



**CITY OF KIRKLAND**  
**PLANNING AND BUILDING DEPARTMENT**  
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## MEMORANDUM

**Date:** July 14, 2015

**To:** Planning Commission

**From:** Joan Lieberman-Brill, Senior Planner, AICP  
Paul Stewart, Deputy Director, AICP  
Eric Shields, Director, AICP

**RE:** PUBLIC HEARING ON BASRA CITIZEN AMENDMENT REQUEST  
FILE NO. CAM13-00465, #5 and #14

### I. RECOMMENDATION

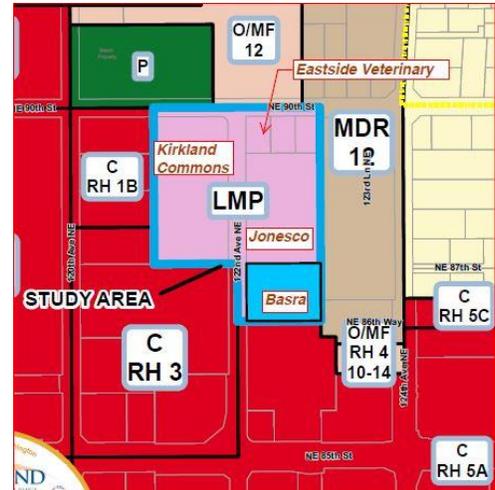
- Hold a public hearing and take public comments on the proposal to change the Comprehensive Plan designation and zoning for one lot in the light industrial zone in the North Rose Hill Neighborhood. The proposal is to change from the current land use designation of Light Manufacturing Park to Rose Hill 3 (RH 3), which is a commercial zone.
- Following the hearing, the Planning Commission will deliberate and make a recommendation to the City Council.

### II. BACKGROUND INFORMATION ON CAR STUDY AREA

The staff report for the February 26, 2015 Planning Commission study session provides a detailed analysis of the rezone options, environmental constraints of the properties and existing land use context. A link to the packet is provided [here](#) and summarized below. The staff report for the May 14, 2015 Planning Commission continued study session provides a detailed analysis of the height options, and is summarized below. A link to the packet is provided [here](#) and summarized below.

If you require any additional information before the hearing in order to deliberate that evening please contact staff as soon as possible.

**A. OVERVIEW:** Jag Basra submitted an application for Citizen Amendment to rezone his property at 8626 122<sup>nd</sup> Avenue NE in the Rose Hill Business District in the North Rose Hill Neighborhood (see Attachments 1 and 2). The request is to change the Light Manufacturing Park land use designation to Commercial and the zoning from Light Industrial/Technology (LIT) to RH3 for the construction of a hotel and to allow an increase in height- equivalent to 60 feet above average building elevation. (Hotel uses are not allowed in industrial zones.) Basra’s parcel currently contains two single family homes. As part of the scoping process, the Planning Commission and City Council expanded the study area to include all parcels in the LIT zone, rather than the one parcel owned by the applicant.



A stream and moderate landslide hazards are identified on both the Basra site and portions of the remainder of the 6.8 acre study area. The study area is surrounded by existing commercial development to the south (RH3 and RH 5A) and west (RH 3 and RH 1B), medium density multifamily to the east (RM 3.6) and office/multifamily (PLA 17A), public use (P) and medium density multifamily (RM 3.6) to the north.

On February 26, 2015, the Planning Commission studied staff’s analysis of the options for the Griffis CARs. The options that were analyzed were:

- Keep existing LIT zoning,
- Rezone all the study area to commercial - either RH 5A or RH 3,
- Rezone only the Basra property to RH5A or RH 3; keep Jonesco Business Park LIT; and rezone the remainder Office,

On May 16 the Planning Commission studied staff’s analysis of the requested height increase and an additional option for rezone. The additional rezone option was to:

- Rezone the Basra property to RH 5A, and rezone the remainder Office RH 4B – (a new office zoning classification).

The height options that were analyzed were to retain the current height limit of 35’ above average building elevation (ABE), increase it to 60’ above ABE, or increase it to about 43’ above ABE. The 43’ is estimated to be equivalent to the maximum permitted roof elevation on abutting multifamily development east of the Basra site.

The Planning Commission has preliminarily recommended to go forward with rezoning *only* the Basra parcel to commercial RH 5A and keep the current LIT zoning for the remainder of the study area. The Planning Commission has also preliminarily recommended to keep the industrial designation on the remainder of the study area after concluding that there were no compelling reasons to rezone.

Regarding the requested height increase, the Commissioners noted that they intend to consider public comment prior to making a recommendation. The applicant requests to increase height by about 40% from the current 35 feet above average building elevation (ABE) - equivalent to about 60 feet above ABE. Staff recommended considering increasing the maximum height allowed to the equivalent height elevation at the lowest point on adjoining multifamily to the east, (equivalent to about 43 feet above ABE) and limiting the number of stories to five. After reviewing and discussing massing studies provided by the applicant and staff, the Commission’s position is to wait until it considers public comment. Height options for consideration at the public hearing are provided below in Section IV.

At the City Council May 16 briefing, council members did not comment on the proposed hotel use or rezone but expressed interest in height and landscape buffer transitions adjoining residential.

For purposes of the public hearing, the total study area is being considered for rezone to RH 3 as well as the 60’ height requested by the applicant. This provides the Commission latitude to consider a plan change and rezone for the entire study area or for a lesser area and reduced height if appropriate. The Draft Environmental Impact Statement for the Comprehensive Plan Update also evaluated the potential environmental impacts of this request. An excerpt from this document containing the analysis of the Basra request is included as Attachment\_3.

**B. Building Height and Landscape Buffer Comparisons Adjoining Multifamily:** The chart below is provided to assist with concerns over transitions between multifamily and more intensive land uses. As a rule, more intensive land uses are required to provide a landscape buffer when adjoining residential uses. The chart compares existing landscape buffer and height standards for the LIT zone and the two commercial zoning classifications being considered; RH 3 and RH 5A. It shows what landscape buffer dimensions and planting standards are required when adjoining multifamily zones. As indicated, various uses require different landscape buffer standards in the same zone, while building height remains constant.

ZONE	LANDSCAPE BUFFER adjoining Multifamily	MAX. HEIGHT
<b>LIT (industrial)</b> Wholesale Trade, Limited Retail (Rental Services, Retail Banking Financial Services, Restaurants), Storage , Veterinary Offices, Vehicle/Boat Repair, Storage & Washing, Warehouse	15’_wide planted with trees a max of 20’ apart, shrubs, ground cover and 6’ high fence along property line adjoining residential.	35’ above Average Building Elevation (ABE)

<b>LIT (industrial)</b> Office	5' wide planted with trees a max of 10' apart, ground cover and 6' high fence along property line adjoining residential.	35' above Average Building Elevation (ABE)
<b>LIT (industrial)</b> Schools/Day Cares	None (only fence required)	35' above Average Building Elevation (ABE)
<b>RH 5A (commercial)</b> Retail, Hotel, Entertainment, Cultural or Recreational Facility, Office, Restaurant, Schools/Day Cares, Gas Station, Auto Service Center, Private Club, Church, Stacked Dwelling Units, Assisted Living Facilities, Nursing Home	15' wide planted with trees a max of 20' apart, shrubs, ground cover and 6' high fence along property line adjoining residential.	35' above ABE
<b>RH 3 (commercial)</b> Gas Station, Auto Service Center, Restaurant	15' wide planted with trees a max of 20' apart, shrubs, ground cover and 6' high fence along property line adjoining residential.	35' above ABE
<b>RH 3 (commercial)</b> Hotel, Entertainment, Cultural, Recreational Facility, Office, Private Club, Church	5' wide planted with trees a max of 10' apart, ground cover and 6' high fence along property line adjoining residential.	35' above ABE
<b>RH 3 (commercial)</b> Schools/Day Cares, Stacked Dwelling Units, Assisted Living Facilities	None	35' above ABE
<b>RH 3 (Commercial)</b> If more than 6 acres (commercial)	N.A.*	45' – 67' above ABE along the north end of the zone, with a max of 45' measured above NE 85 <sup>th</sup> St. 45' above the midpoint of the street frontage of the property. Only if development includes residential, may height exceed 45' above ABE with a maximum of 67' above ABE

\* Not specified since this zone does not adjoin multifamily.

**C. Traffic Impact Comparisons:**

The following description and table are provided to assist with potential concerns over traffic impacts. It is taken from the draft EIS (Attachment 3) – but has been revised to reflect the traffic generation rates for PM Peak Hour for those parcels identified as further developable. Also, Scenario 1 (no change) has been revised to reflect office redevelopment under current zoning, rather than general LIT uses. It compares no change to commercial rezone and indicates a rezone of the study area to office/retail (Scenario 2) results in the greater potential traffic impact.

The Basra CAR study area consists of six parcels located along 122nd Avenue NE and NE 90th Street. Three of the properties are currently single family homes, one is an office, while the remaining two parcels are used as an industrial park and office. The entire area is zoned as Rose Hill Light Manufacturing Park. The CAR proposes a zoning change to Rose Hill Business District 3 designation (RH3), which would allow a mix of office, hotel, and retail uses. A development capacity analysis identified three parcels within the CAR study area as potential development sites. In Scenario 1, these sites were assumed to develop completely into office space, as indicated by the capacity analysis. Scenario 2 estimates the trips generated if the Basra parcel (8554 122nd Avenue NE) were developed into office and retail space using the maximum intensity of retail use and building height allowable under RH3 zoning. The allowable office area would have a floor to area ratio (FAR) of 2.2, and the retail area would have a FAR of 0.8. An FAR of 0.8 assumes the entire ground floor is used for retail, up to the 80% lot coverage restriction for RH3. Scenario 2 assumes that the two other parcels identified for redevelopment would become offices with FAR of 0.65. Scenario 3 uses the same land use assumptions as Scenario 2 but replaces the office floor area on the Basra parcel with hotel space. The 2.2 FAR allotment could accommodate approximately 164 hotel rooms.

Scenario 1 would generate approximately 58 PM peak hour trips. By comparison, the mix of office and retail uses under Scenario 2 (with higher land use density on the Basra parcel) would generate 283 trips. Though building square footage would be the same, Scenario 3 would create 60 fewer PM peak hour trips than Scenario 2 since hotels trip generation rates are lower than offices.

**Exhibit Error! No text of specified style in document.-1. PM Peak Hour Trip Generation Analysis – Basra CAR**

		Scenario 1		Scenario 2		Scenario 3	
Description		No action		CAR proposal – Office on Basra Parcel		CAR proposal – Hotel on Basra Parcel	
Portion of Site	All redevelopable parcels	Basra Parcel		Other redevelopable parcels	Basra Parcel		Other redevelopable parcels
Use	Office	Office	Retail	Office	Hotel	Retail	Office
Lot Size (sf)	69,025	48,351		20,674	48,351		20,674
Building Size	38,784 sf <sup>1</sup>	FAR 2.2	FAR 0.8	FAR 0.65	FAR 2.2	FAR 0.8	FAR 0.65
Hotel Rooms	n/a	n/a	n/a	n/a	164 <sup>4</sup>	n/a	n/a
Rate	1.49 <sup>2</sup>	1.49	2.71 <sup>3</sup>	1.49	0.60 <sup>5</sup>	2.71	1.49
Vehicle Trips	57.8	158.5	104.8	20.0	98.4	104.8	20.0
<b>Total</b>	<b>57.8</b>	<b>283.3</b>			<b>223.2</b>		

1: From development capacity analysis

2: Trips per thousand SF GFA in the PM peak hour of the adjacent street; Land Use Category 710 – General Office (ITE Trip Generation Manual, 9th Edition)

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3: Trips per thousand SF GFA in the PM peak hour of the adjacent street; Land Use Category 826 – Specialty Retail Center (ITE *Trip Generation Manual*, 9th Edition)

4: Calculation assumes 650 gross square feet of building per hotel room. The actual number of hotel rooms could vary depending on the amount of building space that would be dedicated to other uses, such as meeting rooms, the lobby, and other amenities.

