



CITY OF KIRKLAND
Planning and Building Department
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MEMORANDUM

To: Planning Commission

From: Adam Weinstein, AICP, Planning & Building Director
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Lindsay Levine, AICP, Senior Planner
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Date: June 14, 2023

Subject: 2023-2024 Community-Initiated Amendment Requests (Phase 1), Files:
CAM22-00845 (Alavi – Market); CAM22-00870 (Weise – Bridle Trails); and
CAM22-00873 (Par Mac – Totem Lake)

Staff Recommendation

Receive a briefing and conduct a threshold review of the Phase 1 Community-Initiated Amendment Request (CAR) applications submitted by the end of 2022. Provide a recommendation to the City Council on which CAR applications should be advanced to a Phase 2 review.

Background

The City uses a systematic process to amend the Comprehensive Plan, and to make changes to the Zoning Map or Zoning Code that are necessary to implement such Comprehensive Plan amendments. There are two ways changes can be made. The City can initiate the change, or a CAR may be initiated by the public.

CARs may be made by an individual, property owner, neighborhood organization, or other groups. The City accepts CAR applications in even-numbered years, and conducts review of CAR applications in the proceeding odd-numbered year; adoption may occur in the next even-numbered year. The current cycle of CAR reviews are being considered in the context of the ongoing Kirkland 2044 Comprehensive Plan Update, and any recommended changes are expected to be adopted with that update in 2024. Each CAR that is submitted must go through a two-phase process as described below.

CAR Review Phases

Phase 1

The Planning Commission (PC) makes a threshold review of the CAR and recommends to the City Council if it should be considered further based on criteria specified in the Kirkland Zoning Code (KZC) (see below). City Council reviews the recommendation of the PC at a public meeting and determines if the request should be studied further (in Phase 2). The Council also determines if the request will undergo Phase 2 review in the

current cycle or a subsequent review cycle, depending on the number of requests, available resources, and the Planning and Building Department's work program.

Phase 2

Any CAR approved by City Council for additional study moves to Phase 2. During the second phase, the merits of the proposal are evaluated, and potential options are considered. The City may expand the geographical study area beyond that which is proposed by the applicant. Following staff's completion of Phase 2 review, the PC holds a public hearing and makes a recommendation to the City Council on any resulting proposed changes to the Comprehensive Plan, KZC, or Zoning Map. City Council considers the recommendation and makes the final decision on the request.

Phase 1 Threshold Review Criteria

Pursuant to KZC 160.25, the PC must review each proposal and make a threshold recommendation to City Council to determine those proposals eligible for further consideration. The recommendation shall be based on the criteria described in Chapter 140 KZC for Comprehensive Plan amendments and in Chapter 135 KZC for Zoning Code amendments. City Council then conducts a threshold review of each community-initiated proposal to amend the Comprehensive Plan pursuant to KZC 140.20 and to amend the KZC and/or Zoning Map in conjunction with the process to amend the Comprehensive Plan.

After consideration of the PC recommendations, City Council must decide one of the following:

1. The proposal has merit and shall be considered by the Planning Commission and City Council during the current year; or
2. The proposal has merit, but should be considered at a subsequent amendment phase; or
3. The proposal does not have merit and shall not be given further consideration.

KZC 140.30 establishes the following criteria for amending the text of 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.
5. When applicable, the proposed amendment must be consistent with the Shoreline Management Act and the City's adopted shoreline master program.

KZC 135.25 establishes the following criteria for amending the text of the Zoning Code:

The City may amend the text of the KZC only if it finds that:

1. The proposed amendment is consistent with the applicable provisions of the Comprehensive Plan; and
2. The proposed amendment bears a substantial relation to public health, safety, or welfare; and
3. The proposed amendment is in the best interest of the residents of Kirkland; and
4. When applicable, the proposed amendment is consistent with the Shoreline Management Act and the City's adopted shoreline master program.

Alavi Request

The property owner, Barry Alavi, has submitted a CAR application for 545 17th Avenue W in the Market neighborhood (see Attachment 1).

Mr. Alavi is requesting that the City remove subsection (6) of KZC 51.08 (Market Street Corridor - MSC 1 and MSC 4 zones) in order to remove the restriction that limits this single parcel along 17th Ave W to be a detached or duplex development, even though the property is zoned MSC 1, Office. This very narrow restriction was added to KZC 51 when the subject property was rezoned in 2017 as a result of a prior CAR. The request at the time did not explicitly request that commercial use be allowed on the property, and staff also determined that commercial redevelopment was unlikely due to the relatively small size of the property, commercial parking requirements, and vehicular access constraints from Market Street. The removal of 51.08(6) from the KZC would allow for non-residential uses such as office or retail uses on the subject parcel, in alignment with zoning allowances for all other parcels in the MSC 1 zone. See Attachment 2 for the existing Zoning Code and MSC 1 Use Zone Chart.

