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MEMORANDUM

To: Planning Commission

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

Date: October 19, 2018

Subject: Rose Hill and Bridle Trails Neighborhood Plans – Public Hearing
File Number CAM18-00082 #4

Staff Recommendation

Following a staff presentation, conduct a public hearing to receive public comments on the draft Rose Hill and Bridle Trails Neighborhood Plans, including potential land use changes to the Comprehensive Plan and Zoning map.

Background

Introduction

The first part of this memo provides a summary of the public process conducted to update the neighborhood plans and discusses the associated land use study areas that could result in changes to the land use policies, land use map in the Comprehensive Plan and legislative rezones to the Zoning Map. The second part of the memo describes the key difference between the existing, first and second drafts of each neighborhood plan.

Overview of Process and Public Outreach Activities

The planning and public outreach processes for the update of the Bridle Trails, North and South Rose Hill Neighborhood Plans, and NE 85th Street Subarea Plan are being combined using the new [Neighborhood Planning Framework](#) process described in more detail on the Planning and Building Department webpage.

Since January, staff has involved the community and a working group of representatives from each neighborhood association to update the neighborhood plans for North and South Rose Hill, Bridle Trails and the NE 85th Street Subarea Plan. The North, South Rose Hill Neighborhood Plans and NE 85th Street Subarea plan have been combined into one draft Rose Hill Neighborhood Plan. **We've conducted an** extensive public involvement process including: postcards mailed to property owners and residents within each neighborhood, a visioning workshop, a survey, an open house, neighborhood association briefings, a [project webpage](#), courtesy mailer sent to property owners and residents within and surrounding proposed land use change/rezone study areas for all 10 study areas and email announcements distributed. The [July 26, 2018 meeting packet](#) goes into more detail about the public involvement process and contains the first draft of each neighborhood plan.

In preparation for the public hearing, public notice signs with public notices advertising the public hearing were installed in the two study areas where legislative rezones are proposed to change the Zoning Map (Jin and Morgan study areas discussed below). Notice of public hearing was also posted at two additional public notice signs installed in front of Walgreens on NE 85th Street and in front of North Rose Hill Park on 124th Ave NE, informing the public of the neighborhood plan process. Public hearing notices were mailed and published prior to the public hearing per Zoning Code Chapter 160 requirements.

Land Use Change Requests for Consideration at Public Hearing

This section summarizes the study areas discussed over the last several months and the ones City Council recommends proceed to public hearing.

As part of the neighborhood planning process, citizen requests to change the land use/zoning map/Zoning Code regulations were accepted for study. Staff proposals that could further the vision of the neighborhood plans were also identified by staff. Several of the requests included expanded study areas beyond the boundaries of the initial request, in an effort to allow for zoned areas with logical boundaries, and support the adopted Housing Strategy Plan and City Council directive that the neighborhood plans identify opportunity sites for additional housing, mixed use housing/commercial uses, and transit oriented development (TOD).

A total of ten land use study areas were considered early on (the Ekubit request was submitted too late in the process, and the NRH 5 and 6 draft policies had not yet been identified as requiring zoning text implementation). Below is the chronology of the Planning Commission and City Council at which the land use study areas were discussed (see Attachment 1 map).

On [September 13, 2018](#), the Planning Commission recommended all study areas except for #3 Jin, #4 Morgan, #8 Weise and Ekubit move forward to public hearing. (At the study session the PC did not discuss or provide direction on #10, NRH 5 and 6, to allow a modest height increase to implement proposed policies included in the first draft Rose Hill Neighborhood Plan to incentivize transitioning car storage uses to mixed use residential/office or stand-alone residential uses in North Rose Hill Business District 5 and 6.)

On [October 2, 2018](#), the City Council concurred with the Planning Commission on which proposals should continue for additional study and which should be eliminated except for the following:

- Jin and Morgan requests. Council directed staff to add back in the Jin and Morgan requests with a reduced study area to include the original four parcels within each study area. Both areas are near the Rose Hill Business District Regional Center and future Sound Transit Bus Rapid Transit (BRT) station, and therefore, the Council concluded these requests should be included for more community discussion.
- LMJ request (Lee Johnson) RH 2A-C zones and the RH 1A-B zones (includes Costco). The Council directed staff to remove these from study at this time in order to conduct a transit station area wide plan for all four quadrants of the NE 85th ST/I-405 interchange area (in 2019, pending funding). The area wide plan will include studying the land use, transportation, economic and urban design needs of the area.
- Proposed code amendments (that the Commission had not previously considered), to NRH 5/6 zones to encourage transition to uses more compatible with the residential/office focus of this

area. Council directed elimination from study for lack of staff resources and because the area was the subject of a citizen amendment request just a few years ago in 2015 to change the zoning to allow car storage.

City Council direction to move forward to Public Hearing:

#1 Lake Washington Institute of Technology request to allow market rate in addition to affordable housing and limited expansion into greenbelt area with future master plan.

#3 Jin study area reduced to include the original 4 parcels (8519, 8523, 8525, 8527 126th Ave NE) for potential land use change/rezone from LDR 6/RS 7.2 to MDR 12/RM 3.6 or mixed use residential commercial zone.

#4 Morgan study area reduced to include original 4 parcels for potential land use change/rezone for two parcels (Morgan property 8241 122nd Ave NE and Veloza property at 8245 122nd Ave NE) from LDR 6/RS 7.2 to MDR 6/RM 3.6 or for all four parcels from LDR 6/RS 7.2 or MDR 12/RM 3.6 (8241, 8245, 8249, 8251 122nd Ave NE) to mixed use office/residential O/MF 12/PR 3.6.

#7 Madison Development study area to increase building height by 8 feet, increase lot coverage from 80% to 100%, and allow reduced parking ratio with parking study analysis.

#9 Bridle Trails Shopping Center policy to allow existing three stories (with ground floor commercial and residential above) and an additional two stories with approval of a master plan (or other mechanism) by City Council if certain guidelines are met (to be established in the neighborhood plan). The enclosed second draft Plan includes revised policy text based on input from City Council.

City Council study areas eliminated for study:

#2 RH 8 City study area to expand RH 8 boundaries south of NE 85th ST/132nd Ave NE

#5 RH 1A/B City study area to consider land uses and zoning regulations amendments to foster transit oriented development (TOD).

#6 LMJ Enterprises RH 2A-C – to **consider increasing heights in the short term to 75' and in the long term to 160' and density** increases in support of TOD.

#8 Weise (south of NE 65th ST/128th Ave NE) rezone from RSX 35 to RSX 7.2

#10 NRH 5/6 zones City study area to increase building height in NRH 5 to incentivize a transition from car storage uses to mixed use residential/office or stand-alone residential use and allow the same height in NRH 6.

Eden Ekubit request at 12822 NE 85th Street in the RH8 zone to allow increased height, reduced setbacks and reduced parking.

Land Use Request Analysis and Evaluation

At a high level, in evaluating these requests staff recommended that Planning Commission and City Council focus limited city resources on those rezone and zoning amendment requests in the Bridle Trails shopping center, North Rose Hill Business District, 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 around the new Sound Transit Station on I-405 at the NE 85th Street Interchange. This approach would more effectively link land use changes with existing and planned infrastructure. In addition staff also highly scored study areas that would further implementation of the adopted Housing Strategy Plan.

Evaluation Criteria

Zoning Code Chapters 130, 135 and 140 provide the evaluation criteria for approving amendments to the Zoning Map /Zoning Code and Comprehensive Plan, respectively. In evaluating and preparing the staff recommendations for each study area, staff also considered the following analysis:

- 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 hazards, streams, and wetlands)
- Location within 10 minute walking distance to grocery store, jobs or other services
- Existing or planned transit with 15 minute or less headways
- Meet goals of Housing Strategy Plan
- Consistency with the Comprehensive Plan ([KZC 140.25](#))
- Changes to sales tax revenue or jobs
- Property owner support within study area

Contained in Attachment 2 of your [September 13, 2018](#) meeting packet was a matrix that staff used to evaluate how each land use study area request met the above criteria. To gain a sense of the impacts of the potential amendments, calculations were also prepared comparing existing and proposed conditions in terms of new dwelling units, gross floor area of commercial uses, and potential number of jobs and vehicle trips. The SEPA Addendum includes this analysis.

Discussion and Recommendations for Each Land Use Study Area

Below is an overview of the five study areas proposed for land use/zoning map changes to consider at the public hearing. Included is a brief description of the proposal, City Council's October 2 direction, Planning Commission's September 13 preliminary recommendation, the current staff recommendation, and recommended implementation actions. If any of these requests are ultimately adopted, future Zoning Code amendments would be prepared and considered for adoption in 2019, and this process would include conducting a public hearing before the Planning Commission with final approval by City Council.

Rose Hill Neighborhood

1. Lake Washington Institute of Technology

Proposal: Allow market rate housing on campus and allow limited campus expansion into the Natural Greenbelt Protection Easement.

City Council direction and discussion: City Council expressed support for continued study of this request, for allowing an increase in building height in lieu of extending into the Native Greenbelt Protection Easement (NGPE), and in pursuing potential future public and private partnerships that might provide additional housing opportunities. Council requested information about how current geologically critical area regulations would be applied to this proposal, and the history of the NGPE. The original master plan for LWIT, adopted in 1989, required an NGPE to be recorded on the western forested steep slope area of the campus. The NGPE establishes restrictions on activities or improvements that are permitted within the forested steep slope area. Per existing North Rose Hill neighborhood plan policies and proposed Rose Hill policies RH 50, encroachment into the NGPE is limited to non-motorized trails connecting the campus to surrounding development. Any development of steep slopes (or other seismically hazardous areas) within the NGPE would be subject to the recently-adopted regulations in Chapter 85 (Critical Areas: Geologically Hazardous Areas), which allow development in such areas to take place, but only after preparation of a geotechnical report which shows the development can be undertaken without substantial risk.



Planning Commission discussion and preliminary recommendation: Planning Commission expressed support for the proposal but requested **the City Attorney's** opinion on whether housing can be restricted to staff, faculty and students and further explanation from LWIT on their future housing intentions. Attachment 2 is LWIT's response **to the Planning Commission's questions**. LWIT affirmed that while there are no immediate plans to develop campus housing, policies are desired that provide additional flexibility to add both affordable and market rate campus housing in the future, primarily to serve students, staff or faculty, and they would be open to also consider other public sector tenants through partnerships. **The City Attorney's office confirms that the City can limit housing to that serving just students and staff of the institute.**

- a. Staff Recommendation: Allow market rate housing on campus. Proposed policies RH 47 in draft 2 of the Rose Hill Plan allow a range of housing affordability on the LWIT site rather than limiting housing solely to that **regulated as "affordable"**¹. Proposed policy RH 47 in draft 2 of

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, HENC 2, and PLA 5C zoning districts; or

the Rose Hill 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 with more flexibility when a revised master plan is proposed.

Implementation: A Zoning Code text amendment would be required to add housing to those uses allowed at public colleges or universities in Planned Area 14.

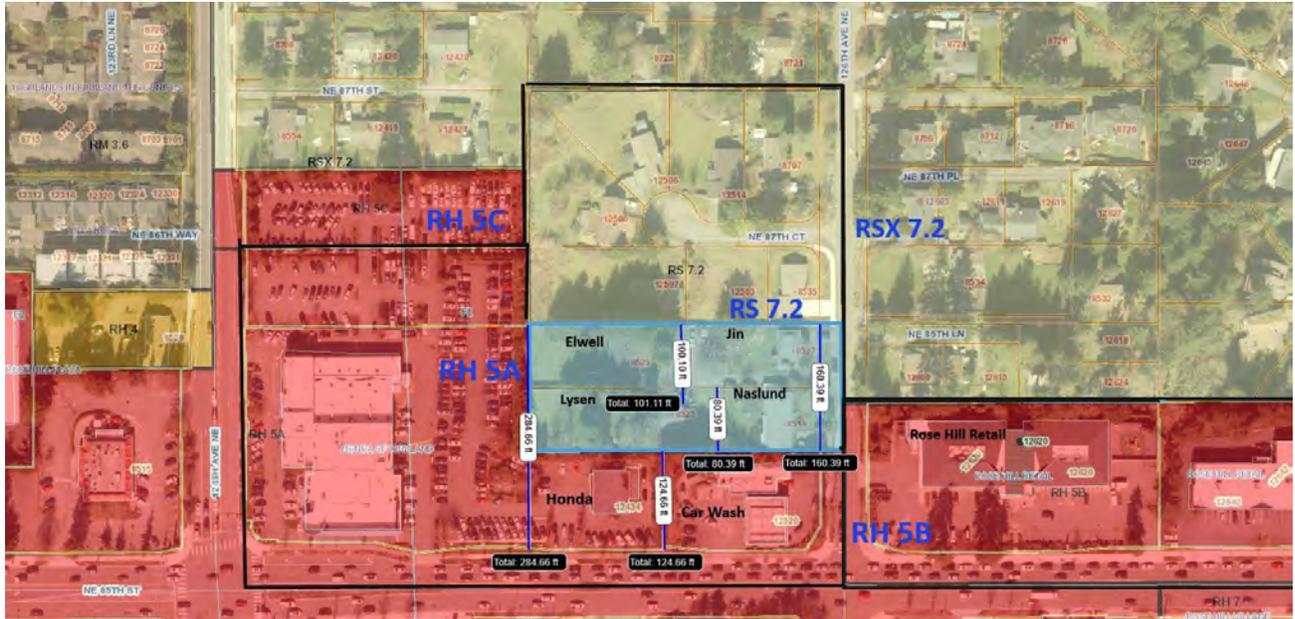
- b. Staff Recommendation: Do not allow campus expansion into the Natural Greenbelt Protection Easement. Rather than expanding into the steep slope forested area, staff supports policies that prioritize development on the underutilized surface parking lot areas and if necessary, offer some limited height increase in lieu of expansion into the steep slope area. The approach staff is suggesting to determine the height increase is to transfer the development potential of the steep slope area to the existing campus in the form of increased building height. Proposed policies RH 48 in draft 2 of the Rose Hill Plan support this approach. The proposal meets all but one of the evaluation criteria.

Implementation: Zoning text amendments to implement these policies would be required to prioritize campus expansion on further developable surface parking areas and to allow a limited height increase based on an equivalent developable area identified within the NGPE.

3. *Jin study area*

Proposal: Jin request to reclassify four properties located at 8519, 8523, 8525, 8527 126th Ave NE from Low Density Residential (LDR 6)/RS 7.2 zoning to Medium Density Residential (MDR 12)/RM 3.6 zone or mixed use residential commercial zoning. Two property owners are in support of the request, (Jin and Lysen), one is opposed to be included in the study area and is opposed to the rezone request (Elwell), with Naslund's **opinion** unknown. Homes were built in the **1960's**. All parcels are within the Neighborhood Center portion of the Rose Hill Business District.

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- 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).*



City Council direction and discussion: There was consensus among the majority of Council members to proceed to public hearing for further study, to narrow the scope of study to the original four parcels and to consider rezone to mixed use residential commercial only if development is consolidated with the parcels fronting on NE 85th ST (similar to the RH 8 zone policies) in recognition of the study area's proximity to the future Transit Station and TOD development, and transit access along NE 85th Street. One Council member requested that an option for compact housing also be studied.

Planning Commission preliminary recommendation: The Planning Commission concurred with staff to eliminate the request from further study. Its location outside the Regional Center portion of the business district along with property owner opposition within the Jin 4 lot study area, and low benefit for creating more affordable housing were justifications. On the positive side, the study area is close to shops, services and future transit station. If rezoned to commercial there would be a moderate to high impact on adjacent properties.

Staff Recommendation: Staff supports Option 2, changing the zoning to allow commercial mixed use, only if consolidated with the parcels fronting NE 85th Street, and otherwise limiting development to medium density residential multifamily uses, and if uses within 100 feet of the low density zone are limited to multifamily uses. The draft policies in RH 30 of draft 2 of the Rose Hill Plan reflect this recommendation. The proposal meets more than half of the evaluation criteria.

Analysis of Options:

Overview:

The public notice for the hearing includes consideration of allowing either mixed use residential commercial uses or multifamily uses within this study area. The Commission may consider variations on these options, and instead specify certain areas within the study area where commercial uses may be allowed and the scope of those uses, as the Planning Commission conducts its deliberations to formulate a recommendation to City Council. Four options are

presented below, based on the Council's direction (see Attachment 3 - Jin Rezone Request Matrix- for comparison between existing conditions and the options being considered):

1. No change, retain existing Low Density Residential RS 7.2 zoning. If this option is selected, the current use of the subject property (study area) would remain the same. The four parcels together comprise 59,200 square feet, which if redeveloped to maximum theoretical density would allow 8 single family homes ($59,200/7,200=8$ units). Affordable housing is not required with single family development. Given the age of the housing stock and the land value of these properties, the recent trend in the surrounding area to redevelop with single family homes is likely to continue. Over time, the likely result of no action is newer, larger, more expensive homes in the study area.
2. Change the land use and zoning to Mixed Use Residential/Commercial - RH 5B (with a density limit of 12 units/acre) and limit development to multifamily within 100 feet of the low density zoning boundary and on parcels that do not abut NE 85th Street or that are not consolidated with lots with property frontage on NE 85th Street. Parcels developed independently would be allowed to redevelop with multifamily medium density uses rather than the single family low density uses that are now permitted.

