



CITY OF KIRKLAND

Planning and Building Department

123 Fifth Avenue, Kirkland, WA 98033 425.587.3225

www.kirklandwa.gov



MEMORANDUM

Date: July 13, 2015

To: Planning Commission

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

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

I. RECOMMENDATION

- Hold a public hearing and take public comments on the proposal to add limited commercial uses within the area on the east side of Slater, north of the NRH 4 zone, and south of NE 120th Street.
- Following the hearing, the Planning Commission deliberates and makes a recommendation to the City Council.

II. BACKGROUND INFORMATION ON CAR STUDY AREA

The staff report prepared for the February 26, 2015 Planning Commission study session on this topic provides a detailed analysis of the rezone options identified for the Walen CAR study area. The packet materials can be viewed [here \(Part 1\)](#) and [here \(Part 2\)](#), and are summarized below.

Jim Walen submitted an application for a Citizen Amendment Request for his property located at 11680 Slater Avenue NE in the North Rose Hill Neighborhood (see application and study area map, Attachment 1). The request is to allow a broader range of commercial uses on the property. The applicant's written request is not specific, but clarification received by telephone indicated that the applicant would like to be able to use the site to support a vehicle dealership located directly across Slater Avenue NE. He also indicated that the opportunity to develop mixed use (office/residential or retail/residential) would be desirable.

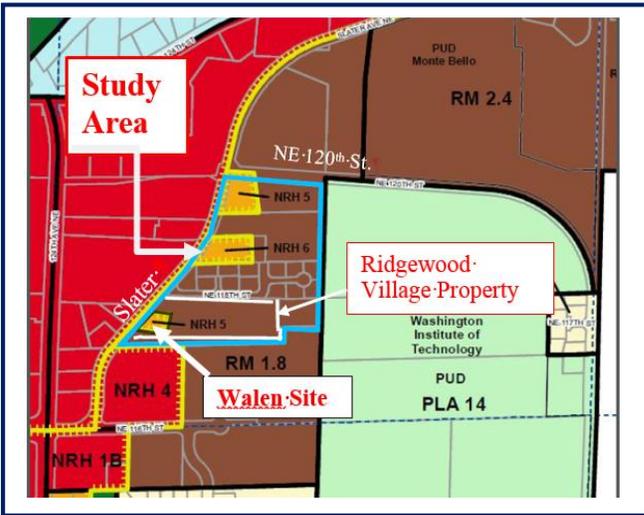
The Walen site is designated as Office/Multifamily (O/MF 24) in the Comprehensive Plan, and zoned NRH 5 (Office/Multifamily). The property contains 13,000 square feet and is developed with a small building which the applicant is using as an office. The site is also used for employee parking for the applicant's business, Ford/Hyundai of Kirkland, which is located across Slater Avenue NE from the subject property.



The subject property is surrounded on three sides by the Ridgewood Village Condominium property. The applicant also leases the westernmost 240' (approximately) of the condominium property located directly south of the subject property for off-site storage of vehicles for his dealership. This portion of the residential property has been improved to accommodate the vehicle storage. While the use is non-conforming and not allowed within the RM 1.8 zoning, this lease arrangement has been in place for many years and preceded the area's annexation to the City of Kirkland.

As part of the scoping process, the Planning Commission and City Council expanded the scope to include the parcel that surrounds the subject parcel, as well as all parcels north to NE 120th Street.

One additional parcel within the study area, located at the southeast corner of the Slater Ave NE/NE 120th Street intersection, shares the NRH 5 zoning. A third property within the study area lies mid-way between the two NRH 5 sites and is designated for Office/Multifamily use and zoned NRH 6. All other properties within the study area are zoned RM 1.8 (24 units per acre or 1,800 square feet of land per unit).



The Draft Environmental Impact Statement for the Comprehensive Plan Update and Totem Lake Planned Action also evaluated the potential environmental impacts of this request. An excerpt from this document containing the analysis of the Walen request is included as Attachment 2.

III. ANALYSIS OF OPTIONS

Overview

The public notice for the hearing includes consideration of allowing additional limited commercial uses within the study area. The Commission may consider variations on this approach, and instead specify certain areas within the study area where commercial uses may be allowed and the scope of those uses, as the Planning Commission conducts its deliberations to formulate a recommendation to City Council. Four options were presented to the Planning Commission at the study session in February and are summarized below.

Option 1: No Action, retain existing zoning. If this option is selected, the current use of the subject property would likely remain the same, as the applicant's auto dealerships benefit from its use for off-site employee parking. The westernmost portion of the Ridgewood Village Condominium site would likely continue to be used for off-site vehicle storage for the applicant's dealerships.

Option 2: Create new zone allowing limited retail- NRH 7. A new zone incorporating the Walen site and the surrounding multifamily parcel (Ridgewood Village Condominiums) could be established to allow limited retail use adjacent to Slater Avenue NE. The new zone could expand the uses currently allowed within the NRH 5 zone to allow limited retail to support dealerships across Slater, while limiting all non-residential uses to a parcel depth of 250 feet from Slater Avenue NE. Retail uses to be allowed within the new zone could be limited to include only storage of inventory related to the applicant's retail auto sales business in TL 6A, or they could be expanded to a range of retail uses, similar to those allowed within the NRH 4 zone to the south and the TL6A zone to the west.

If this option is selected, the range of uses could be tailored to the unusual conditions present in this area. The NRH 7 zone would allow the existing uses to remain and be improved, while limiting the impacts of commercial uses to the southern end of Slater Avenue NE, where they would be closest to compatible uses in the NRH 4 zone.

Option 3: Change the land use and zoning for the study area to NRH 4 (without industrial uses): Rezoning all of the parcels in the study area to NRH 4 would enable a very broad range of commercial and residential uses (auto sales, restaurants, taverns, vehicle service stations, retail storage, hotel or motel, office, multifamily residential with unlimited density, etc.) to locate within the study area. The NRH 4 zone allows a variety of manufacturing and light industrial uses, as these uses were in existence when the area was annexed from King County. Since those uses are not present in the study area and would not contribute to Urban Center goals, they would not be included among those uses allowed in the study area.

If this option is selected, additional services and dwelling units could be developed that might enhance the role of this area in providing employment and residents in the Urban Center. However, since most of the study area is

developed with condominiums, redevelopment will be challenging. Gradual or piecemeal redevelopment may bring undesirable impacts to the existing established multifamily residential area. Traffic impacts from expanded commercial development in the area could be of concern to the surrounding area, particularly to the south and east, outside of the Urban Center.

Option 4: Change land use and zoning for entire scoped area to NRH 5, with added provisions for auto sales and storage, and all commercial uses restricted to some distance from Slater: If this option is selected, the small distinction between NRH 5 and NRH 6 (single story office only) would be eliminated and zoning for the study area would be unified. The existing non-residential parcels vary in depth from 156' (Walen site), to 190' (northern NRH 5 parcel in office use), to 288' (NRH 6, veterinary clinic). The rezone could allow a slightly broader range of commercial uses in the NRH 5 zone, while restricting these uses to a depth of 300' or less from Slater Avenue.

Likely impacts from more intensive uses and traffic would be less than in Option 3, but might still be of concern to the area's residents and neighbors of the study area.

