension for a viable retail tenant and provides equivalent or superior visual interest and potential foot traffic as would compliance with the required dimension.</li> </ol>
.100	School, Day-Care Center, or Mini-School or Day-Care Center See Spec. Reg. 6.								D	B	See KZC 105.25.	<ol style="list-style-type: none"> <li>A six-foot-high fence is required along all property lines adjacent to outside play areas.</li> <li>Structured play areas must be set back from all property lines by at least five feet.</li> <li>Hours of operation may be limited by the City to reduce impacts on nearby residential uses.</li> <li>An on-site passenger loading area may be required depending on the number of attendees and the extent of the abutting right-of-way improvements.</li> <li><del>These uses are subject to the requirements established by the Department of Social and Health Services (AWAC Title 388).</del></li> <li>This use may be located on the Central Way level of a building only if there is an intervening retail storefront between this use and the right-of-way.</li> </ol>

Section 50.47

Zone  
CBD-7

USE ZONE CHART

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

Section 50.47	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						
.110	Assisted Living Facility See Spec. Reg. 3.	D.R., Chapter 142 KZC.	None	20'	0'	0'	80%	41' above average building elevation.	D	A	1.7 per independent unit. 1 per assisted living unit.	<ol style="list-style-type: none"> <li>1. A facility that provides both independent dwelling units and assisted living units shall be processed as an assisted living facility.</li> <li>2. A nursing home use may be permitted as part of an assisted living facility use in order to provide a continuum of care for residents. If a nursing home use is included, the following parking standard shall apply to the nursing home portion of the facility:                             <ol style="list-style-type: none"> <li>a. One parking stall shall be provided for each bed.</li> </ol> </li> <li>3. This use may be located on the street level floor of a building only if there is a retail space extending a minimum of 30 feet of the building depth between this use and the abutting right-of-way. The Planning Director may approve a reduction to the depth requirement for the retail space if the applicant demonstrates that the proposed configuration of the retail use provides an adequate dimension for a viable retail tenant and provides equivalent or superior visual interest and potential foot traffic as would compliance with the required dimension.</li> </ol>
.120	Stacked or Attached Dwelling Units See Special Regulation 1.									B	See Spec. Reg. 2.	<ol style="list-style-type: none"> <li>1. This use may be located on the street level floor of a building only if there is a retail space extending a minimum of 30 feet of the building depth between this use and the abutting right-of-way. The Planning Director may approve a reduction to the depth requirement for the retail space if the applicant demonstrates that the proposed configuration of the retail use provides an adequate dimension for a viable retail tenant and provides equivalent or superior visual interest and potential foot traffic as would compliance with the required dimension.</li> <li>2. This use must provide a minimum of one parking stall per bedroom or studio unit and an average of at least 1.3 parking stalls per unit for each development. In addition, guest parking shall be provided at a rate of 0.1 stalls per bedroom or studio unit with a minimum of two guest parking stalls provided per development.</li> </ol>
Insert Residential Suites Use and regulations (attached)												
.130	Public Utility, Government Facility, or Community Facility								D See Spec. Reg. 1.	B	See KZC 105.25.	<ol style="list-style-type: none"> <li>1. Landscape Category C is required if the subject property is adjacent to Planned Area 7B. 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 nearby uses.</li> </ol>
.140	Public Park	Development standards will be determined on a case-by-case basis. See Chapter 49 KZC for required review process.										

Section 50.52

Zone  
CBD-8

USE ZONE CHART

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

Section 50.52	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						
.080	Church See Special Regulation 1.	D.R., Chapter 142 KZC.	None	10'	0'	0'	100%	30 feet above the elevation of 3rd Avenue or 4th Avenue as measured at the projected midpoint of the frontage of the subject property on the nearest applicable right-of-way.	D See Spec. Reg. 3.	B	1 per every four people based on maximum occupancy load of any area of worship. See Spec. Reg. 2 and Section 60 of this Chapter.	<ol style="list-style-type: none"> <li>1. This use is permitted only if the subject property abuts Central Way. If the subject property abuts Third Avenue between First Street and Second Street or Fourth Avenue, the site and buildings must be designed to provide residential character and scale adjacent to Third Avenue and Fourth Avenue.</li> <li>2. No parking is required for daycare or school ancillary to the use.</li> <li>3. Landscape Category C is required if the subject property is adjacent to Planned Areas 7A or 7B, or PR 3.6 zones.</li> <li>4. Ground floor porches and similar entry features may encroach into the front yard, provided the total horizontal dimension of such elements may not exceed 25 percent of the length of the facade of the structure.</li> </ol>
.090	School, Day-Care Center or Mini-School or Day-Care Center			0'	0'	0'			D		See KZC 50.60 and 105.25.	<ol style="list-style-type: none"> <li>1. If the subject property abuts Third Avenue between First Street and Second Street, or Fourth Avenue, the site and buildings must be designed to provide residential character and scale adjacent to Third Avenue and Fourth Avenue.</li> <li>2. A six-foot-high fence is required along all property lines adjacent to outside play areas.</li> <li>3. Structured play areas must be setback from all property lines by at least 5 feet.</li> <li>4. Hours of operation may be limited by the City to reduce impacts on nearby residential uses.</li> <li>5. An on-site passenger loading area may be required depending on the number of attendees and the extent of the abutting right-of-way improvements.</li> <li><del>6. These uses are subject to the requirements established by the Department of Social and Health Services (WAC Title 388).</del></li> </ol>

DIRECTIONS: FIRST, read down to find use...THEN, across for REGULATIONS												
Section 50.52	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						
.100	Assisted Living Facility See Special Regulation 3.	D.R., Chapter 142 KZC.	None	10'	0'	0'	100%	30 feet above the elevation of 3rd Avenue or 4th Avenue as measured at the projected midpoint of the frontage of the subject property on the nearest applicable right-of-way.	D	A	1.7 per independent unit. 1 per assisted living unit. See KZC 50.60.	<ol style="list-style-type: none"> <li>1. A facility that provides both independent dwelling units and assisted living units shall be processed as an assisted living facility.</li> <li>2. A nursing home use may be permitted as part of an assisted living facility use in order to provide a continuum of care for residents. If a nursing home use is included, the following parking standard shall apply to the nursing home portion of the facility:                             <ol style="list-style-type: none"> <li>a. One parking stall shall be provided for each bed.</li> </ol> </li> <li>3. This use may be located on the street level floor of a building only if there is a retail space extending a minimum of 30 feet of the building depth between this use and the abutting right-of-way. The Planning Director may approve a reduction to the depth requirement for the retail space if the applicant demonstrates that the proposed configuration of the retail use provides an adequate dimension for a viable retail tenant and provides equivalent or superior visual interest and potential foot traffic as would compliance with the required dimension.</li> <li>4. This use is not permitted on the street level floor adjacent to Central Way.</li> <li>5. If the subject property abuts Third Avenue between First Street and Second Street, or Fourth Avenue, the site and buildings must be designed to provide residential character and scale adjacent to Third Avenue and Fourth Avenue.</li> <li>6. Ground floor porches and similar entry features may encroach into the front yard, provided the total horizontal dimension of such elements may not exceed 25 percent of the length of the facade of the structure.</li> </ol>
.110	Stacked or Attached Dwelling Units			10'	0'	0'				B	1.7 per unit. See KZC 50.60.	<ol style="list-style-type: none"> <li>1. This use is not permitted on the street level floor adjacent to Central Way.</li> <li>2. If the subject property abuts Third Avenue between First Street and Second Street, or Fourth Avenue, the site and buildings must be designed to provide residential character and scale adjacent to Third Avenue and Fourth Avenue.</li> <li>3. Ground floor porches and similar entry features may encroach into the front yard, provided the total horizontal dimension of such elements may not exceed 25 percent of the length of the facade of the structure.</li> </ol>
	Insert Residential Suites Use and regulations (attached)											
.120	Public Utility, Government Facility, or Community Facility			0'	0'	0'			D See Spec. Reg. 1.	B	See KZC 50.60 and 105.25.	<ol style="list-style-type: none"> <li>1. Landscape Category C is required if the subject property is adjacent to Planned Areas 7A or 7B, or PR 3.6 zones. 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 nearby uses.</li> </ol>
.130	Public Park	Development standards will be determined on a case-by-case basis. See Chapter 49 KZC for required review process.										

