



MEMORANDUM

To: Houghton Community Council

From: Janice Coogan, Project Planner
Paul Stewart, AICP, Deputy Director

Date: March 15, 2011

Subject: LAKEVIEW NEIGHBORHOOD PLAN-DRAFT DESIGN GUIDELINES FOR YARROW BAY BUSINESS DISTRICT, FILE ZON07-00032

RECOMMENDATION

Review and provide direction to staff on the following items:

1. Draft Design Guidelines for the Yarrow Bay Business District in Attachment 1
2. Follow up enclosed miscellaneous code amendments to implement the new Lakeview Neighborhood Policies.
3. Summary of comments from the Planning Commission comments on the project as a result of their study session on April 14, 2011.

It may be helpful for you to bring your packet from your February 28, 2011 meeting for reference.

BACKGROUND DISCUSSION

I. Design Guidelines

Draft Design Guidelines for the Yarrow Bay Business District are enclosed in Attachment 1. The enclosed guidelines cover the YBD 2 and PR 8.5 zones. Once the code amendments and design guidelines for the YBD 1 at the South Kirkland Park and Ride are adopted the Design Guidelines YBD 1 will be incorporated into this document. The Design Review Board will use these new design guidelines to evaluate development proposals in the District.

Attachment 2 shows the proposed land use subareas YBD 1, 2 and PR 8.5 (*See the Planning Commission comments section below regarding how many subareas there should be*). Plate 34 (Attachment 3) shows the proposed desired pedestrian connections through the district. The draft zoning regulations for the YBD 2 zone are included in Attachment 4. For the most up to date draft Plan and proposed code amendments see the Planning Commission packet for the April 14, 2011 at this link http://www.kirklandwa.gov/depart/Planning/Planning_Commission.htm

The Yarrow Bay Business District Guidelines are very similar to other design district guidelines such as the Totem Lake or Rose Hill Business District. The Yarrow Bay Business District is not considered a "Pedestrian Oriented Design District" typically used where retail is mandatory on the ground floor and buildings are required to be located adjacent to the sidewalk such as in the CBD, Juanita or North Rose

Hill or Totem Center Business Districts. While not classified as a “Pedestrian Oriented Design District”, the YBD Guidelines do include many pedestrian design elements and amenities that are encouraged to be incorporated into the design of projects.

Below is a summary of the design guidelines:

- The guidelines establish recommendations for building and site design such as building placement within the blocks, how to address architectural scale, horizontal and vertical modulation, options for mitigating the visual impacts of parking structures, techniques to encourage greater pedestrian oriented development, as well as more detail elements of building materials, lighting and signage.
- Development is encouraged to orient to adjacent streets or along east/west pedestrian walkways shown on Plate 34 in Attachment 3. A continuation of the public pedestrian walkway from the Lindbrook property along the stream corridor is encouraged.
- Two gateways are encouraged at the intersection of Lake Washington Blvd and NE 38th PI and one on 108th Avenue NE at the South Kirkland Park and Ride lot.
- YBD zoning would allow retail uses to have a zero setback at the street for the street level. Minimum ground floor story height would be 13’ to support retail uses at the ground floor (see Attachment 4).

➤ *Do you have any comments on the draft Design Guidelines?*

II. Miscellaneous Code Amendments in the Lakeview Neighborhood

Additional miscellaneous code amendments previously discussed are described below that staff recommends be changed as part of the neighborhood plan update:

The Villagio Apartments Property in the PLA 3B zone –

Staff compared the allowed uses and review processes in the PLA 3B with the WD III zone located directly adjacent to the north. The WD III zone is a multi family residential zone. For consistency in PLA 3B, staff recommends the review processes be changed from Process IIB to Process I for the following uses: attached or stacked dwelling units, hotel or motel, assisted living and public utility, government facility or community facility (see Attachment 5). Why the review process is greater in the PLA 3B than WD III is not clear.

➤ *Therefore staff recommends both zones be consistent. Do you agree?*

Requirement for additional 2’ front yard setback along Lake Washington Blvd NE

Also in Attachment 5, under the use listing for a detached dwelling unit, staff recommends deleting Special Regulation 2 that states the required yard abutting Lake Washington Blvd NE must be increased two feet for each foot that structure exceeds 25 feet above the adjacent centerline of

Lake Washington Blvd. This special regulation is not shown for attached or stacked dwelling unit or any other use listing in the zone.

As we've discussed at previous meetings, this general or special regulation can also be found in the RM, WD I, WD III, PR zones (see February 28th HCC meeting packet or April 14th PC meeting packet). With the new shoreline regulations shoreline setbacks have become more restrictive and this regulation further restricts the building envelope by requiring greater front yard setbacks along the street. Furthermore, PLA 3B is developed with the Villagio Apartments and unlikely a detached dwelling unit would be developed there.

- *Staff recommends the special regulation be deleted in not only the PLA 3B zone but in the RM, WD I, WD III and PR zones. Do you agree?*

Clarifying when Floor Area Ratio applies in Lakeview/Houghton in PLA 3A and for small lot single family development-

Attachment 6 shows proposed amendment text to KZC section 115.42 and RS Use Zone Charts to clarify that the Floor Area Ratio provisions will apply in Houghton in the PLA 3A zone for lots less than 7200 sq. ft., for two unit homes in PLA 3A, and if lots are created through the small lot single family provisions and less than the underlying zoning.

