



CITY OF KIRKLAND
Planning and Building Department
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MEMORANDUM

To: Planning Commission

From: Joan Lieberman-Brill, AICP, Senior Planner
Janice Coogan, Senior Planner
Adam Weinstein, AICP, Deputy Planning Director

Date: August 4, 2018

Subject: Rose Hill and Bridle Trails Land Use Change Requests, File Number CAM18-00082#4

Staff Recommendation

The Planning Commission (PC) should provide a preliminary recommendation on the requests we have received from property owners and staff proposals for amendments to the Comprehensive Plan and Zoning Map and regulations in order to determine which will proceed to public hearing. For those study areas that are recommended for advancement, the boundaries of the study area should also be confirmed by the PC.

Background

As part of the neighborhood planning process, citizen requests and staff proposals to potentially change the land use/zoning/or Zoning Code regulations were accepted for study. Several of the requests include expanded study areas beyond the boundaries of the initial request, in an effort to support the adopted Housing Strategy Plan directing neighborhood plan updates to explore opportunity sites for additional housing or mixed use housing/commercial uses. The proposals were introduced at the [July 26 PC study session](#) along with the first draft of the [Rose Hill](#) and [Bridle Trails](#) plans in order for staff to receive feedback and proceed with the second drafts. Attachment 1 contains a vicinity map, and description of each request.

Each of the nine requests (seven in Rose Hill and two in Bridle Trials) are being reviewed in the context of the aspirational vision for both neighborhoods looking 20 years in the future, based on community, working group, Planning Commission and Houghton Community Council input. A draft vision statement is located at the beginning of each Plan. The requests are also being reviewed for transit access, housing diversity, walkability potential and compatibility with adjacent uses. Finally, staff believes that unanimous property owner support for the requested change is important.

A summary of preliminary feedback and questions from the PC at the July 26 study session on land use/zoning change requests and staff study area suggestions follows:

- Add to evaluation criteria for land use requests: impact to adjacent uses, street network, infrastructure, traffic analysis, economic analysis, consistency with Housing Strategy
- RH-8 study area - A PC member pointed out that the cul de sac is blocked off with bollards to avoid cut-through traffic between 132nd Avenue NE and 128th Avenue NE along NE 84th Street.
- Lee Johnson site - concerned about loss of retail sales tax; study mix of uses
- Lake Washington Institute of Technology request - more information about their request: students or staff housing (any way to restrict tenants to students/staff)?
- Coordinate with Redmond re. surrounding land use changes and intersection/transportation improvements
- Any way to foster truly local-serving retail uses?

On September 18, 2018 the City Council will be briefed on the PC's recommendation. Staff hopes to get Council's concurrence with the PC direction, in order for staff to write the second draft of the Bridle Trails and Rose Hill plans and advance the rezoning requests.

Public Outreach

Prior to the study session, staff sent a courtesy notice to all Kirkland residents/tenants and all property owners for properties both in and outside Kirkland's jurisdiction, that are within each study area as well as within 300 feet of each property or study area informing them of the September 13 PC meeting, its purpose, participation opportunities and project schedule. Also, staff sent a letter to each study area property owner informing them that their property is located in an area the City is studying for a change in land use, zoning or code amendment related to the neighborhood plan update project, and in addition to the notice described above, provided existing and proposed land use/zoning information, and applicant justification for request.

Analysis

The nine study areas have been evaluated by staff and a recommendation is provided below to either proceed to public hearing or be eliminated from study during the plan update project. If the proposal is recommended to proceed, staff has also identified the recommended study area. A study area is the area where the request will be studied. The analysis supporting each recommendation is shown in Attachment 2 - Neighborhood Plan Update Land Use Change Request Criteria and Evaluation Matrix.

Key Issues

1. From a high level policy perspective, the PC should weigh the benefits and the potential outcomes of these amendment requests and determine whether the City should focus on intensifying uses within existing mixed-use/commercial districts and/or on areas at the periphery of these districts (where community concern about land use compatibility issues may be greater). The overarching objective of either approach would be to promote a diversity of housing types, meet the new Housing Strategy Plan goals, provide employment opportunities close to transit access, and

advance the land use and transportation goals of the City, and other City Council goals.

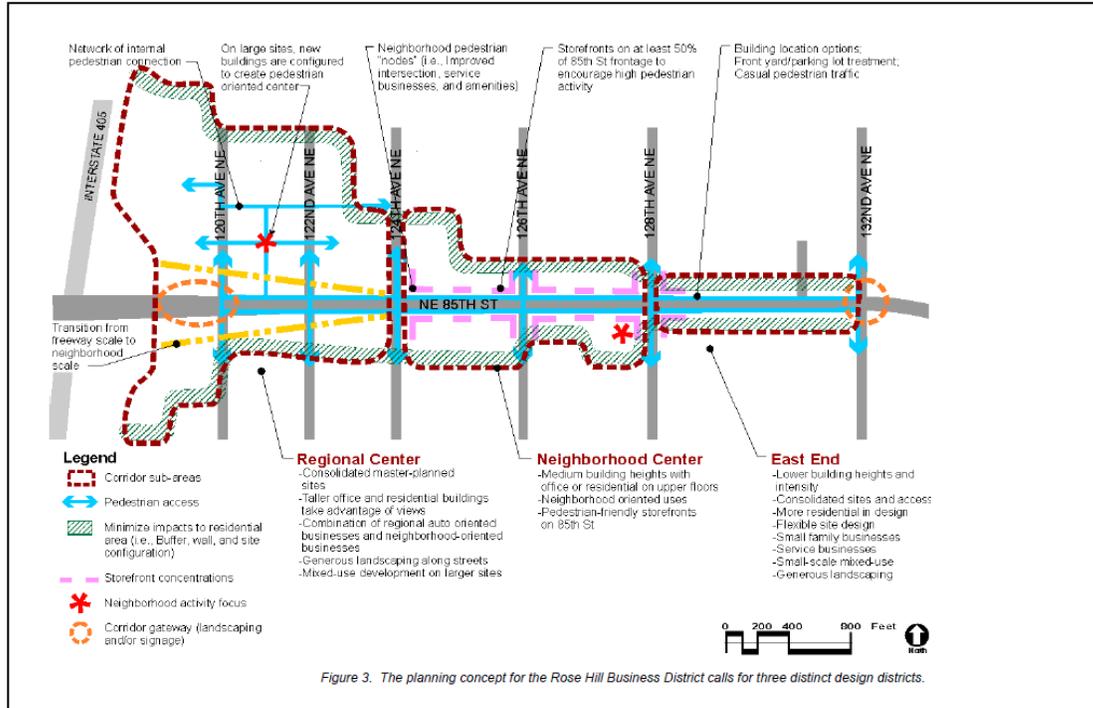


Figure 3. The planning concept for the Rose Hill Business District calls for three distinct design districts.

- Proposed housing policies in both the Rose Hill and Bridle Trails draft plans address strategies other than rezones to address missing middle housing that is more affordable to first time home byers, young families, and seniors wishing to age in place. These policies encourage cottage, duplex and triplex development in low density areas near the business districts and encourage Assessorly Dwelling Units (ADU's) throughout both neighborhoods. Rather than expanding multifamily or mixed commercial/residential zones on the perimeter of the Neighborhood Center or East End of the Rose Hill Business District (see Figure 3 above), the PC may wish to focus on implementing policies with new more flexible Zoning Code requirements aimed at creating more incentives to stimulate building affordable by-design housing types.

Staff recommends focusing limited city resources on those rezone and Zoning amendment requests in the Bridle Trails shopping center and the Regional Center portion of the Rose Hill Business District, generally west of 124th Avenue NE, where there is greater capacity for affordable housing units and commercial floor area, and employment opportunities can be leveraged utilizing the new Sound Transit Station on 405 at the NE 85th Street Interchange (See Figure 3 above). This approach would more effectively link land use changes with existing and planned infrastructure.

Evaluation Criteria

In evaluating and preparing the staff recommendations for each study area, staff considered the following criteria:

- Consistency with the draft vision statements for each neighborhood
- Compatibility with adjacent uses
- Redevelopment potential in the area and the presence of new development
- Environmental constraints (landslide hazard, streams, wetlands, traffic)
- Location within 10 minute walking distance to grocery store, jobs or other services
- Existing or planned transit with 15 minute or less headway
- Meet goals of Housing Strategy Plan
- Consistency with the Comprehensive Plan ([KZC 140.25](#))
- Changes to sales tax revenue or jobs
- Unanimous property owner support within study area

A staff recommendation on each request follows. See Attachment 1 for description of request. See Attachment 2 for evaluation criteria and evaluation matrix for each request. **Yes** indicates that the evaluation criterion is met, no means the criterion is not met.

Recommended to Proceed to Public Hearing

The numbered requests below are keyed to those in Attachment 1.

1. Lake Washington Institute of Technology (see Attachment 1 page 1)

Staff recommends that the requests go forward to the public hearing. Eight out of ten evaluation criteria are met by this proposal. See matrix (Attachment 2 page 1).

- a. Allow market rate housing on campus: Underutilized areas of the campus provide opportunities for work force and student housing that meet the Housing Strategy Goals, could reduce commuter vehicle trips, and has good bus access. Existing vegetative buffering around the campus perimeter blocks visual impacts to surrounding residential uses.



Existing North Rose Hill Neighborhood Plan policies for LWIT limit the type of housing allowed on campus to affordable housing. Affordable housing is a

defined term¹, which applies only to housing meeting specified income eligibility standards. While typically commanding lower rents, campus housing types such as dormitories would not necessarily meet the strict definition of affordable housing.

The proposal would allow a range of housing affordability rather than limiting it to solely affordable housing. Proposed policy RH 50 in the first draft of the Plan clarifies that in addition to defined affordable units, campus housing available to a range of incomes and that is *more affordable than standard multifamily units* is also appropriate. That change would provide LWIT more flexibility when a revised master plan is proposed.

- b. Allow limited campus expansion into the Natural Greenbelt Protection Easement
This request is supported by staff only if during the master plan process it is determined that the underutilized surface parking lot areas have been prioritized for redevelopment, and only minimal encroachment into steep slope area is allowed, subject to environmental analysis. Proposed policies RH 51 and RH 52 in draft 1 of the Rose Hill Plan support this request.

4. *Morgan or expanded study area (see Attachment 1 page 4)*

Staff recommends continued study of the two Morgan properties outlined in red that are currently designated low density single family to medium density multifamily (8245 and 8241 122nd Ave NE) and maintaining existing medium density multifamily zoning on the other two Morgan parcels (8251, 8249). Staff recommends expanding the study area to five additional parcels identified with red dots (8230, 8232, 8234 122nd Ave NE and 8239 and 8231 124th Ave NE). Two of these property owners

¹ The KZC defines affordable units as the following:

1. An owner-occupied dwelling unit reserved for occupancy by eligible households and affordable to households whose household annual income does not exceed the following percent of the King County median household income, adjusted for household size, as determined by the United States Department of Housing and Urban Development (HUD), and no more than 30 percent of the monthly household income is paid for monthly housing expenses (mortgage and mortgage insurance, property taxes, property insurance and homeowners' dues):
 - a. Eighty percent [median income] in the CBD 5A, RH, TL, HENC2, and PLA 5C zoning districts; or
 - b. One hundred percent [median income] in density limited zoning districts.
2. A renter-occupied dwelling unit reserved for occupancy by eligible households and affordable to households whose household annual income does not exceed 50 percent of the King County median household income, adjusted for household size, as determined by HUD, and no more than 30 percent of the monthly household income is paid for monthly housing expenses (rent and an appropriate utility allowance).

(8239 and 8231 124th Ave NE) support rezone of their parcels. All parcels are in the Regional Center portion of the Rose Hill Business District.

A rezone to medium density RM 3.6 is recommended for all properties identified for advancement because they adjoin higher intensity or multifamily zoning within the Regional Center portion of the business district, provide a transition use between

commercial and low density areas, and support added affordable housing within walking distance to the planned Sound Transit transit hub (expected to be operational by 2024) and rapid ride bus service on NE 85th Street (expected to be operational by 2025). The three intervening parcels between 122nd and 124th Ave NE form a logical zoning boundary. All parcels in the recommended expanded study area are considered to have redevelopment potential, either based on the ratio of improvements to land value (where land value is equal or greater than 50% of land value and usually a function of the age of the housing stock), or based on the potential for additional dwelling units under existing zoning. Overall, nine out of ten criteria are met by this proposal (see Matrix Attachment 2, pages 4-5).



5. RH 1-A/B RHBD Regional Center near Transit Station (see Attachment 1 page 5)

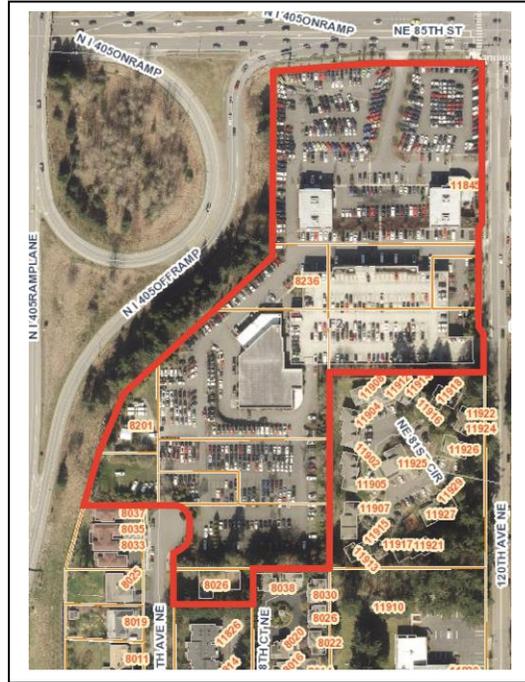
Staff recommends advancing the study of this City proposal to increase building height/density to support future redevelopment of RH 1 A and 1 B into a transit oriented development providing increased market-rate and affordable housing, and jobs near the future Sound Transit Station on I-405 and increased transit service on NE 85th St . It meets all ten of the evaluation criteria (see Matrix Attachment 2 page 6). Specifically, the proposal is consistent with the neighborhood vision, existing zoning, and Design Guidelines, the majority of land uses surrounding RH 1-A/B are commercial, there is further development potential in the study area, and there is potential for increased sales tax generation. Height comparisons are



provided in Attachment 3. The zoning amendments necessary to implement new policies would be completed in 2019.