DIRECTIONS: FIRST, read down to find use...THEN, across for REGULATIONS													
Section 55.09	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 YARD (See Ch. 115)			Lot Coverage					Height of Structure	
				Front	Side	Rear							
.020	Restaurant or Tavern	D.R., Chapter 142 KZC	See Spec. Reg. 1.									1 per each 100 sq. ft. of gross floor area.	1. This use is only permitted as an accessory use to another permitted use within this zone. It may not be located in a separate structure from the primary use.
.030	Any Retail Establishment, Other than Those Specifically Listed in this Zone, Selling Goods and Providing Services Including Banking and Other Financial Services		1 per each 300 sq. ft. of gross floor area.	1. This use is only permitted as an accessory use to another permitted use within this zone. It may not be located in a separate structure from the primary use. 2. The location of drive-through facilities may not compromise pedestrian movement. 3. The following uses and activities are prohibited: a. The sale, service, and/or rental of motor vehicles, sailboats, motor boats, and recreational trailers; provided, that motorcycle sales, service, or rental is permitted if conducted indoors; b. Retail establishments providing storage services unless accessory to another permitted use; c. Storage and operation of heavy equipment except normal delivery vehicles associated with retail uses; d. Outdoor storage of bulk commodities, except in the following circumstances: 1) If the square footage of the storage area is less than 10 percent of the retail structure, 2) If the commodities represent growing stock in connection with horticultural nurseries, whether the stock is in open ground, pots, or containers.									
.040	Attached or Stacked Dwelling Units	None	10'	0'	0'	85% See Spec. Reg. 6.	30' to 160' above average building elevation. See Spec. Reg. 5.	C	A	See KZC 105.25.	1. Chapter 115 KZC contains regulations regarding home occupations and other accessory uses, facilities, and activities associated with this use. 2. Residential development must provide a minimum density of 50 dwelling units per gross acre. 3. The maximum floor area ratio (FAR) for development on the subject property is 3.0, or 300 percent of lot size, except as provided in Special Regulation 4 below. When combined with office use, the maximum FAR for this use is determined as follows: (% office use x 2) + (% residential use x 3) = FAR of each use allowed on the subject property. Maximum FAR is determined based on parcel size, prior to any road dedication required pursuant to General Regulation 5 for this zone.  REGULATIONS FOR THIS USE CONTINUED ON THE NEXT PAGE		

Insert Residential Suites Use and regulations (attached)

Section 55.09

Zone  
TL 1A

USE ZONE CHART

Section 55.09		USE ↓ REGULATIONS ↑		DIRECTIONS: FIRST, read down to find use...THEN, across for 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 YARD (See Ch. 115)			Lot Coverage				
			Front	Side	Rear								
.040 Attached or Stacked Dwelling Units (continued)										<p>4. On parcels where road dedication is required pursuant to General Regulation 5, the maximum floor area ratio (FAR) may be increased by an additional 0.30 FAR for each 10 percent or portion thereof of the subject property required to be dedicated. Where this use is combined with office use, the maximum FAR for the office use may be increased by an additional 0.2 of office use for each 10 percent or portion thereof of the subject property required to be dedicated.</p> <p>5. Building height may be increased as follows:</p> <p>a. Building height may exceed 30 feet above average building elevation, if one of the following public improvements is provided:</p> <ol style="list-style-type: none"> <li>1) Dedication and improvement of new streets pursuant to General Regulation 5; or</li> <li>2) Where General Regulation 5 does not apply, the development of pedestrian-oriented elements that exceed the requirements of KZC 92.15 and Chapter 105 KZC. Examples include pedestrian walkways through the subject property, public plazas, public art and fountains; and</li> <li>3) Provides for at least 10 percent of the units in new residential developments of four units or greater as affordable housing units, as defined in Chapter 5 KZC. See Chapter 112 KZC for additional affordable housing requirements and incentives.</li> </ol> <p>b. Building height may exceed 80 feet and be increased up to 160 feet above average building elevation, with the height increases to be based on the following considerations:</p> <ol style="list-style-type: none"> <li>1) Development on the subject property complies with 5(a) above.</li> <li>2) Design of buildings meets guidelines for towers set forth in Design Guidelines (Chapter 142 KZC, and Chapter 3.30 KMC).</li> <li>3) Floor plates may not exceed 10,000 square feet per floor, for the portion of the building above 80 feet in height, except on those parcels where road dedication is required pursuant to General Regulation 5. On these parcels, floor plates may not exceed 20,000 square feet on floors between 80 feet and 120 feet in height. Beyond 120 feet in height, floor plates may not exceed 10,000 square feet per floor.</li> </ol>			
REGULATIONS FOR THIS USE CONTINUED ON THE NEXT PAGE													

DIRECTIONS: FIRST, read down to find use...THEN, across for REGULATIONS													
Section 55.09	USE ↓ REGULATIONS ↓	Required Review Process	MINIMUMS			MAXIMUMS		Lot Coverage	Height of Structure	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 YARD (See Ch. 115)									
				Front	Side	Rear							
.040	Attached or Stacked Dwelling Units (continued)												4) Portions of structures exceeding 80 feet in height must be separated by at least 60 feet, both on the subject property and from taller building elements on adjacent properties. 6. Increases in lot coverage may be considered if: a. Land dedication on the subject property provided pursuant to General Regulation 5 limits area available for development on the property, and/or b. Other techniques used to provide open space result in superior landscaping, such as the use of gardens on lower portions of structures or on rooftops, the provision of visual and pedestrian access to public garden areas, or other approaches that provide for useable green space.
.050	Church	D.R., Chapter 142 KZC	None	10'	0'	0'	80%	40' average building elevation. See Spec. Reg. 3.	C	B	1 for 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 3. When included as an accessory use within the structure of a primary use with a taller height limit, the height limit for the primary use applies.
.060	School, Day-Care Center or Mini School or Mini-Day-Care			10' See Spec. Reg. 3.	0' See Spec. Reg. 3.	0' See Spec. Reg. 3.		40' above average building elevation. See Spec. Reg. 6.	D		See KZC 105.25. See Spec. Reg. 4.		1. A six-foot high fence is required along property lines adjacent to outside play areas. 2. Hours of operation may be limited by the City to reduce impacts on nearby residential uses. 3. Structured play areas must be set back from all property lines by at least five feet. 4. An on-site passenger loading area may be required depending on the number of attendees and the extent of the abutting right-of-way improvements. 5. These uses are subject to the requirements established by the Department of Social and Health Services (WAC Title 388). 6. When included as an accessory use within the structure of a primary use with a taller height limit, the height limit for the primary use applies.

DIRECTIONS: FIRST, read down to find use...THEN, across for REGULATIONS												
Section 55.15	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 YARD (See Ch. 115)			Lot Coverage					Height of Structure
				Front	Side	Rear						
.010	Office Use	D.R., Chapter 142 KZC	None	10' See Spec. Reg. 3.	0'	0'	85% See Spec. Reg. 4.	30' above average building elevation.	C	D	<p>If a medical, dental, or veterinary office, then 1 per each 200 sq. ft. of gross floor area, Otherwise 1 per 300 gross floor area.</p> <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 assembled or manufactured goods are subordinate to and are dependent upon this use.</li> <li>The outward appearance and impacts of this use with ancillary assembly or manufacturing must be no different from other office 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> <li>Site must be designed so noise from this use is not audible off the subject property. A certification to this effect, signed by an acoustical engineer, must be submitted with the development permit application.</li> <li>A veterinary office is not permitted if the subject property contains dwelling units.</li> </ol> </li> <li>Twenty-foot yard required where properties abut NE 132nd Street.</li> <li>Increases in lot coverage may be considered if:                             <ol style="list-style-type: none"> <li>Land dedication on the subject property provided pursuant to General Regulation 4 limits area available for development on the property; and/or</li> <li>Other techniques used to provide open space result in superior landscaping, such as the use of gardens on lower portions of structures or on rooftops, the provision of visual and pedestrian access to public garden areas, or other approaches that provide for useable green space.</li> </ol> </li> </ol>	
.020	Development Containing Both Office Use and Attached or Stacked Dwelling Units			10' See Spec. Reg. 2.			85% See Spec. Reg. 5.	30' to 160' above average building elevation. See Spec. Regs. 3 and 4.		See Chapter 105 KZC.	<ol style="list-style-type: none"> <li>The maximum floor area ratio (FAR) for this use is determined as follows: (% office use x 2) + (% residential use x 3) = FAR of each use allowed on the subject property. In addition, the following regulations apply to this use:                             <ol style="list-style-type: none"> <li>The maximum floor area ratio (FAR) for this use is 3.0, except as provided in Special Regulation (1)(b) of this section. Office use shall not exceed 10 percent of the total gross floor area of all structures on the subject property.</li> </ol> </li> </ol> <p style="text-align: center;">REGULATIONS FOR THIS USE CONTINUED ON THE NEXT PAGE</p>	

Insert Residential Suites Use and regulations (attached)