III. Planning Commission Comments

On April 14, 2011 the Planning Commission reviewed the preliminary recommendations on the draft neighborhood plan and proposed code amendments. John Kappler attended the meeting representing the Houghton Community Council as well as provided the Lakeview Advisory Group's perspective on many issues as a result of chairing that group. Overall the Planning Commission is in agreement with and supports the draft policies and code amendments. Below is a summary of their comments from the meeting:

- **South Houghton Slope** rezone from RS 12.5 to PLA 3A, Policies L-3.4 and 3.6- The Commission recommended the name of the zone be changed to PLA 3C to avoid confusion with the PLA 3A zone to be reclassified as YBD 2. They generally support rezoning the areas and agreed to leave the density option open at 6 or 7 dwelling units per acre until after the public hearing. They support allowing greater flexibility in site design and clustering away from the slope, streams and wetlands. They support the proposed development standards.
- **Small lot single family provisions**, Policies L-4.1 and 4.2 - The Planning Commission supports allowing these provisions in the RS 7.2 and RS 8.5 zones and for the smaller lots incorporating a floor area ratio.
- **PR Zone changes**, Policies L-6.3, 6.4 and 6.5- There are three key topic areas related to the PR zone. The first issue relates to the proposed rezone of the block east of the alley between NE 59th ST and NE 60th ST from RM 3.6 to PR 3.6. Expanding the PR designation from Lake Washington Blvd up the hill east of

the alley and consistent with the PR area to the south was discussed throughout the study sessions. At the Planning Commission meeting, two property owners located in the RM 3.6 block spoke against the rezone because of the existing parking congestion in the neighborhood, commercial intrusion, litter, and potential redevelopment with increased height (compared with the existing Neighborhood Plan policies) (See Attachment 7 email from Mr. Burg). In both the RM and PR zones the maximum building height is 30' above average building elevation. There is consensus among the Planning Commission to support the rezone.

The second issue relates to allowing small (limited in size to 3,000 sq.ft.) neighborhood oriented businesses in the PR zone. Both the Lakeview Advisory Group and Houghton Community Council support pedestrian oriented businesses in this area. Proposed zoning limits the size and prohibits these uses to face or take access from Lakeview Dr. There is consensus among the Commission to support this new policy.

The third issue relates to the policy for the two historic structures located north of Kidd Valley and the review process that should be used if the sites redevelop. The current Plan states that a Process IIB is required. A Process I is required in the Zoning Code to allow certain uses such as restaurant, tavern, grocery store etc. The Houghton Community Council recommended a Process IIA. The Commission and staff discussed the process issue the point that typically the Comprehensive Plan doesn't include the required review process. . The Staff recommends a Process I review to be consistent with evaluating uses. The Commission recommended further discussions with the Community Council to determine the process.

➤ *For redevelopment of the parcels north of the Kidd Valley please confirm what review process you think should be required.*

- **Yarrow Bay Business District**, Goal L-7, Policies L-7.5 – 7.9
As part of the YBD 1 Park and Ride code amendment discussion, the Commission agreed to eliminate the size limitation for retail or grocery store uses in YBD 1. They in turn questioned whether there should be a size limitation of 15,000 sq. ft. for the rest of the business district. They discussed whether there should be 2 or 4 subareas to differentiate the types of uses, required yards and building height between the blocks in the district. At this point there are the same uses and height proposed throughout the District and therefore staff recommends only two subareas with different setback requirements along NE 38th Place than Lake Washington Blvd. A couple of members would like to see more intense development and building height of 65' rather than 60' currently proposed. Staff agreed to return with options for how zoning regulations could be addressed for the various subareas.
- **Nonconforming Density Policy L-4.4-**
Under this proposed policy for properties containing more dwelling units than allowed under current zoning, if the property owner demolishes the structures they would be able to rebuild and keep the same number of nonconforming units. Generally, under the current non-conformance chapter of the Zoning Code non-conforming density would only be permitted to be retained if the structure burns down or is destroyed by natural disaster.

The intent is that when redevelopment occurs, nonconforming development is brought into conformance with existing codes. How this policy would be implemented differently in Lakeview than the rest of the city is yet to be determined. There was Commission consensus that they disagree with the Houghton Community Council on this policy. They believe non-conforming density should not be treated differently in Houghton than the rest of the City. They believe the existing non-conforming provisions should be consistent throughout the City.

- **Parks and Open Space Policy L-9.3-**

While the Commission understands the concerns raised by this policy of keeping views open at public waterfront parks, the Commission had concerns that including this policy would result in regulating view protection from private property which the city does not regulate. Protecting private views is not provided elsewhere in the Comprehensive Plan. The Commission discussed the conflict between this policy and the goals of restoring the shoreline with the planting of vegetation in the shoreline regulations. They would suggest that this policy be deleted.

IV. Next Steps

This is the last scheduled Houghton Community Council study session before the public hearing. One more study session with the Planning Commission is planned for April 25, 2011 to discuss the design guidelines and miscellaneous code amendments. The next step is a joint open house and public hearing with the Houghton Community Council and Planning Commission in the summer.

ATTACHMENTS:

1. Draft Design Guidelines for YBD
2. YBD subareas map
3. Plate 34 pedestrian connections
4. Draft YBD use zone charts
5. Proposed code amendments to PLA 3B
6. Proposed KZC 115.42 and RS use zone chart
7. Email from Mr. Burg

cc: File ZON07-00032

Yarrow Bay Business District Design Guidelines

Revised Draft 4-14-2011

Design Guidelines for Yarrow Bay Business District

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Introduction

This document sets forth a series of Design Guidelines, adopted by Section 3.30 of the Kirkland Municipal Code that will be used by the City in the design review process for development in the Yarrow Bay Business District located in the Lakeview Neighborhood. The boundaries for the Yarrow Bay Business District include the YBD 1, YBD 2, and PR 8.5 zones. Other documents that should be referred to during design review are the YBD (Chapter 56) and PR (Chapter 25) Use Zone Charts found in the Kirkland Zoning Code.

