



CITY OF KIRKLAND
Planning and Community Development Department
123 Fifth Avenue, Kirkland, WA 98033 425.587.3225
www.ci.kirkland.wa.us

MEMORANDUM

Date: January 14, 2010
To: Lakeview Advisory Group Members
From: Janice Soloff, AICP, Senior Planner
Subject: LAKEVIEW ADVISORY GROUP MEETING JANUARY 26, 2010

Welcome Lakeview Advisory Group Members!

City staff is looking forward to working with you all to update the Lakeview Neighborhood Plan. The first meeting for the Advisory Group will be held on:

January 26, 2010
7-9 pm
Rose Hill Room at Kirkland City Hall (upper level)
Please let me know if you are unable to attend the meeting.

This memo summarizes the enclosed information for your first meeting including the agenda, the Advisory Group's role in the process, meeting schedule and background information on the Lakeview Neighborhood. Prior to the meeting please review the information and make time to take a walking or driving tour of the neighborhood to become acquainted with the area and study issues. Three ring binders will be available at the meeting for you to store your materials.

The Central Houghton Advisory Group will also be meeting that night at City Hall. For now both groups are on the same track and therefore some of the documents include them in the title.

Meeting Packet Enclosures:

- 1. Agenda-**Houghton Community Council member John Kappler will chair and facilitate the meetings. The first part of the January 26th meeting will be to get acquainted as a group, with the second half participating in an exercise for the group to start forming a vision of what you'd like to see the neighborhood be in 10 years from now (see Enclosure 10 for background on vision statements).
- 2. Advisory Group members list**
- 3. Advisory Group Role and Mission-**This sheet defines your role as a group, how you fit into the planning process, and general meeting format. Your mission is to provide direction to staff and the Houghton Community Council on general policy concepts to be included in the update of the neighborhood plan. Using your input, staff will then write a draft plan for consideration by the

Houghton Community Council, which will be forwarded to the Planning Commission for consideration and final decision by City Council.

A set of ground rules regarding how meetings are conducted, decisions made and each member's opinion is heard will need to be discussed and agreed upon at the first meeting.

- 4. Advisory Group Meeting Schedule** – Tentative meeting dates and proposed topics are enclosed with conclusion of Advisory Groups in June. This schedule may change as you add study issues or you choose to hold additional meetings. Specialists or experts may be invited to each meeting if needed to give background on a particular subject.
- 5. Work Program Schedule**- This sheet describes the overall public process and schedule for updating both the Central Houghton and Lakeview Neighborhood plans. This will give you an idea of how the Advisory Group fits in with the Houghton Community Council, Planning Commission and City Council decision making process.
- 6. Key Issues List**- This sheet describes the preliminary study issues we are aware of. Be prepared to bring up additional issues you think the group should study.
- 7. Existing Neighborhood Plans with mark ups**- This enclosure is a copy of the existing neighborhood plan showing where edits and your policy direction are needed.
- 8. Lakeview Neighborhood Profile**-This sheet contains quick facts about the neighborhood including population, breakdown of single family vs. multifamily units, number of businesses and other land use information.
- 9. Open House Comments**-A public open house was held on October 29, 2009 to kick off the start of both neighborhood plans. This document includes the participants comments. For the visioning exercise we will use these comments as a starting point for what things are important to residents of each neighborhood. Since there were few Lakeview residents in attendance I will be sending you an email asking your response to the questions from the open house.
- 10. Vision Statements Handout**-The intent of this document is to provide some background on things to consider when developing a vision statement. Please review this before the meeting because it will be useful for the visioning exercise.
- 11. Lakeview Neighborhood Aerial Map**
- 12. Lakeview Land Use Classification Map**-This shows the existing land use classification for the Lakeview Neighborhood for low – high density residential areas, commercial and office areas and parks and open space. The Zoning Map must be consistent with this map.

Lakeview Neighborhood Plan Update Project webpage is located on the Planning Department webpage at http://www.ci.kirkland.wa.us/depart/Planning/Code_Updates/Lakeview.htm

If you have any questions throughout this process feel free to contact me at:

Janice Soloff, Senior Planner
Kirkland Department of Planning and Community Development
jsoloff@ci.kirkland.wa.us 425-587-3257

Central Houghton and Lakeview Advisory Groups

First Meeting
January 26, 2010
7-9 pm
Kirkland City Hall
123 Fifth Avenue

Central Houghton group meets in the Peter Kirk Room (lower level).
Lakeview group in the Rose Hill Room (upper level).

Prior to Meeting:

Advisory Group members are asked to do a self guided walking or driving tour of your neighborhood to become familiar with your areas. Prior to your tour, review the preliminary key issues list, neighborhood maps, and neighborhood plan contained in your meeting packet to become familiar with the issues you will be studying.

Agenda

- | | |
|---------|--|
| 7:00 pm | Introduction (Chairs Betsy Pringle and John Kappler) <ol style="list-style-type: none">1. Introduction of members2. Advisory Group's Role, Mission, Process3. Agreement on ground rules participants, meetings and decision making4. Tentative meeting schedule, topics, meeting location |
| 7:30 pm | Neighborhood Overview (staff) |
| 7:45 pm | Review of Existing Neighborhood Plans and Update Tasks (staff) |
| 8:00 pm | Visioning Exercise to begin developing a vision statement (Marie Stake and Scott Guter) |
| 8:50 pm | Next steps |

Three ring binders will be available at the meeting to store your meeting packets.

Lakeview Advisory Group

- Georgine Foster
- Sally Mackle
- Robert Style
- Nina Peterson
- Melinda Skogerson
- Dick Skogerson
- Karen Levenson
- Doug Waddell
- John Kappler (HCC)
- Jay Arnold (PC)
- Shelley Kloba (Parks)
- Susan Thornes (LNA)
- Stephen Jackson (LNA)
- Transportation Comm.
- City staff

Central Houghton and Lakeview Advisory Groups

Role of Advisory Groups

1/12/2010

Below is an overview of the role of the Houghton and Lakeview Advisory Groups in the neighborhood plan update process and suggested format for the meetings.

The role of the Advisory Groups will be to:

- Conduct study meetings on key issues by topic areas
- Provide direction on general concepts to form a vision statement and policy direction for the neighborhood plan to staff and Houghton Community Council. Staff will then take the general concepts and draft the neighborhood plans and code amendments for consideration by the Houghton Community Council, Planning Commission and City Council adoption (see below).

Role of Chairs

- The chair of each Advisory Group will be the Houghton Community Council member representative who will facilitate each meeting.
- The chair will establish a set of ground rules for participation and for making decisions that all members agree to.
- At the end of the meetings, the chairs will take the input from each group to the Houghton Community Council for its consideration.

How do the Advisory Groups fit into the planning process?

Staff will take the input from the Advisory Groups to draft the neighborhood plan vision statements, goals and policies and code amendments for consideration by the Houghton Community Council and Planning Commission. The Houghton Community Council and Planning Commission will hold a joint public hearing before a recommendation is forwarded to City Council for adoption. It is important to note that the Advisory Group's recommendation may end up being different from that of the Houghton Community Council, Planning Commission or City Council's decision.

Meetings

- Agendas and background information packets will be prepared by staff, email or mailed to members prior to each meeting and posted on each the project website on the Planning Department's webpage
- Meetings will be open to the public
- Staff will take notes and summarize the different opinions expressed at the end of meeting

Meeting dates and location

Meeting dates are scheduled for the last Tuesday evening of the month from 7-9 pm. See meeting schedule.

January 26th meeting will be held at Kirkland City Hall 123 Fifth Avenue 7-9 PM:

Lakeview group in the Rose Hill Room (upper level).

Central Houghton group meets in the Peter Kirk Room (lower level).

At the first meeting each Advisory Group should discuss where they want to meet (in the neighborhood or City Hall).

Central Houghton and Lakeview Advisory Groups

Tentative Meeting Schedule 1/12/2010

Dates	Tentative Topics
January 26	Introduction, Visioning
February 23	Environment, Parks, Schools
March 30	Land Use, housing, commercial areas
April 27	Land Use continued
May 25	Transportation
June 29	Review and comment on concept policies

Tentative location for all Tuesday meetings will be at Kirkland City Hall 123 Fifth Avenue 7-9 PM

Lakeview meets in the Rose Hill Room (upper level)

Central Houghton group meets in the Peter Kirk Room (lower level)

Planning Department Staff contacts:

Central Houghton: Angela Ruggeri aruggeri@ci.kirkland.wa.us 425-587-3256 or Dorian Collins
dcollins@ci.kirkland.wa.us 425-587-3249

Planning Department webpage: http://www.ci.kirkland.wa.us/depart/Planning/Code_Updates/Houghton.htm

Lakeview: Janice Soloff, jsoloff@ci.kirkland.wa.us 425-587-3257

Planning Department webpage: http://www.ci.kirkland.wa.us/depart/Planning/Code_Updates/Lakeview.htm

Meeting packet information will be available one week prior to each meeting on the project webpage above.

Central Houghton and Lakeview Advisory Groups

Work Program Schedule

1/8/2010

Project Purpose To update the Lakeview and Central Houghton Neighborhood Plans to reflect changes in the neighborhoods since the plans were last updated in 1985 and for consistency with the vision, framework goals, and other elements of the Comprehensive Plan.

Project Objectives

- Develop a vision statement, new goals and policies and implement new policies with Zoning Code amendments.
- Encourage and provide opportunities for residents to actively engage and take ownership in the process.
- Conduct a reasonably fast update process that allows for public input but will not hold up other neighborhood plan update projects.
- Combine private amendment requests with the study issues so that they do not dominate the plan amendment discussions.

Key Milestones

✓	Hold PC and HCC study sessions to approve process/appoint advisory group representatives	September & October 2009
✓	Public open house for both neighborhoods	October 29, 2009
✓	Conduct 2 Neighborhood U meetings for Kirkland Alliance of Neighborhoods	December 8 & 9, 2009
✓	Establish advisory groups for each neighborhood	November-2009
	Conduct Advisory Group meetings 1/26, 2/23, 3/30, 4/27, 5/25, 6/29	January - June 2010
	PC and HCC study sessions to review policy concepts and potential code amendments	June – July 2010
	Review draft plans with advisory groups	July 2010
	Review draft plans with citizens at public open houses	July-August 2010
	Complete SEPA Addendum and CTED 60 Day Review	September 2010
	Conduct joint public hearings before PC and HCC	October 2010
	Revise plan per PC and HCC direction	October 2010
	Hold City Council study session to discuss PC and HCC recommendations	November 2010
	Adopt plan and code amendments by City Council ordinance	December 2010
	Approve final plan through HCC final approval	January 2011

Lakeview Advisory Group

Preliminary Issues Scoping

September 2009

Lakeview Neighborhood Plan Update

Land Use

- Update plan text to reflect new development and changes in general Comprehensive Plan policies.
- Consider Plaza at Yarrow Bay private amendment request to increase retail uses in PLA 2 and PLA 3 A and B.
- Consider several property owners requests to increase density on Yarrow Slope from RS 12.5 to RS 8.5 zoning
- Look for opportunities for mixed use commercial/residential land use changes
- Explore affordable housing and small lot opportunities
- Compare existing plan text with recent land use decisions for consistency (e.g. Yarrow Bay Marina and Carillon Point)
- Review plan for consistency with Shoreline SMP update
- Update historic structures inventory

Transportation

- Highway 520 expansion plans
- Traffic problems and assess speed limits in neighborhood; expand number of crosswalks with flags
- Lake Washington Blvd: increase pedestrian safety, increase lake access
- Identify new pedestrian and bicycle access opportunities through neighborhood
- Neighborhood role in dealing with the regional issues related to the railroad right-of-way.

Natural Environment

- Research where wetland or stream restoration projects are needed

XV.A. LAKEVIEW NEIGHBORHOOD

Note: The Lakeview Neighborhood Plan had its last major update in 1985. Therefore, references in this chapter to goals, policies, or specific pages in other chapters may be inaccurate if the other chapters have since been updated.

1. INTRODUCTION

Overview of the Lakeview Neighborhood.

This neighborhood is bounded on the west by Lake Washington and on the east by the railroad tracks. Lakeview Drive and Lake Washington Boulevard are both a focus or seam for activities in this neighborhood.