Section 55.15

Zone  
TL 1B

USE ZONE CHART

Section 55.15		DIRECTIONS: FIRST, read down to find use...THEN, across for 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 YARD (See Ch. 115)			Lot Coverage				
USE ↓	REGULATIONS ↓		Front	Side	Rear						
.020	Development Containing Both Office Use and Attached or Stacked Dwelling Units (continued)										<p>REGULATIONS CONTINUED FROM PREVIOUS PAGE</p> <ul style="list-style-type: none"> <li>b. On parcels where land dedication is required pursuant to General Regulation 4, the maximum floor area ratio (FAR) may be increased by an additional 0.3 of residential use for each 10 percent or portion thereof of the subject property required to be dedicated.</li> <li>2. Twenty-foot yard required where properties abut NE 132nd Street.</li> <li>3. Within 100 feet of the centerline of NE 132nd Street, building height may not exceed 30 feet above the elevation of the centerline of NE 132nd Street along the subject property.</li> <li>4. Building height may be increased as follows:                             <ul style="list-style-type: none"> <li>a. Building height may exceed 30 feet above average building elevation, if:                                     <ul style="list-style-type: none"> <li>1) One of the following public improvements is provided:   <ul style="list-style-type: none"> <li>a) Dedication and improvement of new streets pursuant to General Regulation 4; or</li> <li>b) Where General Regulation 4 does not apply, the development of pedestrian-oriented elements that exceed the requirements of KZC 92.15 and Chapter 105 KZC. Examples include pedestrian walkways through the subject property, public plazas, public art and fountains; and</li> </ul> </li> <li>2) Provides for at least 10 percent of the units in new residential developments of four units or greater as affordable housing units, as defined in Chapter 5 KZC. See Chapter 112 KZC for additional affordable housing requirements and incentives.</li> </ul> </li> <li>b. Building height may exceed 80 feet and be increased up to 160 feet above average building elevation, with the height increases to be based on the following considerations:                                     <ul style="list-style-type: none"> <li>1) Development on the subject property complies with 4(a) above,</li> <li>2) Design of buildings meets guidelines for towers set forth in Design Guidelines (Chapter 142 KZC, and Chapter 3.30 KMC).</li> <li>3) Floor plates may not exceed 10,000 square feet per floor, for the portion of the building above 80 feet in height.</li> <li>4) Methods for mitigating any significant shadowing and lighting impacts of the increased building height on the residential areas to the north are proposed.</li> </ul> </li> </ul> </li> </ul> <p>REGULATIONS FOR THIS USE CONTINUED ON THE NEXT PAGE</p>

Section 55.15		DIRECTIONS: FIRST, read down to find use...THEN, across for 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 YARD (See Ch. 115)			Lot Coverage				
USE ↓	REGULATIONS ↑		Front	Side	Rear						
.020	Development Containing Both Office Use and Attached or Stacked Dwelling Units (continued)									REGULATIONS CONTINUED FROM PREVIOUS PAGE  5) Taller elements of buildings would be stepped back from the perimeter of TL 1B boundaries, away from adjacent residential zones. 6) Portions of structures exceeding 80 feet in height must be separated by at least 60 feet, both on the subject property and from taller building elements on adjacent properties. 5. Increases in lot coverage may be considered if: a. Land dedication on the subject property provided pursuant to General Regulation 4 limits area available for development on the property; and/or b. Other techniques used to provide open space result in superior landscaping, such as the use of gardens on lower portions of structures or on rooftops, the provision of visual and pedestrian access to public garden areas, or other approaches that provide for useable green space. 6. Ancillary assembly and manufacture of goods on the premises of this use are permitted only if: a. The assembled or manufactured goods are subordinate to and are dependent upon this use. b. The outward appearance and impacts of this use with ancillary assembly or manufacturing must be no different from other uses. 7. 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. c. Site must be designed so noise from this use is not audible off the subject property. A certification to this effect, signed by an acoustical engineer, must be submitted with the development permit application. d. A veterinary office is not permitted if the subject property contains dwelling units.	
.030	Restaurant or Tavern	D.R., Chapter 142 KZC	See Spec. Reg. 1.						1 per each 100 sq. ft. of gross floor area.	1. This use is only permitted as an accessory use to another permitted use within this zone. It may not be located in a separate structure from the primary use. 2. This use is not allowed within 100 feet of NE 132nd Street. Access to this use from NE 132nd Street is not permitted.	

Section 55.15

Zone  
TL 1B

USE ZONE CHART

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

Section 55.15	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 YARD (See Ch. 115)			Lot Coverage					Height of Structure
				Front	Side	Rear						
.040	Any Retail Establishment, other than those specifically listed in this zone and those prohibited by Special Regulation 3, selling goods and providing services including banking and other financial services	D.R., Chapter 142 KZC	See Spec. Reg. 1.							1 per each 300 sq. ft. of gross floor area.	<ol style="list-style-type: none"> <li>This use is only permitted as an accessory use to another permitted use within this zone. It may not be located in a separate structure from the primary use.</li> <li>The location of drive-through facilities may not compromise pedestrian movement.</li> <li>The following uses and activities are prohibited:                             <ol style="list-style-type: none"> <li>Vehicle and/or boat sales, repair, service or rental facilities;</li> <li>Retail establishments providing storage services unless accessory to another permitted use;</li> <li>Storage and operation of heavy equipment except normal delivery vehicles associated with retail uses;</li> <li>Outdoor storage of bulk commodities, except in the following circumstances:                                     <ol style="list-style-type: none"> <li>If the square footage of the storage area is less than 10 percent of the retail structure,</li> <li>If the commodities represent growing stock in connection with horticultural nurseries, whether the stock is in open ground, pots, or containers.</li> </ol> </li> </ol> </li> <li>Floor area for this use may not exceed 5,000 square feet.</li> </ol>	
.050	Attached or Stacked Dwelling Units  <b>Insert Residential Suites Use and regulations (attached)</b>		None	10' See Spec. Reg. 8.	0'	0'	85% See Spec. Reg. 8.	30' to 160' above average building elevation. See Spec. Regs. 6 and 7.	C	A	See KZC 105.25.	<ol style="list-style-type: none"> <li>Chapter 115 KZC contains regulations regarding home occupations and other accessory uses, facilities, and activities associated with this use.</li> <li>Residential development must provide a minimum density of 50 dwelling units per gross acre.</li> <li>The maximum floor area ratio (FAR) for development on the subject property is 3.0, or 300 percent of lot size. Maximum FAR is determined based on parcel size, prior to any road dedication required pursuant to General Regulation 4 for this zone.</li> <li>On parcels where road dedication is required pursuant to General Regulation 4, the maximum floor area ratio (FAR) may be increased by an additional 0.30 for each 10 percent or portion thereof of the subject property required to be dedicated.</li> <li>Twenty-foot yard required where properties abut NE 132nd Street.</li> <li>Within 100 feet of the centerline of NE 132nd Street, building height may not exceed 30 feet above the elevation of the centerline of NE 132nd Street along the subject property.</li> </ol> <p>REGULATIONS FOR THIS USE CONTINUED ON THE NEXT PAGE</p>

Section 55.15		USE ↓ REGULATIONS ↘		DIRECTIONS: FIRST, read down to find use...THEN, across for 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 YARD (See Ch. 115)			Lot Coverage				
				Front	Side	Rear							
.050	Attached or Stacked Dwelling Units (continued)											REGULATIONS CONTINUED FROM PREVIOUS PAGE	
												<p>7. Building height may be increased as follows:</p> <p>a. Building height may exceed 30 feet above average building elevation, if one of the following public improvements is provided:</p> <ol style="list-style-type: none"> <li>1) Dedication and improvement of new streets pursuant to General Regulation 4; or</li> <li>2) Where General Regulation 4 does not apply, the development of pedestrian-oriented elements that exceed the requirements of KZC 92.15 and Chapter 105 KZC. Examples include pedestrian walkways through the subject property, public plazas, public art and fountains; and</li> <li>3) Provides for at least 10 percent of the units in new residential developments of four units or greater as affordable housing units, as defined in Chapter 5 KZC. See Chapter 112 KZC for additional affordable housing requirements and incentives.</li> </ol> <p>b. Building height may exceed 80 feet and be increased up to 160 feet above average building elevation, with the height increases to be based on the following considerations:</p> <ol style="list-style-type: none"> <li>1) Development on the subject property complies with 7(a) above.</li> <li>2) Design of buildings meets guidelines for towers set forth in Design Guidelines (Chapter 142 KZC, and Chapter 3.30 KMC).</li> <li>3) Floor plates may not exceed 10,000 square feet per floor, for the portion of the building above 80 feet in height.</li> <li>4) Methods for mitigating any significant shadowing and lighting impacts of the increased building height on the residential areas to the north are proposed.</li> <li>5) Taller elements of buildings would be stepped back from the perimeter of TL 1B boundaries, away from adjacent residential zones.</li> <li>6) Portions of structures exceeding 80 feet in height must be separated by at least 60 feet, both on the subject property and from taller building elements on adjacent properties.</li> </ol> <p>8. Increases in lot coverage may be considered if:</p> <p>a. Land dedication on the subject property provided pursuant to General Regulation 4 limits area available for development on the property; and/or</p> <p>b. Other techniques used to provide open space result in superior landscaping, such as the use of gardens on lower portions of structures or on rooftops, the provision of visual and pedestrian access to public garden areas, or other approaches that provide for useable green space.</p>	