<http://scholarship.sha.cornell.edu/cgi/viewcontent.cgi?article=1293&context=articles>

5: Trips per hotel room in the PM peak hour of the adjacent street; Land Use Category 310 – Hotel (ITE *Trip Generation Manual*, 9th Edition)

### **III. ANALYSIS OF ZONING OPTIONS**

The public notice for the hearing includes consideration of rezoning the entire study area to RH 3 Commercial. The Commission may consider alternatives as the Planning Commission conducts its deliberations to formulate a recommendation to City Council. Those options are outlined below.

In depth analysis of the first three options is contained in the [staff memorandum](#) prepared for the Planning Commission’s February 14 study session. The 4<sup>th</sup> option is analyzed in the [staff memorandum](#) prepared for the May 14 study session.

#### **A. Option 1: No Action, retain existing LIT zoning.**

The study area is at an opportune point in its development. Conversion or redevelopment of underutilized properties within the study area to permitted LIT uses is likely given the land to improvement value of the two remaining single family homes along NE 90<sup>th</sup> Street, and at the Basra site. The owner of the Veterinary Clinic at the corner of 122<sup>nd</sup> Avenue NE and NE 90<sup>th</sup> Street also owns one of the two remaining homes next to her clinic, and has stated her intension to expand her practice. Both the Kirkland Commons and Jonesco Business Park are viable businesses that meet the current height limits. Over time, the likely result of no action is redevelopment of the remaining further developable parcels to retail or office uses permitted in industrial zones at the current 35’ above ABE height limit.

#### **B. Option 2: Rezone entire study area to Commercial RH 3 or RH 5A, (6 lots including Jonesco Business Park, Kirkland Commons Office, Eastside Veterinary Associates, and three parcels developed with single family homes).**

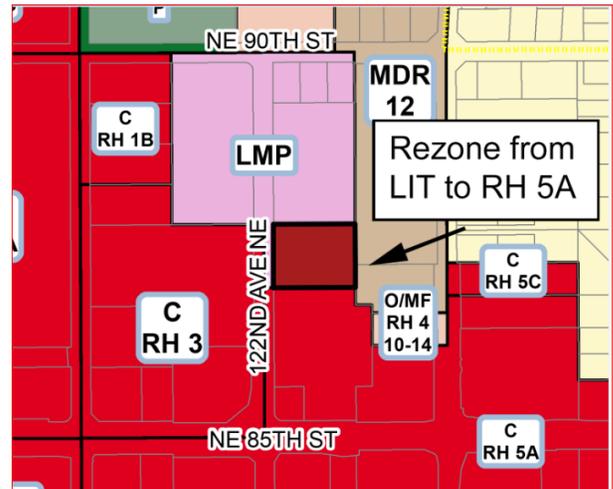
The difference between the two RH commercial zones is that in the RH 3 zone, to implement the vision of the NE 85<sup>th</sup> St. Subarea Plan policy direction and Design Guidelines for the Regional Center, the zone must be master planned to provide coordinated development. A minimum of six acres must be consolidated in order to take advantage of heights exceeding 35’ above ABE. Both commercial zones border the study area and allow hotel uses, along with the same mix of retail, office and multifamily uses.

Given the small size of remaining properties along NE 90<sup>th</sup> Street with older housing (each lot about 10,000 sq. ft.) the likely result of this rezone would be either office or general retail conversions, unless property aggregation occurs. Basra’s larger lot size (about an acre) and proximity to both the Rose Hill Shopping Center (Petco) and Rose Hill Plaza and freeway interchange may offer more commercial alternatives. A rezone may encourage more substantive redevelopment on the south end of the LIT

zone (Basra site) more consistent with the vision of the Regional Center to accommodate regional and neighborhood commercial development.

**C. Option 3: Create a new RH zone, replacing the entire LIT zone with three subareas to acknowledge the very different conditions of each.**

1. **LIT** - Eastside of 122nd Ave NE (Jonesco Business Park parcel). Given that existing businesses are viable, and have successfully coexisted with multifamily, the continued allowance of industrial uses is appropriate.
2. **Commercial** – Eastside of 122nd Ave NE (Basra parcel). Adjacency to commercial on two sides, proximity to the interchange, and development potential to uses more in keeping with the Regional Center Vision are compelling reasons for this change.
3. **Office** – Westside of 122nd Ave NE (Kirkland Commons Office parcel), and along NE 90th Street. Office would be a good transitional use. Redevelopment the two remaining homes along NE 90th Street likely given the land to improvement value.



**D. Option 4: Rezone Study Area to two zones – RH 5A and new RH 4A office zone. Rezone Basra to RH5A. Rezone the remainder of the study area to a new office zone but allow LIT uses to continue subject to relaxed thresholds for ceasing industrial uses.**

The area west of 122nd and adjoining NE 90th Street would be designated for office uses. The Jonesco Business Park parcel would also be designated office, but existing viable industrial uses on the Jonesco site could continue with limited expansion and alterations permitted by setting longer timelines for converting uses to nonconforming, and allowing more alteration. The Basra parcel would be designated commercial (RH 5A). This option addresses the proposed vision for this area to transition away from industrial to a commercial mixed use orientation compatible with neighboring residential development.

**Planning Commission Preliminary Recommendation on Rezone:** *The Planning Commission has preliminarily recommended to go forward with rezoning only the Basra parcel to commercial RH 5A and keep the current LIT zoning for the remainder of the study area. The Planning Commission evaluation concluded that commercial redevelopment is more consistent with the vision for the Rose Hill Regional Center portion of the NE 85<sup>th</sup> Street Commercial Corridor as long as the height (to be determined) is not excessive. The Commission noted that RH 5A*

*zoning is more appropriate since the subject property is not part of a six acre consolidated development proposal envisioned for the RH 3 Petco site.*

*The Planning Commission also preliminarily recommended to keep the industrial designation on the remainder of the study area after concluding that there were no compelling reasons to rezone. They observed that since existing LIT zoning allows office use, property owners can already transition to office if they are inclined to do so. The Commission wanted to avoid the necessity of adopting criteria to ensure that existing viable industrial uses in a commercial or office zone could transition over time rather than cease altogether, as a result of either a vacancy lasting more than 90 days, or a structural alteration or an increase to gross floor area to a building housing the nonconforming use.*

***If this Option is affirmed, staff recommends the following changes to existing Comprehensive Plan text and Zoning regulations and Maps.***

***1. Zoning and Land use Maps revised to:***

- a. Reflect the zoning boundary change (North Rose Hill Plan, NE 85<sup>th</sup> St. Subarea Plan and Citywide land use map).*
- b. Change the Industrial designation from Light Manufacturing Park (LMP) to Light Industrial Technology (LIT) to match the industrial land use designation in the rest of Kirkland.*

***2. Comprehensive Plan amended to eliminate the definition of and references to Light Manufacturing Park. This is an artifact from when there was a perceived difference between LIT and LMP characteristics. (See Attachment 4 for proposed amendment).***

- 3. (Note: At the May study session, Staff also recommended to prohibit automotive service center uses on this site (as gas stations are under current regulations) since the Basra site has no frontage on NE 85<sup>th</sup> Street. Planning Commission direction is requested on whether to amend the zoning for the Basra site to prohibit automotive service should the rezone be affirmed.)***

*As outlined above, the Planning Commission has a number of options available for deliberation.*

**IV. ANALYSIS OF HEIGHT OPTIONS**

At the May 14 study session the Planning Commission considered the height and massing plans submitted by the applicant and those provided by staff along with the analysis of those plans. The Commission did not provide direction on a height limit. A link to the packet containing that information and analysis is provided [here](#) and summarized below.

- A. Topography Within and Adjoining Study Area:** The map in Section B below shows that the study area slopes from east to west and from south to north. Elevations are based upon height above sea level.

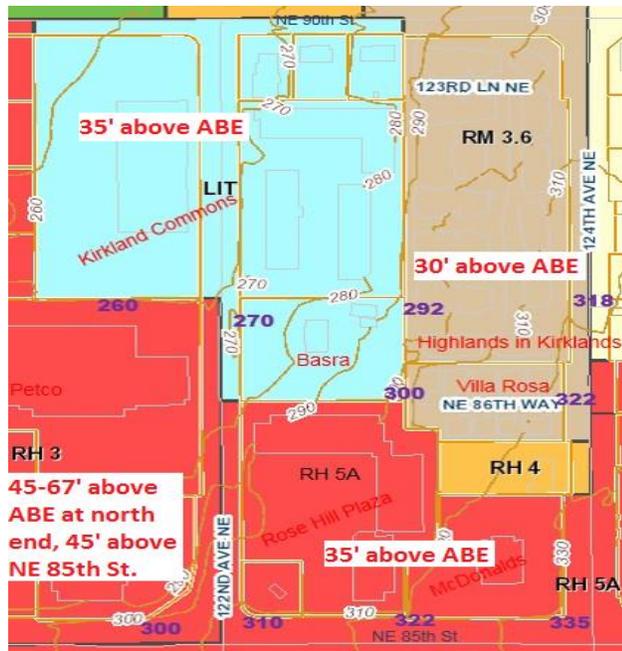
- **Study Area** slopes down southeast to north west approximately 40' from about elevation 300 to elevation 260 (blue)
- **Basra** property slopes down from SE to NW approximately 30' from about elevation 300 to elevation 270 (blue)
- **RM** properties slope down E to W approximately 38' from about elevation 324 to elevation 286 (tan)
- **RH 5A** slopes down SE to NW approximately 55' from about elevation 335 to elevation 280 (red)
- **RH3** slopes S to N approximately 40' from elevation 300 to elevation 260 (red)
- **NE 85th St** midpoint elevation at corner of NE 85th St. and 122nd NE is about elevation 312

**B. Maximum Height Limits Within and Adjoining Study Area:** Kirkland

measures maximum building height from the Average Building Elevation (ABE). ABE is defined as: "the weighted average elevation of the topography, prior to any development activity, either (1) under the footprint of a building as measured by delineating the smallest rectangle which can enclose the building footprint and then averaging the elevations taken at the midpoint of each side of the rectangle, or (2) at the center of all exterior walls of a building or structure."