Land uses between the railroad and Lake Washington Boulevard are mixed and pose complex problems. The primary policy direction for the area, including the Houghton Slope and east of Lakeview Drive, would be to continue the primarily low-density residential uses. However, between Lakeview Drive and Lake Washington Boulevard, medium-density residential uses would be permitted, as well as limited offices. Offices and limited freeway commercial would also be allowed at the southern end of the neighborhood near Yarrow Bay.

The neighborhood west of Lake Washington Boulevard includes parks, single and multifamily dwellings, commercial uses, and marinas. Policy direction for the waterfront has already been developed in the Shoreline Master Program. The thrust of these shoreline policies is to maintain residential uses, permit water-dependent commercial uses where commercial uses presently exist, and to place high priority on public access to the water either through park acquisition or easements negotiated during development.

→ ADD NEW VISION STATEMENT
→ ADD HISTORICAL PLACES & STRUCTURES

Discussion of format for the analysis of the Lakeview area.

Specific land use designations for the Lakeview Neighborhood are illustrated in Figure L-1. These designations are based on several adjacent uses, traffic patterns, land use inventories, and other relevant concerns. For convenience, the following analysis of this neighborhood has been divided according to functional headings. The use of a particular piece of property is influenced by all applicable functional considerations (namely, natural environment, living environment, economic activities, open space/parks, public services, and urban design).

→ STUDY IF CHANGES IN LAND USE / DENSITY

2. NATURAL ENVIRONMENT

Development of the Houghton Slope should be limited due to environmentally sensitive slope conditions.

The Houghton Slope is an environmentally sensitive slope. The most sensitive portions of the Houghton Slope are generally south of NE 58th Street. This area is prone to sliding and erosion. Slopes are steep at an average of 15 percent with some slopes up to 25 percent. There are several steep ravines which have a particularly high hazard of sliding. There are large amounts of groundwater in the slope causing artesian pressure and many small streams. The types of soils in the slope also contribute to its instability, particularly when wet. Sliding is also likely in a time of a low-intensity earthquake. In addition, the slope area is heavily wooded and of significant aesthetic value particularly for those who enter the City from the south on Lake Washington Boulevard. Besides the aesthetic value of the wooded cover, it is also important in contributing to the slope's stability and provides habitat for small wildlife.



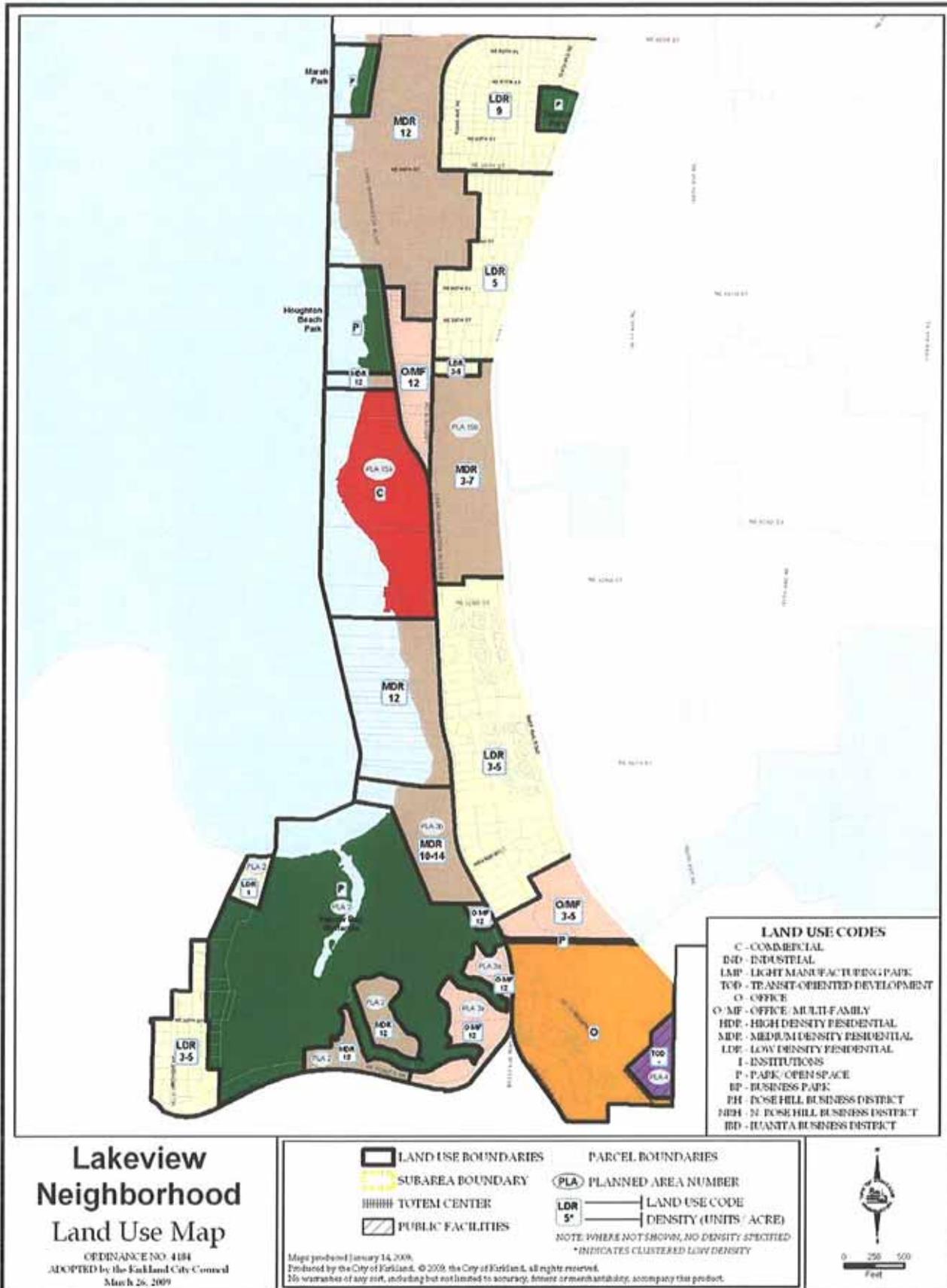


Figure L-1: Lakeview Land Use

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A slope stability analysis should be required prior to development to identify the magnitude of the hazard and possible mitigating measures. These measures may include severe restrictions on the type, design, and/or density of land use. Existing vegetation should remain to the greatest extent possible to help stabilize the slope. Further standards for development on a sensitive slope are discussed in the Living Environment section.

The northern portion of the Houghton Slope lies north of NE 58th Street. Although less sensitive than the slopes further south, this area also bears careful scrutiny. This area is mostly undeveloped although both low- and medium-density residential uses do exist there. The slope is expected to remain stable if left in a natural condition. However, construction on or adjacent to these slopes may cause or be subject to landsliding, excessive erosion, and drainage or other problems associated with development on a slope. Therefore, a slope analysis should be required prior to development to minimize the problems. If landslide or drainage problems are likely to occur as a result of the proposed development, then the type, design, or density of land use should be restricted as necessary to avoid the problems. Existing vegetation should be retained to the greatest extent possible to help stabilize the slope.

Yarrow Slope is identified as an environmentally sensitive slope. Slope stability analysis will be required and development will be regulated accordingly.

The Yarrow Slope, west of the Yarrow Slough, is currently undeveloped and heavily wooded. The slope has been identified as a potentially hazardous slope. Some landsliding occurred in the early 1960s southward along the present location of SR-520. However, nearby landsliding, steep slopes, high water content, and peat deposits warrant additional investigation as to slope analysis indicating minimal hazards; considerations of the cumulative effects of similar development along the entire slope; aesthetic, biological or other factors; low-density residential developments (up to three dwelling units per acre) may be permitted subject to certain standards. Housing

configurations that minimize disruptions to natural systems are preferred. Existing vegetation in these areas should be preserved to the greatest extent feasible to help stabilize the slope and maintain drainage patterns. Special care should be taken during and after construction in order to minimize adverse impacts on the wetlands. A major obstacle to any development on this slope will be the extension of water and sewer service from Lake Washington Boulevard.

The natural drainage system should be maintained.

The open watercourses on these slopes should be preserved and maintained in their natural condition and should allow for natural drainage. Structures should not be located near these streams.

Flood insurance is required in identified flood hazard zones.

The Yarrow Bay Wetlands has been designated as a flood hazard zone. This designation has been made by the Federal Insurance Administration. Federal law requires that flood insurance be obtained before any federally insured lending institution may approve a loan for development within an identified flood hazard zone.

REPLACE WITH LAND USE HEADING

3. LIVING ENVIRONMENT

Medium residential densities are most appropriate between Lakeview Drive and Lake Washington Boulevard. Standards for new multifamily development are discussed.

Lying between Lake Washington Boulevard and Lakeview Drive, north of NE 59th Street, is an area of mixed residential densities. Although there is some multifamily housing, almost half of the area is developed as single-family residential. Most structures are older but many are well maintained.

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Apartment encroachment in single-family areas usually leads to a decay of the existing structures, demolition, and reversion to more intense use. In order to minimize this encroachment and forestall a premature decay of the single-family areas, standards should be adopted to allow a transition from low density to higher densities. New multifamily development should be restricted to existing defined boundaries via a process of infilling.

landscaping and/or locating such facilities beneath the medium-density residential structure.

The Lakeview Terrace area should remain in single-family residential uses 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 by encouraging rehabilitation and by minimizing any possible encroachment of the adverse impacts of neighboring commercial and multifamily uses. This can best be accomplished by ensuring that new high-density developments to the west and south provide adequate vegetative buffering to minimize visual impacts yet reasonably maintain views for existing residences. Additionally, the Lakeview Terrace area should be maintained in single-family residential uses (up to nine dwelling units per acre) to reflect the existing small lot sizes. This change will remove most of these uses from nonconforming status and could provide a base to encourage repair and rehabilitation of the existing homes when necessary.

Residential development densities on the environmentally sensitive slope should be limited.

The area bounded by Lakeview Drive, NE 64th Street, the railroad, and approximately NE 58th Street falls within a potentially hazardous slope area (see the Natural Environment section). All permitted 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. Densities of four to five dwelling units per acre are appropriate in this area.

- EVALUATE IF THESE STILL APPLY
- (1) Medium-density residential developments should be permitted only if sufficient land area is available to separate such development from adjacent single-family uses. The resulting land use configuration should not create small single-family areas "sandwiched" between multifamily developments.
 - (2) Medium-density residential development should not significantly increase traffic volumes on streets or portions of streets where predominantly single-family homes exist.
 - (3) The height of medium-density residential structures should not exceed 25 feet. Taller structures may be permitted toward the interior of the property if such added height is compatible with the character of nearby uses. In no case should structures taller than 30 feet be permitted.
 - (4) Setbacks should be sufficiently large to allow landscaping which would visually separate medium-density residential developments from adjacent single-family homes. Vehicular ingress and egress for medium-density residential developments should not be permitted within required setbacks adjacent to single-family uses.
 - (5) Parking for medium-density residential developments should be visually screened from adjacent properties and should not be allowed within the required front yard setback. The preferred methods for visual buffering of parking facilities include

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There are geologic, aesthetic, and utilitarian constraints on development on the Houghton Slope.

The entire residential area south of NE 58th Street lies on the part of the Houghton Slope identified as unstable.

Vehicular access to and from the Houghton Slope is problematic.

Most traffic from developments on the Houghton Slope will have to enter the heavy traffic flows on the Boulevard from steeply sloped driveways. Additionally, in many instances, the line of sight distances for automobiles entering and leaving the flow are generally too short to be safe. These conditions make vehicular access problematic, especially for emergency vehicles.

Residential development on the sensitive slope should be severely limited.

The development constraints discussed above combine to reduce the feasible residential densities. It is the cumulative effects resulting from full development at medium to high densities that are of greatest concern. Such development could increase the hazards to life and property and disrupt the aesthetic character of the slope.

On the slope, residential densities of one to three dwelling units per acre should be permitted according to standards.

Consequently, the base density for residential development on the unstable slope should be one to three dwelling units per acre, subject to the following standards:

- (1) Preparation of a slope stability analysis;
- (2) Maintenance of maximum vegetative cover;
- (3) Retention of watercourses in a natural state;
- (4) Control of surface runoff at predevelopment levels;
- (5) Limitation of the number of points of access;
- (6) Special review of all development plans.

Four to five dwelling units per acre should be permitted according to additional standards.