DIRECTIONS: FIRST, read down to find use...THEN, across for REGULATIONS												
Section 55.21	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						
.050	Office Use	D.R., Chapter 142 KZC.	Less than 1.5 acres.	0'	0'	0'	80%	30' above average building elevation.	B	D	See Spec. Reg. 4.	<ol style="list-style-type: none"> <li>Must be developed to be compatible with the approved Conceptual Master Plan for adjacent properties, with respect to signs, parking and pedestrian and vehicular access.</li> <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 assembled or manufactured goods are subordinate to and are dependent upon this use.</li> <li>The outward appearance and impacts of this use with ancillary assembly or manufacturing must be no different from other office 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> <li>Site must be designed so noise from this use is not audible off the subject property. A certification to this effect, signed by an Acoustical Engineer, must be submitted with the development permit application.</li> <li>A veterinary office is not permitted if the subject property contains dwelling units</li> </ol> </li> <li>If a medical, dental or veterinary office, then one per each 200 square feet of gross floor area. Otherwise, one per 300 square feet of floor area. A reduction in the number of parking stalls required will be considered per KZC 105.103, due to the proximity to the transit center.</li> </ol>
.060	Attached or Stacked Dwelling Units								D	A	See KZC 105.25.	<ol style="list-style-type: none"> <li>Must be developed to be compatible with the approved Conceptual Master Plan for adjacent properties, with respect to signs, parking and pedestrian and vehicular access.</li> <li>This use may not be located on the ground floor of a structure.</li> <li>Chapter 115 KZC contains regulations regarding home occupations and other accessory uses, facilities and activities associated with this use.</li> </ol>

Insert Residential Suites Use and regulations (attached)

DIRECTIONS: FIRST, read down to find use...THEN, across for REGULATIONS												
Section 55.21	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						
.100	School, Day-Care Center or Mini-School or Mini-Day-Care	D.R., Chapter 142 KZC.	Less than 1.5 acres.	10' See Spec. Reg. 4.	0' See Spec. Reg. 4.	0' See Spec. Reg. 4.	80%	30' above average building elevation.	D	B	See KZC 105.25. See Spec. Reg. 5.	<ol style="list-style-type: none"> <li>1. Must be developed to be compatible with the approved Conceptual Master Plan for adjacent properties, with respect to signs, parking and pedestrian and vehicular access.</li> <li>2. A six foot high fence is required along property lines adjacent to outside play areas.</li> <li>3. Hours of operation may be limited by the City to reduce impacts on nearby residential uses.</li> <li>4. Structured play areas must be setback from all property lines by at least five feet.</li> <li>5. An on-site passenger loading area may be required depending on the number of attendees and the extent of the abutting r-o-w improvements.</li> <li>6. <del>These uses are subject to the requirements established by the Department of Social and Health Services (WAC Title 388).</del></li> </ol>
.110	Assisted Living Facility			0'	0'	0'			B	A	1 per assisted living unit.	<ol style="list-style-type: none"> <li>1. Must be developed to be compatible with the approved Conceptual Master Plan for adjacent properties, with respect to signs, parking and pedestrian and vehicular access.</li> <li>2. This use may not be located on the ground floor of a structure.</li> <li>3. The development must be designed to limit potential impacts from surrounding commercial uses on residents of the subject property.</li> <li>4. Chapter 115 KZC contains regulations regarding home occupations and other accessory uses, facilities, and activities associated with this use.</li> </ol>
.120	Convalescent Center or Nursing Home								C	B	1 for each bed.	<ol style="list-style-type: none"> <li>1. Must be developed to be compatible with the approved Conceptual Master Plan for adjacent properties, with respect to signs, parking and pedestrian and vehicular access.</li> <li>2. This use may not be located on the ground floor of a structure.</li> </ol>
.130	Public Utility, Government Facility and Community Facility								D See Spec. Reg. 2.		See KZC 105.25.	<ol style="list-style-type: none"> <li>1. Must be developed to be compatible with the approved Conceptual Master Plan for adjacent properties, with respect to signs, parking and pedestrian and vehicular access.</li> <li>2. Landscape category B or C may be required depending on the type of use on the subject property and the impacts associated with this use.</li> </ol>
.140	Public Park	Development standards will be determined on a case-by-case basis. See Chapter 49 KZC for required review process.										

5.10.778 Residential Suites

- A structure containing single room living units with a minimum floor area of 120 square feet and maximum floor area of 350 square feet offered on a monthly basis or longer where residents share bathroom and/or kitchen facilities. "Residential Suites" does not include dwelling units, assisted living facility, bed and breakfast house, convalescent center, nursing home, facility housing individuals who are incarcerated as the result of a conviction or other court order, or secure community transition facility.

*Note - The Use "Residential Suites" is added to the following Use Zone Charts subject to the regulations noted. Generally, the regulations parallel those for Attached and Stacked Dwelling Units, with the exception of parking requirements and special regulations.*

**50.12.085 (CBD 1A, 1B)**

Use: Residential Suites  
Required Review Process: D.R. Chapter 142 KZC  
Lot Size: None  
Required Yards:  
    Front: 0'  
    Side: 0'  
    Rear: 0'

Lot Coverage: 100%  
Height of Structure: CBD 1A – 45' above each abutting right-of-way. CBD 1B – 55' above each abutting right-of-way.  
Landscape Category: D  
Sign Category: A  
Required Parking Spaces: .5 per bed plus 1 per on-site employee. See KZC 50.60. See Spec. Reg. 2 & 3.

- Special Regulations:
1. Development shall be designed, built and certified to achieve or exceed one or more of the following green building standards: Built Green 5 star certified, LEED Gold certified, or Living Building Challenge certified.
  2. The property owner shall prepare a Transportation Management Plan (TMP) for review and approval by the City and recording with King County. At a minimum, the TMP shall include the following requirements:
    - a. Charge for on-site parking for tenants who have cars.
    - b. Bus pass subsidies for tenants who don't have cars.
    - c. Lease provisions and monitoring requirements for the property owner to ensure that tenants are not parking off-site to avoid parking charges.
    - d. Adequate bicycle parking to meet anticipated demand.
    - e. Biennial survey of residents documenting transportation choices.

3. After one year of project occupancy, the Planning Official may allow a decrease in the required number of spaces if the number of spaces proposed is documented by an adequate and thorough parking demand and utilization study of the property. The study shall be prepared by a licensed transportation engineer or other qualified professional, and shall analyze the operational characteristics of the use which justify a parking reduction. The scope of the study shall be proposed by the transportation engineer and approved by the City traffic engineer. The study shall provide at least two (2) days of data for morning, afternoon and evening hours, or as otherwise approved or required by the City traffic engineer.

**50.17.095 (CBD 2)**

Use: Residential Suites. See Spec. Reg 2.

Required Review Process: D.R. Chapter 142 KZC

Lot Size: None

Required Yards:

Front: 0'

Side: 0'

Rear: 0'

Lot Coverage: 100%

Height of Structure: 28' above the abutting right-of-way measured at the midpoint of the frontage of the subject property on each right-of-way.

Landscape Category: D

Sign Category: A

Required Parking Spaces: .5 per bed plus 1 per on-site employee. See KZC 50.60. See Spec. Reg. 4 & 5.

Special Regulations:

1. The following provisions, which supersede any conflicting provisions of this chapter, apply only if the subject property is within 200 feet of or includes a portion of Lake Washington:
  - a. Chapter 83 KZC contains regulations regarding shoreline setbacks and public pedestrian walkways.
  - b. No structure, other than moorage structures, may be waterward of the ordinary high water mark. For regulations regarding moorages, see the moorage listings in this zone and Chapter 83 KZC.
2. This use may be located on the street level floor of a building only if there is a retail space extending a minimum of 30 feet of the building depth between this use and the abutting right-of-way. The Planning Director may approve a reduction to the depth requirement for the retail space if the applicant demonstrates that the proposed configuration of the retail use provides an adequate dimension for a viable retail tenant and provides equivalent or superior visual interest and potential foot traffic as would compliance with the required dimension.

3. Development shall be designed, built and certified to achieve or exceed one or more of the following green building standards: Built Green 5 star certified, LEED Gold certified, or Living Building Challenge certified.
4. The property owner shall prepare a Transportation Management Plan (TMP) for review and approval by the City and recording with King County. At a minimum, the TMP shall include the following requirements:
  - a. Charge for on-site parking for tenants who have cars.
  - b. Bus pass subsidies for tenants who don't have cars.
  - c. Lease provisions and monitoring requirements for the property owner to ensure that tenants are not parking off-site to avoid parking charges.
  - d. Adequate bicycle parking to meet anticipated demand.
  - e. Biennial survey of residents documenting transportation choices.
5. After one year of project occupancy, the Planning Official may allow a decrease in the required number of spaces if the number of spaces proposed is documented by an adequate and thorough parking demand and utilization study of the property. The study shall be prepared by a licensed transportation engineer or other qualified professional, and shall analyze the operational characteristics of the use which justify a parking reduction. The scope of the study shall be proposed by the transportation engineer and approved by the City traffic engineer. The study shall provide at least two (2) days of data for morning, afternoon and evening hours, or as otherwise approved or required by the City traffic engineer.