The following height limits apply to zones in and surrounding the study area:

- LIT (blue) 35' above ABE
- RM (tan) 30' above ABE
- RH 5A (red) 35' above ABE
- RH 3 (red) 45' to 67' above ABE on north end, with maximum of 45' measured above the midpoint elevation of property frontage on NE 85<sup>th</sup> Street.
- RH4 (gold) 30' above ABE



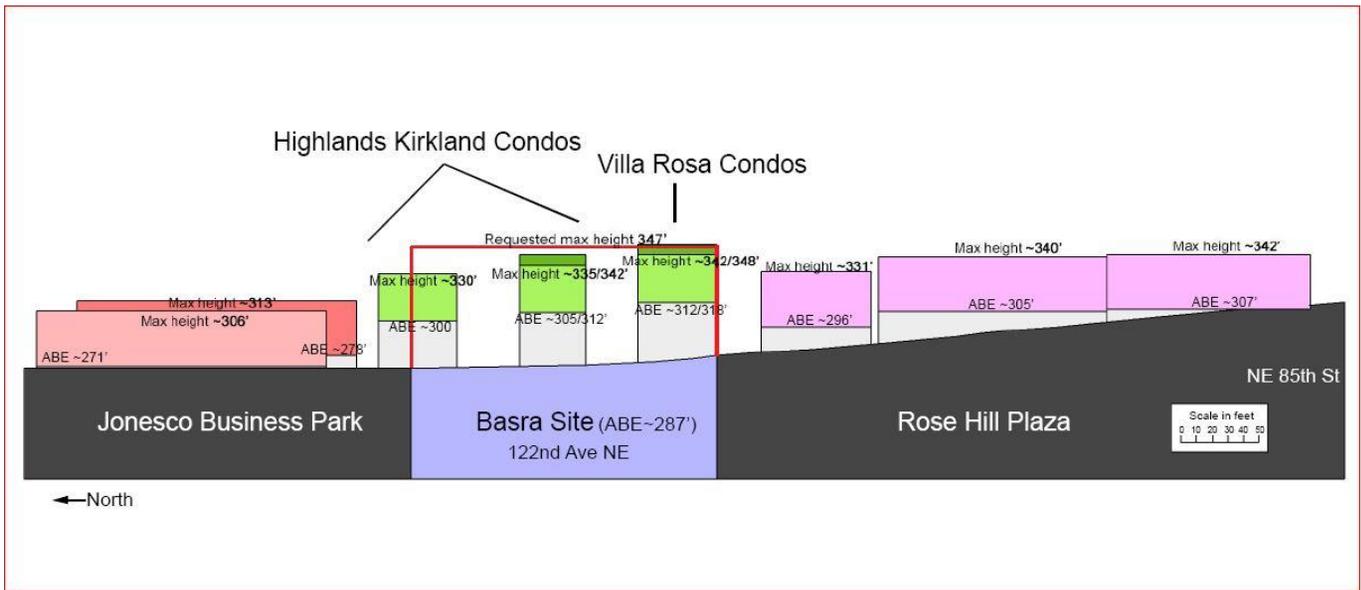
**C. Massing Studies Prepared by Staff:**

**1. North /South section:**

The following elevation plan shows how the requested hotel height would impact existing development abutting the Basra property. The multifamily projects east of Basra consist of multiple buildings at varying locations and at different elevations as a result of grade differences. Therefore the requested

hotel height has varying impacts on these units depending on their location. The elevation plan also includes the southern portion of the Jonesco site, which is in the study area. The red line represents Basra's north and south property lines and requested height of the seven story hotel, (about 60' above ABE).

It shows maximum permitted height in the zone where the building is located (see Section III.B above), **and not necessarily the existing heights of the buildings**. Existing locations of the building footprints on the adjoining properties are represented and are the basis for ABE and maximum height calculations. The building footprints are taken from the City's GIS browser using the mean sea level datum point.



The aerial map below shows the buildings represented in the elevation above. The multifamily building locations were chosen to convey the varying impact the hotel height would have dependent on their respective elevations. Three of the Highlands Kirkland Condo buildings (light and dark green dots) and two of the northern Villa Rosa detached condo units are represented (yellow/gold dots).

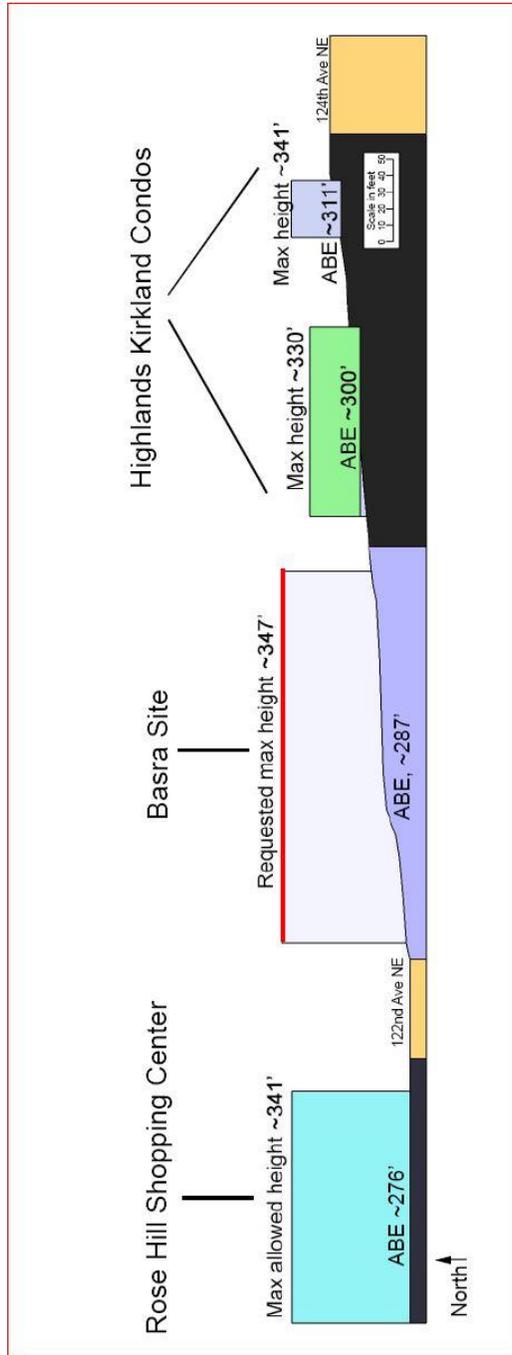


Two Jonesco buildings closest to Basra at the top of aerial (light and dark pink dots), and all Rose Hill Plaza buildings (except the tower) are represented (lilac dots).

- a. Height of Basra hotel compared to multifamily to the east: Basra's hotel at 60' above ABE would vary from about one foot below to about 17 feet above the maximum permitted height of the multifamily buildings to the east, depending on the location of the multifamily building on those sites. Since the land slopes down from east to west, the maximum height elevations of the buildings abutting 124<sup>th</sup> Ave NE are greater than those down slope.
- b. Height of Basra hotel compared to Rose Hill Plaza to the south: The proposed hotel would exceed the maximum permitted height of the Rose Hill Plaza buildings at their existing locations by about 5 to 16 feet, recognizing that the building closest to Basra is at a lower elevation than those on the southern portion of the Rose Hill Plaza property.
- c. Height of Basra hotel compared to Jonesco Business Park to the north: The hotel would exceed the maximum permitted height of the two existing Jonesco buildings that are closest to the Basra site by about 34 - 41 feet. The existing location of those buildings have differing maximum height elevations corresponding to the topography of the property, which is down slope from Basra.

**2. East West Section:**

The following is an east/ west cross section of the area, from about 15 feet south of Rose Hill Shopping Center's (Petco) north boundary line. The boxes show the maximum permitted height elevations to the east and west of Basra based on zoning requirements (see Section III B above), and the desired hotel height. The green boxes represent the actual approximate locations of multifamily building footprints on the Highlands in Kirkland Condos site. Basra and Rose Hill Shopping Center massing approximates setback provisions in RH zones (RH5A: 10 feet front yard/ 15 rear yard and RH3: 10 feet front yard/ rear yard as established with design review).



The aerial below shows the section in plan view. The blue dot is the Rose Hill Shopping Center site, the green dots are the Highlands Kirkland Condos buildings represented in the east/west cross section above.



Height of Basra hotel compared to Rose Hill Shopping Center to the west: This section provides the additional comparison between the requested Basra height and the maximum height at redevelopment buildout for the Rose Hill Shopping Center. The Rose Hill Shopping Center maximum building height would be about six feet lower than the requested height of the hotel on the Basra site. The maximum height allowed in RH3 is 45 to 67 feet above ABE at the north end of the zone with a maximum of 45 feet measured above the midpoint elevation of the frontage of the property along NE 85<sup>th</sup> Street. The ABE for the site, excluding the Costco parking lot, is about elevation 276. The approximate elevation of NE 85<sup>th</sup> Street midpoint along the property frontage is about 296, so elevation 341 is the approximate maximum building elevation permitted (296 + 45 = 341).



**D. Height Comparisons:** Attachment 5 is a table that compares Basra’s ABE, and three height options with the ABE’s and building heights at existing buildings at lowest elevation on adjoining RM, LIT and RH 5A sites. It also compares Basra’s

ABE and three height options to Rose Hill Shopping Center's ABE and height at maximum buildout. All elevations are approximate. It indicates that:

- Option 1: Basra's request (60' above ABE) would range from 6'6" to 41' higher than surrounding buildings based on the maximum height permitted in those zones. At 60 feet above ABE the Basra hotel would be 17 feet higher than the lowest building on the multifamily site to the east (built to the maximum height of 30' above ABE).
- Option 2: Basra's hotel at the same elevation as the lowest building on the multifamily site to the east (equivalent to 43' above ABE) would range from 24' to 11' higher than the height of surrounding buildings at their maximum permitted heights. At 43 feet above ABE the Basra hotel would be at the same height as the lowest building on the multifamily site to the east (built to the maximum height of 30' above ABE).
- Option 3: Basra's hotel under current zoning height (35' above ABE) would range from 16 feet higher to 19 feet lower than the maximum height of surrounding buildings. At 35 feet above ABE the Basra hotel would be eight feet lower than the lowest building on the multifamily site to the east (built to the maximum height of 30' above ABE).

#### **E. Height Options:**

- 1. Option 1: No change** – retain 35 foot above ABE height limit. May prevent the development requested by the CAR applicant since the project description is for a 60 foot high hotel.
- 2. Option 2: Increase to 60' above ABE maximum height limit** – applicants request.

The applicant has requested this height in order to accommodate a seven story hotel on his property. Seven stories exceeds the five stories envisioned by the NE 85<sup>th</sup> Street Subarea Plan for the RH 3 zone which is the focal point of the Regional Center portion of the Rose Hill Business District. The requested hotel height would exceed the maximum height permitted on the lowest condominium building on the adjoining multifamily property to the east by 17 feet. It would exceed the maximum height permitted at the lowest building on the Jonesco site by 41 feet.

- 3. Option 3: Increase to 43' above ABE maximum height limit** – to generally match permitted roof elevation of multifamily to the east.

This is a compromise. The equivalent height elevation at the lowest point on adjoining multifamily to the east is equivalent to about 43 feet above ABE on the Basra site. Limiting the number of stories to five is consistent with the NE 85<sup>th</sup> Street Subarea Plan policy for the Regional Center portion of the Rose Hill

Business District in the most intensive RH 3 area of the business district. The subarea plan and Rose Hill Design Guidelines emphasize transitions that protect residential uses adjoining commercial development.

