



July 13, 2018

Janice Coogan
City Planner
City of Kirkland Planning and Building Department
123 5th Ave
Kirkland, WA 98033

Dear Ms Coogan:

We are writing to you as the developer of five parcels making up the RH 3 zone located at 12040 NE 85th Street. The King County parcel numbers for the property are as follows:

- 1238500110
- 1238500115
- 1238500125
- 1238500135
- 1238500140

This transit oriented development will be adjacent to the future I-405 BRT station and will provide over 200,000 square feet of retail including grocery, drug store and fitness center. Above the retail and underground parking structure, there will be four 5-6 level residential buildings totaling approximately 740 residential units with 10% being designated as affordable housing.

The design team and ourselves are excited about our design for this project, and optimistic on how it will contribute to transforming the Rose Hill Corridor District into a vibrant 24-hour neighborhood. Our vision is not only to provide retail and restaurants, health club, and apartment homes, but to create a place where people will truly want to congregate, visit, and enjoy the public spaces. We envision a place for residents to meet friends and family, to enjoy the surroundings and services, and for visitors to enjoy the plazas and gardens. In addition to the public amenities at ground level, we plan to provide residential amenities on the rooftops. This will include exterior plazas with generous landscaping providing opportunities for casual seating and barbecues. To successfully provide these pedestrian public spaces as well as the rooftop amenities areas, the design team is proposing two zoning code amendments for the Rose Hill 3 zone.

July 13, 2018

Page 2

As part of the Rose Hill 3 Neighborhood Plan update process, we would like the City of Kirkland to consider the following code amendments to help achieve a vibrant urban mixed-use project:

Increase Lot Coverage of the RH3 Zone to 100%

With the construction of the I-405 BRT station at NE 85th St, we believe Kirkland will benefit from transit oriented developments such as ours. With almost 800 residential units including low income housing, our Rose Hill development will bring urban density with retail anchors that can support the daily needs of its residents and the surrounding communities. For providing this density, our project will be providing a large public plaza and vegetated hill climb to serve as a public gathering space. We believe these elements will be valuable public amenities and serve as the heart of this future urban neighborhood.

Examples of higher density include Totem Lake, Yarrow Bay, and the Central Business District. In Totem Lake (TL 1B) lot coverage of 85% can be increased by providing superior landscaping on lower portions of structures or rooftop, visual and pedestrian access to public gardens, or other approaches that provide for usable green space (KMC 55.15.050.5.b). The Central Business District (CDB 8) allows 100% lot coverage along Central Way. Here the stacked residential is supported by retail and restaurant attractions that will make this business corridor a highlight of Kirkland's urban living. Lastly, Yarrow Bay (YBD 1) allows for 100% lot coverage next to the South Kirkland Park and Ride. Here Kirkland Crossing and Velocity Apartments create a high-density transit oriented development which provides the public with a landscaped plaza connection through the site.

Increase the Allowable Height Limit from 67'-0" to 75'-0"

We propose that the RH3 zoning regulations be modified to increase the overall building height by 8'-0" to allow for decorative parapets, roof plaza paving systems, open railings, and landscape planters. This increase to the allowable height would not increase the number of floors but instead allow for increased flexibility of architectural forms at the roof line. Roof modulation afforded by varying parapet heights enhances the building elevations by supporting the exterior design composition and providing visual interest from the surrounding community. Lastly, the quality and feasibility of roof top amenity areas will be dependent upon design elements such as plaza paving, opening railings and planters. Rooftop amenity areas will allow tenants to relax and barbeque in a

July 13, 2018

Page 3

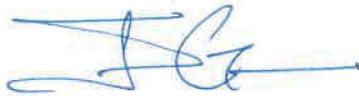
park like setting while enjoying the surrounding views which is a hallmark of desirable residential buildings.