*****Note: Design Guidelines unique to YBD 1 will be inserted throughout this document after adoption.***

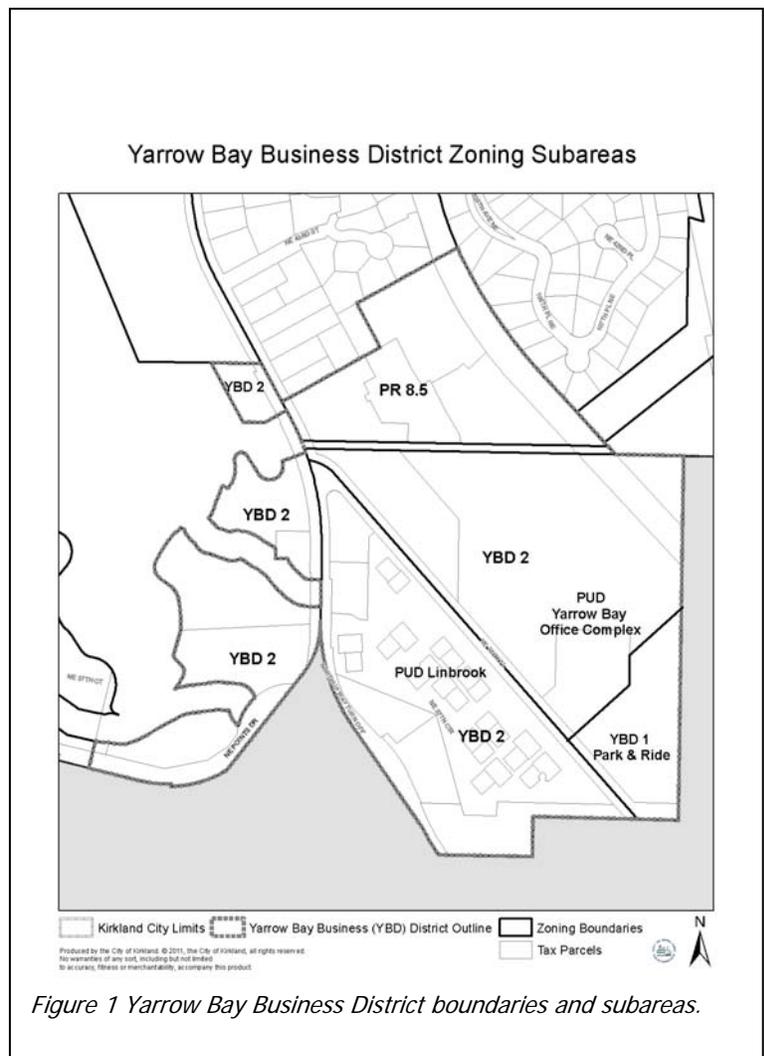
Purpose of the Design Guidelines

The Design Review Board will use these guidelines to evaluate development proposals during the design review process. The Design Guidelines are intended to establish a greater sense of quality, unity, and conformance with Kirkland's physical assets and civic identity. These guidelines are not intended to slow or restrict development, but rather to add consistency and predictability to the permit review process.

Urban Design Goals and Objectives

The key design objectives promoted in the Lakeview Neighborhood Plan for the Yarrow Bay Business District include:

- *Promote quality architectural and site design by establishing design standards that apply to commercial and multifamily development.*
- *Establish architectural vertical and horizontal modulation guidelines along all street frontages and perimeter of district.*
- *Preserve public scenic views and natural features that contribute to Lakeview's visual identity.*



- *Provide interconnected street and pedestrian improvements throughout the district that tie uses together, contribute to a sense of identity and enhance visual quality. Included in this concept are pedestrian linkages between uses on site, to adjacent properties, transit facilities and the Transit Oriented Development at the South Kirkland Park and Ride. Provide directional signs that indicate path locations.*
- *Enhance streetscapes distinctive to the neighborhood along Lake Washington Blvd. and NE 38th PI with street trees, decorative pedestrian lighting, benches, and street furniture.*
- *Incorporate gateway features to the neighborhood to strengthen neighborhood identity at the locations identified in the Lakeview Neighborhood Plan.*
- *Promote pedestrian oriented design such as minimizing blank walls, providing generous window treatment, awnings, superior building materials, open space plazas, and pedestrian amenities especially around retail uses.*
- *Locate development away from streams and wetlands. Enhance stream corridors for both habitat and as a natural amenity.*

Vision for the Yarrow Bay Business District

The Lakeview Neighborhood Plan vision for the Yarrow Bay Business District is to transform the large suburban style office park development into a more integrated, mixed use residential and commercial district. Several strategies will help achieve this vision such as allowing a broader range of uses, and improving pedestrian connections between properties, businesses, the Transit Oriented Development at the South Kirkland Park and Ride facility and the Eastside Rail Corridor. Incorporating public plazas, green spaces and pedestrian amenities into new development will help create an inviting environment for employees, residents and visitors. New design standards and design review for development will ensure quality architecture, site design and identity for the district.

The Lakeview Neighborhood Plan envisions improvements to NE 38th PI, Lake Washington Blvd. NE and Northup Way to upgrade the streets with wider sidewalks, street trees and decorative pedestrian lighting, directional signs, benches and varying pavement textures. On street parking should be provided along portions of NE 38th PI that contain retail frontage such as near the South Kirkland Park and Ride Transit Oriented Development.

Larger sites within the Yarrow Bay Business District present opportunities for master planning to provide coordinated development. Within YBD 2, for example, mixed-use developments could be created, combining retail, office and residential uses. Property development can provide an attractive face along the major traffic corridors or provide their own interior vehicular and pedestrian pathways and open space as focal points for pedestrians.