Residential densities on the slope should be allowed to be increased by an extra one to two dwelling units per acre (up to five dwelling units per acre) depending on the degree to which the development proposal conforms to the following standards, in addition to the standards listed above:

- (1) Preparation of a slope stability analysis which addresses the site to be developed, as well as adjacent sites and the immediate drainage area;
- (2) Recording of a covenant which indemnifies and holds harmless the City for any damages resulting from slope instability;
- (3) Limitation of lot coverage;
- (4) Clustering of structures;
- (5) Ability of the City to provide necessary emergency services;
- (6) Aggregation of at least one acre of land.

STUDY IF CHANGE IN DENSITY IS APPROPRIATE?

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Constraints may be relaxed when opportunities for an areawide solution on the slope exist.

While recognizing there are geologic, traffic, aesthetic, and other considerations related to potential slope development, opportunities should exist for solving these problems on an areawide basis. The areawide basis offers a way to consider the slope as a unit, to minimize development which could further aggravate problems, and to mitigate adverse impacts.

Efforts should be made to preserve the French and Sutthoff houses.

Three structures which have been prominent in the history of Kirkland – the Marsh House, the French House, and the Sutthoff House – are located along Lake Washington Boulevard. 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 Sutthoff or French houses at their present site. Furthermore, nonresidential use should not be allowed in any historic house moved into a residential zone in Houghton.

The Marsh House in its present location is the only historic structure which should be considered as possibly appropriate for nonresidential use.

Medium-density residential uses are appropriate south of NE 59th Street between Lakeview Drive and Lake Washington Boulevard.

The area south of NE 59th Street between Lakeview Drive and Lake Washington Boulevard has been designated as suitable for medium-density residential (12 dwelling units per acre) and small professional offices (see the Economic Activities section for the discussion of this designation). The

standards listed for medium-density developments north of NE 59th Street should apply in this area also.

4. PLANNED AREAS

Lands west of Lake Washington Boulevard include planned areas.

Within the Lakeview Neighborhood, three tracts of land have been designated as "Planned Areas." These designations are based on unique conditions including interface conflicts, large parcel ownerships, traffic patterns, topographic conditions, and other factors which may influence future development of the land. The complex problems unique to these Planned Areas can be overcome best through coordinated development of each area as a total unit. The location of each Planned Area is shown in Figure L-1.

Policy direction for the Yarrow Bay Wetlands.

Planned Areas 2 and 3 include the Yarrow Bay Wetlands. Any development in this entire area should maintain the functional integrity of the wetlands and maintain the biologic functions of storage and cleansing of runoff waters (see Shoreline Master Program Conservancy Environment).

PLANNED AREA 2: YARROW BAY WETLANDS AND UPLANDS

Justification of uses in Planned Area 2. Yarrow Bay Wetlands should be reserved for open space or park use or severely limited development.

Planned Area 2 contains the bulk of the Yarrow Bay Wetlands which are identified as a Conservancy Environment in the Shoreline Master

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Program, as well as the upland area which is outside the shoreline boundary.

Under the umbrella of these shoreline policies, the preferred use of the land defined as a Conservancy Environment would be as open space or a passive park area. Additional policies indicate that the wetlands, as an area of aesthetic, biological, educational, and anthropological value, should be preserved as such. In 1987, the majority of the wetlands area was dedicated to the City of Kirkland to ensure protection.

The wetlands have also been identified as an area subject to uneven settlement problems. If development does occur in the wetlands or the remaining area not discussed below, densities should be extremely limited (one dwelling unit per acre). Any development should undertake methods to prevent methane entrapment and settling of both structure and utilities systems.

The uplands area adjacent to Points Drive should be developed as multifamily.

The preferred use of the uplands portion of PLA2, outside the shoreline boundary and adjacent to or with direct access to Points Drive, would be high-density multifamily development (up to 12 dwelling units per acre), and up to 6 additional units per acre where such additional units per acre are dedicated to low-income senior housing. The uplands portion of PLA2, adjacent to Points Drive, provides an excellent opportunity for high-density residential because of its close proximity to an employment center, access to transit facilities, and its separation from adjacent low-density residential development. Such development should be designed to maintain adequate setbacks from the wetlands and to prevent settling of both structures and utility systems.

PLANNED AREA 3: SR 520/LAKE WASHINGTON BOULEVARD

UPDATE

Constraints on development in Planned Area 3.

The northwest quadrant of the SR-520/Lake Washington Boulevard interchange is defined as Planned Area 3. This planning area is divided into two subareas, based on the unique conditions for development within each subarea. There are many planning constraints on development in this area. This area is the entrance to the City and, hence, the character of development is important. The stream requires protection as well as concern for the relationship of development to the adjacent wetlands. Ingress and egress onto Lake Washington Boulevard and Points Drive should be carefully controlled in order not to negatively impact the traffic on the Boulevard and approach to SR-520. It is, therefore, considered appropriate that any development will need to plan for the entire landholding within each subarea and how it relates to surrounding parcels.

STUDY IF OFFICE COMPLEXES SHOULD ALLOW RETAIL USES

Subarea A is suitable for medium-density residential uses or offices.

Development in Subarea A may be permitted for medium residential density at 12 dwelling units per acre or for offices, taking full precautions as recommended by the required soils and geologic investigation. The clustering of development is encouraged in Subarea A. Under Planned Unit Development procedures, certain increases in the height of structures may be considered as long as views are not significantly obstructed.

Subarea B is suitable for multifamily, hotel/motel, and limited marina use.

Subarea B is fully developed with multifamily residential. Because of its adjacency to existing single-family and multifamily uses on the east and north, development of Subarea B to office or other similar non-residential uses would not be desirable. Use of

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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.

Subarea B should include public use areas.

Because of its adjacency to Lake Washington and Yarrow Bay wetlands, development in Subarea B should also include a public trail along its entire perimeter as well as other areas suitable for passive public use.

RECENTLY ADOPTED POLICIES
 **PLANNED AREA 4: SOUTH KIRKLAND PARK & RIDE**

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.

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.

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 Planned Area 4.
 - 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

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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.

Maximize effectiveness of transit-oriented development (TOD).

- ◆ Create the opportunity for Transit-Oriented Development 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 BNSF 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.

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.

PLANNED AREA 15: OLD SHIPYARDS

CARRILLEN POINT
UPDATE PER ADOPTED

Subarea A is described.

PLANS

Planned Area 15 comprises approximately 31 acres lying on both sides of Lake Washington Boulevard. Most of the Planned Area is under common ownership. The area west of the Boulevard is located adjacent to Lake Washington and has been designated as Subarea A. The topography of Subarea A is unique to the shoreline. The depth of the area between Lake Washington Boulevard and the lake is substantially greater than the areas to the north and south. Much of Subarea A is more than 200 feet from the high waterline and, therefore, is not subject to the Shoreline Master Program. In addition, Lake Washington Boulevard rises to its highest elevation above the lake adjacent to the southern portion of Subarea A.

For many years, much of Subarea A was the site of the Lake Washington Shipyards, which ceased production in the late 1940s. Then the site was used as the Seattle Seahawks professional football team's training facility until the late 1980s. Now it is the site of the Carillon Point mixed-use 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 an accessory office building. The marina has been in existence since the 1950s.

Subarea B is described.

The area east of Lake Washington Boulevard and Lakeview Drive has been designated as Subarea B. Slopes in this area may be environmentally sensitive.

Although most of Subarea B is undeveloped, there are three single-family homes and a large apartment complex which terraces up the slope and bisects the area.

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The primary objectives for development in PLA 15 are to maximize public access, use, and visual access to the lake and to maintain the natural characteristics and amenities of the Houghton Slope.

The primary objectives for development in Planned Area 15 are to maximize public access to and use of the waterfront, to maximize visual access to the lake for the public from Lake Washington Boulevard, and to minimize encroachment of development on the natural characteristics and amenities of the Houghton Slope. In addition, development should occur in such a manner that impacts to existing development in the vicinity are minimized. Impacts of particular concern include view obstruction, traffic volume and movement, noise and glare from uses of higher intensity, and compatibility of building scale. While the potential public benefits from development in Planned Area 15 are considerable and should not be diminished in importance, these benefits should be achieved in a manner that offers property owners in Planned Area 15 reasonable development opportunities and effective incentives to provide the desired public benefits. Policies to achieve these objectives are described below.

Subarea A should be developed with a mixture of uses. Residential development should be allowed at a density of 12 dwellings per acre.

Subarea A, west of Lake Washington Boulevard, should be developed with a mixture of uses. Like the shoreline areas lying immediately to the north and

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south, residential development in Subarea A should be allowed at a density of 12 dwelling units per acre. However, a density bonus at up to two units per acre would be appropriate if public benefits are incorporated into development. As a means of minimizing waterfront development and providing greater public use and visual access opportunities, some of the permitted unit count should be encouraged to be transferred to Subarea B lying east of Lake Washington Boulevard.

'Water dependent' and 'water oriented' commercial uses should be included.

In addition to residential uses, Subarea A also should include nonresidential uses which provide opportunities for greater public use and enjoyment of the waterfront. Highest priority should be given to uses such as marinas which are "water dependent." These uses should be encouraged to incorporate public use amenities such as short-term moorage, access to piers for fishing, strolling or other activities, and boat launching facilities.

Also desirable in Subarea A are commercial uses which enhance the public orientation of the waterfront. Restaurants, small retail shops, museums, theaters, and other similar uses should be permitted if they are oriented to and integrated with water-dependent uses and waterfront public use areas. Offices also should be permitted if they do not detract from the public orientation of the waterfront.

Public access to and along the water's edge and waterfront public use areas should be developed.

All development in Subarea A should include areas which are open for public use. A public trail should be required along the entire length of the waterfront with connections to Lake Washington Boulevard at or near each end. Areas which are available for other public waterfront activities also should be strongly encouraged.

Public improvements adjacent to Lake Washington Boulevard are also desirable.

Public use areas also should be encouraged adjacent to the westerly margin of Lake Washington Boulevard. The Boulevard is now a popular path for pedestrians, joggers, and bicyclists. Expansion of the area now available for or associated with these activities would be a significant public asset.

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 should be protected.

Visual access to Lake Washington from Lake Washington Boulevard should be an integral element in the design of development in Subarea A. Building height, setback, and view corridor requirements should be allowed to be varied from elsewhere along the waterfront if it is demonstrated that greater visual access to Lake Washington is achieved and that views from existing development in and adjacent to Planned Area 15 are not significantly impaired. In accordance with the Shoreline Master Program, buildings within 200 feet of the lake may not exceed a height of 35-41 feet.

Subarea B should be developed with residential uses at a density of three to seven dwellings per acre. Dwelling units may be transferred from Subarea A subject to conditions.

Subarea B, east of Lake Washington Boulevard, should be developed exclusively with residential uses at a base density of three to seven dwelling units per acre. Within this specified density range, actual permitted density should be determined by the degree of compliance with the policies for development on the Houghton Slope as discussed on pages A-5 and A-6. Unit count which is proposed to be transferred

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from Subarea A may be permitted over and above seven dwelling units per acre if it is demonstrated that the resulting increased unit count will maintain compliance with these policies. However, in no case should dwelling units be developed within the steep ravine located near the middle of Subarea B.

In order to minimize the developed area on the slope, increased building height should be considered.

In order to minimize the developed area on the slope, increased building height in Subarea B should be considered. Where increased building height is proposed, it should be demonstrated that taller buildings will not significantly impair views from existing development to the east of Planned Area 15.

Traffic impacts to Lake Washington Boulevard should be considered. Access points should be limited.

A major consideration in the design of Planned Area 15 should be the impact of traffic on Lake Washington Boulevard. On- or off-site improvements, including signalization, channelization, and lane reconfiguration, should be required as necessary to mitigate identified traffic impacts. In order to minimize disruption of traffic flow, the number of access points to Planned Area 15 should be strictly limited and controlled. West of the Boulevard, the primary point of access should be located at the intersection of Lake Washington Boulevard and Lakeview Drive. East of the Boulevard, more than one primary point of access may be necessary due to the divided ownership pattern. Nevertheless, the number of access points should be kept to the smallest possible number.

The properties within Subarea A and south of Carillon Point should be limited to one access point onto Lake Washington Boulevard. A transportation demand management plan and a vehicle circulation and pedestrian safety plan with provisions for safe pedestrian and vehicular access to and from Lake Washington Boulevard should be provided for any new development.

Carillon Point is developed as a mixed use Master Plan, subject to an approved Master Plan.