Rezoning the parcels in the study area to RH 5B would enable a limited range of commercial and residential uses (retail, office, stacked multifamily at unlimited density, hotel, and entertainment) to develop within the study area if the study area parcels are consolidated with parcels with frontage along NE 85th Street, except within 100 feet of the low density zone boundary, where only multifamily would be allowed. RH 5B does not allow vehicle service station, automotive service station, restaurant, and tavern uses.

Since the RH 5B zone allows unlimited density, which does not support the Rose Hill policy to provide transitions between single family areas and the commercial corridor, the density would be limited to 12 dwelling units per acre. Multifamily options would be expanded to include attached and detached units, in addition to stacked units, to support housing diversity.

Building heights within 100 feet of the RS zone boundary would be limited to 30 feet above Average Building Elevation (ABE), with an additional 5 feet of height allowed for peaked roof forms. In portions of the RH 5B zone further than 100 feet from the low density zone boundary, heights would be limited to 35 feet above ABE, with an additional 5 feet allowed for peaked roof form.

Additionally, existing structure size standards limit building facades to no greater than 50 feet wide parallel to and within 30 feet of a RS or RSX zone boundary, or else height is limited to 15 feet above ABE.

If this option is selected, additional services and dwelling units could be developed that might enhance the role of this area in providing employment and residents near the transit center and Rose Hill Business District. This option increases the total depth of the Commercial Mixed Use area to about 285 feet, adding about 160 feet of depth. This is similar to the depth of the Rite Aid and Safeway properties to the south across NE 85th Street also located in the Neighborhood Center portion of the Rose Hill Business District between 124th and 128th Avenues NE. Parcel

consolidation allows larger building envelopes and the potential to reduce the number of curb cuts on NE 85th Street and 126th Avenue NE, by consolidating driveways. However since the frontage along NE 85th Street is developed with viable business enterprises (Honda car dealership and car wash) the likelihood of joint consolidated development will be challenging. Gradual or piecemeal development would result in multifamily development over time and a corresponding modest increase in traffic onto 126th Avenue NE resulting from increased residential capacity.

3. Rezone to Medium Density Residential (RM 3.6). The four parcels together comprise 59,200 square feet, which if rezoned to RM 3.6, would allow up to 19 units to be developed on the subject property ($59,200/3,600= 16$ units + 1.6 rounded up to 2 affordable units x 2 = 3 additional bonus market rate units) or 19 total units. This is an increase of 11 units more than allowed under current zoning, including two affordable units. If this option is selected, it would result in a modest increase of housing units at buildout, within walking distance to services and transit. Building heights within 100 feet of the RS low density residential zone boundary would be limited to 25 feet, with an additional 5 feet of height allowed for peaked roof form. Beyond 100 feet from the low density boundary, heights are limited to 30 feet, with an additional 5 feet of height allowed for peaked roof form. Additionally, as in Option 2, existing structure size standards limit building facades to no greater than 50 feet wide parallel to and within 30 feet of a RS or RSX zone boundary, or else height is limited to 15 feet above ABE.
4. Allow compact housing. Compact housing regulations will be developed in 2019 through a parallel public process as part of the neighborhood plan update. These housing types would be allowed in low density zones.

Implementation: If Option 2 is adopted, follow up zoning code amendments in 2019 would include:

- Land Use Map change from LDR 6 to Commercial Mixed Use,
- Land Use Map boundary change to include subject property in the Rose Hill Business District.
- Zoning Map change from RS 7.2 to RH 5B,
- Zoning Text amendments to limit uses to medium density residential 12 units/acre (stacked, attached or detached), within 100 feet of low density zone boundaries, and on properties that do not abut NE 85th Street or are not consolidated with properties having frontage on NE 85th Street.

4. *Morgan study area*

Proposal: Martin Morgan submitted a request to rezone **Morgan's parcels (8251, 8249, 8241 122nd Ave NE)** and the Velozo parcel at 8245 122nd Ave NE from either RS 7.2 to RM 3.6 or commercial. The Morgan request would reclassify four properties located at 8249, 8251, 8241, 8245 122nd Ave NE from Low Density Residential (LDR 6)/RS 7.2 zone or Medium Density Residential (MDR 12)/RM 3.6 zone to either (MDR 12)/RM 3.6 or mixed use office/multifamily residential (O/MF 12)/PR 3.6 zone. Ms. Velozo is opposed to being included in the study area and is opposed to the rezone proposal. Two homes were built **in the 1960's, one in the late 1940's**, and one in 1935. All parcels are in the Regional Center portion of the Rose Hill Business District.

The two RS 7.2 low density residential parcels together comprise 31,235 SF, which if redeveloped to maximum theoretical density would allow 4 single family homes ($31,235/7,200=4$ units). Affordable housing is not required with single family development. Given the age of the housing stock and the land value of these properties, the recent trend in the surrounding area to redevelop with single family homes is likely to continue. Over time, the likely result of no action is newer, larger, more expensive homes on these two lots.

The two RM 3.6 medium density residential parcels together comprise 31,241 SF, which if redeveloped to a maximum theoretical density would allow 9 multifamily units ($31,241\text{ SF}/3,600=9$ units). Because there has not been an increase in development potential granted to **these parcels since the City's affordable housing regulations went into effect in 2010**, there is no provision requiring affordable housing in this RM 3.6 zone. Given the age and condition of the housing stock, conversion to multifamily is likely.

2. Change the land use and zoning to Medium Density Residential (with a density limit of 12 units/acre) on the two parcels currently zoned RS 7.2. If this option is selected, the total buildout on all four parcels is 20 units. This is an increase of 7 units in the study area over the number under current zoning at buildout.

If rezoned, buildout on the southern two parcels would result in 11 theoretical units ($31,235\text{ SF}/3,600=9$ units. Plus 0.9 rounded up to 1 affordable unit + 2 market rate = 11 total units). This is an increase of 7 units more than allowed under current zoning, including one affordable unit. Affordable housing is required in developments of four or more units.

Rezoning the parcels in the study area to RM 3.6 would enable multifamily stacked, attached or detached units to locate on the southern two parcels, as is now allowed on the northern two parcels.

Building heights within 100 feet of the RS zone boundary would be limited to 25 feet, with an additional 5 feet of height allowed for peaked roof form. Beyond 100 feet from the low density boundary, heights are limited to 30 feet, with an additional 5 feet of height allowed for peaked roof form. Additionally, existing structure size standards limit building facades to no greater than 50 feet wide parallel to and within 30 feet of a RS or RSX zone boundary, or else height is limited to 15 feet above ABE. This option increases the total depth of the multifamily zone to about 250 feet, adding about 125 feet to the existing multifamily zone.

As shown on the map above, the existing hierarchy of zoning districts (and land uses) in the regional center portion of the RHBD follows a logical progression from more intensive to less intensive land uses, with commercial, then office and then medium density residential transitioning to low density residential uses. The four parcels together form a logical zoning district on the perimeter of the Business District, in support of policy 39 in the 2nd Rose Hill Plan draft that identifies multifamily residential uses at a density of 12 units per acre as an appropriate transition from commercial and mixed uses to the low density residential areas to the north and south.

Although a rezone would result in only a very modest increase in housing capacity, the location is within walking distance to the planned BRT station and rapid ride bus service on NE 85th

Street by 2025, and would support the Council’s objective to provide opportunity sites for increased housing. Parcel consolidation allows larger building envelopes and the potential to reduce the number of curb cuts on 122nd Avenue NE, by consolidating driveways. However since only three out of the four lots in the study area are jointly owned, the likelihood of joint consolidated development will be challenging. Gradual or piecemeal development could result in multifamily development over time and a corresponding modest increase in traffic onto 122nd Avenue NE resulting from increased residential capacity.

3. Rezone to Office/Multifamily PR 3.6. This option would allow mixed use office multifamily, stand-alone housing, stand-alone office development, banks, and retail businesses other than gas stations, vehicle sales, service or drive through uses.
4. Allow compact housing. Compact housing regulations will be developed in 2019 through a parallel public process as part of the neighborhood plan updates. These housing types would be allowed in low density zones.

Implementation: If Option 2 is adopted, follow up zoning code amendments in 2019 would include:

- Land Use Map change from LDR 6 to MDR 12,
- Land Use Map boundary change to include subject property in the Rose Hill Business District.
- Zoning Map change from RS 7.2 to RM 3.6,

7. *Madison Development RH-3 zone*

Proposal: Madison Development requests adding a policy in the neighborhood plan and a code amendment to allow an increase in lot coverage from 80% to 100%, and an increase in height (by 8 feet) to 75 feet, and reduced parking contingent on a parking analysis. The site topography increases over 50 feet from the northwest to the southeast corner of the property and based on how maximum building height is calculated in the code using the existing average building elevation, the topography penalizes the maximum height of the development proposal. The additional height allowances is also requested for rooftop parapets and rooftop amenities. A redevelopment proposal is currently under design review.



Madison Development submitted comparing the existing permitted maximum building envelope to the requested one. One Council member was interested in exploring the feasibility of providing either above or below ground linkages between the site and the Transit Station at the interchange.

Planning Commission preliminary recommendation: The Commission agreed with staff to support the request, which furthers the intent of the existing and proposed plan policies and Design Guidelines for the RH 3 zone. The proposal supports Transit Oriented Development at urban densities appropriate in the Regional Center of the RHBD and recognizes that site topography constraints.

Staff Recommendation: Staff recommends approval of this request to allow an increase in lot coverage to 100%, and an increase in height (by 8 feet) to allow roof top amenities above existing variable height limits across the site, and reduced parking, contingent on a parking analysis. Policy 29 in draft 2 of the Rose Hill Plan supports these changes. The proposal meets nine out of 10 evaluation criteria.

Implementation: Follow up zoning code amendments in 2019 would include:

- Zoning text change allowing 100% lot coverage, and an increase of height beyond the current limits to allow roof top amenities. Additionally, a text change would be undertaken to require a pedestrian connection from the site to the Transit Station.

Bridle Trails Neighborhood

9. Bridle Trails Shopping Center

Proposal: Don Wells of Totem Bowl and Investments and the Owners of the Shopping Center (Retail Opportunity Investments Corp, ROIC) at 13033 and 13005 NE 70th Pl and 6501 132nd Ave NE, request Zoning Code amendments to allow an increase in building height from 3 stories to 6 stories and other code changes for future redevelopment of the Tech City Bowl center and shopping center into a mixed use commercial/residential project.

City Council comments: During the City Council briefing on September 18 and October 2, some Council members were interested in exploring options to retain legislative authority to approve a future master plan proposal for the site similar to that included in the Everest Neighborhood Plan for the Houghton Shopping Center where an additional 2 stories of height (to equal a total of 5 stories) may be authorized by a Master Plan, which is approved by the City Council after a full legislative process with opportunities for public participation. Elements that the Master Plan should contain are included in the draft Neighborhood Plan policies for Bridle Trails Shopping Center. If this approach were taken, instead of rezoning this study area as part of the Bridle Trails Neighborhood Plan update process (i.e., in early 2019), that step would occur at a future date through a legislative process, with heights as now allowed under current zoning remaining until



that time. This approach would also allow additional public review of the specific plan for the shopping center, outside the neighborhood plan update process.

Planning Commission discussion: The Commission agreed with the staff recommendation to proceed to a hearing for more discussion. Planning Commission and staff have received many public comments opposed to increasing the height to 6 stories (although a few comments strongly endorse the concept, or urge more density than recommended by staff). Planning Commission acknowledged this concern and asked staff to explore how a range of height of 3 stories to 5 stories could work so the building massing is lower on the north, east and west sides of the subject property so it would be in scale with the surrounding residential neighborhoods, neighborhood businesses and **Snyder's Corner open space**.

Staff recommendation: **With City Council's direction and** in order to meet the vision for the redevelopment of the shopping center to be a community gathering place with high quality shops and services, staff recommends that the current 30 foot height limit (in the BCX zone an additional 3 feet is allowed to account for a minimum 13 foot ground floor use height requirement or a 33 foot maximum building height) (three stories) be increased, with a tiered height approach from 2 additional stories to a maximum of 5 stories with upper story step backs and other requirements. The draft neighborhood plan policies in BT 7 reflect this recommendation. The proposal meets nine out of 10 evaluation criteria. Higher density at the site would also support future Bus Rapid Transit planned to serve the Bridle Trails shopping center by 2040. City Council will be reviewing and may revise the draft policies at a briefing in November. At that time staff suggests that City Council also discuss what type of master plan or legislative process they envision.

Implementation: If the policies are approved future Zoning Code amendments could implement the policies in 2019.

Second Drafts of Rose Hill and Bridle Trails Neighborhood Plans

Format changes common to both Neighborhood Plans

At the [July 26, 2018 meeting](#) the Planning Commission reviewed and commented on the first draft plans. The staff memo for that meeting described the public outreach efforts for this process, key issues evaluated, and a summary of the differences between the existing and first drafts of the neighborhood plans.

Included in the Attachments are edited and clean versions of the first drafts. Like the first draft, the second draft of the Neighborhood Plans (Attachments 6-9) follows the new Neighborhood Plan format, with a primary goal of a more streamlined document, less narrative text, and removing policies where an existing policy or goal is in the General Elements of the Comprehensive Plan, Zoning Map, or Zoning Code regulation (such as in the Natural Environment reference to requiring a slope stability analysis for moderate or high landslide areas which are required for new development in the Zoning Code Chapter 85).

Proposed housing policies in both the Rose Hill and Bridle Trails draft plans address strategies other than rezones to address **compact or "missing middle"** housing, including housing that is more affordable to first time home buyers, 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 Accessory Dwelling Units (ADUs) throughout both neighborhoods. Staff is currently working on zoning concepts to implement these policies in 2019.

Over the course of the last few months staff met with boards and commissions, working group and neighborhood associations to gather input on the first draft plans. Included in the edited versions of the attached plans shows in track changes the source of the edits/comments from the following groups:

Public input that influenced the second draft Plans (all in 2018)

- Houghton Community Council meeting on July 23
- Working group meeting on August 9 and follow up comments
- South Rose Hill/Bridle Trails Neighborhood Association briefing on September 11
- North Rose Hill Neighborhood Association briefing on September 17
- Park Board on September 12
- City Council briefings on September 13 and October 2
- Planning Commission briefings on September 13
- Transportation Commission briefing on September 26
- Public comment received at Summerfest information booth
- Staff review from each City department
- Other public comments received to date

Summary of public comment themes

The public comment letters and emails received to date primarily relate to both the Bridle Trails and Rose Hill Neighborhood Plans and proposed land use change study areas for rezones. Comments received to date are available on the [neighborhood plan project webpage](#). Audio tapes from each of the Boards and Commission meetings listed above are on the [City's webpage](#) for each group.

Key themes from the public comments received to date regarding the Rose Hill Neighborhood Plan include:

- Support for and against the Jin and Morgan rezone requests to rezone properties to higher density or commercial development (see discussion below).
- Comments in opposition to increased height limits to 160 feet on the Lee Johnson site in RH 2.
- Comments in opposition to the City proposal to extend the RH-8 zone boundary southward at 132nd and NE 84th Street.
- Comments in support of compact housing in low density areas and increased density and intensity of uses within the Rose Hill Business District near the freeway interchange, where infrastructure exists to support increased capacity.
- Opposition to rezones due to traffic impacts.

Key themes from the public comments received to date regarding the Bridle Trails Neighborhood Plan include:

- Support for and against the Bridle Trails Shopping Center request for land use change/code amendment to allow an increase in building height to six stories and other changes to Zoning Code requirements for future redevelopment of the Center (see discussion below).
- Comments in support of and against the Weise request to rezone three properties from RSX 35 to RS 7.2 south of NE 64th ST (see discussion below).
- Support for existing policies and zoning to retain equestrian uses.

- Support for future use of the King County Transfer site for a park use or other recreational facility

Key changes to the Draft Rose Hill Neighborhood Plan (See Attachment 6 [Clean Copy] and Attachment 7 [Edited Version]).

Below is a summary of the key changes from the existing North and South Rose Hill and NE 85th Street Subarea Plans to the combined revised draft Rose Hill Neighborhood Plan. Significant changes from the first to the second draft are in *italics below*. The policy numbers below correspond to policy numbers in the Clean Copy of the Plan (Attachment 6).