**50.27.075 (CBD 3)**

Use: Residential Suites. See Spec. Reg. 1.

Required Review Process: D.R. Chapter 142 KZC

Lot Size: None

Required Yards:

Front: 20' See Spec. Reg. 2

Side: 0'

Rear: 0'

Lot Coverage: 80%

Height of Structure: 41' above average building elevation.

Landscape Category: D

Sign Category: A

Required Parking Spaces: .5 per bed plus 1 per on-site employee. See Spec. Reg. 4 & 5.

Special Regulations:

1. This use may be located on the street level floor of a building only if there is a retail space extending a minimum of 30 feet of the building depth between this use and the abutting right-of-way. The Planning Director may approve a reduction to the depth requirement for the retail space if the applicant demonstrates that the proposed configuration of the retail use provides an adequate dimension for a viable retail tenant

- and provides equivalent or superior visual interest and potential foot traffic as would compliance with the required dimension.
2. Ground floor porches and similar entry features may encroach into the required front yard, provided the total horizontal dimensions of such elements may not exceed 25 percent of the length of the facade of the structure.
  3. Development shall be designed, built and certified to achieve or exceed one or more of the following green building standards: Built Green 5 star certified, LEED Gold certified, or Living Building Challenge certified.
  4. The property owner shall prepare a Transportation Management Plan (TMP) for review and approval by the City and recording with King County. At a minimum, the TMP shall include the following requirements:
    - a. Charge for on-site parking for tenants who have cars.
    - b. Bus pass subsidies for tenants who don't have cars.
    - c. Lease provisions and monitoring requirements for the property owner to ensure that tenants are not parking off-site to avoid parking charges.
    - d. Adequate bicycle parking to meet anticipated demand.
    - e. Biennial survey of residents documenting transportation choices.
  5. After one year of project occupancy, the Planning Official may allow a decrease in the required number of spaces if the number of spaces proposed is documented by an adequate and thorough parking demand and utilization study of the property. The study shall be prepared by a licensed transportation engineer or other qualified professional, and shall analyze the operational characteristics of the use which justify a parking reduction. The scope of the study shall be proposed by the transportation engineer and approved by the City traffic engineer. The study shall provide at least two (2) days of data for morning, afternoon and evening hours, or as otherwise approved or required by the City traffic engineer.

**50.32.085 (CBD 4)**

Use: Residential Suites.

Required Review Process: D.R. Chapter 142 KZC

Lot Size: None

Required Yards:

Front: 10'

Side: 0'

Rear: 0'

Lot Coverage: 100%

Height of Structure: 54' above average building elevation.

Landscape Category: D See Spec. Reg. 1

Sign Category: A

Required Parking Spaces: .5 per bed plus 1 per on-site employee. See Spec. Reg. 3 & 4.

Special Regulations:

1. Landscape Category C is required if subject property is adjacent to Planned Area 6C.
2. Development shall be designed, built and certified to achieve or exceed one or more of the following green building standards: Built Green 5 star certified, LEED Gold certified, or Living Building Challenge certified.
3. The property owner shall prepare a Transportation Management Plan (TMP) for review and approval by the City and recording with King County. At a minimum, the TMP shall include the following requirements:
  - a. Charge for on-site parking for tenants who have cars.
  - b. Bus pass subsidies for tenants who don't have cars.
  - c. Lease provisions and monitoring requirements for the property owner to ensure that tenants are not parking off-site to avoid parking charges.
  - d. Adequate bicycle parking to meet anticipated demand.
  - e. Biennial survey of residents documenting transportation choices.
4. After one year of project occupancy, the Planning Official may allow a decrease in the required number of spaces if the number of spaces proposed is documented by an adequate and thorough parking demand and utilization study of the property. The study shall be prepared by a licensed transportation engineer or other qualified professional, and shall analyze the operational characteristics of the use which justify a parking reduction. The scope of the study shall be proposed by the transportation engineer and approved by the City traffic engineer. The study shall provide at least two (2) days of data for morning, afternoon and evening hours, or as otherwise approved or required by the City traffic engineer.

**50.47.125 (CBD 7)**

Use: Residential Suites. See Spec. Reg. 1.

Required Review Process: D.R. Chapter 142 KZC

Lot Size: None

Required Yards:

Front: 20'

Side: 0'

Rear: 0'

Lot Coverage: 80%

Height of Structure: 41' above average building elevation.

Landscape Category: D

Sign Category: A

Required Parking Spaces: .5 per bed plus 1 per on-site employee. See Spec. Reg. 3 & 4.

Special Regulations:

1. This use may be located on the street level floor of a building only if there is a retail space extending a minimum of 30 feet of the building depth between this use and the abutting right-of-way. The Planning Director may approve a reduction to the depth requirement for the retail space if the applicant demonstrates that the proposed

- configuration of the retail use provides an adequate dimension for a viable retail tenant and provides equivalent or superior visual interest and potential foot traffic as would compliance with the required dimension.
2. Development shall be designed, built and certified to achieve or exceed one or more of the following green building standards: Built Green 5 star certified, LEED Gold certified, or Living Building Challenge certified.
  3. The property owner shall prepare a Transportation Management Plan (TMP) for review and approval by the City and recording with King County. At a minimum, the TMP shall include the following requirements:
    - a. Charge for on-site parking for tenants who have cars.
    - b. Bus pass subsidies for tenants who don't have cars.
    - c. Lease provisions and monitoring requirements for the property owner to ensure that tenants are not parking off-site to avoid parking charges.
    - d. Adequate bicycle parking to meet anticipated demand.
    - e. Biennial survey of residents documenting transportation choices.
  4. After one year of project occupancy, the Planning Official may allow a decrease in the required number of spaces if the number of spaces proposed is documented by an adequate and thorough parking demand and utilization study of the property. The study shall be prepared by a licensed transportation engineer or other qualified professional, and shall analyze the operational characteristics of the use which justify a parking reduction. The scope of the study shall be proposed by the transportation engineer and approved by the City traffic engineer. The study shall provide at least two (2) days of data for morning, afternoon and evening hours, or as otherwise approved or required by the City traffic engineer.

**50.52.115 (CBD 8)**

Use: Residential Suites

Required Review Process: D.R. Chapter 142 KZC

Lot Size: None

Required Yards:

Front: 10' See Spec. Reg. 3.

Side: 0'

Rear: 0'

Lot Coverage: 100%

Height of Structure: 30 feet above the elevation of 3<sup>rd</sup> Avenue or 4th Avenue as measured at the projected midpoint of the frontage of the subject property on the nearest applicable right-of-way.

Landscape Category: D

Sign Category: A

Required Parking Spaces: .5 per bed plus 1 per on-site employee. See Spec. Reg. 5 & 6.

Special Regulations:

1. This use is not permitted on the street level floor adjacent to Central Way.
2. If the subject property abuts Third Avenue between First Street and Second Street, or Fourth Avenue, the site and buildings must be designed to provide residential character and scale adjacent to Third Avenue and Fourth Avenue.
3. Ground floor porches and similar entry features may encroach into the front yard, provided the total horizontal dimension of such elements may not exceed 25 percent of the length of the facade of the structure.
4. Development shall be designed, built and certified to achieve or exceed one or more of the following green building standards: Built Green 5 star certified, LEED Gold certified, or Living Building Challenge certified.
5. The property owner shall prepare a Transportation Management Plan (TMP) for review and approval by the City and recording with King County. At a minimum, the TMP shall include the following requirements:
  - a. Charge for on-site parking for tenants who have cars.
  - b. Bus pass subsidies for tenants who don't have cars.
  - c. Lease provisions and monitoring requirements for the property owner to ensure that tenants are not parking off-site to avoid parking charges.
  - d. Adequate bicycle parking to meet anticipated demand.
  - e. Biennial survey of residents documenting transportation choices.
6. After one year of project occupancy, the Planning Official may allow a decrease in the required number of spaces if the number of spaces proposed is documented by an adequate and thorough parking demand and utilization study of the property. The study shall be prepared by a licensed transportation engineer or other qualified professional, and shall analyze the operational characteristics of the use which justify a parking reduction. The scope of the study shall be proposed by the transportation engineer and approved by the City traffic engineer. The study shall provide at least two (2) days of data for morning, afternoon and evening hours, or as otherwise approved or required by the City traffic engineer.

**55.09.040 (TL 1A)**

Use: Attached or Stacked Dwelling Units or Residential Suites

Special Regulations:

7. Residential Suites development shall be designed, built and certified to achieve or exceed one or more of the following green building standards: Built Green 5 star certified, LEED Gold certified, or Living Building Challenge certified.