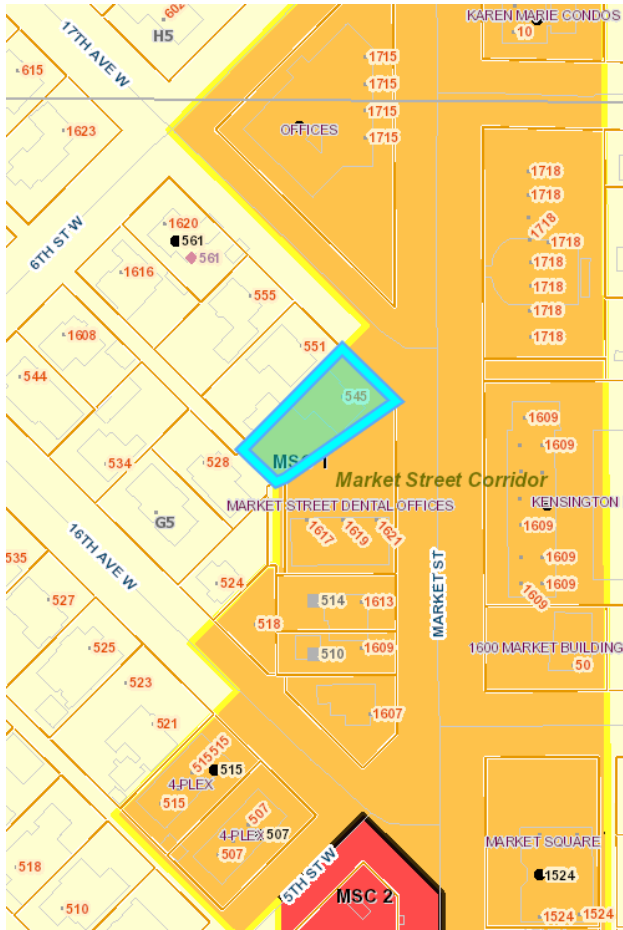
The proposal requires a zoning text amendment.

Analysis

Existing Zoning Conditions

The property is located at the corner of 17th Avenue W and Market Street. It is currently developed with a three-bedroom 1,120 square foot single family house. The property is within the Market Street Corridor and is zoned MSC 1, Office. There are single-family residences to the west of the property on 17th Avenue W and offices adjacent to the property to the south on Market Street and north of the property on the corner lot on the north side of 17th Avenue W and Market Street.

Figure 1: 545 17th Avenue W Zoning Map



Comprehensive Plan

The following land use goals and policies are related to the proposed CAR.

Goal LU-1: Manage community growth and redevelopment to ensure: An orderly pattern of land use; a balanced and complete community; maintenance and improvement of the City's existing character; and protection of environmentally sensitive areas.

Policy LU-1.4: Create effective transitions between different land uses.

Staff Analysis: Maintaining privacy between different types of uses may be an issue if the subject parcel is developed with a commercial use, though building and site design, including required setbacks and landscape buffers, can minimize impacts. Within many of the City's commercial areas, mixing of land uses is

encouraged to bring shops, services, and offices in close proximity to residential uses. These mixed use areas provide an immediate market for the commercial services, convenient shopping and employment opportunities to the residences, and reduce the need to drive.

Goal LU-3: Provide a land use pattern and transportation network that promotes mobility, transportation choices, and convenient access to goods and services.

Policy LU-3.1: Create and maintain neighborhoods that allow residents and employees to walk or bicycle to places that meet their daily needs.

Staff Analysis: This policy promotes land use patterns that enhance walkability and reduce the need to drive for people to access their daily needs and places of employment. The CAR request would enable more flexibility for the subject parcel to develop a commercial or residential use in the future, consistent with the remainder of the zone.

Goal LU-4: Protect and enhance the character and quality of residential neighborhoods while accommodating the City's growth targets.

Policy LU-4.5: Allow neighborhoods to propose small scale neighborhood-oriented commercial uses within residential areas to meet local needs and reduce reliance on vehicle trips to meet daily needs.

Staff Analysis: Allowing small scale commercial uses within residential areas enhances walkability and reduces the need to drive for local residents to meet daily needs. The CAR request would enable the development of a small scale commercial use on the subject parcel, consistent with the remainder of the zone.

The Market Street Corridor Plan is a chapter of the Comprehensive Plan. The following is a policy related to the proposed CAR.

Policy MS-4: Encourage a mix of uses within the Market Street Corridor that includes multifamily residential and office uses, as well as neighborhood-oriented shops and services to promote neighborhood walkability and provide services to the greater community.

Staff Analysis: Promoting a mix of uses within the Market Street Corridor reduces reliance on vehicles for daily trips and attracts the greater community to visit the area for employment, goods, and services. The CAR request would enable the development of a small scale commercial use on the subject parcel, consistent with the remainder of the zone.

Additionally, there is a photo and text in the Market Street Corridor Plan that states:

Preserve Sequoia Tree at 17th and Market.

Staff Analysis: Redevelopment of the subject property would be subject to the tree retention requirements in KZC 95. Furthermore, there is a Tree Protection Easement recorded on the subject property, to which the City is a party, that requires the referenced Giant Sequoia tree to be protected from detrimental impacts in perpetuity and states "No structures, buildings, or sheds are allowed, and no development activity is allowed that would impact the tree within this easement." This easement was recorded as a condition of approval when the

subject property was rezoned from RS 7.2 to MSC 1 in 2017 (File No. CAM16-02641). In other words, even if this project were to be developed with retail or office uses in the future, such uses would need to be designed such that the tree would not be adversely impacted.