- In creating the draft Rose Hill Plan, staff started out by combining both the North and South Rose Hill Neighborhood Plans, and then inserted the NE 85th Street Subarea Plan policies and text. As a reminder, the boundary for both the North and South Rose Hill neighborhoods is the center of NE 85th Street. Duplicate policies between the Plans were deleted to make the Plans more concise and digestible. Most of the existing policies were carried over to the new draft plan *and have been further consolidated and streamlined, with the help of the City Council, Planning Commission, Working Group, Transportation Commission and Parks Board.*
- Revised (and more concise) Vision Statement based on comments from participants at early public meetings and Working Group members. Emphasizes increased employment and housing capacity in transit oriented development in the Rose Hill Business Districts and a variety of housing along the perimeter of the Business Districts, integrating compact housing into traditional single family neighborhoods, new campus housing at the Lake Washington Institute of Technology, and improved pedestrian and bicycle connections.
- Revised Historical section with the help of Loita Hawkinson of the Kirkland Heritage Society, *including further clarifications.*
- The residential, commercial, and transportation policies were consolidated where appropriate, while allowing for recognition of unique geographic issues. The term Rose Hill Business District replaced the name NE 85th Street Subarea. *The boundary of the Rose Hill Business District has been changed on the land use map to coincide with the Rose Hill Design District Boundary on the Zoning Map and now excludes low density residential land uses (See Rose Hill Business District Map).* If the Jin and/or the Morgan rezone requests are approved in the Rose Hill Business District, the boundary of the district (shown in yellow on the Land Use Map) may need to be revised.
- New housing policies have been included to implement the new Housing Strategy Plan adopted by City Council. The new housing policies RH-3, RH-4, RH-5, *(RH-7 is now incorporated into RH 4)* encourage incorporating ADUs into new single family homes, and incentivizing multi-unit, clustered, and compact housing types in proximity to neighborhood centers. *RH-40 is revised to clarify that compact housing is promoted in the single family areas surrounding the Rose Hill Business District.*
- *North Rose Hill Business District (NRH) policies (RH-22 and RH-23) to incentivize the redevelopment of car storage areas or single-use office areas into mixed-use neighborhood uses have been eliminated from the 2nd draft as directed by City Council. In their place is a policy RH 19, a more concise version of an existing NRH policy that allows retail uses related to*

vehicle sales and storage in the NRH 5 zone, in recognition that recently, in 2015, the policy to permit this type of commercial use was added to the Plan.

- New policies for the northern periphery of the Bridle Trails Neighborhood Center (RH 41 - RH 43).
- *The Rose Hill Business District commercial land use section has been reorganized around the Regional Center, Neighborhood Center and East End portions of the commercial corridor to provide easier navigation.*
- Text narrative and Policies RH 22-24 of the Rose Hill Business District section, and Policies RH 73 in the Transportation section related to the Sound Transit Station at the NE 85th Street/I-405 interchange were revised or added to the draft Plan to coordinate land use and transportation, increase density to support the transit facility, and promote related pedestrian and transit connections throughout the neighborhoods. *Policies RH 22 and 23 were revised to address walkable employment destinations. Policy RH 73 was revised to add Metro Transit and WSDOT, to the list of public entities that Kirkland coordinates with on these initiatives.*
- *New Policy RH 24 addresses the Council's direction to prepare a Transit Station Area Plan in 2019 or soon thereafter.*
- *Revised Policy RH 25 emphasizes the importance of retaining sales revenue that is necessary to fund City services.*
- *New Policy RH 29 addresses the Madison Development land use policy and zoning amendments request to require Transit Oriented Development that would allow increased height beyond the existing height limits for roof top amenities, increased lot coverage, and transit connections to the Bus Rapid Transit Station at NE85th and I-405, should the request be adopted by Council.*
- *Revised Policy RH 30 to address the Jin land use change and rezone request, to allow multifamily uses within 100 feet of low density zones and mixed use commercial/residential uses if developed is consolidated with properties abutting NE 85th Street west of 126th Avenue NE in the RH 5B zone, should the request be adopted by Council. See discussion above.*
- *Revised Policy RH 39 to address the Morgan land use change and rezone request, to allow medium density residential land use as a transition along the perimeter of the Rose Hill Business District. (This policy would remain regardless of the outcome of the Morgan request as it supports the Neighborhood Vision.)*
- *Based on Council direction, staff further revised Policy RH 47 and 48 to address LWIT's request to allow student and staff market rate campus housing and avoid or limit expansion into the steep slope area protected by a natural greenbelt easement.*
- *Updated the Transportation section further to reflect the current status of street connections on the North Rose Hill street connection map and table (one connection has been improved and several portions of streets identified on the map have been completed, and therefore removed from the map and list), bike and pedestrian connections (RH -69), and at the direction of the Transportation Commission, eliminated various redundant or out of date policies.*

- New policies emphasize bicycle and pedestrian connections to and between the new Greenway in the South and North Rose Hill neighborhoods and Bridle Trails and the Sound Transit station at NE 85th ST/I-405 interchange (RH-74, RH-75). *New pedestrian and bike maps reflect these connections.*
- Urban Design Section deleted. The policies in the North Rose Hill and South Rose Hill urban design sections were incorporated into the vision and other sections of the new Rose Hill Plan to reduce redundancy and make the plan more concise.

Key changes to Draft Bridle Trails Neighborhood Plan (See Attachment 8 Clean Copy and 9 Edited Version)

Below is a summary of the key changes from the existing to revised draft Bridle Trails Neighborhood Plan. Significant changes from the first to the second draft are in *italics below*. The policy numbers correspond to policy numbers in the Clean Copy of the Plan (Note: Some of the policies refer to land outside the jurisdictional authority of the Houghton Community Council per KMC 2.12).

- New Vision Statement – The existing neighborhood plan does not include a vision statement. A new draft vision statement was created and emphasizes maintaining the equestrian character of the area, and promoting a greater diversity of housing types integrated into the single family neighborhoods, the transformation of the Bridle Trails Shopping Center, and improved bicycle and pedestrian connections. The vision statement states that the King County Transfer Station should become a park or would be ideal for an aquatic facility.
- New History Section - The existing neighborhood plan does not include a history section. *Revised text was added to the second draft regarding important contributions the Lake Washington Saddle Club and Bridle Trails Park Foundation made to the State Park.*
- The existing policies that emphasize retaining the equestrian facilities and character of the area remain, with minor revisions to promote the introduction of new context-sensitive housing types. (BT-1, BT-2, BT-3)
- Similar to the Rose Hill Plan, new housing policies have been included to implement the new Housing Strategy Plan (HSP) adopted by City Council. The new housing policies (BT-1, BT-4, and BT-5) encourage incorporating accessory dwelling units (ADUs) into new and existing single family areas, and incentivizing multi-unit or clustered housing types. On the work program for 2019 are City-wide code amendments to implement the HSP. *New text was added to ensure that these housing types should only be allowed where consistent with equestrian uses and adequate sewer infrastructure. Text requiring covenants was deleted by staff as not necessary; existing Zoning Code regulations apply. Deleted text regarding providing living spaces for equestrian caretakers as unrealistic.*
- Policy BT-7 for the Bridle Trails shopping center (*note: this request is located outside the jurisdiction of the Houghton Community Council per KMC 2.12*).

Based on direction from City Council, staff revised the policy text to retain the three stories allowed by existing zoning, but allow two additional stories (5 stories maximum) provided a list of development parameters is followed. Council expressed a desire to provide a mechanism for

retaining Council approval of a development plan, such as a Master Plan process (similar to the Everest Neighborhood Plan policies). The intent of the policies is to support future redevelopment of the center into an active, walkable, transit supportive, mixed use neighborhood center. City Council has not seen the draft text and therefore may have revisions when they review them in November.

- *Policy BT-8 from the first draft was deleted as it is not needed. The Zoning Map shows office and multi-family uses are allowed at the NE 70th ST interchange.*
- Policy BT-8 encourages a future TOD at the Houghton Park and Ride site even though there are no plans to redevelop at this time. *Revisions reduced the text.*
- Urban Design policies deleted - **The urban design section, which describes the neighborhood's urban design characteristics based on principles from Kevin Lynch's 1960 book *The Image of the City* was deleted, in favor of conveying the neighborhood's urban design character in the more prominent vision statement.**
- *Policy BT-11 was added encouraging backyard sanctuaries for wildlife habitat.*
- Policy BT-12 was *revised per Park Board suggestions and consistency with the Parks, Recreation, Open Space (PROS) Plan.*
- Policy BT-15 regarding Snyder's Corner Park s interim uses to park. *Minor text revisions made.*
- New policies emphasize bicycle and pedestrian connections to and between the new Greenway in the South and North Rose Hill neighborhoods, the State Park, and the Eastside Powerline trail (Policies BT-19, BT-23, BT-24).
- Policies BT-20 *a new policy was added to develop bike lanes, sidewalk completion and/or a multi-use path along 116th Ave NE to Bellevue boundary.*
- Policy BT-21 and 21 were added to encourage paths to provide adequate distance between horses and cars, and to improve crosswalks for horse trail crossings.
- *Policy BT 25 was deleted regarding upgrading sanitary sewer mains and connections, as this policy is already in-place City-wide.*

Criteria for amending the Comprehensive Plan and Zoning Map

KZC Section 140.25 lists the factors to consider for both City and citizen-initiated amendments. The City shall take into consideration, but is not be limited to, the following factors when considering approval of a proposed amendment to the Comprehensive Plan:

1. The effect upon the physical, natural, economic, and/or social environments.
2. The compatibility with and impact on adjacent land uses and surrounding neighborhoods.
3. The adequacy of and impact on public facilities and services, including utilities, roads, public transportation, parks, recreation, and schools.
4. The quantity and location of land planned for the proposed land use type and density.
5. The effect, if any, upon other aspects of the Comprehensive Plan.

KZC Section 140.30 lists the criteria that must be met to amend the Comprehensive Plan:

1. The amendment must be consistent with the Growth Management Act.
2. The amendment must be consistent with the countywide planning policies.
3. The amendment must not be in conflict with other goals, policies, and provisions of the Kirkland Comprehensive Plan.
4. The amendment will result in long-term benefits to the community as a whole, and is in the best interest of the community.

KZC Section 130.20 relates to amendments to the Zoning Map Criteria. The City may decide to approve a legislative rezone only if it finds that:

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

Staff conclusions

The proposed amendments to the Comprehensive Plan for the revised Rose Hill Neighborhood Plan and Bridle Trails Neighborhood Plan and proposed rezones to change the Zoning Map are consistent with the above criteria, Growth Management Act and Countywide Planning Policies. The proposed neighborhood plan policies are consistent with the general elements of the Comprehensive Plan. The proposed rezones will allow for opportunities for increased diversity of housing and affordable housing to implement the adopted Housing Strategy Plan. When redeveloped occurs in the future, the increased residential density in the mixed use neighborhood center will add affordable and market rate housing and ideally provide the increased density in land use to support future improvements to transit service to the neighborhood. The proposed policy to prioritize campus expansion in underutilized portions of the Lake Washington Technical Institute campus will protect the wooded steep slope critical area. The proposed amendments bear a substantial relation to the public health, safety, and welfare to the residents of Kirkland and are in the interest of the Rose Hill and Bridle Trails Neighborhood residents.

Compliance with State Environmental Policy Act- Environmental Review

A SEPA addendum to the City of Kirkland 2015 Comprehensive Plan Update Draft and Final Environmental Impact Statement was issued on the draft Bridle Trails Neighborhood Plan, Rose Hill Neighborhood Plan, and related land use changes/rezone study areas prior to the public hearing and is contained in the official file in the Planning and Building Department. The SEPA Addendum compares the difference between the existing and revised Neighborhood Plan policies and land use study areas.

Submittal of draft plans to the Department of Commerce

Under RCW 36.70A.106, the City is required to submit a Notice of Intent to Adopt along with the Draft Plan and any amendments to development regulations to the Washington Department of Commerce (DOC) at least sixty days prior to final adoption. DOC reviews the draft plans to confirm that they are consistent with the GMA, and with multi-regional and region planning policies. The City will submit the Intent to Adopt and the Draft Plans and amendments prior to adoption planned for December 2018.

Next Steps and Schedule

Following the public hearing, the Planning Commission may discuss your recommendation to City Council or if you need more time, November 8 has also been scheduled for you to discuss your recommendation. City Council is scheduled to review your recommendation on November 20 with a final adoption set for December 11. Any necessary code amendments would be implemented in 2019 under a separate public review process.

Below is the tentative schedule for the remainder of the year:

- November 8, 2018 - Planning Commission deliberation on recommendation *as needed*
- November 20, 2018 - City Council briefing
- December 11, 2018 - City Council adoption
- January 28, 2019 - Houghton Community Council final action on Bridle Trails Plan

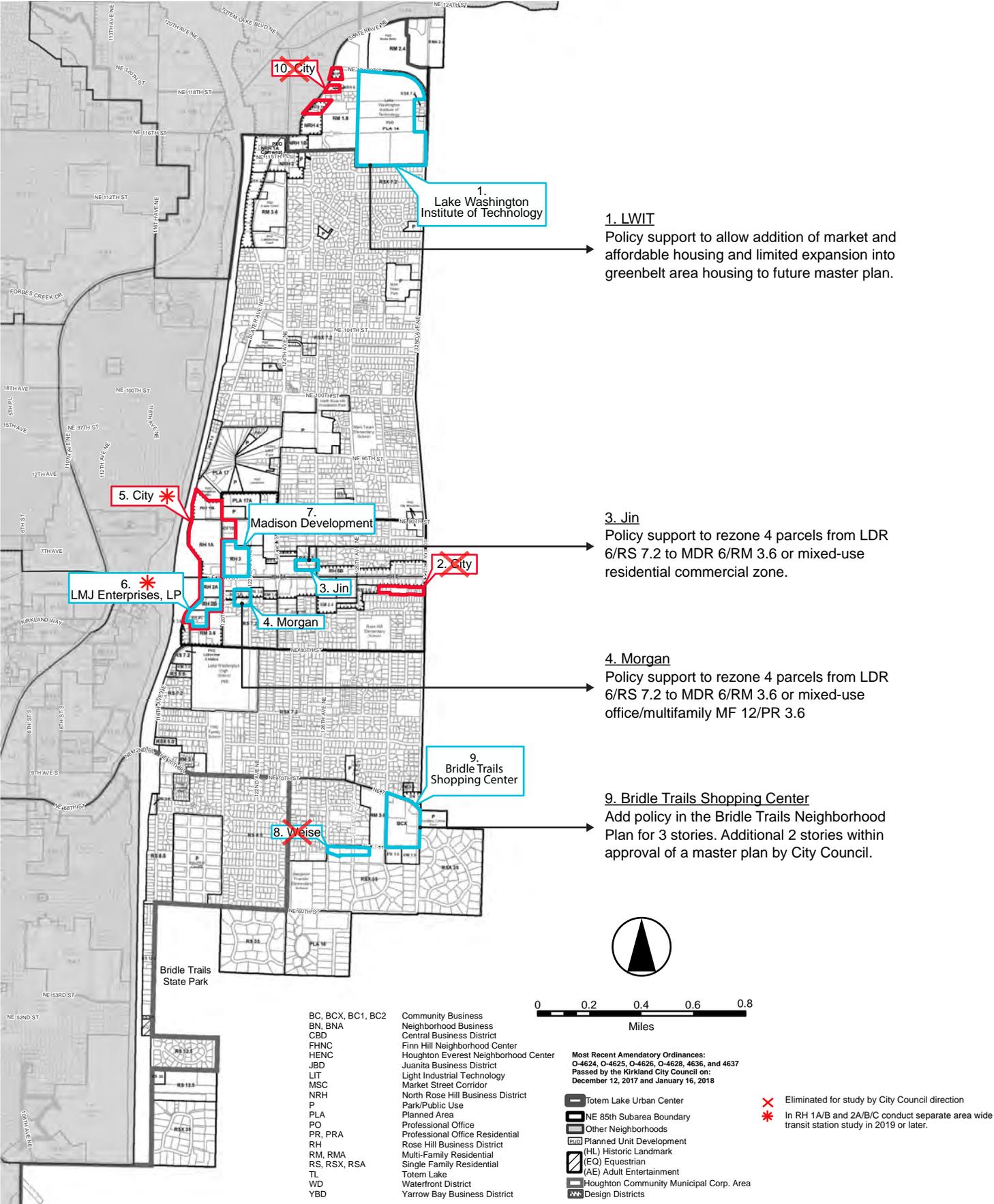
Attachments:

1. Land use study areas map for public hearing
2. Letter from LWIT
3. Jin Rezone development standard comparison matrix
4. Morgan Rezone development standard comparison matrix
5. Madison Development graphics showing land use request
6. Draft Rose Hill Neighborhood Plan- Clean copy
7. Draft Rose Hill Neighborhood Plan- Track change from 1st draft
8. Draft Bridle Trails Neighborhood Plan – Clean copy
9. Draft Bridle Trails Neighborhood Plan – Track change from 1st draft

cc: File Number CAM18-00082 #5

Land Use Zoning Change Study Areas

Moving forward to public hearing per City Council direction.



Joan Lieberman-Brill

From: Thomas, Bill <Bill.Thomas@lwtech.edu>
Sent: Tuesday, September 04, 2018 3:42 PM
To: Joan Lieberman-Brill
Cc: Goings, Amy
Subject: Rose Hill Neighborhood Plan
Attachments: LWTech - City Housing Planning 4 23 18.PDF

Joan, the position of Lake Washington Institute of Technology regarding potential housing on campus remains the same as we outlined in the attached letter. This is only under consideration at this point by the College and would be part of a longer term facilities plan. There are no immediate short-term plans by the College for housing on campus nor an immediate request by the College to change zoning regulations. While our long term plans for housing would be primarily intended to address housing for our employees and students, there could be consideration given to others depending on partnerships and funding. But, at this early point, Lake Washington recognizes that any effort for housing on campus is going to require a significant number of years and funding support not currently available by the College.

I hope this helps clarify the College's thoughts on housing on our campus. Please let me know if you have any questions.

Thank you.