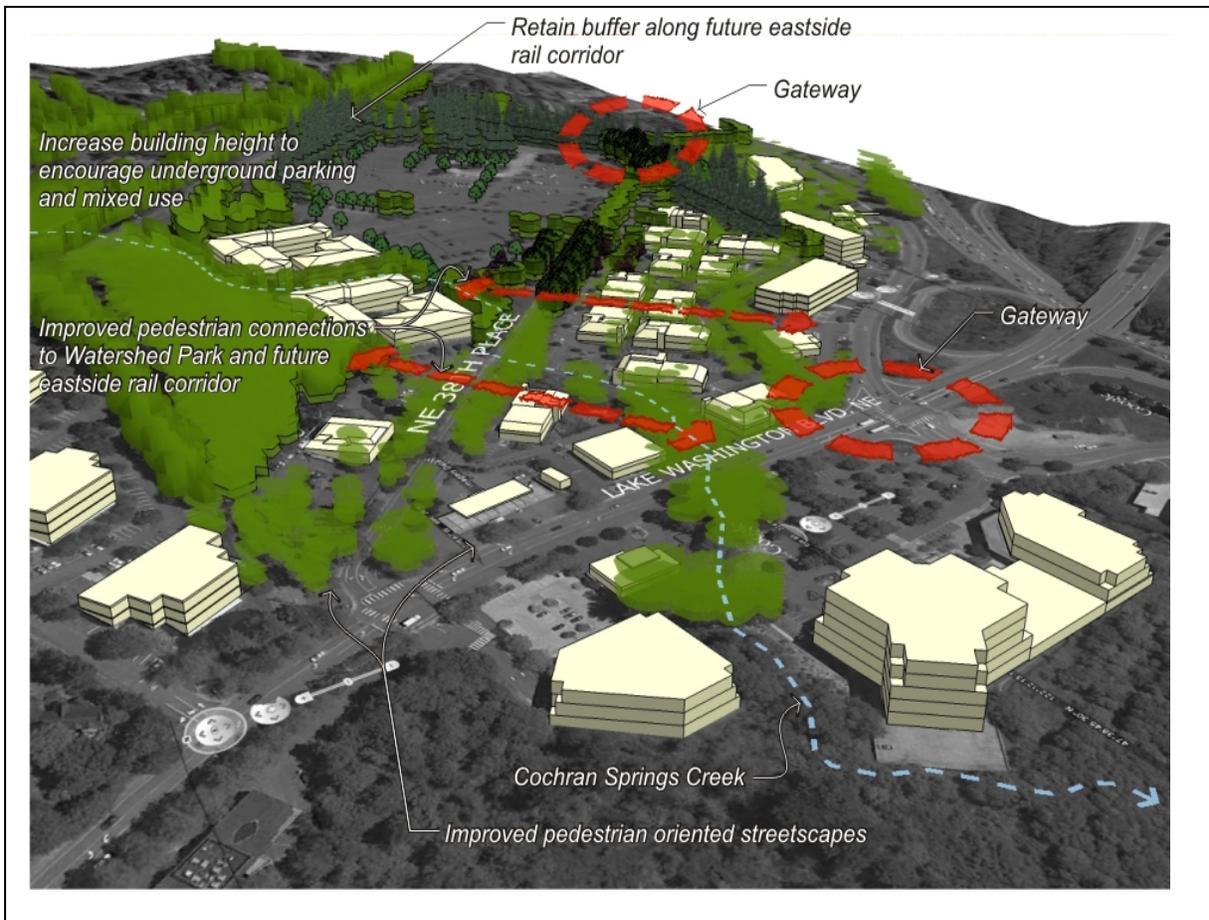


Figure 2 illustrates the future urban design concept for the Yarrow Bay Business District

These may include plazas surrounded by shops, offices, services or wide sidewalk areas along an interior access street.

Buildings are encouraged to front along NE 38th Pl. and Lake Washington Blvd. Storefronts may be clustered around major entry points to the development providing a welcoming entry. Buildings are encouraged to use a variety of materials and colors and modulated walls and rooflines to reduce their architectural scale. Residential uses are encouraged to feature prominent building entries and individual balconies. Residential buildings should be clustered around a courtyard, small park, or natural features.

Vision for YBD 1

***Insert text for YBD 1 after adoption

Design Guidelines

The following design guidelines for the Yarrow Bay Business District (YBD) are intended to help guide the future development of the neighborhood toward the vision described in the Lakeview Neighborhood Plan and in this document.

1. Building Location and Orientation

Objectives

- To enhance the character and identity of the Yarrow Bay Business District.
- To upgrade the appearance of streets in the Yarrow Bay Business District.
- To enhance pedestrian circulation.
- To create focal points, particularly on large sites.
- To coordinate development with adjacent property where desirable.

Insert new photo

Figure 3. Encourage developments to place parking lots to the side or rear, as accomplished here.

Guidelines

- a. Locate and orient buildings toward streets, plazas, common open spaces or major internal pathways. Provide pedestrian entrances along the sidewalk. Provide windows along sidewalks. Locating parking to the side and/or rear of buildings is preferred.
- b. Configure development to provide focal points and opportunities for coordinated pedestrian and vehicular access. Where there are no current opportunities for coordinated access provide the opportunity for future coordination should adjacent site redevelop in the future.
- c. Where buildings are oriented to an interior open space or courtyard, orient primary building entries to the open space provided there is direct pedestrian access and visibility into the open space from the street sidewalk.

2. Parking Lots and Vehicular Circulation

Objectives

- To minimize the impact of parking facilities on the fronting street, pedestrian environment, and neighboring properties.
- To enhance pedestrian and vehicular safety.
- To maintain traffic flow on streets.
- To promote shared parking.
- To provide attractive and connected vehicular circulation routes.

Discussion

Parking lots can detract from the pedestrian and visual character of a commercial area. The adverse impacts of parking lots can be mitigated through sensitive design, location, and configuration. Large parking lots can be confusing unless vehicle and pedestrian circulation patterns are well organized and marked.

Guidelines

Driveways

- a. Minimize the number of driveways into a development along Lake Washington Blvd, NE 38th Pl. and Northrup Way. To the extent possible, adjacent developments should share driveways.

Parking Lot Location and Design

- a. Locate surface parking areas to the side or rear of buildings so that parking areas do not occupy the majority of a site's frontage.
- b. Avoid parking layouts that visually dominate a development. Break up large parking lots into smaller ones.
- c. Provide a clear and well organized parking lot design. Space should be provided for pedestrians to walk safely in all parking lots.



Figure 4 A good example of incorporating trees between parking lot and along pedestrian paths in front of uses.



Figure 5 An example of interior parking lot landscaping.

Parking Lot Landscaping and Screening

- a. Integrate landscaping into parking lots to reduce their visual impact. Provide planting beds with a variety of trees, shrubs, and ground cover to provide visual relief, summer shade, and seasonal interest.
- b. Provide low level perimeter landscaping where parking is adjacent to sidewalks in order to maintain a visual screen and reduce clutter. Use screening methods that maintain visibility at eye level between the street and parking area.
- c. Provide extensive screening and landscaping between parking lots, residential uses, and open spaces. A combination of a screen wall with a landscape buffer is preferred.

3. Parking Structures

Objective

- To mitigate the visual impacts of parking structures in the urban environment.