Staff Recommendation: Staff recommends a variation on Option 2. Under the staff recommendation:

- The two parcels currently zoned NRH 5 would retain this zoning.
- The Ridgewood Village Condominiums property would be rezoned from RM 1.8 to NRH 5.
- The use listing "Retail establishment allowing vehicle sales and storage" would be added to the range of uses permitted within NRH 5. This new use would be subject to the following limitations:
 - The use would be restricted to parcels abutting Slater Avenue NE, and could not exceed a depth of 190 feet (the depth of the northern parcel, zoned NRH 5).
 - Vehicle and boat rental would be allowed as part of the use.
 - Vehicle or boat service or repair would not be allowed.
 - Outdoor vehicle or boat parking or storage areas would be subject to buffering standards for outdoor use, activity and storage (to include appropriate screening and landscaping).
 - Development would be subject to exterior lighting standards.
 - Outdoor loud speaker systems would be prohibited.

If the recommendation is affirmed, the text of the North Rose Hill Neighborhood Plan would be revised as shown in Attachment 3, the regulations for the NRH 5 zone would be changed as shown in Attachment 4, and the Zoning Map would be amended to reflect the rezone, as shown in Attachment 5.

IV. 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 Walen CAR. In September, the Planning Commission scoped the study areas for the CARs and those study areas define the analysis contained in this memo. The Walen CAR has been studied in conjunction with the update of the North Rose Hill Neighborhood Plan.

On February 26, 2015, the Planning Commission studied staff's analysis of the options for the Walen CAR and expanded study area. The Planning Commission's preliminary recommendation is to support the request to add a new use listing to the NRH 5 zone to allow vehicle sales and storage, and to rezone the condominium parcel surrounding the Walen property to NRH 5 (see revised Zoning Map, Attachment 5).

On June 16, 2015, the City Council received a briefing on the Walen CAR study area and the Planning Commission's preliminary recommendation. The Council did not provide comments at that time.

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 is being prepared for the Comprehensive Plan Update that will include an analysis of any probable significant impacts relating to each of the CARs.

V. 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 the addition of a new use listing to allow vehicle sales and storage in the NRH 5 zone and on the surrounding parcel should be supported. This change would acknowledge the historic use of these properties, and allow these uses to be legally retained and improved. Limiting the types of commercial uses allowed and including special regulations aimed at reducing potential impacts to residential uses within the area will ensure the use is compatible with existing development. The addition of this use and rezone of the residentially zoned Ridgewood Village Condominiums property would be consistent with policies in the Economic Development Element, the Totem Lake Neighborhood Plan and other provisions of the Comprehensive Plan aimed at retaining existing businesses and directing economic growth to the Totem Lake Urban Center.

The addition of the use listing for vehicle sales and storage and the rezone of the Ridgewood Village Condominiums property are consistent with established City policies established in the Comprehensive Plan, GMA and Countywide Planning Policies supporting economic growth in Urban Centers.

VI. 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.

Prior to the Planning Commission study session on this request in February, email notice of the meeting date was sent to the CAR applicants, and letters containing information about the process and copies of the notice that had been 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 notice signs have been installed surrounding the study area.

VII. PUBLIC COMMENTS RECEIVED

The Planning Commission has received written public comments pertaining to the Walen CAR (see Attachment 6). Comments in support and in opposition to the proposal have been received. The letter of support is from the Ridgewood Village Homeowners Condominium Association. One letter of opposition was also received from a resident of the Ridgewood Village Condominiums. Opponents indicate concerns about the type of commercial use that might be allowed, and possible effects on the value of their property.

Attachments:

1. Walen CAR Application and Study Area Map
2. Walen Analysis Excerpt from Draft Environmental Impact Statement for the Comprehensive Plan Update and Totem Lake Planned Action
3. Preliminary draft amendments to North Rose Hill Neighborhood Plan
4. Preliminary draft amendments to Zoning Code regulations for NRH 5
5. Preliminary draft amendments to Zoning Map
6. Correspondence

KIRKLAND
2035 | YOUR VOICE.
 YOUR VISION.
 YOUR FUTURE.

COMPREHENSIVE PLAN UPDATE



"The Ways to Engage"

CITIZEN AMENDMENT REQUESTS

The City is updating its Comprehensive Plan, the guiding policy document to direct growth and development in Kirkland over the next 20 years. As part of the Plan update process, the City will consider **Citizen Amendment Requests**.

REQUESTS: Anyone from the public may submit a Citizen Amendment Request to propose property-specific changes to land use and/or development regulations. For those interested in submitting a request, an **application form** must be provided to the Kirkland Planning Department that includes the specific change requested and why the change should be made. Application forms are available on the City's K2035 web page (see below). The application must be submitted no later than **Friday June 20, 2014** by mail or email to **Angela Ruggeri** at aruggeri@kirklandwa.gov, **123 5th Ave, Kirkland, WA 98003**.

REVIEW PROCESS: Sometime this summer 2014, the **Planning Commission** will review the requests at a public meeting to decide which requests will be included for further study as part of the Comprehensive Plan Update. In making the selection, the Commission will consider the merits of the requests, and if they can be reviewed within the timeframe of the Plan Update and with the City's available resources. The Commission will then consider the selected requests at study sessions in the fall 2014 and hold a public hearing in the winter 2015. The Commission will make a recommendation on the requests following the hearing and the **City Council** will make the final decision in the summer 2015 as part of adoption of the Plan Update. In addition, the City will analyze the impacts of the selected requests in the **Environmental Impact Statement** that will be prepared for the Plan Update.

PUBLIC INPUT: If you are interested in following up on a request and/or providing comments, sign up for the listserv at the City's Kirkland 2035 web site (see below) where notices will be sent when the Planning Commission will consider the requests. The Citizen Amendment Request page on the K2035 web page contains a list of the requests that have been submitted to date. Verbal comments may be provided to the Planning Commission at their public meeting this summer 2014 to select the requests and at the study sessions and public hearing this fall 2014 to study the selected requests. Written comments may be provided to the Planning Commission in care of **Angela Ruggeri, Kirkland Planning Department, aruggeri@kirklandwa.gov, 123 5th Ave, Kirkland, WA 98003**. For more information on the review process or the requests, contact Angela Ruggeri at the email address above or at 425-587-3256.

At the upcoming City hosted neighborhood meetings in May and June, 2014, staff will provide information on the requests that have been submitted to date.

For more information on citizen amendment requests, obtain an application form, join the listserv to receive future information or learn more about the upcoming neighborhood meetings, to go: www.kirklandwa.gov/Community/Kirkland2035.htm or email your thoughts to Kirkland2035@kirklandwa.gov.

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ENVIRONMENTAL IMPACT STATEMENT - NOTICE OF ACCEPTING SCOPING COMMENTS

The City of Kirkland proposes to update its **Comprehensive Plan** in accordance with the requirements of the Growth Management Act (GMA). This update will address projected population, housing and employment growth to the new horizon year of 2035. The City will prepare an Environment Impact Statement (EIS) document to assess any significant impacts that could result from amendments to the Comprehensive Plan and development regulations, including those related to the selected citizen amendment request, integration of the recently annexed area into the plan, and updated and new City master plans and neighborhood plans.