[Bill Thomas](#)

Vice President, Administrative Services
 Lake Washington Institute of Technology
 11605 132nd Avenue NE
 Kirkland, WA 98034
bill.thomas@lwtech.edu
 425.739.8201

From: Joan Lieberman-Brill
Sent: Tuesday, August 21, 2018 10:33 AM
To: 'amy.goings@lwtech.edu'
Subject: LWIT Request for Rose Hill Neighborhood Plan policy change

Hi Amy,

The update of the Rose Hill Neighborhood Plan is moving forward with a Planning Commission meeting scheduled for September 13 on the land use/rezone/zoning regulation or policy change requests initiated by stakeholders or staff proposals, in order to provide a preliminary recommendation on which ones move forward to public hearing in October. These requests were introduced to the Planning Commission in July. I'm not sure if you have been following this update – here is a link to the [Planning Commission](#) website to view the staff memo that was considered at the July 26 Planning Commission study session when all requests were introduced, along with the first draft of the Rose Hill and Bridle Trails Plans. Scroll down to “Meeting Information” for July 26 and you may download the meeting packet Part 1, 2, and 3.

At that study session they provided feedback and had a few questions on the requested changes and draft Rose Hill and Bridle Trails plans. Regarding LWIT, they asked for more information about your interest in providing student or staff

housing. They wondered generally if there could be any way to restrict tenants to students or staff, which is a question planning staff may explore. In the meantime it would be helpful to confirm if your intention is to limit housing only to those who either attend or work at LWIT and their families. **Please respond by August 28 so I can respond to the Planning Commission in a staff memo I'm preparing for the September 13 meeting.**

I would also encourage you to attend the upcoming September 13 meeting to follow the discussion on your amendment request. The meeting will begin at 7:00 PM and is held in the Council Chamber at City Hall. If it isn't possible to attend, you can view the meeting live by going to the [Planning Commission Meetings Online](#) website. The staff memorandum that will be considered by the Planning Commission will be available for viewing on September 7, the Friday prior to the meeting, by following this link to the [Planning Commission](#) website and scrolling down to "Meeting Information" for that date.

Please let me know if you have questions.

Sincerely,

Joan Lieberman-Brill, AICP

Senior Planner

Kirkland Planning & Building Department

425-587-3254

jbrill@kirklandwa.gov

Mon – Thus



11605 132nd Avenue NE | Kirkland, Washington 98034
p: (425) 739-8100 | f: (425) 739-8298 | LWTech.edu

April 23, 2018

Joan Lieberman-Brill
Senior Planner
Planning & Building Department
City of Kirkland
123 57th Ave.
Kirkland, WA 98033-6189

Dear Joan:

It was a pleasure to meet with you last week to discuss the Lake Washington Institute of Technology's future plans regarding possible housing and how our planning efforts coordinate with the City's long term planning.

Housing for students and/or employees has been a consideration of the College for some time. In 2011, the College conducted a feasibility study on housing. This effort was reviewed with the City's Planning Department (Eric Shield and Tony Leavitt) and we were informed that the College has the right to construct on-campus housing in any location the approved College Master Plan permits.

As a result, it was our understanding that the City considers on-campus housing to be a natural outgrowth of LWTech's educational mission, and thus permitted outright under the campus' zoning classification. Development would require a formal amendment of the existing Master Plan, a process that would be expected to take six months to complete.

However, given the limited footprint the College currently has, and per our conversation, we are going to pursue the possibility of some form of development of the existing greenbelt located immediately west of the campus. We fully understand the potential limits to any development and will certainly discuss with you the outcome of our environmental assessment.

In summary, long-term future facility and space planning for Lake Washington Institute of Technology does include the possibility of student/employee housing and would request this be included in any planning considerations for the City for the North Rose Hill area.

We would be glad to provide any additional information regarding LWTech's future plans. Please let me know if there are any questions.

Thank you for your consideration.

Sincerely,

A handwritten signature in black ink, appearing to read "Dr. Amy Morrison Goings".

Dr. Amy Morrison Goings
President

JIN REZONE REQUEST existing vs. proposed development standards							
Existing Conditions (Option 1)					Proposed Rezone Options		
	Study area and North	South and West	North East	South East	Option 2	Option 3	Option 4
Zones	RS 7.2	RH 5A-	RSX 7.2	RH 5B	RH 5B	RM 3.6	2/3 unit homes, cottages and carriage (aka Compact Housing)
Permitted Uses	(KZC Chapter 15) Uses allowed Single Family Residential, one house per lot,	(KZC Chapter 53) Uses allowed with Design Review: General retail, office, stacked multifamily, hotel, entertainment. vehicle service station, automotive service station, restaurant, tavern.	(KZC Chapter 15) Same as RS 7.2	(KZC Chapter 53) Uses allowed with Design Review: Same as RH 5A except prohibits auto sales/service, and gas stations	(KZC Chapter 53) Uses allowed with Design Review: General retail, office, stacked multifamily, hotel, entertainment. RH 5B is limited commercial which does not allow vehicle service station, automotive service station, restaurant, tavern.	(KZC Chapter 20) Uses allowed with Design Review: Multifamily	(KZC Chapter 113) To be further incentivized in 2019. Two and three unit homes carriage and cottages
Design Review	No	Yes, DR**	No	Yes	Yes	Yes	No
Maximum Density	Single family, 7,200 sf min. lot area (6 units/acre)	No density limit	Same as RS 7.2	No density limit	No density limit	3,600 sf. min. lot area/unit (12 units/acre)	3,600 sf min. lot area/unit (12 units/acre)
Height	25' above average building elevation (ABE)	If adjoining (within 100 feet of) RS or RSX zone 30 above ABE, otherwise 35' above ABE*	30' above ABE	If adjoining RS or RSX zone 30 above ABE, otherwise 35' above ABE*	If adjoining RS or RSX zone 30 above ABE, otherwise 35' above ABE*	If adjoining RS zone 25 above ABE, otherwise 30' above ABE*	25' (RS Zones) maximum above A.B.E., (where minimum roof slope of 6:12 for all parts of the roof above 18' are provided). Otherwise, 18' above A.B.E.
Setbacks Front/side/rear	20'/5' min, 15' total/10'	10'/0'/15'	Same as RS	10'/0'/15'	10'/0'/5'	20'/5' min, 15' total/10'	20'/10'/10'
Lot Coverage	50%	80%	Same as RS	80%	80%	60%	50%

Affordable Housing Required?	No	No	No	No	Yes***	Yes***	No, affordable by design****
Parking	2 stalls/unit		Same as RS 7.2	Retail/ Office: 1/300 sf Multifamily: 1.2 stalls/studio unit 1.6 /2 bedroom unit 1.8/3 or more bedroom unit	Retail/ Office: 1/300 sf Multifamily: 1.2 stalls/studio unit 1.6 /2 bedroom unit 1.8/3 or more bedroom unit	1.7 stalls /unit	1 staff/unit under 700 sf. 1.5 stall/unit 700-1,000 sf. 2 stall/unit more than 1,000 sf.
Landscape Buffer	None	15' wide adjoining single family	Same as RS 7.2	15' wide adjoining single family	15' wide adjoining single family	5'wide adjoining single family	None

*May add additional 5' height if slope roof minimum 3' vertical to 12'horizontal

** Design Board Review (KZC Chapter 142)

***If rezone were approved density will be increased from 6 units/acre to new underlying density (within the constraints of the height and setback regulations), and this creates an opportunity for provision of affordable housing. Specifically, four or more units shall provide 10 percent of units as affordable units. Two additional units may be constructed for each affordable housing unit provided.

****2 times the maximum allowed in underlying zone

*****Housing is more affordable than homes that have no size limitations (within the constraints of the height and setback regulations)

MORGAN REZONE REQUEST existing vs. proposed development standards							
Existing Conditions (option 1)					Proposed Rezone Options		
	Study area and North	South and West	North East	South East	Option 2	Option 3	Option 4
Zone	RS 7.2	RH 5A	RSX 7.2	RH 5B	RM 3.6	PR 3.6	2/3 unit homes, cottages and carriage (aka Compact Housing)
Permitted Uses	(KZC Chapter 15) Uses allowed Single Family Residential, one house per lot,	(KZC Chapter 53) Uses allowed with Design Review: General retail, office, stacked multifamily, mixed use office/multifamily, hotel, entertainment. vehicle service station, auto&boat sales/service, restaurant, tavern.	(KZC Chapter 15) Same as RS 7.2	(KZC Chapter 53) Uses allowed with Design Review: Same as RH 5A except prohibits auto sales/service, and gas stations	(KZC Chapter 20) Uses allowed with Design Review: Multifamily	(KZC Chapter 30) Uses allowed with Design Review: office, multifamily, mixed use office/multifamily, limited retail (no gas stations, vehicle sales/service, drive-through), banks	(KZC Chapter 113) To be further incentivized in 2019. Two and three unit homes carriage and cottages
Design Review	No	Yes, DR**	No	Yes	Yes	Yes	No
Maximum Density	Single family, 7,200 sf min. lot area (6 units/acre)	No density limit	Same as RS 7.2	No density limit	3,600 sf. min. lot area/unit (12 units/acre)	3,600 sf. min. lot area/unit (12 units/acre)	3,600 sf min. lot area/unit (12 units/acre)****
Height	25' above average building elevation (ABE)	If adjoining (within 100 feet of) RS or RSX zone 30 above ABE, otherwise 35' above ABE*	30' above ABE	If adjoining RS or RSX zone 30 above ABE, otherwise 35' above ABE*	If adjoining RS zone 25 above ABE, otherwise 30' above ABE*	If adjoining RS zone 25 above ABE, otherwise 30' above ABE*	25' (RS Zones) maximum above A.B.E., (where minimum roof slope of 6:12 for all parts of the roof above 18' are provided). Otherwise, 18' above A.B.E.
Setbacks Front/side/rear	20'/5' min, 15' total/10'	10'/0'/15'	Same as RS	10'/0'/15'	20'/5' min, 15' total/10'	20'/5' min, 15' total/10'	20/10'/10'
Lot Coverage	50%	80%	Same as RS	80%	60%	70%	50%
Affordable Housing Required?	No	No	No	No	Yes***	Yes***	No, affordable by design*****

Parking	2 stalls/unit		Same as RS 7.2	Retail/ Office: 1/300 sf Multifamily: 1.2/ studio unit. 1.3/ 1 bedroom unit. 1.6/ 2 bedroom unit. 1.8 / 3 or more bedroom unit.	1.2/ studio unit. 1.3/ 1 bedroom unit. 1.6/ 2 bedroom unit. 1.8 / 3 or more bedroom unit.	1.2/ studio unit. 1.3/ 1 bedroom unit. 1.6/ 2 bedroom unit. 1.8 / 3 or more bedroom unit.	1 staff/unit under 700 sf. 1.5 stall/unit 700-1,000 sf. 2 stall/unit more than 1,000 sf.
Landscape Buffer	None	15' wide adjoining single family with fence or wall	Same as RS 7.2	15' wide adjoining single family	5'wide adjoining single family	5'wide adjoining single family	None

*May add additional 5' height if slope roof minimum 3' vertical to 12'horizontal

** Design Board Review (KZC Chapter 142)

***If rezone were approved density will be increased from 6 units/acre to new underlying density (within the constraints of the height and setback regulations), and this creates an opportunity for provision of affordable housing. Specifically, four or more units shall provide 10 percent of units as affordable units. Two additional units may be constructed for each affordable housing unit provided.

****2 times the maximum allowed in underlying zone

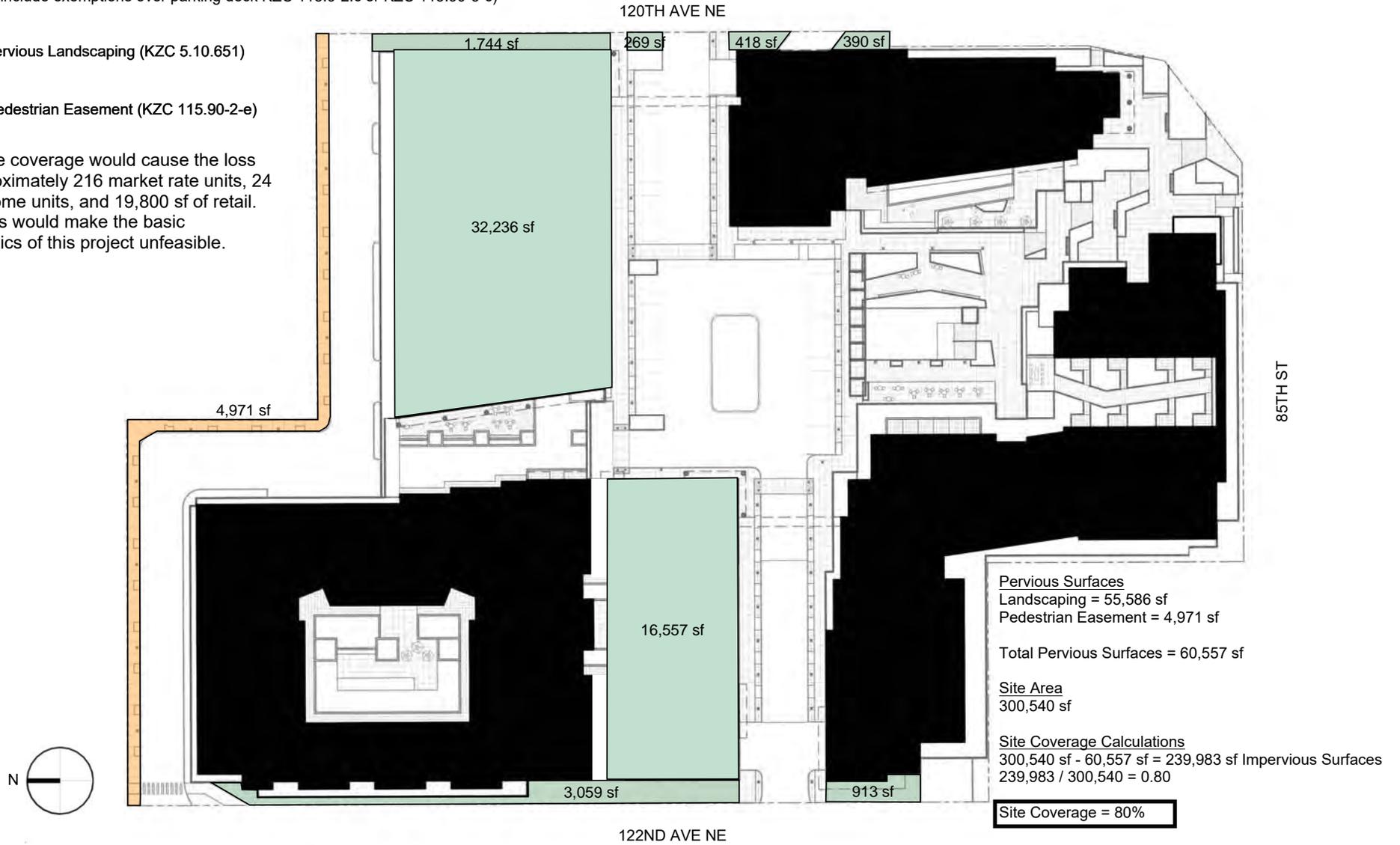
*****Housing is more affordable than homes that have no size limitations (within the constraints of the height and setback regulations)

80% Site Coverage - Remove Apartment Buildings

(Does not include exemptions over parking deck KZC 115.9-2.c or KZC 115.90-3.c)

- Pervious Landscaping (KZC 5.10.651)
- Pedestrian Easement (KZC 115.90-2-e)

80% site coverage would cause the loss of approximately 216 market rate units, 24 low income units, and 19,800 sf of retail. This loss would make the basic economics of this project unfeasible.



ROSE HILL MIXED-USE - ZONE RH3



80% SITE COVERAGE WOULD ELIMINATE BUILDING B AND PART OF BUILDING A (BLUE). THIS WOULD CAUSE THE LOSS OF APPROXIMATELY 216 MARKET RATE UNITS, 24 LOW INCOME UNITS, AND 19,800 SF OF RETAIL. THIS LOSS WOULD MAKE THE BASIC ECONOMICS OF THIS PROJECT UNFEASIBLE.

WITHOUT ADDITIONAL HEIGHT, FLOOR-TO-FLOOR WOULD BE REDUCED TO <10'-0"; ROOFTOP AMENITIES, LANDSCAPING, AND PARAPET MODULATIONS WOULD BE REMOVED FROM THE PROJECT (RED).

AVERAGE BUILDING ELEVATION ON THIS SITE IS PENALIZED BECAUSE THERE IS A 50'-0" ELEVATION DIFFERENCE FROM 85TH ST TO THE NORTH SIDE OF THE SITE.