Decrease the required parking for Residential

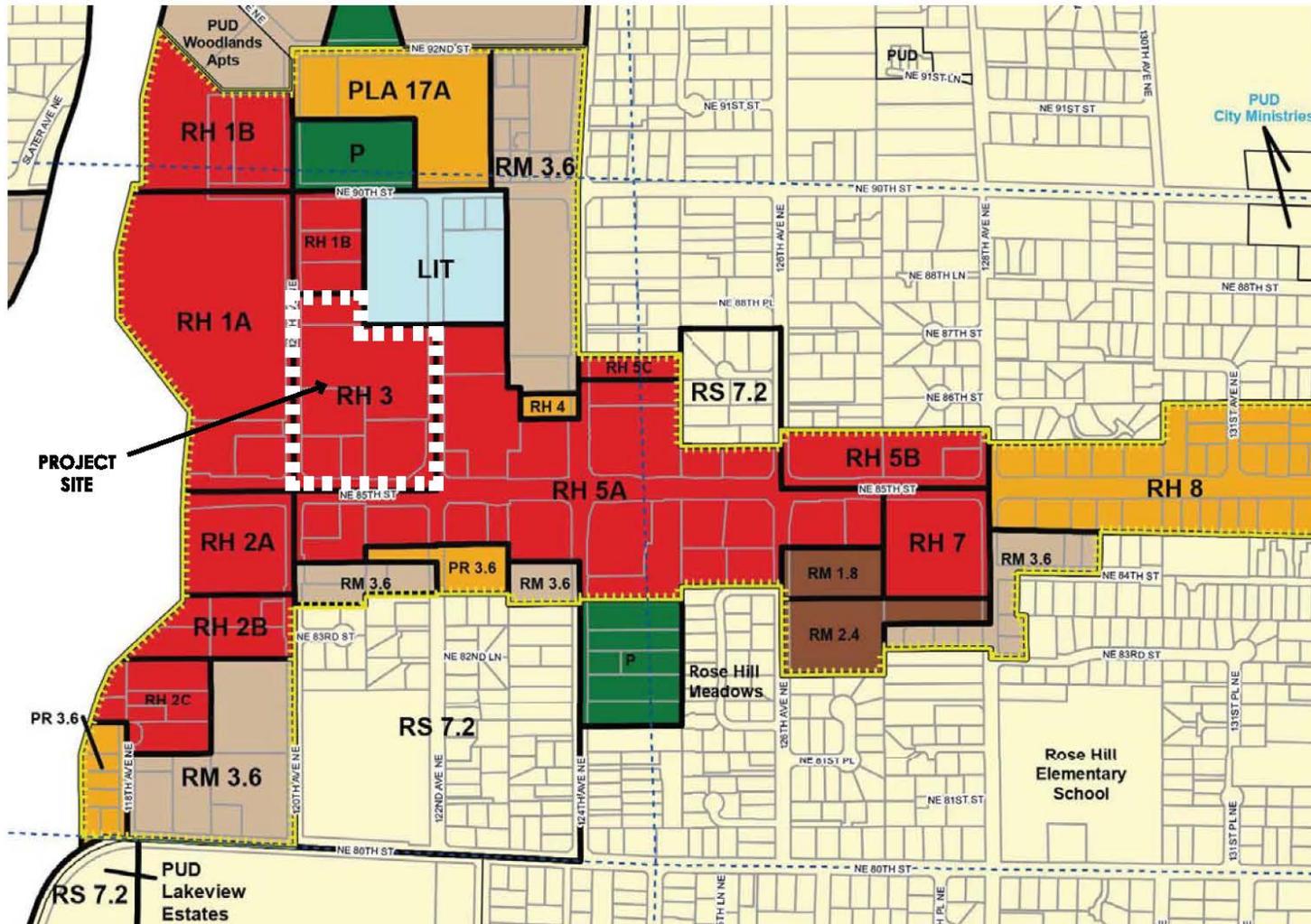
We propose that the RH3 zoning regulations be modified to decrease the parking requirements for mixed use developments containing multi-family residential use and retail uses. The land-use portion of the Kirkland comprehensive plan lists the importance of new innovative developments and changing household needs. We believe there will be a major reduction in car ownership as a result of car sharing services and expanding mass transit. The proximity of the planned new I-405 BRT station will provide a direct connection with downtown Bellevue which will make Seattle and other employment centers accessible via light rail. The BRT station makes our project a transit oriented development, and most all jurisdictions reduce the parking requirements for Transit oriented development. Specifically, the Kirkland comprehensive plan policy LU – 3.7 States that a reduction in parking requirements should be considered for walkable areas with convenient shops services and good transit service. The design team and project developer foresee the realistic parking demand to be lower than the parking requirements currently applicable to the RH3 zone. We have asked our traffic consultant to prepare a parking study that will forecast the parking demand for the RH3 zone. We will share that study with you as soon as it is finished. In the meantime, we request that you begin the amendment process holding open the exact parking ratios that will apply to the RH3 zone.