6. *Lee Johnson Auto Dealership RH 2A-2C (see Attachment 1 page 6)*

Staff recommends advancing the study of the short term proposal to increase building height to 75 feet (in a limited area of the site) to support future redevelopment into a transit oriented development proving increased housing, affordable housing, jobs near the future Sound Transit Station on I-405 and increased transit service on NE 85th St. Staff recommends establishing a policy for requiring a master plan through the design review process for building heights exceeding what is now allowed. With any additional height, staff supports height modulation as now required, increased affordable housing and LEED Building requirements to provide public benefits for the height increase, and increase of lot coverage and provision of open space consistent with other proposed requests in RHBD zones in the Regional Center portion of the business district that are recommended for study. The zoning amendments necessary to implement new policies would be completed in 2019. Staff recommends waiting until the Sound Transit station is constructed and the next Rose Hill Plan update cycle (in roughly eight years) to study 160 foot height limits for this location. Various building heights are provided in Attachment 3 for comparison purposes. The short term proposal meets all ten of the evaluation criteria (see Matrix Attachment 2 page 7).



8. Daniel Weise (see Attachment 1 page 10)

Staff recommends that this proposal to change the zoning from RSX 35 to RSX 7.2 not proceed to public hearing in order to preserve RSX 35 sized lots capable of keeping horses consistent with zoning to the south and east that support the policies in the Bridle Trails Neighborhood Plan. The proposal does not meet eight of the ten evaluation criteria (see Matrix Attachment 2 page 10) and would be inconsistent with the vision for the Bridle Trails neighborhood.



Requests received after July 26 PC Study session.

A request to change zoning requirements to allow increased height, reduced setback and reduced parking at 12822 NE 85th Street in the RH8 zone on the north side of NE 85th Street was

received on Aug 22, 2018 from property owner Eden Ekubit (Attachment 4). The RH-8 zone already allows an increase in height from 30 to 35 feet, if a minimum lot area of 18,000 square feet is achieved.



There is no compelling reason to study this proposal further, given the limited benefit to the City that this request would result in.

Public Comment

Comments from the public are divided into study areas. See the following attachments for comments received from September 17 through August 29 for each request. Comments received after August 29 will be forwarded to the PC either prior to or at the study session.

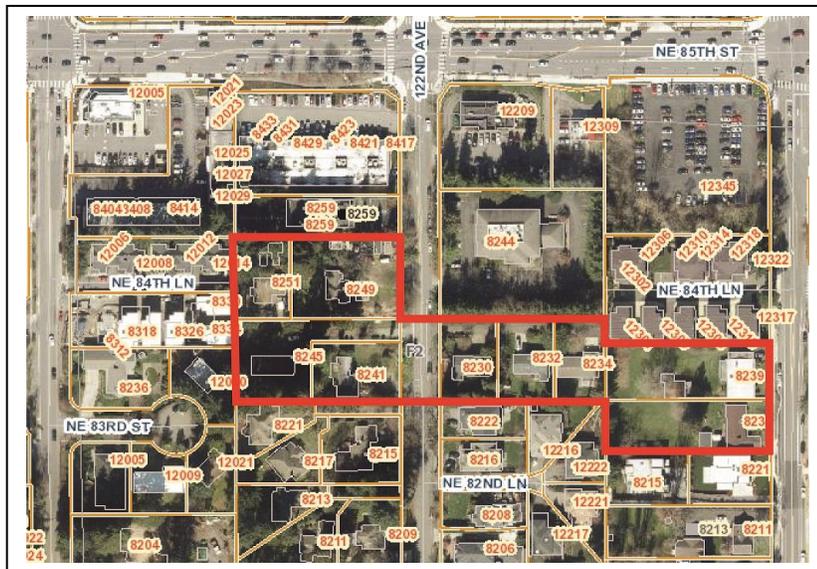
1. LWIT (Attachment 5) none received as of August 29
2. City RH-8 (Attachment 6)
3. Jin (Attachment 7)
4. Morgan (Attachment 8)
5. City RH 1A, 1B (Attachment 9)
6. Lee Johnson LMJ Enterprises LP (Attachment 10)
7. Madison Development (Attachment 11)
8. Weise (Attachment 12)
9. Bridle Trials Shopping Center (Attachment 13)

Comments that do not address a particular land use/zoning or zoning code amendment request are included in Attachment 14.

Planning Commission Direction

Staff would like direction from the Planning Commission on the following questions:

1. *Do you agree with the list of requests/proposals recommended for further study and advancement to the public hearing?*
2. *Do you agree with the study areas that have been recommended not to go forward for further study?*
3. *Do you agree with the recommended expanded study area shown on the following map for the Morgan (request #4 on pages 5 -6 of this memorandum).*



Next Steps

- September 18, 2018 - City Council briefing on draft plans; land use/rezone study areas to proceed to public hearing
- October 22, 2018 – Public hearing with Houghton Community Council on Bridle Trails Plan

- October 25, 2018 - Public hearing with Planning Commission: Rose Hill and Bridle Trails Plans and rezone study areas
- November *date TBD* - Planning Commission deliberation on recommendation *as needed*
- November 20, 2018 - City Council
- December 18, 2018 - City Council adoption
- January 28, 2019 - Houghton Community Council final action on Bridle Trails Plan

Integration of requests into 2nd Draft of Neighborhood Plans

Once the PC provides direction on which requests should proceed for further study and the City Council (CC) concurs, staff will incorporate revised polices (if any) in the second draft Plans to reflect the CC direction. Along with the 2nd draft of each Plan, staff will provide visual studies and complete the State Environmental Policy Act (SEPA) analysis for those proposals. The land use and zoning maps will also be revised to reflect the proposed rezones. The PC and HCC will consider all proposed changes to the Rose Hill and Bridle Trails Neighborhood Plans and public comment at the public hearings in October and make a recommendation to the City Council. The City Council makes the final decision to approve, deny or conditionally approve amendment requests.

Although associated Zoning amendments to implement these requests would typically also be considered at the public hearings, because of the ambitious schedule for Neighborhood Plan adoption (December 2018), staff anticipates that necessary implementing regulations will follow in early 2019. Staff will request the City Council weigh in on the Plan adoption schedule at their upcoming September 18 briefing/study session.

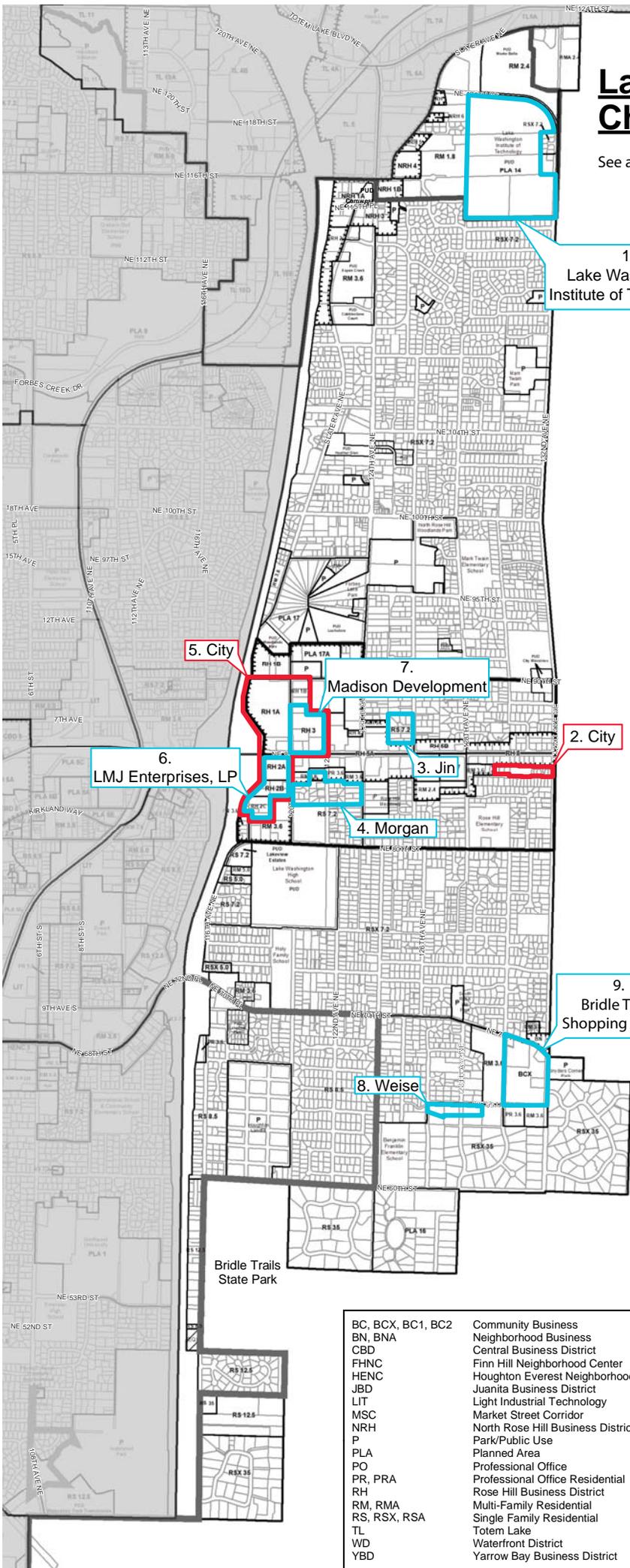
Attachments:

1. Land Use Zoning Change Study Areas
2. Neighborhood Plan Update Land Use Change Request Criteria and Evaluation Matrix
3. Building Heights Comparison
4. Ekubit request dated August 22, 2018
5. Comments - LWIT
6. Comments -City RH-8
7. Comments -Jin
8. Comments -Morgan
9. Comments - City RH1A, 1B
10. Comments - Lee Johnson
11. Comments -Madison Development
12. Comments -Weise
13. Comments -Bridle Trails Shopping Center
14. General Comments

cc: File Number CAM18-00082 #4

Land Use Zoning Change Study Areas

See attached for more information



1. Lake Washington Institute of Technology

2. City

7. Madison Development

3. Jin

4. Morgan

5. City

6. LMJ Enterprises, LP

9. Bridle Trails Shopping Center

8. Weise

BC, BCX, BC1, BC2	Community Business
BN, BNA	Neighborhood Business
CBD	Central Business District
FHNC	Finn Hill Neighborhood Center
HENC	Houghton Everest Neighborhood Center
JBD	Juanita Business District
LIT	Light Industrial Technology
MSC	Market Street Corridor
NRH	North Rose Hill Business District
P	Park/Public Use
PLA	Planned Area
PO	Professional Office
PR, PRA	Professional Office Residential
RH	Rose Hill Business District
RM, RMA	Multi-Family Residential
RS, RSX, RSA	Single Family Residential
TL	Totem Lake
WD	Waterfront District
YBD	Yarrow Bay Business District

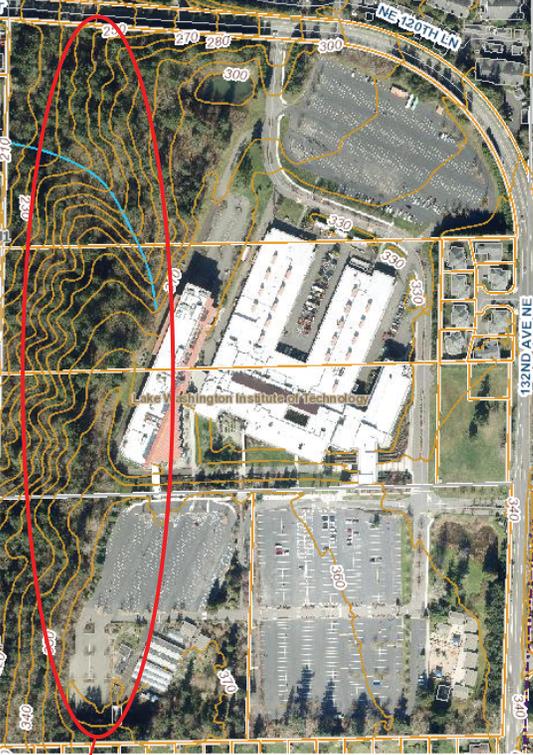
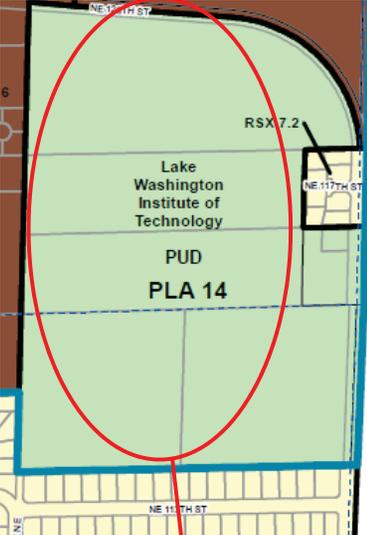


Most Recent Amendatory Ordinances:
 O-4624, O-4625, O-4626, O-4628, 4636, and 4637
 Passed by the Kirkland City Council on:
 December 12, 2017 and January 16, 2018

	Totem Lake Urban Center
	NE 85th Subarea Boundary
	Other Neighborhoods
	Planned Unit Development
	(HL) Historic Landmark
	(EQ) Equestrian
	(AE) Adult Entertainment
	Houghton Community Municipal Corp. Area
	Design Districts

Property owner and City requests for land use/zoning change by Neighborhood as of 7/17/2018

- Notes:
- 1. Sites with additional development potential are outlined in blue; vacant parcels are outlined in pink.
 - 2. Sites with additional development potential are defined as non-residential parcels with land value greater to or equal to 50% of improvement value, or residential parcels with sufficient land area to accommodate additional units based on the underlying zoning.