ROSE HILL NEIGHBORHOOD PLAN - 2nd DRAFT 10/18/18- CLEAN COPY

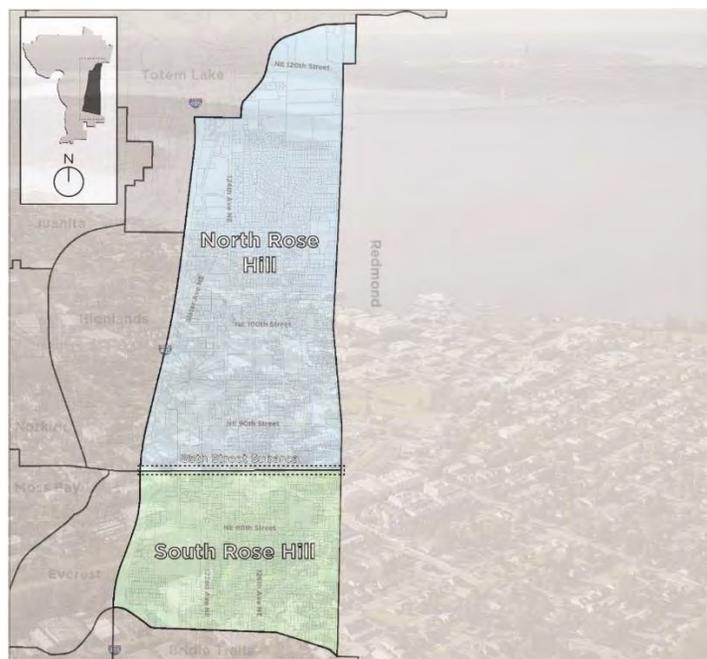
1. Overview

The Rose Hill Neighborhood is located between I-405 and the City of Redmond, and extends north to the Totem Lake Business District and south to the Bridle Trails neighborhood. It contains the neighborhoods of North and South Rose Hill, separated by NE 85th Street. Two commercial centers are located in the Rose Hill Neighborhood; the Rose Hill Business District along the NE 85th Street corridor (working group) and the North Rose Hill Business District at the north end of the neighborhood (the neighborhood also contains a portion of the Bridle Trails Neighborhood Center). The Rose Hill Business District straddles NE 85th Street and connects downtown Kirkland with downtown Redmond. At the north end of Rose Hill, a portion of the North Rose Hill Business District and the Lake Washington Institute of Technology are within the Totem Lake Urban Center, the major employment, retail and service center in the City. See the Totem Lake Business District Plan for more discussion about the Urban Center.

While land use in the neighborhood is primarily residential, the Rose Hill Business District is second only to the Totem Lake Business Center in generating the most sales tax revenue for the City.

The NE 85th Street Subarea Plan, North Rose Hill and South Rose Hill Neighborhood Plans were previously standalone plans. The NE 85th Street Subarea Plan included the south portions of North Rose Hill and the north portions of the South Rose Hill Neighborhoods. While both neighborhoods and the subarea were combined into one Rose Hill Neighborhood Plan in 2018, the Plan continues to address issues unique to each neighborhood. As a result of the 2018 update, the term Rose Hill Business District replaced the name NE 85th Street Subarea, and the boundary of the Rose Hill Business District was revised to exclude low density residential land uses.

Insert New Map- Rose Hill Neighborhood showing the boundaries of North and South Hill.



2. Vision Statement

Rose Hill is a vibrant, walkable residential neighborhood with an active neighborhood commercial center along NE 85th Street. At the same time, its natural beauty— including mature trees, wildlife

habitat, Forbes Lake, wetlands, streams, and open space – has been protected and enhanced, with new opportunities for public access. Parks are within walking distance to all residents and employees and provide a diverse range of recreation options – from hiking and birdwatching to play areas for kids.

As underutilized land has continued to repurpose, a variety of housing alternatives at strategic locations meet the needs of a diverse population and keep housing costs under control. Apartments, stacked flats, mixed-use buildings, and townhouses along the perimeter of the North Rose Hill and Rose Hill Business Districts, served by rapid transit, create seamless transitions to established residential neighborhoods. Innovative housing for all life stages – including backyard cottages, flats over garages, and duplexes – is integrated with traditional detached styles in lower density areas in North and South Rose Hill. The Lake Washington Institute of Technology has expanded its partnership role in the community, and provides campus housing that is affordable to its workforce and students. Other under-utilized institutional sites have incorporated housing as opportunities arise for redevelopment.

A thriving Rose Hill Business District along NE 85th Street provides employment, shopping, services, and transit-accessible housing for Kirkland residents and visitors throughout the region, allowing the community to easily access goods and services on-foot or by bike. Over time, the commercial corridor has become more mixed use and walkable, with apartments and condominiums over neighborhood shops, parking tucked away behind buildings, and pedestrian walkways providing access to the surrounding residential neighborhoods. A walkable, transit-oriented pedestrian village has emerged around the NE 85th Street/ I-405 transit hub, transitioning from more automobile-centric uses to neighborhood-serving shops, offices, and residences. Generally, the west end of the Rose Hill Business District is more urban and activated, while the east end is more neighborhood-oriented. At the north end of the neighborhood, development and streetscape improvements along NE 116th St in the North Rose Hill Business District are complementary to the Totem Lake Business District and have transformed this gateway into a gathering place for northern Rose Hill.

The street network provides efficient and safe circulation. Arterials have been improved with transit and bike lanes. The NE 75th Street /128th Avenue Greenway, pedestrian crossings over I-405, the Eastside Powerline Corridor Trail, and other pedestrian and bike routes link residential areas with Lake Washington High School, elementary schools, transit stops, public facilities, commercial districts, adjacent neighborhoods and regional trails. Regional transit service connects Rose Hill activity centers and the surrounding community while a neighborhood circulator connects residential areas to the activity hubs and regional transit. These linkages increase mobility and encourage community connection.

3. Historical Context (by Loita Hawkinson, Kirkland Heritage Society)

Rose Hill was envisioned by Kirkland namesake and founder, Peter Kirk, as the site for his Great Western Iron and Steel Mill, **which would have made Kirkland the “Pittsburgh of the West”**. The Lake Washington Ship Canal had been approved by Congress in 1888. The canal offered a direct route from Lake Washington to Elliott Bay and promised to open the shores of Lake Washington to industry. Kirk purchased a small lake, known as Forbes Lake, along with acreage from Dorr Forbes, an earlier settler who had originally purchased the land in hopes of growing cranberries. But beaver activity caused frequent flooding that destroyed the bog, providing an opportunity instead for Peter Kirk. The lake was renamed Lake Kirkland and in the **early 1970’s** reverted back to Forbes Lake in honor of Dorr Forbes.

Peter Kirk’s chief engineer and metallurgist, John G. Kellett, lived on Rose Hill in Workington, England, and is credited for naming Kirkland and Rose Hill in 1888.

In 1890, five teams cleared the land surrounding Forbes Lake and the steel mill was built, complete with foundry, bunkers, cooling ponds and railroad. Its sole purpose was to build rail for the world's railways. Then, in 1891, the newly elected congress repealed funding for the Lake Washington Ship Canal and the opening of the mill was halted. Attempts were made over the years to open the mill but by 1908, **Kirkland's Foundering Fathers** abandoned their plans. Much of the mill had already been salvaged for materials to use in other construction projects. With the railroad no longer needed, the rails were torn out and the original rail bed became what is now Slater Avenue.

In 1910, real estate partners Edmund Burke and Guy Farrar purchased much of Rose Hill. A large two story school was built across from the mill site in 1911. Known as the Rose Hill School, it burned down in 1921 and was replaced in 1922 with a single story school. John G. Bartsch built the original school as well as the Kirk homes, the original Central School, the Shumway Mansion and many other iconic buildings of the time. The Shumway Mansion is the only known survivor. In 1954, Rose Hill Elementary was built to serve South Rose Hill children and in 1955, Mark Twain Elementary was added for the North Rose Hill families.

During the early Burke & Farrar era, the developers offered free day long excursions from Seattle to Kirkland. During this time, small parcels of land were offered with low monthly payments. Over time, Rose Hill was developed providing space for chickens, cows, and gardens. It was these small family farms that helped stock local grocery store shelves.

Forbes Lake, also known locally as Little Lake, was a favorite recreation area for Rose Hill and Kirkland families. Transportation was by foot, horse and wagon, automobiles and jitney, which was a form of shuttle service. The ferry dock in Kirkland was the gateway to Seattle. Many Rose Hill residents worked in Seattle.

The Kirkland Cemetery in the South Rose Hill neighborhood was incorporated in 1888 by Peter Kirk and **several of Houghton's early settlers**. The Macadam Road in South Rose Hill connected Kirkland to Redmond in 1912. **It was the first paved road in King County and was known as "the blacktop"**.

Rose Hill has steadily transformed from a rural outlying area of King County to a suburban neighborhood in Kirkland. Annexation of portions of the North Rose Hill neighborhood from King County to the City of Kirkland started in 1970, with the annexation of the majority of the neighborhood in 1988. Even before annexation, Rose Hill was always seen as a neighborhood of Kirkland.

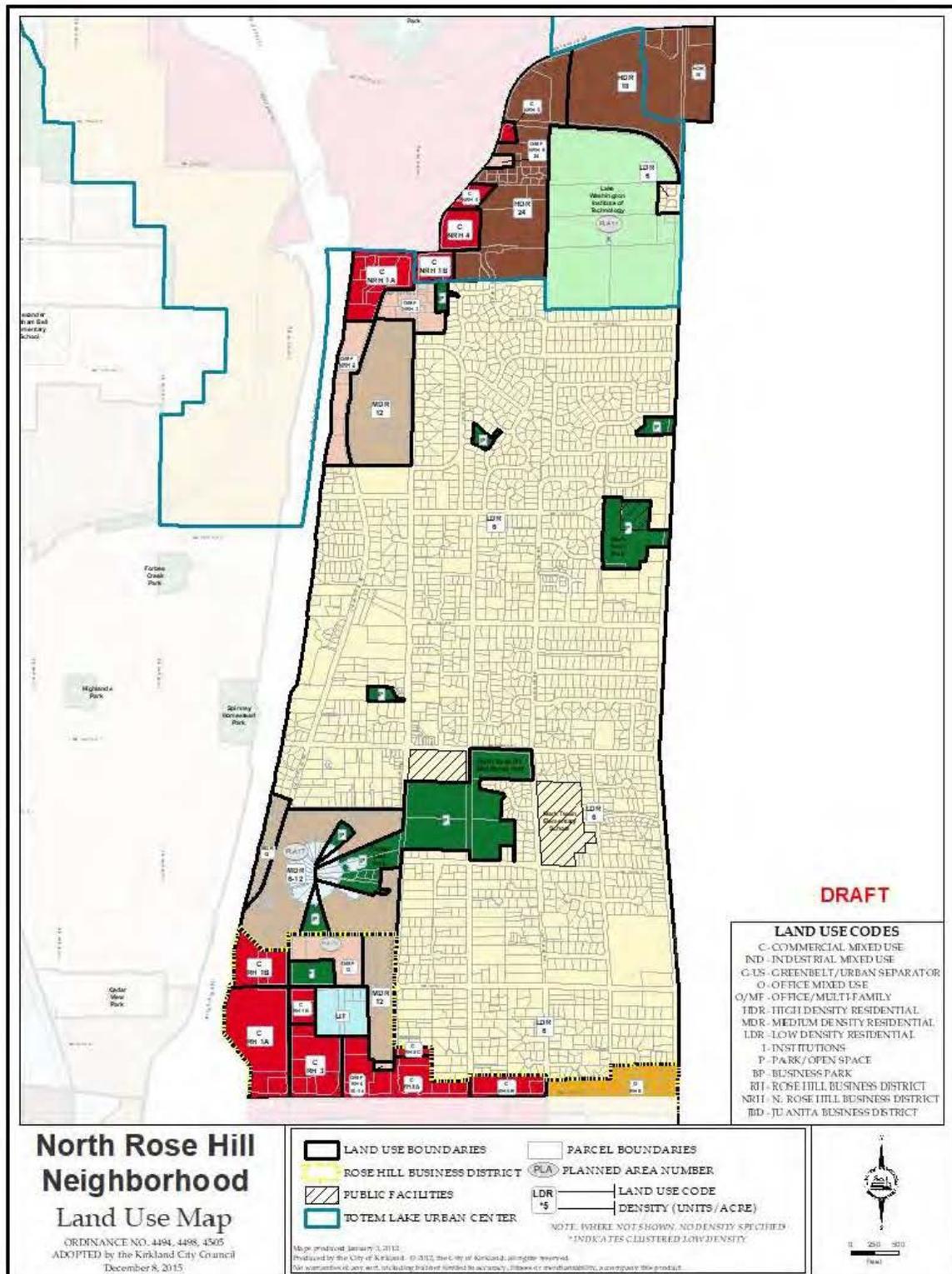
*Policy RH 1: Encourage preservation of structures, **features and locations that reflect the neighborhood's heritage.***

Policy RH 2: Provide markers and interpretive information at historic sites throughout Rose Hill.

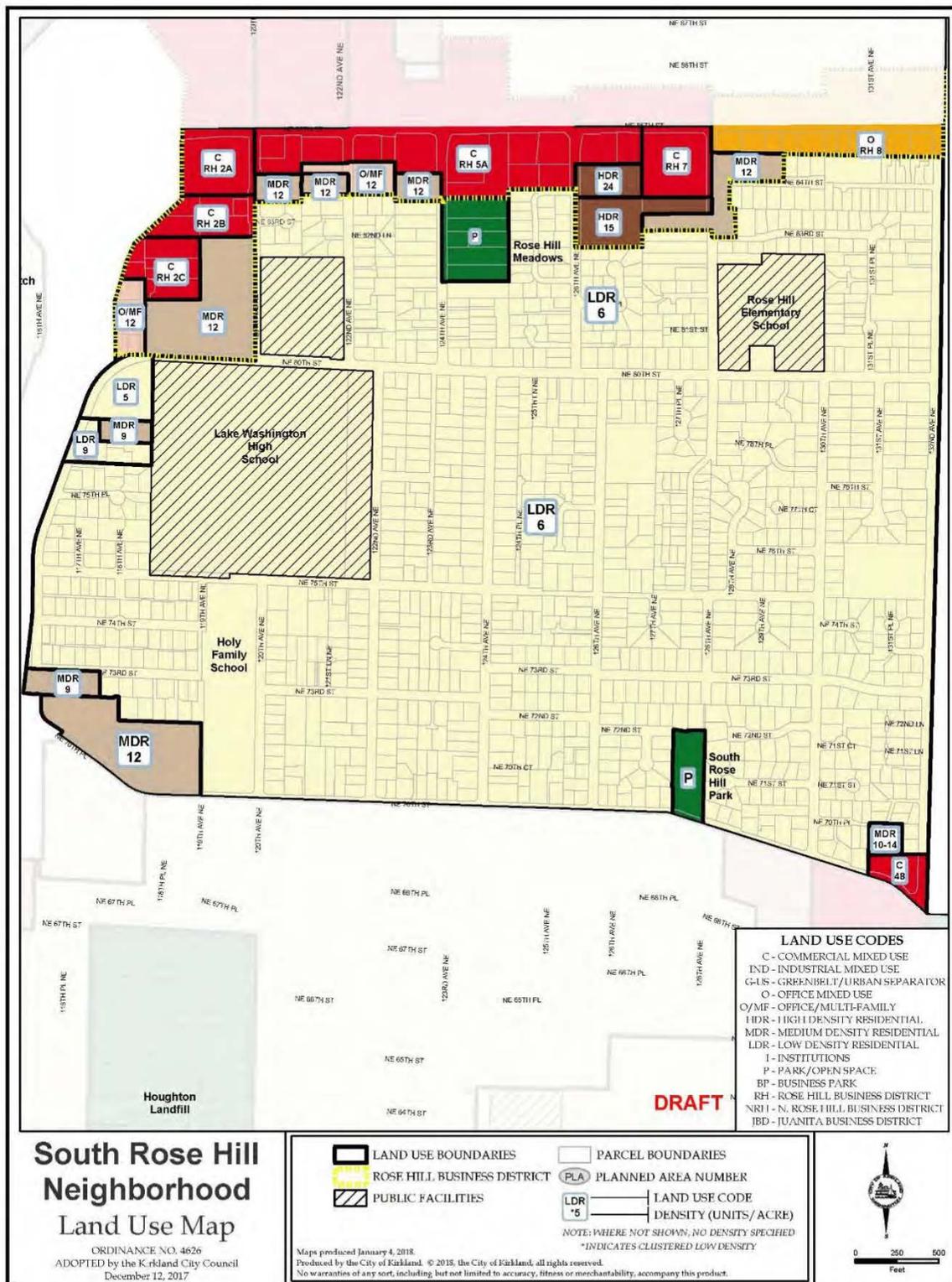
4. Land Use

A mix of land uses in Rose Hill support the neighborhood and the broader community. Regional and local commercial and mixed use residential/commercial development is focused in the two business districts (not including the portion of the Bridle Trails Neighborhood Center in Rose Hill) and other parts of the neighborhood, where transit is available within a 10 minute walk and residential density supports a range of goods and services serving the region and the neighborhood. Housing densities support the high quality retail uses in the commercial districts, provide housing for Lake Washington Institute of Technology staff and students, and serve residents who wish to live near transit and jobs, while providing a transition to adjacent lower density residential areas. Development in lower density areas provides opportunities for housing choice through a broad range of housing styles and site planning approaches, while protecting the predominantly single family residential neighborhood character.

Insert Revised Map- North Rose Hill Land Use Map Staff Note: the land use maps will be updated based on outcomes to the land use/zoning change requests:



Insert Revised Map- South Rose Hill Land Use Map Staff Note: the land use maps will be updated based on outcomes to the land use/zoning change requests:



Residential:

In general, compact and higher-intensity housing is accommodated where there is transit and services to support it, such as around the Rose Hill Business District, near Totem Lake, at focused locations between the commercial districts, and around Forbes Lake. The intent of the policies below is to accommodate infill housing in a way that is sensitive to the look and feel of existing neighborhoods.

Policy RH 3: Retain the residential character of the neighborhood while accommodating new and innovative compact housing opportunities to serve a diverse population.

The predominant housing style in the neighborhood is the traditional detached single-family home. Compact housing styles and techniques, such as cottage, carriage and two/three unit homes, accessory dwelling units, clustered and small lot single-family housing are among other appropriate lower density housing types.