***Staff Recommendation on Height:***

The intent of the staff recommendation is to provide an appropriate height transition to multifamily in context with the commercial development to the south and west of the Basra parcel. The Planning Commission should consider the policies in both the NE 85<sup>th</sup> St. Subarea Plan and Rose Hill Design Guidelines to minimize impacts on adjacent residential neighborhoods. At 60' above ABE, the existing multifamily building to the east at the lowest elevation would be about a 17' lower than Basra. The condos are two - three story buildings, and their actual heights are not determined. It is unlikely these condos will redevelop, since they were built in 1997 (Highlands Kirkland) and 2009 (Villa Rosa).

Even in the RH 3 zone, the focal point of the Rose Hill Regional Center at its lowest elevation, the vision contemplates mixed use up to five stories, and a maximum of 35' above ABE on properties less than six acres. If consolidated into a six acre master planned project, the Rose Hill Shopping Center would be 6' lower than Basra's proposed seven story hotel.

- a. Height Calculation Formula: Regardless of the maximum height that may be allowed on the Basra site, calculate maximum height by the number of feet above ABE, consistent with the way it is measured throughout the City, including adjoining zones.
- b. Basra property: In order to keep in scale of adjacent residential properties, staff recommends at maximum a 5 story building, which is consistent with the RH 3 policy direction in the NE 85<sup>th</sup> Street Subarea Plan. Furthermore, the height should not exceed the maximum height elevation allowed (30' above ABE in RM zone) as measured from the lowest building on the Highlands Kirkland condo site east of Basra. Expressed as height above ABE, the maximum height on the Basra Parcel would be approximately 43' above ABE.

Approximate elevation 330 is the maximum allowed height at the building located on the lowest portion on the Highlands Kirkland Condos site east of Basra (see Height Comparison Table, Section III.D above). Elevation 330 would therefore be the approximate height elevation allowed on the Basra site. That's equivalent to adding approximately eight feet to the maximum height otherwise allowed on the Basra site (elevation 322 at 35' above ABE vs. elevation 330 at 43' above ABE). Ten feet is considered one story. So an eight foot height increase could result in an additional story for a total of four stories.

***If this height recommendation is affirmed, staff recommends the following amendment to existing RH 5A zoning regulations to:***

*Allow a maximum height of 43 feet above ABE for hotel use on the Basra property, to recognize that the transitions to medium density residential uses and zoning to the east must be respected. This height coincides with the maximum height limit allowed (30' above ABE in RM zone) as measured from the lowest building on the Highlands Kirkland condo site east of Basra. Expressed as height above ABE, the maximum height on the Basra parcel would be approximately 43 feet above ABE. (See Attachment 6 for proposed zoning amendment).*

**V. REVIEW PROCESS FOR CITIZEN AMENDMENT REQUESTS**

Initially, the Planning Commission considered over 30 CAR applications on July 10, 2014 and made a recommendation to City Council on which applications should move forward for additional study. In July, the City Council considered the recommendation and approved the final list, which included the Griffis CARs. In September, the Planning Commission scoped the study areas for the CARs and those study areas define the analysis contained in this memo.

After the public hearing the Planning Commission will deliberate and forward a recommendation to the City Council, which will make the final decision on each CAR. Parallel to the Planning Commission review, an Environmental Impact Statement was prepared for the Comprehensive Plan Update that includes an analysis of any probable significant impacts relating to each of the CARs.

**VI. CRITERIA FOR AMENDING THE COMPREHENSIVE PLAN AND LEGISLATIVE REZONES**

The Zoning Code (KZC 140) contains criteria for amending the Comprehensive Plan (including Neighborhood Plans) as described below.

1. The amendment must be consistent with the Growth Management Act.
2. The amendment must be consistent with the countywide planning policies.
3. The amendment must not be in conflict with other goals, policies, and provisions of the Kirkland Comprehensive Plan.
4. The amendment will result in long-term benefits to the community as a whole, and is in the best interest of the community.
5. When applicable, the proposed amendment must be consistent with the Shoreline Management Act and the City's adopted shoreline master program.

The Zoning Code (KZC 130) contains three criteria for considering legislative rezones as part of the Comprehensive Plan amendment and Zoning Code or Map. The list of criteria is provided below:

1. Conditions have substantially changed since the property was given its present zoning or the proposal implements the policies of the Comprehensive Plan; and
2. The proposal bears a substantial relationship to the public health, safety, or welfare; and
3. The proposal is in the best interest of the community of Kirkland.

### **Staff Evaluation Of Criteria**

In its analysis, staff concludes that a rezone of Basra's site from industrial to commercial should be supported to address the vision of the NE 85<sup>th</sup> St. Subarea Plan. A rezone would encourage implementation of the type of development that is envisioned for the Regional Center of the Rose Hill business district, and limiting height of hotel uses next to residential to the same as allowed on the lowest portion of the abutting multifamily property, would further protect the residential zone from noise, light and privacy impacts.

The rezone would implement the following specific policies in the NE 85<sup>th</sup> St. Subarea Plan.

#### ***Policy NE85-4.5:***

##### ***Areas RH-5a, 5b, and 5c:***

Continue to allow general commercial uses in this core portion of the NE 85th Street commercial area, subject to district-wide design guidelines. Require new development to limit the number of driveways on NE 85th Street, and encourage existing development to consolidate driveways and curb cuts. In addition, observe the following transition standards:

- (1) Set vehicular access points located on north-south side streets back from adjacent residential properties as much as possible without creating problems for traffic turning to and from NE 85th Street. Allow only one driveway for access to commercial property on the east side of 124th Avenue NE.
- (2) Locate a heavily landscaped buffer strip along any boundary with residential properties or along streets separating commercial development from residential properties.
- (3) Retain existing significant trees and vegetation within the buffer. Preclude this landscaped area from further development by the creation of a greenbelt protective easement.
- (4) Keep sources of noise and light to a minimum and directed away from adjacent residential properties.

Rezoning would be consistent with the zoning to west and would still be lesser in intensity than the RH 3 zone to the west.

The rezone would implement the following specific goals and policies in the Land Use Element:

*Policy LU-1.4: Create an effective transition between different land uses and housing types.*

*Policy LU-2.2: Use land efficiently, facilitate infill development or redevelopment, and, where appropriate, preserve options for future development.*

*Goal LU-3: Provide a land use pattern that promotes mobility and access to goods and services.*

*Goal LU-5: Plan for a hierarchy of commercial areas serving neighborhood, community, and /or regional needs.*

*Policy LU-5.2 Maintain and strengthen existing commercial areas by focusing economic development within them.*

The rezone is in consistent with the public welfare and is in the best interests of the community because it is consistent with established City policies established in the Comprehensive Plan, GMA, and Countywide Planning Policies supporting compact growth in areas close to shops, services, and transportation choices.

## **VII. PUBLIC NOTICE & OPPORTUNITIES FOR PUBLIC COMMENT**

Public notice has been provided for study of the Citizen Amendment Requests. The City issued a Special Comprehensive Plan Update Edition of the City Update newsletter in October 2014, including a section on the CARs with a map showing the location of the CARs and a link to the CAR web page where meeting dates would be posted. In early November 2014, property owners and residents within the study areas and property owners within 300 feet of the study areas were notified by mail of the CAR study and directed to the City's web page for meetings dates once they were scheduled. In late November, CAR applicants were notified by email of the meeting dates that had since been scheduled. Email notice was also provided to the neighborhood associations and the Kirkland 2035 listserv. In January, email notice of the meeting date was sent to the CAR applicants, and letters containing information about the process and copies of the notice mailed in November were sent to property owners within the study areas. A City Update newsletter was mailed to all residents and businesses in Kirkland describing the citizen amendment requests and public hearing schedule.

Prior to the public hearing, notices of the hearing date have been mailed to property owners and residents within the study area and 300' feet surrounding the area. Public notices signs have been installed surrounding the study area.

## **VIII. PUBLIC COMMENTS RECEIVED**

All comments received to date are enclosed in Attachment 7.

During the public outreach with the North Rose Hill Neighborhood Association in November 2014, the Association did not object to the request for change, however at that time no request for increased height limit was presented. In its July 13, 2015 comment letter, included with all public comments in Attachment 7, the Neighborhood Association adamantly objected to the request for increased height.

Comments to the proposal have been received since the May study session. Opponents note traffic congestion, streets at maximum capacity, over building, loss of trees and loss of small town feel. Others note the need for buffers between commercial and residential.

Comments included in the May 14, 2015 study session packet from the owners of the Jonesco Business Park and Eastside Veterinary Associates and included in Attachment 7 to this memorandum, expressed opposition to any change unless all properties in the study are subject to the same development opportunities and building heights as the Basra site.

Jonesco requested that if the study area were rezoned, existing industrial uses could continue as “transitional uses” until the Jonesco site is ripe for redevelopment with commercial type uses that the new zone would allow. In other words the property owner objects to being subject to the City’s non-conforming regulations, which would require cessation of existing industrial uses if vacancies exceed 90 days, or if the buildings are structurally altered or the gross floor area is increased. He strongly opposes Basra alone being rezoned to retail (Option 3), noting concerns including hotel traffic generation, construction, building height and shadow impacts, and unequal treatment of the remainder of the LIT zone and the RH 5A zone to the south.

Eastside Veterinary Associates requests that if entire study area were to be rezoned all parcels in study area be subject to the same development regulations and that the existing veterinary office development standards be preserved (setbacks, height limits, and outdoor runs). The property owner objects to restrictions on hours of operation and questions limiting types of uses based on vehicle trips generation, or intensity of use, noting that traffic volume from Costco is greater than additional business activity would generate with a rezone.

Attachments:

1. CAR Request
2. Map of Study Area and Surroundings
3. Draft EIS analysis for the Basra CAR
4. Amendments to Comprehensive Plan Appendix B Glossary
5. Height Comparison Table
6. Amendments to RH 5a Zoning Regulations
7. Correspondence





**CITY OF KIRKLAND**  
**PLANNING AND COMMUNITY DEVELOPMENT**  
 123 Fifth Avenue, Kirkland, WA 98033  
[www.kirklandwa.gov](http://www.kirklandwa.gov) ~ 425.587.3225

**APPLICATION FOR 2014 CITIZEN AMENDMENT LAND USE REQUESTS TO THE  
 COMPREHENSIVE PLAN, ZONING CODE AND ZONING MAP**

*Directions: You may use this form or answer questions on separate pages.*

**I. CONTACT INFORMATION:**

- A. Applicant Name: Jag Basra .
- B. Mailing Address: PO BOX 2127, Kirkland, WA 98083 .
- C. Telephone Number: 206-235-9000 .
- D. Email Address: jagpal.basra@gmail.com .
- E. Property Owner Name (if different than applicant): \_\_\_\_\_ .
- F. Mailing Address: \_\_\_\_\_ .
- G. Telephone Number: \_\_\_\_\_ .
- H. Email Address: \_\_\_\_\_ .