Guidelines

- a. Mitigate the intrusive qualities of parking garages along streets, pedestrian pathways and in pedestrian areas using the following design techniques:
 - Locate parking structures, service, and storage functions away from the street edge and so they are not visible from the street or sidewalks.
 - Provide intervening ground-level commercial uses incorporated into parking structures.
 - Use landscaping to screen the parking garage façade.
 - Design and locate parking garage entries to complement, not subordinate the pedestrian entry. Locate the parking entry away from the primary street, to either the side or rear of the building.
 - Use architectural forms, materials, and/or details to integrate a parking structure with the development.
 - Locate and design parking structures to obscure the view of parked cars from adjacent properties.



Figure 6. This parking garage includes streetfront retail space and landscaped trellises to mitigate visual impacts on the streetscape

4. Architectural Scale

Objectives

- To encourage an architectural scale of development that is compatible with the vision for the districts within the Yarrow Bay Business District.
- To implement the planning concepts for the distinct design districts within the Yarrow Bay Business District.
- To add visual interest to buildings.

Discussion

“Architectural scale” means the size of a building relative to the buildings or elements around it. When the buildings in a neighborhood are about the same size and proportion, we say they are “in scale.” The vision and development regulations for the Yarrow Bay Business District provide for larger buildings than currently exist. Care must be taken to design buildings so they appropriately respond to the evolution of the District from the current low rise condition to its vibrant mixed use future. For example, a new project need not step down to a one story edge condition to acknowledge an existing one story building on an adjoining site, but it can incorporate horizontal and vertical modulation that allow it to “fit” with the existing context and provide cues for future development of the adjoining site.

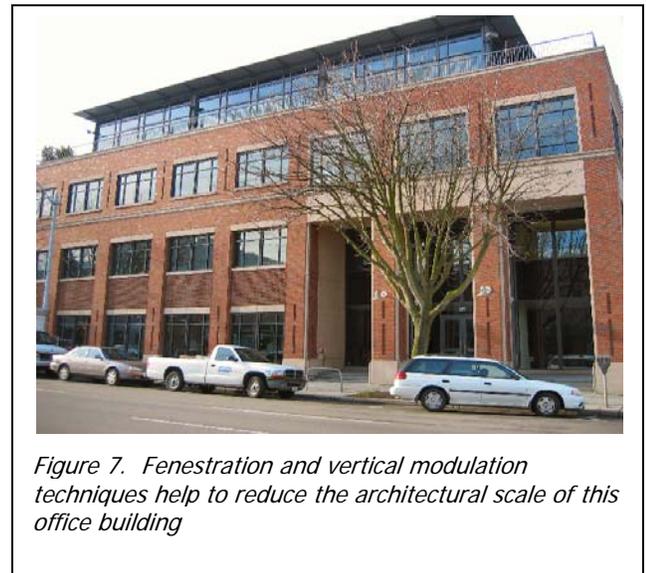


Figure 7. Fenestration and vertical modulation techniques help to reduce the architectural scale of this office building

Guidelines

A combination of techniques is desirable to reduce the architectural scale of buildings. In general the following techniques should be included at intervals of 70 feet for office uses and 30 feet for residential uses. Alternatives will be considered provided they meet the objectives.

- a. Incorporate fenestration techniques that indicate the scale of the building. The size, location, and number of windows in an urban setting create a sense of interest that relies on a mixture of proportions and patterns. This is particularly important on upper floors, where windows should be divided into individual units with each window unit separated by a visible mullion or other element. “Ribbon windows” (continuous horizontal bands of glass) or “window walls” (glass over the entire surface) do little to indicate the scale of the building and are thus discouraged, except in special circumstances where they serve as an accent element.

- b. Encourage vertical modulation on multi-story buildings to add variety and to make large buildings appear to be an aggregation of smaller buildings. Vertical modulation may be particularly effective for tall buildings adjacent to a street, plaza, or residential area to provide compatible architectural scale and to minimize shade and shadow impacts.
- c. Incorporate horizontal building modulation techniques to reduce the architectural scale of the building and add visual interest. Horizontal building modulation is the horizontal articulation or division of an imposing building façade through upper story setbacks, awnings, balconies, roof decks, eaves, and banding of contrasting materials. Elevations that are modulated with horizontal elements appear less massive than those with sheer, flat surfaces.

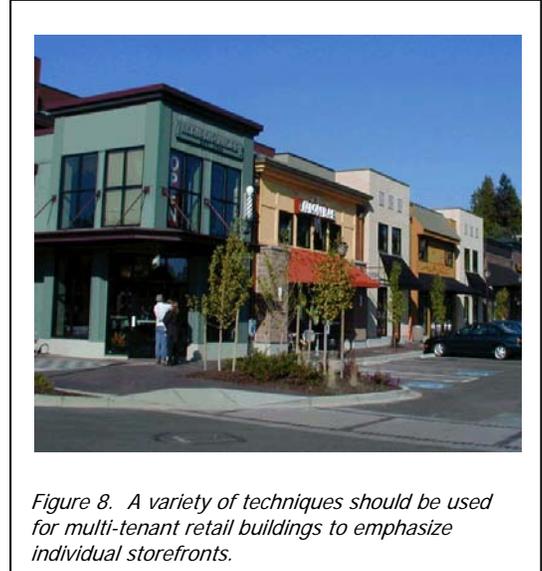


Figure 8. A variety of techniques should be used for multi-tenant retail buildings to emphasize individual storefronts.

Recommended horizontal building modulation techniques include:

- Roofline modulation and a change in building materials.
 - Step back building facades, generally above the second floor.
 - For residential uses, provide horizontal building modulation based on individual unit size, use roofline modulation, and changes in color and/or building materials. The depth and width of the modulation should be sufficient to meet the objectives of the guidelines. Avoid repetitive modulation techniques, since they may not be effective when viewed from a distance. Larger residential buildings will require greater horizontal modulation techniques to provide appropriate architectural scale.
- d. Break up long continuous walls with a combination of horizontal building modulation, change in fenestration, and/or change in building materials. This is especially important for office buildings.
- e. Encourage a variety of roofline modulation techniques such as hipped or gabled rooflines and modulated flat rooflines. As a general rule, the larger the building or unbroken roofline, the bigger the modulation should be. In determining the appropriate roof type and amount of modulation, consider at what distance the building can be viewed. For example, a large commercial building adjacent to a parking lot is capable of being viewed from a relatively large distance. Consequently the roofline modulation techniques must be sufficient to provide an appropriate architectural scale that provides visual interest.