Housing prices throughout the City and region require strategies to promote lower cost housing. The provision of housing options for a wide spectrum of income levels, household sizes, and lifestyles are important values to support and encourage.

Policy RH 4: Encourage ADUs in all new and existing single family development to expand the supply of affordable-by-design housing.

Policy RH 5: Incentivize compact housing within areas that are in close proximity to neighborhood centers (i.e., multi-unit or clustered housing types compatible in scale with single-family homes that help meet the growing demand for walkable urban living).

Policy RH 6: Incorporate building height and scale transitions and vegetative buffers between multifamily and detached single family homes to ensure compatibility with existing neighborhood character.

Multifamily standards for building location and design will help address: building placement on the site, clustering, open space preservation, building scale in proportion with the lot and with the surrounding neighborhood, preservation and protection of existing vegetation, wetlands and streams, and integration with more traditional detached single-family homes.

.Planned Area 17

Forbes Lake is designated as a Planned Area to address the unique development constraints associated with the lake and surrounding wetland and stream systems. Most property adjoining the lake is privately owned, with the exception of Forbes Lake Park.

Policy RH 8: Locate and design new development to protect and restore the natural areas of Forbes Lake, Forbes Creek, and associated wetlands, while providing opportunities for a variety of housing styles and public access to the Lake.



Commercial:

Besides the two major commercial and mixed use areas in Rose Hill, the North Rose Hill Business District and Rose Hill Business District, there is a small area of limited neighborhood commercial uses located at the south east corner of Rose Hill across the street from the Bridle Trails shopping center. The intent of the policies below is to make these existing commercial centers more vibrant, locally-serving, and walkable, and to connect them better with surrounding residential neighborhoods.

Policy RH 7: Focus commercial and mixed use development in the following locations:

- In established portions of the North Rose Hill Business District ;
- In the NE 85th Street corridor, close to existing or planned high capacity transit, utilizing both the new Sound Transit I-405 Bus Rapid Transit Station at the NE 85th Street/ I-405 freeway interchange and future business access and transit (BAT) lanes along NE 85th Street as a catalyst for expanded transit oriented development in the Rose Hill Business District ; and
- Within the existing boundaries of the small commercial node that is across the street from the Bridle Trails Shopping Center in South Rose Hill.

Policy RH 8: Provide seamless transitions between commercial districts and lower density areas in Rose Hill, by promoting a hierarchy of commercial uses from larger footprint regional uses, closer to the freeway interchanges, to more local serving neighborhood services near the residential core.

Policy RH 9: Conduct design review for commercial, multifamily, and mixed-use development to create attractive business districts using applicable design guidelines and design regulations.

North Rose Hill Business District

The boundaries of the North Rose Hill Business District are shown in Figure RH -_ below. It is situated along the south side of NE 116th Street and serves as the major entranceway to the north end of the Rose Hill Neighborhood and the south end of the Totem Lake Business District. As a result of its proximity to the freeway, more regionally focused goods and services suited to the highway commuter and mixed housing are promoted west of 124th Avenue NE, mirroring redevelopment in the portion of the Totem Lake Business District located to the north across NE 116th street, while the remainder of the district has a local neighborhood commercial focus.

The land use districts and corresponding zoning designations describe the appropriate types and intensity of commercial and residential uses, with the most intensive commercial development adjacent to NE 116th Street, west of 124th Avenue NE. Similarly, building height is greatest along NE 116th Street, and scales down heading north and south along Slater Avenue NE, with increased height allowed as an incentive to develop housing.

Insert New Map- North Rose Hill Business District (Staff Note: No changes to boundaries)

Policy RH 10: Actively promote the transition of the North Rose Hill Business District into an active, walkable, transit-supportive mixed use environment with a variety of housing types, including housing affordable to students.

Policy RH 11: Ensure that the type of commercial uses allowed in the North Rose Hill Business District are compatible with its mixed use residential/commercial focus.

Policy RH 12: Promote increased residential capacity in the North Rose Hill Business District with increased height allowances.

Policy RH 13: Ensure that public improvements and private development provide coordinated streetscape improvements along NE 116th Street that contribute to a sense of neighborhood identity and enhanced visual quality.

Policy RH 14: With private development or through public investment, either in combination with private development, through land acquisition, or as part of a street improvement project, install a neighborhood gateway sign and landscaping or other features near the intersection of 124th Avenue NE and NE 116th Street

Policy RH 15: Address transition impacts and protect nearby residential areas with landscaping, site and building design requirements in the North Rose Hill Business District.

Policy RH 16: Create a regional commercial destination at the I-405 interchange in NRH 1A, complementary to the Totem Lake Business District, serving community-wide or regional markets.

Policy RH 17: Create a walkable mixed use neighborhood destination in NRH 1B providing housing, goods, services, and gathering spaces for neighborhood residents complementary to the multifamily areas to the east and mixed use office residential area to the south.

Policy RH 18 Promote the conversion of existing wholesale and manufacturing businesses to mixed use commercial/multifamily development in NRH 4 by allowing increased height when redeveloped with housing.

Policy RH 19: Encourage high density residential or mixed use office multifamily in NRH 5. Allow retail uses related to vehicle sales and storage in recognition of the proximity to similar uses directly to the west. Commercial uses should be designed to be compatible with neighboring residential uses, with substantial buffers and limits on amplified speakers and lighting.

Rose Hill Business District

The boundaries of the Rose Hill Business District (are shown on RH Figure _ and extend along the NE 85th Street corridor from I-405 on the west to 132nd Avenue NE (the Kirkland City limits and common boundary with the City of Redmond) on the east.

NE 85th Street is recognized as both a commercial area and transportation corridor serving regional and local users. The intersection of NE 85th Street and Interstate 405 is being redeveloped in conjunction with Sound Transit and the Washington State Department of Transportation to create a regional bus rapid transit system with dramatically improved transit, vehicle, pedestrian, and bicycle connectivity. The western portion of the District (nearest I-405) features major regional retail uses, and several automobile dealerships. From I-405 east to the Kirkland city limits, the commercial area generally narrows north to south and generally become less intensively developed. Other land uses in the area include retail stores, offices, and business parks, single-family homes, and multifamily housing.

Visually, the Rose Hill Business District is characterized by a variety of older strip commercial development, some newer buildings and, particularly at the east end of the Subarea, some former single-family residential structures converted to commercial use. Most of these retail and commercial buildings include little or no landscaping, and little in the way of pedestrian access.

Vision for the District

Over time, the Rose Hill Business District is envisioned to be an attractive, vibrant, transit-oriented mixed use commercial area combining housing, regional and local retailers. Large retailers continue to dominate the western half of the business district. Generally, the land uses are more intensive on the west end of the District (near the Bus Rapid Transit station and freeway) and less intensive (more neighborhood oriented) on the east end. The zoning has maintained the line between single-family residential areas, multifamily residential areas, and adjacent office/retail/commercial areas.

NE 85th Street itself continues to serve as a primary transportation link between Kirkland, Redmond, and the reconfigured I-405/NE 85th Street interchange with a Sound Transit station. Modifications to NE 85th Street have improved its ability to be used by pedestrians and transit, while maintaining or slightly **increasing its capacity for vehicles. Steps also have been taken to minimize "cut-through" traffic and** other traffic impacts in the residential areas north and south of the business district.

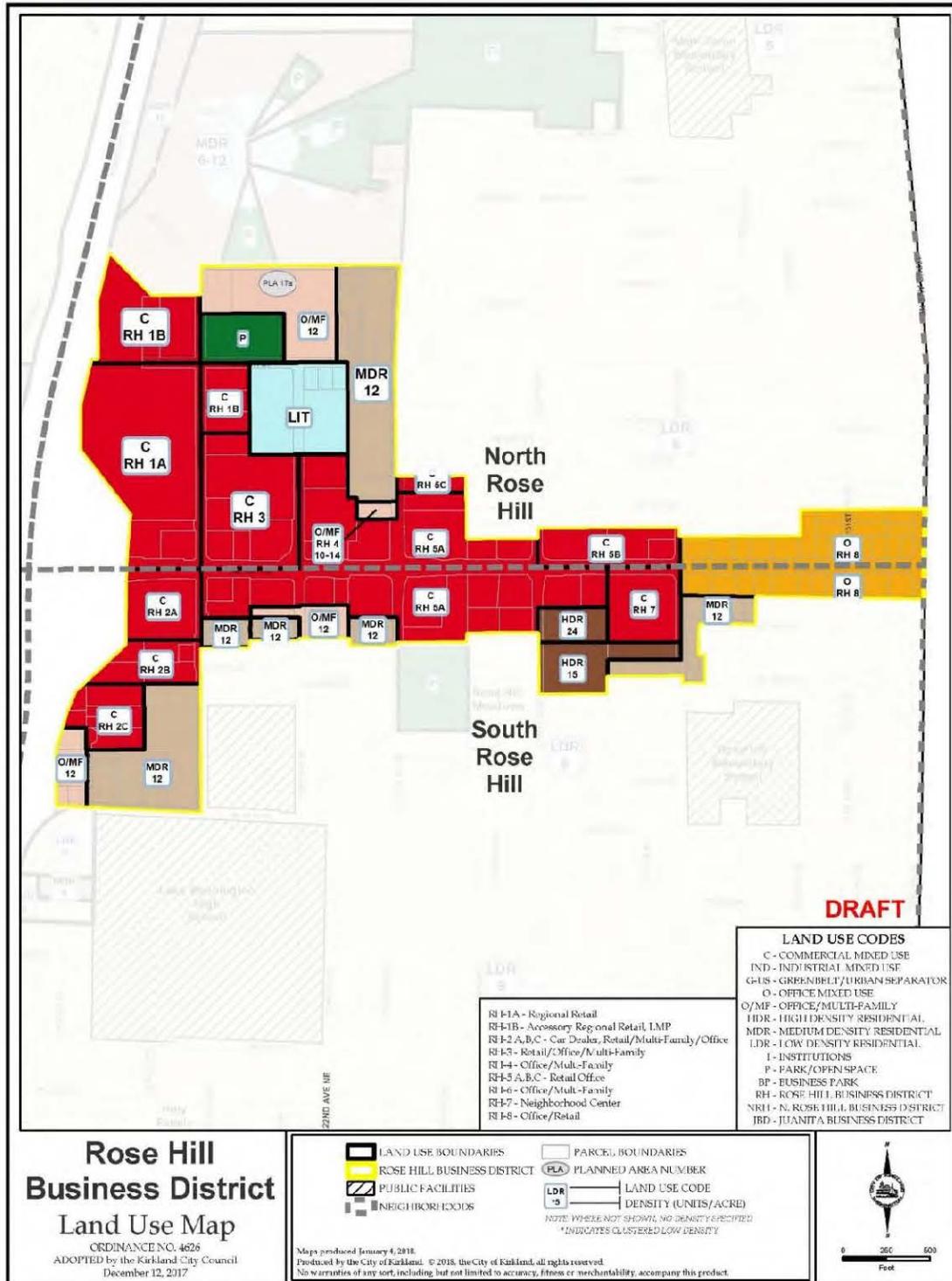
The appearance of the district, as it has evolved, has benefited from a coordinated effort by the City, business owners and property owners to improve the image of the area. As properties redevelop architectural and landscape design standards for new or remodeled retail, commercial and multifamily residential buildings have improved the appearance of the district. These standards require ample landscaping or other techniques to ease the transition between different adjacent land uses. These standards also generally require new commercial or mixed-use buildings to be oriented to the sidewalks (with parking behind or to the side), and promote neighborhood character with coordinated signage and **less of a "strip mall" feel.**

Land Use (Staff Note: this section has been reorganized. Commercial policies go before residential and all transportation policies are combined in the Transportation section at the end of the Plan. .

Commercial

The Rose Hill Business District including all the land along NE 85th Street itself, is designated for commercial (retail, office, and service), office, light industry/office area, or mixed commercial and multifamily uses (see RH Figure __). The west end is the regional center portion of the District (nearest I-405). It includes several large freeway-oriented businesses with community-wide or regional markets, and several automobile dealerships. A light industry/office area includes technology, manufacturing and wholesale enterprises. The central neighborhood center and east end portions of the District also includes smaller retail stores and services with more local markets. In addition to the car dealers, there are a number of auto-oriented stores and services (gas stations, car washes, tire stores, etc.). The District includes a small but growing amount of office space, particularly in the blocks between 120th and 124th Avenues NE.

Insert Revised Map- Rose Hill Business District (Staff Note: Revised map changed subarea boundary to Design District Boundary and will be updated based on outcomes to the land use/zoning change requests)



The following policies recognize the economic significance to the City of the major regional retail uses located in the Rose Hill Business District, the importance of transit-oriented development, and enhance **the area's commercial viability while minimizing impacts on adjacent residential neighborhoods to the north, south and east.** The land use districts in RH Figure _ and corresponding zoning designations describe the appropriate types and intensities of commercial uses, with the most intensive development adjacent to the NE 85th Street/I-405 interchange and Bus Rapid Transit, and a scaling down of development to the north, south and east.

Policies and zoning regulations encourage smaller-footprint neighborhood-serving businesses. New and remodeled commercial development is subject to appropriate architectural and site design standards in order to improve the appearance of the commercial area, and to assure appropriate transition and buffering between the commercial area and adjacent residential areas. Commercial development should not be permitted to spread beyond the existing Rose Hill Business District into adjacent residential areas.

Policy RH 20: Enhance the commercial viability of the Rose Hill Business District, while minimizing impacts on adjacent residential neighborhoods to the north, south and east.

Policy RH 21: Recognize the economic significance to the City of the major retail uses located in the Rose Hill Business District, and cooperate with these business owners to help assure their continued viability, consistent with the other goals and policies of this District.

Policy RH 22: Promote vibrant walkable employment destinations and affordable housing near the future Sound Transit Bus Rapid Transit Station near the I-405/NE 85th ST Interchange.

Policy RH 23: Utilize zoning incentives or other techniques to encourage commercial redevelopment in the District that will foster the 10 minute neighborhood concept.

Regional Center Policies

Policy 24: Establish the parameters of future transit-oriented redevelopment in RH 1, 2 and 3 in a Transit Station Area Plan that coordinates land use, transportation, economics and urban design elements in partnership with Sound Transit, King County Metro, and WSDOT. The initial stages of the Transit Station Area Plan should establish the full boundaries of the station area to fully integrate the station with the surrounding land uses.

Policy RH 25: Until the Transit Station Area Plan is adopted, the regional retail nature of this portion of the District should be preserved in order to provide regional shops and services in addition to generating sales tax revenue that is important to fund necessary City services.

Policy RH 26: In RH 1A preserve the large regional retailer.

Policy RH 27: In RH 1B limit new development in recognition of wetland and stream constraints on these properties and observe the applicable critical area regulations.

Policy 28: In RH 2A, B and C, require retail uses (including car dealer), and permit office and/or residential uses. Require retail use to be the predominant ground level use and discourage extensive surface parking lots. Encourage consolidation of properties into a coordinated site design however, discourage large, singular retail or wholesale uses through establishment of a size limitation that, in recognition of convenient access to I-405, may be greater than in the rest of the District.

Other site design considerations include the following:

- Allow a range of building height four to five stories if offices above retail or a maximum of six stories if residential above retail. Additional height may be allowed to encourage a variety of roof forms and roof top amenities. Step back upper stories from NE 85th Street. Three stories on the south of NE 85th ST is appropriate where buildings are adjacent to existing residences.
- Limit the total floor area, separate the buildings and include ample building modulation to create open space within and around the development.
- In order to prevent commercial access to and from 118th Avenue NE, limit vehicular access to NE 85th Street and 120th Avenue NE. Allow office and residential uses and emergency vehicles to access from 118th Avenue NE.
- Encourage underground or structured parking (discourage large ground level parking lots).
- Limit the impacts of new signs to residents across 120th Avenue NE.

Policy RH 29: In RH 3 require consolidated mixed use transit oriented development with ground level retail and pedestrian amenities. Allow a range of building height from four to a maximum of six stories, with increased height on the northern portion of site where the ground elevation is lower. Additional height may be allowed to encourage a variety of roof forms and roof top amenities. Emphasize transit access to the Transit Station at the freeway interchange, and include connections between 120th and 122nd Avenues NE. Limit vehicular access points onto NE 85th Street. - (this is for Madison Development)

Neighborhood Center Policies

Policy RH 30: In the core portion of the Rose Hill Business District, between 124th and 128th Avenue NE, allow general commercial uses subject to district-wide design guidelines including the following standards:

- Limit the number of driveways on NE 85th Street, and encourage existing development to consolidate driveways and curb cuts. In addition, observe the following transition standards:
- Set vehicular access points located on north-south side streets back from adjacent residential properties as much as possible without creating problems for traffic turning to and from NE 85th Street.
- Locate a heavily landscaped buffer strip along any boundary with residential properties or along streets separating commercial development from residential properties.
- Retain existing significant trees and vegetation within the buffer. Preclude this landscaped area from further development by the creation of a greenbelt protective easement.
- Keep sources of noise and light to a minimum and directed away from adjacent residential properties.
- In RH 5B east of 126th Avenue NE, restrict permitted uses to those that generate limited noise, light and glare, odor and traffic impacts. Examples of uses that would be appropriate in this area include medical/dental offices, insurance offices, dry cleaners and coffee shops.
- In RH 5B west of 126th Avenue NE, in addition to the land use restrictions listed above for RH 5B, limit development to medium density residential on properties adjoining low density development, and on lots that do not abut NE 85th Street or are not consolidated with lots abutting NE 85th Street. (this is for Jin Rezone)

East End Policies

Policy RH 31: In the east end of the Rose Hill Business District in RH-8, allow a range of less intensive office, neighborhood retail, and neighborhood service uses on both sides of NE 85th Street from 128th Avenue NE to 132nd Avenue NE with the following types of businesses and site design considerations:

- Limit permitted uses to those that generate limited noise, light and glare, odor, and traffic impacts. Examples of uses that would be appropriate in this area include medical/dental offices, insurance offices, dry cleaners, and coffee shops

- Encourage property owners to aggregate their properties to allow more efficient redevelopment with fewer access points onto NE 85th Street, by providing incentives including increased building heights up to three stories with decreased front setbacks.
- Encourage new buildings to be located at the front of the lots, with parking underneath, at the rear of buildings, or between adjacent buildings. Encourage mixed-use buildings to have residential units on upper levels. Discourage single-story retail buildings.
 - For lots that do not abut NE 85th Street or are not consolidated with lots abutting NE 85th Street, development should be limited to low density residential. Where properties are isolated by commercial or multifamily development, this policy does not apply.
- To minimize curb cuts on 131st and 132nd Avenues NE, combined access to provide a connection between 131st and 132nd Avenues NE should be required when properties abutting NE 85th Street are aggregated with lots not abutting NE 85th Street.
- Limit height of commercial or mixed use commercial and multifamily development to a maximum of 30 feet next to low density residential development.

