Lakeview Neighborhood Plan

Draft Plan for June 25, 2015 public hearing- new maps only
As part of the GMA update in 2015 new figures were revised.

1. OVERVIEW

The Lakeview Neighborhood is bounded by Lake Washington on the west and the Cross Kirkland Corridor and the Central Houghton Neighborhood to the east (See Figure L-1, Land Use Map). Lake Washington Boulevard and Lakeview Drive provide north-south vehicular, bicycle and pedestrian connections from the SR 520 interchange to Downtown Kirkland and adjacent neighborhoods. The Yarrow Bay Business District serves as a southern gateway to the City.

The Marsh and Houghton Beach waterfront parks are recreational hubs for neighborhood residents and visitors, while Terrace Park serves as a neighborhood park. Yarrow Bay wetlands with its lush tree canopy functions as a pristine wetland and stream system and provides critical wildlife habitat while serving as a sanctuary from surrounding urban development.

Land uses within the neighborhood consist of low to medium residential densities, offices and neighborhood oriented businesses. Carillon Point is an important employment center and regional tourism draw with its mix of offices, retail, hotel, restaurants, housing and marina on the shores of Lake Washington. The Yarrow Bay Business District contains large office parks with limited services for businesses and freeway travelers.

The policy direction for the waterfront is established in the Shoreline Area Chapter of the Comprehensive Plan. The thrust of those shoreline policies is to maintain residential uses, permit water-dependent commercial uses where commercial uses presently exist, and place a high priority on public access to the water either through park acquisition or pedestrian easements.

2. VISION STATEMENT

The following vision statement is intended to describe the desired state of the neighborhood 20 years in the future.

Located along the eastern shores of Lake Washington the Lakeview Neighborhood has a special waterfront town charm. Lakeview residents value the visual and physical connection to Lake Washington. Wide, expansive views of the lake and the Olympic Mountains have been sustained because of careful selection and placement of trees and vegetation, to avoid view obstruction of the lake from public streets and properties to the east. Over time the neighborhood has maintained its unique waterfront neighborhood character.

The neighborhood is a mix of single-family and multifamily residential areas, offices, neighborhood oriented businesses and two commercial centers – Carillon Point and the Yarrow Bay Business District. Adequate parking is available on streets for easy access to neighborhood oriented businesses in the center of the neighborhood.

Infill development on the Houghton and Yarrow Bay slopes continues while maintaining the visual character of the hillsides and retaining trees to the maximum extent. Overall, the neighborhood has resisted development pressure to allow a large amount of density increases.

The Yarrow Bay Business District is a vibrant pedestrian urban village with a mix of commercial uses, housing, hotels, and services for businesses, residents, transit users and freeway travelers. The Business District has evolved over time to incorporate pedestrian oriented improvements such as landscaped green spaces and plazas for people to gather, public art, and improved street design with decorative pedestrian lighting.

The South Kirkland Park and Ride lot has transformed from a surface parking lot and transit center to a transit oriented development with additional parking stalls to serve transit riders, a mix of housing for a range of incomes, commercial services, improved vehicular and pedestrian access to the site and is a well designed architectural gateway to the City.

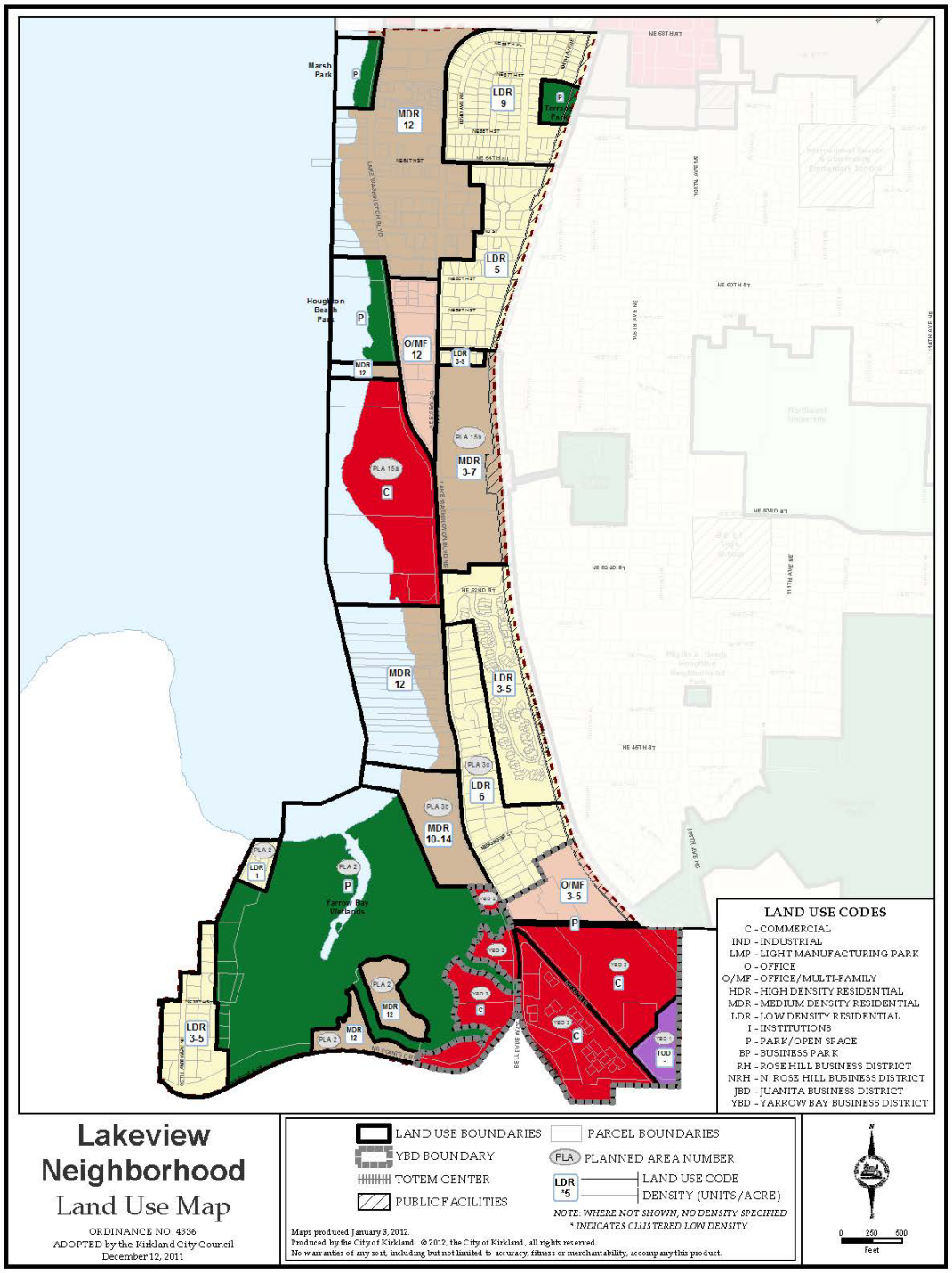

Figure L-1: Lakeview Land Use

The street network in Lakeview is well established. A master plan for Lake Washington Boulevard has resulted in creating a streetscape design that includes wide sidewalks, landscaping, pedestrian decorative lighting, benches, and art. Improvements to both Lake Washington Boulevard and Lakeview Drive have increased pedestrian and bicycle safety and reduced traffic congestion.

Pedestrian and bicycle trails provide increased connections between the Yarrow Bay wetlands, Lake Washington Boulevard, Watershed Park, Carillon Woods Park and the future Cross Kirkland Corridor along the old BNSF railroad right-of-way.

Lakeview's parks are clean, well maintained, and enjoyable for residents and visitors. Our waterfront parks are a model for how shoreline areas can provide a soft, natural shoreline to improve habitat with the planting of native vegetation. Access to a majority of the water's edge has been maintained for residents to enjoy our lake.

Our streams and wetlands are protected through management of development, maintaining existing vegetation and restoration projects. At the Yarrow Bay wetlands, people may observe the scenic beauty of the wetlands and wildlife habitat from viewpoints.

3. Historical Context

The Lakeview neighborhood is part of what was once the city of Houghton until 1968 when Houghton merged with Kirkland. As a result of the merger, the Houghton Community Council retained jurisdiction over land use decisions within the neighborhood.

Notable Houghton settlers were the Samuel French, the Jay O'Conner, the Curtis, the Fish and the Lute Marsh families. What is now known as the Orton House (Sutthoff House) at 4120 Lake Washington Boulevard was originally built in 1903 by realtor Charles Parrish for the Morris Orton family. The Orton house was then rented to a Dr. George Hudson Davis around 1910 and used as the area's first hospital and dental office. The Herman Schuster house (grandfather of Louis Marsh) was built just north of the Orton home. The French house was moved from its original location at 10126 NE 63rd Street to its present location at 4130 Lake Washington Boulevard in 1978.

In 1929, Louis Marsh built the Marsh Mansion on the property (6610 Lake Washington Boulevard) his parents purchased in 1905. Marsh Park, donated by Mr. Marsh, is on the land he acquired when Lake Washington was lowered in 1916. Harry French and other Houghton residents commuted to Seattle to work in Yesler's Mill either by rowing boats, by horse or by daily ferry service. Harry French built a frame cabin for his family which later became Pleasant Bay's (original name for Houghton) first classroom and its first Sunday school.

The French House was moved from 10129 NE 63rd Street to 4130 Lake Washington Boulevard in 1978.

On Lake Washington Boulevard between NE 59th and 60th Streets, two older buildings exist that have been used as an antique store and offices. One was built in the 1900s and was the early site of the Houghton Post Office.