5. Human Scale

Objectives

- To encourage the use of building components that relate to the size of the human body.
- To add visual interest to buildings.

Discussion

The term “human scale” is generally used to indicate a building’s size relative to a person, but the actual size of a building is often not as important as its perceived size. A variety of design techniques may be used to make a building less imposing.

Special elements in a building facade create a distinct character in an urban context. A bay window suggests housing, while an arcade suggests a public walkway with retail frontage. Each element must be designed for an appropriate urban setting and for public or private use. A building should incorporate special features that enhance its character and surroundings. Such features give a building a better defined “human scale.”

Guidelines

- a. Encourage a combination of architectural building elements that give the building a human scale. Examples include arcades, balconies, bay windows, roof decks, trellises, landscaping, awnings, cornices, friezes, art concepts, street front courtyards and plazas outside of retail spaces. Window fenestration techniques described in Section ___ can also be effective in giving humans clues as the size of the building. Consider the distances from which buildings can be viewed (from the sidewalk, street, parking lot, open space, etc.).

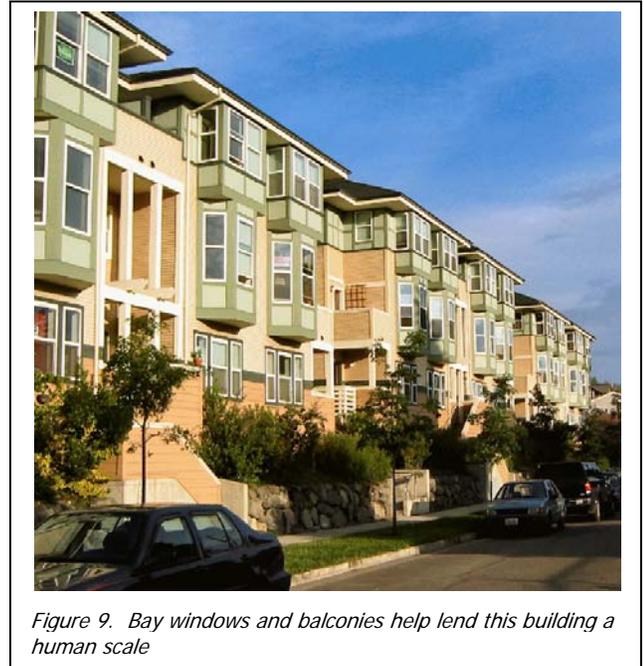


Figure 9. Bay windows and balconies help lend this building a human scale

6. Pedestrian Connections

Objectives

- To provide convenient pedestrian access.
- To reduce vehicle trips.
- To encourage pedestrian activity.

Guidelines

- a. Provide convenient pedestrian access between the street, bus stops, buildings, parking areas, and open spaces.
- b. Provide direct pedestrian access from buildings to abutting a public sidewalk or major internal pathways.
- c. Provide paved walkways through large parking lots. Separate walkways from vehicular parking and travel lanes by use of contrasting paving material which may be raised above the vehicular pavement and by landscaping.
- d. Provide safe and convenient pedestrian connections east to west through the business district. Consider installing a public trail along the stream corridor as a pedestrian connection and natural amenity.



7. Natural Features

Objectives

- Establish a “greenway” corridor extending in an east/west direction across the business district from the Yarrow Bay wetlands and along stream corridors to the Houghton slope.

Guidelines

- a. Configure buildings and site features to preserve and enhance the stream corridors and steep slopes. Consider these natural features as open space amenities.
- b. Use wooded slopes as a natural site amenity and buffer by using and retaining native vegetation.
- c. Encourage buildings and rooflines to step down or be tucked against hillsides to roughly follow the slope of the existing terrain.



8. Blank Walls

Objectives

- To minimize visible blank walls.
- To enhance public safety along sidewalks and pathways.
- To encourage design elements that enhance the character of buildings at all perceived distances.

Discussion

Blank walls deaden the pedestrian environment and can break the continuity of uses along a street or pathway. Blank walls can also create a safety problem, particularly where adjacent to pedestrian areas, as they don't allow for natural surveillance of those areas. In some cases for example, fire walls require the intrusion of a flat, unadorned surface.

Guidelines

a. Avoid blank walls near sidewalks, major internal walkways, parks, and pedestrian areas. Use the following treatments to mitigate the negative effects of blank walls (in order of preference):

- Configure buildings and uses to avoid blank walls exposed to public view.
- Provide a planting bed with plant material to screen most of the wall.
- Install trellises with climbing vines or plant materials to cover the surface of the wall. For long walls, use trellises to avoid monotony.
- Provide artwork on the wall surface.
- Provide architectural techniques that add visual interest at a pedestrian scale, such as a combination of horizontal building modulation, change in building materials and/or color, and use of decorative building materials.
- Provide decorative lighting fixtures.



Figure 12. An example of treatment for blank wall or parking structure.



Figure 13. This building was a combination of alternating building materials, details, and landscaping elements to add visual interest at a close range.

9. Pedestrian-Friendly Building Fronts

Objectives

- To enhance the pedestrian environment.
- To create safe and active sidewalks and pathways.

Guidelines

- a. Incorporate transparent windows and doors and include weather protection features along all non-residential facades adjacent to a sidewalk or internal pathway. Weather protection features could include awnings, canopies, marquees, or other similar treatments.

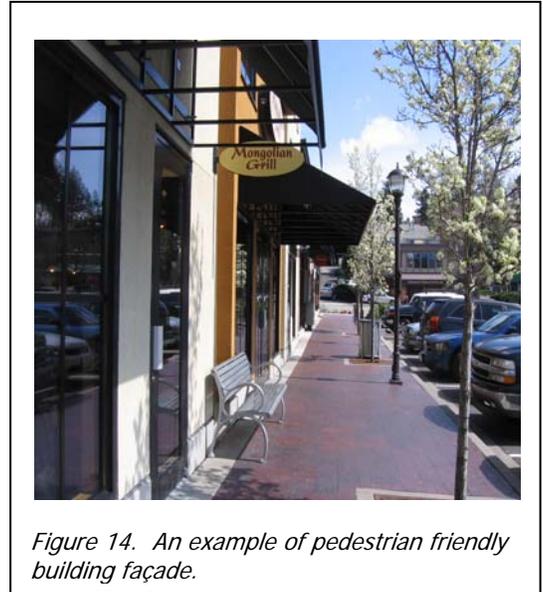


Figure 14. An example of pedestrian friendly building façade.