We hope that the City of Kirkland will support these modifications to the RH3 zoning regulations. The proposed revisions are consistent with many of the policies in the Kirkland Comprehensive Plan related to Community Character, Climate Change, Land Use (especially Land Use/Transportation Linkages), and the NE 85th Street Subarea. Policy NE85-3.5 provides for utilizing zoning incentives or other techniques to encourage commercial redevelopment in the Subarea. The requested amendments do precisely that as they will enable us to provide the City with a marquee project at the doorstep to its new rapid transit station. Thank you for your consideration.

Sincerely,



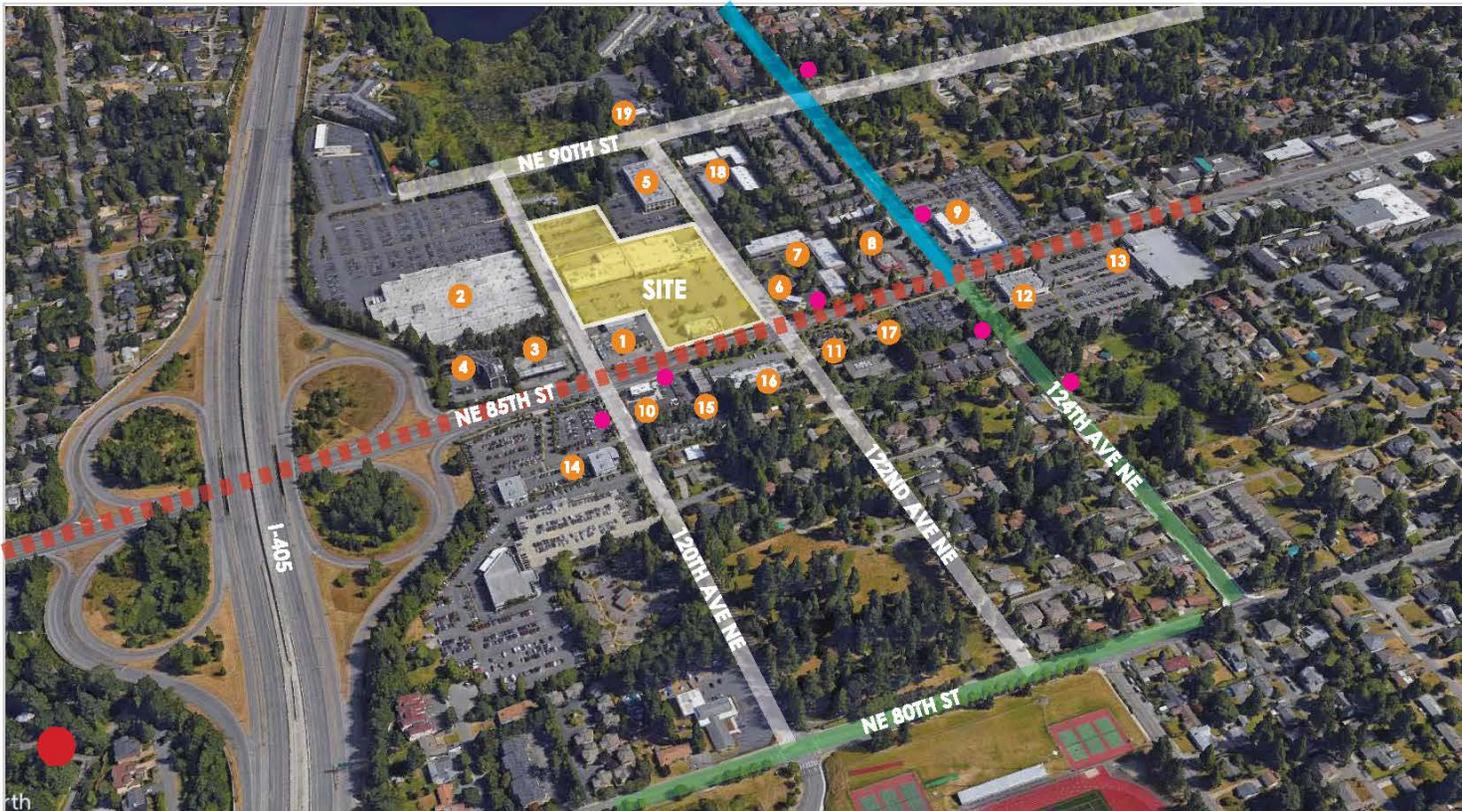
Jim Gallagher
Principal



ZONING CODE

SECTION 53.32 - GENERAL REGULATIONS

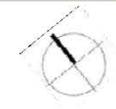
1. Refer to Chapter 1 KZC to determine what other provisions of this code may apply to the subject property.
2. Within required front yards, canopies and similar entry features may encroach; provided, that the total horizontal dimensions of such elements may not exceed 25 percent of the length of the structure.
3. Individual retail uses in this zone are limited to a maximum gross floor area of 65,000 square feet.
4. At least 50 percent of the total gross floor area located on the ground floor of all structures on the subject property must contain retail establishments, restaurants, taverns, hotels or motels. These uses shall be oriented to NE 85th Street, a major pedestrian sidewalk, a through block pedestrian pathway or an internal pathway.
5. The ground floor of all structures on the subject property shall be a minimum of 15 feet in height. This requirement does not apply to:
 - a. The following uses: Vehicle service stations, automotive service centers, private lodges or clubs, attached or stacked dwelling units, churches, schools, day-care centers, mini-schools or mini-day-care centers, assisted living facilities, convalescent centers or nursing homes, public utilities, government facilities or community facilities.
 - b. Parking Garages.
 - c. Additions to existing nonconforming development where the planning official determines it is not feasible.