Where Carillon Point is today was the original location of the Lake Washington Shipyard, started in 1905 by two brothers-in-law - Bartsch and Tompkins. The shipyard was an employment hub, building wood ships during the First World War, then steel ships during the Second World War.

Curtis Landing dock and the Houghton Post Office location.

Near this location, NE 52nd Street (Curtis Road) was the first street in Houghton connecting Lake Washington Boulevard to 108th Avenue NE (Cort Road). After the shipyards closed in the late 1940s, the site was used for many years as a practice facility for the Seattle Seahawks football team.

The Lakeview Terrace neighborhood south of NE 68th Street and Lakeview Drive was built in 1942 to serve as housing for the Lake Washington Shipyard workers during the Second World War and many of the existing homes remain today. Terrace Park was originally the site for a community center for the Lakeview neighborhood during the war. Around 1955, the buildings were converted to house the Houghton City Hall, library, fire station and police station.

Lake Washington Shipyards during WWI and WWII.

For more detail on the history of Houghton see the Central Houghton Neighborhood Plan and the Community Character Chapter for goals and policies regarding the preservation and designation of historic buildings, structures, sites and objects of historical significance.

Goal L-1: Encourage preservation of structures, sites and objects of historical significance in the Lakeview Neighborhood.

Policy L-1.1: Encourage property owners to preserve buildings, structures, sites and objects of historical significance.

The Community Character Element list of Historic Buildings, Structures, Sites and Objects includes the structures and sites in the Lakeview Neighborhood: the Marsh Mansion at 6610 Lake Washington Boulevard, the French House at 4130 Lake Washington Boulevard, and the Orton House at 4120 Lake Washington Boulevard, the Shumway site at 510-528 Lake Street S. (structure was moved to Juanita), Lake Washington Shipyards site at

Carillon Point and the Lake House site at 10127 NE 59th Street. The Marsh Mansion is recognized on the National and State Registers of Historic Places and contains a Historic Landmark zoning designation.

Notwithstanding the language regarding historic structures in the Goals and Policies Section of this Comprehensive Plan, it is the intent of the Houghton Community Council and the Kirkland City Council that only residential use should be permitted in either the Orton or French houses at their present site. The Marsh Mansion is the only historic structure which should be considered as possibly appropriate for non-residential use.

Policy L-1.2: Provide directional signs, markers and interpretive information at structures, buildings, sites or objects of historical significance.

Individual historic properties are encouraged to add historic plaques and interpretive signs. Additional directional signs and interpretive centers at or near structures, buildings, sites or objects of historical significance around the neighborhood would help bridge Houghton's rich history with future generations. Most of the original historic street names have been changed over the years. As street signs are replaced, the original street names could be added to recognize the neighborhood's history. The Community Character Element of this Comprehensive Plan lists other techniques to preserve the neighborhood's history.

4. NATURAL ENVIRONMENT

Goal L-2: Protect and enhance the natural environment in the Lakeview Neighborhood.

NATURAL WATER SYSTEMS

Policy L-2.1: Protect and improve water quality and promote fish passage by undertaking measures to protect Lake Washington, and the wetlands and streams in the Carillon Creek, Yarrow Creek and Houghton Slope basins.

Four drainage basins and associated creeks flow through Lakeview toward Lake Washington: Yarrow Creek, Houghton Slope A, Houghton Slope B, Carillon Creek and Yarrow Bay wetlands (See Figure L- 2, Sensitive Areas Map). These drainage systems provide important ecological functions such as flood and storm water conveyance, water quality, fish habitat, wildlife and riparian corridors, and open space benefits. Cutthroat trout inhabit Yarrow Creek. Cochran Springs Creek is considered a tributary to Yarrow Creek and also contains cutthroat trout, juvenile coho salmon and lamprey.

Where feasible, barriers within stream corridors should be removed to allow fish passage (such as through the SR 520 interchange, along Northup Way, and at the railroad crossing). Use of pesticides and fertilizer near stream and wetland areas is discouraged.

Policy L-2.2: Develop viewpoints and interpretive information around streams and wetlands if protection of the natural features and private property can be reasonably ensured.

Yarrow Bay wetlands function as a pristine natural wildlife reserve and water quality system filtering contaminants prior to discharge into Lake Washington. With improved access, the wetlands would also provide passive recreation and educational opportunities. Installation of viewpoints would improve visual access to the wetlands and Lake Washington if they could be constructed to protect the natural system and rights of private property owners.

SOILS AND GEOLOGY

The Houghton and Yarrow Slopes contain soils susceptible to moderate to high landslide hazards particularly when wet or sliding as a result of earthquake activity (See Figure L-3, Landslide and Seismic Hazards Areas Map).

Policy L-2.3: Manage development to protect potentially hazardous areas, such as landslide, erosion, and seismic areas.

HOUGHTON SLOPE

The most sensitive portions of the Houghton Slope are generally south of NE 58th Street. The soil types there are prone to sliding and erosion; and the slopes are steep, averaging 15 percent with portions greater than 40 percent. There are several steep ravines which have a particularly high hazard of sliding because of the large amounts of groundwater in the slope causing