10. Pedestrian Plazas

Objectives

- To provide a variety of pedestrian-oriented areas to attract shoppers and employees to commercial areas and enrich the pedestrian environment.
- To create gathering spaces for the community.
- To configure buildings to encourage pedestrian activity and pedestrian focal points.

Discussion

Pedestrian plazas can serve multiple purposes such as, amenities, architectural emphasis, relieve long facades.

Guidelines

- a. Provide pedestrian plazas in conjunction with uses that can be used by the general public, residents and transit users.
- b. Position plazas in visible locations on major streets such as along NE 38th PI, major internal circulation routes, or where there are strong pedestrian flows on neighboring sidewalks. For large sites,

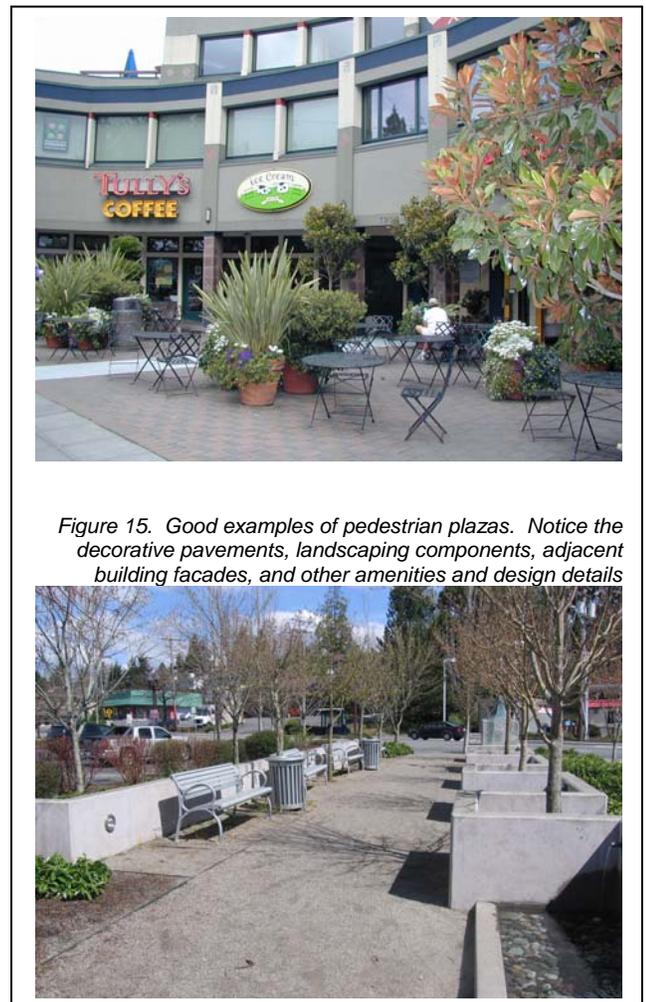


Figure 15. Good examples of pedestrian plazas. Notice the decorative pavements, landscaping components, adjacent building facades, and other amenities and design details

development should be configured to create a focal plaza or plazas. Plazas should be no more than 3' above or below the adjacent sidewalk or internal pathway to enhance visibility and accessibility.

- c. Locate building entrances that open on to plazas.
- d. Provide landscaping elements that add color and seasonal interest. This can include trees, planting beds, potted plants, trellises, and hanging plants.
- e. Incorporate pedestrian amenities, as described in Section ___.
- f. Locate plazas in sunny locations.
- g. Provide transitional zones along building edges to allow for outdoor seating areas and a planted buffer.

11. Residential Open Space

Objectives

- To create useable space that is suitable for leisure or recreational activities for residents.
- To create open space that contributes to the residential setting.

Guidelines

- a. Incorporate common open space for use by residents. In some developments, multiple smaller spaces may be more useful than one, larger space. Guidelines for common open space include:
 - Design space as a focal point of the residential development.
 - Provide space large enough to provide functional leisure or recreational activity. For example, long narrow spaces rarely, if ever, can function as usable common space.
 - Provide space for a range of activities and age groups. Children's play areas should be visible from dwelling units and positioned near pedestrian activity.
 - Separate common space from ground floor windows, streets, service areas, and parking lots with landscaping and/or low-level fencing. However, care should be used to maintain visibility from dwelling units towards open space for safety.
- b. Provide private open space for individual residential units. For townhouses and other ground-based housing units, provide patios, decks, and/or landscaped front or rear yards adjacent to the units. For all other units, provide balconies large enough to allow for human activity.



Figure 16. Good examples of common open space, including street-level courtyards (left), a children's play area (top right), and a pedestrian corridor (lower right)

12. Pedestrian Amenities

Objectives

- To provide amenities that enrich the pedestrian environment.
- To increase pedestrian activity.

Discussion

Site features and pedestrian amenities, such as lighting, benches, paving, waste receptacles, and other site elements, are an important aspect of a business district's character. These elements reduce apparent walking lengths and unify the district's visual character.

Guidelines

Provide pedestrian amenities along all sidewalks, interior pathways and within plazas and other open spaces. Examples include:

- Pedestrian-scaled lighting less than 15' above the ground.
- Seating space such as benches, steps, railings and planting ledges. Ideal heights are between 12" to 18". An appropriate seat depth ranges from 6" to 24".
- Pedestrian furniture such as trash receptacles, consolidated newspaper racks, and drinking fountains.
- Planting beds and/or potted plants.
- Unit paving such as stones, bricks, or tiles.
- Decorative pavement patterns and tree grates.
- Water features.
- Informational kiosks.
- Transit shelters.
- Decorative clocks.
- Artwork.
- Bicycle racks



Figure 17. Consolidated newspaper racks



Figure 18. Bicycle racks



Figure 19. Potted plants



Figure 21. Decorative pavement patterns (top), benches and pedestrian-scale lighting (middle), and informational kiosk (bottom)



Figure 20. This example combines a sculptural water feature with

13. Pedestrian Coverings

Objectives

- To provide shelter for pedestrians.
- To provide spatial enclosure and add design interest to a retail or office streetscapes.