6. The Public Works Official shall approve the number, location and characteristics of driveways on NE 85th Street in accordance with the driveway and sight distance policies contained in the Public Works Pre-approved Plans manual. Taking into consideration the characteristics of this corridor, the Public Works official may:
 - a. Require access from side streets; and/or
 - b. Encourage properties to share driveways, circulation and parking areas; and/or
 - c. Restrict access to right turn in and out; or
 - d. Prohibit access altogether along NE 85th Street.
7. Some development standards or design regulations may be modified as part of the design review process. See Chapters 92 and 142 KZC for requirements.
8. Access for drive-through facilities must be approved by the Public Works official. See KZC 105.96 for requirements.
9. A through-block pedestrian pathway shall be installed pursuant to the through-block pathway standards in KZC 105.19; see Plate 34k:
 - a. Along the north portion of the zone to make an east-to-west pedestrian connection between 124th Avenue NE and 120th Avenue NE as designated in the Comprehensive Plan; and
 - b. Connecting the north end of the zone to NE 85th Street.
10. For lighting requirements associated with development, see KZC 115.85(2).



- 1 U-Haul
- 2 Costco
- 3 76 Gas Station
- 4 Avio Office Building
- 5 Aris Building
- 6 Mercury's Coffee
- 7 Rose Hill Plaza
- 8 McDonalds
- 9 Honda of Kirkland
- 10 Taco Time
- 11 Starbucks
- 12 Walgreens
- 13 Safeway
- 14 Lee Johnson Mazda
- 15 Kirkland Retail & Car Center
- 16 Kirkland Court
- 17 Jiffy Lube
- 18 Jonesco Business Park
- 19 Rose Hill Presbyterian Church

Transit

- Kirkland Way Park & Ride
- Primary Transit Network
- Secondary Transit Network
- - - Planned Bus Rapid Transit Route
- Bus Stop





1
NW CORNER



2
SE CORNER

CONCEPTUAL SITE PLAN & AERIAL PERSPECTIVES

Janice Coogan

From: Daniel Weise <daniel@weises.org>
Sent: Monday, March 26, 2018 1:31 PM
To: Janice Coogan
Cc: Daniel Weise
Subject: Redoing of comprehensive plan for Bridle Trails (and 3 related neighborhoods)