North Rose Hill Neighborhood	Aerial Map	Zoning	Further Developable/Vacant
<p>1. Applicant: Lake Washington Institute of Technology</p> <p>Requests:</p> <ol style="list-style-type: none"> 1. Expand existing or future master plan improvements into existing Natural Greenbelt Protection Easement along western slope. 2. Allow market rate housing in addition to affordable housing. (see April 23 email) <p>Issues:</p> <ul style="list-style-type: none"> • Should this slope area be designated a wildlife corridor or visual amenity in addition to critical area? • Should future development be prohibited in existing NGPE? <p>Existing NRH Plan Policies:</p> <ul style="list-style-type: none"> • Only pedestrian/bike connections allowed in NGPE area. • Only affordable housing allowed. <p>Existing Land Use/Zoning: Institutions/Planned Area 14</p> <p>Environmental Constraints: Stream and High Landslide Susceptibility area</p> <p>Options:</p> <ol style="list-style-type: none"> A. Retain existing policies. B. Revise housing policy to encourage both market rate and affordable housing. C. Designate NGPE area to preserve the tree canopy for wildlife corridor and woodland in addition to geologic hazard areas with revised master plan. D. Allow the master plan process to determine a minimum allowable encroachment into the NGPE after first utilizing the redevelopment potential in the existing surface parking lot; subject to environmental review analysis. <p>Preliminary Staff Recommendation: B, C and D.</p>	 <p style="text-align: center;">NGPE area</p>	 <p style="text-align: center;">Study Area</p>	 <p style="text-align: center;">Study Area</p>

NE 85th ST Subarea

2. Applicant: City

Requests: Increase density and/or commercial capacity on existing larger underdeveloped sites within Rose Hill Business District commercial corridor or expand boundaries of District.

Justification: Increase housing opportunity sites and opportunities for smaller-scale commercial uses to implement the 10 minute neighborhood and adopted Housing Strategy Plan.

Issue: Determine if there is interest in changing land use designations to expand commercial uses or rezone to higher density within existing business district boundary or expanding district at perimeter.

(Also see Jin and Morgan requests below.)

Study Area:
South perimeter of East End (128th to 132nd) - behind RH8, east of RM 3.6 zone, and north of NE 84th St.

Zoning Options:

- A. No Change - Retain Low Density RS 7.2
- A. Rezone to Mixed Use Limited Commercial/Multifamily
- B. Rezone to Mixed Use Office/Multifamily
- C. Rezone to Multifamily

Preliminary Staff Recommendation: None at this time (additional study needed).

Aerial Map



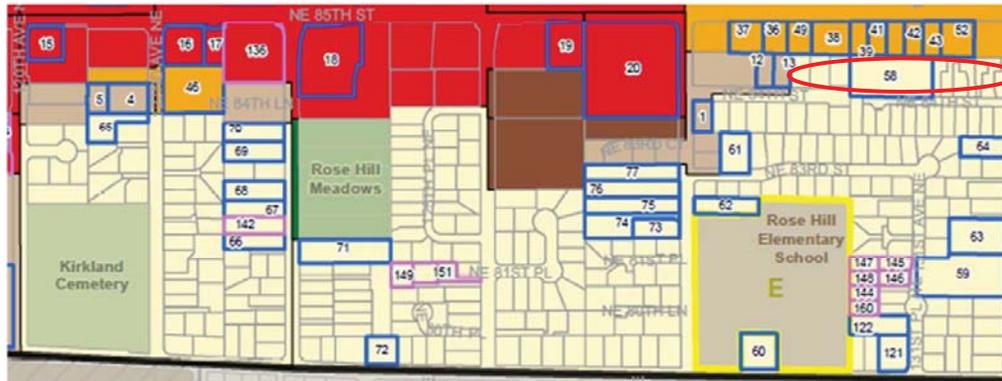
Study Area

Zoning

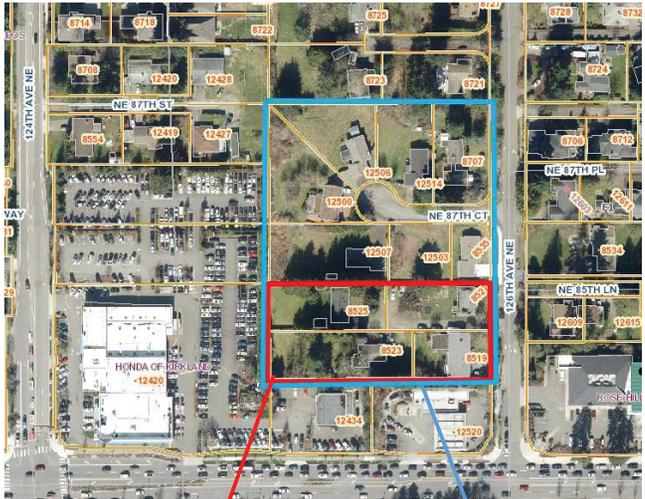
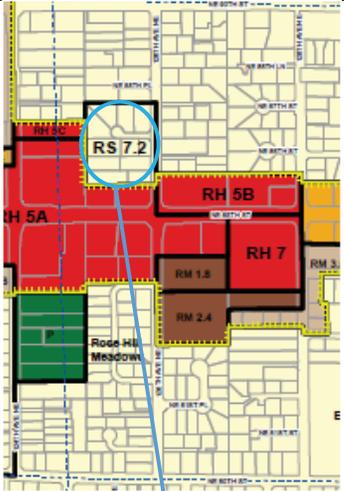
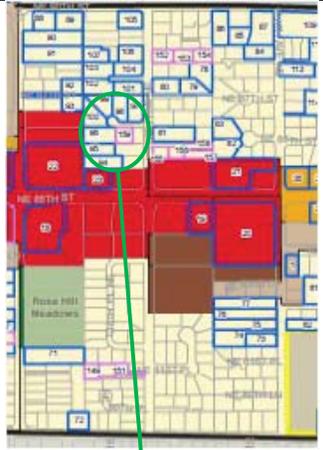


Study Area

Further Developable/Vacant:



Study Area

NE 85 th ST Subarea	Aerial Map	Zoning	Further Developable/Vacant
<p>3. Applicant: Jin</p> <p>Request: Rezone property owned by applicant to mixed use commercial/multifamily or higher density residential. Expand to 4 lots within the RS 7.2 zone.</p> <p>Justification - increase density to provide more affordable housing and expand retail uses near NE 85th St commercial corridor, Sound Transit BRT station on lots with homes built in the 1960's (see June 4 email).</p> <p>Location - 8527 126th Avenue NE (PIN 123310-0879)</p> <p>Existing Zoning/Land use: RS 7.2 min. lot size/Low Density Residential 6 du/acre</p> <p>Study Area Options:</p> <p>A. Jin's request of 4 properties in RS 7.2 zone, including his lot: 8519 - 10,400 s.f. 8523 - 19,200 s.f. 8525 - 15,600 s.f. 8527 - 14,000 s.f.</p> <p>B. Expand study area to include all 11 properties in RS 7.2, including those in Option A: 8535 - 6,482 s.f. 12503 - 10,400 s.f. 12507 - 20,016 s.f. 12500 - 17,500 s.f. 12506 - 16,930 s.f. 12514 - 15,281 s.f. 8707 - 16,033 s.f.</p> <p>Zoning Options:</p> <p>A. No Change - retain Low Density RS 7.2 B. Rezone to Commercial C. Rezone to Mixed Use Limited Commercial/Multifamily D. Rezone to Multifamily o High o Medium</p> <p>Preliminary Staff Recommendation: None at this time (additional study needed).</p>	 <p>The aerial map shows a residential neighborhood with various lot numbers. A blue rectangle highlights the RS 7.2 zone. Two red boxes are overlaid on the map: 'A. Jin's request' covers a small cluster of four lots, and 'B. Expanded Study Area' covers a larger area of 11 lots within the RS 7.2 zone.</p>	 <p>The zoning map shows different zoning districts: RS 7.2 (Low Density Residential), RH 5A, RH 5B, RH 7, RM 1.5, RM 2.4, and RM 3. The study area is highlighted in red, corresponding to the RS 7.2 zoning district.</p>	 <p>The 'Further Developable/Vacant' map shows various colored zones representing different land use potentials. The study area is highlighted in green, indicating its potential for further development.</p>

NE 85th ST Subarea

4. Applicant: Martin and Sharon Morgan

Request: Rezone four parcels owned by applicant to commercial zone or higher residential density.

Applicant Justification - increase density and intensity of uses near Sound Transit station; maintain single family uses in other areas of neighborhood (see May 1 email).

Location/Existing Zoning/Land Use:

Two parcels are zoned RM 3.6 at 8249 122nd Ave NE (PIN 123310-0275) and 8251 122nd Ave NE (PIN 123310-0276) Medium Density

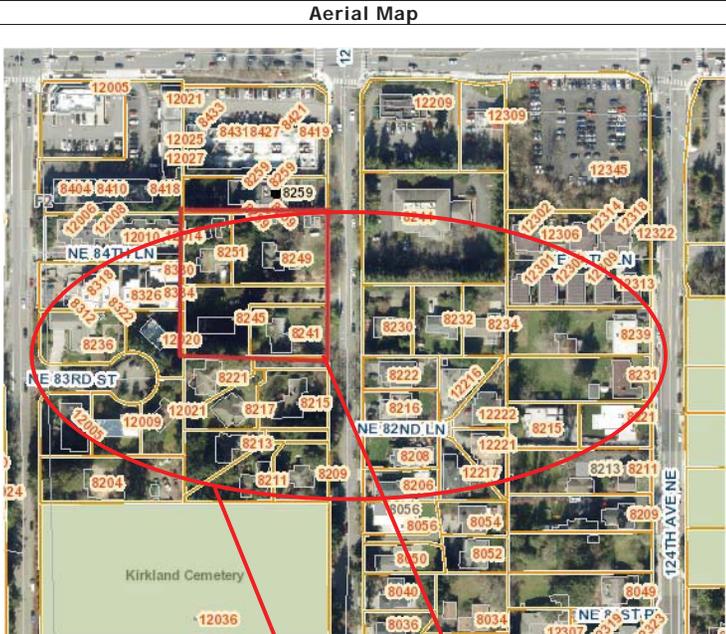
Two parcels are zoned RS 7.2 at 8241 122nd Ave NE (PIN 123310-0270) and 8245 122nd Ave NE (PIN 123310-0271) Low Density-single family

Parcel sizes:
 8251-10,506 s.f.
 8249 - 20,735 s.f.
 8245 - 19,085 s.f.
 8241 - 12,150 s.f.

Study Area Options:
 A. 4 lots owned by Morgans
 B. Expand study area to RS 7.2 zoned properties between 120th Ave NE and 124th Ave NE, north of the cemetery (see City proposal above).

Land Use/Zoning Options:
 A. No Change - retain medium and low density RM 3.6 and RS 7.2
 B. Rezone to Commercial
 C. Rezone to Mixed Use Commercial/Multifamily
 D. Rezone to Multifamily
 o High
 o Medium

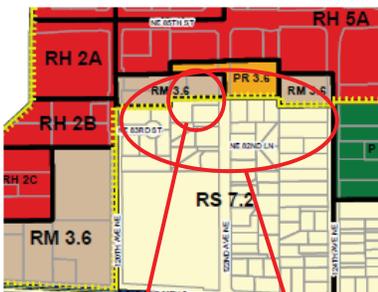
Preliminary Staff Recommendation:
 None at this time, but not in support of rezoning to commercial.



A. Morgans' Request

B. Expanded Study Area

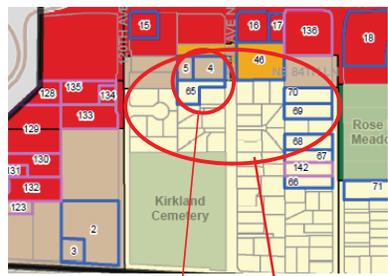
Zoning



A

B

Further Developable/Vacant



A

B

NE 85th ST Subarea

5. Applicant: City

Request: Consider increased density and intensity of land uses within the existing RHBD Regional Center zones closest to the future Sound Transit Station at NE 85th/I-405 interchange and Bus Rapid Transit along NE 85th ST.

Issue: Are land use changes needed in RHBD Regional Center to take advantage of proximity to BRT Station and future BRT along NE 85th for Transit Oriented Development?