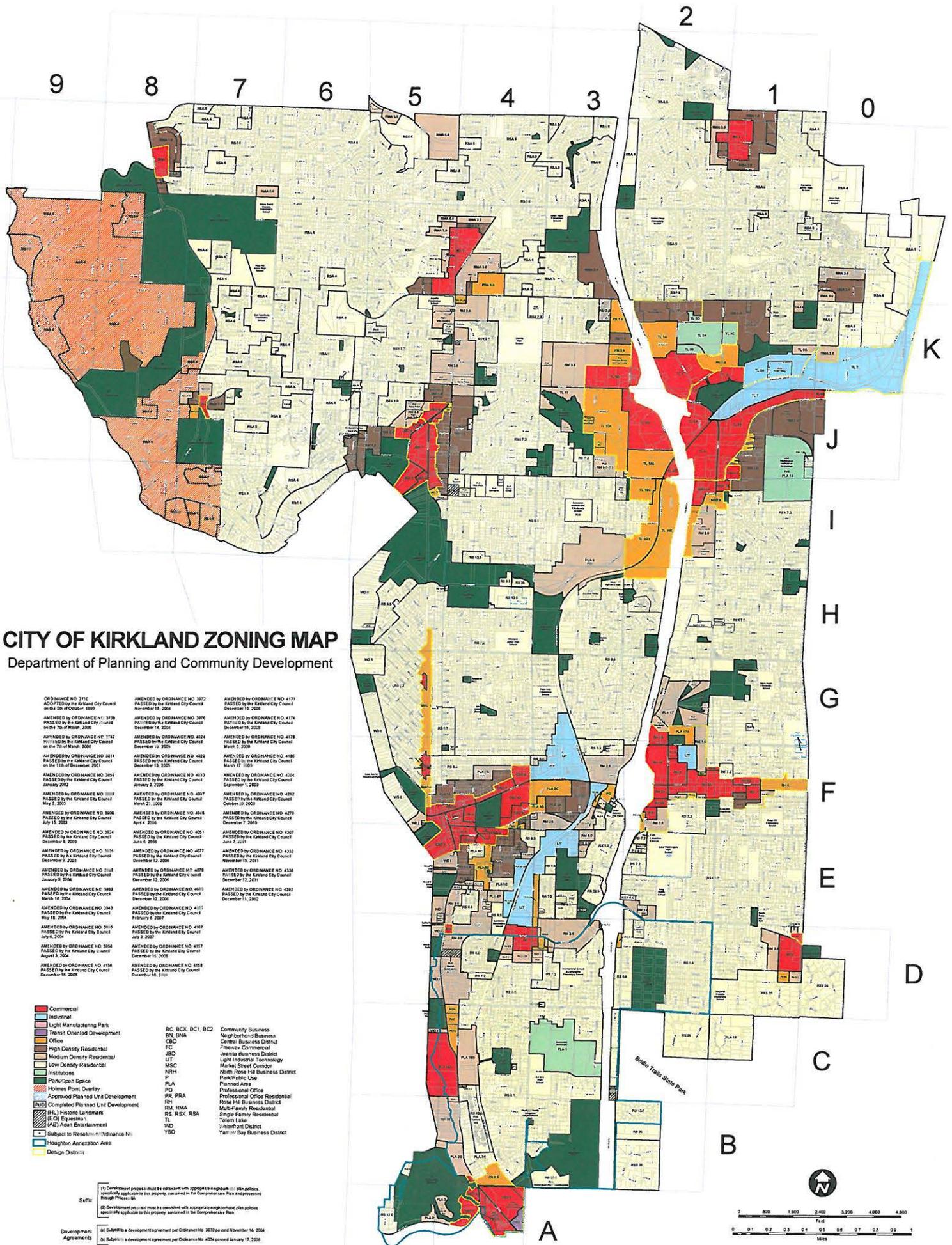
In addition to studying the existing plan and its planned future growth, the two preliminary alternatives will be studied assessing the potential impacts of distributing future growth to targeted areas of the city, such as Totem Lake, industrial and commercial areas, and along transit routes and the Cross Kirkland Corridor to improve use of transit, promote walkable neighborhoods and reduce the need for automobile travel. The alternatives will be refined based on community input after the scoping comment period ends.

The City has preliminarily identified the following **topic areas** for analysis in the EIS:

- land use patterns/density/intensity
- transportation
- housing and employment growth
- economic development
- environment
- public services, parks and schools
- utilities
- capital facilities (transportation, public safety, water, sewer, stormwater)
- relationship to plans and policies
- selected citizen amendment requests

As part of the SCOPING PROCESS, you have an opportunity to provide **comments** on what additional environmental issues should be addressed in the EIS. Deadline for comments is **Friday June 20, 2014**. Submit your comments by email or mail to **Teresa Swan, Kirkland Planning Department, tswan@kirklandwa.gov, 123 5th Ave, Kirkland WA 98033, 425-587-3258**.

For more information on the EIS, go to: www.kirklandwa.gov/Community/Kirkland2035/Comprehensive_Plan_Update.htm or email your thoughts to Kirkland2035@kirklandwa.gov.



CITY OF KIRKLAND ZONING MAP

Department of Planning and Community Development

- ORDINANCE NO. 3716 ADOPTED by the Kirkland City Council on the 20th of October, 1999
- AMENDED by ORDINANCE NO. 3739 PASSED by the Kirkland City Council on the 7th of March, 2006
- AMENDED by ORDINANCE NO. 3747 PASSED by the Kirkland City Council on the 7th of March, 2006
- AMENDED by ORDINANCE NO. 3814 PASSED by the Kirkland City Council on the 11th of December, 2001
- AMENDED by ORDINANCE NO. 3859 PASSED by the Kirkland City Council on the 10th of May, 2002
- AMENDED by ORDINANCE NO. 3919 PASSED by the Kirkland City Council on the 10th of May, 2002
- AMENDED by ORDINANCE NO. 3906 PASSED by the Kirkland City Council on the 10th of May, 2002
- AMENDED by ORDINANCE NO. 3924 PASSED by the Kirkland City Council on the 10th of May, 2002
- AMENDED by ORDINANCE NO. 3935 PASSED by the Kirkland City Council on the 10th of May, 2002
- AMENDED by ORDINANCE NO. 3918 PASSED by the Kirkland City Council on the 10th of May, 2002
- AMENDED by ORDINANCE NO. 3933 PASSED by the Kirkland City Council on the 10th of May, 2002
- AMENDED by ORDINANCE NO. 3947 PASSED by the Kirkland City Council on the 10th of May, 2002
- AMENDED by ORDINANCE NO. 3919 PASSED by the Kirkland City Council on the 10th of May, 2002
- AMENDED by ORDINANCE NO. 3956 PASSED by the Kirkland City Council on the 10th of May, 2002
- AMENDED by ORDINANCE NO. 4156 PASSED by the Kirkland City Council on the 10th of May, 2002
- AMENDED by ORDINANCE NO. 3972 PASSED by the Kirkland City Council on the 10th of May, 2002
- AMENDED by ORDINANCE NO. 3976 PASSED by the Kirkland City Council on the 10th of May, 2002
- AMENDED by ORDINANCE NO. 4024 PASSED by the Kirkland City Council on the 10th of May, 2002
- AMENDED by ORDINANCE NO. 4028 PASSED by the Kirkland City Council on the 10th of May, 2002
- AMENDED by ORDINANCE NO. 4030 PASSED by the Kirkland City Council on the 10th of May, 2002
- AMENDED by ORDINANCE NO. 4037 PASSED by the Kirkland City Council on the 10th of May, 2002
- AMENDED by ORDINANCE NO. 4046 PASSED by the Kirkland City Council on the 10th of May, 2002
- AMENDED by ORDINANCE NO. 4051 PASSED by the Kirkland City Council on the 10th of May, 2002
- AMENDED by ORDINANCE NO. 4077 PASSED by the Kirkland City Council on the 10th of May, 2002
- AMENDED by ORDINANCE NO. 4078 PASSED by the Kirkland City Council on the 10th of May, 2002
- AMENDED by ORDINANCE NO. 4040 PASSED by the Kirkland City Council on the 10th of May, 2002
- AMENDED by ORDINANCE NO. 4055 PASSED by the Kirkland City Council on the 10th of May, 2002
- AMENDED by ORDINANCE NO. 4107 PASSED by the Kirkland City Council on the 10th of May, 2002
- AMENDED by ORDINANCE NO. 4137 PASSED by the Kirkland City Council on the 10th of May, 2002
- AMENDED by ORDINANCE NO. 4158 PASSED by the Kirkland City Council on the 10th of May, 2002
- AMENDED by ORDINANCE NO. 4171 PASSED by the Kirkland City Council on the 10th of May, 2002
- AMENDED by ORDINANCE NO. 4174 PASSED by the Kirkland City Council on the 10th of May, 2002
- AMENDED by ORDINANCE NO. 4178 PASSED by the Kirkland City Council on the 10th of May, 2002
- AMENDED by ORDINANCE NO. 4185 PASSED by the Kirkland City Council on the 10th of May, 2002
- AMENDED by ORDINANCE NO. 4206 PASSED by the Kirkland City Council on the 10th of May, 2002
- AMENDED by ORDINANCE NO. 4212 PASSED by the Kirkland City Council on the 10th of May, 2002
- AMENDED by ORDINANCE NO. 4278 PASSED by the Kirkland City Council on the 10th of May, 2002
- AMENDED by ORDINANCE NO. 4287 PASSED by the Kirkland City Council on the 10th of May, 2002
- AMENDED by ORDINANCE NO. 4333 PASSED by the Kirkland City Council on the 10th of May, 2002
- AMENDED by ORDINANCE NO. 4336 PASSED by the Kirkland City Council on the 10th of May, 2002
- AMENDED by ORDINANCE NO. 4392 PASSED by the Kirkland City Council on the 10th of May, 2002