Follow Up Flag: Follow up
Flag Status: Flagged

Janice,

My family got the postcard for the upcoming neighborhood meeting. Unfortunately, I cannot make that meeting. I was looking at the existing comprehensive plan for Bridle Trails at <http://www.codepublishing.com/WA/Kirkland/cgi/NewSmartCompile.pl?path=html/KirklandCP15C/KirklandCP15C.html>. I assume that this is the existing comprehensive plan and not the proposed one.

I'm writing about the part of the plan that says

Bridlewood Circle, Silver Spurs Ranch, and Bridle View should remain at a very low residential density.

Bridlewood Circle, Silver Spurs Ranch, and Bridle View areas should remain very low density (one dwelling unit per acre) with private stable facilities permitted on these large lots.

Of particular interest to me is the definition of "Silver Spurs Ranch", which has historical anomalies associated with it. In particular, the 3 properties along its northern edge (as defined by Figure BT-3) 6422 128th Ave NE, 6425 128th Ave NE, and 6424 126th Ave NE, are not really part of Silver Spurs because they cannot be accessed from NE 60th, they must be accessed from NE 70th. Including them in the LDR 1 zoning of Silver Spurs makes no sense, they should be included in the LDR 5 of the properties to their north and east. You can see this zoning change was done to create 12509 NE 65th and 12512 NE 65th abutting Kent Sullivan's on the north (6407 126th Ave NE). (If my memory is correct, Kent carved these northern lots off of the property he used to build his own house.)

What process should I follow to ensure that any comprehensive plan no longer places these properties within Silver Spurs, thereby making it much easier to short plat these properties in the future as LDR5? We need to be increasing the density of housing in Kirkland to help keep housing affordable. Undoing this mistake of history is one way to improve density.

Daniel Weise
 Silver Spurs Resident
 12810 NE 64th St.
 Owner, 6422 128th Ave NE.

PS, I have chatted with the owner of 6425 128th Ave NE many times over the years and know of his interest in building more units than currently allowed. I have no idea the druthers of the owner of the 3rd lot, but as that lot is not nearly as buildable as the other two, I wouldn't be surprised if that owner is not interested in this idea.

June 28, 2018

Janice Coogan
Senior Planner
City of Kirkland Planning and Building Department
123 Fifth Avenue, Kirkland WA 98033

RE: Bridle Trails Neighborhood Plan Update

Dear Janice:

We are writing to you as the owners of the Tech Bowl (Totem Bowl) and Bridle Trails Shopping Center (ROIC).

As part of the Bridle Trails Neighborhood Plan update process, we would like the City of Kirkland to consider changes to the Zoning Code to allow higher density residential, and a mix of commercial and retail uses at the Bridle Trails Shopping Center and Tech Bowl properties.

They include the following addresses and parcel numbers.

Totem Bowl

Address: 13033 NE 70th Place & 13005 NE 70th Place – Kirkland, WA
Parcel Numbers: 124150-0265, 124150-0276, 124150-0277

Bridle Trails Shopping Center

Address: 6501 132nd Ave NE – Kirkland, WA
Parcel Number: 124150-0310

We believe the following standards would be important elements to achieve a successful vibrant redevelopment of the collective properties in the future:

- Increase of overall height limits to 65 feet to facilitate midrise mixed-use buildings;
- Use modulation, upper building setbacks and material changes to breakdown overall scale.
- Allow for residential amenities on the rooftop of mixed use buildings, which may exceed the suggested height limit of 65 feet.
- Increased flexibility to meet retail/commercial uses at ground floor.
- Allow residential uses at ground floor of buildings.
- Participation in affordable housing at a maximum of 20% of all residential units at an

Bridle Trails Neighborhood Plan Update
June 28, 2018
Page 2

- affordability level at 80% AMI defined by King County MFTE guidelines.
- Flexibility in minimum parking requirements for mixed use developments.
 - Encourage pedestrian oriented environment by use of wider sidewalks and small plazas at the street level that allow retail uses to spill out and activate.