Staff Recommendation

Staff recommends that the Alavi CAR proceed to Phase 2 study. The removal of 51.08(6) from the Zoning Code would remove the restriction that limits only this parcel along 17th Ave W to be a detached residential or duplex development and would allow for this property to be developed with uses consistent with the current zoning designation, which is MSC 1, Office. Supporting office and retail uses in the Market Street corridor would contribute to the vibrancy of the neighborhood by generating additional commercial activity, enhancing walkability, and reducing the need for locals to drive to access their daily needs.

Staff would like to note that subsection (5) of KZC 51.08 states that the Giant Sequoia on the corner of 17th Avenue W and Market Street shall be retained (see Attachment 1). This application does not request to modify subsection (5) and proposed zoning text amendment would not affect the Giant Sequoia tree on the property. In accordance with subsection (5), prior to the issuance of a development permit, the Planning Official may require site plan adjustments beyond the requirements of KZC 95.32 in order to protect the Giant Sequoia tree.

Weise Request

The property owner, Daniel Weise, has submitted a CAR application for 6422 128th Ave NE in the Bridle Trails neighborhood (see Attachment 3).

Mr. Weise is requesting that the City rezone the parcel from Residential Single-family (RSX) 35 to RSX 7.2 in order to allow the subdivision of the property into multiple lots.

The proposal requires a Zoning map amendment and a Comprehensive Plan amendment.

Analysis

Existing Zoning Conditions

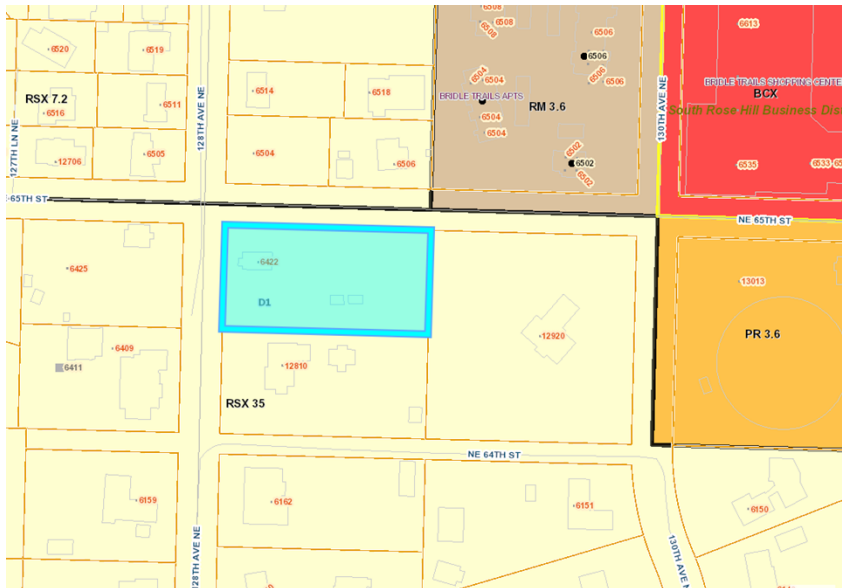
The property is located along 128th Avenue NE. The portion of 128th Avenue NE that the property is on is accessed via NE 70th Place because 128th Avenue NE is pedestrian-only south of the property, between NE 64th Street and NE 65th Street.

The property is 45,738 square feet and is currently developed with a vacant 1,970 square foot farmhouse built in 1908. The property is within the Bridle Trails neighborhood and is zoned RSX 35. The property owner lives directly south of the parcel and uses it as a backyard. The property is surrounded mostly by single family homes. The residences south of NE 65th Street are zoned RSX 35. In RSX 35 zones, the minimum lot size is 35,000 square feet – far and above the largest minimum lot size in

Kirkland. The residences north of NE 65th Street are zoned RSX 7.2. In RSX 7.2 zones the minimum lot size is 7,200 square feet (see vicinity map in the figure below). In both RSX 35 and RSX 7.2 zones, the number of dwelling units is limited to one per lot; however, both zones allow Accessory Dwelling Units (ADUs) and Middle Housing types such as cottages and two/three-unit homes, per the applicable development regulations. The area to the northeast of the property is zoned RM 3.6 and contains the Bridle Trails Apartments, adjacent to the Bridle Trails Shopping Center.

See Attachment 4 for the permitted uses and density/dimensions for low density residential zones.

Figure 2: 6422 128th Ave NE Zoning Map



Comprehensive Plan

The Comprehensive Plan Land Use Map (See Attachment 5, Figure LU-1) identifies land use designations that reflect the predominant use allowed in each area of the City, and includes a density designation for each residentially designated area. The subject property is located in an area designated as Low Density Residential 1, which means that one unit is allowed per parcel as a base density, with the applicable allowances for ADUs and middle housing types. If the CAR request is ultimately granted and the property were to be rezoned, the Comprehensive Plan Land Use Map would have to be amended to show the property designation as Low Density Residential 5 (equivalent to the RSX 7.2 zone). The area directly to the north of the property is designated as Low Density Residential 5.