Carillon Point has been designed and constructed as a coordinated and planned development. As a prerequisite to any construction, the development went through an extensive public review and City approval process. Any future major change to the development should be reviewed to ensure Master Plan compliance.

The existing marina in Subarea A and south of Carillon Point should be retained.

The existing marina development in Subarea A and south of Carillon Point provides water-dependent uses and an opportunity for waterfront public use areas. Any future redevelopment of this site should include retaining the marina. Office and multifamily are appropriate uses for the upland portion of the site; provided, that any new use is integrated and planned around the marina. A view corridor from Lake Washington Boulevard to the water should be provided across the southern portion of the site. Vegetation height and placement of parking and loading areas should be limited to protect the view corridor.

Development elsewhere along the shoreline is discussed.

Existing development elsewhere on the shoreline is primarily residential. As discussed in the Shoreline Master Program, residential uses should continue to be permitted along the shoreline. Outside of Planned Areas 2, 3, and 15 and the Yarrow Slough Slope, which are discussed above, multifamily uses should be permitted at medium densities (12 dwelling units per acre). This is a lowering of densities at which multifamily developments have taken place in the past, but is consistent with the density of apartment development on the east side of Lake Washington Boulevard, west of Lakeview Drive. Past densities have created severe ingress

UPDATE PER EXISTING CONDITIONS

CONSOLIDATE

CLARIFY LOCATION & TEXT

XV.A. LAKEVIEW NEIGHBORHOOD

and egress problems onto Lake Washington Boulevard.

As specified in the Shoreline Master Program, new residential structures constructed waterward of the high water line are not permitted. Additional standards governing new multifamily development can be found in the Shoreline Master Program.

Constraints in the area south of SR-520 limit development densities up to three dwelling units per acre.

The area south of SR-520, within the City limits, has physical orientation to the Clyde Hill area. Access to this location is very difficult and constrained through the single-family residential area of Clyde Hill. Hence, the properties in that location will be strongly affected by the eventual development of the area. Public servicing to the area south of the freeway will also be difficult. There is an environmentally sensitive slope in that location, although the slope has been modified by the construction of SR-520. For these reasons, and to provide compatibility with the nature of development in Clyde Hill, a density of up to three dwelling units per acre is appropriate. Clustered or attached dwelling units are encouraged in order to assist mitigating potential development problems.

5. ECONOMIC ACTIVITIES

Offices and limited commercial activities should be permitted in the northeast quadrant of the Lake Washington Boulevard/SR-520 interchange.

Much of the northeast quadrant of the SR-520/Lake Washington Boulevard interchange has already been committed to certain economic activities including large and small office structures, restaurants, and a motel. Due to the availability of adequate public services, easy access to major arterials and to the freeway, and the overall compatibility with adjacent land uses, the northeast

quadrant of this interchange should continue to be devoted to commercial activities. The most appropriate use of this land would 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. Retail commercial facilities beyond the scope of convenience facilities are not considered appropriate because these kinds of activities should be concentrated in existing major commercial centers (the Central Business District or Totem Lake Shopping Center) as well as neighborhood shopping centers. All developments, especially along Lake Washington Boulevard, should include landscaping and other elements to enhance this interchange as an entry to the City.

Offices should be allowed at the southern end of the Houghton Slope.

Office development also should be allowed to extend northward onto the southern end of the Houghton Slope. Offices in this area would have the same locational advantages of the area immediately to the south. At the same time, with proper site planning and building design, offices would provide a desirable transition to the residential area to the north. In order to ensure suitable office development, the following standards should be met:

- (1) Compliance with the standards for residential development at a density of up to five dwelling units per acre elsewhere on the unstable Houghton Slope.
- (2) Compatibility of building scale and density with residential uses.
- (3) Use of natural features, such as ravines, watercourses, or areas of significant natural vegetation to provide a separation from residential uses.

NO LONGER IN CITY LIMITS
 CHANGE TO COMMERCIAL LAND USE
 COMPARE WITH PLANS AREA

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- (4) Use of wide vegetated setbacks adjacent to residential uses.
- (5) Vehicular access will not be placed across residentially zoned property.
- (6) Preclusion of any commercial uses other than offices.

Land uses south of NE 59th Street and between Lakeview Drive and Lake Washington Boulevard are discussed.

The area lying south of NE 59th Street between Lakeview Drive and Lake Washington Boulevard contains a mix of uses. Within the area existing uses include a small clothing manufacturing plant. The one-story clothing manufacturing plant creates minimal visual impacts on the neighborhood and provides, informally, some parking to handle the overflow from Houghton Beach Park. South from the industrial area on lands zoned for neighborhood business and professional office/residential exists a mixture of land uses including single-family, duplex, multifamily, and office use.

The area south of NE 59th Street, between Lakeview Drive and Lake Washington Boulevard is suitable for medium-density residential uses and small professional offices.

In order to blend future activities with existing uses, medium-density residential uses with small professional offices are most appropriate south of NE 59th Street. The character of this neighborhood has changed significantly since the days when the nearby waterfront included shipbuilding activities and oil storage facilities. Many activities permitted in light industrial areas are no longer compatible with the residential activities and the new Houghton Beach Park. The existing manufacturing plant could continue. Medium-density residential uses, at a density of 12 dwelling units per acre, and small professional offices should be considered the base uses. (Standards for the medium-density residential uses are described above in the Living

Environment section for the residential area between Lake Washington Boulevard and Lakeview Drive north of NE 59th Street. These standards also apply to professional office development.) No convenience or retail commercial uses should be considered.

Commercial activities east of Lake Washington Boulevard should be limited.

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 neighborhood. The use 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 area should be permitted.

A small antique store, a furniture store/office, and a fast food restaurant exist along the east side of Lake Washington Boulevard between NE 59th and 60th Streets. The restaurant is relatively new and meets most or all of the current zoning standards for such uses. The antique and furniture stores, on the other hand, clearly do not meet zoning standards for building setbacks and parking, and other zoning nonconformances are likely. Even so, both buildings are of a scale and design which are compatible with neighboring residential uses. The furniture store building was constructed in the early 1900s and has historic significance as an early site of the Houghton Post Office. This area is appropriate for single or multifamily residential, office, and limited commercial uses. Redevelopment for residential uses should comply with all applicable zoning standards. The continuation of existing office and commercial uses within the existing nonconforming structures should be allowed. New commercial uses and redevelopment of the existing structures also would be appropriate if they maintain or enhance compatibility with nearby residential development, are respectful of the historic character of the site, and maintain a strong pedestrian orientation. Some flexibility in applying normal zoning standards

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should be allowed if these objectives are met. Redevelopment of the site for office or commercial use should meet the following standards:

- ◆ Commercial uses should be compatible with and respectful of the historic context of the site. Historical interpretation should be incorporated into the development. In addition, building design should incorporate design elements of the facade of the historic post office building.
- ◆ Commercial uses should serve the neighborhood and attract customers and clientele that would largely access the site via pedestrian, transit, or nonmotorized transportation.
- ◆ Vehicle sales and service uses and drive-through facilities should not be allowed.
- ◆ Commercial uses should not generate noise incompatible with adjacent residential use after 10:00 p.m.
- ◆ The height of structures and vegetation should be limited. Building height should be a maximum of 1.5 stories (20 feet maximum with sloped roof) above grade. Covenants controlling vegetation heights should be recorded to preserve views from the east.
- ◆ Nonconforming parking should be allowed at one parking space per 400 square feet of building, provided site and building design maintains a strong pedestrian orientation and accommodates nonmotorized transportation. See Design Guidelines for Pedestrian-Oriented Business Districts, adopted by reference in the Kirkland Municipal Code.
- ◆ Parking areas should be placed, screened, and buffered to mitigate impacts to nearby residential uses.
- ◆ On-street angled parking on NE 60th may be counted toward required parking with necessary improvements to NE 60th Street provided at developer expense.

- ◆ To ensure conformance with the above standards, development should be reviewed through Process IIB.

Commercial uses along the shoreline are discussed.

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 economic activities are specified in the Shoreline Master Program.

6. OPEN SPACE/PARKS

Open space/parks should be maintained in the Lakeview area.

Current park needs for this area are being met by facilities at Lakeview School to the north and the waterfront parks to the west. In addition, the former Houghton City Hall site has been developed as Terrace Park, a neighborhood facility.

Open space and recreation facilities and opportunities are identified.

The shoreline represents a unique feature of the natural environment. It provides areas for active and passive recreation as well as being a significant visual open space. Existing waterfront park facilities include two waterfront parks – Houghton Beach Park and Marsh Park (see Figure L-1). In addition, Morning-side Park in the town of Yarrow Point is located west of the Yarrow Bay Wetlands.

The City should continue to pursue the policy of acquiring waterfront property for recreation purposes wherever possible. In particular, the Yarrow Bay Wetlands have been identified as a potential passive

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recreation/nature trail park. Intergovernmental funding for the purchase and improvement of this regional facility should be sought.

Houghton Slope should be maintained as an important visual amenity.

The Houghton Slope should be maintained as an important visual open space in the community. Any permitted development should maintain most of the existing vegetation not only to help stabilize the slope but for other utilitarian and amenity purposes.

Major pedestrian and bicycle system discussed.

Pedestrian and bicycle pathways are also part of the park and open space system, in addition to providing a transportation function. Major pathways in the Lakeview area should be established according to the designations in Figure L-2.

Two of these pathways which traverse the Lakeview Neighborhood should receive top priority for implementation:

- (1) The NE 60th Street trail from Houghton Beach Park to Marymoor Park;
- (2) The Yarrow Wetlands to Watershed Park Trail.

These trails will cross a combination of City parklands, City rights-of-way, and public access easements. Their funding should be a part of the City's Capital Improvement Program and their design should improve neighborhood access as they enhance the unique areas they traverse.

Major pedestrian/bicycle ways are identified.

Bicycle/pedestrian ways shown in Figure L-2 for this area represent only the major routes and do not include sidewalks and other lesser elements of the path system. The spine of the path system is formed by a

proposed path/trail within the railroad right-of-way that winds its way through town near most major and many secondary activity centers.

7. PUBLIC SERVICES/FACILITIES

Water, sewer, and drainage facilities are discussed. System deficiencies should be corrected or upgraded prior to occupancy of new development. Runoff should be minimized.

In parts of the Lakeview area, water and sewer service is not adequate to support full development according to land use designations in Figure L-1. Isolated problems may also arise with regard to storm drainage as natural areas become developed. Prior to occupancy of new development, the water, sewer, and drainage facilities should be extended and/or upgraded to meet the requirements of the designated land use for the area.

Furthermore, methods should be implemented to maintain surface runoff at predevelopment levels.

Adequate water and sewer facilities should be required prior to the time of occupancy.

Water, sewer, and drainage facilities are adequate for possible developments along Lake Washington Boulevard. No service is presently available to either the Yarrow Bay Wetlands area or Yarrow Slope. Prior to the occupancy of new developments, the water, sewer, and drainage facilities should be extended to meet the requirements of the designated land use for the area. Septic tanks should be prohibited.

UPDATE ?
STATUS

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Circulation patterns described and the following recommendations made.

The circulation patterns in the Lakeview Drive/Lake Washington Boulevard area are well established and permit large volumes of through traffic to flow north and south on both Lakeview Drive and Lake Washington Boulevard.

Lake Washington Boulevard provides a major through route and serves as a major pedestrian and bicycle corridor.

Lake Washington Boulevard is designated as a major arterial and provides the major north-south route through Kirkland south of the Central Business District and west of I-405. 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 as because 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 problems on Lake Washington Boulevard are described.

In the last several years, traffic on Lake Washington Boulevard has greatly increased, particularly during morning and evening commute periods. This has restricted local access to and from the Boulevard and has created noise, safety problems, and conflicts for pedestrians, bicyclists, and adjacent residents. Furthermore, these problems are compounded by traffic speeds generally in excess of the posted limit. Solutions to these problems should be sought which recognize that the Boulevard has a scenic, recreational, and open space function which is as important as its function as a commute route. Although police enforcement of speed limits is necessary, the most

effective solutions to these problems are primarily of a design and improvement nature. Improvements to the Boulevard should 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, the following improvements would be desirable:

- (1) Completion of sidewalks along the entire length of both sides of Lake Washington Boulevard.
- (2) Widening of sidewalks where sufficient right-of-way exists or by providing incentives for widening sidewalks onto private property at the time of development.
- (3) Installation of pedestrian crossings at intersections and adjacent to waterfront parks where safety considerations allow such installation.
- (4) Additional use of a center left-turn lane at intersections or where on-street parking is not needed.
- (5) Development of landscaped median islands to separate traffic and provide pedestrian safety where center left-turn lanes or on-street parking are not needed.
- (6) Continuation and widening of bicycle lanes.
- (7) Installation of traffic signals at the intersection of Lake Washington Boulevard with Lakeview Drive and NE 38th Place.
- (8) Installation of on-street parking in areas of high parking demand, provided that traffic safety will not be impaired.
- (9) Installation of bus turnouts.