We think the City of Kirkland should support these changes in zoning for this area, as this is the logical place to encourage increased density while preserving the existing scale and character of the surrounding single-family neighborhoods. These changes will provide the economic catalyst to change the current one level commercial environment into a neighborhood village that better serves this area and encourages a vibrant pedestrian experience.

Thank you for consideration the proposed changes.

Sincerely,



Don Wells
Totem Bowl and Investment Inc.



Richard Schoebel
Chief Operating Officer
Retail Opportunity Investments Corp. (ROIC)

Table: Schedule for Neighborhood Plan Update (and Code Amendments) 4/24/2018

#	Task	Responsibility	Date
1	Internal Kickoff Meetings	City	Wednesday, January 10, 2018
2	Prepare Preliminary Scope/Schedule/Outreach Plan	City	Monday, January 22, 2018
3	Prepare Background Data	City	
4	External Project Kickoff Meeting with Neigh Assoc.	City/Working Group	Thursday, January 25, 2018
5	Internal Kickoff PW/PBD meeting		Wednesday, February 14, 2018
6	Joint Working Group Mtg	City/Working Group	Wednesday, February 28, 2018
7	Send Postcard	City	Thursday, March 08, 2018
8	Release Neighborhood Survey #1	City/Working Group	Tuesday, March 13, 2018
9	Attend SRH/BT Neighborhood Association Meeting	City/Working Group	Tuesday, March 13, 2018
10	Facilitation Training for Visioning Workshop	City/Working Group	Thursday, March 15, 2018
9	Attend NRH Neighborhood Association Meeting	City/Working Group	Monday, March 19, 2018
11	Conduct Visioning Workshop	City/Working Group	Wednesday, March 28, 2018
12	Comments on Survey Due to Identify Themes	City	Wednesday, April 04, 2018
13	Present Preliminary Issues to HCC		Monday, April 23, 2018
13	Present Preliminary Issues to PC	City	Thursday, April 26, 2018
14	Present Preliminary Issues to CC	City	Tuesday, May 01, 2018
15	Prepare Plan vision/outline and issues	City	Tuesday, May 01, 2018
16	Joint Working Group Mtg	City/Working Group	may 15?
17	Release Neighborhood Survey #2	City/Working Group	Friday, June 01, 2018
18	Workshop present draft vision/issues & planned projects	City/Working Group	Saturday, June 02, 2018
19	Submit Written Comments on Plan outline/issues and vision	Working Group	Monday, June 11, 2018
20	Comments on Survey Due	City	Friday, June 15, 2018
21	Prepare Draft Plan #1	City	Monday, June 25, 2018
22	Present Draft Plan #1 to Community	City/Working Group	Monday, July 09, 2018
23	HCC Study Session	City/Working Group	Monday, July 23, 2018
24	PC Study Session	City/Working Group	Thursday, July 26, 2018
25	Prepare Draft Plan #2 & Code Amendments	City	Thursday, August 16, 2018
26	Present Plan/Code Amendments to Parks Board	City	Wednesday, September 12, 2018
27	City Council Study Session	City/Working Group	Tuesday, September 18, 2018
28	Present Plan/Code Amendments to Tran. Commission	City	Wednesday, September 26, 2018
29	Public Notice Issued		Thursday, October 11, 2018
30	Publish SEPA Addendum	City	Friday, October 12, 2018
31	Department of Commerce Intent to Adopt	City	Friday, October 19, 2018
32	PC/HCC Public Hearing	City/Working Group	Thursday, October 25, 2018
	PC Deliberation	City/Working Group	November
33	City Council Study Session	City/Working Group	Tuesday, November 20, 2018
34	City Council Adoption	City/Working Group	Tuesday, December 18, 2018
35	Send final ordinance to Dept of Commerce	City	Jan
36	Houghton Community Council Final Approval	City	Monday, January 28, 2019

Notes:

- "Working Group" = Neighborhood Group Chair, Vice Chair, plus 1-2 other members.
- Shading = Public Meetings
- Green = Additional Opportunities for Public Input
- This schedule doesn't include all internal (City) meetings.
- Dates are subject to Change