*Note: If the applicant is the property owner, or is representing the property owner, then the property owner must sign the last page. If the applicant is representing the property owner, then the property owner must be notified in writing with a copy of the letter provided to the City.*

*A link to the Planning Commission packet containing the staff report will be sent by email unless you request to the project planner that you want copies mailed to you.*

**II. PROPERTY INFORMATION:**

- A. Address of proposal: (if vacant provide nearest street names) 8626 122nd Ave NE .
- B. King County Tax Parcel number(s): 1238500210 .
- C. Describe improvements on property if any: \_\_\_\_\_ .
- D. Attach a map of the site that includes adjacent street names. Attached
- E. Current Zoning on the subject property: LIT, Industrial .
- F. Current land use designation and permitted density shown on the City's land use map. LMP - Light Manufacturing Park .

**III. REQUEST INFORMATION AND REASONS:**

A. Description of Request:

I am requesting to change the zoning from Industrial LIT to Commerical.

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B. Description of the specific reasons for making the request:

Considering the lack of a hotel in the area, switching to Commercial zoning would enable me to build a hotel on this parcel. Taking into account the high volume of traffic on I-405 as well as the traffic going to Redmond on 85th, this hotel would increase revenue and jobs for the City of Kirkland. Furthermore, Kirkland citizens would benefit from being able to take advantage of state of the art meeting and event facilities.

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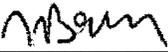
C. Based on the above review consideration, explain why the request should be considered as part of the Comprehensive Plan Update process.

Attached

**IV. PROPERTY OWNER'S SIGNATURE OR SERVICE OF AFFIDAVIT:**

- A. *If the applicant is the property owner, or is a legal representative of the property owner, then the property owner must sign below.*

**ORIGINAL SIGNATURES ONLY/ NO COPIES**

Name – sign: 

Name – print: Jag Basra

Property owner or Legal Representative? Yes

Date: June 19, 2014

Address: PO BOX 2127, Kirkland, WA 98083

Telephone: 206-235-9000

- B. *If the applicant is neither the property owner nor a legal representative of the property owner, then the affected property owner must be notified as follows:*

1. Send or hand-deliver a copy of this completed application to all affected property owners (Exhibit A or Exhibit B); and
2. Complete the attached Affidavit of Service that confirms that a copy of the completed application form has been provided to all property owners. Submit the Affidavit of Service along with Exhibit A and/or Exhibit B with the application form and fee.

**Attachments:**

- Affidavit of Service (OCD-06AB)
- Exhibit A for mailing document
- Exhibit B for hand delivering document
- Methods to Request Changes to Density Land Use Zoning Code Regs

Date: June 20, 2014

To: Planning Development  
123 Fifth Avenue  
Kirkland, WA 98033

From: Jagpal Basra  
PO BOX 2127  
Kirkland, WA 98083

Subject: RE: 2014 Citizen Amendment Requests Related to Kirkland 2035  
Comprehensive Plan Update, Land Use, Zoning Regulations, and  
Zoning Map – Parcel #1238500210

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According to the Development Capacity Analysis made available by the Planning and Community Development Department of the City of Kirkland, the Employment target is 22,435 jobs. The land capacity analysis shows that the City of Kirkland can accommodate the growth target, with an Employment capacity of 22,944 jobs. Changing from industrial to commercial zoning to open a hotel would further the City of Kirkland's goals by resulting in job growth and continuing to increase employment capacity for the City of Kirkland.

A hotel in this area of Kirkland would cater to people inside and outside of the Kirkland community. Being near I-405 is advantageous as we are only 20 minutes away from Seattle and in a central location to hold conferences, events, and meetings for businesses in the eastside and greater Puget Sound area. Maintaining a high quality of life for our residents is encompassed in our City Council goals. Since traveling long distances to work and home reduces the quality of life, adds to the costs of fuel, and makes it less sustainable for the environment, this hotel's location and facilities would benefit residents of Kirkland and all surrounding cities. Not only would our event and meeting facilities cater to businesses, but also to schools and local organizations looking for a convenient facility to hold any event, from meetings to celebrations. In our Vision Statement, the City of Kirkland mentions how local business serve as community gathering places and centers of cultural activity, this hotel would be a distinguished business to add to that list. A hotel provides unlimited potential; with the potential of including a restaurant, the hotel can also serve as a place for people to socialize. Additionally, there are major corporations such as Google, Microsoft, Clearwire, Medtronic, IBM, etc. with their offices in close proximity to the subject property that can utilize such a hotel.

A hotel in this area would also increase revenue at surrounding Kirkland businesses in addition to tax revenue for the city. With 800,000 trips made on I-405 everyday, there is great potential to increase business from I-405. Especially considering, there are no hotels on 85<sup>th</sup>, there isn't a hotel serving the traffic from I-405. As stated in Kirkland's Vision Statement, many visitors come to enjoy Kirkland's parks, festivals, open markets, and community events. When guests stay at a hotel on this property, they will not only be able to enjoy everything the City of Kirkland has to

offer, but they will also dine and shop in the city, promoting our local restaurants and small businesses - increasing tax revenue for the City of Kirkland. One of the principals in Kirkland's Smart Growth Principles is to strengthen and direct development towards existing communities, because businesses do better in strong business districts that provide goods and services directly to nearby residents. Driving customers to local businesses demonstrates this principle. With downtown Kirkland 5 minutes away, shopping, eating, and entertainment remain close to home.

One of Kirkland's main goals is to have pedestrian-friendly and transit-friendly business districts. Being near 85<sup>th</sup>, the property has convenient access not only to I-405, but also to bus stops. Guests and visitors can easily travel around Kirkland. Currently, there is no sidewalk at this property and it does not hold much curb appeal. Growth principle's 4 and 5 state that to have successful communities, we must create walkable neighborhoods and foster a distinctive, attractive community with a strong sense of place. A brand new hotel would greatly enhance the aesthetic appeal of the property and surrounding area, as well as provide pedestrian and public safety. Walkable neighborhoods reduce the use of automobiles, improve air quality, reduce noise, and improve social interaction. Since Kirkland has been recognized as one of the top ten walkable communities in the country by the *Wall Street Journal*, it is crucial that new development continues this emphasis on walking and pedestrian safety.

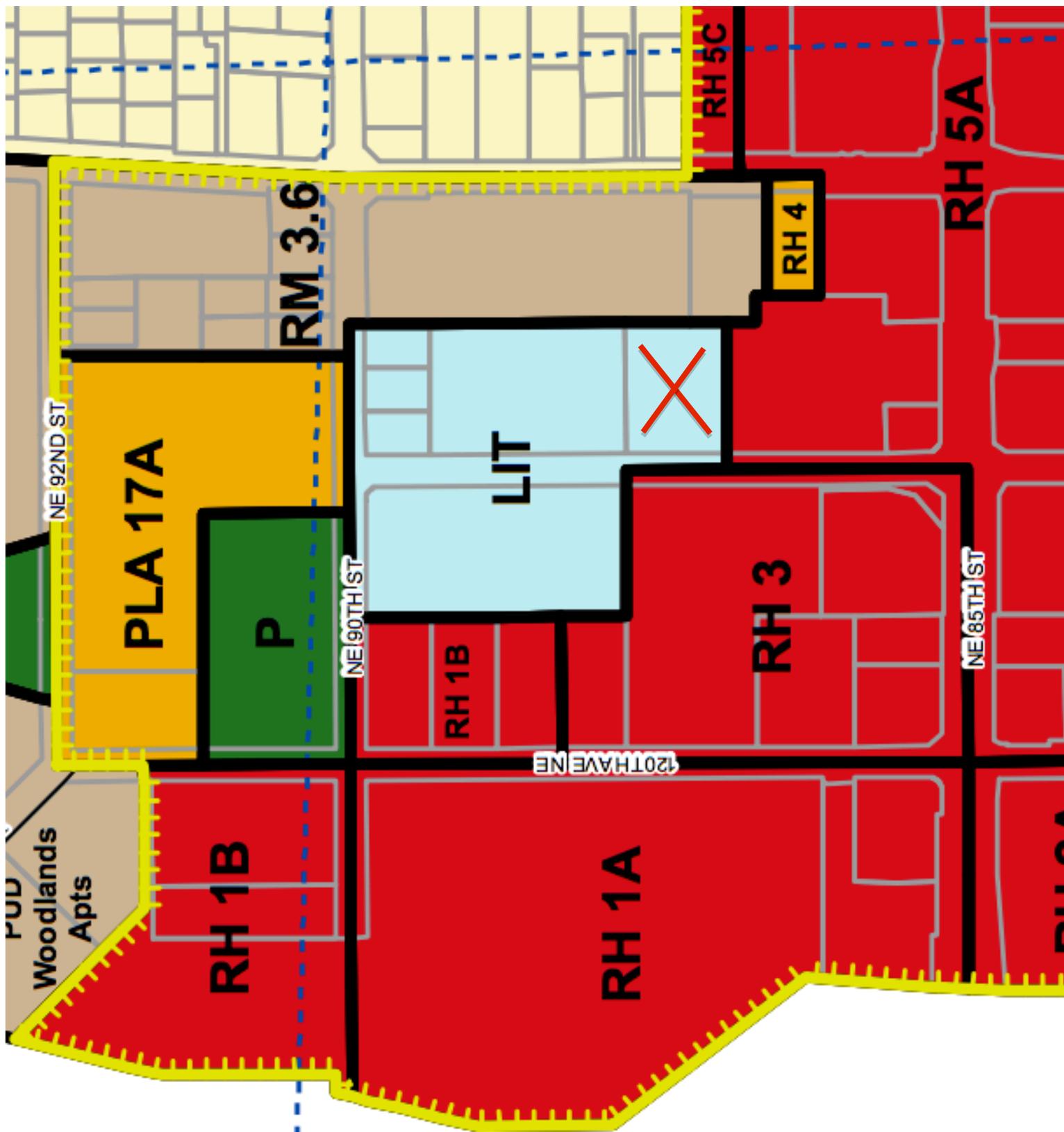
One of the most important characteristics of Kirkland is our small-town feel. Since I have lived and done business in Kirkland for the last 14 years, I am confident I understand and am able to support the goals of Kirkland's desired character. A locally owned hotel will only further promote this character and strong sense of place by demonstrating how unique and special Kirkland is. Being familiar with the local community, I also look forward to the support a hotel on this property would receive from friends, family, neighbors, schools, organizations, and fellow businessmen and businesswomen in Kirkland.

In constructing a brand new building, we would have the opportunity to provide the City of Kirkland and our guests with a green facility. Over the years, Kirkland has grown to be an increasingly environmentally aware community. As mentioned in the vision, we would be a property that mimics nature by minimizing impervious surfaces, infiltrating surface water through bio-retention facilities, and maintaining the character of the natural hydrologic cycle. During all aspects of development and construction, sustainable practices would be utilized. This would also aid in fulfilling Growth Principal 9, to make development decisions predictable, fair, and cost effective.

Our family has substantial experience in hospitality businesses in close proximity to SeaTac International Airport. Additionally, two of us have degrees from Cornell University's Hotel School, which is considered the best in the world. We want to apply our background in hospitality to better the city of Kirkland with this project. This hotel would be attractive, distinctive, and an integral part of fully utilizing the

potential of the property to provide job growth and increase revenue to the City of Kirkland while also providing residents with outstanding facilities.