**55.15.020 (TL 1B)**

Use: Development Containing Both Office Use and Attached or Stacked Dwelling Units or Residential Suites

Special Regulations:

8. Residential Suites development shall be designed, built and certified to achieve or exceed one or more of the following green building standards: Built Green 5 star certified, LEED Gold certified, or Living Building Challenge certified.

**55.15.050 (TL 1B)**

Use: Attached or Stacked Dwelling Units or Residential Suites

Special Regulations:

9. Residential Suites development shall be designed, built and certified to achieve or exceed one or more of the following green building standards: Built Green 5 star certified, LEED Gold certified, or Living Building Challenge certified.

**55.21.060 (TL 2)**

Use: Attached or Stacked Dwelling Units or Residential Suites

Special Regulations:

3. Residential Suites development shall be designed, built and certified to achieve or exceed one or more of the following green building standards: Built Green 5 star certified, LEED Gold certified, or Living Building Challenge certified.



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Originally published July 23, 2009 at 12:00 AM | Page modified July 23, 2009 at 7:57 AM

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Modern rooming house offers cable-ready, furnished rooms — the size of a parking spot

Videré, on Capitol Hill, may be the first new rooming house in Seattle in decades. Its developers say it's part of the solution to the affordable-housing problem, but some neighbors have concerns.

By Eric Pryne
Seattle Times business reporter

Videré is brand new. The kind of housing it will provide is anything but.

It's a rooming house. Older ones dot the city, especially in neighborhoods like the University District. But Seattle officials can't remember the last time anyone built a new rooming house from the ground up.

The rooms are small — about the size of a parking space — but the project's developers say they fit the budget and lifestyle of young adults who might be working as baristas or \$12-an-hour clerks in big-box stores.

"This is what real folks can afford," says Jim Potter, chairman of development firm Kauri Investments and a partner in Videré.

When the complex on 23rd Avenue East opens next month, Potter and partner Dirk Mulhair say, tenants will get a cable-ready, furnished room with private bath with shower for around \$500 to \$600 a month, with all utilities and broadband Internet included.

They'll get a single bed, table, chair and refrigerator. They won't get a closet, a private kitchen — or very much space. The 46 rooms range in size from 90 to 168 square feet, including the bathroom, according to plans filed with the city.

Potter says many younger people now don't do much more than sleep in their apartments anyway. "You have a living room somewhere else," he says — perhaps a bar or coffee shop.

And he and Mulhair say their new rooming house will provide affordable, unsubsidized shelter for a population that still has a hard time finding housing in Seattle, despite recent drops in home prices and rents.

But the number of people who will be living at Videré has taken the project's neighbors by surprise. Some still are fuming.

"Everyone thought this was just a six-unit town-house development," says neighbor Alan Gossett.

Targets young adults

Videré's priciest rooms will rent for around \$675, Mulhair says. A Craigslist search of apartment listings at or below \$650 turned up several dozen studios or one-bedrooms in Seattle.

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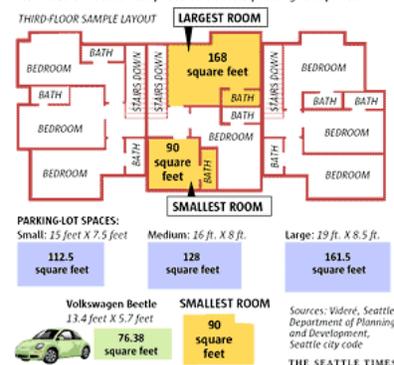
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But many didn't include all utilities or required yearlong leases or first and last month's rent upfront. Those are significant barriers to much of the clientele Videré has targeted, Mulhair says.

The project requires only a \$450 security deposit. The typical lease will be three months to start, month-to-month after that.

Who's likely to live here? Mulhair points to the tenants in the five older, smaller rooming houses his company, Calhoun Properties, already owns in the University District, Wallingford and the Central District.

There's an 18-year-old working for little pay in Seattle schools for a year as part of a nonprofit community-service project. A retiree waiting to get into subsidized housing. A police officer new to Seattle, renting for now while he looks for something longer term.

Ten of his 64 tenants are baristas, Mulhair says. Six more, once homeless, are recent graduates of job-training or transitional-housing programs.

"These are good, hardworking people," Mulhair says. "They don't have a place to go."

Hotel doorman Stanley Davis, 50, has lived in a remodeled Calhoun rooming house in the Central District for about six weeks. He says his room is "efficient, clean and affordable ..."

"This is Seattle. Any rent around downtown is going to cost you \$700 or \$800, unless you live in a dump. I pay about \$550, which is unheard-of."

As for size, "it's enough space for what I need it for," Davis says. "Anything larger, I'd just collect junk I'd have to get rid of again."

The tenants who move into Videré will find two buildings on the 0.18-acre site, each split into three three-story units with seven or eight bedrooms apiece.

Some rooms have lofts. A few will have tiny, semiprivate gardens. Two are wheelchair-accessible.

There are full kitchens intended for sharing on the first floor of each of the six units — although, based on his experience with his other properties, Mulhair doesn't expect they'll get much use. Each tenant will get a locker in the kitchen to store food.

Outside, there's a terraced patio between the two buildings with views across Madison Valley toward the Cascades. The complex is steps from bus lines to downtown, Seattle Center, Seattle Central Community College and the University of Washington.

### Neighbors' gripes

One of the neighbors' gripes is that the project has only six parking spaces off the alley, available to tenants for an extra \$80 a month.

Six stalls for 46 residents? "All of their cars will probably get dumped on our street," says Ellie Holstein, who lives on the next block. Parking already is a problem in the neighborhood, she says.

Mulhair says most of his tenants probably won't have cars. Just 10 of the 64 people in his existing rooming houses do, he says.

Gossett is skeptical. But he says he's more upset about the way Mulhair and Potter got the project approved. "They played fast and loose with the rules," he says.

### City rules

Most rooming houses are considered "congregate housing" under city law. Proposed congregate residences generally require environmental and design review, says Bryan Stevens, spokesman for the city's Department of Planning and Development.

Those processes, in turn, require public notice and opportunities for neighbors to comment and appeal city decisions.

None of that happened with Videré, Stevens says: Under the law, it isn't congregate housing, which city code defines as housing intended for nine or more unrelated persons.

None of Videré's six units — technically town houses — contains that many bedrooms.

"This is a glaring hole in the current code," Gossett says. "There's no real practical limits to this. Some developer could buy 10 lots and build 50 'town houses' and rent 400 rooms."

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Potter and Mulhair say they worked with the city and followed the law. City officials don't dispute that.

And not all the neighbors object to the new rooming house. "I don't think the neighborhood is going to go down the drain," Brian Retford, who lives four blocks away, said in an e-mail. He said he has close friends who could be prospective tenants.

Seattle City Councilmember Sally Clark says rooming houses could be part of the solution to the city's affordable-housing problem. In addition to Videré, Calhoun Properties plans to open a new 30-room project in the University District next month.

But she says Gossett has a point, and thinks the rules for such rooming houses should be re-examined before the concept takes off.

"It certainly walks and talks and quacks like congregate housing," she says of Videré. "We should tell the neighborhood when the development that results is significantly different from what the land-use code usually means."

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June 2, 2009

**NEWS**

## Thinking Small

A Loophole for Really Affordable Housing

by [DOMINIC HOLDEN](#)

Alan Gossett is trying to sell his blue Craftsman house, on a slope overlooking Madison Valley, for \$875,000. But he fears the value of his home—and every other property on the block—is about to plummet. From the corner of Gossett's rear deck, he points to the plywood edge of a construction project that, he says, is "going to be a magnet for very sketchy people."

The project is unusual, for sure. In January, the city's Department of Planning and Development (DPD) issued a permit for two buildings near the intersection of 23rd Avenue and East John Street containing six town houses between them. However, inside each town house are eight tiny apartments (each with its own bathroom, apartment number, and door that locks) that share a common kitchen. So in the lot where Gossett expected 6 to 12 new neighbors, he is now bracing for 48.

The city code classifies this sort of arrangement as "congregate housing," but only if it houses nine or more people per unit—like the group boarding houses near the University of Washington. But because each "town house" has just eight units, the developer does not have to go through public review or notify neighbors.

Inside, the rooms are extremely small—ranging from 110 to 160 square feet—but when the building is complete in mid-July, the rents will be incredibly affordable: an average of \$550 a month, including utilities, cable, and high-speed internet service.

"All I'm trying to do is provide housing that is affordable to people who need it," says developer Dirk Mulhair, 37, a partner at Calhoun Properties. Calhoun owns six completed projects and is building another 30-unit building in the University District. Some of those rooms (all including utilities) rent for as little as \$400 a month. Although he acknowledges that run-down boarding houses are common near the university, he says his properties are different because they are not old houses that have been converted into apartments. Mulhair insists his tenants aren't "sketchy," either, but a mix of middle-class workers and students who simply want to keep their housing costs down and still live in the city.