The following housing and land use goals and policies are related to the proposed CAR.

Goal H-2: Ensure that Kirkland has a sufficient quantity and variety of housing to meet projected growth and needs of the community.

Policy H-2.1: Maintain an adequate supply of land zoned appropriately for a variety of housing types and densities.

Staff Analysis: Kirkland and the region is growing; therefore, it is important to ensure that land is zoned to support a variety of housing types and densities. The proposed CAR would enable a higher density of housing on the subject parcel.

Goal LU-2: Promote a compact, efficient, and sustainable land use pattern in Kirkland that: supports a multimodal transportation system that efficiently moves people and goods; minimizes energy use, greenhouse gas emissions, and service costs; conserves land, water, and natural resources; and provides sufficient land area and development intensity to accommodate Kirkland's share of the regionally adopted population and employment targets.

Policy LU-2.2: Facilitate infill development and encourage redevelopment of underutilized land.

Policy LU-2.3: Ensure an adequate supply of housing units and commercial floorspace to meet the required growth targets.

Staff Analysis: One way to increase the housing supply is to encourage infill development and the redevelopment of underutilized land. The subject parcel is underutilized land, and the proposed CAR would enable a higher density of housing on the subject parcel.

The Bridle Trails Neighborhood Plan is a chapter of the Comprehensive Plan. The following policies are related to the proposed CAR.

Policy BT 1: Retain and preserve the low-density residential and equestrian character of the neighborhood while accommodating compact new housing opportunities where consistent with equestrian uses.

Policy BT 2: Generally south of NE 65th Street surrounding Bridle Trails State Park and east of 132nd Ave NE, maintain lower density, larger lots at one dwelling unit per acre capable of keeping horses.

Policy BT 4: Incorporate accessory dwelling units (ADUs) into new and existing development in single-family neighborhoods where consistent with keeping horses and there is adequate sewer infrastructure, to expand the supply of affordable-by-design housing.

Policy BT 5: Incentivize compact housing (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) within predominately single-family neighborhoods that are in close proximity to the Bridle Trails Shopping Center while protecting the area's equestrian character.

Staff Analysis: Policies BT 1 and BT 2 seek to preserve the lower-intensity residential and equestrian character of the neighborhood, especially south of NE 65th Street surrounding Bridle Trails State Park. However, policies BT 4 and BT 5 support incentivizing compact housing compatible in scale with single family homes to meet the demand for walkable communities, especially near the Bridle Trails Shopping Center. The proposed CAR would enable a subdivision and therefore additional housing units on the subject parcel that are walking distance to the Bridle Trails Shopping Center. Any development on the subject parcel

would be required to comply with the underlying zoning designation. The proposed CAR is a request to rezone the subject parcel from RSX 35 to RSX 7.2, which is still low density residential and therefore consistent with policies BT 1 and BT 2.

Staff Recommendation

Staff recommends that the CAR not proceed to Phase 2 at this time. Staff agrees that rezoning the property from RSX 35 to RSX 7.2 would spur the development of new housing opportunities; however, there are currently other ways to increase density on this property. For example, the property can support cottages or a two/three-unit home¹ (refer to [KZC Chapter 113](#)), and this type of development can be subdivided. The property can also support a principal dwelling unit and two (2) accessory dwelling units (ADUs)², which includes one (1) detached ADU (refer to [KZC 115.07](#)). A property that contains a detached ADU cannot be subdivided but may be segregated in ownership from the principal dwelling unit.

Additionally, staff is currently working on the Comprehensive Plan Update. Potential updates include re-evaluating the need for many distinct lower-density zoning districts – each with its own unique set of development regulations – in order to increase housing choice and supply, including [“missing middle housing.”](#) The Comprehensive Plan Update is anticipated to be adopted by the Planning Commission and City Council during the fall of 2024.

If the Planning Commission is interested in recommending that this proposal move forward to a Phase 2 review, staff recommends that the study area include other nearby properties located within the RSX 35 zone, such as 12920 NE 64th Street. 12920 NE 64th Street is located directly east of the property and borders property that is zoned RM 3.6 to the north, PR 3.6 to the east, and the Bridle Trails Shopping Center to the northeast.

Par Mac Request

The applicant, Tom Schafer with Schafer Families, LLC, has applied for a Community-Initiated Amendment Request (CAR) for a Comprehensive Plan and zoning text amendment. The amendment request is intended to accommodate the development of six mixed-use buildings comprising approximately 1,200 residential units and 30,000 square feet of residential amenities and neighborhood commercial convenience uses with associated parking at the southwestern edge of the Totem Lake Business District (see Attachment 6).