← REVIEW AND UPDATE →



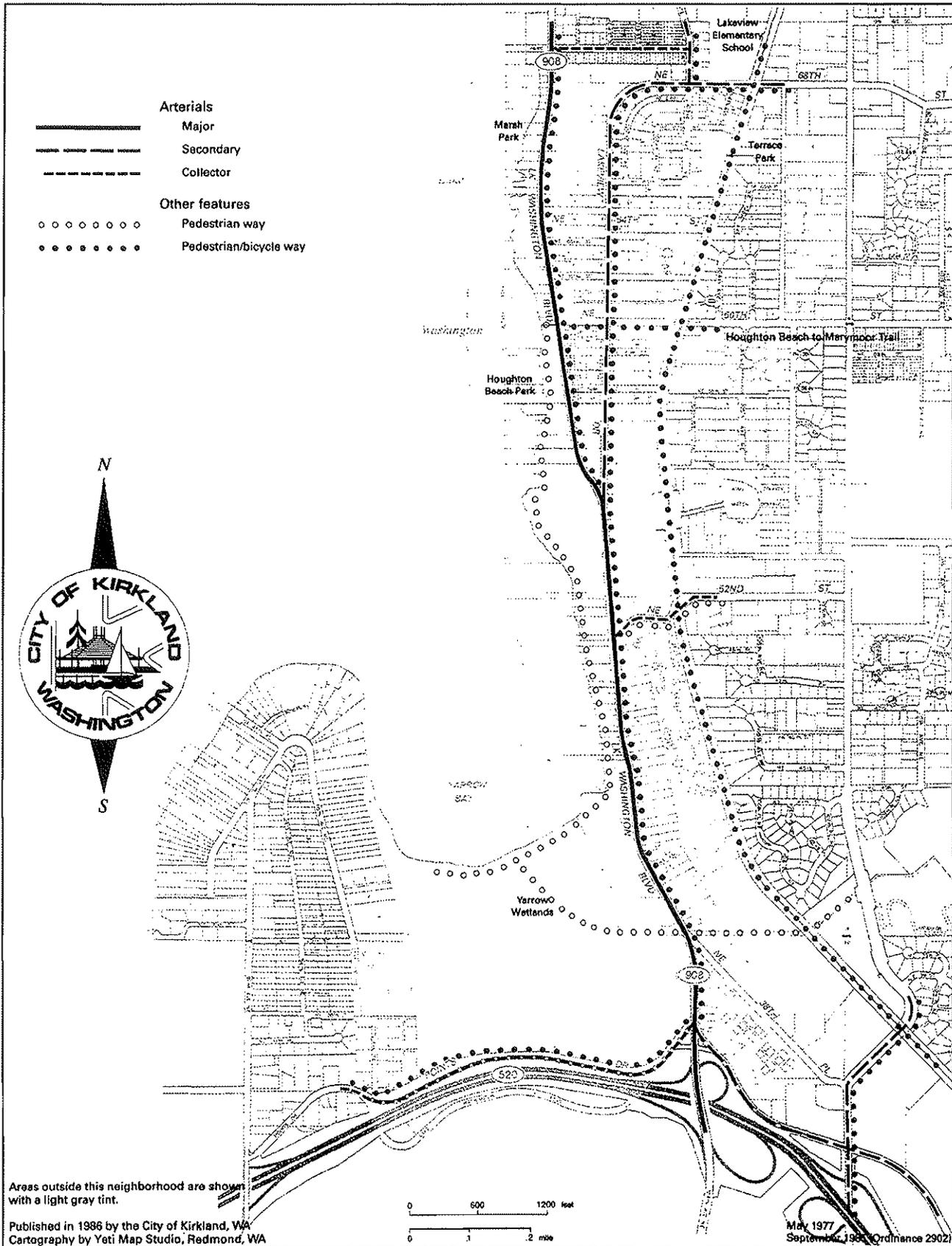


Figure L-2: Lakeview Circulation



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Implementation should be both areawide and site specific.

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

Regional solutions should be sought.

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

- ← UPDATE ? ↑
- (1) Improvements to the ingress and egress to I-405 at NE 4th Street and NE 8th Street in Bellevue and NE 116th Street and NE 124th Street in Kirkland.
 - (2) Improved access to I-405 from Juanita and north Kirkland by upgrading and widening NE 116th Street and NE 124th Street.
 - (3) 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.
 - (4) Improvements to the I-405/SR 520 interchange.

Shoreline parking should be limited and coordinated off-site parking should be considered.

The impact of automobiles generated by shoreline developments also is a major concern with regard to parking. Required parking should be contained on site or partially located off site within a few hundred feet.

Lakeview Drive is described.

Lakeview Drive is designated as a secondary arterial. It has recently been redeveloped 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. Traffic on Lakeview Drive has increased significantly in recent years, partly because of its use as an alternative to Lake Washington Boulevard. Future traffic levels should be monitored and necessary measures undertaken to mitigate impacts.

NE 52nd Street is described.

East-west through access up the slope is provided only by NE 52nd Street. This street has been redeveloped in conjunction with adjacent development. NE 52nd Street is designated as a collector arterial and as such should continue to serve a limited function for through traffic.

Undergrounding of utilities should be actively encouraged.

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

Bicycle/pedestrian pathways are discussed.

The path/trail system shown in Figure L-2 indicates only the major elements of the system. A bicycle/pedestrian trail along the Lake Washington Boulevard is a priority element which would serve both transportation and recreation functions. In addition, a public waterfront trail with connections to the Boulevard should be a required element of all shoreline developments other than single-family homes.

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8. URBAN DESIGN

Urban design assets are identified on Figure L-3.

The Lakeview Neighborhood has a very clear and vivid visual image that is created by a number of urban design assets; in many cases, these neighborhood assets also have importance to the larger City, such as the 'Pathway' of Lake Washington Boulevard and the 'Gateway' at NE 38th Place.

'Visual Landmarks' are discussed.

The two major visual landmarks in this neighborhood are Lake Washington and the Yarrow Bay Wetlands. These large natural features provide a sense of orientation as well as a sense of openness and nature. They are visible from both SR-520 and Lake Washington Boulevard which are the two primary approaches to the City and the neighborhood. Preserving open views from these two key pathways to these two major landmarks should be a high order public policy objective.

Minor visual landmarks in this neighborhood include the Lake Washington Shipyards, the Shoreline parks, and the historic Marsh, Sutthoff, and French homes. These manmade landmarks, although smaller in scale than lakes and wetlands, are also vivid visual images and reference points. They aid in orientation as well as an awareness of the recreational and historical character of the community.

Even minor landmarks can be enhanced. For example, the parks signs used by the cities of Seattle and Redmond effectively convey the name of a park as well as continuity with the larger park system. Signs can also be used effectively with the historic buildings and, in the case of the Marsh House, vegetation can be removed to make the home itself far more visible from the road.

'Pathways' are discussed.

SR-520 and Lake Washington Boulevard are the two pathways from which a majority of residents and passersby form their visual impression of the Lakeview Neighborhood and the City itself. Motorists on SR-520 see the Yarrow wetlands as an open green area which abuts the activity node at the interchange with Lake Washington Boulevard. This view from the road will be the basis for the City's image in the minds of these passersby. The importance of Lake Washington Boulevard as both an automobile and pedestrian pathway is critical. It is the route by which the neighborhood's landmarks are seen and its most prominent gateway entered. Slower traffic speeds will enhance the motorist's ability to appreciate the visual landmarks as well as improve the safety and viability of the Boulevard as a public promenade.

'Gateways' are discussed.

Gateways to a neighborhood or city provide an important first impression of the area's character and quality. Clear and vivid gateways enhance identity by conveying a sense of entry into something unique.

A very important gateway is the City's southern entrance at the Interchange of SR-520 and Lake Washington Boulevard.

IDEAS FOR IMPROVING GATEWAYS?

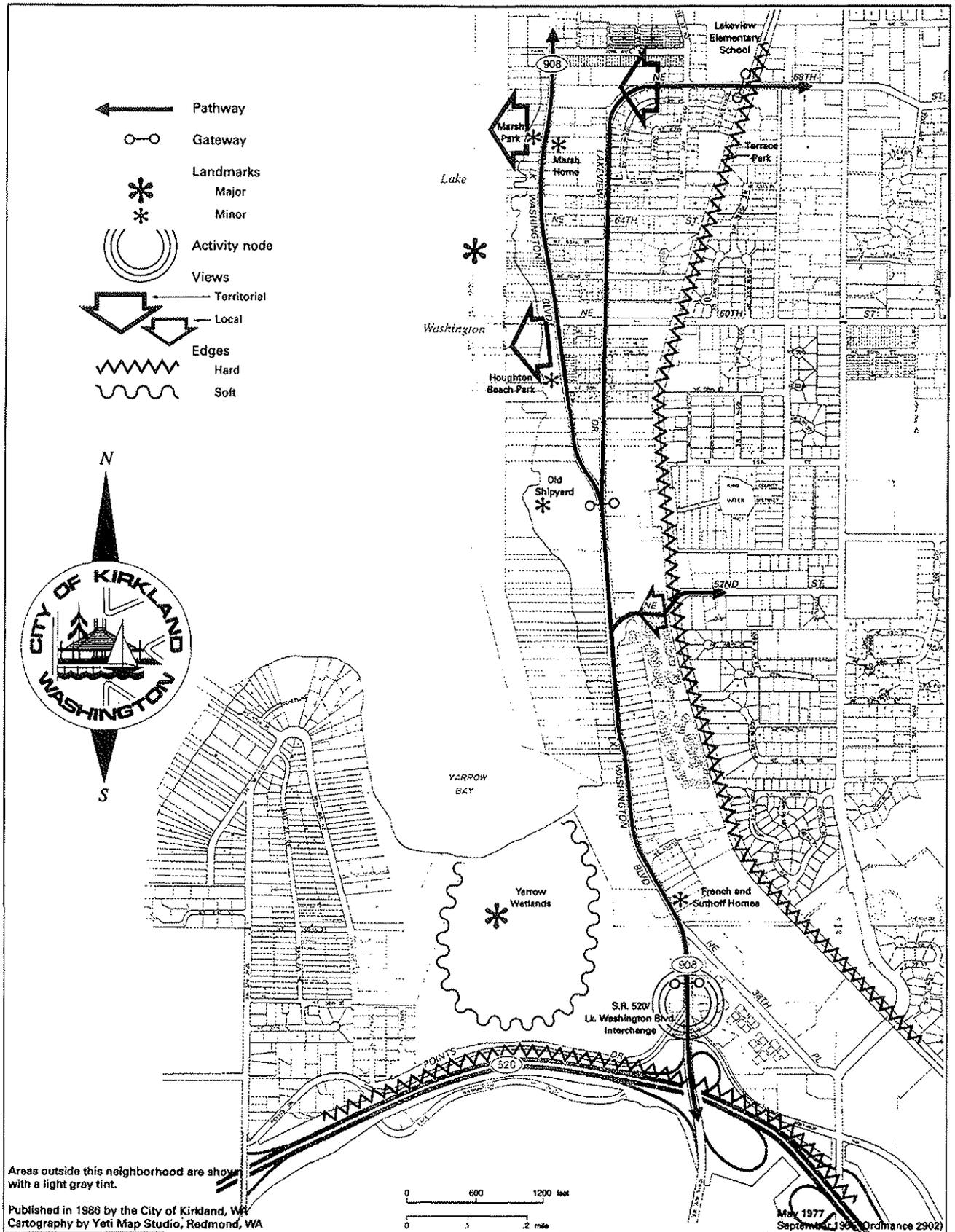


Figure L-3: Lakeview - The Image of the City

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UPDATE
The City entryway sign located by Cochrane Springs Creek is the focal and symbolic gateway, but the entire commercial activity node can also be seen as the gateway (see below). The prominence of the City sign can be greatly strengthened by removing the clutter of nearby street signs and utility poles, and by adding a wall or fence to screen the adjacent utility box and provide a backdrop for the City sign. This improved entry signing could also highlight the creek crossing and should be coordinated with similar gateway treatment on the west side of the street.

