

RESOLUTION NO. R- 2495

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF KIRKLAND APPROVING AN AMENDMENT TO AN APPROVED PLANNED UNIT DEVELOPMENT PERMIT AS APPLIED FOR IN DEPARTMENT OF COMMUNITY DEVELOPMENT FILE NO. PUD(REV)-77-100(H), BY COLDWELL BANKER MANAGEMENT CORPORATION TO DELETE 3 OFFICE QUADS AND ONE RESTAURANT AND REPLACE WITH ADDITIONAL PARKING TO SERVE EXISTING OFFICE QUADS AND TO DESIGNATE A POTENTIAL SITE FOR METRO PARK AND RIDE LOT AT THE SOUTH END OF THE PROPERTY, BEING WITHIN A PROFESSIONAL OFFICE ZONE, AND SETTING FORTH CONDITIONS TO WHICH SUCH PLANNED UNIT DEVELOPMENT AMENDMENT SHALL BE SUBJECT.

WHEREAS, the Department of Community Development has received an application for a Planned Unit Development Amendment filed by Coldwell Banker Management Corporation, the owner of said property described in said application and located within a Professional Office zone.

WHEREAS, the application has been submitted to the Kirkland Planning Commission and Houghton Community Council who held public hearings thereon at their regular meetings of January 3, 1978 and January 12, 1978 respectively, and

WHEREAS, pursuant to City of Kirkland Ordinance No. 0-2319 concerning environmental policy of the State Environmental Policy Act, an environmental worksheet has been submitted to the City of Kirkland, reviewed by the responsible official of the City of Kirkland and a negative declaration reached, and

WHEREAS, said environmental worksheet and declaration have been available and accompanied the application through the entire review process, and

WHEREAS, the Kirkland Planning Commission and Houghton Community Council after their public hearings and consideration of the recommendations of the Department of Community Development and having available to them the environmental worksheet, and negative declaration did adopt certain Findings, Conclusions and Recommendations and did recommend approval of the Planned Unit Development Amendment subject to the specific conditions set forth in said recommendations.

NOW, THEREFORE, BE IT RESOLVED by the City Council of the City of Kirkland as follows:

Section 1. The Findings, Conclusions and Recommendations of the Kirkland Planning Commission as signed by the Chairperson thereof and filed in the Department of Community Development File No. PUD(REV)-77-100(H) are adopted by the Kirkland City Council as though fully set forth herein.

Section 2. The Planned Unit Development Amendment shall be issued to the applicant subject to the conditions set forth in the Findings, Conclusions and Recommendations hereinabove adopted by the City Council.

Section 3. A certified copy of this Resolution, together with the Findings, Conclusions and Recommendations therein adopted shall be attached to and become a part of the Planned Unit Development Amendment or evidence thereof delivered to the permittee.

Section 4. Nothing in this section shall be construed as excusing the applicant from compliance with any federal, state or local statutes, ordinances or regulations applicable to this project, other than expressly set forth herein.

Section 5. Notwithstanding, the recommendations heretofore given by the Houghton Community Council, the subject matter of this Resolution and the Planned Unit Development Amendment herein granted are, pursuant to Ordinance 2001, subject to the disapproval jurisdiction of the Houghton Community Council, and therefore this Resolution shall become effective only upon approval of the Houghton Community Council or the failure of said Community Council to disapprove this Resolution within 60 days of the date of the passage of this Resolution.

Section 6. Certified or conformed copies of this Resolution shall be delivered to the following:

- (a) Applicant
- (b) Department of Community Development of the City of Kirkland
- (c) Building Department of the City of Kirkland
- (d) Fire Department of the City of Kirkland
- (e) Police Department of the City of Kirkland
- (f) Public Service Department of the City of Kirkland
- (g) The Office of the Director of Administration and Finance (ex officio City Clerk) for the City of Kirkland.

ADOPTED in regular meeting of the City Council on the 6th day of March, 1978.