General Policies

Policy RH 32: Upgrade public infrastructure to support commercial redevelopment in the District.

Policy RH 33: Expand on already-completed streetscape improvements throughout the Business District that enable pedestrians, drivers, bicyclists, and other users to have a safe, pleasant experience.

Policy RH 34: Coordinate with King County, Sound Transit and WSDOT to provide additional pedestrian amenities at transit stops.

Policy RH 35 Install a neighborhood sign and landscape entry feature on NE 85th Street, just west of 132nd Avenue NE.

Policy RH 36: Continue to work closely with business and property owners in the Rose Hill Business District, and business groups which represent them, to improve and upgrade the appearance of the District.

Policy RH 37: To the extent authorized by law, require the removal of billboards.

Policy RH 38: Underground the remainder of overhead utility lines along the NE 85th Street frontage with redevelopment, to improve public views to the west and the attractiveness of the commercial district.

Residential

Along the north and south boundaries of the Rose Hill Business District, are areas designated for, and developed as, residential use. There are several areas designated for multifamily residential (medium-density, up to 12 units per acre, and high density, between 12 and 24 units per acre) development south of NE 85th Street, and one area to the north. (See Figure RH_, Rose Hill Business District Land Use.)

Policy RH 39: On the perimeter of the Rose Hill Business District, medium density multifamily residential uses at a density of 12 units per acre are an appropriate transition from commercial and mixed use to the low density residential areas to the north and south. Allow a greater density if affordable housing is a component of the development. (this is for Morgan Rezone to RM 3.6)

With the exception of these multifamily areas, the business districts, schools, and the Kirkland Cemetery, most areas of the neighborhood are designated for and developed in single-family (low density residential) use.

Policy RH 40: Maintain low-density residential housing as the primary land use in the single family areas surrounding the Rose Hill Business District and promote new lower scale affordable by design low density housing types nearby.

Northern Periphery of Bridle Trails Neighborhood Center

The northwest corner of NE 70th Street and 132nd Avenue NE contains a small-scale neighborhood commercial development across the street from the Bridle Trails Neighborhood Center. Residential densities in this area should be supportive of high-quality retail uses in the shopping center.

Policy RH 41: Commercial development should be complementary to the Bridle Trails Neighborhood Center and should not extend into the surrounding low-density residential area.

Policy RH 42: Attractive neighborhood oriented shops and services should be substantially buffered from nearby low-density residential uses, while allowing for good pedestrian connections.

Policy RH 43: Install a neighborhood gateway sign and landscaping or other features that provide a positive first impression of the neighborhood near the intersection of NE 70th Street and 132nd Avenue NE.

Institutions

Lake Washington High School, Rose Hill and Mark Twain Elementary Schools, Lake Washington Institute of Technology, and various religious institutions, are located in Rose Hill.

Public – Planned Area 14 Lake Washington Institute of Technology

LWIT is a major public higher education institution serving the region. Located on about 55 acres, the institute is surrounded by residential development. The west side of the site is a heavily wooded steep slope area that provides a visual buffer separating the institute and the remainder of the Totem Lake Urban Center located in Rose Hill. Protected with a greenbelt easement, the hillside also contains a watercourse and functions as a wildlife corridor in an area experiencing residential infill development.

Policy RH 44: Recognize and promote the role the Institute of Technology plays in the Rose Hill neighborhood, the wider Kirkland community and in the region.

Policy RH 45: Seek partnership opportunities between LWIT and the City on educational, technical, recreational, and social service initiatives.

Policy RH 46: Encourage LWIT to continue to provide community meeting facilities for the neighborhood and the City.

Policy RH 47: Actively promote the expansion of the LWIT into an active, walkable, transit-supportive campus environment with housing affordable to students and staff and allow future housing partnerships with public or private entities.

Policy RH 48: Ensure that any Institute of Technology expansion is compatible with the surrounding residential neighborhood and protects the natural greenbelt easement on the western slope. Expansion should prioritize the redevelopment potential of existing surface parking areas. If necessary, allow additional height in lieu of expansion into the greenbelt easement. (this is for LWIT)

Policy RH 49: Provide public review of major expansion of the institute. Mitigation may be required for impacts of the proposed expansion and, where feasible, the existing use, including correcting parking lot design and landscaping deficiencies.

Policy RH 50: Encourage LWIT to provide bike and pedestrian connections between the surrounding residential areas and the campus. Connect 132nd Avenue NE on the east side of the campus to Slater Avenue NE to the west, and connect the campus to NE 113th Place at the southwest corner. See Figure RH_ (Rose Hill Pedestrian System Map)

Policy RH 51: Allow no additional driveway access to 132nd Avenue NE to maintain traffic flow and safety on the arterial.

Private – Churchome Church

This approximately 10 acre site is surrounded by single family housing. Upon redevelopment, an opportunity exists to redesign the parking lot covering the majority of the property to improve the appearance of the site.

Policy RH 52: Ensure that any future church expansion or redevelopment of the site is compatible with the surrounding residential community.

Policy RH 53: Provide public review of redevelopment or expansion of the church. Mitigate impacts from the proposed expansion and, where feasible, the existing use. Correct parking lot design and landscaping deficiencies.

Policy RH 54: Encourage housing with an emphasis on affordable housing, as a part of any future church redevelopment at this site.

5. Environment

The Rose Hill Neighborhood contains significant wetland areas, Forbes Lake, and tributaries and the headwaters of Forbes Creek that eventually feed into Lake Washington. Together these critical areas constitute a valuable natural drainage system that is an integral part of managing the **City's** surface water by storing and conveying storm and flood water. These natural features also help maintain water quality, recharge groundwater, provide wildlife and fish habitat, and provide open space and aesthetic enjoyment.

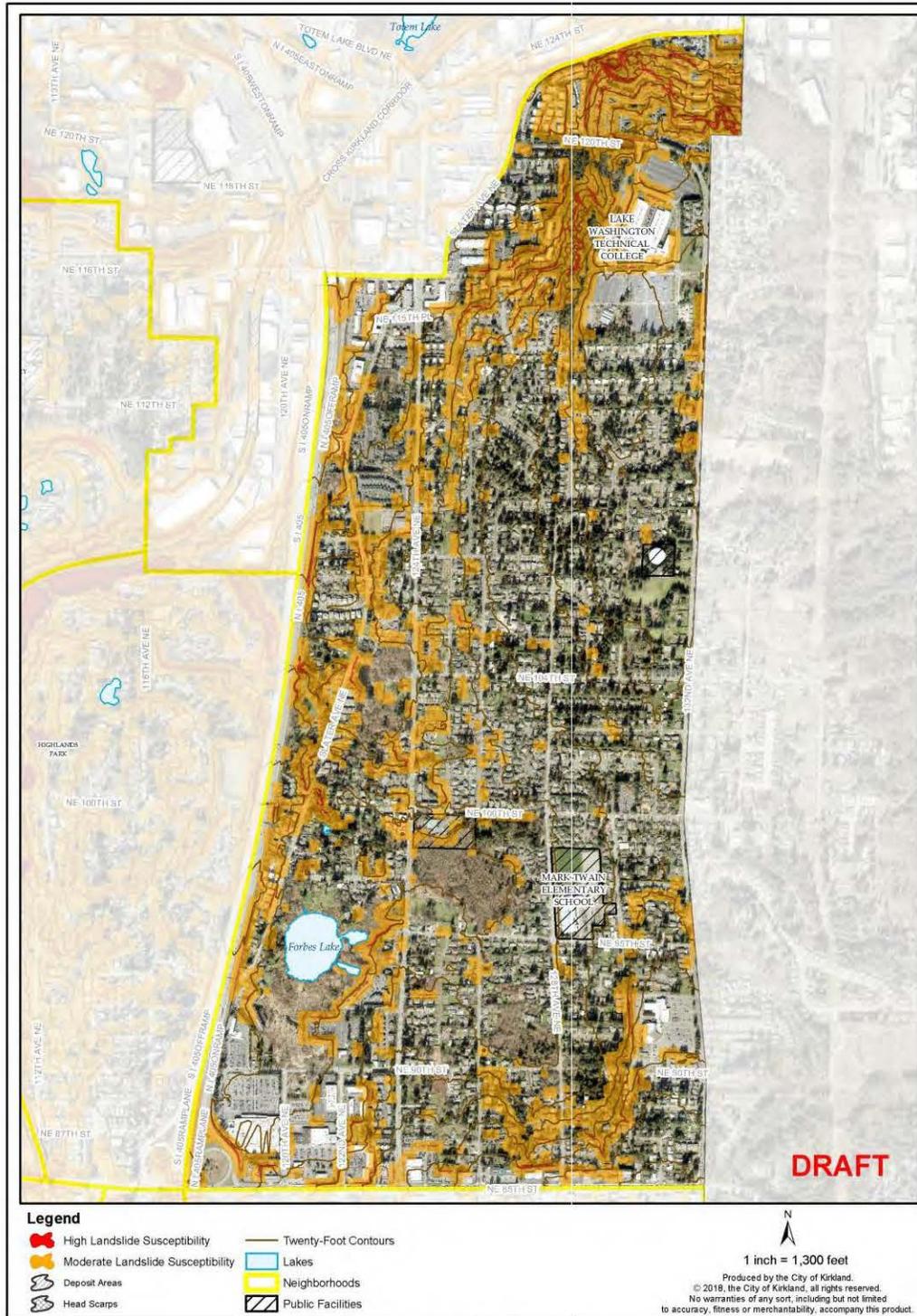
Several areas of high and moderate landslide susceptibility and areas prone to liquefaction in a seismic event are located in the neighborhood, which require a geotechnical study with development.

The significant stands of native trees and native vegetation on hillsides, along stream banks and in wetland areas in Rose Hill provide opportunities for wildlife corridors and **will help meet the City's urban forest goal** to provide an overall 40% tree canopy coverage.

Environmental policies in Rose Hill strive to protect and enhance natural environmental quality and natural amenity and function, to avoid potential environmental hazards, and to utilize sustainable management practices.

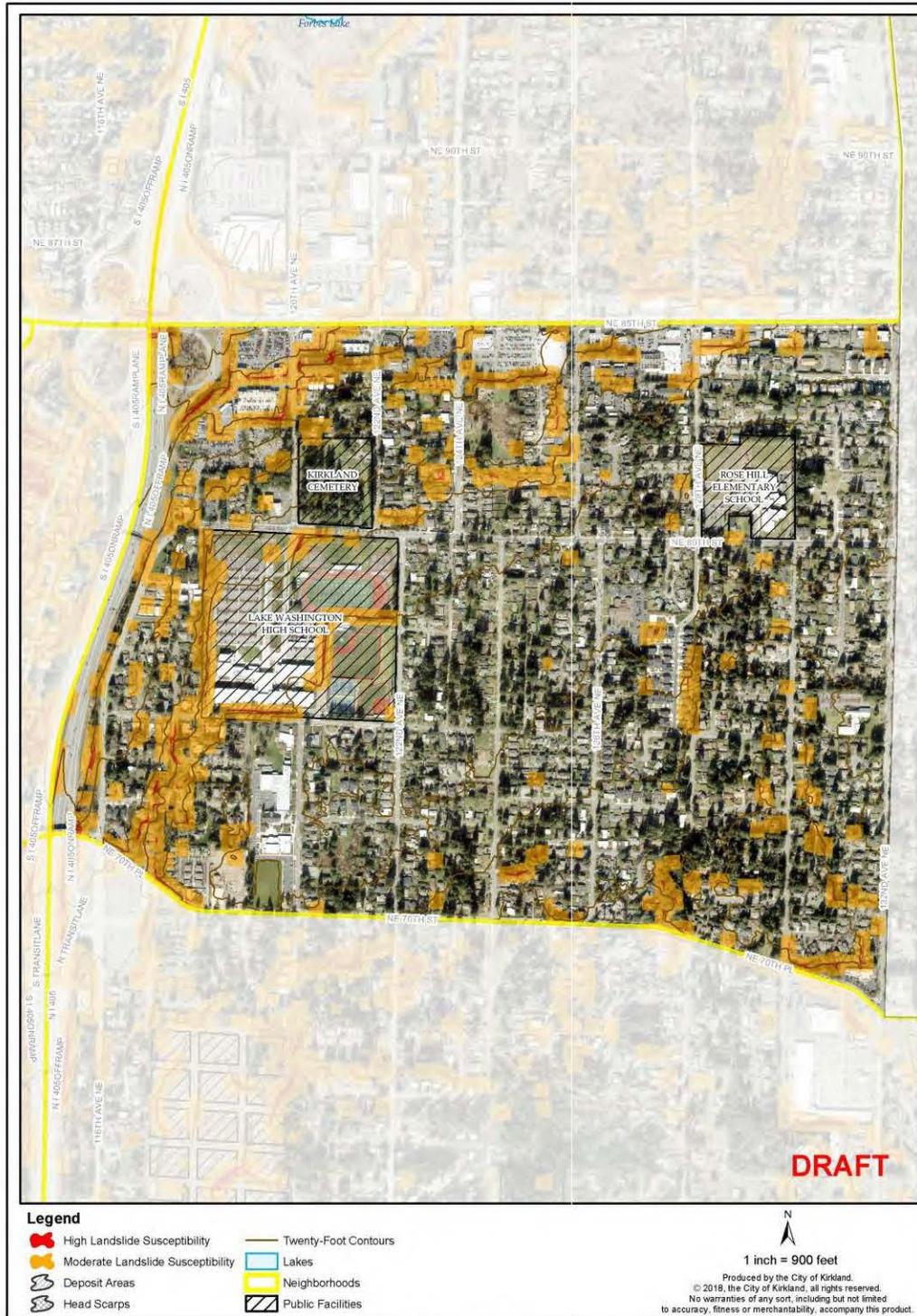
The following maps show critical areas within the Rose Hill Neighborhood. See the Natural Environment Element for more information on wetlands, streams, and associated buffers as well as landslide and seismic hazard areas, trees and wildlife. The Kirkland Zoning Code regulates tree removal and development in critical areas.