Margaret Ryan, 55, a marketer for nonprofits, moved into one of Mulhair's properties a few blocks south of the construction site after separating from her husband in February. With just \$500 a month to spend on rent, "I couldn't afford a conventional apartment," Ryan says. "This is the only thing that offered privacy and utilities at that price." Mulhair "runs the place right," she adds.

But neighbors behind the construction site, including one woman who asked not to be named, fear that the influx of new tenants will use up the neighborhood's limited parking, and they expressed concerns that this "town house" project could be the first in a wave of low-rent, high-density construction.

"Anyone who can scrape up enough money for month-to-month rent can live there," says Gossett. "I don't think most people want to live next to a boarding house with itinerant people living in it." He believes the city should ban the kind of housing that Mulhair builds.

DPD spokesman Bryan Stevens says the project complies with the city's rules for town houses, which don't always require public notice. "This project is unique in the sense that it's renting rooms within a town-house development," says Stevens.

Nonetheless, the project has raised eyebrows at City Hall.

"This ends up being a little bit of a surprise," says city council member Sally Clark, chair of the council's land-use committee. "It is more people than we envisioned living in this land area. That may or may not be okay." Clark's committee is currently revising the city's zoning rules for town houses, apartments, condos, and multiplexes—and on June 11, her committee will consider legislation that would change rules for congregate housing (an idea Mulhair opposes).

In a city where truly affordable housing is scarce—and where Mayor Greg Nickels recently proposed a \$145 million levy to build more affordable housing—it's remarkable that Mulhair has found a way to build affordable apartments without any incentives or assistance at all. Unlike the luxury "four-pack" town houses that have been vilified for gentrifying once-affordable neighborhoods, Mulhair's projects enable lower-income people to stay in the city.

Mulhair says: "People want big, beautiful houses with white picket fences, but the reality is people like Margaret, who have a limited amount of money to spend. Why should she be forced to live in Bothell or South Seattle?" ★

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**Joan Lieberman-Brill**

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**From:** Uwkg@aol.com  
**Sent:** Tuesday, May 29, 2012 4:05 PM  
**To:** ktriplett@kirlandwa.gov  
**Cc:** Robin Jenkinson; Joan Lieberman-Brill; Eric Shields; uwkg@aol.com; neighboringproperties@gmail.com  
**Subject:** Fwd: Kirkland Neighborhood News: Public invited to joint Houghton Community ...

Hi Kurt:

This question (and comments) are for you. And I hope you can provide some clarity.

I fear we are headed in the same direction as Potala with the Pantley proposal for SRO. It seems to be moving forward without proper procedure and being rushed forward improperly... let me explain...

I listened in to the study session with council wherein they were asked if they wanted to put it on their work program for future study. Mostly all of them (possibly all) seemed interested in further study and there was information on the request for decreased or zero parking. Yes, they agreed to have this be part of the work program for the year and assign some of the extra FTE in the planning department to this evaluation.

Then, barely a week or two later, I see a presentation to Planning Commission indicating that SRO IS being included as a zoning amendment. Mr. Pantley made a presentation to the Planning commission and Eric Shields seemed to indicate that Council was very interested in this (I'll go back and get the exact wording but it seemed that he was indicating they were interested MOVING FORWARD with the concept wherein, my understanding was that they were interested IN STUDYING). There is a big difference between moving forward and merely studying something.

Did I miss something? How did we go from being interested in having this on the upcoming years work program to having it included as a current proposed amendment?

Eric Shields mentioned that two things would have to happen 1) Change in allowed parking and 2) a brand new type of zoning to allow for this type of residence (doesn't fit current definitions or zoning).

Both of these are HUGE issues particularly since I heard (FOR THE FIRST TIME) that one of the two areas this is being proposed is for CBD (the other being Totem Lake).

How in the world is this already in the works as an amendment? How in the world is this considered a MODERATE amendment (IT IS HUGE AND CONTROVERSIAL)?

Also as an FYI, the cover sheet that talks about proposed amendments does not indicate SRO is one of the items to be considered at the meeting, so most folks would not know. Only those who open the meeting packet for some other item would see that SRO is included. If this is being considered, please make sure to properly note this on the cover letter as well as the attachment.

Kurt, I've watched the movement of items from City Council to Planning Commission and back during the past 15 months. Most of the problems that we run into are due to things being misrepresented (intentionally or unintentionally) when they change venue. We currently have one such issue surrounding the Potala project. That is the subject of a future communication.

For now, can you provide some clarity on the SRO and how it got to the point that it is on the zoning amendment schedule already? If I've missed something in the process I'd love to back and review.

Thanks,  
 Karen Levenson

The next question

From: kirkland@service.govdelivery.com  
 To: uwkkg@aol.com  
 Sent: 5/29/2012 6:32:38 P.M. Eastern Daylight Time  
 Subj: Kirkland Neighborhood News: Public invited to joint Houghton Community Council & Planning Commission hearing



**Tuesday, May 29, 2012**

## **Public Invited to Kirkland's Houghton Community Council and Planning Commission Joint Hearing on Proposed Zoning & Municipal Code Amendments**

You are receiving this email because you have been identified as a stakeholder who may be interested in proposed amendments to the [City of Kirkland's Zoning and Municipal Codes \(Project ZON-12-00002\)](#). You are encouraged to attend a joint public hearing on June 14, 2012 to provide public comment on various proposed City wide miscellaneous amendments to the Zoning and Municipal Codes.

At the public hearing the Planning Commission and Houghton Community Council will take public testimony on the draft amendments and make a recommendation to the City Council. The following list highlights some of the issues being considered (*Follow the link above for the complete list of amendments*) :

- Minor Floor Area Ratio Exemptions (e.g. stairwells and vaulted areas)
- Second Story Above-Garage Setbacks
- Backyard Chickens
- Non-Conforming density standards governing repair and rebuilding
- Standards for development adjacent to Hazardous Liquid Pipelines (Olympic Pipeline)
- Allowing Electronic Readerboard Signs at High Schools and Jr./Middle Schools
- Allowing Historic and Small Lot Subdivisions citywide
- Personal Wireless Facilities (minor modifications on cell towers)

The joint Houghton Community Council and the Planning Commission public hearing is scheduled for Thursday, June 14, 2012. The public hearing begins at 7 p.m. in the Kirkland City Hall Council Chambers, at 123 5<sup>th</sup> Avenue. The meeting is open to the public. The staff memo and agenda for the public hearing will be available on the City of Kirkland's web site prior to the meeting:

- Visit the [Houghton Community Council webpage](#) after Friday, June 8 after 5 p.m.
- Visit the [Planning Commission webpage](#) after Friday, June 8 after 5 p.m.

If you would like to receive updates via email, subscribe to the "[Miscellaneous Zoning & Municipal Code Amendments](#)" electronic bulletin List Serv. For more information, contact Joan Lieberman-Brill, Kirkland Planning Department at 425-587-3254 or [jbrill@kirklandwa.gov](mailto:jbrill@kirklandwa.gov)

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**City of Kirkland - Neighborhood Services**

123 5th Ave

Kirkland, WA, 98033

(425) 587-3011

e-mail the Neighborhood Services Coordinator at: [kpage@kirklandwa.gov](mailto:kpage@kirklandwa.gov)

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## NOTICE OF AVAILABILITY

March 14, 2012

The City of Kirkland has issued an addendum to the Draft and Final Environmental Impact Statements for the 2004 Kirkland Comprehensive Plan. The subject of this EIS addendum is **Miscellaneous amendments to the Kirkland Zoning Code and Kirkland Municipal Code**, pursuant to Chapters 135 and 161 KZC - Process IVA. File No. ZON12-00002. The Draft and Final EIS's were issued on July 1, 2004 and October 15, 2004 respectively.

The following future steps will occur in the City of Kirkland's review of this proposal: Houghton Community Council and Planning Commission study sessions on April 23 and 26, respectively; joint public hearing conducted by the Planning Commission and Houghton Community Council on May 24, 2012; and tentative date for decision and action by City Council and Houghton Community Council in June and July 2012. All dates are subject to change.