We are hopeful that you will take our points into consideration and re-designate our property as commercial in the comprehensive plan. Thank you for your time and consideration, we look forward to meeting with you in the near future.



**Angela Ruggeri**

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**From:** Tejvir Basra <basra.tejvir@gmail.com>  
**Sent:** Thursday, July 10, 2014 10:37 AM  
**To:** Angela Ruggeri  
**Subject:** Re: Citizen Amendment Request for Comprehensive Plan

Angela,

Thank you for taking the time to speak with me yesterday. I had a follow up question for you. Our goal is to develop a hotel with at least 100 rooms and this is not possible under the RH5A zoning due to the height restriction, thus we would need the RH3 zoning. And this is consistent with our property's location, as the properties across the street on 122nd are zoned RH3. I just wanted to clarify because in the memo from city staff it states "Change zoning/land use designation from LIT/Light Manufacturing Park to RH5A or RH3/Commerical," and what we need for our project is RH3. Thank you.

Best,  
 Tejvir

On Wed, Jul 9, 2014 at 10:10 AM, Tejvir Basra <[basra.tejvir@gmail.com](mailto:basra.tejvir@gmail.com)> wrote:  
 Angela,

My name is Tejvir Basra and am reaching out regarding my family's comprehensive plan amendment request for our parcel at 8626 122nd Ave NE. I had a couple of questions about the process and was hoping you could give me a call at [\(425\) 822-6000](tel:(425)822-6000) at your earliest convenience. Thanks.

Best,  
 Tejvir  
[\(425\) 822-6000](tel:(425)822-6000)

----- Forwarded message -----

**From:** Jagpal Basra <[jabasra@gmail.com](mailto:jabasra@gmail.com)>  
**Date:** Wed, Jul 9, 2014 at 10:07 AM  
**Subject:** Fwd: Citizen Amendment Request for Comprehensive Plan  
**To:** Tejvir Basra <[basra.tejvir@gmail.com](mailto:basra.tejvir@gmail.com)>

----- Forwarded message -----

**From:** Angela Ruggeri <[ARuggeri@kirklandwa.gov](mailto:ARuggeri@kirklandwa.gov)>  
**Date:** Fri, Jun 20, 2014 at 5:14 PM  
**Subject:** RE: Citizen Amendment Request for Comprehensive Plan  
**To:** Jagpal Basra <[jabasra@gmail.com](mailto:jabasra@gmail.com)>

Received.

**Sites:**  
8626 122nd Ave NE

**Study**  
Change zoning/ land use designation from LIT/ Light Manufacturing Park to RH3/ Commercial

**Expanded Study Area**  
All of LIT Zone

**C**  
**RH 1B**

**P**  
Beach Property

**O/MF**  
**12**

NE 90th St

NE 90th St

**C**  
**RH 1B**

**LMP**

**MDR**  
**12**

123rd Ln NE

**C**  
**RH 1A**

120th Ave NE

**STUDY AREA**

**C**  
**RH 3**

122nd Ave NE

**MDR**  
**12**

123rd Ln NE

NE 87th St

**C**  
**RH 5C**

**O/MF**  
**RH 4**  
**10-14**

124th Ave NE

NE 85th St

**C**  
**RH 5A**

City of Kirkland, Washington

**KIRKLAND**  
**2035** YOUR VOICE. YOUR VISION. YOUR FUTURE.

**MAP LEGEND**

- Tax Parcels
- Study Area
- CAR Request

**MDR**  
**RH 6A**  
**12**

NE 84th Ln

**MDR**  
**RH 6A**  
**12**

**O/MF**  
**RH 6B**  
**12**

**MDR**  
**RH 6A**  
**12**

NE 83rd St

NE 82nd Ln

24th Ave NE

**P**  
Rose Meadows

125th Pl NE



## 4.5 Basra

### Overview and Location

The study area for the proposal is the North Rose Hill Light Industrial Manufacturing Park (LIT zone) along NE 90<sup>th</sup> Street. The proposal would rezone the entire LIT zone to Commercial/Mixed Use (RH 3). This rezone would alter the mix of uses allowed and permit building heights to increase from the current limit of 35 feet to 67 feet.

### Compatibility with the Alternatives

#### *Land Use Patterns*

The subject property is located in the NE 85<sup>th</sup> Street Subarea portion of the North Rose Hill Neighborhood and the existing land use is Light Manufacturing Park (LMP). The property borders the RH mixed use zone to the south and property designated for multi-family development to the east. The study area consists of a mix of commercial, light industrial single family land uses. A change in zoning from industrial to commercial business district zoning in the North Rose Hill neighborhood would reduce lot coverage while increasing heights for an overall increased intensity of development. With a zoning change, heights would increase significantly, potentially creating compatibility, height/bulk, or shading impacts on nearby uses in the Medium Density Residential (MDR) zone to the east. The proposed amendment is most compatible with Alternatives 1 and 3 that allocate the greatest amount of housing and employment growth to the neighborhood centers.

#### *Plans and Policies*

The proposal is generally consistent with plans and policies and with all alternatives.

The proposal to convert the existing Light Manufacturing Park (LMP) designation to Commercial (C) would be consistent with adjoining Commercial-designated areas to the south and west. Properties to the east and north are designated Medium Density Residential and Office/Multifamily respectively. Compared to development under the LMP designation, development under the Commercial designation may have higher activity levels that may impact residential neighborhoods. In order to minimize impacts on adjacent residential designations, a future Commercial designation in the study area should include consideration of measures to ensure compatibility. Policies in current plans support this. For instance, the NE 85th Street Subarea Plan states that commercial development is subject to appropriate architectural and site design standards to assure appropriate transition and buffering between the commercial area and adjacent residential areas. The North Rose Hill neighborhood plan states that transitions should be provided between residential and commercial uses, and that commercial uses should be subject to design guidelines to ensure that they support the residential character of the neighborhood. It is anticipated that this policy direction will be carried forward in the Comprehensive Plan update.

The Basra CAR is located in the North Rose Hill industrial area. It is particularly supportive of Alternative 3, which would transition the North Rose Hill industrial area to a greater mix of uses.

#### *Population and Housing*

A change in zoning from industrial to commercial business district zoning in the North Rose Hill neighborhood would reduce lot coverage while increasing heights for an overall increased intensity of development. With a zoning change, heights could almost double, from 35 feet to 67 feet. The RH zone would also allow for multifamily development as a conditional use.

Impacts on housing for the Basra CAR scenario would be minimal in all three alternatives since the amendment under consideration would be a transition from industrial to commercial business activities. However, the amendment is most compatible with Alternatives 1 and 3, which allocate the greatest amount of growth to neighborhood centers.

**KIRKLAND COMPREHENSIVE PLAN UPDATE & TOTEM LAKE PLANNED ACTION DEIS | AMENDMENT REQUESTS*****Employment and Economic Development***

Because employment density for industrial uses is generally lower than for commercial uses, this proposal to rezone parcels in the North Rose Hill Light Industrial Manufacturing Park from Light Industrial Technology to Commercial may allow for additional employment capacity in the Rose Hill Business District. Because it would promote additional employment capacity outside the major centers of Totem Lake and the CBD, this proposal would be most consistent with Alternative 3.

***Natural Environment***

The study area contains geologically hazardous areas, which may affect future development. A wetland is mapped in the northwestern portion of the study area, and a stream, which is piped for most of its length, runs through the center of the CAR. The CAR area is currently developed, and vegetation is limited to landscaping among buildings and paved areas. Any redevelopment associated with the proposed zoning change from light industrial to residential or mixed use would need to meet stormwater standards, and potentially upgrade existing facilities. Development would also need to meet critical areas regulations. Overall, the potential improvement in stormwater infrastructure would be expected to result in a net benefit in environmental conditions on-site.

***Transportation***

The Basra CAR study area consists of six parcels located along 122nd Avenue NE and NE 90th Street. Three of the properties are currently single family homes, one is an office, while the remaining two parcels are used as an industrial park and office. The entire area is zoned as Rose Hill Light Manufacturing Park. The CAR proposes a zoning change to Rose Hill Business District 3 designation (RH3), which would allow a mix of office and retail uses. Scenario 1 estimates the trips generated if all of the parcels were developed as light industrial. Scenario 2 estimates the trips generated if the land were to be developed into office and retail. The allowable office area would have a floor to area ratio (FAR) of 2.2 while the retail area would have a FAR of 0.8. Under RH3, at least 50% of the ground floor must be retail use. An FAR of 0.8 assumes the entire ground floor is used for retail, up to the 80% lot coverage restriction for RH3. Scenario 1 would generate approximately 167 PM peak trips. In Scenario 2, the office area would generate the majority of the PM peak traffic, nearly 940 trips, and the retail portion would generate approximately 380 vehicle trips. In total, the CAR proposal under Scenario 2 would result in over 750 more vehicle trips than Scenario 1. These additional vehicles trips would be consistent with Kirkland's vision for Rose Hill under all three study Alternatives.

KIRKLAND COMPREHENSIVE PLAN UPDATE & TOTEM LAKE PLANNED ACTION DEIS | AMENDMENT REQUESTS

**Exhibit 4.5-1. PM Peak Hour Trip Generation Analysis – Basra CAR**

	Scenario 1	Scenario 2	
Description	No action allowable	CAR proposal	
Use	Light Industrial	Office	Retail
Total area of study (sf)	172,285	172,285	
Building size	-	FAR 2.2	FAR 0.8
Residential Units	n/a	n/a	n/a
Rate	0.97 <sup>1</sup>	1.49 <sup>2</sup>	2.71 <sup>3</sup>
Vehicle Trips	167.1	564.8	375.5
<b>Total</b>	<b>167.1</b>	<b>938.3</b>	

*total for Office + Retail*

- 1: Trips per thousand SF GFA in the PM peak hour of the adjacent street; Land Use Category 110 –General Light Industrial (ITE Trip Generation Manual, 9th Edition)
- 2: Trips per thousand SF GFA in the PM peak hour of the adjacent street; Land Use Category 710 – General Office (ITE Trip Generation Manual, 9th Edition)
- 3: Trips per thousand SF GFA in the PM peak hour of the adjacent street; Land Use Category 826 – Specialty Retail Center (ITE Trip Generation Manual, 9th Edition)

Source: Fehr & Peers, 2015

Revisions to the Draft EIS Transportation analysis are included in the revised Exhibit 4.5-1 on page 5 of the staff memorandum.

**Public Services**

The proposed rezoning from light industrial to commercial zoning would introduce commercial into a light industrial area. Employment growth in this area would potentially increase demand for public services over existing services for public services such as police and fire services. Employment growth in the area could potentially increase the demand for parks located near the development. Nearby parks include the Forbes Lake Park.

Because of its proximity to the Rose Hill Neighborhood Center, the Basra Citizen Amendment Request is most closely aligned with the No Action Alternative or Alternative 3.

**Utilities and Capital Facilities**

This study area proposes changing the existing LIT/Light Manufacturing Park to Commercial zoning. The zoning surrounding the study area includes Medium Density Residential and Commercial. Depending on the type of commercial activity taking place following the rezone and any added jobs/employment, there may need to be adjustments from water infrastructure that once served light manufacturing or upsizing for additional sewer demand. Both water and sewer service for this study area are provided by the City of Kirkland.