- Commercial
- Industrial
- Light Manufacturing Park
- Transit Oriented Development
- Office
- High Density Residential
- Medium Density Residential
- Low Density Residential
- Institutions
- Park/Open Space
- Volunteer Transit Overlay
- Approved Planned Unit Development
- Completed Planned Unit Development
- (H.L.) Historic Landmark
- (EQ) Equestrian
- (AE) Adult Entertainment
- Subject to Resolution/Ordinance No.
- Houghton Annexation Area
- Design District
- BC, BCK, BCI, BC2
- BK, BNA
- CBO
- FD
- JTO
- LIT
- MSC
- NRH
- P
- PLA
- PLD
- PR, PRA
- PR, PRA
- RH
- RM, RMA
- RS, RSX, RSA
- TL
- WD
- YSD
- Community Business
- Neighborhood Business
- Central Business District
- Financial Commercial
- Juvenile Business District
- Light Industrial/Technology
- Market Street Corridor
- North Rose Hill Business District
- Park/Parkway
- Planned Area
- Professional Office
- Professional Office Residential
- Rose Hill Business District
- Multi-Family Residential
- Single Family Residential
- Totem Lake
- Waterfront District
- Yamhill Bay Business District

(1) Development proposed must be consistent with appropriate neighborhood plan policies, specifically applicable to this property, contained in the Comprehensive Plan and processed through Process 18.

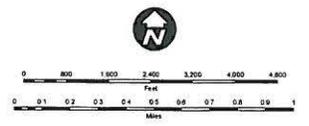
(2) Development proposed must be consistent with appropriate neighborhood plan policies, specifically applicable to this property, contained in the Comprehensive Plan.

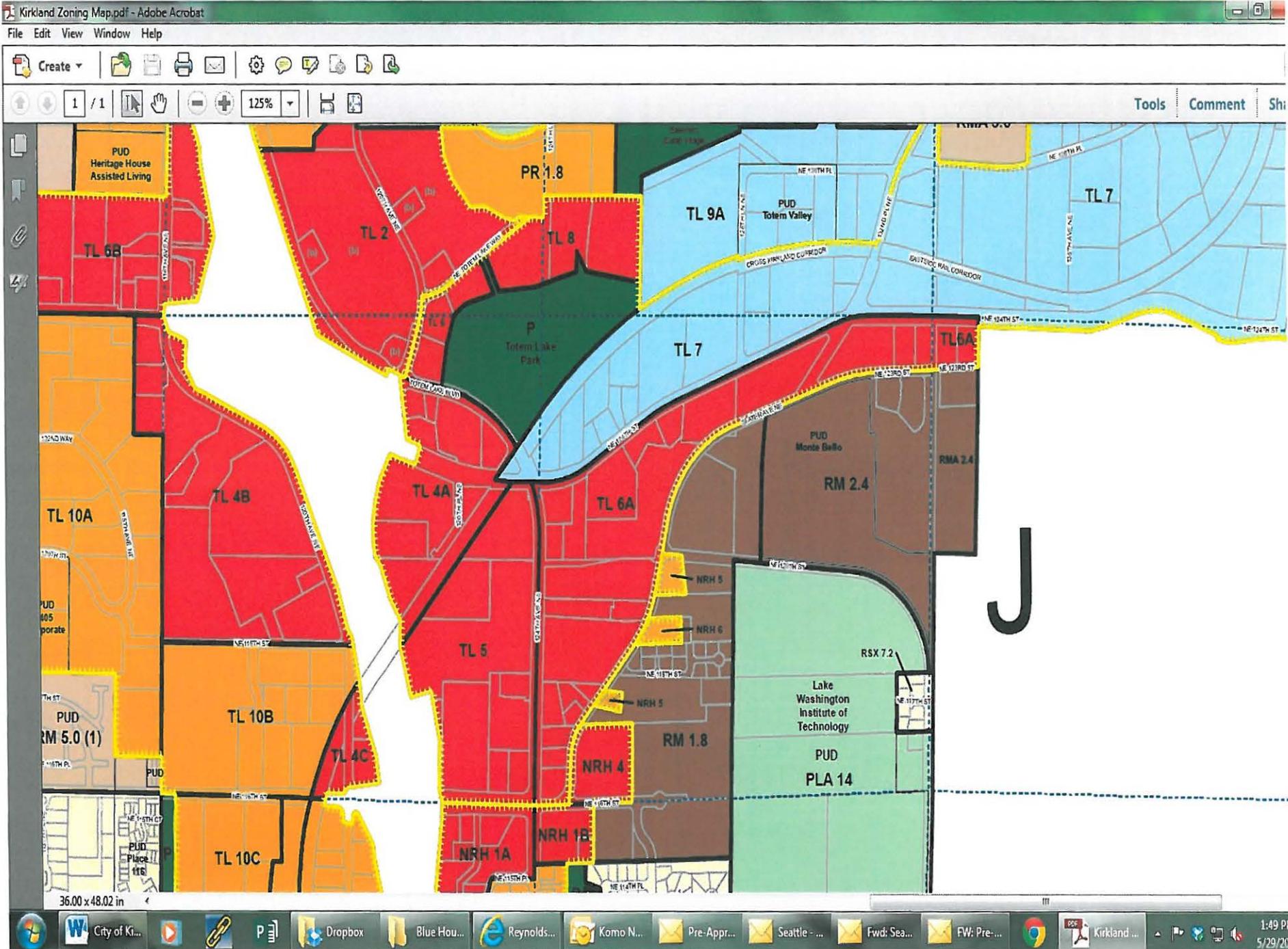
Suffix:

Development Agreements:

(1) Subject to a development agreement per Ordinance No. 3870 passed November 17, 2004

(2) Subject to a development agreement per Ordinance No. 4024 passed January 17, 2006





Ridgewood Homeowners Condominium Association

June 19, 2014

Re: Property: 11680 Slater Avenue NE
Kirkland, WA 98034

To Whom It May Concern:

We support Ford and Hyundai of Kirkland's current renovations on our neighboring property at 11680 Slater Ave NE. They have improved the safety and appearance of the property.

We would have no problem with rezoning the property for automotive storage.

We look forward to working with Ford Hyundai of Kirkland to improve our neighborhood and city.