If you wish to receive a copy of the proposed Zoning Code amendments or the EIS Addendum, or have any questions, please contact Joan Lieberman-Brill, Kirkland Senior Planner at (425) 587-3254. You may also send requests for copies via e-mail, at [jbrill@kirklandwa.gov](mailto:jbrill@kirklandwa.gov) or view information on the City's website [http://www.kirklandwa.gov/depart/Planning/Code\\_Updates/Miscellaneous\\_Code\\_Amendments\\_2012.htm](http://www.kirklandwa.gov/depart/Planning/Code_Updates/Miscellaneous_Code_Amendments_2012.htm)

Cc: File ZON12-00002

**Fact Sheet**

<b>Action Sponsor and Lead Agency</b>	City of Kirkland Department of Planning and Community Development
<b>Proposed Action</b>	Legislative adoption of Miscellaneous Zoning Code Amendments pursuant to Chapters 135 and 161 KZC (Process IVA).
<b>Responsible Official</b>	<hr/> <b>Eric R. Shields, AICP</b> <b>Planning Director</b>
<b>Contact Person</b>	Joan Lieberman-Brill AICP Senior Planner, City of Kirkland (425) 587-3254 or at <a href="mailto:jbrill@kirklandwa.gov">jbrill@kirklandwa.gov</a>
<b>Required Approvals</b>	Adoption by Kirkland City Council Final Action by Houghton Community Council for amendments within its jurisdiction.
<b>Location of Background Data</b>	File ZON12-00002 City of Kirkland Department of Planning and Community Development 123 Fifth Avenue Kirkland, WA 98033
<b>Date of Issuance</b>	March 14, 2012

**City of Kirkland****Process IV Miscellaneous Zoning Code Amendments****EIS Addendum dated March \_\_, 2012****File No. ZON12-00002****I. Background**

The City of Kirkland proposes to amend various provisions of the Kirkland Zoning Code (KZC) and several sections of the Kirkland Municipal Code (KMC). The amendments are selected from an on-going list of issues, code interpretations, requests from the public, requests from City Council, and needs identified by staff. They are divided into three categories depending upon their level of policy change. No Policy Changes clarify existing regulations, Minor Policy Changes change existing regulations but they are generally not considered significant policy issues. Moderate Policy Changes are considered more substantive changes to existing regulations. The amendments will be reviewed using the Chapter 160 KZC Process IV with adoption by City Council. Section V below contains additional information regarding the proposed changes.

This Environmental Impact Statement (EIS) Addendum is intended to fulfill the environmental requirements pursuant to the State Environmental Policy Act (SEPA) for the proposed Zoning Code amendments.

**II. EIS Addendum**

According to the SEPA Rules, an EIS addendum provides additional analysis and/or information about a proposal or alternatives where their significant environmental impacts have been disclosed and identified in a previous environmental document (WAC 197-11-600(2)). An addendum is appropriate when the impacts of the new proposal are the same general types as those identified in the prior document, and when the new analysis does not substantially change the analysis of significant impacts and alternatives in the prior environmental document (WAC 197-11-600(4)(c) -625, and -706).

The City published a Draft and Final EIS on its Comprehensive Plan 10 year update in 2004. This EIS addressed the 2004 Comprehensive Plan, Zoning Code and Zoning Map updates required by the Washington State Growth Management Act (GMA). Elements of the environment addressed in this EIS include population and employment growth, earth resources, air quality, water resources, plants and animals, energy, environmental health (noise, hazardous materials), land use, socioeconomics, aesthetics, parks/recreation, transportation, and public services/utilities.

This addendum to the *City of Kirkland 2004 Draft and Final Comprehensive Plan 10-Year Update EIS* is being issued pursuant to WAC 197-11-625 to meet the City's SEPA responsibilities. The EIS evaluated plan alternatives and impacts that encompass the same general policy direction, land use pattern, and environmental impacts that are expected to be associated with the proposed Zoning Code amendments discussed herein. While the specific location, precise magnitude, or timing of some impacts may vary from those estimated in the 2004 EIS, they are still within the range of what was evaluated and disclosed there. No new significant impacts have been identified.

### III. Non-Project Action

Decisions on the adoption or amendment of zoning ordinances are referred to in the SEPA rules as “non-project actions” (WAC 197-11-704(2)(b)). The purpose of an EIS in analyzing a non-project action is to help the public and decision-makers identify and evaluate the environmental effects of alternative policies, implementation approaches, and similar choices related to future growth. While plans and regulations do not directly result in alteration of the physical environment, they do provide a framework within which future growth and development – and resulting environmental impacts – will occur. Both the adoption of the Comprehensive Plan evaluated in the *City of Kirkland 2004 Draft and Final Comprehensive Plan 10-Year Update EIS* and eventual action on the current Zoning Code and Municipal Code amendments are “non-project actions”.

### IV. Environmental Analysis

The *City of Kirkland 2004 Draft and Final Comprehensive Plan 10-Year Update EIS* evaluated the environmental impacts associated with adoption of proposed policies and land use designations. The plan’s policies are intended to accomplish responsibilities mandated by the Washington State Growth Management Act (GMA), and to mitigate the impacts of future growth. In general, environmental impacts associated with the proposed Zoning Code Amendments are similar in magnitude to the potential impacts disclosed in the *2004 Comprehensive Plan EIS*. As this proposal is consistent with the policies and designations of the Comprehensive Plan and the environmental impacts disclosed in the *City of Kirkland 2004 Draft and Final Comprehensive Plan 10-year Update EIS*, no additional or new significant impacts beyond those identified in the EIS for the Comprehensive Plan are anticipated.

### V. Description of the Proposed Amendments to the Comprehensive Plan and Zoning Map

The proposal would modify, add, and delete various provisions of the Kirkland Zoning Code and Kirkland Municipal Code. The following link provides a summary of the roster of proposed amendments:

<http://www.kirklandwa.gov/Assets/Planning/Planning+PDFs/2012MiscAmendsRoster.pdf>

The following is a list of the proposed changes.

#### ZONING CODE

Chapter 5 – Definitions regarding Commercial Recreation Area and Uses

Various chapters regarding front yard setback flexibility:

Chapter 5 – Definitions

Chapter 15 – Single Family Residential (RS) Zones

Chapter 17 – Single Family Residential (RSX) Zones

Chapter 18 – Single Family Residential (RSA) Zones

Various chapters regarding electronic readerboard signs

Chapter 15 – Single Family Residential (RS) Zones

Chapter 17 – Single Family Residential (RSX) Zones

Chapter 18 – Single Family Residential (RSA) Zones

Chapter 30 Waterfront Districts (WD I, II, and III) regarding rear yards

Chapter 55 Totem Lake (TL) 9B Zone regarding density limitation

Chapter 55 Totem Lake (TL) 10E Zone regarding sign category for Vehicle or Boat Repair, Services, Washing or Rental  
 Chapter 90 – Drainage Basins regarding heron habitat protection area in Finn Hill  
 Chapter 95 – Trees and Landscaping regarding tree removal allowances not associated with development activity  
 Chapter 115 – Miscellaneous Use, Development and Performance Standards regarding Required Yards opposite front yards; Floor Area Ratio stairwell exemption; Animals in Residential Zones – chickens and horses; and Vehicles, Boats and Trailers size limits  
 Chapter 117 – Personal Wireless Service Facilities regarding non-conformances  
 Chapter 142 – Design Review regarding extension of time limits for completing construction  
 Chapter 145 – Process I regarding notice of application distribution.  
 Various Chapters regarding extension of interim regulations that allow extensions of land use permit approvals:  
 Chapter 145 – Process IIA  
 Chapter 150 – Process IIA  
 Chapter 152 – Process IIB  
 Chapter 90 - Reasonable Use  
 Chapter 113 – Cottage, Carriage and 2/3 Unit Homes  
 Chapter 117 - Personal Wireless Facilities  
 Chapter 125 – Planned Unit Development  
 Chapter 142 – Design Board Review  
 Chapter 160 – Planned Area (PLA) 16 Zone regarding keeping of horses  
 Chapter 162 – Nonconformance regarding density  
 New Chapter regarding Hazardous Liquid Pipelines

#### KIRKLAND MUNICIPAL CODE

Title 1 – Code Enforcement regarding notice of decision distribution  
 Title 22 – Subdivisions regarding small lot and historic preservation subdivisions, and extension of interim regulation that allow extensions of plat recordation.

#### **VI. Public Involvement**

The Houghton Community Council (HCC) held study sessions on January 23 and February 27 2012, and the Planning Commission (PC) held study sessions on January 23 and March 8. The next study sessions are tentatively scheduled for April 23 (HCC) and April 26 (PC). A joint public hearing is set for May 24, 2012 on the proposed amendments.

Background information regarding the proposed changes is posted on the City's webpage and a list serv for this project is maintained. Follow this link to the City's website:

[http://www.kirklandwa.gov/depart/Planning/Code\\_Updates/Miscellaneous\\_Code\\_Amendments\\_2012.htm](http://www.kirklandwa.gov/depart/Planning/Code_Updates/Miscellaneous_Code_Amendments_2012.htm).

Hearings are advertised in the Seattle Times and on the City's website in accordance with State and local law.

The City Council and Houghton Community Council will take final action on the proposal on June 19 and July 23, 2012, respectively. All dates are subject to change.

#### **VII. Conclusion**

This EIS Addendum fulfills the environmental review requirements for the proposed Zoning Code and Municipal Code amendments. The impacts of the proposal are within the range of impacts disclosed and evaluated in the *2004 City of Kirkland Draft and Final Comprehensive Plan 10-year Update EIS*; no new significant impacts have been identified. Therefore, issuance of this EIS Addendum is the appropriate course of action.