Mayor

ATTEST:



Director of Administration and Finance
(ex officio City Clerk)



DEPARTMENT OF COMMUNITY DEVELOPMENT

ADVISORY REPORT
FINDINGS, CONCLUSIONS AND RECOMMENDATIONS

____ PREPARED BY _____ DATE _____
XX RECOMMENDED BY _____ DATE January 12, 1978
____ ADOPTED BY _____ DATE _____

____ STAFF _____
____ BOARD OF ADJUSTMENT _____
XX HOUGHTON COMMUNITY COUNCIL Robna Melles
Acting Chairperson
____ PLANNING COMMISSION _____
____ CITY COUNCIL AS INCORPORATED IN _____

____ RESOLUTION _____ ORDINANCE
NUMBER _____
DATE _____

FILE NUMBER PUD(REV)-77-100(H)
APPLICANT COLDWELL-BANKER MANAGEMENT CORPORATION
PROPERTY LOCATION N.E. 38th Place
SUBJECT Proposed Amendment to Planned Unit Development of Yarrow Bay Office Complex
HEARING/MEETING DATE February 6, 1978
BEFORE KIRKLAND CITY COUNCIL

EXHIBITS ATTACHED "A" Application "B" Approved PUD Master Plan "C" Proposed Revised PUD Site Plan "D" Letter of 10/26/77 from DCD

STATEMENTS OF FACT:

A. SUMMARY OF THE PROPOSED ACTION:

1. This application is proposed by the Coldwell Banker Management Corporation, Park Place, Seattle, Washington. This application proposes to amend the Preliminary PUD (File No. PUD-73-32(H)) for the eastern portion of the 25.5 acre site in South Kirkland (See Exhibits "A" and "C").
2. The applicants propose to modify the previously approved Master Plan to delete three office quads and one restaurant (See Exhibit "B") and replace them with additional parking to serve the existing office quads and to designate a potential site for the Metro Park and Ride Lot at the southern end of the property.
3. Justification. The applicant has indicated that arrangements with new tenants will require substantially greater parking area than was originally contemplated for the buildings. They also cite the efforts by Metro to acquire the southern portion of the property for the purpose of expanding and making permanent the existing interim Park and Ride lot facility (See Exhibit "A").

B. HISTORICAL BACKGROUND:

4. Coldwell Banker Management Co. was given approval for their Preliminary PUD containing the office quads and two restaurants on August 20, 1973 (See Exhibit "B").
5. Coldwell Banker submitted for administrative review and approval in October of 1976 a plot plan, indicating new landscaped islands, stanchions. They indicated a desire to make these limited improvements to the existing asphalt areas as soon as possible in order to accommodate a new tenant. On October 26, 1977 the Department of Community Development corresponded with Coldwell Banker outlining the limited conditions under which these minor improvements could be done and directing them to make application for formal amendment to PUD as soon as possible (see Exhibit "D").
6. This application received a Final Declaration of Non-Significance from the responsible official on December 13, 1977.

C. EXISTING PHYSICAL CONDITIONS:

7. Topography/Soils. Virtually all of that portion of the site that is proposed to be revised from the previous master plan is either covered with asphalt or bare earth. Existing vegetation is sparse.
8. Geology. No relevant findings.
9. Hydrology. No relevant findings.
10. Flora. There is very little existing vegetation on the site.

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Statements of Fact, Continued

C. 10. subject to the revised master plan.

11. Fauna. Not applicable.

D. PUBLIC UTILITIES:

12. Streets. The subject property is served by NE 38th Street on its eastern limits and NE 38th Place on the south. The existing office quads access onto NE 38th Place while the Metro Park and Ride facility accesses onto NE 38th Street. Applicants propose to continue this arrangement. (See Exhibit "C").

13. Domestic Water Supply. The existing office quads are currently served by a 10" water main.

14. Sanitary Sewer. There is an 8-inch sewer line along NE 38th Place. This currently serves the existing office quads within the area of the PUD.

15. Public Transportation. The interim Park and Ride lot on the southern portion of the site currently contains 400 stalls. Metro has been negotiating with Coldwell Banker for the purpose of acquiring the property and making a permanent facility on the site. Metro has indicated a desire for a 645 stall permanent facility. Approval of this amendment would define an area somewhat smaller than Metro's wishes. This lot provides a park and ride facility for commuters in the South Kirkland and North Bellevue areas. The negotiations for the acquisition of this property have not yet been resolved by the parties involved.

E. NEIGHBORHOOD CHARACTERISTICS:

16. Zoning. The zoning for the subject property is P0 (Professional Offices) while lands to the southwest are zoned PR (Professional Residential).

17. Land Use. There are currently two office quads and the Plankhouse Restaurant on the northern section of the 25.5 acre site in addition to the interim Metro Park and Ride lot and various areas of asphalt and bare earth. To the east, outside the City limits, are the Yarrow Bay Condominiums, high density residential units. To the southeast of the subject property is the Christiansen-McDonald property which has recently been approved for development as two restaurants and a hotel/motel facility. Other recent applications nearby were also proposed for hotel/motel restaurant facilities and some retail office space (Wright/Pollard). To the south, again in the City of Bellevue, is the Velvet Turtle Restaurant.