Existing RH 1A, 1B, 2A, 2B, 2C, RH3 zoning already allows a mix of commercial and residential uses and building height of 5-6 stories. Issues to study include: is additional height needed, increases in lot coverage, mix of uses to encourage retention of office space and jobs, and other code changes to accommodate the urban density envisioned by the original Rose Hill Business District plan, zoning, and to support future transit investments.

Existing Land Use: Commercial

Land Use/Zoning Options:

- A. No Change - retain current zoning standards.
- B. Revisit zoning regulations to increase height in locations now allowing a maximum 67' height limit, increase lot coverage in locations now allowing 80% to 90% or 100%, evaluate mix of uses and ground floor use restrictions.

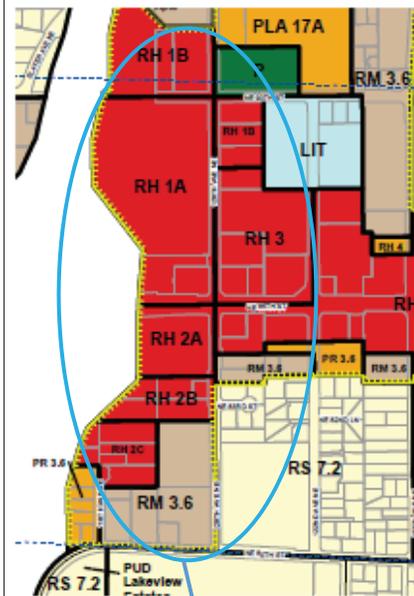
Preliminary Staff Recommendation: None at this time (additional study needed).

Aerial Map



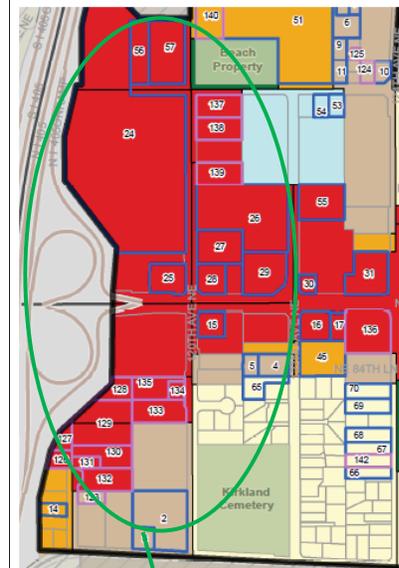
RH 1A, 1B, 2A 2B, RH3 Study Area

Zoning



RH 1A, 1B, 2A 2B, RH3 Study Area

Further Developable/Vacant



RH 1A, 1B, 2A 2B, RH3 Study Area

NE 85th ST Subarea

6. Applicant: LMJ Enterprises, LP (Lee Johnson car dealership site)

Contact: John McCullough with McCullough Hill Leary, PS

Requests: Consider increased density and height within existing RH2A, B and C zones for both short and long term development.

1. Short term: zoning changes allowing height increase to 75' across entire site, for residential over ground floor commercial.

2. Future Master Plan for consolidated site development of more than 5 acres phased over 10 +/- years with 160' height (15 stories) for residential and commercial.

Applicant Justification: Increase height and density because of location near BRT station/regional trans. corridor and capacity of site to make sizeable contributions to housing and commercial capacity (see July 6 email).

Issue: Should additional height or density be approved, both in short and long term, in recognition of TOD opportunity adjacent to planned Sound Transit BRT station and future BRT along NE 85th?

Existing RH 2A, 2B, 2C, zoning allows a mix of commercial and residential uses with building heights of 4-6 stories (maximum 67') generally transitioning with topography of site. No density limit, except in RH 2C, (12 du/acre).

Existing Land Use: Commercial

Land Use/Zoning Options:

Short term:

- A. No change - retain current height and density standards.
- B. Increase height limit for mixed use residential/commercial uses across entire site to 75'.
- C. Increase height in locations now allowing a maximum 67' height limit.
- D. Increase density in locations now allowing maximum of 12 du/acre to unlimited density.

Long Term:

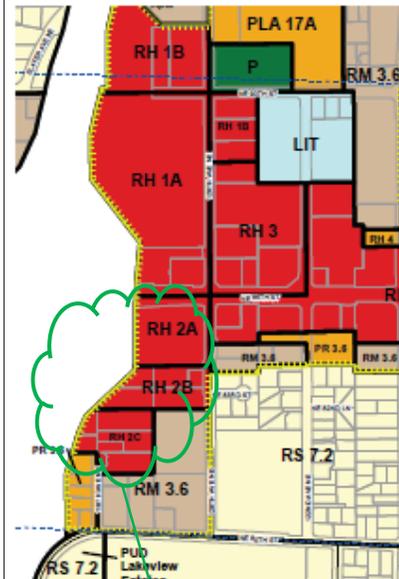
- A. Wait until next cycle of Neighborhood Plan update to consider proposal.

Aerial Map



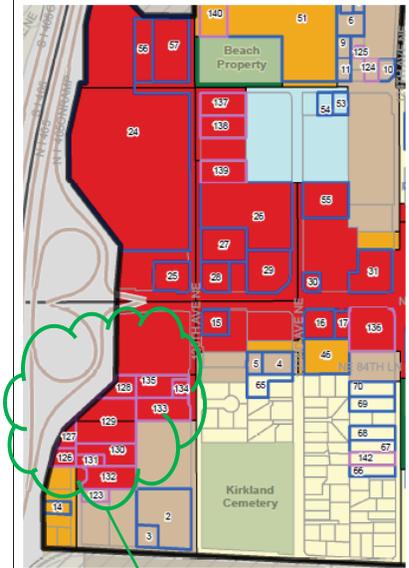
Car Dealership Property Study Area

Zoning



Car Dealership Property Study Area

Further Developable/Vacant



Car Dealership Property Study Area

<p>B. During this update, establish policy for Master Plan process now for RH 2A, B, C. for some minimum number of acres.</p> <p>C. During this update, draft policy to establish in the future height limits/density and mix of uses/connections/open space/design guidelines.</p> <p>Preliminary Staff Recommendation:</p> <ul style="list-style-type: none">• None at this time for changes to height or density for either short or long term proposals (additional study needed). <p>Short term proposal:</p> <ul style="list-style-type: none">• If a change to height and density is allowed, refine as necessary, design guidelines for all new, expanded or remodeled commercial, multifamily or mixed use buildings. <p>Long term:</p> <ul style="list-style-type: none">• Establish policies to develop a master plan for future long term development of TOD at this site for a minimum acreage that involves Rose Hill residents.• Establish policies to refine as necessary, design guidelines for all new, expanded or remodeled commercial, multifamily or mixed use buildings.			
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NE 85th ST Subarea
7. Madison Development request for RH 3 code amendments

Contact: Jim Gallagher, Principal with Madison Development

Requests: Madison Development requests code amendments to RH 3 zone (Petco site at NE 85th ST and 120-122nd Ave NE) to change:

- maximum lot coverage from 80% to 100% (while providing open space plazas and gardens into the design),
- increase building height by eight feet (from 67' to 75') to allow for decorative parapets, residential roof amenity spaces, open railings, landscape planters,
- reduce the required parking ratio for residential and retail uses.

The proposed mixed use residential (market and affordable housing)/commercial project is currently going through the Design Review Process with the Design Review Board and requesting these minor code changes will allow them to achieve the desired vision and development goals for the site.

The reduced parking ratio request may be able to be achieved administratively through the allowed parking modification or shared parking provisions in the Zoning Code without a code amendment (See July 13, 2018 letter). Applicant is preparing a parking study.

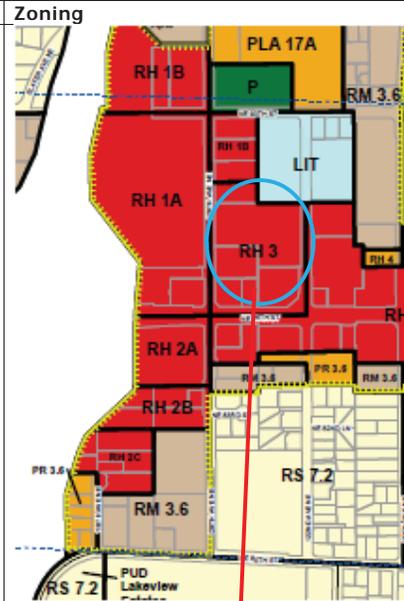
Applicant Justification: The lot coverage and height requests would allow the project to meet the intent and vision for the RH-3 zoning and Design Guidelines to achieve an urban mixed use residential/commercial, transit oriented project near the new Sound Transit Station at the NE 85th ST/I-405 Interchange.

Five Parcels: 123850-0110, 0115, 0125, 0135, 0140

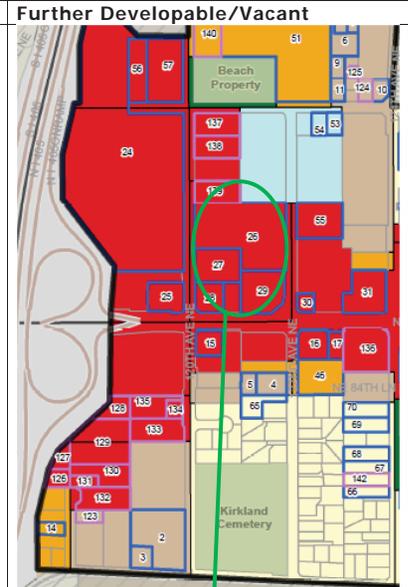
Issue: The 80% lot coverage may have been an oversight when transferring the old BCX suburban commercial zoning requirements to the more urban mixed use RH 3 zoning in 2006. The unusual existing grade changes of the site sloping from the higher point at NE 85th ST to the lower parking lot below, make it challenging



RH 3 Study Area



RH 3 Study Area



RH 3 Study Area

<p>for the applicant to meet the way the code requires maximum building height to be calculated.</p> <p>Existing RH 3 zone allows a mix of commercial and residential uses with building heights of 67' above average building elevation along the north side of the zone with a maximum of 45' above NE 85th ST.</p> <p>Maximum lot coverage is 80%.</p> <p>Parking code requirements depend on the type of commercial use (retail, office, or restaurant). For residential uses parking requirements are based on number of bedrooms. For a studio (1.2 per unit) or 1.3 for 1 bedroom to 1.8 per 3 or more bedrooms plus visitor parking.</p> <p>Existing Land Use: One story mixed commercial</p> <p>Land Use/Zoning Options:</p> <ul style="list-style-type: none"> A. No change retain current height, lot coverage and parking standards. B. Increase building height limit for mixed use residential/commercial uses to 75' and lot coverage to 100%. <p>Preliminary Staff Recommendation:</p> <p>Support approving code amendments to increase maximum lot coverage to 100%; building height to 75' above average building elevation consistent with other higher density commercial areas. Staff supports the concept of shared or reduced parking arrangement between the commercial and residential uses given the location near the future transit facilities provided the mix of tenants and results of a parking analysis.</p>			
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Bridle Trails Neighborhood
8. Applicant: Daniel Weise

Request: Change land use from LDR 1 to LDR 5 for 3 properties around Silver Spurs Ranch at 6422 128th Ave NE (PIN 1241500340), 6425 128th Ave NE (PIN 1241500345), 6424 126th Ave NE (PIN 1241500351) (see March 26, 2018 email).

Applicant Justification - increase density because these lots gain access from NE 65th ST, and therefore have more in common with RS 7.2 zone rather than with the rest of Silver Spurs, which receives access from NE 60th ST.

Issue: Would this request compromise the equestrian vision for this neighborhood?

Existing Land Use: Low Density single family
Existing Zoning: RSX 35

Parcel Sizes:
6422 - 45,738 s.f.
6424 - 35,741 s.f.
6425 - 35,711 s.f.

Study Area:
3 lots including the Weise property, all outside the Silver Spurs Ranch Development.

Land Use/Zoning Options:
A. No Change -Retain LDR 1 RSX 35 zoning
B. Rezone to LDR 5 RSX 7.2

Preliminary Staff Recommendation: No change in order to preserve equestrian uses.

Aerial Map



Study Area

Zoning



Study Area

Further Developable/Vacant



Study Area

Bridle Trails Neighborhood

9. Applicant: Bridle Trails Shopping Center

Contacts: Don Wells with Tech City Bowl, and Richard Schoebel with ROIC, Tom Parsons and Glen Scheiber with The Holland Group

Requests:

- Increase building height to 65 feet and higher to increase mixed use density for both Tech City Bowl and Bridle Trails shopping center properties, and allow for rooftop open space amenities (see June 28 2018 letter).
- Allow residential flexibility on ground floor. Affordable housing at max 20% of residential units.
- Flexibility in parking standards. See written proposal.

Existing Neighborhood Plan policies support developing a plan for future development of the commercial center that involves both South Rose Hill and Bridle Trails residents.

Establish new design guidelines for the commercial center for all new, expanded or remodeled commercial, multifamily or mixed use buildings.

Study Issues:

- o How extensive should the master plan be?
- o Minimum lot size consolidation?
- o Are the existing performance standards in plan adequate or need revising?
- o Increase building height to what?
- o Add affordable housing requirement
- o Currently no design review is required in BCX- Should this be changed?