The proposed changes for this study most closely align with Alternative 3 because they result in employment growth within the Rose Hill neighborhood center.



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Industrial

## VI. LAND USE

family dwelling units are physically separated by setbacks from other dwelling units. Attached single-family dwelling units, only allowed in specified areas, are physically connected by means of one or more common walls; each unit has its own exterior entrance; dwelling units are not stacked above or below one another; and density and height limitations associated with single-family zoning classifications are met.

*Medium-Density Residential* – detached residential uses at 10 to 14 dwelling units per acre and attached or stacked residential uses at eight to 14 dwelling units per acre.

*High-Density Residential* – detached, attached, or stacked residential uses at 15 or more dwelling units per acre.

*Office* – uses providing services other than production, distribution, or sale or repair of goods or commodities. Depending on the location, these uses may range from single-story, residential-scale buildings to multistory buildings and/or multibuilding complexes.

*Office/Multifamily* – areas where both office and medium- or high-density residential uses are allowed. Uses may be allowed individually or within the same building.

*Commercial* – may include retail, office, and/or multifamily uses, depending on the location. Retail uses are those which provide goods and/or services directly to the consumer, including service uses not usually allowed within an office use. Commercial areas can range in size and function from small residential markets serving the immediate neighborhood to regional draws such as in Totem Lake and Downtown.

*Industrial* ← /Light Industrial – uses predominantly connected with manufacturing, assembly, processing, wholesaling, warehousing, distribution of products, and high technology.

~~*Light Manufacturing Park* – places of business activity that includes light manufacturing, high technology enterprises, warehousing, wholesale activities, and limited retail and office uses. Light manufacturing~~

~~park uses do not require large signs or customer parking facilities and do not involve activities which create significant off-site noise, light or glare, odors, smoke, water quality degradation, visual blight, or similar impacts.~~

*Institutions* – existing uses such as educational facilities and hospitals for which special planning districts have been developed.

*Public Facilities* – existing public uses such as schools and government facilities.

*Parks/Open Space* – natural or landscaped areas used to meet active or passive recreational needs, protect environmentally sensitive areas, and/or preserve natural landforms and scenic views.

*Transit-Oriented Development (TOD)* – area where a higher intensity mix of uses is allowed, together with transit facilities, in order to support the increased use of transit and reduce reliance on roads and single-occupant vehicles.

*Greenbelt/Urban Separator* – areas planned for permanent low density residential within the Urban Growth Area that protect adjacent resource land, environmentally sensitive areas, or rural areas, and create open space corridors within and between the urban areas which provide environmental, visual, recreational and wildlife benefits. The King County Countywide Planning Policies have designated the RSA 1 zone as an urban separator.

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

**Goal NE85-2: Assure an effective transition between single-family and multifamily areas by establishing architectural and site design standards for new and remodeled multifamily development.**

**Policy NE85-2.1:**

Develop and adopt Subarea-wide architectural and site design standards for medium-density residential development as described in the Urban Design section of this Subarea Plan.

**C. COMMERCIAL (RETAIL, OFFICE, AND ~~LIGHT MANUFACTURING PARK~~)**

Much of the NE 85th Street Subarea, including all the land along NE 85th Street itself, currently is designated either for commercial (retail, office, and service), office, ~~light manufacturing park~~ or office/multifamily use. These designations extend north-south from NE 92nd Street to NE 80th Street (the north-south dimension of the Subarea) at the west end of the Subarea (adjacent to I-405), and gradually taper down to include only the properties fronting on NE 85th Street itself at the east end of the Subarea.

The Subarea contains a wide range of commercial land uses. The west end of the Subarea (nearest I-405) includes several large freeway-oriented businesses with community-wide or regional markets, such as Costco membership warehouse and several automobile dealerships. The central and east end of the Subarea also includes smaller retail stores and services with more local markets. In addition to the car dealers, there are a number of auto-oriented stores and services (gas stations, car washes, tire stores, etc.) in the Subarea. The Subarea also includes a small but growing amount of office space, particularly in the blocks between 120th and 124th Avenues NE.

Commercial developments in the Subarea vary widely in age and condition. A new grocery store and drug store have been built on the south side of NE 85th

Street, between 124th and 126th Avenues NE. However, there are a number of smaller, older strip mall developments, some of which are partially vacant or underutilized. In several cases these older developments have poor visibility and/or poor access from NE 85th Street. On NE 85th Street between 130th and 132nd Avenues NE there are several single-family structures converted to office or retail uses.

**LIGHT INDUSTRIAL**

in policies should recognize the economic significance to the City of the major regional retail uses located in the NE 85th Street commercial area, and enhance the area's commercial viability while minimizing impacts on adjacent residential neighborhoods to the north, south and east. These policies should also designate appropriate locations for various types and intensities of commercial uses, with the most intensive development adjacent to the NE 85th Street/I-405 interchange, and a scaling down of development to the north, south and east. Policies should prohibit large retail or wholesale uses (except where currently located or explicitly allowed) in order to avoid new uses that generate excessive traffic, are massive, and can displace smaller, locally owned businesses. Policies should encourage redevelopment of older commercial properties and converted single-family structures. All new and remodeled commercial development should be subject to appropriate architectural and site design standards, in order to improve the appearance of the commercial area, and to assure appropriate transition and buffering between the commercial area and adjacent residential areas. Commercial development should not be permitted to spread beyond the existing NE 85th Street commercial area into adjacent residential areas.

**light industrial**

**Goal NE85-3: Enhance the commercial viability of the NE 85th Street Subarea, while minimizing impacts on adjacent residential neighborhoods to the north, south and east.**

**Policy NE85-3.1:**

Recognize the economic significance to the City of the major retail uses located in the NE 85th Street Subarea, and cooperate with these business owners to help assure their continued

**A light industrial area includes technology, manufacturing, and wholesale enterprises.**

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

this area include medical/dental offices, insurance offices, dry cleaners, and coffee shops. Examples of uses that would not be appropriate in this location include gas stations, car washes, uses with drive-through windows, and uses with extended hours of operation. Encourage property owners to aggregate their properties to allow more efficient redevelopment with fewer access points onto NE 85th Street, by providing incentives including increased building heights up to three stories with decreased front setbacks. Encourage new buildings to be located at the front of the lots, with parking underneath, at the rear of buildings, or between adjacent buildings. Encourage mixed-use buildings to have residential units on upper levels. Discourage single-story retail buildings.

***Goal NE85-5: Assure an effective transition between residential and commercial areas by establishing architectural and site design standards for new and remodeled commercial (office, retail, and light ~~manufacturing park~~ development.***

Industrial

### 4. TRANSPORTATION

NE 85th Street is an important transportation link between Redmond and ~~Kirkland~~, and between both communities and I-405. It also provides access to ~~the~~ many large and small businesses and offices within the commercial area that includes NE 85th Street and extends varying distances to the north and south. In addition, NE 85th Street serves the residents of the adjoining neighborhoods to the north and south. Finally, a new Sound Transit express bus linking Redmond and the University of Washington will run along NE 85th Street. Sound Transit also considered transit and carpool improvements to the NE 85th Street/I-405 interchange, but these improvements will not be part of Sound Transit's first phase of work.

However, NE 85th Street does not now accommodate a balanced mix of transportation modes. NE 85th Street currently is oriented almost exclusively to

servicing the private automobile (see Figure NE85-3, "NE 85th Subarea Street Classification"). The street has no bicycle, transit, or carpool facilities, and only the most minimal pedestrian facilities. At various points along the street, sidewalks are narrow or nonexistent, and pedestrian crossings are perceived as inadequate at best, dangerous at worst. Because of ever-increasing traffic volumes, even automobile traffic is experiencing increasingly frequent and severe delays during peak traffic periods. NE 85th Street currently has uncontrolled left turns from the center lane.

Many agencies in addition to the City of Kirkland have a voice in shaping the future of NE 85th Street. It is a main arterial route linking the City of Redmond to I-405. In addition, NE 85th Street is designated State Route Number 908, providing the Washington State DOT a role in any improvements to be made to the arterial. The DOT currently is studying the entire I-405 corridor, including the NE 85th Street interchange; options for interchange reconfiguration (such as a direct access off ramp or road serving the commercial area in the northeast quadrant of the interchange) will be considered. King County Metro Transit has bus routes on the street, and Sound Transit has an express bus route from Redmond to the University of Washington that travels along NE 85th Street (see Figure NE85-4, "NE 85th Subarea Transit Routes").

The City of Kirkland should cooperate with these various agencies to identify and implement the various improvements to NE 85th Street that are needed to serve a more balanced mix of transportation modes, including bicycles, transit, carpools, and pedestrians. Ideally, these improvements can be made while maintaining or enhancing NE 85th Street's overall vehicular capacity, and if possible without adding to the overall width of the street. Finally, proposed improvements need to recognize and reinforce NE 85th Street's dual role of a regional transportation corridor, and a street serving local businesses and adjacent neighborhoods. The impact of proposed transportation improvements, such as the median, on existing businesses should be acknowledged and carefully considered in evaluating such changes to the street.

## APPENDIX B – GLOSSARY

**HOV Lanes:** Roadway lanes on freeways or arterials designated for use by HOVs and motorcycles, and which may facilitate reduced travel time compared with general purpose lanes. These lanes may permit turning movements by non-HOVs in certain circumstances (on arterials with multiple turning opportunities) and may be designated to be in effect during certain hours (such as peak commuting periods).

**Impact Fee:** A fee levied by a local government on new development so that the new development pays its proportionate share of the cost of new or expanded public facilities required to service that development.

**Impervious Surface:** A surface which prevents (or severely restricts) the passage of water through it, such as asphalt, concrete, roofs, and other similar materials or surfaces.

**Industrial/Light Industrial:** Uses such as manufacturing, assembly, processing, wholesaling, warehousing, distribution of products and high technology. Light industrial areas may also include office and limited retail uses.

**Infill Development:** Development of vacant or undeveloped land in already developed neighborhoods. Often includes smaller lot size and/or smaller unit sizes.

**Infrastructure:** Manmade structures that serve the common needs of the population, such as: sewage disposal systems, potable water systems, solid waste disposal sites or retention areas, stormwater systems, utilities, bridges, and roadways.

**Institutions:** Schools, churches, colleges, hospitals, governmental facilities, and public utilities for which special zoning districts are appropriate.

**Intensity:** A measure of land use activity based on density, use, mass, size, and/or impact.

**Level of Service (LOS):** An indicator of the quantity or quality of service provided by, or proposed to be provided by, a facility or service based on and related

to the operational characteristics of the facility. LOS standards are the City's adopted minimum acceptable level of service.

~~**Light Manufacturing Park:** Places of business activity that include light manufacturing, high technology enterprises, warehousing, wholesale activities, and limited retail and office uses. Light manufacturing parks do not involve activities that create significant off-site noise, light or glare, odors, smoke, water quality degradation, visual blight, or similar impacts.~~

**Local Improvement District:** A statutory process by which property owners within a specified area are mutually assessed for neighborhood improvements that benefit the properties in the area.

**Local Road:** A roadway serving relatively low traffic volume, short average trip length, or minimal through-traffic movements.