~~Figure L-2: Lakeview Sensitive Areas~~

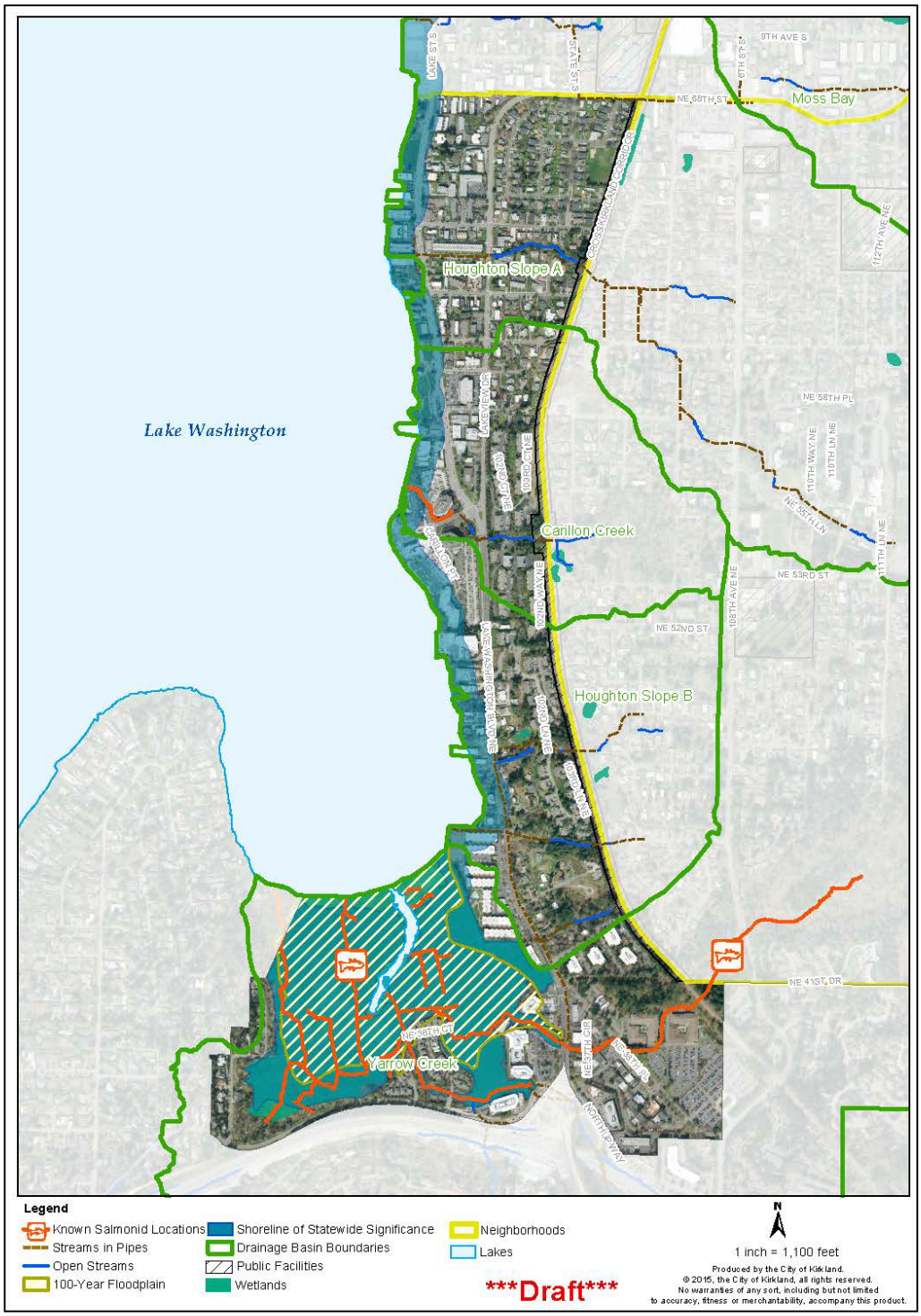

Figure L-2: Lakeview Wetlands, Streams, and Lakes

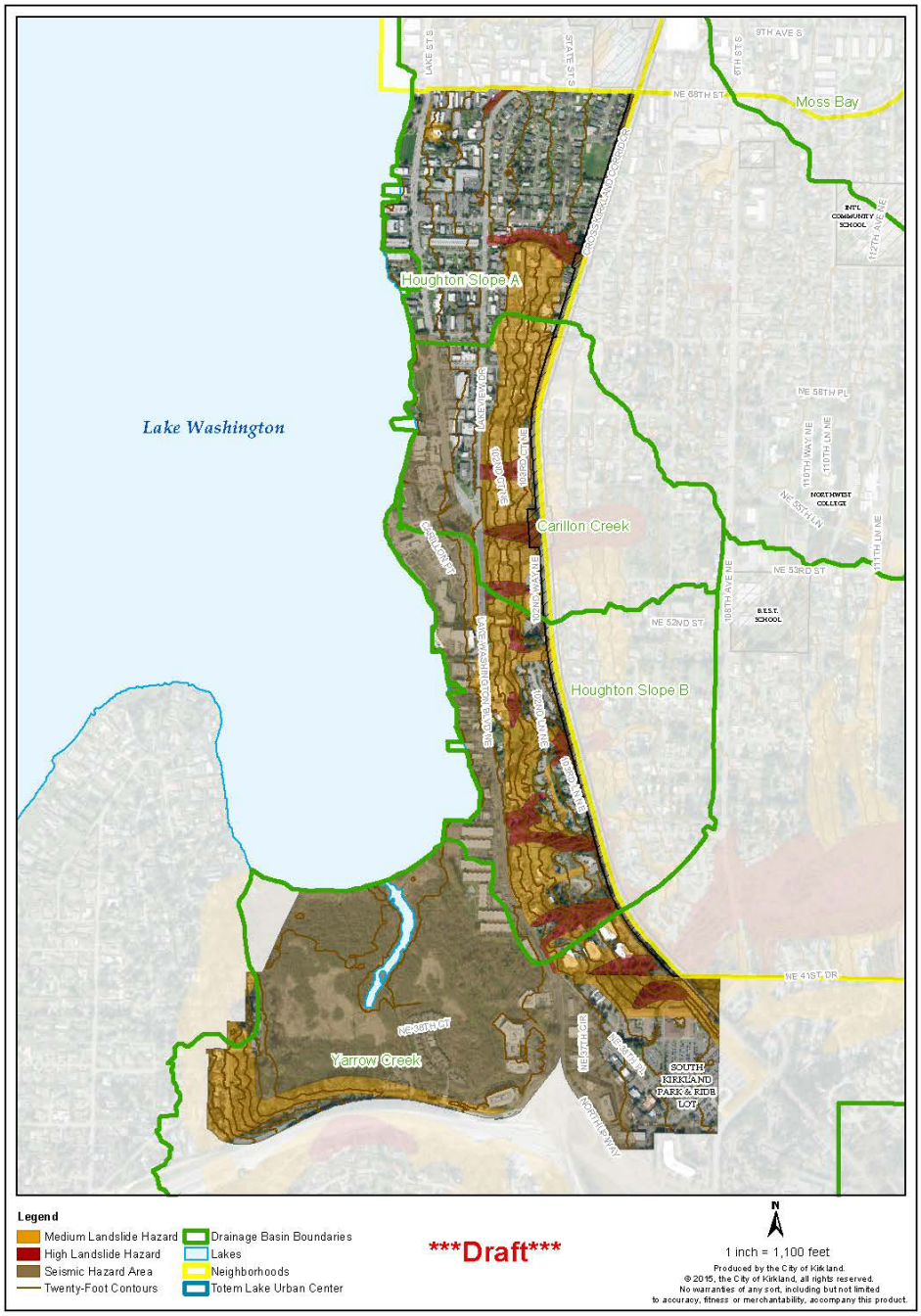

Figure L-3: Lakeview Geologically Hazardous Areas

~~**Figure L-3: Lakeview Landslide and Seismic Hazard Areas**~~

artesian pressure and many small streams. The trees and other vegetation on the slope help to provide slope stability. They also provide significant aesthetic value because of the wooded slopes, particularly for those who enter the City from the south on Lake Washington Boulevard.

Houghton Slope north of NE 58th Street although less sensitive than the slopes further south also bears careful scrutiny. This area is mostly developed with low- and medium-density residential. Construction on or adjacent to these slopes may cause or be subject to land sliding, excessive erosion, and drainage or other problems associated with development on a slope.

YARROW SLOPE

The Yarrow Slope, west and south of the Yarrow Bay Wetlands, has also been identified as having soils susceptible to moderate landslide hazards. Some landslides occurred in the early 1960s southward along the present location of SR520. Nearby landslides, steep slopes, high water content, and peat deposits warrant additional geotechnical analysis to ensure slope stability. Locating structures on the site to minimize disruption to natural systems such as steep slopes, hillside streams and wetlands is preferred. Development on these slopes should consider the same development standards listed under the Houghton Slope land use sections below.

Some properties surrounding the Yarrow Bay Wetlands contain seismic hazard areas because the soil type is subject to risk of earthquake damage as a result of seismically induced settlement or soil liquefaction. Regulations governing development on geologically hazardous areas are located in the Kirkland Zoning Code.

Policy L-2.4: Protect wildlife throughout the neighborhood and encourage the creation of backyard sanctuaries for wildlife habitat.

The National Wildlife Federation has designated the City of Kirkland as a certified Community Wildlife Habitat. The Community Wildlife Habitat Program for the City began in the Central Houghton Neighborhood. Lakeview contains many wildlife corridors connecting parks in the Central Houghton neighborhood and along stream channels to Lake Washington and Yarrow Bay Wetlands. Residents are encouraged to improve wildlife habitat on their private property by planting native vegetation, and providing food, water, shelter and space for wildlife.

5. LAND USE

Figure L-1 describes the land use designations throughout the Lakeview Neighborhood.

RESIDENTIAL

Goal L-3: Retain the residential character of the neighborhood while accommodating compatible infill development.

Policy L-3.1: Maintain Lakeview Terrace as a single-family residential area up to nine dwelling units per acre.

The single-family residential area of Lakeview Terrace, encircled by Lakeview Drive, NE 64th Street, and the railroad tracks, contains housing with some older structures. This area should be maintained as single-family at up to nine dwelling units per acre reflecting the existing small lots. The area should be protected from encroachment and adverse impacts of neighboring commercial and multifamily uses.

HOUGHTON AND YARROW SLOPES

There are geologic constraints and aesthetic attributes to consider for development on the Houghton and Yarrow Slopes.

Policy L-3.2: Along the Houghton and Yarrow Slopes, establish development standards to protect property from landslides, seismic events and surface water runoff while allowing redevelopment compatible with existing development.

Policy L-3.3: Along the north portion of the Houghton Slope between NE 58th Street and NE 64th Street retain the existing single-family residential development at three to five dwelling units per acre.

The area bounded by Lakeview Drive, NE 64th Street, the railroad right-of-way, and approximately NE 58th Street falls within a Moderate Landslide Hazard slope area (see the Natural Environment section). All developments should be preceded by adequate slope stability investigations. The presence of an open stream, limited access, and existing small lot sizes impose limits on the feasible residential densities.

SOUTH HOUGHTON SLOPE

The entire residential area south of NE 58th Street lies on the part of the Houghton Slope identified as containing High Landslide Hazard soils (see the Natural Environment Section). Several underground springs, watercourses and forested ravines located along the hillside may contribute to slope instability.

The east portion of the slope is developed with the Yarrow Hill housing development. The majority of the lots in Planned Area 3C are under single ownership, are long and narrow, and have steep sloped driveways making vehicular and emergency access to Lake Washington Boulevard challenging. In many instances, the line of sight distances for automobiles entering and leaving the flow are generally too short to be safe. For these reasons consolidating driveways and limiting vehicular access points along Lake Washington Boulevard should be a priority in the design of new development.

Policy L-3.4: Residential development on the south Houghton slope should be limited. The Yarrow Hill Development should remain at three to four dwelling units per acre. The PLA 3C is appropriate for six dwelling units per acre with a minimum lot size of 5,000 square feet and subject to the development standards listed below.

Given the unique physical constraints of the west portion of the slope, the area should be treated as a planned area to allow for flexibility in site design, the location of structures and lot layout to protect steep slopes, existing water courses, and the retention of vegetation. Such techniques as aggregation of lots, smaller lots or clustering of units away from steep slopes should be encouraged.

Development should be subject to a public review process to ensure new development is consistent with the development standards described in Policy L-3.6 and compatible with surrounding existing residential uses. The size of the homes on the smaller lots should be limited by a reduced floor area ratio or other zoning requirements.

Policy L-3.5: Along the Yarrow slope allow residential density of three to five dwelling units per acre.

Along the slope west of the Yarrow Bay wetlands, because of the presence of geological, wetland and stream constraints found in the area, residential densities of three to five dwelling units per acre are appropriate. New development along the slope should also follow the development standards listed below for the Houghton and Yarrow slopes.

Policy L-3.6: Regulate development on Houghton and Yarrow slopes to avoid damage to life and property.

DEVELOPMENT STANDARDS FOR HOUGHTON SLOPE AND YARROW BAY SLOPE

The Houghton and Yarrow slopes contain areas identified as potential landslide and erosion hazards. New development on these slopes should use the best management geotechnical practices specific to the site and design of project to minimize any potential hazards. New development should be subject to the following conditions:

1. A slope stability analysis should be prepared which evaluates the site and surrounding area to minimize damage to life and property. Specific structural designs and construction techniques to ensure long-term stability should be considered as part of the analysis. Within the PLA 3C area, as part of a development permit, the applicant's geotechnical report should include a hazard assessment. The analysis and recommendations should be reviewed by a qualified geotechnical engineer selected and retained by the City at the applicant's expense.

2. Hillsides with the steepest slopes and/or ravines may be required to be undisturbed in a natural condition and retained as permanent natural open space through the creation of a greenbelt easement or dedication.

3. A covenant which indemnifies and holds harmless the City for any damages resulting from slope instability should be required to be recorded on the property.