'Activity Node' is discussed.

The commercial uses located in the interchange of SR-520/Lake Washington Boulevard collectively form a prominent activity node. There are a variety of uses including offices, restaurants, a service station, and a motel, but the City has guided development in this area to achieve functional auto and pedestrian linkage and a coherent visual character. For example, grouped street access and coordinated internal walkways have reduced local traffic congestion and strengthened linkages between projects. Similarly, coordinated perimeter landscaping and ground-mounted signs have helped achieve a coherent, uncluttered streetscape. Lastly, the various projects in this 'node' exhibit similarly pitched or angular rooflines. This architectural pattern is due partly to coincidence (Yarrow Office Quads and Denny's/Ramada) and partly to a conscious attempt to repeat the existing pattern (Linbrook and Yarrow Village). When viewed collectively, this combination of rooflines, building shapes, landscaping, and signs adds up to a coherent whole with a sense of identity, even though these various projects differ in a number of ways.

'Edges' are discussed.

The outer boundaries of the Lakeview Neighborhood are determined by two 'Hard Edges' (SR-520 and the railroad tracks) and two 'Soft Edges' (The Yarrow Bay Wetlands/Slope and Lake Washington). SR-520 and the wetlands also serve to separate Kirkland from Clyde Hill and Yarrow Point, respectively. Edges such as the lake and wetland are important because they prevent communities from 'oozing' imperceptibly into one another, a phenomenon that contributes to anonymity, for example, in cities in the Los Angeles Basin. This urban design value is coincident with the sense of openness and nature but is equally important to a community's sense of place and quality of environment.

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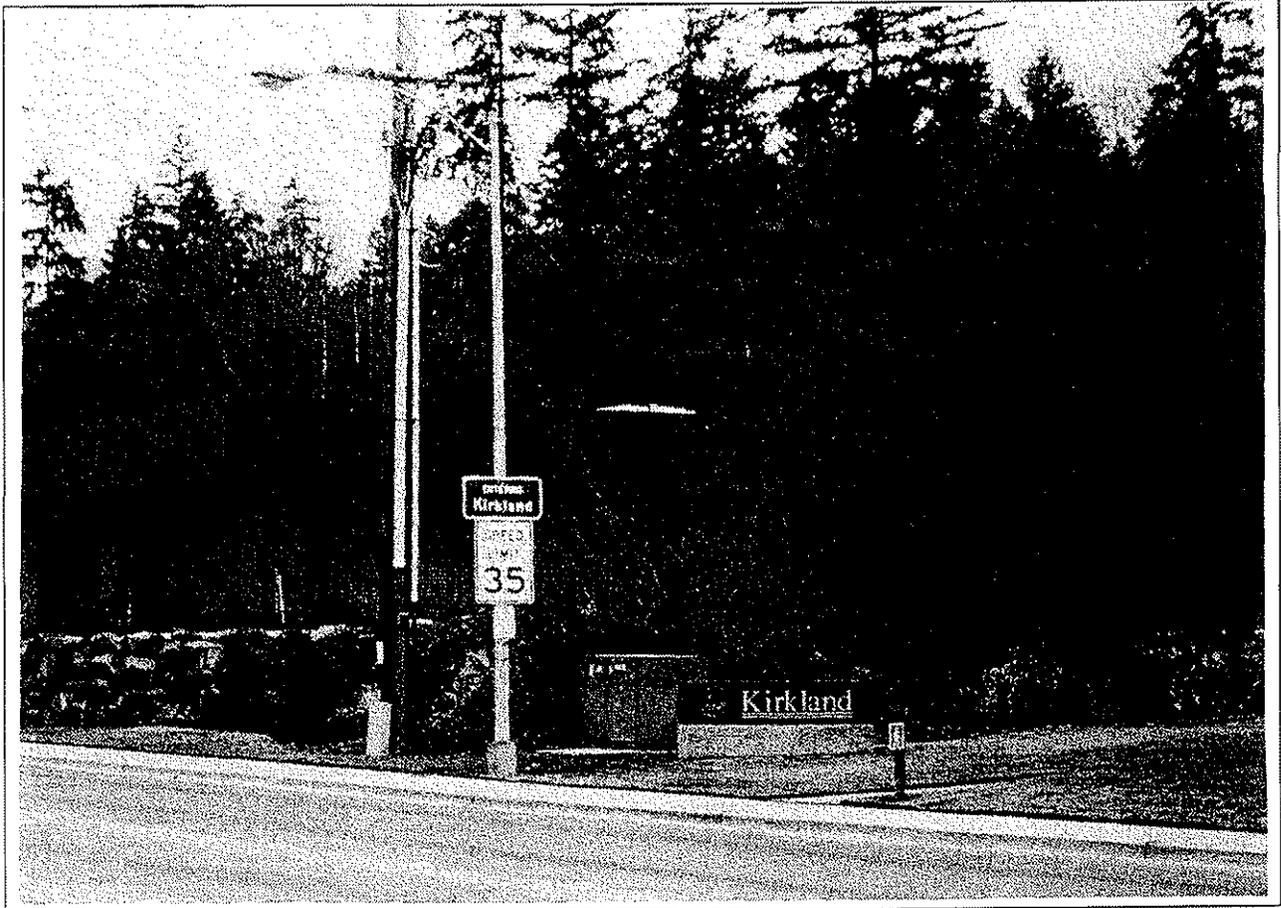


Figure L-4: Lakeview Gateway

The northeast quadrant of the SR 520/SR 908 Interchange has developed since 1977 into an ACTIVITY NODE with offices, restaurants, a motel, and service station. Lake Washington Boulevard is the southern GATEWAY into the City, a fact enhanced in 1983 by the erection of a wooden city entryway sign as shown. This GATEWAY feature can be clarified and made more vivid by removing or relocating extraneous pole and sign clutter which detracts from its prominence and by adding a screening wall or fence between the sign and utility box. A brick or wood fence would also enframe the sign, as would flower beds. These improvements could, by their design, highlight the presence of Cochrane Springs Creek, which is in the vegetative buffer immediately behind the box.

Lakeview Neighborhood Profile

1/14/2010

The following is a brief overview of data we have about the Lakeview Neighborhood from our Community Profile. Once the 2010 U.S. Census Data becomes available we will revise this to include demographic information about the residents. The Kirkland Historical Society is working on providing us with some historical information as well.

Population	2,937
Acres	293 (5% of City total)
Residential Units	Total: 1,495 1,159 MF (estimated capacity: 67 additional units) 336 SF (estimated capacity: 375 additional units)
Non-Residential Floor Area	Total: 2,158,133 SF Commercial: 96,830 SF Office: 2,005,789 SF (41% of City) Institutions: 55,514 SF
Total business licenses	299
Estimated number of in home businesses	42
Estimated employees	8,263
Named Streams	Carillon, Yarrow, and Cochran Springs Creeks
Linear feet of shoreline	11,600 lineal feet (36% of the City's total 32,195 feet). Accessible to the public at parks and along public shoreline access trail

Source: City of Kirkland Community Profile 2004

Growth Projections

In looking at the capacity for future growth in the neighborhood, estimates for future residential capacity include a potential of 78 residential units, an additional 163,484 SF of office, 71,238 SF of commercial and 1,520 SF of institutional uses.

Development Activity Highlights since 1985

- Yarrow Bay office complex received approval for a 5th building
- Carillon Point mixed use development and Carillon Point Apartments in PLA 15A and PLA 15B
- Yarrow Bay Marina redevelopment to upgrade the marina and new office building. Addition of a new shoreline pedestrian path completes a connection between Carillon Point and Condo's to the south.
- Verizon switching station on NE 43rd Street addition to add telecommunication services.
- Linbrook office park proposal to redevelop but was later withdrawn.
- Linbrook office park expands the types of uses from office to schools (Eastside Prep)
- Conversion of older single family homes along shoreline and north end of neighborhood into new single family or multifamily.
- Expansion of the public shoreline pedestrian access trail continues as properties redevelop to multifamily and commercial uses.

Lakeview and Central Houghton Open House
October 29, 2009
World Café Exercise Public Comments

Central Houghton Neighborhood Participants

Table #1

1. What do you like best about your neighborhood?

Diversity
 People concentration (pedestrians, runners, boaters, etc.)
 Sense of activity
 Can see out across the lake
 Pedestrian access/walk able
 Rental kayaks
 Public transportation (good bus access/convenient routes)
 Schools
 Public beaches
 Parks
 Grocery store in neighborhood
 Sound of water
 Carillon Point
 Great demographics
 Low density
 Single family
 Greenery
 Proximity to major freeways
 Potential
 Family oriented
 Watershed Park
 Not a lot of traffic (except on 108th)
 Convenient to Bellevue and Downtown Seattle
 NW College
 Restaurants in the neighborhood (coffee, treats, etc. available within walking distance)
 Low crime
 Attention to recycling
 People are amazing
 Quiet (feels like an old neighborhood)
 That 108th is designated a minor arterial
 Starbucks
 Can walk to the essentials/many of the things you need in a few miles (grocery store, drugstore, university, etc.)
 Access to water and recreation
 Full range of lifestyles (good for kids and seniors)
 Old houses and new houses, various sizes (not too many big houses)
 Like existing height limits
 Fire Station in the neighborhood
 Children's School (have both public and private schools)
 Trees and lots of people who like their gardens

2. What character would you like your neighborhood to have 10 to 20 years from now?

If have to increase density – enhance what have and create “village” at 68th.

Want to see a market at 68th with diversity of retail

A trail all the way to Totem Lake that connects the parks

Discourage cars and enhance alternative modes of transportation

Keep the views

More LEED construction (more green)

Preserve green areas

Not like Bellevue

Keep it like it is now (continue appeal that it has today)

Don't want to lose the character

Keep open space and green (greener)

People able to age in the neighborhood

Traffic won't increase from how it is now

More transit options (more reliable and also better transit within Kirkland)

Trail and greenway in Burlington Northern right-of-way

Clean

Stay current, but keep the character (charming)

Minimum of mega houses

More public art

More attractive bus stops

Hardware store

Quality SF housing

Friendly to seniors

Competitive schools (good ratings/reputation)

Active community – citizens engaged

More cultural events

More diversity

Physically active community (pedestrians, bikes, etc.)

Dog park- one person wants one; one person does not

Table #2**1. Describe your vision for the future concerning land use, including parks and recreation in your neighborhood.**

A community garden

BNSFR is a pedestrian and bicycle corridor integrated with shopping connecting to Downtown and transit center

Maintain retail in the existing commercial areas; don't expand

Increase parks and tennis courts

More green space

Increase planting of native trees

Preserve single family homes

Maintain single family character with subtle density increases such as cottage housing

Preserve views as well as vegetation

At South Kirkland Park and Ride provide retail, housing integrated with shopping and transit center; TOD connects to downtown

At South Kirkland Park and Ride no housing only transit

Current uses are preserved

At Houghton shopping center improve center don't expand boundaries

Allow mixed use, higher density development compatible with neighborhoods
 Preserve Watershed Park; consider adding a pea patch
 Increase parks
 Need off leash dog park
 Add a police satellite station at Fire Station

2. *What would you like to see happen at the Houghton Shopping Center (types of uses and role in the neighborhood)?*

Mixed use, more density, structured parking
 Family friendly retail
 Encourage uses such as: grocery store, access to medical needs, drug store, grocery, post office, café for gathering; no bar, a gym.
 Architectural design is in scale with neighborhood; break up the large surface parking lot with buildings but not over developed; provide underground parking; bring buildings to the street.
 Shopping center enhances the community
 Increase art
 Reduce need to drive to shopping center
 Cultural events- maybe use NW University as a resource
 Concerned about 108th Avenue traffic

Table #3

1. *Describe your vision for the future concerning transportation in your neighborhood.*

More frequent bus service and better bicycle connections to work
 Improve bus service to Bellevue
 Enhance alternative transportation routes such as wider bike lanes
 Address potential parking of transit riders in the neighborhood
 At International School there is concern regarding traffic associated with parents dropping off students
 Less reliance on autos
 Bus rider friendly bus stops with lighting, trash collection, shelters
 BNSFR- use for bike and pedestrian trail; no rail; link from Houghton to Totem Lake and Downtown;
 provide pedestrian crossings along the route
 Increase in pedestrian connections through developments and through neighborhood
 Increase sidewalk lighting
 Complete school walk routes around schools
 Improve 108th Avenue
 Don't widen; keep as a minor arterial
 Improve traffic management
 Improve pedestrian crossings such as provide flashing crosswalks
 Widen sidewalks and include landscape strip along curb
 Improve intersection at 108th Avenue and NE 68th streets for pedestrians
 Remove center median; use space to improve sidewalk separation.