F. LOCAL ZONING AND/OR LAND USE POLICIES AND PLANS:

18. This application has been made subject to the provisions in the Zoning Ordinance at 23.28.190(2).

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Statements of Fact, Cont'd

- F. 19. The relevant sections of the Land Use Policies Plan (revised copy) are Figure 17 on page 173, and the discussion of Economic Activities appearing on pages 214 and 215. Among the references found therein are the following:

"Much of the NE quadrant of the SR 520/Lake Washington Blvd. interchange has already been committed to certain economic activities including large office structures and a restaurant. Due to the availability of adequate public services, easy access to major arterials and to the freeway, and the overall compatibility with adjacent uses, the northeast quadrant of this interchange can be devoted to commercial activities. The most appropriate use of this land could include such activities as office structures, and some freeway oriented uses, such as motel facilities. Limited convenience commercial facilities may be included as part of the office structures or with freeway oriented uses, but not as a primary use."

CONCLUSIONS:

A. SUMMARY OF THE PROPOSED ACTION:

1. This application for amendment to the Preliminary Planned Unit Development for the Yarrow Bay Office Complex is generally consistent with established City codes and policies.

B. HISTORICAL BACKGROUND:

2. Applicant has proceeded in accordance with direction provided by the Department of Community Development.

C. EXISTING PHYSICAL CONDITIONS:

3. Topography/Soils/Geology/Hydrology/Flora/Fauna. None of the factors represent a constraint on the proposed revision to the development concept.

D. PUBLIC UTILITIES:

4. Streets. The proposed revision to the site plan would not affect the access points onto NE 38th Place and NE 38th Street currently servicing the office quads and park and ride lot, respectively.
5. Domestic Water Supply/Sanitary Sewer. These factors do not represent a constraint on the proposed revision of the development concept.

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Conclusions, Cont'd

D. 6. Public Transportation. The proposed amendment would make provision for the potential park and ride facility at the southern end of the property. It would designate less area for the lot than METRO has illustrated at their public hearings on the Environmental Impact Statement for the permanent facility. If the new plot plan is approved as submitted herein, a further amendment would be needed to allow a 645 stall lot if and when Metro decides to and can successfully proceed.

E. NEIGHBORHOOD CHARACTERISTICS:

7. Zoning. Office parking and a park and ride facility are consistent with the standards for Professional Office zoning.
8. Land Use. Office parking and a park and ride facility are consistent with the existing land use.

F. LOCAL ZONING AND/OR LAND USE POLICIES AND PLANS:

9. The proposed amendment is consistent with the provisions found in both the Kirkland Zoning Ordinance and the Land Use Policies Plan.

RECOMMENDATIONS:

Based on the foregoing Findings and Conclusions and as identified in Exhibits "A" through "D", we hereby recommend that this application be approved subject to the following condition: The Metro Park and Ride Lot will have two ingress and egress points.

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Coldwell Banker
MANAGEMENT CORPORATION

November 18, 1977

RECEIVED
NOV 21 1977
PLANNING DEPARTMENT
BY _____

City of Kirkland
Department of Community Development
210 Main Street
Kirkland, Washington 98033

Attention: Gerald F. Link, Director

Re: Yarrow Bay Office Park P.U.D. Amendment

Gentlemen:

It is necessary at this time to request from you an amendment to the original Planned Unit Development for Yarrow Bay Office Park. The need for this amendment results from two primary changes to the overall plan for the property. First, a major tenant of the office park, PACCAR, has a requirement for substantially greater parking area than was originally contemplated for the buildings. Secondly, Metro has indicated their intention to acquire the easterly portion of the property for the purpose of expanding and making the existing temporary Park-and-Ride facility a permanent facility.

We are submitting herewith a revised site master plan which reflects the above changes and which results in the deletion of three of the originally planned building quads. This revised master plan is based on the assumption that Metro will acquire the property as delineated on that plan, and that the remaining portion of the property will be fully developed as shown for parking and landscaped areas in surrounding Quad Two. No changes are proposed for the existing developed area of the site.

As you are aware, the Metro proposal for acquisition of the property is in conflict with this plan to the extent that they propose to take a portion of the property which we require for use in providing the parking which we have committed to provide for PACCAR under the terms of their lease. Since this matter is in dispute at the present time and it is unknown at what time in the future or the manner in which it may be resolved, it is our request that a revision to the P.U.D. be granted based on the plans submitted herewith. It is imperative