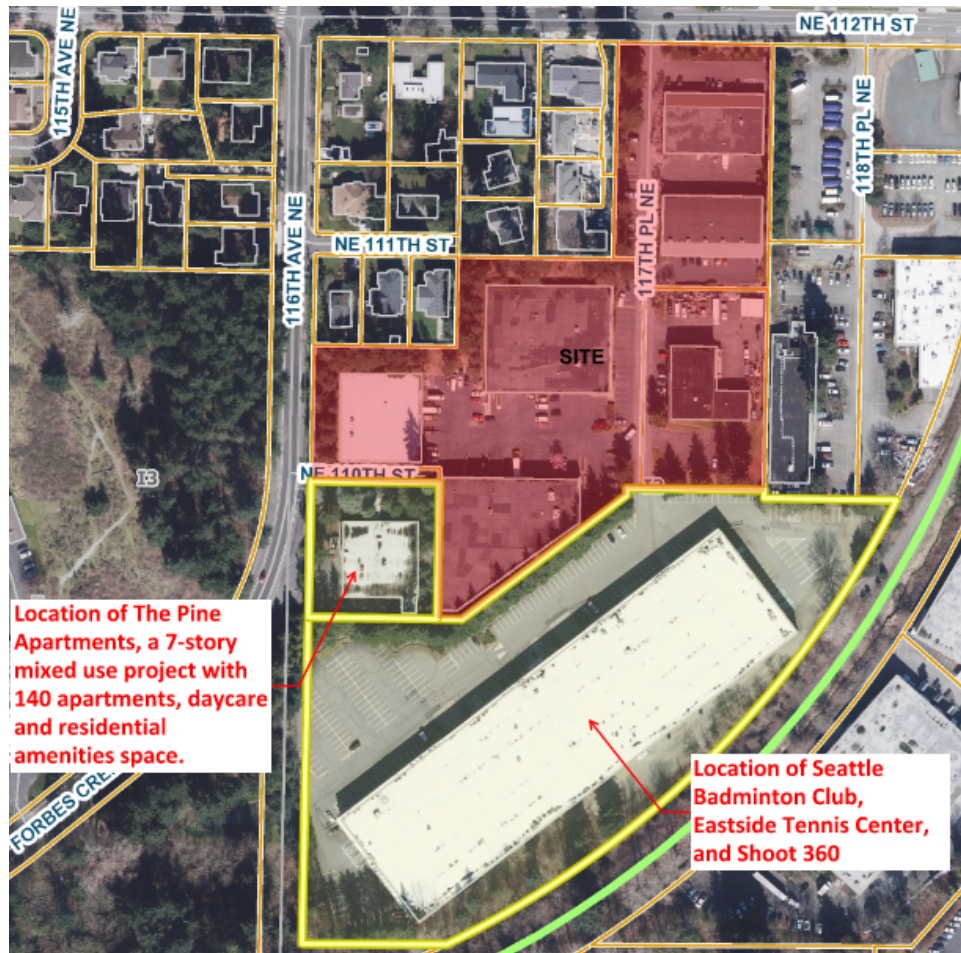
¹ A structure containing two (2) dwelling units or three (3) dwelling units, designed to look like a detached single-family home.

² A subordinate residence added to, created within, or detached from a single-family structure, that provides basic requirements for living and sanitation that are independent from the primary dwelling unit.

Analysis

The request comprises four properties located within the Totem Lake Urban Center and Business District boundaries, specifically in the Southern Industrial Commercial Subarea of the business district (see Attachment 7). This subarea, historically known as Par Mac, containing a mix of light industry, office, retail, auto and service uses, has been in a state of flux over the past decade and a half. As stated in the Comprehensive Plan, “many of these traditional light industrial and manufacturing uses have been converted to office, retail trade businesses, such as contractors and suppliers, recreational facilities and other service uses. The existing space no longer meets the needs of many light industrial tenants”. Evidence of some this shift can be seen in the properties to the south of the subject CAR request with recreational tenants as the predominant use in the warehouse directly to the south, and the construction of [The Pine Apartments](#) (see image below).

Figure 3: Land use and development south of subject CAR



Recognition of this shift in land use is further described in the [Cross Kirkland Corridor Master Plan](#) that has rebranded this area from Par Mac to “Active Zone” and has programed the corridor with a series of complementing features (see Attachment 8).

Should the application proceed to Phase 2, amendments to the Totem Lake Business District Chapter of the Comprehensive Plan and KZC Chapter 55, TL-10D, and Chapter 180, Plate 37 are required.

Potential Amendments to the Comprehensive Plan

The Totem Lake Business District Chapter of the Comprehensive Plan recognizes that the Totem Lake Urban Center is Kirkland's primary center of activity, providing a third of the City's jobs and sales tax revenue and is expected to continue to attract growth in housing and employment. The following Land Use policies direct the overall growth in the business district (see supporting Land Use Map, [Fig. TL-2](#)):

- *Policy TL-2.1: Provide for increased intensity of development in the core of the Business District.*
- *Policy TL-2.2: Strengthen existing and developing commercial areas outside of the core area.*
- *Policy TL-2.3: Support light industry/office uses through preventing conflicts with residential uses by restricting housing to locations where access, noise and other potential impacts from industrial use would be limited.*
- *Policy TL-2.4: Promote development that is compatible with and complementary to the Cross Kirkland Corridor and Eastside Rail Corridor.*