2. *Describe your vision for the future concerning housing in your neighborhood.*

Mixed use residential and commercial development along NE 68th St
 Balance and diversity of housing
 Primarily single family residential
 Higher density residential is okay in commercial areas
 Increase detached small housing or cottage housing
 Discourage affordable housing; it is giving away an asset
 Increase housing for aging population

Housing is energy and water efficient, is solar powered or provide sod roofs
 Maintain existing height limits
 Allow transit oriented development only when there are jobs and retail for the residents or users to support the TOD
 People to beautify property with native plant varieties
 Avoid mega houses; explore limiting floor area ratio
 Stagger windows on houses that are located close to each other
 Plant shorter trees
 Maintain historic houses
 Discourage gated developments
 Low scale diversity of houses
 Redevelop Laurel Park multifamily development located north of NE 68th Street

Table #4

1. List any neighborhood concerns that you feel should addressed as part of the neighborhood plan.

Traffic congestion/management @ 108th and 68th
 Pedestrian/bike safety: Safe crosswalks in business district and to schools; Visibility concerns
 Park maintenance on-going
 Retain SF density/residential
 Retain Houghton Center size as is
 No transit oriented design at the Park and Ride
 Where is growth going to go?
 Sprawl
 Transit access
 Local transit needed
 The threat of NW University expansion into the surrounding neighborhood would change the neighborhood's character and impact single family homeowners if the university expands its PLA 1 boundaries.
 Other institutional expansion
 Traffic to ICS
 Scale of redevelopment of Houghton Center
 Impact of changes in Everest Neighborhood (6th Street S)
 More parking at the Park and Ride
 Expand bus routes
 Access from out of town

2. What techniques would work best to keep you engaged in the neighborhood update process?

Resources on-line, no paper
 Questions on a blog
 Summaries of thoughts
 Agenda ahead of time for meetings (post on website)
 Productive meetings
 Give synopsis of progress at CHNA meetings
 Educational materials re: neighborhood planning
 Meeting notes on website (summaries/digests)
 E-mail
 Kirkland Reporter (miss neighborhood sections)
 Questions to answer before committee meetings
 Water at meetings

Telephone call
 On-line information
 Reminder notice of meetings 2 weeks/then 2 days in advance
 Seeing people I know
 Stay on schedule
 Meet at NW University

Lakeview Neighborhood Participants

Table #1

1. What do you like best about your neighborhood?

Low density – single family
 Safe
 Pedestrian friendly/lots of things to walk to (lots of nice things: stores, shopping, lake, parks – convenient)
 Elementary school in walking distance
 Good freeway access
 Parks
 Located close to different transit options
 Useful to have shops close by
 Just enough services, but not too much.
 The kids! Family friendly/kid friendly
 Like all the schools and pre-schools
 Views of the lake (Lake View!)

2. What character would you like your neighborhood to have 10 to 20 years from now?

Keep it like it is.
 No mega houses/ no increased density

Table #2

1. Describe your vision for the future concerning land use, including parks and recreation in your neighborhood.

Preserve expansive views
 BNSFR becomes a park corridor
 BNSFR is designed and functions like the Iron Horse Trail in Danville CA
 LK WASH BLV is a pedestrian corridor
 Safe for pedestrians and bikes
 Keep trees

2. Do you see a need for increased retail/neighborhood services in the Lakeview Neighborhood?

No expansion of retail in neighborhood; keep retail uses in existing commercial areas
 Allow retail only at South Park and Ride

Table #3

1. Describe your vision for the future concerning transportation in your neighborhood.

BNSFR is a pedestrian –bike trail connecting directly to Downtown; includes crossings
 Traffic congestion helps keep traffic moving slowly, keeps traffic volumes down and increases safety
 Ability to move smaller groups of people

2. Describe your vision for the future concerning housing in your neighborhood.

No specific comments from Lakeview residents.

Table #4**1. List any neighborhood concerns that you feel should be addressed as part of the neighborhood plan.**

Plant the right type of tree in the right place so that views (private and public) of Lake Washington are kept open i.e. Marsh Park they are planted all in a row to block view and cause shade

The proposed SMP tree planting requirement of 3/1 is ridiculous because they will ruin the views of the Lake

Pedestrian safety

Access to Lake

Crosswalk safety

Fast traffic

Connections to lake access

Visitors' parking

Safety on public docks – rescue equipment needed

2. What techniques would work best to keep you engaged in the neighborhood update process?

On-line access

Bring one person to next meeting

Attention getters

Want to know that City Council will pay attention; Meet with 3 during the process

Vision Statements

What are they, what should they include and how to create them.

City of Kirkland Planning Department

January 2010

We hope the following tools will be useful for citizens developing or revising a vision statement as part of a neighborhood plan update process. Below is a brief overview of things to consider in developing a vision statement, examples of vision statements from other cities, Kirkland's citywide vision statement and examples of Kirkland's neighborhood vision statements.

What is a vision statement?

According to the International City/County Management Association the term community vision statement implies...

... "seeking agreement about the desired outcome of the plan and visualizing and articulating the kind of community residents want in the future, which might be defined as five or ten or even twenty years hence".

An effective vision statement will tell the world what change you wish to create for the future of your community. *For example....Our vision is a community where_____ or; Our vision is a community that_____.*

Kirkland has revisited its community wide vision statement on at least two occasions. In 1992 in response to the passing of the state Growth Management Act the city initiated a community visioning process for the major update of the Comprehensive Plan known as *Charting a Future Course*. Most recently in 2002, the city conducted the *Community Conversations- Kirkland 2022* public involvement process (Information on both processes is available from the Planning Department). As each neighborhood plan is updated in the Comprehensive Plan residents, property owners and business owners have an opportunity to revise or create new vision statements unique to their neighborhood.

What should a vision statement include, how is it used and how do you know it is successful?

Developing a vision statement should be done in the beginning of the neighborhood planning process before drafting the specific goals and policies in order to reflect the neighborhood's values and priorities for the remainder of the planning process.

Sharing in problem solving and planning for the future is an empowering experience that raises the community's collective self-esteem and pride in their community. When a neighborhood assesses the existing conditions, the uniqueness of their area, the things they like or want to change about their area, they become invested; the community vision that emerges is theirs and they become stakeholders in their community or neighborhood's future.

A well crafted vision statement will tie the rest of the neighborhood plan together. A long term neighborhood vision helps guide the neighborhood's short term strategic decisions. Each policy should fit into the plan to reach the overall goals that will help achieve the vision. A well written vision statement should leave little room for interpretation. The vision statement should function as a skipper steers a boat to help stay the course on its journey as years go by, changes occur, and the decision makers change.

The following are things to consider when developing a vision statement either at the citywide or neighborhood level. Vision statements should:

1. Reflect the common values of that community. At the same time, it needs to be inclusive of the diverse populations which make up that community
2. Reflect those qualities or resources that make a community unique so that they are preserved as a check and balance through the development process
3. Include a future vision for each subject area of the neighborhood such as the residential and commercial areas, transportation and pedestrian system, infrastructure, environment and open space
4. Include the desired community character or urban design, aesthetic and historic elements that should strive to be kept in the future
5. Stretch beyond our current perspective (*describe the community we want to become*)
6. Be written in a positive manner, in the affirmative and be inspirational
7. Be clear and succinct with the description of what the community should look like after it successfully implements its strategies and achieves its full potential

Neighborhood Vision Statements in Kirkland

In the case of the City of Kirkland's Comprehensive Plan, once the city wide Vision Statement was created, a set of Framework Goals were established as a set of priority principles to help guide the general plan chapters (i.e. land use, transportation, etc.). All of the 14 Framework Goals are intended to be achievable. The general elements in turn provide more detailed goals and policies to implement the vision and framework goals.

Using the Framework Goals as an outline is a good way to start developing a vision statement to be sure all the topic areas of the Framework Goals and or neighborhood plan subject areas are covered. The end of this document contains a copy of Kirkland's city wide Vision Statement and recently adopted Market and Market Street Corridor vision statements to use as examples.

In addition, as an introduction and for background on current planning trends, a citizen group may want to review such documents as the Ahwahnee Principles (see www.lgc.org developed in 1991 by Calthorpe, Corbett, Duany, Moule, Plater-Zyberk and Polyzoides) or Smart Growth Principles (see www.smartgrowth.org) which may be a good start for topic areas to include in the vision statement.

In comparing the vision statements found in each neighborhood plan of the Kirkland Comprehensive Plan they generally contain the following subject areas which should be used as a guide in creating your vision statement:

- Historic context of neighborhood, historic structures or places
- Neighborhood identity and character within the context of the rest of the city
- Geographic description of area
- Rate of development activity i.e. stable or seeing a lot of land use pressure
- Institutional uses such as schools, churches, government facilities
- Demographics of the neighborhood and how the people relate to each other
- Pedestrian connections
- Transportation system
- Parks, open space and tree canopy
- Description of housing stock (i.e. single family, multi family, density)
- Description of commercial areas
- Transition issues between uses (i.e. landscape buffers, architectural mitigation, traffic management)

Completing the vision statement

It is difficult to write a vision statement as a group and therefore best to leave to one person or a small volunteer group with a final draft reviewed by the group. Typically the project planner takes the first step in writing the vision statement using the neighborhood values and priorities expressed during a public participation process. A draft vision statement is then available to the public for review and comment before being transmitted to the Planning Commission for consideration and final adoption by City Council.

Examples of Vision Statements and Process from Other Communities

The following are examples of vision statements and process from the City of Kirkland citywide vision statement, samples of vision statements from Kirkland neighborhood plans, and other communities.

Sample vision statement from Tallahassee:

"When we think about the community that we want to become, we see a waterfront community with the following features:

- *A cleaner, more beautiful community that embraces and enhances its waterfronts*
- *A community that has maintained its heritage as a fishing and tourism center while adopting the newest technologies and strategies*
- *A community in which new development or redevelopment is compatible with the historic look of the community and protective of the natural environment*
- *A community that has maintained its tree canopy*
- *A community that provides family wage jobs*
- *A community that has recreational opportunities, medical services and shopping opportunities*

- A community with an active civic life of fraternal organizations, social clubs and religious institutions
- A community of outstanding schools

Sample Mission Statement to carry out the vision statement: (“Guiding Principles”)

"In seeking the vision, the community will employ the following guiding principles:

Protection of its culture, history, environment and natural resources.

Adoption of new technologies and leadership in the use of best management practices to benefit the whole community while not exceeding the carrying capacity of the environment.

Ensuring the local residents benefit from future growth and development."

<http://www.dca.state.fl.us/fdcp/DCP/waterfronts/Meetings/TallahasseePMMeeting/WritingYourCommVision.pdf>

City of Loveland Colorado Community Vision Statement

Here’s a good example of using a tagline and simple short vision statement that includes many of the key topics that should be included in a vision statement:

"Loveland a vibrant community surrounded by natural beauty where you belong"

"Loveland is a community:

- *That is characterized by welcoming neighborhoods and a sense of individual belonging;*
- *That embraces the heritage and natural beauty of the region and values its strategic location;*
- *That is well planned and environmentally sensitive, where all citizens are safe and secure and have equal access to services and amenities, including plentiful recreational and cultural activities;*
- *With an integrated system of technology, utility and transportation networks that support a vital economy and coordinates with regional plans;*
- *That is continuously developing partnership of citizens, business and educational communities, with a stable and diverse economic base;*
- *That offers ample employment and business opportunities to all;*
- *That encourages active public involvement and is responsive to the needs of its citizens."*

www.ci.loveland.co.us

Citywide Vision Statement For Kirkland

Below is the citywide vision statement for Kirkland created in 2002 directly from the Comprehensive Plan. Chapter II describes the public participation process to create it. It expresses what we would like our community to become and believe we can achieve.