4. Lot coverage should be minimized to retain vegetation and watercourses.

5. Surface water runoff should be controlled at predevelopment levels.

6. Watercourses and wetlands should be retained in a natural state.

7. Vegetative cover should be retained to the maximum extent possible.

8. Flexibility in lot size and layout should be allowed through clustering of structures away from steep slopes and drainage courses and to preserve significant grouping of trees. Minimum lot size should be no less than 5,000 square feet (does not apply to Yarrow Bay slope).

9. For sites containing wetlands, the maximum density allowed with sensitive areas is prescribed in Chapter 90 KZC.

10. In the PLA 3C area, to provide flexibility in site design, one required side or rear yard may be zero feet (zero lot line) for the internal lot of a short plat or subdivision to allow for a two-unit attached home; provided, that:

    a. Individual dwelling units are on separate lots, and

    b. No more than two units may be in one building, and

    c. Two-unit homes are designed to look like a detached single-family house using design techniques such as limiting the points of entry on each facade, pitched roofs and covered porches.

11. Encourage properties along Lake Washington Boulevard to consolidate existing driveways to reduce the number of vehicular access points (does not apply to Yarrow slope).

12. Sidewalks along the eastside of Lake Washington Boulevard should be widened with new development and subdivisions to improve pedestrian circulation (does not apply to Yarrow slope).

13. The City has the ability to access and provide necessary emergency services.

Goal L-4: Allow alternative residential development options that are compatible with surrounding development.

Policy L-4.1: Allow a variety of development styles that provide housing choice in low density areas.

Providing housing options for a wide spectrum of households is an important objective to support and encourage. Alternative housing provides more housing choice to meet changing housing demographics, such as smaller households and an aging population. Allowing design innovations can help lower land development costs and improve affordability. Compatibility with the predominant detached single-family housing style in the neighborhood will determine the acceptance of housing alternatives. Alternative housing styles such as cottage, compact single-family, and common wall (attached) homes, accessory dwelling units, and clustered dwellings are appropriate options to serve a diverse population and changing household size and composition.

Policy L-4.2: Encourage diversity in the size of dwelling units by preserving and/or promoting small homes on small lots.

Diversity can be achieved by allowing properties to subdivide into lots that are smaller than the minimum lot size allowed in the zone if at least one of the lots contains a small home. This incentive encourages diversity, maintains neighborhood character, and provides more housing choice. Allowing smaller lots can also be an option for property containing environmentally sensitive areas.

Up to 50 percent of the single-family lots within a subdivision should be allowed to be smaller than the zoning normally allows if a small home is retained or built on the small lots. The lots containing the small homes should be no less than 5,000 square feet in the RS 7.2 zones and no less than 6,000 square feet in the RS 8.5 zones.

MEDIUM DENSITY RESIDENTIAL

Policy L-4.3: In the north portion of the neighborhood west of Lakeview Drive, allow multifamily use at medium density 12 dwelling units per acre.

In the northern portion of the neighborhood west of Lakeview Drive, medium density residential is appropriate. Some parcels have multifamily development that was constructed under previous higher density development which is nonconforming under the current zoning. The Zoning Code contains the regulations governing nonconforming density.

YARROW BAY WETLANDS AND SHORELINE AREAS

Policy L-4.4: In the upland area of Planned Area 2 adjacent to Points Drive allow multifamily development at a density of 10 to 12 dwelling units per acre. In the wetland portions of Planned Area 2 limit residential development.

Planned Area 2 is located adjacent to the Yarrow Bay wetlands. Any development in this area should maintain the functional integrity of the wetlands and the biologic functions of storage and cleansing of runoff waters (see Shoreline Area Chapter and Natural Environment section). In 1987, the majority of the Yarrow Bay wetlands were dedicated to the City of Kirkland to ensure protection. The wetlands have also been identified as an area subject to uneven settlement problems. For the land west of the Yarrow Bay wetlands and along the shoreline, densities should be extremely limited. Upland portions of PLA 2, outside the shoreline boundary and adjacent to or with direct access to Points Drive, have been developed as medium-density multifamily development (up to 12 dwelling units per acre).

Policy L-4.5: Allow multifamily, hotel/motel, and limited marina use within Planned Area 3B.

Planned Area 3B is fully developed with multifamily residential. Because of its adjacency to existing single-family and multifamily uses on the east and north, the development of office or other similar nonresidential uses in Subarea B would not be desirable. Use of existing multifamily units for overnight lodging, however, would be acceptable; provided, that the site development maintains its residential character and that accessory restaurants, retail, or similar uses are not allowed.

North of Yarrow Bay, existing development on the shoreline is primarily residential. As discussed in the Shoreline Area Chapter of this Comprehensive Plan, residential uses should continue to be permitted along the shoreline.

Policy L-4.6: Prohibit commercial uses along the shoreline south of Planned Area 15.

Commercial uses should not be permitted along the shoreline south of Planned Area 15 due to the residential character of the area as well as access and visibility limitations. North of Planned Area 15, commercial activities should be permitted if public access to and use of the shoreline is enhanced. Other standards for shoreline activities are specified in the Shoreline Master Program.

PLANNED AREA 15

Planned Area 15 is comprised of Subarea A located west of Lake Washington Boulevard and Subarea B east of Lake Washington Boulevard and Lakeview Drive.

For many years, most of Subarea 15A was the site of the Lake Washington Shipyards, which ceased production in the late 1940s. The site was used as the Seattle Seahawks training facility until the late 1980s. The site is now developed as Carillon Point, a mixed-use commercial center containing office, retail, hotel, restaurant, marina and residential uses.

South of Carillon Point is the Yarrow Bay Marina containing over-water covered moorage facilities, dry dock boat storage, boat launch, boat sales and service, a pump-out facility and accessory office buildings. The marina has been in existence since the 1950s. In 2008, it was remodeled and added a shoreline public use area and public walkway connection to Carillon Point and the condominiums to the south. An office building exists on the parcel fronting Lake Washington Boulevard.

The majority of Subarea 15B is developed with medium to high density residential developed in conjunction with the Carillon Point Development to the west. Slopes in Subarea B are designated as containing moderate to high landslide hazard areas. Carillon Creek flows from Carillon Woods down the hillside through Carillon Point on its way to Lake Washington. With the development of Carillon Point the stream was enhanced with native plantings to improve fish habitat and serves as a natural amenity along the shoreline pedestrian walkway in Subarea A.

Goal L-5: Ensure development in PLA 15 continues to provide water oriented uses, visual and direct access to the lake, and maintains the natural characteristics and amenities of the stream and Houghton Slope.

Policy L-5.1: Within PLA 15A, provide a mix of uses with priority to water-dependent, water-related and water enjoyment uses located along the shoreline. Allow residential development at a density of 12 dwelling units per acre.

Subarea 15A west of Lake Washington Boulevard is developed with a mixture of uses. The City's Shoreline regulations, Chapter 83 KZC, govern the types of uses and activities allowed in PLA 15A. Shoreline regulations designate the area as an Urban Mixed shoreline environment. Like the shoreline areas lying immediately to the north and south, residential development in Subarea A is allowed at a density of 12 dwelling units per acre.

Policy L-5.2: Retain water-dependent uses and the view corridor south of Carillon Point.

The marina development south of Carillon Point provides water-dependent uses, recreational activities and services. It incorporates a waterfront public use area and public shoreline pedestrian walkway connection to Carillon Point to the north and residential property to the south. A view corridor from Lake Washington Boulevard to the water should be maintained across the southern portion of both sites including maintaining the height of vegetation to not obscure the view of Lake Washington.

Goal L-6: Recognize and enhance Carillon Point as a mixed use employment center and tourism destination.

In the hierarchy of commercial areas in Kirkland, the Land Use Element designates Carillon Point as a business district with its mix of office, retail, restaurants, housing, hotel, service businesses and marina. Carillon Point serves not only as a regional employment center but visitors and local communities frequent the area as a waterfront tourism destination.

Policy L-6.1: Govern development and uses at Carillon Point by an approved Master Plan.

Carillon Point was developed under a master plan with an extensive public review and City approval process. Any future major change to the development should be reviewed to ensure Master Plan compliance.

The Master Plan and Zoning Code regulations for PLA 15A ensure that development will minimize impacts to existing uses in the vicinity including view obstruction, traffic volume and movement, noise and glare from uses of higher intensity, and compatibility of building scale. The Master Plan includes specific design guidelines for the site plan, circulation plan, and architectural design for the buildings.

The following is a summary of the key principles of the Master Plan to guide uses and development of the area (see KZC PLA 15 A and B for more detail):

- Within the shoreline area water-dependent, water-related, and water-oriented commercial uses should be included, such as marinas, fueling and sewage pump-out facilities, and possibly tour boat operations, float plane service, passenger only ferry or water taxi facility, and public amenities access to piers for fishing, strolling or other pedestrian activities.

- Public access to and along the water's edge and waterfront public use areas should be maintained including public access signs.

- Public improvements adjacent to Lake Washington Boulevard are also desirable, such as wide sidewalks.

- Visual access to Lake Washington from Lake Washington Boulevard should be maintained. To achieve greater visual access, building height, setback and view corridor requirements may be varied. Views from existing developments to the east should be protected.

- Manage parking on site to avoid impact to adjacent properties.

- Traffic impacts to Lake Washington Boulevard should be minimized including limiting vehicular access points.

- Subarea B has been fully developed as part of a master plan, including an allowed transfer of density from the PLA 15A Subarea.