Please feel free to contact me with any questions:
Ph: 425.820.2407 or by email: joanblt@gmail.com

Sincerely,



Joan Bollet, President
Ridgewood Village Homeowners
Condominium Association

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**CITY OF KIRKLAND
PLANNING AND COMMUNITY DEVELOPMENT
123 Fifth Avenue, Kirkland, WA 98033
425.587.3225 ~ www.kirklandwa.gov**

MEMORANDUM

Date: April 16, 2014

To: Interested Parties

From: Planning Department

**Subject: 2014 CITIZEN AMENDMENT REQUESTS RELATED TO KIRKLAND 2035
COMPREHENSIVE PLAN UPDATE, LAND USE, ZONING REGULATIONS AND
ZONING MAP**

With the review of the Kirkland 2035 Comprehensive Plan update, the City will be considering changes

to its existing Plan goals and policies, land use and/or related zoning. The Department of Planning and

Community Development is accepting applications as part of the Plan Update for an individual wanting

to change the Comprehensive Plan, Zoning Map or zoning regulations pertaining to a specific property.

For information about the 2035 Comprehensive Plan update process visit

<http://www.kirklandwa.gov/Community/Kirkland2035.htm>

I. HOW TO APPLY AND WHAT IS THE DEADLINE FOR SUBMITTING A REQUEST?

If you would like to submit a Citizen Amendment Request, please read the following information.

Application request forms need to be submitted no later than **5:00 p.m. on Friday June 20, 2014** to

Angela Ruggeri at the Kirkland Department of Planning and Community Development at 123 5th Avenue, Kirkland WA 98003 or by email at aruggeri@kirklandwa.gov. For questions or more information, contact Angela Ruggeri by email or at 425-587-3256. There is no fee for the request.

II. WHO MAY PROPOSE AN AMENDMENT?

Any individual, property owner, neighborhood organization, or other group may propose to amend the

Comprehensive Plan, Zoning Map or development regulations pertaining to a specific property.

If the

property owner or property owner's representative is not making the request, then the property owner

must be notified of the request in writing (see attached Affidavit of Service).

III. WHAT IS AN APPROPRIATE AMENDMENT REQUEST PROPOSAL?

A citizen may request to amend the Comprehensive Plan, Zoning Map or Zoning Code for a site specific

property. A request that involves a significant major policy change in a neighborhood may be deferred

to a future update to the applicable neighborhood plan or Comprehensive Plan update.

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IV. WHAT WILL BE THE REVIEW PROCESS TO CONSIDER AMENDMENT REQUESTS?

The table below describes the general review process the City will use to decide which requests will be included for further study as part of the Comprehensive Plan Update. Please note that time frame is subject to change:

Deadline and Review Process Time Frame

Deadline for submittal of citizen amendment requests June 20, 2014

Planning Commission will make recommendation on which requests to study and then City Council will make final decision

July-August 2014

Planning Commission will study citizen amendment requests Sept-Dec 2014

Planning Commission will hold public hearing on the requests as part of Draft Plan and then make recommendation to the City Council

Jan 2015

Preparation of Environmental Impact Statement including the requests Aug 2014-May 2015

City Council will make final decision on requests as part of adoption of the Plan Update

July 2015

The staff report in the Planning Commission packet for each meeting can be viewed at

http://www.kirklandwa.gov/depart/planning/Planning_Commission.htm.

V. WHAT CONSIDERATIONS WILL BE USED TO REVIEW THE CITIZEN AMENDMENT REQUESTS?

The City will consider the following in evaluating whether to study the request as part of the Plan

Update:

- The City has the resources, including staff and budget, necessary to review the proposal; and

- One or more of the following:

- Proposal corrects an inconsistency within or makes a clarification to a provision of the Comprehensive Plan; or

- Proposal demonstrates a strong potential to serve the public interest by implementing Specifically identified goals and policies of the Comprehensive Plan; or

- Proposal shows a substantial relation to public health, safety, or welfare; or

- Conditions have substantially changed since the property was given its current zoning.

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CITY OF KIRKLAND

PLANNING AND COMMUNITY DEVELOPMENT

123 Fifth Avenue, Kirkland, WA 98033

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: Jim Walen

B. Mailing Address: 11800 124th Ave NE Kirkland, WA 98034

C. Telephone Number: 503-880-3673

- D. Email Address: JimWalen@aol.com
 E. Property Owner Name (if different than applicant): Same
 F. Mailing Address: Same
 G. Telephone Number: Same
 H. Email Address: Same.

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) 11680 Slater Ave Kirkland WA 98034
 B. King County Tax Parcel number(s): 282605-9113-08
 C. Describe improvements on property if any: Removed invasive plant species, decommissioned and filled water well on property that posed a potential fall risk. Removed dangerous structures on the brink of collapse, removed 650 gallon underground oil tank remaining from the 1950's. Also removed trash, and generally improved appearance.
 D. Attach a map of the site that includes adjacent street names.
 E. Current Zoning on the subject property: Office
 F. Current land use designation and permitted density shown on the City's land use map.

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Page 4 of 5

III. REQUEST INFORMATION AND REASONS:

- A. Description of Request:
 Request that site be zoned for commercial use
 B. Description of the specific reasons for making the request:
 . The property is in close proximity to many commercial spaces, and it would make sense for fluidity to continue these spaces into the area in question. The current commercial zoning has allowed the property to be used as a for-profit business for 30+ years. In order for the new ownership to use the space in a profitable way the zoning needs to be changed. All surrounding residents are happy with the current improvements and are supportive of the change. Ford Hyundai of Kirkland strives to improve our neighborhood, and our business, so that we may continue to give back to the community and improve our city as a whole.

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

The current use and intended use are virtually the same. New zoning will allow the property to fit into and even enhance the vitality and character of the neighborhood.

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ORIGINAL SIGNATURES ONLY/ NO COPIESName – sign: Name – print: James Water

Property owner or Legal Representative? _____

Date: 6/18/14Address: 11800 124th Ave NE Kirkland WA 98034Telephone: 425.821.6611

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

Request Sites:

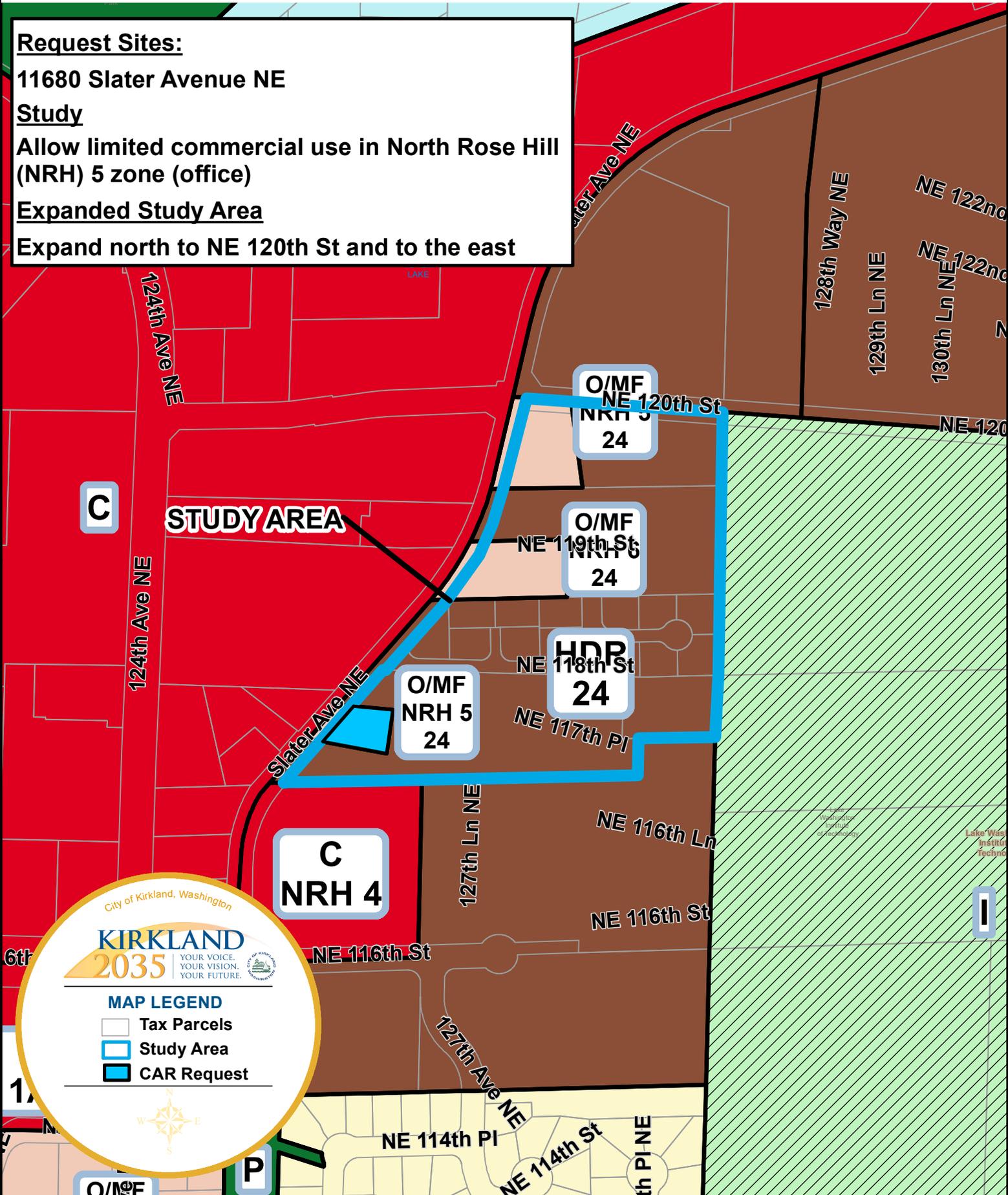
11680 Slater Avenue NE

Study

Allow limited commercial use in North Rose Hill (NRH) 5 zone (office)

Expanded Study Area

Expand north to NE 120th St and to the east



C

STUDY AREA

O/MF
NRH 5
24

O/MF
NRH 5
24

HDP
24

O/MF
NRH 5
24

C
NRH 4

I

City of Kirkland, Washington
KIRKLAND
2035 YOUR VOICE.
YOUR VISION.
YOUR FUTURE.

- MAP LEGEND**
- Tax Parcels
 - ▭ Study Area
 - ▭ CAR Request



4.7 Walen

Overview and Location

The study area for the Walen CAR is located southeast of the Totem Lake Business District, east of Slater Avenue NE, between NE 120th Street and NE 116th Street. The study area includes two properties zoned NRH 5 (office), one property zoned NRH 6 (office), and 18 lots zoned RM 1.8 (multifamily). The proposal would modify the zoning in this area to allow limited commercial uses, specifically vehicle sales, repair, and storage.

Compatibility with the Alternatives

Land Use Patterns

The subject property is located within the designated Totem Lake Neighborhood and is currently being used as an office and for employee parking. The property is adjacent to existing multi-family uses, also located within the study area. The current future land use and zoning designations for the property area for office and multi-family use. The request to allow limited commercial uses on the property would apply to other properties with the same zoning designation and therefore may have broader citywide impacts on land use and compatibility in the City. The properties across the street to the west are designated for commercial and mixed use development. The proposed amendment is most compatible with Alternative 2 that allocates the greatest amount of employment growth to Totem Lake and would require capacity increases to accommodate the employment allocation.

Plans and Policies

The proposal is generally consistent with the Growth Management Act, Vision 2040, the King County Countywide Planning Policies and with all alternatives. As noted below, it is not consistent with current Comprehensive Plan policy direction.

The proposal would expand allowable commercial uses to include retail establishments providing vehicle or boat sales, services or repair in areas designated as Office/Multifamily and zoned NRH 5 in the North Rose Hill neighborhood. The North Rose Hill Subarea Plan calls for sustaining the predominately residential character of the neighborhood and focusing commercial uses toward NE 85th St and the North Rose Hill Business District. The Walen CAR study area is next to the North Rose Hill Business District. Goal NRH-19 calls for limiting the types of commercial uses in this area to those that are compatible with the residential focus of the North Rose Hill Business District. Policies under this goal provide direction to prohibit retail uses in the NRH 5 zone and to prohibit boat and vehicles sales and services in other NRH zones where limited retail uses are allowed. If the City moves forward with the Walen CAR proposal, changes to the subarea plan would be needed and impacts to surrounding residential uses would need to be addressed.

Population and Housing

The Walen CAR would rezone office and multifamily at three stories to commercial at a similar density similar to the existing zoning. This rezone would reduce future capacity for residential development in the North Rose Hill neighborhood.

Alternative 2, where Neighborhood Centers are not a priority location for accommodating housing growth, would support this CAR. Since the Walen CAR would create a loss in future residential development capacity it would not be supported in Alternative 3, where Neighborhood Centers are targeted for housing growth.

Employment and Economic Development

Allowing limited commercial uses in the NRH 5 zone, which is currently limited to office use, could reduce the number of jobs likely to locate in this area in the future. Commercial uses typically have a lower density of jobs per acres than office uses. This area is adjacent to Totem Lake. By reducing the likely number of jobs adjacent to

Totem Lake, this proposal would be most compatible with Alternative 1, which allocates the fewest new jobs to Totem Lake.

Natural Environment

The proposed CAR would not have adverse effects on geohazard risk, water resources, or plants and animals. The study area does not contain any mapped geologically hazardous areas, wetlands, or streams. Vegetation is limited to strips of low-functioning landscape trees.

Transportation

The Walen CAR study area is located west of Slater Avenue NE and south of NE 120th Street. There are two parcels zoned as NRH5, one parcel zoned as NRH6, and 18 parcels zoned as RM1.8. The proposal would allow commercial use for automobile sales on these properties. Specifically, this would allow a retail establishment providing vehicle or boat sales, service, repair, or storage. The ITE trip generation for auto sales establishments was assumed to be equivalent to these potential uses. Under the current zoning, the worst case scenario for trip generation would be full redevelopment of the NRH parcels into office space with the allowable FAR assumed to be 3.0. Additionally, the RM1.8 parcels would be redeveloped into high density housing with an allowable FAR of 3.0, a lot coverage of 60%, and with 1,800 SF per residential unit. The current zoning would then allow approximately 646 PM peak trips in the worst case scenario. Under the new proposal, it was assumed that all of the available land would be developed into auto sales lots. The building coverage for the auto sales lots was estimated at 10%; this matches a typical building coverage for an automobile sales lot in Kirkland. This development would result in approximately 145 PM peak hour trips.

Exhibit 4.7-1. PM Peak Hour Trip Generation Analysis – Walen CAR

		Scenario 1		Scenario 2
Description		No action allowable		CAR proposal
Use	Office	Multifamily		Commercial (auto sales)
Lot size (sf)	78,776	474,587		553,363
Residential Units	n/a	474.6		n/a
Rate	1.49 ¹	0.62 ²		2.62 ³
Vehicle Trips	352.1	294.2		145.0
Total	646.3			145.0

1: 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)

2: Trips per dwelling unit in the PM peak hour of the adjacent street; Land Use Category 220 - Apartment (ITE Trip Generation Manual, 9th Edition)

3: Trips per thousand SF GFA in the PM peak hour of the adjacent street; Land Use Category 841 – Automobile Sales (ITE Trip Generation Manual, 9th Edition)

Source: Fehr & Peers, 2015

Public Services

The proposed rezone from office/ multifamily to commercial zoning would reduce demand for certain public services, such as schools. Demand for police and fire services is likely to remain relatively unaffected, though commercial and office development is likely to require these services more during daytime hours, while residential development is more likely to need these services in the evening. Demand for parks and open space would also be reduced due to the shift from residential to employment uses in the study area.