Land Use/Zoning Options:

- A. Keep existing BCX zoning
- B. Establish BT Neighborhood Center Zoning including an increase in building height

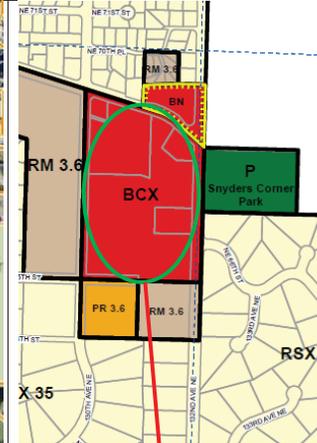
Preliminary Staff Recommendation: Some range of height/density increase, and associated zoning code amendments.

Aerial Map



Study Area

Zoning



Study Area

Further Developable/Vacant



Study Area

The following matrix evaluates each land use study area and how the proposed rezone or code amendment proposal meets (**Yes**) or does not meet (No).

<p>Evaluation Criteria </p> <p>Land Use Study Area </p>	Consistent with vision statement?	Compatible with adjacent uses?	Redevelopment potential in the area?	Lack of environment constraints (streams, wetlands)	Promote 10-minute neighborhoods?	Close to existing/planned bus lines with 15-minute or better service?	Meets goals of Housing Strategy Plan?	Consistent with Comprehensive Plan?	Economic benefits?	Unanimous property owner support?
<p>1. Lake Washington Intsitute Technology (LWIT) (North Rose Hill) Request: Add residential units for students and staff on campus master plan</p> <p>Study Options: A. Retain existing policies. B. Revise housing policy to encourage both market rate and affordable housing. C. Designate NGPE area to preserve the tree canopy for wildlife corridor and woodland in addition to geologic hazard areas with revised master plan. D. Allow the master plan process to determine a minimum allowable encroachment into the NGPE after first utilizing the redevelopment potential in the existing surface parking lot; subject to environmental review analysis.</p> <p><u>Staff recommendation:</u> Support B, C and D. Support change to revise master plan to allow market rate, student, or staff housing on campus. Allow only minimul encroachment into NGPE.</p>	<p>YES -Underutilized areas of the Campus provide opportunities for work force and student housing on campus. -Adding residential uses would transform campus from a commuter school to all hours living environment.</p>	<p>YES Heavy vegetative buffer blocks view from adjacent homes, minimizing visual impacts.</p>	<p>YES Campus has underutilized portions of site. Subject to existing or revised master plan (current master plan expires in 2020)</p>	<p>YES If development is focused on the existing area occupied by surface parking lots</p>	<p>NO However, the establishment of a pedestrian connection to the Totem Lake District would promote this criterion.</p>	<p>YES -Existing bus route 238 services provides service on 132nd Ave NE. -By 2025 more frequent service connection to transit centers: Downtown Kirkland, Totem Lake, Redmond, Kenmore, Bothell</p>	<p>YES Could increase affordable housing</p>	<p>YES The proposal would promote Comprehensive Plan goals related to affordable housing, connectivity and economic development</p>	<p>YES Allows live/work options; reduces commute hour school impacts. May increase sales tax within Kirkand</p>	<p>N/A</p>

The following matrix evaluates each land use study area and how the proposed rezone or code amendment proposal meets (Yes) or does not meet (No).

Evaluation Criteria Land Use Study Area	Consistent with vision statement?	Compatible with adjacent uses?	Redevelopment potential in the area?	Lack of environment constraints (streams, wetlands)	Promote 10-minute neighborhoods?	Close to existing/planned bus lines with 15-minute or better service?	Meets goals of Housing Strategy Plan?	Consistent with Comprehensive Plan?	Economic benefits?	Unanimous property owner support?
<p>2. RH-8 (City) (South Rose Hill) Expand RH 8 boundary on southside of NE 85th ST. Rezone RSX 7.2 to RH-8 zone or higher residential density</p> <p>Study Options: A. No Change - Retain Low Density RSX 7.2 (Under existing zoning potential for 19 lots) B. Rezone to Office RH 8 (potential for 90,184 sf gfa limited commercial/office) C. Rezone to Mixed Use Office/Multifamily PR 3.6 (if all lots combined potential for 62,435 sf gfa office and 3 units (less than 4 units; no affordable units) D. Rezone to Multifamily: -RM 3.6 (potential for 47 units (3.8 affordable units) (28 additional units compared to A) or -RM 1.8 (potential for 77 units (7.7 affordable housing units) (73 additional units compared to A)</p> <p><u>Staff recommendation:</u> Do not support rezone to RH 8 for the following reasons: -Commercial uses could be incompatible with single-family uses. -A majority of study area comprises newer single family homes unlikely to redevelop. (7 homes built in 2014; 3 homes built 1960-1970). -Impacts to existing residential development outweigh rezoning from RSX 7.2 to RH-8, PR or RM. -5 property owners within study area oppose rezone.</p>	<p>NO -East end of RHBD, low density single family abuts existing commercial uses. -Neighborhood Plan policies discourage expansion of commercial into low density residential areas.</p>	<p>NO -Impacts of commercial expansion on residential uses. -NE 84th ST is not a through street, posing traffic constraints. -This proposal could substantially increase traffic on local streets that are ill-equipped to handle congestion.</p>	<p>NO -Majority of study area comprises newer detached homes (2014). -Three parcels to the west of religious facility built in (1960 & 1969)</p>	<p>YES No mapped streams/wetlands</p>	<p>YES Shops and services are within walking distance for residents</p>	<p>YES -Existing bus service on NE 85th ST, 124th Ave, NE 80th ST provides transit services within walking distance. -By 2025 there will be more frequent transit service connection to transit centers: Downtown Kirkland, Totem Lake, Redmond, Kenmore, Bothell</p>	<p>NO -If rezoned to multifamily or office/multi family there would be a low number of affordable housing produced. -The potential impacts of rezoning on the single family residential outway the amount of affordable housing produced.</p>	<p>NO -Commercial expansion on NE 84th ST would be incompatible with land use policies related to transition areas between higher density uses and low density single family</p>	<p>NO Would allow for very minor business expansion</p>	<p>NO -As of 8/15, 5 emails from property owners within or nearby oppose rezone: -Isenburg (owns two homes in study area on NE 84th ST; no addresses given), -Olivia Ahna (8402 132nd Ave NE in Redmond), -Lingjun Fu (13108 NE 84th ST). -Levin (no address given). -Carter Bagg</p>

The following matrix evaluates each land use study area and how the proposed rezone or code amendment proposal meets (Yes) or does not meet (No).

<p>Evaluation Criteria </p> <p>Land Use Study Area </p>	Consistent with vision statement ?	Compatible with adjacent uses?	Redevelopment potential in the area?	Lack of environment constraints (streams, wetlands)	Promote 10-minute neighborhoods?	Close to existing/planned bus lines with 15-minute or better service?	Meets goals of Housing Strategy Plan?	Consistent with Comprehensive Plan?	Economic benefits?	Unanimous property owner support?
<p>3. Jin or expanded study area (City) (North Rose Hill) Request: Rezone parcels from RS 7.2 to RM or commercial zoning. Study Areas: <ul style="list-style-type: none"> Jin's request (1 parcel built 1960 and 3 in 1968) City expanded study to north 7 additional parcels in RS 7.2 to include 11 total parcels. 5 parcels built in 1983; 1 parcel in 1949) Study Options: A. No Change - retain Low Density RS 7.2 Jin's 4 parcels, potential for 8 lots Expanded study area: 14 lots Total both study areas if redeveloped: 22 lots (net 11 additional lots) B. Rezone to Commercial RH 5A or RH 5B: Jin's 4 parcels: 17,760 sf commercial and 11,840 sf office Expanded study area: 30,792 sf commercial and 20,528 sf gfa office C. Rezone to Office RH 8: Jin's 4 parcels: 38,480 sf gfa office Expanded area: 66,717 sf gfa office D. Rezone to Multifamily High density RM 1.8: Jin's area: 33 units or Expanded area: 57 units Total 106 units (includes 16 bonus) (7.9 affordable units). A net increase of 84 housing units compared to A above. Medium density RM 3.6: Jin's area: 19 units or Expanded area: 31 units. Total 54 units (includes 8?bonus units) (4.5 affordable units). A net increase in 32 housing units compared to A above. <u>Staff recommendation:</u> Keep existing zoning. Do not support rezone of Jin parcels or expanded study area. Although close to shops, services and future transit station, older housing stock (1960-1980's) and shown as further development potential under existing zoning, there is property owner opposition and low potential for substantially increasing the supply of housing. If rezoned to commercial there would be high impact on adjacent properties.</p>	<p>YES Located within walking distance of future transit station and services.</p>	<p>NO -Surrounding uses to the east and north are low density. -Staff have received complaints in the past of commercial employees parking on residential side street (126th Ave NE). -Moderate impact if rezoned to multifamily</p>	<p>YES -Jin's study area four lots were built in the 1960's. -Expanded study area properties to the north were built in 1983.</p>	<p>YES No mapped streams/wetlands</p>	<p>YES Smaller lots in this location are close to shops and services promoted by the 10 minute neighborhood concept</p>	<p>YES -4 blocks away from future NE 85th ST/I-405 transit station -Bus Rapid Ride on NE 85th ST by 2025.</p>	<p>NO If rezoned to multi-family 5-8 potential affordable housing units is minimal.</p>	<p>NO Potential impacts of rezone options on adjacent properties outway benefits.</p>	<p>YES If rezoned to commercial could allow expansion of adjacent commercial properties and increase small amount of jobs.</p>	<p>NO and YES One property owner within the study area opposes and did not give consent: -Elwell (8525 126th Ave NE). -One property owner outside study area: -Susan Davis (no address) Two emails of support: -one owner is within the study area: -Lysen (8523 126th Ave NE) -one outside study area: -Lamoureux (8720 126th Ave NE)</p>

The following matrix evaluates each land use study area and how the proposed rezone or code amendment proposal meets (Yes) or does not meet (No).

<p>Evaluation Criteria </p> <p>Land Use Study Area</p> <p></p>	<p>Consistent with vision statement?</p>	<p>Compatible with adjacent uses?</p>	<p>Redevelopment potential in the area?</p>	<p>Lack of environment constraints (streams, wetlands)</p>	<p>Promote 10-minute neighborhoods?</p>	<p>Close to existing/planned bus lines with 15-minute or better service?</p>	<p>Meets goals of Housing Strategy Plan?</p>	<p>Consistent with Comprehensive Plan?</p>	<p>Economic benefits?</p>	<p>Unanimous property owner support?</p>
<p>4. Morgan or expanded study area (City) (South Rose Hill) Request: Rezone parcels from RS 7.2 to RM or commercial zoning. Study areas:</p> <ul style="list-style-type: none"> 4 lots owned by Morgan family (1 parcel built in 1949, 1 parcel built in 1935, 2 built in 1960's) Expanded study area to RS 7.2 zoned properties between 120th Ave NE and 124th Ave NE, north of the cemetery (see City proposed expanded study area above). (15 parcels built in prior to 1960's; 3 parcels built in 1970's; 12 built newer than 1970's) <p>Study Options:</p> <p>A. No Change - retain parcels that are medium and low density RM 3.6 and RS 7.2 Morgan: Potential for 13 lots/units Expanded study area: 55 lots (net 21 lots from existing)</p> <p>B. Rezone to Office RH 8 Morgan: 40,609 sf gfa office Expanded study area: 255,234 sf gfa limited retail/office</p> <p>C. Rezone to Mixed Use Commercial/Multifamily PR 3.6 Morgan: 28,114 sf gfa office; 1.12 units (no affordable units) Expanded study area: 176,700 sf gfa office; 7 units (.7 affordable units)</p> <p>D. Rezone to Multifamily High density RM 1.8: Morgan: 35 units plus 7 bonus = 42 units (3.5 affordable units) Expanded study area: 218 units plus 42 bonus = 260 units (21 affordable units) Medium density RM 3.6: Morgan: 17 plus 3 bonus = 20 units (1.7 affordable units) Expanded study area: 109 units plus 22 bonus = 131 units (10.9 affordable units)</p> <p><u>Staff recommendation:</u> Do not support Option B rezoning to commercial for either Morgan's lots or expanded study area. Support rezoning Morgan's parcels to RM 3.6 and a smaller expanded area described below:</p> <ul style="list-style-type: none"> Morgan parcels: Maintain 2 Morgan parcels that are RM 3.6 (8251, 8249 122nd Ave NE). Rezone two Morgan parcels to the south that are RS 7.2 to RM 3.6. (Three out of the four parcels are further developable). Support rezoning 3 parcels across the street to east (8230, 8232, 8234 122nd Ave NE; built in 1967; further developable 	<p>YES -Location within walking distance of future transit station at NE 85th ST/I-405. -If residential, more compact housing on perimeter of Regional Center of Rose Hill District near future transit station</p>	<p>YES Mix of old and newer development.</p>	<p>YES Homes are older (1949-1960's, late 1990's) within study area except three built 2000, 2016, 2017).</p>	<p>YES No mapped critical areas.</p>	<p>YES Because of the location within walking distance of NE 85th ST and transit services supports the goals of the 10 minute neighborhood concept.</p>	<p>YES 1-2 blocks away from future NE 85th ST/I-405 transit station.</p>	<p>YES Could result in increased density to provide compact housing and more affordable housing (10-21 units depending on number of parcels rezoned)</p>	<p>YES</p>	<p>NO</p>	<p>YES 2 property owners in expanded study area along 124th Ave support a change to commercial or MF: -Mock(8231 124th Ave NE) or RM 3.6 -Kaiser(8239 124th Ave NE) 3 property owners in expanded study area oppose the rezones: -Sanford (8050 122nd Ave NE) -Mahoney (8054 122nd Ave NE), -Murrah (8211 122nd Ave NE)</p>

The following matrix evaluates each land use study area and how the proposed rezone or code amendment proposal meets (Yes) or does not meet (No).