NEIGHBORHOOD ORIENTED COMMERCIAL, PROFESSIONAL OFFICE AND MULTIFAMILY

Goal L-7: Accommodate a mix of uses south of NE 60th Street between Lakeview Drive and Lake Washington Boulevard consistent with the development pattern in the neighborhood.

Policy L-7.1: South of NE 60th Street between Lakeview Drive and Lake Washington Boulevard NE, allow professional offices and medium-density residential use at 12 dwelling units per acre.

Allow small neighborhood oriented retail businesses; provided, that:

a. Front facades of buildings are not facing or oriented to Lakeview Drive.

b. Vehicular access is not directly from Lakeview Drive.

c. Internally lit signs are not located along Lakeview Drive and NE 60th St.

Medium-density residential uses, at a density of 12 dwelling units per acre, and professional offices should be considered the primary uses. Small, neighborhood oriented retail, convenience stores, coffee shops or similar uses that serve primarily the surrounding neighborhood are appropriate except where building front facades would face Lakeview Drive or direct vehicular access is provided along Lakeview Drive because of potential impacts to low density residential uses across the street. Internally lit sign faces should also not face Lakeview Drive. Appropriate uses are those that focus on local pedestrian traffic and will not result in spillover parking on neighborhood streets. Vehicle sales, service, and drive-through facilities should not be permitted in the PR zone.

Policy L-7.2: Provide a historic interpretive sign on the site of the old Houghton Post Office.

On the east side of Lake Washington Boulevard between NE 60th and NE 59th Streets, two older single-family house style buildings and a fast food restaurant exist. One of the older buildings was constructed in the early 1900s and was the early site of the Houghton Post Office. Both of the older buildings clearly do not meet zoning standards for building setbacks, parking, and other zoning nonconformances are likely. The other structure was built in the 1940s. The restaurant meets most or all of the current zoning standards for such uses. All three buildings are of a scale and design which are compatible with neighboring residential uses.

These parcels are appropriate for multifamily residential, office, and small, limited in size, and neighborhood oriented commercial uses discussed in Policy L.7.1. Continuation of existing office and commercial uses within the existing nonconforming structures should be allowed and reviewed administratively.

Because of the nonconforming conditions of both properties discussed above, some flexibility in applying normal zoning standards should be allowed provided certain development standards are met. If a change of use is proposed that requires more parking than the current use, the proposal should be evaluated for consistency with the following standards:

1. The use should provide a strong pedestrian orientation.

2. The number of required additional stalls for the new use should be determined based on the actual parking demand. New on-street parking on NE 60th Street may be counted toward a portion of the required parking with necessary improvements to the right-of-way provided at the developer's expense.

3. New parking areas should be placed, screened, and buffered to mitigate impacts to nearby residential uses.

4. A historic interpretive sign should be erected on the site of the old Houghton Post Office.

5. Redevelopment of the properties should comply with all applicable zoning standards.

Policy L-7.3: Along neighborhood streets, parking associated with commercial development and waterfront parks should be monitored to avoid parking congestion.

Over time the area south of NE 60th Street has transitioned from single-family and industrial uses to primarily office and multifamily uses. Increased parking congestion along streets in the neighborhood from summer use of Houghton Beach Park and nearby businesses can also be a problem limiting access to surrounding businesses or the park. Therefore, parking on surrounding streets should be monitored to ensure access to parks and businesses.

Policy L-7.4: Limit commercial activities north of NE 64th Street east of Lake Washington Boulevard.

A convenience commercial grocery store located on Lake Washington Boulevard and NE 64th Street serves a localized need by providing limited grocery service to the surrounding residential neighborhood. Limited neighborhood commercial uses should be allowed to remain at this site and improvements should be encouraged to enhance its compatibility with surrounding residential uses and the scenic character of Lake Washington Boulevard. No further development of retail commercial facilities in this residential area should be permitted.

YARROW BAY BUSINESS DISTRICT

The Yarrow Bay Business District serves as an employment center containing corporate headquarters, large office complexes, restaurants, a motel, schools, and convenience services for local office workers and freeway travelers along SR 520. The Business District is divided into subareas primarily because of differences in topography and maximum building height.

Goal L-8: Promote the vitality of the Yarrow Bay Business District as a coordinated, mixed use district.

The policies in this section are intended to support and strengthen the business district to evolve into a greater mix of retail, office, services, and housing to provide a more vibrant commercial district with greater pedestrian orientation and connections to transit facilities. Focus will be on integration of businesses and residents with a potential redevelopment of the area into a mixed use transit-oriented district.

Due to the availability of adequate public services, easy access to major arterials, the freeway, and the overall compatibility with adjacent land uses, the predominate use should be devoted to commercial activities. Retail uses may be included as part of office structures but not as stand-alone large structures. Incorporating residential uses

with commercial development would strengthen the area into a 24-hour active community. All developments should include landscaping and other elements to enhance this interchange as a gateway to the City.

See also the Urban Design section regarding design policies for the Yarrow Bay Business District.

YARROW BAY BUSINESS DISTRICT 1 – YBD 1

The property containing the South Kirkland Park and Ride is about seven acres in size, with approximately equal portions of the site lying within the cities of Kirkland and Bellevue. The site is owned by King County, and currently developed as a park and ride with approximately 600 parking stalls and a transit facility. The site is generally level, but has a steep slope along the eastern and southeastern boundaries within the city of Bellevue section of the site. Tall trees and heavy vegetation are present within the hillside areas.

King County has identified the South Kirkland Park and Ride as a potential site for transit-oriented development (TOD) for several years. Affordable housing is generally included in King County TOD projects, and is anticipated to be a significant component of future residential development at the South Kirkland site. The City of Kirkland has identified transit-oriented development at the South Kirkland Park and Ride as a key affordable housing strategy. The City supports multifamily residential as the predominant use of the site in a transit-oriented development project, with a variety of other uses to be allowed as well.

The South Kirkland Park and Ride property may continue as a transit facility with the potential for office use. Alternatively, if the site is redeveloped with TOD, the principles discussed below should be used to guide development at the park and ride.

Policy L-8.1: Provide for affordable housing.

Ensure that transit-oriented development provides for mixed-income housing, including a minimum of 20 percent of total units to be affordable to low and/or moderate income households.

- Development should strive to achieve greater affordability for at least 20 percent of its units, with an additional 25 percent to be affordable to median income households, through the use of as many funding sources as are necessary.

Policy L-8.2: Ensure high quality site and building design.

Develop implementing regulations for coordinated development of the entire site.

- Establish standards for building height and mass that acknowledge site topography and existing vegetation as factors for consideration.

Implement design standards for YBD 1.

- Ensure that regulations support appropriate building scale and massing throughout the site, produce buildings that exhibit high quality design and incorporate pedestrian features and amenities that contribute to a livable urban village character for the TOD.

- Provide guidance for the streetscapes along NE 38th Place and 108th Avenue NE to ensure buildings do not turn their backs on the streets and development provides a welcoming and attractive presence at this gateway to Kirkland.

- Protect the vegetative buffers and significant trees along the site's eastern and southeastern borders through development standards.

- Minimize the visual impacts of parking facilities from adjacent rights-of-way.

Foster the creation of a vibrant and desirable living environment through the use of high quality design, public amenities and open space.

Promote sustainable development through support of green building practices at the park and ride.

Policy L-8.3: Maximize effectiveness of transit-oriented development (TOD).

- Create the opportunity for Transit-Oriented Development (TOD) at the site through the development of standards and regulations that support necessary densities.

- Expand opportunities for retail development, incidental office development, and childcare facilities at the site to serve users of the park and ride, site residents and others.

- Provide opportunities for all types of users of the site to access the Cross Kirkland Corridor; however it is developed, along the eastern boundary of the Park and Ride site.

- Reduce the need for parking at the site through regulations that promote shared parking between uses, and incentives to support alternatives such as shared car services and electric cars.

- Mitigate traffic, visual, noise and other impacts from more intensive development of the Park and Ride to the surrounding street network and residential areas.

Policy L-8.4: Coordination with the City of Bellevue.

- Coordinate an approach for the review and approval of development proposals for the site with the City of Bellevue.

- Manage emergency services to the site through agreements with the City of Bellevue.

YARROW BAY BUSINESS DISTRICT 2 AND 3 – YBD 2 AND YBD 3

Policy L-8.5: In YBD 2 and YBD 3 encourage a mix of office, retail, hotels, restaurants, housing, and services and limit the size of freestanding retail establishments.

Development in YBD 2 and YBD 3 is appropriate for a mix of uses such as offices, specialty retail banks, hotel, motel, restaurants, schools or day care facilities, residential and grocery stores to serve offices and other employment nearby, or the freeway traveler. Individual freestanding retail establishments should be limited in size to less than 15,000 sq. ft. of gross floor area unless they are part of a mixed use project to avoid large scale,

stand-alone retail uses more appropriate for other business districts. Drive-through facilities should not be permitted in the Yarrow Bay Business District because they discourage pedestrian-oriented development.

The clustering of development away from wetlands and streams is encouraged. Cochran Springs Creek requires protection. This area is the entrance to the City and, hence, the character of development is important. Because of the prominent location of the development as a southern gateway to the City, a gateway feature, art, superior landscaping, and pedestrian amenities should be provided along Lake Washington Boulevard (see Urban Design Section).

Policy L-8.6: Limit maximum building height to five stories in YBD 2 and YBD 3. Reduce building mass generally above the second floor with upper story setbacks, and vertical and horizontal modulation evaluated through the Design Review process.

Building height should be slightly lower in YBD 3 than YBD 2 to accentuate the rise in the topography of the district from west to east.

Policy L-8.7: At the southern end of the Houghton Slope professional offices or multifamily uses are allowed.