Because of its location in the Totem Lake Planned Action Area, the Walen Citizen Amendment Request is most closely aligned with Alternative 2.

Utilities and Capital Facilities

This study area, which is within the Totem Lake Planned Action Area, examines the impacts of allowing limited commercial use in North Rose Hill, which is currently a mix of High Density Residential and Office/Multifamily. Given the small site area, and the adequate infrastructure to serve the current zoning, no impact to water or sewer service is expecting by limiting the commercial use within the study area. The City of Kirkland provides water service to the study area; Northshore Utility District provides sewer service.

The proposed change for this study is most closely aligned with Alternative 2 because it results in employment growth in the Totem Lake Planned Action Area.

4.8 Evergreen Healthcare

Overview and Location

The study area is a single multifamily residential parcel adjacent to the northwest corner of the Evergreen Healthcare Medical Center in Totem Lake. The proposal would rezone the property from multifamily residential (TL 1B) to institutional (TL 3D) for inclusion in the revised Evergreen Healthcare Master Plan.

Compatibility with the Alternatives

Land Use Patterns

The existing land use at the subject property is office. The study area consists of a mix of office, institutional, multi-family and commercial land uses along with a few vacant properties. The subject property is designated for office and multi-family use in the future. Other future land use and zoning designations in the study area include institutional, multi-family, commercial and parks/open space. The extension of the institutional land use and zoning designation to the north and east to include the subject property would not create incompatibility between land uses and is consistent with existing relationship and proximity between land uses. The amendment is compatible with all alternatives, but is most compatible with Alternatives 2 that allocates the greatest amount of employment growth to Totem Lake and would require capacity increases to accommodate the employment allocation.

Plans and Policies

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

Conversion of the existing O/MF parcel to an Institutional (I) designation for inclusion in the Evergreen Healthcare Master Plan would help create a more regular boundary for the Institutional area and promote the strength and vitality of the Totem Center, consistent with adopted policy guidance in the Totem Lake neighborhood plan. No significant adverse impacts to plans and policies consistency are identified.

The Evergreen Healthcare CAR is particularly supportive of Alternative 2, which would focus growth primarily in Totem Lake.

Population and Housing

The Evergreen Healthcare CAR seeks a rezone from multifamily to institutional in the Totem Lake Business District. The rezone would enable Evergreen Healthcare to carry out their Master Plan and would allow for medical offices at a maximum height of 65 feet.

All three alternatives target 25.6% to 41.2% of household growth in the Totem Lake neighborhood, and the rezone to institutional use would result in a reduction of residential development capacity at this location. Additional capacity would need to be identified at alternate locations. However the growth of Evergreen Healthcare supports

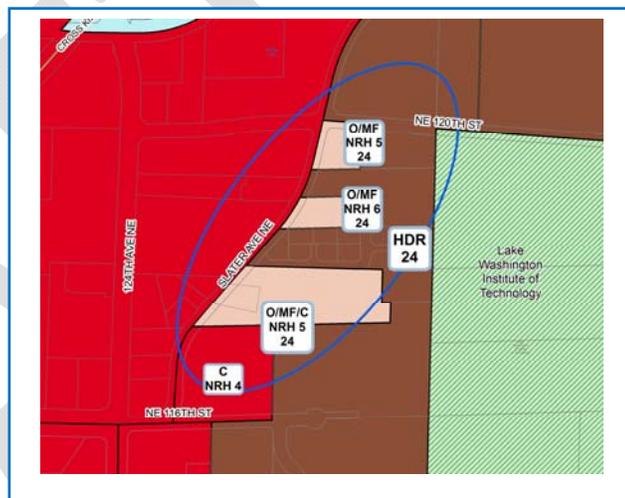
- Limit building height to a maximum of three stories to reflect the scale of multifamily residential development surrounding much of NRH 4.
- Some height increase is justified to encourage residential redevelopment and affordable housing. Buildings exceeding two stories must be developed with residential uses on one floor.
- Bring parking lot landscaping and design into conformance as redevelopment occurs.
- Establish building and site design standards for redevelopment to require pedestrian orientation, horizontal modulation, blank wall treatments, parking lot landscaping, lighting and noise limits, and 15-foot landscape buffers between commercial development and adjacent residential uses.

NRH 5

- Allow mixed use, to include office, and residential and limited commercial uses within these areas to acknowledge existing development, proximity to commercial uses directly to the west, and the well-established multifamily residential area within this zone. ~~with a density of 24 units per acre at the following two locations where existing office uses are currently located:~~

~~— At the southeast corner of 120th Street and Slater Avenue NE.~~

~~— At the property surrounded by the Ridgewood Village multifamily development abutting Slater Avenue NE.~~



- Residential development should be allowed at a density of 24 units per acre. Commercial uses should be limited to office use and retail uses related to vehicle sales and storage. Commercial uses should be designed to be compatible with neighboring residential uses, with substantial buffers and limits on amplified speakers and lighting. The types of commercial uses allowed should be compatible with the residential focus of the area. ~~General r~~ Retail uses, restaurants, and taverns are prohibited.

NRH 6

- Allow either stand-alone residential use with a density of 24 units per acre or office use on the ground floor and residential uses above on the lot abutting Slater Avenue NE between the Totem Firs and Slater Park multifamily developments.
- The types of commercial uses allowed should be compatible with the residential focus of the area. Retail uses, restaurants, and taverns are prohibited.

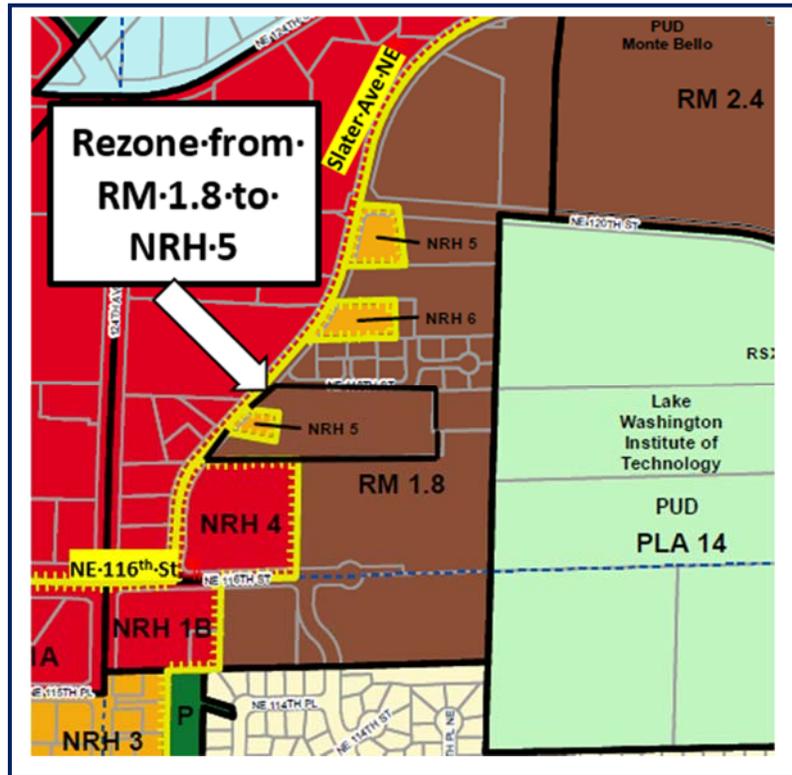
DIRECTIONS: FIRST, read down to find use...THEN, across for REGULATIONS