<p>potential based on land to improvement value) from RS 7.2 to RM 3.6</p> <ul style="list-style-type: none"> Support rezoning 2 parcels at 8239 and 8231 124th Ave NE from RS 7.2 to RM 3.6 (Kaiser/Mock support change; built in 1960; show further developable due to size of parcel; RM 3.6 zoning to the north) <p>Medium density zoning along edge of business district is consistent with other areas as a transition use between commercial and low density single family zoning. Supports added affordable housing within walking distance of transit and services.</p>										
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The following matrix evaluates each land use study area and how the proposed rezone or code amendment proposal meets (Yes) or does not meet (No).

Evaluation Criteria Land Use Study Area	Consistent with vision statement?	Compatible with adjacent uses?	Redevelopment potential in the area?	Lack of environment constraints (streams, wetlands)	Promote 10-minute neighborhoods?	Close to existing/planned bus lines with 15-minute or better service?	Meets goals of Housing Strategy Plan?	Consistent with Comprehensive Plan?	Economic benefits?	Unanimous property owner support?
<p>5. RH 1-A/B RHBD Regional Center near Transit Station (City initiated study) (North Rose Hill) Study area RH 1-A-B zone (Includes Costco, vehicle gas stations, office building located north of NE 85th ST/I-405 Interchange) increased density and building height to support future Sound Transit Station. <i>See analysis for Lee Johnson and RH 3 in Regional Center below</i></p> <p>Study Options: A. No Change - retain current zoning standards: allows mixed use residential, large retail, office. Maximum building height is 67' above average building elevation. Existing RH 1A/1B potential: Total commercial or office: 1,068,972 sf gfa Residential: 852 units (85.2 affordable housing units) B. Increase building height to 75' above average building elevation same as Study Area 6 below.</p> <p><u>Staff recommendation:</u> Support increase in building height/density to support future redevelopment into a transit oriented development providing increased housing, affordable housing, jobs near future Sound Transit Station on I-405 and increased transit service on NE 85th ST.</p>	<p>YES -Vision, existing zoning and Design Guidelines promote more intensive uses in Regional Center near freeway interchange and transit access. -Future Sound Transit Station would further support mixed use higher density development</p>	<p>YES -Majority of surrounding uses are commercial. -South of RH 2A-C is a mix of low density and medium density residential uses.</p>	<p>YES All existing uses are underutilized per current zoning; mostly surface parking lots surrounding the uses.</p>	<p>YES West of Costco property in RH 1B contains a wetland. Impacts to this wetland area could be mitigated.</p>	<p>YES Within walking distance of all zones are shops, services, transit.</p>	<p>YES Within walking distance of future Sound Transit Station at NE 85th ST/I-405.</p>	<p>YES If mixed use residential/commercial opportunity for increased affordable housing near transit stops, shops, and services.</p>	<p>YES Redevelopment of site would be in the Regional Center area of the Rose Hill Business District where larger mixed use development close to transit and freeway is envisioned and supported by land use and transportation policies.</p>	<p>YES -If redeveloped to residential or even mixed use commercial could increase sales tax revenue. -If Costco store is redeveloped to residential there would be a decrease in sales tax revenue and jobs.</p>	<p>YES</p>

Neighborhood Plan Update Land Use Change Request Criteria and Evaluation -8/29/2018

The following matrix evaluates each land use study area and how the proposed rezone or code amendment proposal meets (Yes) or does not meet (No).

<p>Evaluation Criteria </p> <p>Land Use Study Area </p>	Consistent with vision statement?	Compatible with adjacent uses?	Redevelopment potential in the area?	Lack of environment constraints (streams, wetlands)	Promote 10-minute neighbor hoods?	Close to existing/planned bus lines with 15-minute or better service?	Meets goals of Housing Strategy Plan?	Consistent with Comprehensive Plan?	Economic benefits?	Unanimous property owner support?
<p>6. Lee Johnson Auto Dealership RH 2A-2C (South Rose Hill) Request: Increase height to 75' or 160' (15 stories), unlimited density</p> <p>Study Options:</p> <p>A. No change - retain current height and density standards. Current maximum building height: RH 2A= 67' ABE RH 2B= 55' ABE RH 2C= 35' ABE Max Density in RH 2C is RM 3.6 elsewhere none. Max lot coverage is 80% Existing RH2A, 2B, 2C estimated potential: Total commercial or office: 485,044 sf gross floor area (gfa) Potential residential: 387 units plus bonus units of 77= 464 total units (38.7 affordable housing units)</p> <p>B. Increase height limit for mixed use residential/commercial uses across entire site to 75' (one story increase): Total estimated potential commercial or office: 1,068,972 sf gfa. Residential units: 474 units (40 affordable housing units)</p> <p>C. Increase height in locations now allowing a maximum 67' height limit. Increase density in locations now allowing maximum of 12 du/acre to unlimited density.</p> <p>Long Term:</p> <p>A. Wait until next cycle of Neighborhood Plan update to consider proposal.</p> <p>B. During this update, establish policy for Master Plan process now for RH 2A, B, C. for some minimum number of acres. Draft policy to establish in the future height limits/density and mix of uses/connections/open space/design guidelines. 150' (5 -8 additional office or residential stories): Potential office at 5 additional stories=2,137,944 sf gfa office Residential potential: (8 units per floor x 8 floors=916 units plus 183 bonus units or total of 1,099 units increase lot coverage from 80% to 100%</p> <p><u>Staff recommendation:</u> -Do not support 160' in building height. Wait until next cycle of Plan update and ST station is constructed. Support the following changes requiring a master plan through design review process: -In RH 2A increase maximum building height from existing 67' ABE to 75' ABE -In RH 2B, 2C keep height same.</p>	<p>YES -Vision statement envisions a walkable, transit-oriented pedestrian village around the NE 85th ST/I-405 transit hub. -Under existing or proposed zoning there is an opportunity to provide Transit Oriented Development with additional housing or jobs near the NE 85th ST/I-405 Sound Transit Station.</p>	<p>YES -For a 75' tall building across entire site. -Surrounding uses are commercial uses, freeway to the west. The design of any future redevelopment option should modulate the architectural mass adjacent to residential uses. -NO for 160' tall building across entire site because of potential impact on adjacent residential uses to the south and east.</p>	<p>YES Existing surface parking lot for auto dealership could be considered underutilized given location near future transit station and I-405 interchange.</p>	<p>YES No mapped stream or wetland</p>	<p>YES Within walking distance of all zones are shops, services, transit.</p>	<p>YES Within walking distance of future Sound Transit Station at NE 85th/I-405.</p>	<p>YES Potential for increase in affordable housing units near transit station.</p>	<p>YES The proposal would promote Comprehensive Plan goals related to affordable housing, connectivity and economic development</p>	<p>YES If auto dealership leaves (would reduce sales tax revenue to City).</p>	<p>YES</p>

Neighborhood Plan Update Land Use Change Request Criteria and Evaluation -8/29/2018

The following matrix evaluates each land use study area and how the proposed rezone or code amendment proposal meets (Yes) or does not meet (No).

<ul style="list-style-type: none">-No limit on residential density in any of the zones.-Require 20% affordable housing units similar to YBD 1 requirements.-Require LEED building requirements-Change lot coverage to 100%-Some minimum amount of public open space										
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The following matrix evaluates each land use study area and how the proposed rezone or code amendment proposal meets (Yes) or does not meet (No).

Evaluation Criteria Land Use Study Area	Consistent with vision statement?	Compatible with adjacent uses?	Redevelopment potential in the area?	Lack of environment constraints (streams, wetlands)?	Promote 10-minute neighbor hoods?	Close to existing/planned bus lines with 15-minute or better service?	Meets goals of Housing Strategy Plan?	Consistent with Comprehensive Plan?	Economic benefits?	Unanimous property owner support?
<p>7. Madison Development in RH-3 (North Rose Hill) Request: Increase height by 8', increase lot coverage from 80% - 100%, reduce required parking ratio. The additional height is needed because of the way the maximum building height calculations are measured and dramatic changes in topography between the public right of way and property line and across the site.</p> <p>Current development proposal under existing zoning: -200,000 gross floor area (gfa) retail use -740 residential units (within four buildings with 5-6 levels) (74 affordable housing units).</p> <p>Study Options: A. No change retain current 67' height, 80% lot coverage and parking standards. B. Increase building height limit for mixed use residential/commercial uses to 75' and lot coverage to 100%.</p> <p><u>Staff Recommendation:</u> Support code amendments to: -increase maximum lot coverage to 100%. -increase building height to 75' above average building elevation consistent with other higher density commercial areas. 8 feet additional height will be negligible. -the concept of shared or reduced parking arrangement between the commercial and residential uses given the location near the future transit facilities provided the mix of tenants and results of a parking analysis. Zoning code amendments to be completed in 2019.</p>	<p>YES -Under existing or proposed zoning there is an opportunity to provide Transit Oriented Development with additional housing or jobs near the NE 85th ST/I-405 Sound Transit Station. -Proposed development is consistent with the vision in the Design Guidelines for the Rose Hill Business District.</p>	<p>YES -8 feet of additional height would have a negligible effect. -Development proposal will provide public open spaces and landscaping throughout site. -A mix of uses could support a reduced rate of parking if supported by a parking study. -Surrounding uses are commercial.</p>	<p>YES Underutilized property given existing zoning.</p>	<p>YES A piped underground stream crosses the site (not required to daylight stream).</p>	<p>YES Proposed development will provide housing, shops and services within walking distance of neighborhoods and transit.</p>	<p>YES Within walking distance of Sound Transit Station at NE 85th ST/I-405.</p>	<p>YES Increase in estimated 740 residential units and 74 affordable housing units.</p>	<p>YES The proposed development is consistent with the vision for the Rose Hill Business District and compact mixed land uses</p>	<p>YES Both jobs and sales tax revenue</p>	<p>No comments received</p>

The following matrix evaluates each land use study area and how the proposed rezone or code amendment proposal meets (Yes) or does not meet (No).

Evaluation Criteria  Land Use Study Area 	Consistent with vision statement?	Compatible with adjacent uses?	Redevelopment potential in the area?	Lack of environment constraints (streams, wetlands)	Promote 10-minute neighborhoods?	Close to existing/planned bus lines with 15-minute or better service?	Meets goals of Housing Strategy Plan?	Consistent with Comprehensive Plan?	Economic benefits?	Unanimous property owner support?
<p>8. Daniel Weise (Bridle Trails) Request: Move zoning district line to rezone three parcels from RSX 35 to RSX 7.2</p> <p>Study Options: A. No Change -Retain LDR 1 RSX 35 zoning No additional lots permitted under current zoning. RSX 35 requires a 10,000 sf area for a paddock. B. Rezone to LDR 5 RSX 7.2 If rezoned, potential for total of 16 lots.</p> <p><u>Staff recommendation:</u> No change in zoning order to preserve RSX 35 sized lots capable of keeping horses consistent with zoning to the south and east.</p>	<p>NO -Reduces equestrian lots if rezoned to smaller lots. -Maintaining the equestrian community character of the neighborhood is very important to the residents.</p>	<p>NO -Rezone would change the character of the area by allowing smaller lots without paddock areas. -Rezoning those 3 lots would reduce the number of lots capable of keeping horses and change the equestrian character of the area.</p>	<p>NO Very few lots capable of redevelopment because of the parcel sizes and minimum lot size requirement of 35,000 sf and requirement for a 10,000 sq. ft. paddock area.</p>	<p>NO No mapped streams or wetlands on parcels.</p>	<p>YES Parcels are located within walking distance of shopping area but rezoning to smaller lots goes against policy support for maintaining large lots for equestrian use.</p>	<p>NO Not located within walking distance of transit service on NE 70th or 132nd Ave NE</p>	<p>NO Smaller lots would not meaningfully expand the City's stock of more affordable housing units.</p>	<p>YES Rezoning would allow for more compact housing opportunities but probably not considered affordable housing.</p>	<p>NO</p>	<p>One of the property owners of the 3 lots is opposed to rezone (did not give consent): -Hay 6424 126th Ave NE). Two emails received from people outside the study area oppose rezone: -Plut (17 Bridlewood Circle) -Michelle Claassen (no address given on 128th Ave NE)</p>

The following matrix evaluates each land use study area and how the proposed rezone or code amendment proposal meets (**Yes**) or does not meet (No).