An existing office development is located at the south portion of the Houghton slope. The office land use designation should not extend further northward into the residential area on the southern end of the Houghton Slope. The offices provide a desirable transition to the residential area to the north and east. Accessory commercial uses are only permitted to serve the offices.

Policy L-8.8: Establish urban design standards for commercial and mixed use residential development in the Yarrow Bay Business District.

Design guidelines should be created to encourage attractive development in this gateway to the City. The design standards should encourage greater pedestrian orientation and pedestrian connections to other businesses, to the South Kirkland Park and Ride and other transportation facilities. Along the perimeter of the district, buildings should be stepped back vertically from the street and designed to be compatible with adjacent residential development.

Goal L-9: Provide transitions between residential uses and commercial uses.

Policy L-9.1: Minimize impacts of commercial development on residential areas and protect neighborhood character.

When locating more intensive commercial uses along the perimeter of commercial activity nodes, techniques should be used to minimize impacts on adjacent residential areas such as ensuring there is adequate parking on neighborhood streets for residents and businesses, minimizing noise in evening hours, and minimizing glare from commercial lighting. Regulating building height, building mass, building placement, and vehicular access and providing landscape buffers are effective transition techniques to reduce impacts of commercial uses on surrounding residential uses.

6. TRANSPORTATION

The circulation patterns in the Lakeview Neighborhood are well established and permit through traffic to flow north and south on both Lakeview Drive and Lake Washington Boulevard. Northup Way, NE 52nd Street and NE 68th Street provide the east-west connections to the Central Houghton neighborhood.

Goal L-10: Improve vehicle, pedestrian and bicycle mobility along Lake Washington Boulevard NE.

Lake Washington Boulevard is designated as a principal arterial and provides the major north-south route through Kirkland south of the Central Business District and west of I-405 (See Figure L-4). The Boulevard also provides local access for a substantial number of residential developments and businesses. A significant proportion of existing traffic, however, is probably attracted to the Boulevard as much because of the scenic vistas of Lake Washington and ease of convenience or necessity. The scenic qualities of the Boulevard also contribute to making it a major pedestrian and bicycle corridor, serving waterfront park users, joggers, strollers, and Downtown shoppers.

Traffic on Lake Washington Boulevard has greatly increased, particularly during morning and evening commute periods. This congestion restricts local access to and from the Boulevard and has created noise, safety problems, and conflicts for pedestrians, bicyclists, and adjacent residents.

Policy L-10.1: Enhance Lake Washington Boulevard NE as a scenic, recreational, open space and transportation corridor.

Improvements to the Boulevard could help accommodate its broader amenity function in such a manner that the safety of all the Boulevard's diverse users is enhanced, while significant amounts of through traffic are not diverted to other arterials. Accordingly, a master plan or set standards for Lake Washington Boulevard should be established through a public process that considers the following objectives:

1. Strategies to relieve congestion during commute times to improve traffic flow and provide gaps in traffic to improve access from adjacent properties.

2. Widen sidewalks to improve pedestrian circulation on both sides of the street with the widest sidewalks on the west side.

3. Improve pedestrian crossings at intersections and adjacent to waterfront parks where safety considerations allow such installation. One option that could be studied is the concept of providing a pedestrian bridge across Lake Washington Boulevard in the Yarrow Bay Business District to facilitate pedestrian crossing and provide a gateway feature to the City.

4. Use of landscaped median islands to separate traffic and provide pedestrian safety where center left-turn lanes or on-street parking are not needed.

5. Widening bicycle lanes.

6. Installation of on-street parking in areas of high parking demand; provided, that traffic safety will not be impaired.

7. Installation of streetscape amenities such as public art, pedestrian lighting, street furniture, and low level landscaping that will not obscure views of the Lake and will enhance the pedestrian experience along the street.

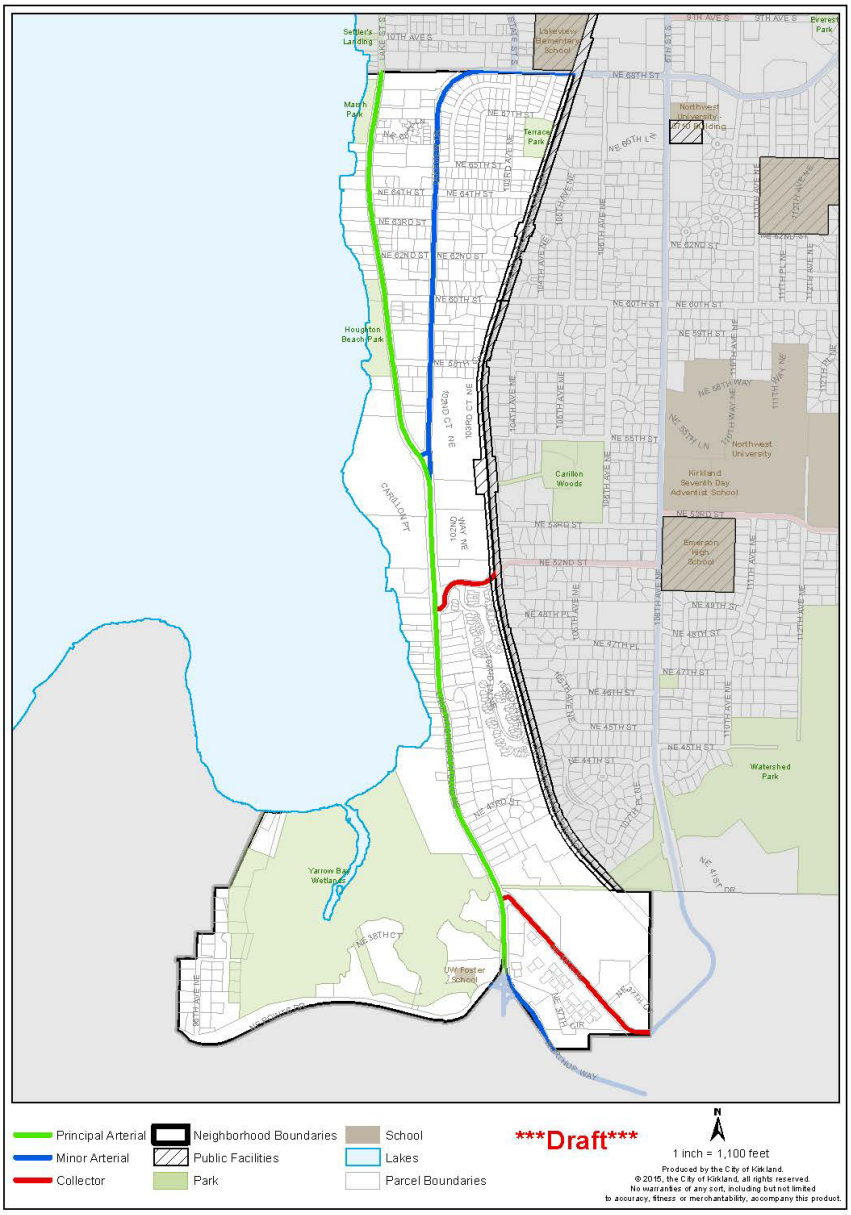

Figure L-4: Lakeview Street Classifications

Policy L-10.2: Implementation of the above street improvements should be considered through the City's Capital Improvement Program process and site specific with private redevelopment.

The means for implementing these improvements should be both on a comprehensive area-wide basis and, to the extent possible, on an incremental basis by encouraging or requiring them to be incorporated into private development.

Policy L-10.3: Support regional transportation solutions that will reduce commuter or pass through traffic through the neighborhood and along Lake Washington Boulevard NE.

Also important to the successful achievement of a greater amenity and mobility functions for Lake Washington Boulevard will be traffic improvements that are regional in scope. Accordingly, the City should support and encourage the following regional solutions:

1. Alternatives to the single-occupancy vehicle for commuting purposes, such as increased use of Metro Transit, commuter pool, high-occupancy vehicles (HOV), and the investigation of future modes, such as light rail.

2. Improvements to the I-405/SR 520 corridors.

Policy L-10.4: Maintain Lakeview Drive as a minor arterial and alternative route to Lake Washington Boulevard NE through the neighborhood.

Lakeview Drive is designated as a minor arterial and fully developed with two through lanes, bicycle lanes, sidewalks, and street trees. From its intersection with Lake Washington Boulevard, Lakeview Drive provides the primary route to the Houghton Business District and to State Street, which in turn provides access to the Central Business District. Lakeview Drive/ State Street provide an alternative north-south vehicular route from Lake Washington Boulevard during peak commute times. Future traffic levels should be monitored and necessary measures undertaken to mitigate impacts.

Policy L-10.5: Improve pedestrian and bicycle circulation systems as both recreation amenities and as nonmotorized transportation connections to neighborhood as well as City and regional destinations.

The path/trail system shown in Figures L-5 and L-6 indicates the major elements of the pedestrian and bicycle circulation network in the neighborhood. Pedestrian and bicycle pathways provide a recreation as well as transportation function. The following pedestrian and bicycle connections should be priorities within the neighborhood:

1. From Lake Washington Boulevard east to the future Cross Kirkland Corridor on the railroad right-of-way and the Central Houghton Neighborhood.

2. Between properties in the Yarrow Bay Business District and to the South Kirkland Park and Ride and future transit-oriented development.

3. Along the Lake Washington shoreline with connections to Lake Washington Boulevard as required by the shoreline regulations. Existing signs marking the location of public shoreline pedestrian walkways should be maintained by private development.

4. From Yarrow Bay Wetlands to Watershed Park.

5. Along NE 60th Street trail from Houghton Beach Park east through the City to connect to the regional trail at Marymoor Park in Redmond.