Section 54.36	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						
.020	Office Uses See Spec. Regs. 1 and 2.	D.R., Chapter 142 KZC.	None	10'	5' but 2 side yards must equal at least 15'	10'	70%	30' above average building elevation.	B	D	If a medical, dental, or veterinary office, then 1 per each 200 sq. ft. of gross floor area. Otherwise, 1 per 300 sq. ft. of gross floor area.	1. Ancillary assembly and manufacture of goods on the premises of this use are permitted only if: a. The ancillary assembled or manufactured goods are subordinate to and are dependent upon this use. b. The outward appearance and impacts of this use with ancillary assembly or manufacturing must be no different from other office uses. 2. The following regulations apply to veterinary offices only: a. May only treat small animals on the subject property. b. Outside runs and other outside facilities for the animals are not permitted.
.030	Funeral Home or Mortuary	D.R., Chapter 142 KZC.	None	10'	5' but 2 side yards must equal at least 15'	10'	70%	30' above average building elevation.	B	B	1 per each 300 sq. ft. of gross floor area.	1. Vehicle and boat rental and used vehicles or boat sales are allowed as part of this use. 2. This use is restricted to parcels abutting Slater Avenue NE, and may not exceed a depth of 190 feet from Slater Avenue NE. 3. Vehicle or boat service or repair are not allowed as part of this use. 4. Outdoor vehicle or boat parking or storage areas must be buffered as required for a parking area in KZC 95.45. See KZC 115.105, Outdoor Use, Activity and Storage, for additional regulations. 5. Development is subject to the exterior lighting standards established in Section 115.85.2.b. and no internal illumination of wall surfaces shall be allowed. 6. Outdoor loud speaker systems are prohibited.
.040	Church									C	1 for every four people based on maximum occupancy load of any area of worship. See Spec. Reg. 1.	

A retail establishment providing vehicle or boat sales or storage. See special regulation 1.

See KZC 105.25

Draft Amendments to Zoning Map



Dorian Collins

From: SUONG HUYNH <nsuongh@gmail.com>
Sent: Wednesday, July 08, 2015 2:30 PM
To: Dorian Collins; Angela Martin
Subject: Walen CAR

Hello Dorian,

I've emailed long times ago when the request just came up on the list of Kirkland2035 projects to object the plan to develop this area for commercial purposes.

But I guess since Walen is Kirkland's Mayor, and she owns the Ford & Hyundai dealer right here, my objection would not have any effect?!?!?!?

Just please keep in mind that none of us (the owners of the Ridgewood Village Condominium) are not happy with any propose to make our quiet lives in this corner of the world become miserable!

Thank you!

Dorian Collins

Subject: FW: N. Rose Hill variances

From: Hartnell Nancy [<mailto: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 85th. 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 85th street corridor is a nightmare. Not just because of the construction but because the roads are at capacity. Nothing being done on 85th will change the congestion. 124th NE is even worse; it too is at capacity. When 405 is backed up the cars move to 124th 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

Ridgewood Homeowners Condominium Association

June 19, 2014

Re: Property: 11680 Slater Avenue NE
Kirkland, WA 98034

To Whom It May Concern:

We support Ford and Hyundai of Kirkland's current renovations on our neighboring property at 11680 Slater Ave NE. They have improved the safety and appearance of the property.

We would have no problem with rezoning the property for automotive storage.

We look forward to working with Ford Hyundai of Kirkland to improve our neighborhood and city.

Please feel free to contact me with any questions:
Ph: 425.820.2407 or by email: joanblt@gmail.com

Sincerely,



Joan Bollet, President
Ridgewood Village Homeowners
Condominium Association

Dorian Collins

From: Dennis Friedman <dennis.p.friedman@gmail.com>
Sent: Friday, November 21, 2014 9:14 PM
To: Dorian Collins
Subject: Area 8 rezoning

Follow Up Flag: Flag for follow up
Flag Status: Completed

Hi Dorian,

My name is Dennis Friedman. I'm the president of the Totem Firs Association of Owners HOA. We are 12 four-plexes located off NE 118th where it intersects Slater. One of our members forwarded a notice but it doesn't have much information. I would appreciate your sharing any details about current vs proposed zoning and the likely implications.

Thanks and best regards,

Dennis

President, Totem Firs Association of Owners

206 491 1339

Dennis.P.Friedman@gmail.com

Dorian Collins

From: Jocelyn Pain <jocelynpain@gmail.com>
Sent: Wednesday, January 14, 2015 5:49 PM
To: Dorian Collins
Subject: Slater avenue land use citizen amendment request

Follow Up Flag: Follow up
Flag Status: Flagged

Hello,

I live in evergreen condos on slater avenue ne in kirkland I received a letter that there is a citizen amendment request to change zone 8 from multifamily zone to a commercial zone, it says I also live within 300 feet of this request, so I have questions. If someone could please respond that would be very helpful.

Is this official, or is this "trying" to be passed. If it is approved, when will construction and changes take place.

What will this mean for condo owners in evergreen villa condos.

Where in terms of address is the commercial space going up? What will be built?

How will this affect my property value? I was thinking of selling this year so I'd really like to know what the plan is so I can figure out the best time to sell so that this new request does not affect the value of my condo.

Please respond as soon as you can. I really do appreciate it.

Jocelyn pain

Dorian Collins

From: Dave Fugate <dave.fugate@gmail.com>
Sent: Saturday, February 14, 2015 9:27 AM
To: Dorian Collins
Subject: Citizen Amendment Request #8 - Walen

Follow Up Flag: Flag for follow up
Flag Status: Flagged

Hi Dorian, I own a condo unit whose zoning would seem to be affected by the Walen request. That is, 12611 NE 119th St. #F1 is within the study area. I'm sending my comments to you now as I won't be able to attend the public hearing.

I'm **not** in favor of changing the zoning for the **study area** indicated on the map sent to me. There's too much traffic in the area as-is, and I feel this would affect my property's value.

I **might** be in favor of changing the zoning to commercial for 11680 Slater Ave. **only**. Truthfully, it depends on what type of commercial property this (eyesore) will be developed into.

Thanks,

David Fugate

Dorian Collins

From: SUONG HUYNH <nsuongh@gmail.com>
Sent: Tuesday, November 25, 2014 12:43 PM
To: Dorian Collins
Subject: CAR#8 by Walen

Follow Up Flag: Follow up
Flag Status: Flagged

Dear Dorian,

As a owner of a unit in the Ridgewood Village condominium complex (12505 NE 117TH PL, Kirkland, WA 98034), I would like to protest the request to convert this multifamily zone to a zone that allows commercial uses.

Reason: there are enough commercial stores around, especially after the building at the corner of Slater Ave & 116th St open, as well as the Totem Lake Commercial Center has been scheduled to remodel for a long times (and it has not started). Beside, there are a lot of businesses on 124th Ave around the intersection with 116th St) already!

There are just couple complexes along Slater Ave, between 116th & 120th, and it's a convenient location for going to work at the businesses around the area and for the kids (and teenagers, etc...) going to the Lake WA Tech & other schools nearby.

Please considering to reject the request from Walen for the sake of multiple families in these complexes.

Thank you!

Suong Huynh
12505 NE 117TH PL APT J6
Kirkland, WA 98034

Dorian Collins

Subject: FW: NRH CAR's

From: carnegiema@frontier.com [<mailto: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.