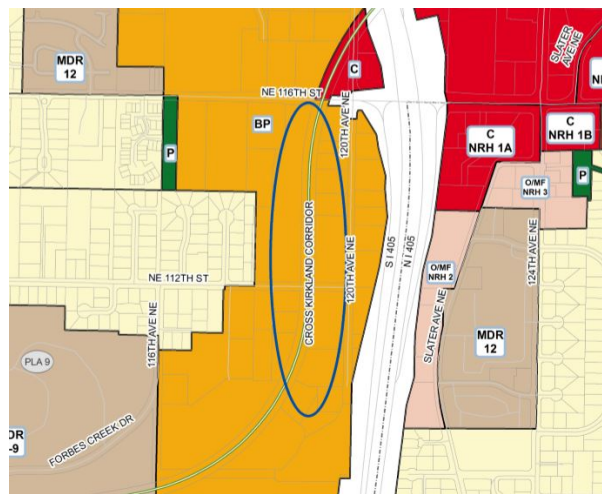
While the proposed CAR would increase housing within the Totem Lake Business District, it does so in line with Land Use policies TL-2.3 and TL-2.4 in that it proposes housing in proximity to other residential uses and to the CKC. Furthermore, the proposed CAR aligns more directly with the housing policies of the Totem Lake Business District.

Housing policies in the Comprehensive Plan seek to preserve existing multifamily housing and expand housing opportunity in the Business District. These opportunities are identified in policy TL-19.3 to allow "and in some cases encourage[d] [high residential densities] within some of the general commercial areas of the district. To encourage developers to choose to provide housing, an increase in height is allowed in some commercial areas when upper story residential use is provided. This incentive enables residential use to be included either in mixed-use projects, or in stand-alone developments where commercial use is not mandated as a ground floor use". These areas are identified in Figure TL-9 as Housing Incentive Areas (see Attachment 9). Specifically, "properties north and south of NE 116th Street and west of I-405 (Incentive Areas 4 and 5 in Figure TL-9, Attachment 9) should be allowed additional height only if residential uses are provided. As these areas are located near residential uses to the west, and are situated at the southeast gateway to the Totem Lake Business District, residential use in this area will provide an appropriate transition to the commercial areas to the east". One parcel in the Par Mac CAR (11021 117th PL NE) is located within Housing Incentive Area 4, and the remainder of subject parcels are not currently included in a Housing Incentive Area.

Another Comprehensive Plan policy also looks to incentivize more housing in this area of the Totem Lake Business District.

Policy TL-34.2: Allow for flexibility in regulations that encourage creative proposals for residential development along the CKC when included in a planned, mixed use development.

Growth in employment in businesses located along the CKC south of this subarea has expanded the City's housing needs. An opportunity exists to address this need through providing residential development along the corridor, where residents could enjoy direct access to employment along the bike or future transit corridor. Standards for development should include land aggregation of at least 10 acres, to ensure a substantial property size is included to accommodate a mix of uses and range of amenities for residents and businesses. Vehicle and pedestrian access to the development should also be designed to minimize conflicts with traffic for light industry/office uses. Flexibility in regulations is important, to enable consideration of the complex issues of siting this type of development in the Southern Industrial-Commercial Subarea.



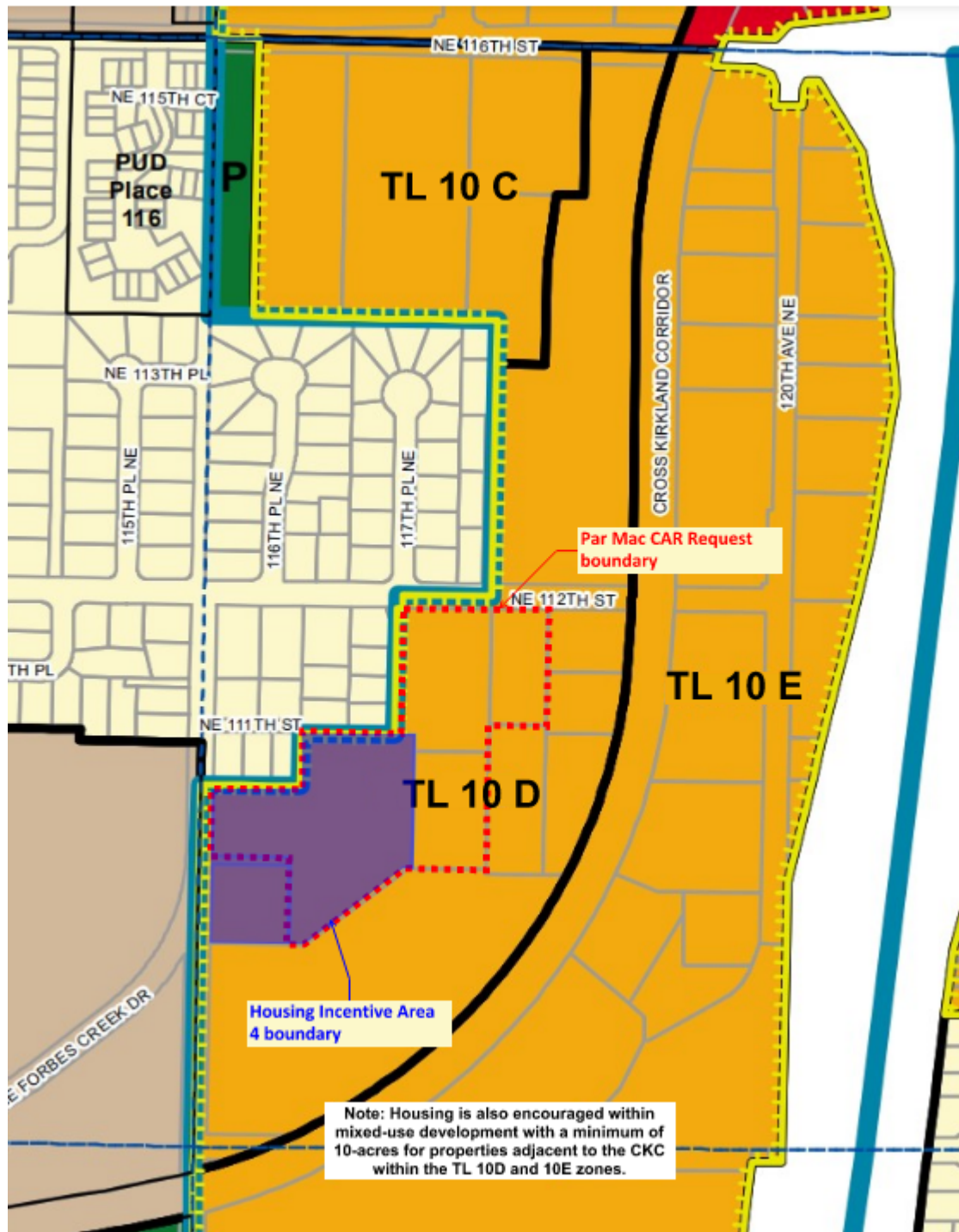
If the CAR is to move to Phase 2 for further review, the City could consider expanding the Housing Incentive Area 4 to include the CAR properties. The City may also consider revisiting policy TL-34.2 to encourage more housing within this subarea.