6. From SR 520, and Bellevue to the South.

These trails will cross a combination of City parklands, City rights-of-way, and public access easements. The trails should be part of the City's Active Transportation Plan and implemented through the Capital Improvement Program or private development. The trails will improve neighborhood access and enhance the unique areas they traverse.

Policy L-10.6: Support development of a future Cross Kirkland Corridor as multipurpose trail.

Development of the old BNSF railroad right-of-way as a multipurpose corridor for bikes, pedestrians and potentially for rail transit should be designed to:

- Result in a public benefit to the citizens of Kirkland.
- Serve as a gateway to the City.
- Provide neighborhood connections.
- Be compatible in scale with adjacent neighborhoods.
- Ensure a high degree of safety.
- Show environmental stewardship.

Figure L-5: Lakeview Pedestrian System

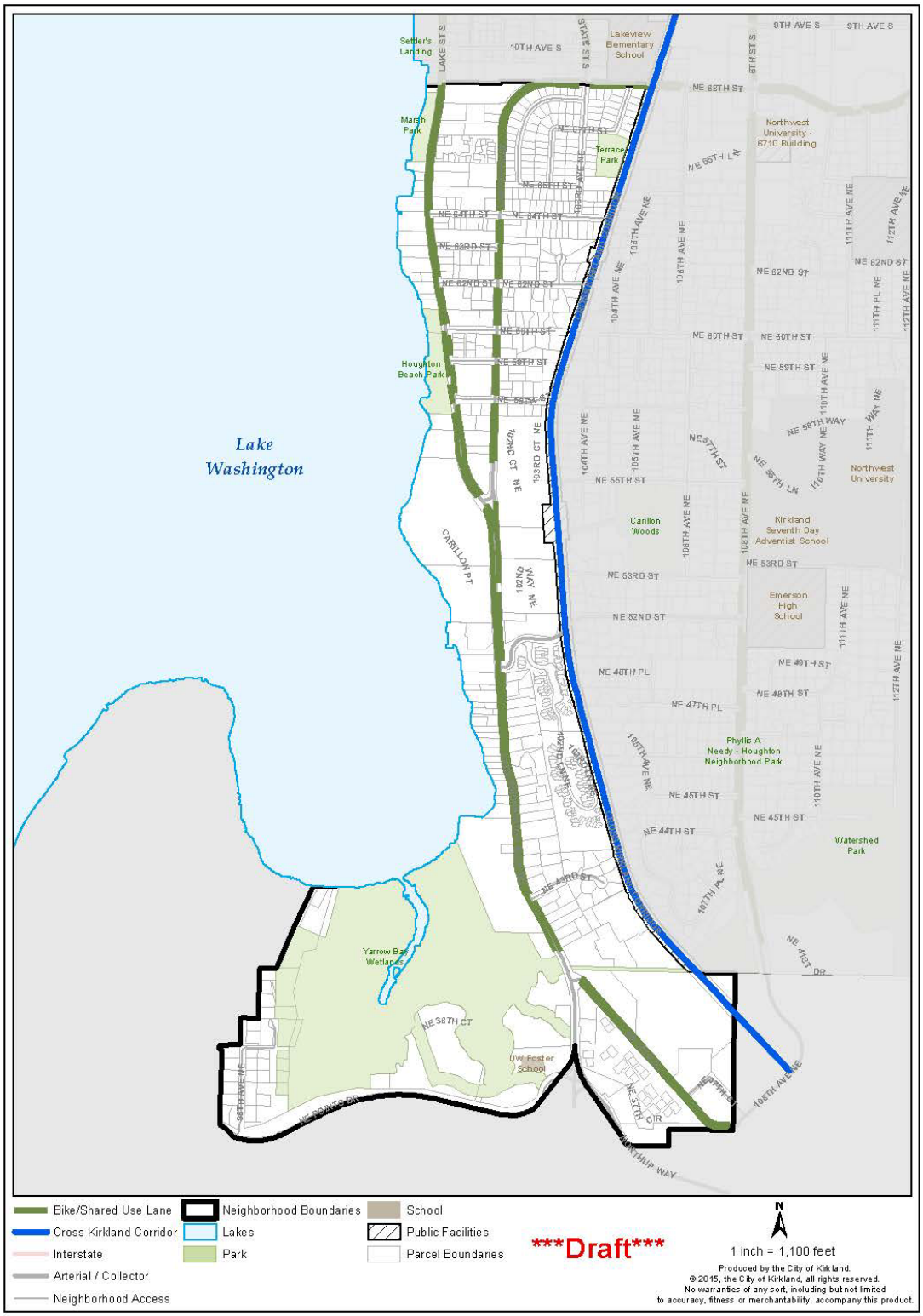

Figure L-6: Lakeview Bicycle System

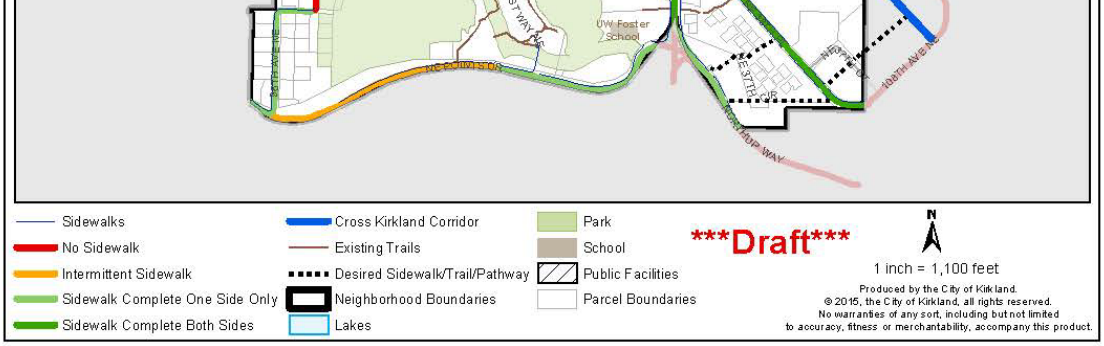

Figure L-5: Lakeview Pedestrian System

7. Open Space and Parks

Goal L-11: Ensure adequate park and recreation facilities in the Lakeview Neighborhood.

Current park needs for the Lakeview Neighborhood are being met by existing facilities. Terrace Park is a neighborhood park. Marsh and Houghton Beach Parks are waterfront parks, and Yarrow Bay Wetlands is a passive natural area (see Figure L-1).

Policy L-11.1: The City should continue to acquire property in Lakeview for recreation purposes wherever possible.

As properties adjacent to existing parks become available, the City should seek opportunities to acquire land for expansion. In addition, shoreline street ends should be accessible and enhanced for public enjoyment.

Policy L-11.2: Restore the shoreline within waterfront parks. Replace hard shoreline armoring with native plants and soft armoring techniques while ensuring erosion protection and public access to Lake Washington.

A goal in the Shoreline Area Chapter is to replace hard armoring such as bulkheads and rockeries with softer, natural shorelines planted with native plants to improve shoreline habitat including along waterfront parks. Park restoration can be used as a model for how private property owners can restore their shoreline.

Policy L-11.3: Maintain public views of Lake Washington through waterfront parks.

Ongoing maintenance of existing vegetation at parks to retain views of Lake Washington and beyond from Lake Washington Boulevard is a priority. Shoreline regulations also encourage planting of shoreline vegetation and trees. A balance must be achieved between planting of vegetation for shoreline restoration and maintaining public views. Consideration also should be given to the impact of vegetation on views from nearby properties.

As new trees or vegetation are planted, the placement and variety should carefully be chosen to avoid view obstruction. Neighbors to the east who may be impacted by new vegetation should be involved in providing input on the placement and variety. In addition to the normal notification techniques, the Parks and Community Services Department should notify surrounding residents and the neighborhood association prior to placement of new trees or vegetation that have the potential for impeding views.

Policy L-11.4: Seek opportunities to improve wildlife habitat, increase pedestrian and nonmotorized boat access, if ecological functions can be enhanced at Yarrow Bay wetland.

Yarrow Bay wetlands are one of the largest remaining wetlands on Lake Washington and serve as valuable wildlife habitat, water quality functions as well as aesthetic open space for the community. Public access is available by existing public rights-of-way but is limited. Improving access for viewing wildlife and environmental education through constructing a series of boardwalks should be evaluated provided ecological functions are protected. Wildlife habitat may be improved by removing upland and underwater invasive plants in and near the wetlands. Any future development of the park should be undertaken following a community based master planning process. Considerations for a future park master plan should include protection and enhancement of natural resources while providing appropriate public access. Opportunities for further acquisition of adjacent land in order to preserve and protect the wetlands and associated wetland buffers should also be pursued.

8. Public Services and Facilities

Goal L-12: Provide public and private utility services for the Lakeview Neighborhood.

Water, sewer, and drainage facilities are adequate for planned development in the Lakeview Neighborhood. The goals and policies contained in the Utilities, Capital Facilities and Public Services Chapters of the Comprehensive Plan provide the general framework for these services and facilities.

Policy L-12.1: Encourage undergrounding of overhead utilities.

Overhead utility lines.

In order to contribute to a more amenable and safe living environment and to enhance views and a sense of community identity, the undergrounding of utilities should be actively encouraged.

After undergrounding utility lines.

9. Urban Design Policies

Lakeview's unique urban design assets are identified on Figure L-7 and described below.