"Kirkland in 2022 is an attractive, vibrant, and inviting place to live, work and visit. Our lakefront community, with its long shoreline, provides views and access to the lake and is a destination place for residents and visitors. Kirkland is a community with a small town feel,

retaining its sense of history while adjusting gracefully to changes in the twenty-first century. The City is a place where people are friendly and helpful, ideas are respected and action is taken based on collaborative decisions. We have a diverse population made up of various income and age groups from various ethnic and educational backgrounds. We are committed to developing and strengthening a healthy community by creating programs that assist those in need, encourage individual expressions, provide enrichment opportunities for an increasingly diverse population, and promote healthy lifestyles. High quality local schools are important to us. Our neighborhood, business, and civic associations; our faith-based groups; and our school organizations have strong citizen involvement.

Our neighborhoods are secure, stable and well-maintained, creating the foundation for our high quality of life. Each neighborhood has its own character which is a community asset. People from all economic, age, and ethnic groups live here in a variety of housing types. Our residential areas are well-maintained with single-family and multifamily homes and include traditional subdivisions, waterfront-oriented neighborhoods, urban villages and an equestrian community. We have worked to increase diversity and affordability, such as smaller homes on smaller lots, compact developments and accessory housing units. Mixed land uses in neighborhoods help to minimize driving. Many of our apartments and condominiums are close to commercial areas and transportation hubs.

Kirkland's economy is strong and diverse. A healthy mix of businesses provides valuable economic returns including varied employment opportunities and high wages, a strong tax base with sustainable revenues that help fund public services, and a broad range of goods and services. Our business districts are attractive, distinctive and integral to the fabric of the City. Many serve as community gathering places and centers of cultural activity. Businesses choose to locate in Kirkland because of our innovative and entrepreneurial spirit and because they are regarded as valued members of the community.

Downtown Kirkland is a vibrant focal point of our hometown with a rich mix of commercial, residential, civic, and cultural activities in a unique waterfront location. Our Downtown maintains a human scale through carefully planned pedestrian and transit-oriented development. Many residents and visitors come to enjoy our parks, festivals, open markets and community events.

Totem Lake Urban Center is an economic and employment center with a wide range of retail, office, industrial and light manufacturing uses as well as a regional medical center surrounded by related services. It is a compact mixed-use urban village with extensive pedestrian- and transit-oriented amenities, higher intensity residential development, public gathering places and cultural activities.

We accommodate growth and change while maintaining strong linkages with our past. Important historic landmarks are preserved, and new development occurs in a manner that is compatible with and respectful of its historic context.

Our transportation system offers a variety of ways to meet our mobility needs and provides efficient and convenient access to all areas of Kirkland and regional centers. Improved transit service and facilities allow us to commute within Kirkland and to other regional destinations without overburdening our neighborhood streets. The City is pedestrian-friendly. Paths for safe pedestrian, bicycle and other transportation modes interconnect all parts of the City. In addition to the transportation functions they provide, our streets and paths are people-friendly and provide public spaces where people socialize.

The City has excellent police and fire protection, dependable water and sewer service, and well-maintained public facilities. Emergency preparedness for natural or manmade disasters is a high priority. We work closely with other jurisdictions on regional issues that affect our community. For recreation, we like to bike or walk to one of our many parks. We have well-maintained playgrounds, play fields, sport courts, indoor facilities and trails in or near each neighborhood. Our recreational programs offer a variety of year-round activities for all ages. Public access to our waterfront is provided by an unparalleled and still-expanding system of parks, trails, and vistas.

We preserve an open space network of wetlands, stream corridors, and wooded hillsides. These natural systems provide habitat for fish and wildlife and serve important biological, hydrological and geological functions. Streets are lined with a variety of trees, and vegetation is abundant throughout the City. The water and air are clean. We consider community stewardship of the environment to be very important."

Kirkland in 2022 is a delightful place to call home."

Market Neighborhood Vision Statement

The last update of the Market Neighborhood Plan was completed in 2007 after an extensive public participation process. Below is the vision statement that evolved from that process.

"The historic Market Neighborhood is a friendly, walkable neighborhood along the shores of Lake Washington that is close to downtown Kirkland. Its residents enjoy their proximity to the lake through public view corridors and viewing stations, as well as the park system. Waverly Way near the western boundary of the neighborhood has both pedestrian and bicycle routes which provide beautiful unobstructed views of the lake. The tree canopy in the neighborhood has been maintained and enhanced and it adds to the neighborhood's natural setting with mature trees and wildlife habitat. The neighborhood's five parks are within walking distance and offer both active and passive recreation for residents. Juanita Bay Park also provides an opportunity for people from the neighborhood, and from the broader community, to observe and enjoy wildlife habitat and open space.

Market Street south of 18th Avenue West accommodates neighborhood-oriented businesses and multifamily housing, including living facilities for seniors. The area surrounding the intersection of Market Street and 7th Avenue is a reminder of Kirkland's past with its historic buildings from the 1890s as well as street lights and other improvements that reflect its historic character. This area was to be the original downtown of Kirkland and is still a focal

point for the City's history. Well landscaped buffers, appropriate site design and architectural treatments provide a smooth transition between Market Street and the homes in the neighborhood. Market Street provides efficient access to the neighborhood, while still functioning as a principal north/south arterial. There are a variety of interesting housing styles in the Market Neighborhood. Although considerable redevelopment has occurred, the historic homes that remain are valued. Alternative housing options have helped to provide for a changing and diverse population by supplying more housing choices. Streets are safe and attractive for pedestrians, bicycles and cars. The transportation network provides easy access within the neighborhood and to other parts of the City and region. Market Neighborhood residents take great pleasure in this beautiful place to live."

Market Corridor Vision Statement

"The Market Street Corridor is an attractive, economically healthy area that accommodates neighborhood-oriented businesses, office uses and multifamily housing. The commercial uses provide convenient shopping and services for residents of both the Market and Norkirk Neighborhoods. The corridor is bounded by single-family residential neighborhoods to the north, east and west and a vibrant Central Business District to the south. Design of new development along the corridor incorporates landscaped buffers, site design and architectural treatments that complement and protect the adjacent residential neighborhoods.

Market Street provides efficient access to both the Market and Norkirk Neighborhoods, while continuing to function as a principal north/south arterial for local and regional traffic. Bicyclists and pedestrians use the Market Street Corridor as a connection between the Market and Norkirk Neighborhoods, and to the Central Business District and the region as a whole.

The historic 1890's buildings at the intersection of Market Street and 7th Avenue represent the original town center and are still a focal point for Kirkland's history. This historic district reflects the City's past through both its old and new buildings and its streetscape, including street trees, public seating and street lights."

Other Resources:

See Kirkland Comprehensive Plan section II. describing the public participation process to create the citywide vision statement in 2002 (Community Conversations- Kirkland 2022) and the framework goals intended to achieve the vision statement.

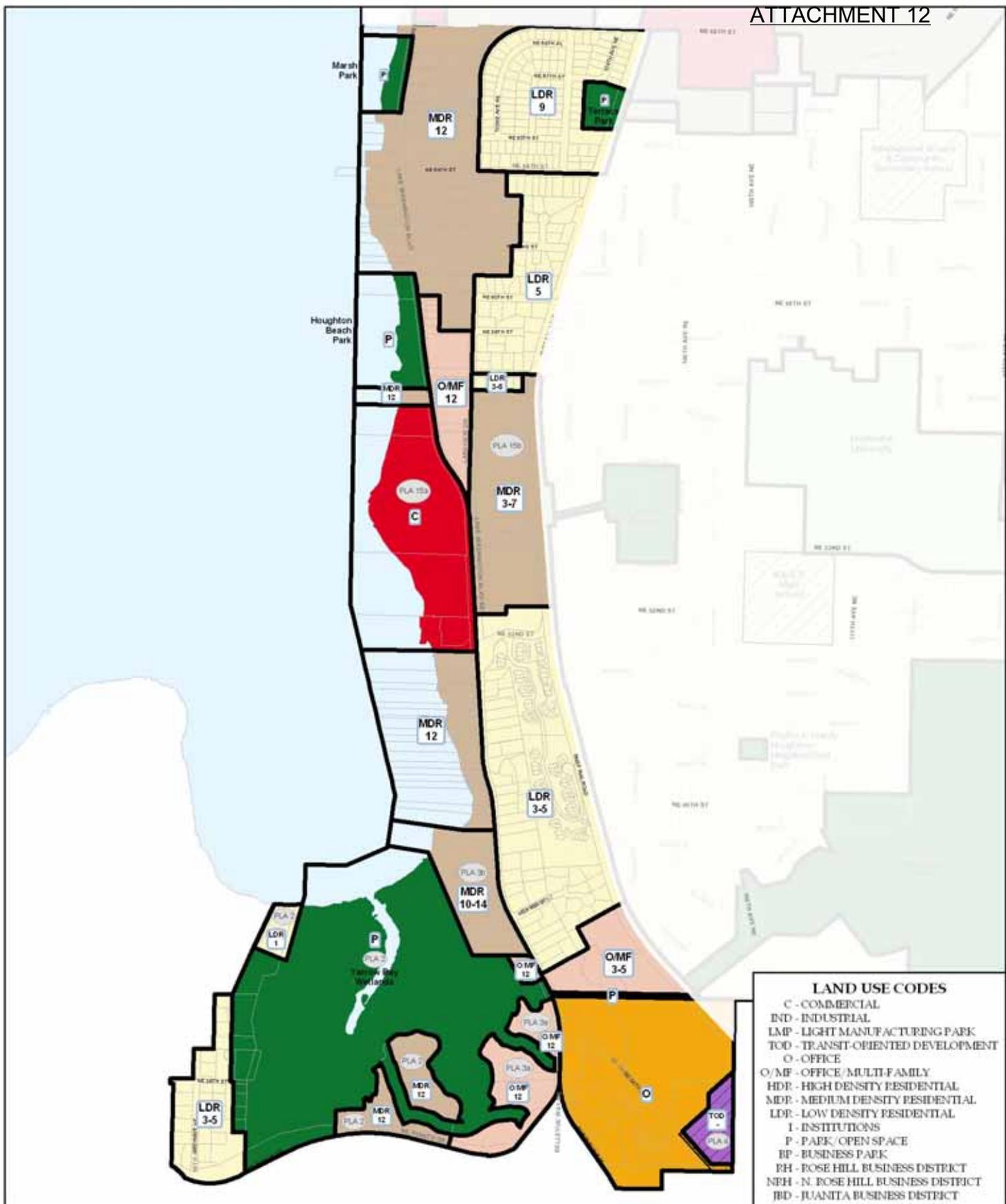
See www.commerce.wa.gov/publications for document *Shaping Washington Growth Management Future- Citizen Participation and Community Visioning Guide*.

See handout of overview of vision and the visioning process by University of Wisconsin extension, www.uwcc.wisc.edu/coopcare/docs/vision.pdf

See Smart Growth Survival Kit from the Association of new Jersey Environmental Commissions from <http://www.ncl.org/cs/articles/okubo10.html>

January 2010/jls





LAND USE CODES

- C - COMMERCIAL
- IND - INDUSTRIAL
- LMP - LIGHT MANUFACTURING PARK
- TOO - TRANSIT-ORIENTED DEVELOPMENT
- O - OFFICE
- O/MF - OFFICE / MULTI-FAMILY
- HDR - HIGH DENSITY RESIDENTIAL
- MDR - MEDIUM DENSITY RESIDENTIAL
- LDR - LOW DENSITY RESIDENTIAL
- I - INSTITUTIONS
- P - PARK / OPEN SPACE
- BP - BUSINESS PARK
- RH - ROSE HILL BUSINESS DISTRICT
- NRH - N. ROSE HILL BUSINESS DISTRICT
- IBD - JUANITA BUSINESS DISTRICT

Lakeview Neighborhood Land Use Map

ORDINANCE NO. 4212
ADOPTED by the Kirkland City Council
October 20, 2009

- LAND USE BOUNDARIES
- SUBAREA BOUNDARY
- TOTEM CENTER
- PUBLIC FACILITIES
- PARCEL BOUNDARIES
- PLANNED AREA NUMBER
- LAND USE CODE
- DENSITY (UNITS/ACRE)

NOTE: WHERE NOT SHOWN, NO DENSITY SPECIFIED
* INDICATES CLUSTERED LOW DENSITY

Maps produced October 29, 2009.
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