Insert Revised Map- North Rose Hill Landslide Susceptibility



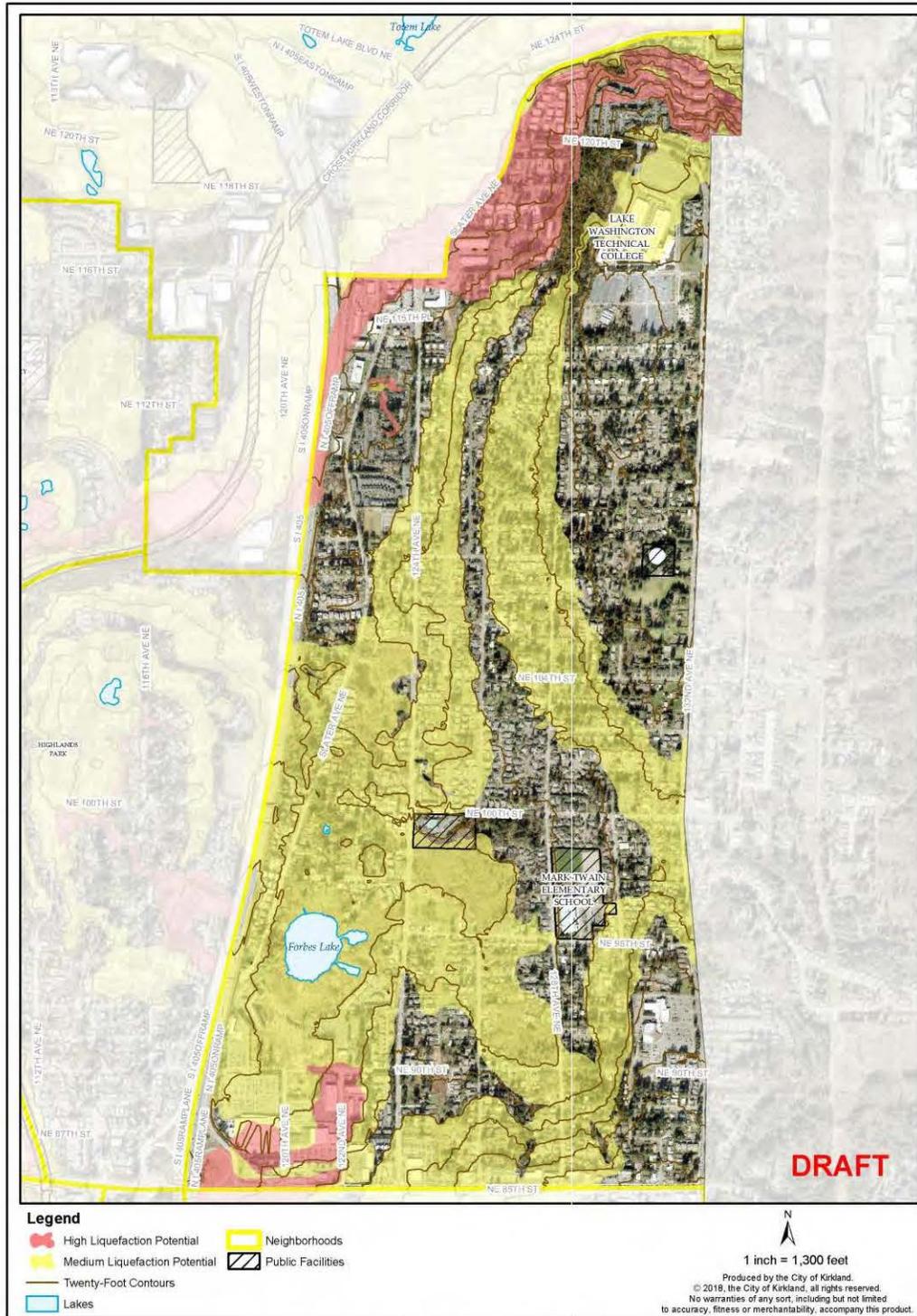
North Rose Hill Landslide Susceptibility

Insert Revised Map- South Rose Hill Landslide Susceptibility



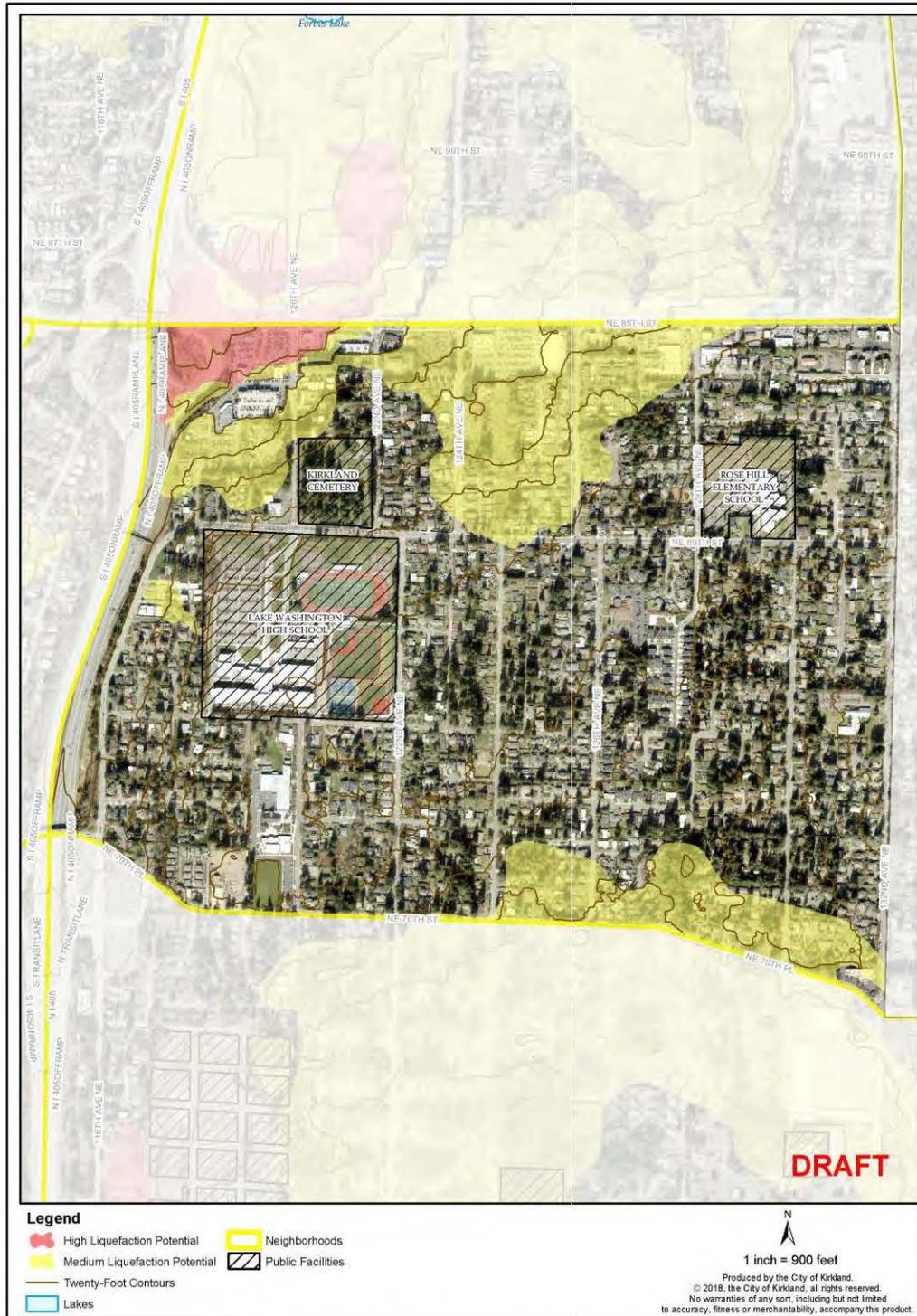
South Rose Hill Landslide Susceptibility

Insert Revised Map- North Rose Hill Liquefaction Potential



North Rose Hill Liquefaction Potential

Insert Revised Map- South Rose Hill Liquefaction Potential



South Rose Hill Liquefaction Potential

Insert revised Map- North Rose Hill Wetlands, Streams, and Lakes

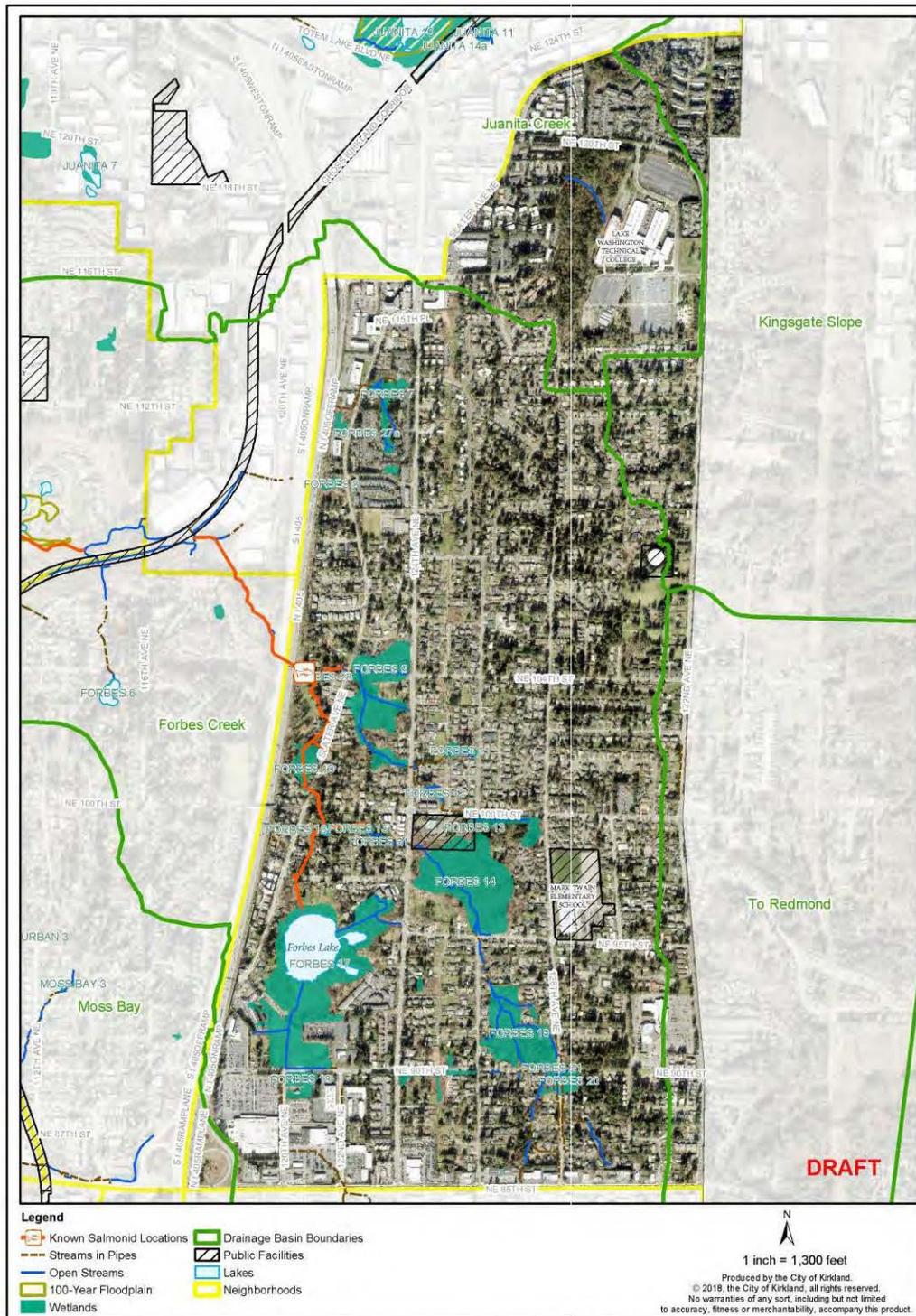


Figure NRH-1: North Rose Hill Wetlands, Streams, and Lakes

Insert revised Map- South Rose Hill Wetlands, Streams, and Lakes



Figure SRH-1: South Rose Hill Wetlands, Streams, and Lakes

Policy RH 55: Investigate water quality and Forbes Lake flooding/levels and develop projects and programs and provide funding to address identified problems.

Property owners adjoining Forbes Lake are concerned that lake level fluctuations contribute to infiltration of drain fields and basement flooding. Lake level fluctuations may be caused by both the timing and amount of water entering the lake, or by blockages in the channel downstream of the lake. Ongoing monitoring by community volunteers and by the City quantify lake level fluctuations and test water quality. Current development practices reduce the potential for flooding by restricting placement of new improvements within critical area buffers, requiring that development projects meeting certain thresholds to control the quantity and quality of storm water flows, and eliminating septic system failures by requiring connection to the sanitary sewer system. If lake level fluctuations are being caused by inflows to the lake, consider opportunities to reduce flows through storm water detention. Such projects would be prioritized based on identified need in the Surface Water Master Plan. Much of the downstream channel is on private property – the community may wish to communicate with downstream property owners about the impacts of channel blockages on the lake, and to encourage owners to permit and implement projects to clear the channel of debris and beaver dams.

Policy RH 56: Protect notable trees and groves of trees.

While a municipal heritage or notable tree program is not currently in place, the neighborhood supports voluntary efforts to encourage preservation of heritage trees and significant groves. Heritage trees are set apart from other trees by specific criteria such as outstanding age, size, and unique species, being one of a kind or very rare, an association with or contribution to a historical structure or district, or association with a noted person or historical event.

Policy RH 57: Encourage creation of backyard sanctuaries for wildlife habitat in upland areas.

People living in the neighborhood have opportunities to attract wildlife and improve wildlife habitat on their private property. These areas provide food, water, shelter, and space for wildlife. The City, the State of Washington Department of Fish and Wildlife, and other organizations and agencies experienced in wildlife habitat restoration can provide assistance and help organize volunteer projects.

6. Parks/Open Space

Rose Hill contains a number of public parks and open space areas - Forbes Lake Park, North Rose Hill Woodlands Park, and Mark Twain Park in North Rose Hill, and South Rose Hill Park and Rose Hill Meadows in South Rose Hill. Maintaining and improving existing parks and open space, acquiring new parkland where deficiencies exist, seeking opportunities to improve connectivity to parks, and developing off street trails for recreational use that connect activity nodes and neighborhoods will further improve the quality of life in the neighborhood.

The land use map shows parks within the Rose Hill Neighborhood. See the Park and Open Space Element for more information on Parks and Open Space.

Policy RH 58: Prioritize acquisition of new neighborhood parkland in the northern portion of the North Rose Hill neighborhood and in the western portion of the South Rose Hill neighborhood where park level of service is deficient as noted in the Park, Recreation and Open Space (PROS) Plan.

Policy RH 59: Improve public pedestrian or visual access to Forbes Lake at Forbes Lake Park.

Policy RH 60: Provide public pedestrian access easements across properties abutting Forbes Lake Park when development, redevelopment, or platting occurs to improve access to the park.

Policy RH 61: Complete the regional Eastside Powerline Corridor trail, connecting to the Bridle Trails and Totem Lake Business District within the Seattle City Light Power Line Easement.

Policy RH 62: Develop the Bay to Valley trail through North Rose Hill via Woodlands Park, connecting Juanita Bay with the Sammamish Valley.

7. Transportation

The original circulation pattern in Rose Hill was a grid, which should be perpetuated in the future because it promotes bike and pedestrian circulation, provides choice in travel routes, and distributes traffic along multiple routes. The goal of the transportation system is to build on the historic grid pattern of the neighborhood to foster transportation choice in the community, reduce dependence on private motor vehicles, and enhance safety.

New and improved bike facilities, the NE 70th Street/128th Avenue SE greenway, the Eastside Powerline trail and off-street trails connecting to activity centers, parks, business districts and schools will allow residents to leave their cars at home and reduce reliance on vehicle trips to meet daily local needs.

Streets

Rose Hill

Policy RH 63: Manage traffic within the neighborhood to enhance neighborhood mobility and provide for more equitable distribution of traffic on neighborhood streets.

Policy RH 64: Minimize multiple driveways on NE 70th Street, NE 85th Street, 124th Avenue NE, and 132nd Avenue NE when properties redevelop and encourage properties along these streets to consolidate their existing driveways and provide reciprocal shared vehicular access easements.

Policy RH 65: Place neighborhood traffic control devices at appropriate locations, to discourage bypass traffic through the residential neighborhoods north and south of the NE 85th Street corridor.

Policy RH 66: Enhance the street network with the following improvements:

124th Avenue NE, north of NE 85th Street:

- **Provide 80 feet of right-of-way** width the length of 124th Avenue NE to accommodate a center turn lane and landscaped median islands, one through lane in each direction, one bike lane in each direction, intersection queue bypass lanes for transit, and a wide landscape strip, sidewalk, and street lights on both sides of the street. Dedication of an additional 10-foot minimum of right-of-way from each side of the street is necessary when development occurs.
- **Provide sidewalks, curbs, gutters**, landscape strips, and bike facilities along the entire length of 124th Avenue NE to improve pedestrian safety, especially between public facilities.
- **Provide crosswalk improvements, such as pedestrian signage, safety refuge islands, and signals**, at key locations that serve existing and emerging activity centers.
- **Prioritize traffic flow for transit by providing queue bypass lanes or signal preemption** to encourage transit use.
- **Improve the appearance of and function of 124th Avenue NE with** the installation of landscape medians while considering in the design, pedestrian safety, and minimize where medians will interfere with driveway and emergency access.

132nd Avenue NE, north and south of NE 85th Street (WG and staff)

- **Coordinate improvements to 132nd Avenue NE with the City of Redmond.**

While Kirkland's City limits extend to the east side of 132nd Avenue NE this street is a mutual concern to both Kirkland and Redmond. Both jurisdictions should coordinate planning facilities that address common issues of concern.

- **Provide sidewalks, curbs, gutters, landscape strips, bike facilities** and street lighting along the entire length of 132nd Avenue NE.

This street provides direct access to both Mark Twain Park and the Lake Washington Institute of Technology. Completion of sidewalks to improve pedestrian safety, especially between public facilities, is a high priority.

- **Provide a traffic signal and signalized crosswalk when engineering signal warrants are met at NE 100th Street.**

Crosswalk improvements at other key locations that serve activity centers should also be installed as warranted.

- **Prioritize traffic flow for transit by providing queue bypass lanes or signal preemption.**

Queue bypass at locations where traffic queuing at intersections would otherwise slow buses will help to encourage transit use.

- **Improve the appearance of and function of 132nd Avenue NE with the installation of landscape medians.**

Pedestrian safety will be paramount in the design of the landscape medians with consideration for pedestrian visibility. The design of the median must also consider emergency vehicular access.

NE 116th Street

- **Install sidewalks, bike facilities, planter strips and consider other improvements such as** landscape medians, high occupancy vehicle treatments, and on-street parking west of 124th Avenue NE.

These improvements are necessary to provide street definition, pedestrian safety, and access in support of the mixed-use residential/commercial development that is encouraged here.

116th Avenue NE

- Install a sidewalk along the east side of 116th Avenue NE connecting the Houghton Park and ride with the Lake Washington high school to increase safety.