Lakeview's north-south orientation and west facing Houghton slope allow for a majority of residents to take advantage of the views of Lake Washington, Seattle and the Olympic Mountains. Lake Washington and the Yarrow Bay Wetlands are two visual landmarks that provide a sense of openness and natural beauty. Preserving

public views of Lake Washington and beyond from Lake Washington Boulevard is a high priority. Other landmarks in this neighborhood include the waterfront parks and the historic places. The Lakeview Neighborhood serves as the southwestern gateway to the City at SR 520 and Lake Washington Boulevard and 108th intersections.

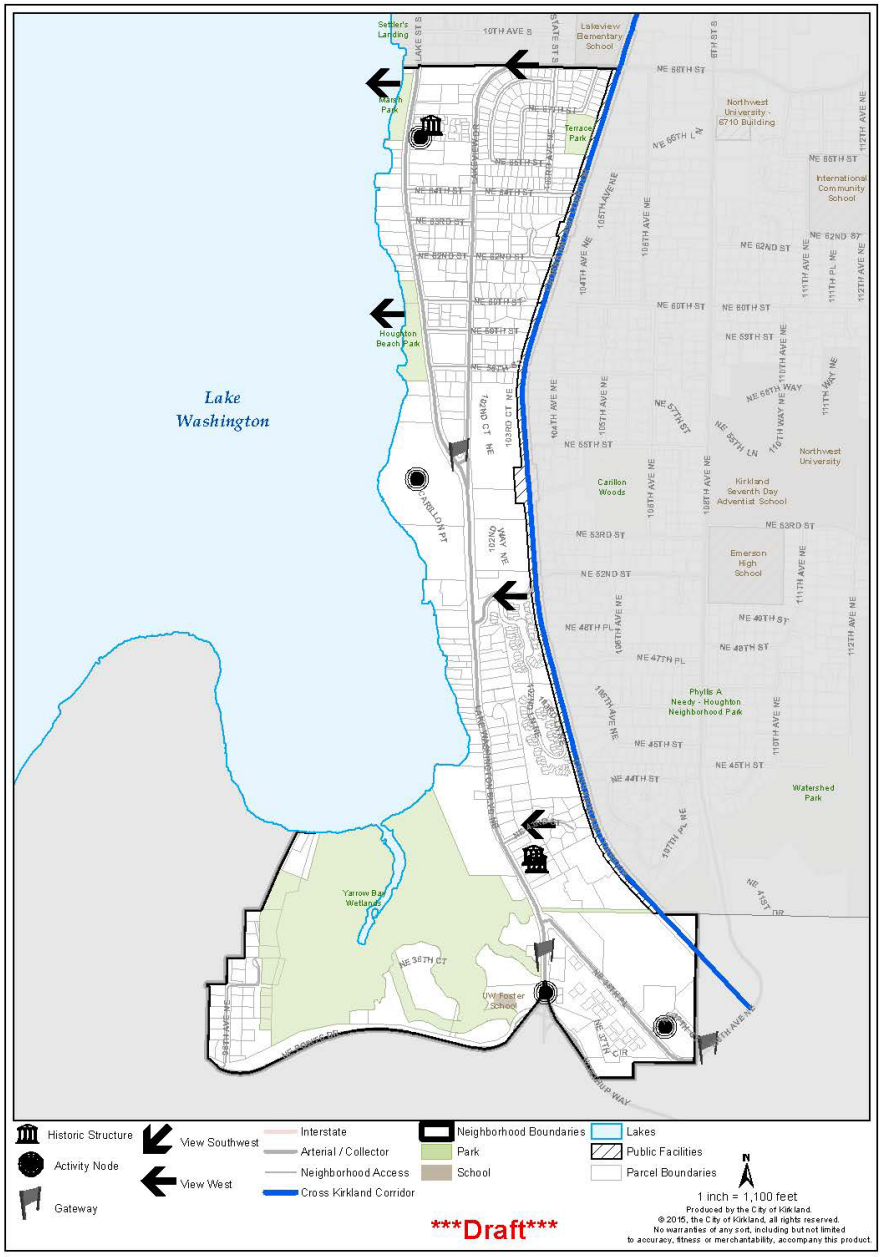

Figure L-7: Lakeview Urban Design Features

Goal L-13: Preserve public view corridors and natural features that contribute to Lakeview's visual identity.

Policy L-13.1: Preserve public scenic views and view corridors of Lake Washington, Seattle and the Olympic Mountains from public rights-of-way and waterfront parks.

Public and private view corridors along Lake Washington's shoreline are important assets and should continue to be enhanced as new development occurs. Wide, expansive views of Lake Washington looking west from public rights-of-way and waterfront parks should be maintained. Street trees along rights-of-way and trees in public parks that offer local and territorial views should be of a variety that will not block views as trees mature.

Policy L-13.2: Preserve natural landforms, vegetation and scenic areas such as the Houghton and Yarrow Bay Slopes and Yarrow Bay Wetlands.

Lakeview's natural landforms, such as steep slopes and ravines, contain significant woodlands, streams, open space and wildlife that help define neighborhood character. These natural landforms should be preserved, restored and incorporated into the design of new development.

Goal L-14: Enhance neighborhood gateways to strengthen neighborhood identity.

Policy L-14.1: Establish gateway features at the locations identified in Figure L-7 through public and private efforts.

Gateways welcome residents, employees and visitors into the City and help define neighborhood identity. Gateways can be in the form of natural features such as landscaping or structures, such as signs or buildings. The northern gateway to the neighborhood is at NE 68th Street where views of Lake Washington are prominent. At the "Y" intersection at Lake Washington Boulevard and Lakeview Drive, the triangular median with the sculpture serves as a gateway to the Carillon Point development, neighborhood businesses and shoreline parks.

The intersections at SR 520 and Lake Washington Boulevard and at 108th Avenue NE provide two southern gateways to the City. These intersections provide opportunities to enhance the gateways with future private development or through community efforts. For example, the existing gateway sign located on the east side of Lake Washington Boulevard at NE 38th Place by Cochran Springs Creek could be enhanced by relocating the sign to a more prominent location, removing the clutter of street signs and utility poles, screening the adjacent utility box or highlighting the stream crossing and coordinated with a similar gateway treatment on the west side of the boulevard.

The City should pursue opportunities to work with private property owners to install gateway features as part of future development. Improvements such as signs, public art, structures, lighting, and landscaping could be included.

Goal L-15: Provide public improvements that contribute to a sense of neighborhood identity and enhanced visual quality.

Policy L-15.1: Identify design standards for Lake Washington Boulevard, NE 38th Place, and Northup Way rights-of-way that include:

- ***Adequate sidewalk widths (preferably 10 feet in width) on both sides of the street to encourage greater pedestrian circulation.***
- ***Street trees that are of a variety that will not obstruct views of Lake Washington from public rights-of-way, properties to the east or businesses.***
- ***Public amenities such as benches, pedestrian lighting, view platforms, public art and directional signs pointing to public facilities and points of interest.***

Lake Washington Boulevard is a major pedestrian shoreline promenade connecting Downtown points south and north. Within the Yarrow Bay Business District, design standards for NE 38th Place, Lake Washington Boulevard and Northup Way should be developed to ensure a consistent design including wider sidewalks, landscape strips, decorative street lighting and street furniture. As redevelopment occurs, sections of the sidewalk on both sides of the street should be improved to meet these standards. Opportunities to install public art and street furniture along arterials throughout the neighborhood should also be pursued.

YARROW BAY BUSINESS DISTRICT

The urban design vision for the Yarrow Bay Business District is to transform the suburban style office park development into a more integrated, mixed use commercial and residential district. Implementing the following strategies will help achieve this vision such as allowing a broader range of commercial uses with residential above the ground floor, improving pedestrian connections between properties, businesses, the South Kirkland Park and Ride transit facility and SR 520 freeway. Providing public plazas, green spaces and pedestrian amenities in new development will help create a sense of place for employees and residents. New design standards and design review for new development will ensure quality architecture, site design and identity for the commercial district.

Illustration by Makers Architects shows the future urban design concept for the Yarrow Bay Business District.

Goal L-16: Promote high quality design in the Yarrow Bay Business District.

Policy L-16.1: Establish design guidelines and regulations that apply to all new, expanded or remodeled commercial, multifamily or mixed use buildings in the Yarrow Bay Business District. Ensure that guidelines should address the following design principles:

- ***Promote pedestrian-oriented design techniques such as minimizing blank walls, providing generous window treatments, awnings, superior building materials, open space plazas, and pedestrian amenities especially around retail uses.***

- ***Encourage pedestrian links between uses on site, to adjacent properties and to the transit facility at the South Kirkland Park and Ride property.***

- ***Enhance streetscapes along Lake Washington Boulevard, NE 38th Place and Northup Way improved with wide sidewalks, street trees, pedestrian lighting, benches, and street furniture distinctive to the District.***

- ***Orient buildings to sidewalks or other pedestrian routes.***

- ***Moderate the scale of large buildings through vertical and horizontal modulation. Incorporate upper story stepbacks along all street frontages and perimeter of district.***

- ***Incorporate gateway features at locations shown in Figure L-7 incorporating signs, sculpture, lighting, and landscaping.***

This illustration by Makers Architects shows conceptual redevelopment of parcels at and adjacent to the South Kirkland Park and Ride along with improved pedestrian connections and streetscape improvements to NE 38th Place.

Policy L-16.2: Encourage buildings and public infrastructure to include high quality materials, art, and bicycle and pedestrian amenities.

Policy L-16.3: Utilize design review to administer building and site design standards in the Yarrow Bay Business District.

Site and architectural design standards should address the principles above and be used in the design review process to evaluate new public and private development. These will help create an attractive image for the Yarrow Bay Business District and create a desirable place to work and live.