Evaluation Criteria  Land Use Study Area 	Consistent with vision statement?	Compatible with adjacent uses?	Redevelopment potential in the area?	Lack of environment constraints (streams, wetlands)	Promote 10-minute neighborhoods?	Close to existing/planned bus lines with 15-minute or better service?	Meets goals of Housing Strategy Plan?	Consistent with Comprehensive Plan?	Economic benefits?	Unanimous property owner support?
<p>9. Bridle Trails Shopping Center (Bridle Trails) Request: Increase building height from 30' (two stories) to 65' (6 stories) to allow redevelopment of shopping center into mixed use commercial/housing. Allow housing on ground floor.</p> <p>Study Options: A. Keep existing BCX zoning with building height 30' above existing average building elevation (ABE) For all properties on the subject property (shopping center and Tech City Bowl) under existing zoning there is a potential for 135,794 sf gross floor area (gfa) commercial and 598 residential units (59 affordable housing) B. Establish BT Neighborhood Center Zoning including an increase in building height to 65'; allow housing on ground floor. For 5 stories estimated redevelopment potential: 108,635 sf gfa commercial 108,635 office Residential: 1,197 units (100 affordable)</p> <p><u>Staff Recommendation:</u> Support an increase in building height to 5 stories in order to support higher-quality retail at center and increased transit service, which are major community objectives for the area. Have a tiered approach to building height and form across entire subject property that is compatible with existing 3 story multi-family uses to the east and south perimeters that is RM 3.6 zoning; 30' ABE height limit. Could consider a 55' maximum building height (15' ground floor commercial with 4 stories of residential above (or commercial) (allow increased height for decorative parapets or peaked roofs, mechanical units; as allowed in other commercial zones) similar to NRH 1A zoning (allows 5 stories: 4 stories residential over 1 story commercial) or recently adopted FHNC zoning where zoning allows 55' height, requires some level of property aggregation, grocery store, area for public open space, upper story step back modulation requirements above two stories, greater affordable housing requirements (20% instead of 10%) and green building LEED requirements. The details of the zoning regulations would be developed in 2019.</p>	<p>YES Future redevelopment of the shopping center is a shared vision in the draft vision statement as a community gathering place for local quality shops and services.</p>	<p>YES If buildings step up from lower height areas around perimeter of property to be more compatible with 2-3 story residential and commercial uses surrounding the property and across the street.</p>	<p>YES Existing uses: One story Shopping Center (built in 1980) and one story Tech City Bowl bowling alley (built in 1957)</p>	<p>YES No mapped wetlands or streams.</p>	<p>YES Redevelopment of the site into a mixed use residential commercial neighborhood focus project promotes the 10 minute neighborhood concept for surrounding residents.</p>	<p>YES -Bus route 245 provides service along NE 70th ST to Redmond-Kirkland. -By 2025 more frequent service connection to transit centers: Downtown Kirkland, Totem Lake, Redmond, Kenmore, Bothell</p>	<p>YES Redevelopment would increase affordable housing opportunities.</p>	<p>YES New zoning for future redevelopment would be consistent with the land use, housing, and transportation policies to encourage mixed use development.</p>	<p>YES Redevelopment would allow for increase in jobs and could support higher-quality retail establishments in shopping center.</p>	<p>NO As of 8/20/18: 14 people have submitted comments opposed to 60'+ height One person supports increased height and mixed use at the shopping center (Michelle Plesko)</p>

Building Height Comparisons

Rose Hill/Bridle Trails Plan Update Project

3 Stories



Boulevard Condominiums
355 Kirkland Avenue
Kirkland, WA

4 Stories



Heathman Hotel
220 Kirkland Avenue
Kirkland, WA

5 Stories



Bank of America
101 Kirkland Avenue
Kirkland, WA

67 Feet



Salix at Juanita Village
9736 NE 119th Way
Kirkland, WA

75 Feet



Kirkland Urban
6th Street and Central Way
Kirkland, WA

150 Feet



EvergreenHealth Medical Center
12040 NE 128th Street
Kirkland, WA

Joan Lieberman-Brill

From: Eden Ekubit <edenekubit@yahoo.com>
Sent: Wednesday, August 22, 2018 4:49 PM
To: Joan Lieberman-Brill; Janice Coogan
Subject: Zoning

Hi Joan and Janice

It is good to see you at open house and sorry you didn't get my email but here's my request for my property at 12822 NE 85 Kirkland WA 98033 -To be commercial zoning

- taller building to allow 3 story building 35 feet

- reduce set back

-minimize parking stall requirement

Thank you so much for your help.

Best regards

The cave craft beer and smoke

12822 NE 85TH Kirkland WA 98033

Tel 425 242 0294

[Www.cavecraftbeer.com](http://www.cavecraftbeer.com)

No comments received on Lake Washington Institute of Technology as of August 29, 2018

Joan Lieberman-Brill

From: S. Davis <spicker76@yahoo.com>
Sent: Friday, July 27, 2018 11:04 AM
To: Planning Commissioners; City Council; Kurt Triplett; Adam Weinstein; Joan Lieberman-Brill; David Wolbrecht; jicpruitt@gmail.com; bill@area425.com; KirklandAllianceKAN@gmail.com; carnegiema@frontier.com; chris.kagen@gmail.com
Subject: North and South Rose Hill Plan Updates Feedback
Attachments: zoningcompare.docx

Follow Up Flag: Follow up
Flag Status: Flagged

Hello Planning Commission, City Council, Kirkland Alliance of Neighborhoods, Kurt, David, Adam and Joan,

I attended the planning commission mtg last night. I would like to comment further on these projects since we did not have a public comment after the city presented the rezone requests. I understand that citizens need to get involved in order to comment on a neighborhood plan. I was at the mtg and will be at future meetings! I now understand the impact that these decisions make on our community and I will make the time to educate others on these changes. I believe that it was a developer focused meeting last night because of all of the requested rezones and because the developers showed up!

I keep hearing about affordable housing. We require 10% but it is never mentioned the developer gets 2 bonus units for every affordable unit. This is definitely a win for the developer. Redmond and Bellevue only give one bonus unit. I think it should only be one unit. What is the background on 2 bonus units?

As you know from my comments last night I want more involvement from the residents. I am sure the city would also like more involvement and I think we can get more involvement if the city changed their policies relating to giving public notice. We can use the best practices of other nearby cities. Give the residents a required (not courtesy) notice of a rezone, major project within 500 ft of all the parcels that might be rezoned. Please change from 15 days to 21 or even 30 days ahead of time to send the letter and post the boards. Explain in the letter/flyer the current zoning vs. proposed zoning. People can see the details like 7.2 vs RH8 matrix (see attached file) - which was made by the planning dept for the city council to summarize the changes. Can we please add this matrix to the notice? "Too office" really does not describe what it happening. It is very difficult to understand zoning changes. I would like to see how we can work with the city council to make these changes. I have been told the city council would have to make code changes.

City Council and Kurt,

I need to understand the most recent GMA plan for the housing created by neighborhood and how many housing units we told the state we would create over the next 10 or more years. I cannot find this information anywhere. I only found out dated information. Do we really need these proposed rezones for the GMA? I think we need to slow down making so many zoning changes especially since we have limited bus transportation options until 2024, and our roads are already very

crowded. The 85th corridor just underwent renovations and still does not properly handle all of the traffic. We will have more issues once it take 2 or more years to re-do the 85th /405 interchange.

My feed back on the Comprehensive plan changes.

Even though it specifically states in our neighborhood plan the following. Why do we have these policies when we do not follow them?

Policy RH 23 : **Maintain low - density detached residential housing** as the primary land use in the areas north of the NE 85th Street commercial area, east of 124th Avenue NE, south of the commercial area and east of 120th Avenue NE.

Policy RH 24 : Encourage the efficient use of larger lots north and south of the NE 85 th ST corridor at the maximum densities allowed by the **underlying** zoning.

Thank you for encouraging other forms of tiny homes so people can have more flexibility with adding housing in an established neighborhood. I think the city needs to encourage more residential suites (like Arete) in these proposed high density projects.

The six rezones that I have concerns. - link to the summary info

https://www.kirklandwa.gov/Assets/Planning/Planning+PDFs/Planning+Commission/North_South+Rose+Hill+--+Bridle+Trails+Neighborhood+Plan+Update+PC+Meeting+Packet+7_26_18+--+CAM18-00082+WEB_Part2.pdf

1. JIN Request: Rezone 11 7.2 SF homes to mixed use commercial/ multifamily or higher density residential. **This does not match our policies for this area. The intersection at 126/85 does not support a high density land use. I do not think any of these parcels should be rezoned.**

2.Applicant:City

Requests: Increase density and/or commercial capacity on existing larger underdeveloped sites within Rose Hill Business District commercial corridor or expand boundaries of District. Study Area: South perimeter of East End (128th to 132nd) - behind RH8, east of RM 3.6 zone, and north of NE 84th St

I do not support this rezone. There are enough high density housing projects in the pipeline near 85th/405 and we need to maintain residential zoning. I would be open to allowing more density for residential homes like the project directly south of 128/132 (behins First Tech Credit Union) which created residential homes at a higher density. Or adding town homes. I think the opportunity for home ownership should be increased.

3.Madison Development request for RH 3 code amendments. Now they have proposed at 740 apartments they want 100% lot coverage instead of 80%, less required parking and almost 10 extra ft for building height. **It should stay at 80%, the applicant knew the zoning and they should work with what they have. This area is different from Totem Lake development with look, feel, location and we should not have changes to this zoning. The parking requirement being lowered seems reasonable. If they add 100 residential suites to their 740 apartment mix I would be open to a higher lot coverage.**

4. Applicant:City

Request: Consider increased density and intensity of land uses within the existing RHBD Regional Center zones closest to the future Sound Transit Station at NE 85th/I-405 interchange and Bus Rapid Transit along NE 85th ST. **I do not support this. I need more information on the city's GMA plan and how we are meeting density increases in the whole city.**

5. Applicant: Martin and Sharon Morgan

Request: Rezone four parcels owned by applicant to commercial zone or higher residential density. **I only support the 4 lots being rezoned. This area also has many fairly new SF homes and I do not support expanding the rezone past these 4 lots.**

6. Lee Johnson rezone. **I do not support this rezone.**

We need to deal with the current high density parcels that are already zoned to see if the 85th corridor is a viable area for huge developments. I think the city council is convinced that people will take the BRT at 85th. and traffic will not be added to 85th. This bus is only going to come more frequently, the Seattle commute will still be long on the bus. It will be a 2 plus seat ride to downtown Seattle as all of the buses will get kicked out of the tunnel within the year. Buses from Kirkland will have to stop at the UW rail station and riders will transfer to the rail. I ride the bus to Pioneer Square Seattle for work. The bus gets stuck in traffic like all of the single occupancy vehicles. Now a BRT on 405 will be merging onto 520 from the far left lane of 405 with no HOV lanes to get onto 520. Then the bus usually goes slow over 520 as traffic gets backed up. There is not an HOV exit off of 520 to the UW rail station that I am aware of so this bus will be sitting in traffic with the single occupancy vehicles to get the riders to their second seat on the rail.

Could I please get my questions answered?

Thank you for your time.

Susan

Susan Davis spicker76@yahoo.com Have a GREAT day! :)

	RSX 7.2 (Study Area and to north)	RH 8 (to south and west)
Max Density	Single family, 7,200 s.f. min. lot size (6 units/acre)	Unlimited density, stacked units above the ground floor
Setbacks front/side/rear	20'/5'min, 15' total/10'	10' adjacent to NE 85 th St., otherwise 20' /0'/15'
Lot Coverage	50%	70%
Affordable Housing Required?	No	No
Height	30 feet above average building elevation (ABE)	30 feet above ABE*
Design Review	No	Yes, ADR**
NRH Plan & NE 85th St. Subarea Plan Policy Direction	North Rose Hill Plan Goal NRH 8 – Promote and retain the residential character of the	North Rose Hill Plan Policy NRH 8.2 - Locate new commercial development in the business districts at the north and south boundaries of the NRH neighborhood in order to prevent commercial encroachment.

Joan Lieberman-Brill

From: Andi Levin <andi.levin@gmail.com>
Sent: Saturday, July 28, 2018 8:25 PM
To: Joan Lieberman-Brill
Subject: I am sooo incredibly against a new high density housing zoning variance on 132nd & 85th

Follow Up Flag: Follow up
Flag Status: Flagged

Kirkland's high zoning/short platting greed is destroying the South Rose Hill neighborhood; traffic is horrible on 132nd from Microsoft to Totem Lake; and 85th already loud and over used.

Please please do not continue to allow short plats and high density housing in this neighborhood. Kirkland's policy is disasterous. I have bought my house here in 1998 and city policy is literally destroying the quality of life here.

--
Cheers,

/andi

Andi Levin
[\(415\) 462-4490](tel:4154624490)

Joan Lieberman-Brill

From: John Weale <jweale@gmail.com>
Sent: Monday, July 30, 2018 6:45 PM
To: Joan Lieberman-Brill
Subject: I support some higher density zoning in Rose Hill

Hello,

I am a South Rose Hill resident who has been hearing a great deal about proposed upzoning along 85th and, to a lesser degree, 70th (the Techcity Bowl/Bridle Trails shopping plot). While I do have concerns about traffic and school crowding, I support intelligent upzoning to allow more multi-resident housing in our city. The coming rapid bus station at 405 and 85th should grow into an asset that supports greater density, and 70th could accommodate a small increase in traffic (and perhaps Houghton Park and Ride could become useful again).

I would like to see more apartments since they tend to be inherently more affordable - regardless of The Affordable Housing Programs, a 500SF one bedroom will always be more likely to be affordable for a teacher just out of college than a stand alone house on a quarter acre of land (that a builder will bid up to a half-million just as a tear down). Kirkland has enough million dollar single family homes.

Regards,

John Weale
7526 126th AVE NE
Kirkland, WA, 98028

Joan Lieberman-Brill

From: Lingjun Fu <hit881023@gmail.com>
Sent: Wednesday, August 01, 2018 4:55 PM
To: Joan Lieberman-Brill; Planning Commissioners
Cc: XIANWEN SHEN
Subject: STRONG opposed to the rezone request of NE 85th St Subarea

To whom it may concern,

I am writing to express my SUPER SUPER concern about the city request on page 3 of the following doc. I am currently a resident in this rezone area (13108 NE 84th ST).