Potential Amendments to the Zoning Code

TL 10D zoning regulates the housing goal and policies within this portion of the Totem Lake Business District (see Attachment 10). The request seeks to amend the development regulations within KZC Section 55.87 to accommodate the proposed CAR (see figure below).

Both the TL 10D and 10E zones of the Southern Industrial Commercial Subarea enact development standards for Policy TL-34.2 to accommodate housing within mixed-use development along the CKC. It should be noted that no one parcel along the CKC, or collectively owned by a single owner, meets the minimum lot size of 10 acres to utilize these standards. Land aggregation of at least 10 acres along this corridor is unlikely to occur.

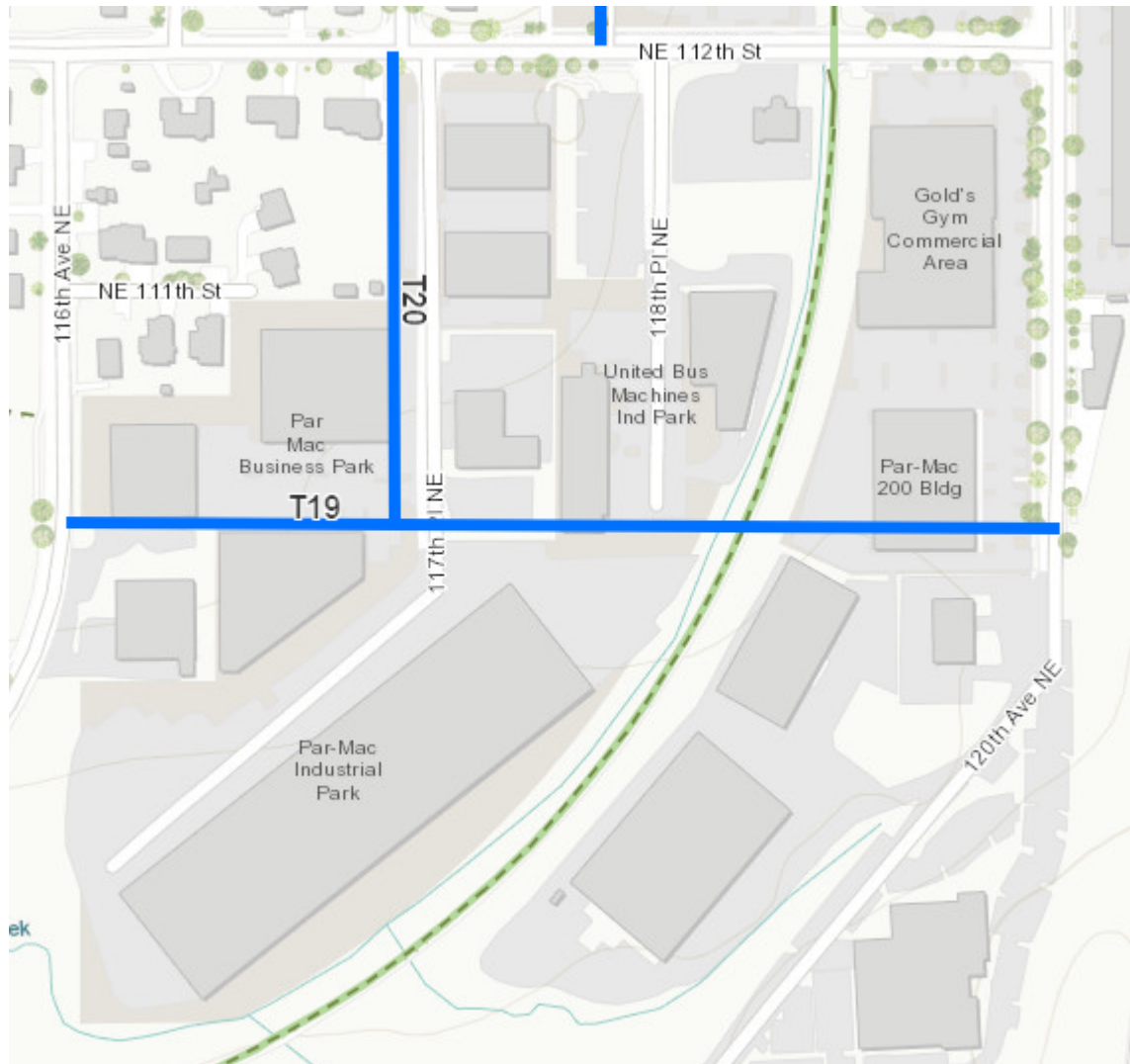
Figure 4: South Industrial Commercial Subarea zoning