**Low-Density Residential:** Detached single-family residential uses with a density of one to nine dwelling units per acre, or attached single-family residential uses with a density of one to seven dwelling units per acre.

**Low Impact Development:** Various techniques to minimize impacts on the natural environment by reducing water runoff with less impervious surfaces and more landscaping and by absorbing water close to the source with permeable materials or retaining mature vegetation.

**Low-Income Household:** One or more adults and their dependents whose income does not exceed 50 percent of the median household income for King County, adjusted for household size, as published by the United States Department of Housing and Urban Development.

**Medium-Density Residential:** Detached single-family residential uses with a density of 10 to 14 dwelling units per acre, or attached or stacked residential uses with a density of eight to 14 dwelling units per acre.



Height Comparison Table

		Basra ABE and Max. Height Elevation under each Option	Surrounding Lowest Building ABE's and Maximum Height Elevations Under Current Zoning				Height Comparisons		
		Basra ABE and max. height elevation : Option 1 60'>ABE Option 2 43'>ABE Option 3 35'>ABE	ABE and Max. height elev. above ABE at lowest Highlands <b>Kirkland condo</b> east of Basra	ABE and Max. height elev. above ABE at lowest <b>Rose Hill Plaza</b> bldg. south of Basra	ABE and Max. Height elev. above ABE at <b>Rose Hill Shopping Center.</b> west of Basra	ABE and Max. Height elev. above ABE at lowest <b>Jonesco</b> bldg. north of Basra	<b>Option 1</b> Max. height difference between desired 60' Basra height and maximum permitted height on adjoining sites	<b>Option 2</b> Max. height difference between 43' Basra height and maximum permitted height on adjoining sites	<b>Option 3</b> Max. height difference between currently permitted 35' Basra height and maximum permitted height on adjoining sites
SITE AND ZONE	Basra LIT	<p><b>Option 1</b> 287 ABE /347 elev. 60'above ABE</p> <hr/> <p><b>Option 2</b> 287 ABE /330 elev. 43' above ABE</p> <hr/> <p><b>Option 3</b> 287 ABE /322 elev. 35'above ABE</p>							

Jonesco LIT					271 ABE /306 elev. 35'above ABE	Basra 41' higher	Basra 24' higher	Basra 16' higher
Highlands Kirkland Condo		300 ABE /330 elev. 30' above ABE				Basra 17' higher	Same height	Basra 8' lower
Rose Hill Plaza RH 5A			296 ABE /331 elev. 35'above ABE			Basra 16' higher	Basra 1' lower	Basra 9' lower
Rose Hill Shopping Center RH 3				276 ABE /341 elev. 6 acres - 45' above NE 85 <sup>th</sup> ST. mid-point elev. ----- 276 ABE /311 elev. Less than 6 acres - 35' above ABE		Basra 6' higher  ----- Basra 36' higher	Basra 11' lower  ----- Basra 19' higher	Basra 19' lower  ----- Basra 11' higher

Section 53.54

Zone  
RH 5A,  
5B

USE ZONE CHART

See Spec. Reg. 3.

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

Section 53.54	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	Hotel or Motel	D.R., Chapter 142 KZC.	None	10' adjacent to NE 85th St., otherwise 20'.	0'	15'	80%	If adjoining an RS or RSX zone, then 30' above average building elevation. Otherwise, 35' above average building elevation.	A	E	1 per each room. See also Spec. Reg. 2.	<ol style="list-style-type: none"> <li>May include ancillary meeting and convention facilities.</li> <li>Excludes parking requirements for ancillary meeting and convention facilities. Additional parking requirement for these ancillary uses shall be determined on a case-by-case basis.</li> </ol>	
.080	Private Lodge or Club									B	1 per each 300 sq. ft. of gross floor area.		
.090	Stacked Dwelling Units See Spec. Reg. 1.									A	1.7 per unit.		<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> </ol>
.100	Church									B	1 per every 4 people based on maximum occupancy load of any area of worship. See Spec. Reg. 2.		<ol style="list-style-type: none"> <li>May include accessory living facilities for staff persons.</li> <li>No parking is required for day-care or school ancillary to the use.</li> </ol>

3. The maximum height of a hotel or motel is 43 feet above ABE on property abutting the LIT zone, .



**Joan Lieberman-Brill**

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**From:** Hartnell Nancy <hartnellhouse@gmail.com>  
**Sent:** Friday, July 03, 2015 12:24 AM  
**To:** Joan Lieberman-Brill  
**Subject:** N. Rose Hill variances

Dear Joan Liberman-Brill,

Recently I heard our Mayor speak about how she wants this city to be clean, green and with a small town feel. That isn't even close to the vision seen by those who live here. The city of Kirkland used to take pride in the fact we were the most treed city; no longer. The over development in the area has removed the precious trees replacing them with tall buildings, small building, condos, apts. and houses built so close together folks may as well live in the same house. The over development has created more and more traffic making driving a nightmare for those of us who live here.

I don't think I could be more opposed to the idea of a six-story hotel going in just off 85<sup>th</sup>. Those of us who have lived here for years can no longer travel the roads because of the congestion. It's time to look at the value of our community and live up to the clean, green and small town feel.

The 85<sup>th</sup> street corridor is a nightmare. Not just because of the construction but because the roads are at capacity. Nothing being done on 85<sup>th</sup> will change the congestion. 124<sup>th</sup> NE is even worse; it too is at capacity. When 405 is backed up the cars move to 124<sup>th</sup> NE and then to the neighborhood streets, traveling over the speed limit to get around the mess. Our kids walking to school are put at risk by many of these drivers. The new HOV lanes haven't proven themselves and I believe less people will use them making more side street traffic even worse. We just can't absorb any more cars in our neighborhoods.

When we look at the amount of car emissions, the removal of trees for building and developing multiple homes and more industrial space right in the middle of neighborhoods is not attractive, nor a selling point for our property. Sure, the city is looking for revenue but we have maxed out the space if the city really does have a vision to make it feel like a small town.

Please consider those of us who have seen this city change from a small town feel to an over developed nightmare. Please do not allow the hotel variance or the variance to the other two requests.

Nancy Hartnell

Longtime North Rose Hill Resident

**Joan Lieberman-Brill**

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**From:** carnegiema@frontier.com  
**Sent:** Monday, July 13, 2015 8:24 PM  
**To:** Joan Lieberman-Brill  
**Subject:** NRH CAR's

Ms. Lieberman-Brill,

As chair of the North Rose Hill Neighborhood Association, I am providing input on behalf of the NRHNA Board and the neighborhood citizens. I do hope the neighborhood wishes/concerns are given the priority they deserve.

We adamantly object to the request for raised height limits for the Basra Development on 122nd Ave. N.E. When we earlier met with you to discuss CARs we did not object to the construction of a hotel at the site, but that was without a request to raise the height limit. The current 35 foot limit should be enforced now and into the future. A 60 ft. building would change the character of the neighborhood, by itself, and could lead to further similar requests. A negative traffic impact would probably also be caused as a result of this change.

When updating the NRH Neighborhood Plans, we did not object to the proposal to allow commercial use of the property on N.E. 85th St. at 132nd Ave. N.E.--the Greg Griffis CAR. We did strongly express the need for sound and visual buffering to protect the adjoining residential properties to the north.

We did not object to the Jim Walen CAR, with the understanding that the residential part of the neighborhood, to the south, would not be negatively impacted.

Thank you, Ms. Lieberman-Brill, and I hope I can trust the City Council to honor the values of the neighborhood.

11/23/2014

### North Rose Hill Plan Notes

- It would be good to note the previous revision somewhere in the document for reference. "See City Archives for previous plans"
- First sentence needs to remain as part of the description.
- Revise last sentence on page 2 of vision statement to be "Increased housing has occurred in the north rose hill business district, while accommodating supportive commercial uses along side high density residences."
- Correct typo on page 3: line 7 of first paragraph says "...ground floor commercial is compatible..."
- First sentence of second paragraph should be: "The street network provides efficient and safe circulation while new vehicular and pedestrian connections."
- 'ideal' in box at bottom of page 3 might be 'flourishing' as a more grammatical alternative.
- Goal NRH 1 and Policy NRH 1.1 will be removed?
- Would like a reference to the historical heritage goals in the city comp. plan. In fact, if this will be an electronic document, there should be referenced links to all the relevant documents that support it.
- 'of the comprehensive plan' should be amended to all first references of the different Elements.
- On page 6 remove 'eventually'
- We would like a reference to when the environmental studies that drive the natural environment section were completed.
- On Page 12, 'Landslide hazard' should remain 'These' for grammatical clarity.
- On Table NRH-1, #3 should be "NE 105<sup>th</sup> Place between 129<sup>th</sup> avenue ne and 132<sup>nd</sup> avenue ne – partially completed"
- On Table NRH-1, it should be renumbered if #7 was deleted in the last revision.
- Policy NRH 30.3: revised last sentence to begin with 'These' instead of 'All'

### BASRA CAR

NRH Neighborhood Board has no issues with the proposal. We believe it should be designed along with the area south of it as it gets redeveloped (Petco)

### GRIFFIS CAR

NRH Neighborhood Board has concerns over the removal of the buffer between businesses and the high density housing north on 132<sup>nd</sup> Ave NE

We would like neighborhood signs on both the entrance into the neighborhood on 132<sup>nd</sup> and 85<sup>th</sup> as well as on 116<sup>th</sup> and 124<sup>th</sup> intersection

We have severe concerns with the Totem Lake Business District replanning and would like a clear explanation brought into the neighborhood meeting before the area is redesigned.

The neighborhood SHALL be notified whenever the neighborhood is going to be revised.

#### NE 85<sup>th</sup> Street Subarea Plan Notes

- Will there be medians with plants?
- Will there be curbed medians and when did that revision go in?
- 126<sup>th</sup> light removed from plan?
- Last paragraph of planning context section should end with "...in 1988 per area resident requests"
- Policy NE85-9.2: Do not remove sections in urban design until the projects are actually completed
- Policy NE85-9.3: This policy should be applied throughout north rose hill, specific concerns over 95<sup>th</sup> street.
- There is some talk in the plan about bike lanes on 85<sup>th</sup> street but we have not been able to locate any mention of bike lanes in the actual plan for the street improvements.

#### 11/17 Neighborhood meeting wrap up

We are agreeable to the request for change to the 85th & 132nd site, as long as there is a building buffer to the north between the development and residences.

We are agreeable to the Walen request, but strongly object to the larger area zoning change.

**Joan Lieberman-Brill**

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**From:** kiversonpt@aol.com  
**Sent:** Monday, June 29, 2015 10:02 AM  
**To:** Joan Lieberman-Brill  
**Subject:** Horth Rose Hill Neighborhood

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

Hello

I have been a NRH resident for 50 years and would like to say that the planned hotel at 122nd and 85th should be limited in height to the current 20 feet. As more and more inroads are made to our neighborhood controlling height seems mandatory. If left to developers ideas, we will become hemmed in as downtown "walled city" is becoming. Not only is the middle class being forced out of NRH with the McMansions being built the business district is expanding into it. And all current and planned business should have a buffer between the commercial and the residential. The planned office space on 132nd and 85th should have a buffer.

Kathy Iverson