I purchased this house in 2018 April as I love it's a dead end street with peaceful environment. We have been fighting with the new Merit project in 85th & 132nd. Now we have to face another rezone challenge. I wonder what's the motivation of the government to do this as no developer has submitted this request. I am STRONGLY opposed to this proposal and request you to reach out to residents in this area asking for their comments. I'm pretty sure NO ONE would say yes to this awful rezone request. Please loop me in the future meetings on this rezone request. I'm super worried that Kirkland will become another Seattle in the near future...

https://www.kirklandwa.gov/Assets/Planning/Planning+PDFs/Planning+Commission/North_South+Rose+Hill+-+Bridle+Trails+Neighborhood+Plan+Update+PC+Meeting+Packet+7_26_18+-+CAM18-00082+WEB_Part2.pdf

Thanks,
Lingjun

Joan Lieberman-Brill

From: Olivia A <okayall@outlook.com>
Sent: Friday, August 10, 2018 11:33 AM
To: Joan Lieberman-Brill; Janice Coogan; Adam Weinstein
Subject: Fw: Public Comment for Rose Hill/Bridle Trails Comprehensive Plan

NOTE: Email for Planning Commission on this page bounces back: https://www.kirklandwa.gov/depart/planning/Boards_and_Commissions/Planning_Commission.htm

 Hello Planning Staff,

I am a homeowner who lives at 8402 132nd Ave NE in Redmond, which is across 132nd Ave NE from Kirkland. Because I am across the street, the zoning plans of Kirkland affect my neighborhood and my family. Your commission is considering several projects that concern me.

Please note that according to Redmond, my home is zoned as R-4 Single-Family Urban Residential. According to their 2030 Zoning Plan, it will remain this zoning code through 2030.

Definition of this zoning code here: <http://online.encodeplus.com/regs/redmond-wa/doc-viewer.aspx?secid=1071#secid-1071>

Redmond 2030 Zoning Plan Map: <http://www.redmond.gov/common/pages/UserFile.aspx?fileId=162352>

2. Applicant: City

The study area for this application is further south from the intersection of 132nd and 85th than my house. An office/retail building is directly across the street from my house. So if the single family homes in this study area become businesses or high density apartment buildings, my home will be much more isolated from the neighborhood. The Kirkland side of the street would become very unlike the single family homes that surround our property on the Redmond side. Also, the homes on the east end of the study area were built in 2014, which seems like an extremely short time to have allowed homes to be built just to rezone them. Areas with much older homes that are in poor condition seem like better candidates for rezoning.

I suggest:

- Zoning option A (No Change - Retain Low Density RS 7.2).

9. Applicant: Bridle Trails Shopping Center

The current strip mall is appropriate and convenient for the neighborhood. The applicant wants 65 feet of height in a neighborhood where nothing for a mile (and perhaps miles) is that tall. The subject property, The Bridle Trails Shopping Center, has recently had new renovations such as the Dairy Queen changed to a Chase Bank and the Red Apple Market changed to a Grocery Outlet. It seems unfair and inappropriate to allow these businesses to invest months of renovation just to rezone and demolish the structures. The Redmond 2030 Zoning Map (link above) shows the mixed use building on the northeast corner of 70th and 132nd is not going to be rezoned. It is 3 stories with the first floor being retail, the second being apartments, and only on the

west side the 3rd floor is apartments. The scale of the building is surrounded by parking spaces and a pedestrian-friendly bridge at the corner. Bridle Trails Apartments (to the west) is made up of 2-story separated buildings. Across 132nd is an undeveloped park, single family residences, and streets to winding cul-de-sacs. Redmond doesn't plan to match the scale of this project and it will be completely inappropriate now and well into the future.

I suggest:

- No flexibility for residences on the ground floor. It is to the benefit of apartment residents and businesses not to be mingled on the first floor.
- No rooftop open space amenities because they are detrimental to neighborhood noise levels.
- Allow flexibility in parking standards as long as exceptions are not based on fantasies of the majority of people riding bikes, using public transit, and walking in the future.
- A height of 2 stories would be an appropriate maximum based on the neighboring apartment buildings.

Sincerely,
Olivia Ahna
8402 132nd Ave NE

Joan Lieberman-Brill

From: Paul Isenburg <paul.isenburg@gmail.com>
Sent: Friday, August 10, 2018 2:49 PM
To: Joan Lieberman-Brill
Cc: Planning Commissioners
Subject: Rose Hill Rezone Plan??

Follow Up Flag: Follow up
Flag Status: Flagged

Hi Joan, I've been out of town and came home to see a notice from some neighbors that Kirkland is looking to rezone some of Rose Hill. I own 2 homes on NE 84th that it appears would be affected by this proposal. I'm curious if you can share with me what the "plan" or proposals being considered would be. There is rumor that part of this would include connecting NE 84th St from 128th Ave to 132nd Ave. My wife and I would object greatly to this as living on a dead end street is the reason we've bought the homes we own. Our hope is to retire soon and move from our 2 story home to the rambler we bought next door.

I'm not sure what the timing is for meetings, disclosures, decision making but I'd appreciate being kept in the loop on how follow or participate in any future decisions about our street and the area around us.

Any information you can share with me or input on websites where more information can be seen would be appreciated.

Paul Isenburg
206-948-5885

From: Mary Yax [<mailto:maryyax@cbbain.com>]
Sent: Sunday, August 12, 2018 10:42 PM
To: City Council; Tony Leavitt; Eric Shields; Adam Weinstein
Subject: Continental Divide - Merit Homes

I would like to request that the City Council not approve any changes to the RH8 zoning for Rose Hill. As you know, Merit Homes is proposing a large mixed use project on NE 85th Street. It is a looming apartment building with only 7% commercial/office space. It is out of character, size, and design to the existing neighborhood. The other three corners of the same intersection will never have anything taller than a 2 story building. This project greatly effects our lives, our privacy, our traffic congestion. We are being imposed on enough. Merit Homes knows what the code was and is. We do not need a "builder friendly" code change. We need to see the City of Kirkland to stand up for its neighborhoods and the residents living in them.

The Planning Department has proposed a change in the code to allow residential units on the ground level. We would appreciate no change in zoning. We believe that Merit Homes should not be allowed to put residential units on the ground level as present code dictates.

We would appreciate less apartments and more office/commercial space. Please enforce the present codes on this project.

Mary Yax
206-612-8722
The Pointe, Rose Hill

NOTICE: This e-mail account is part of the public domain. Any correspondence and attachments, including personal information, sent to and from the City of Kirkland are subject to the Washington State Public Records Act, Chapter 42.56 RCW, and may be subject to disclosure to a third party requestor, regardless of any claim of confidentiality or privilege asserted by an external party.

Joan Lieberman-Brill

From: Luke Lysen <Luke@TheFlightAcademy.com>
Sent: Wednesday, July 25, 2018 9:41 PM
To: Joan Lieberman-Brill
Cc: Zhang Jin
Subject: North Rose Hill Subarea-Jin proposal

Hello Joan,

I hope that this note finds you well.

My wife Jennifer and I own the property and home at 8523 126th Ave NE Kirkland WA 98033. We have owned the property 2005. I am writing to express our support of the re-zone change to the land. We would like to see the property rezoned to Commercial or Mixed Use Limited Commercial/Multi Family or High Multifamily.

The property's proximity to the existing commercial properties on 85th st (Ford Dealership and Mobile Gas Station) would seem to make it a natural for an up zone. Adding the ability to have more walkable retail options near North Rose Hill and/or more multifamily housing options for our growing community is something that I support.

A change in zoning would allow the land to be used in a different way to help provide options to accommodate the growth of our city.

Best regards,

Luke Lysen
206-334-0642

Joan Lieberman-Brill

From: S. Davis <spicker76@yahoo.com>
Sent: Friday, July 27, 2018 11:04 AM
To: Planning Commissioners; City Council; Kurt Triplett; Adam Weinstein; Joan Lieberman-Brill; David Wolbrecht; jicpruitt@gmail.com; bill@area425.com; KirklandAllianceKAN@gmail.com; carnegiema@frontier.com; chris.kagen@gmail.com
Subject: North and South Rose Hill Plan Updates Feedback
Attachments: zoningcompare.docx

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City Council and Kurt,

I need to understand the most recent GMA plan for the housing created by neighborhood and how many housing units we told the state we would create over the next 10 or more years. I cannot find this information anywhere. I only found out dated information. Do we really need these proposed rezones for the GMA? I think we need to slow down making so many zoning changes especially since we have limited bus transportation options until 2024, and our roads are already very

crowded. The 85th corridor just underwent renovations and still does not properly handle all of the traffic. We will have more issues once it take 2 or more years to re-do the 85th /405 interchange.

My feed back on the Comprehensive plan changes.

Even though it specifically states in our neighborhood plan the following. Why do we have these policies when we do not follow them?

Policy RH 23 : **Maintain low - density detached residential housing** as the primary land use in the areas north of the NE 85th Street commercial area, east of 124th Avenue NE, south of the commercial area and east of 120th Avenue NE.

Policy RH 24 : Encourage the efficient use of larger lots north and south of the NE 85 th ST corridor at the maximum densities allowed by the **underlying** zoning.

Thank you for encouraging other forms of tiny homes so people can have more flexibility with adding housing in an established neighborhood. I think the city needs to encourage more residential suites (like Arete) in these proposed high density projects.

The six rezones that I have concerns. - link to the summary info

https://www.kirklandwa.gov/Assets/Planning/Planning+PDFs/Planning+Commission/North_South+Rose+Hill+--+Bridle+Trails+Neighborhood+Plan+Update+PC+Meeting+Packet+7_26_18+--+CAM18-00082+WEB_Part2.pdf

1. JIN Request: Rezone 11 7.2 SF homes to mixed use commercial/ multifamily or higher density residential. **This does not match our policies for this area. The intersection at 126/85 does not support a high density land use. I do not think any of these parcels should be rezoned.**

2.Applicant:City

Requests: Increase density and/or commercial capacity on existing larger underdeveloped sites within Rose Hill Business District commercial corridor or expand boundaries of District. Study Area: South perimeter of East End (128th to 132nd) - behind RH8, east of RM 3.6 zone, and north of NE 84th St

I do not support this rezone. There are enough high density housing projects in the pipeline near 85th/405 and we need to maintain residential zoning. I would be open to allowing more density for residential homes like the project directly south of 128/132 (behins First Tech Credit Union) which created residential homes at a higher density. Or adding town homes. I think the opportunity for home ownership should be increased.

3.Madison Development request for RH 3 code amendments. Now they have proposed at 740 apartments they want 100% lot coverage instead of 80%, less required parking and almost 10 extra ft for building height. **It should stay at 80%, the applicant knew the zoning and they should work with what they have. This area is different from Totem Lake development with look, feel, location and we should not have changes to this zoning. The parking requirement being lowered seems reasonable. If they add 100 residential suites to their 740 apartment mix I would be open to a higher lot coverage.**

4. Applicant:City

Request: Consider increased density and intensity of land uses within the existing RHBD Regional Center zones closest to the future Sound Transit Station at NE 85th/I-405 interchange and Bus Rapid Transit along NE 85th ST. **I do not support this. I need more information on the city's GMA plan and how we are meeting density increases in the whole city.**

5. Applicant: Martin and Sharon Morgan

Request: Rezone four parcels owned by applicant to commercial zone or higher residential density. **I only support the 4 lots being rezoned. This area also has many fairly new SF homes and I do not support expanding the rezone past these 4 lots.**

6. Lee Johnson rezone. **I do not support this rezone.**

We need to deal with the current high density parcels that are already zoned to see if the 85th corridor is a viable area for huge developments. I think the city council is convinced that people will take the BRT at 85th. and traffic will not be added to 85th. This bus is only going to come more frequently, the Seattle commute will still be long on the bus. It will be a 2 plus seat ride to downtown Seattle as all of the buses will get kicked out of the tunnel within the year. Buses from Kirkland will have to stop at the UW rail station and riders will transfer to the rail. I ride the bus to Pioneer Square Seattle for work. The bus gets stuck in traffic like all of the single occupancy vehicles. Now a BRT on 405 will be merging onto 520 from the far left lane of 405 with no HOV lanes to get onto 520. Then the bus usually goes slow over 520 as traffic gets backed up. There is not an HOV exit off of 520 to the UW rail station that I am aware of so this bus will be sitting in traffic with the single occupancy vehicles to get the riders to their second seat on the rail.

Could I please get my questions answered?

Thank you for your time.

Susan

Susan Davis spicker76@yahoo.com Have a GREAT day! :)

	RSX 7.2 (Study Area and to north)	RH 8 (to south and west)
Max Density	Single family, 7,200 s.f. min. lot size (6 units/acre)	Unlimited density, stacked units above the ground floor
Setbacks front/side/rear	20'/5'min, 15' total/10'	10' adjacent to NE 85 th St., otherwise 20' /0'/15'
Lot Coverage	50%	70%
Affordable Housing Required?	No	No
Height	30 feet above average building elevation (ABE)	30 feet above ABE*
Design Review	No	Yes, ADR**
NRH Plan & NE 85th St. Subarea Plan Policy Direction	North Rose Hill Plan Goal NRH 8 – Promote and retain the residential character of the	North Rose Hill Plan Policy NRH 8.2 - Locate new commercial development in the business districts at the north and south boundaries of the NRH neighborhood in order to prevent commercial encroachment.