The development associated with the CAR would also be required to install a portion of access street T20 and a portion of T19 per KZC 180, Plate 34A (see image below). The remaining portion of T19 will require redevelopment of properties to the east to 120th Ave NE. Completion of T19 or activation of the CKC with redevelopment under current zoning is unlikely because of the existing required land aggregation requirements

discussed above. The City may also consider revisiting zoning regulating the development standards for properties adjacent to the CKC in both TL 10D and TL 10E to encourage more housing within this subarea, the completion of access road T19, and activation of the CKC with development.

Figure 5: Required access road improvements



Staff Recommendation

Staff recommends that the Par Mac CAR proceed to Phase 2 study. Given the City's current desire to develop more workforce housing, the proposed project could yield additional affordable housing, up to 120 affordable units, under current regulations and catalyze more housing and commercial development along this portion of the CKC. While the existing Comprehensive Plan policies are not completely aligned with the proposed development request, policies do encourage the development of housing in this area of the Totem Lake Business District.

Given the scope of the request to increase allowed density, staff recommends it be considered with the Comprehensive Plan update, notably as the City conducts a capacity analysis and amends the transportation master plan, land use, and housing elements. Any Comprehensive Plan and zoning changes to accommodate this CAR could be paired with a Master Plan requirement (similar to the Bridle Trails shopping center and the Houghton Everest Neighborhood Center) to ensure that increased development allowances are paired with a comprehensive approach to planning and circulation issues.

Planning Commission Discussion Topics

The Commission should provide feedback to staff and the applicant on the following.

Alavi Request

1. Does the proposal have merit and should it be considered by the Planning Commission and City Council:
 - a. During the CAR cycle (commence Phase 2 later this year in 2023); or,
 - b. When staff updates the Market Street Neighborhood and Market Street Corridor Plan?
2. If the proposal should move forward with a Phase 2 review, are there any additional site specific or neighborhood conditions to highlight for review when considering additional study?

Weise Request

1. Does the proposal have merit and should it be considered by the Planning Commission and City Council:
 - a. During the CAR cycle (commence Phase 2 later this year in 2023); or,
 - b. As staff updates the 2044 Comprehensive Plan?
2. If the proposal should move forward with a Phase 2 review, should the study area include other properties located within the RSX 35 zone?
3. If the proposal should move forward with a Phase 2 review, are there any additional site specific or neighborhood conditions to highlight for review when considering additional study?

Par Mac Request

1. Does the proposal have merit and should it be considered by the Planning Commission and City Council:
 - a. During the CAR cycle (commence Phase 2 later this year in 2023); or,
 - b. As staff updates the 2044 Comprehensive Plan?
2. If the proposal should move forward with a Phase 2 review, should the study area include other properties located within the Southern Industrial Commercial Subarea including properties in both TL 10D and TL 10E zones?
3. If the proposal should move forward with a Phase 2 review are there any additional site specific or neighborhood conditions to highlight for review when considering additional study?

Next Steps

The Planning Commission recommendations of the proposed CARs will be taken to City

Council for their direction to proceed, or not, with Phase 2 review(s) at their July 18, 2023 meeting.

Attachments

1. Alavi CAR Application
2. KZC 51.08 and MSC 1 Use Zone Chart
3. Weise CAR Application
4. Permitted uses and density/dimensions for low density residential zones
5. Comprehensive Plan Land Use Map
6. Par Mac CAR Application
7. Totem Lake Business District Subarea Map
8. Cross Kirkland Corridor Master Plan – Active Zone
9. Housing Incentive Area Map Figure TL-9
10. TL 10D Zoning

cc: File Numbers: CAM22-00845; CAM22-00870; and CAM22-00873