Discussion

The design and width of pedestrian coverings should be determined by their function, the building's use and the type of street.

As a general rule, the more traffic an entry is expected to accommodate, the larger the covered area at the entry should be.

The width of the sidewalk should also be considered when sizing the pedestrian covering (wider sidewalks can accommodate wider pedestrian coverings). Canopies and awnings should be appropriately dimensioned to allow for tree growth, where applicable. The architecture of the building and the spacing of individual storefronts should help determine the appropriate placement and style of the canopy or awning. Continuous, uniform awnings or canopies, particularly for multi-tenant retail buildings, can create a monotonous visual environment and are discouraged.

Guidelines

- a. Provide weather protection along the primary exterior entrance of all businesses, residential units, and other buildings.
- b. Design weather protection features to provide adequate width and depth at building entries.
- c. Pedestrian covering treatments may include: covered porches, overhangs, awnings, canopies, marquees, recessed entries or other similar features. A variety of styles and colors should be considered and be compatible with the architectural style of the building and the ground floor use.
- d. Back lit, plastic awnings are not appropriate.



Figure 22. Wider pedestrian coverings allow for outdoor dinina



Figure 23. Note how these awnings have been integrated into the building's storefront spaces

14. Building Details and Materials

Objectives

- To use building and site design details that add visual interest to buildings/sites at a pedestrian scale.
- To use a variety of quality building materials such as brick, stone, glass, timber, and metal appropriate to the Pacific Northwest climate.

Guidelines

- a. Encourage the integration of ornament and applied art with the structures and the site environment. For example, significant architectural features should not be hidden, nor should the urban context be overshadowed.

Emphasis should be placed on highlighting building features such as doors, windows, eaves, and on materials such as wood siding and ornamental masonry. Ornament may take the form of traditional or contemporary elements. Original artwork or hand-crafted details should be considered in special areas. Ornament and applied art can be used to emphasize the edges and transition between public and private space, and between walls to ground, roof to sky, and architectural features to adjacent elements. Ornament may consist of raised surfaces, painted surfaces, ornamental or textured banding, changing of materials, or lighting.

- b. Use a variety of quality building materials such as brick, stone, timber, and metal to add visual interest to the buildings and reduce their perceived scale. Use masonry or other durable materials near the ground level (first 2 feet above sidewalk or ground level).
- c. Avoid use of concrete block and large expansive tilt up concrete facades.



Figure 24. Consider changes in building materials with modulation techniques



Figure 25. A combination of materials is preferred

15. Entry Gateway Features

The Lakeview Neighborhood Plan calls for gateway features at two key entry points into neighborhood and the business district:

- Intersection of SR 520 and Lake Washington Blvd. NE
- Intersection of 108th Avenue NE and NE 38th PL at the Transit Oriented Development (Note: Guidelines for this gateway in YBD 1 will be added to this section when SKPR review is complete).

Objectives

- To enhance the character and identity of the Lakeview Neighborhood.
- To provide a welcoming statement for visitors entering the City.

Guideline

Incorporate entry gateway features in new development in the vicinity of gateways/nodal intersections identified in the Lakeview Neighborhood Plan. A new gateway sign with the City logo located on Lake Washington Blvd should be relocated to a more prominent location and the design improved. Gateway features may include some or all of the following:

- a. Distinctive landscaping.
- b. Artwork (e.g. vertical sculpture incorporating historical information about the Lakeview Neighborhood).
- c. Decorative lighting elements.
- d. Distinctive architectural feature that is unique to the neighborhood or provide open space.
- e. Incorporation of the Cochrane Springs Creek crossing into a gateway feature as a softer, green entrance to the City.



Figure 26 Existing gateway city entrance sign

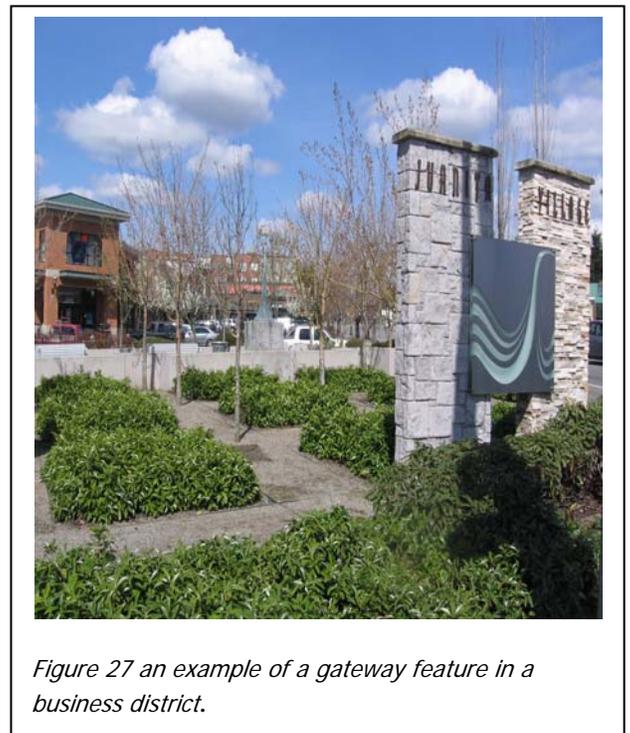


Figure 27 an example of a gateway feature in a business district.

16. Sidewalk and Pathway Widths

Objectives

- To provide wide sidewalks and pathways that accommodates pedestrian movement and provides a pleasing pedestrian experience.

Discussion

Sidewalks have three overlapping parts with different functions: the curb zone, the movement zone, and the storefront or activity zone. A well-sized and uncluttered movement zone allows pedestrians to move at a comfortable pace.

Sidewalks or pathways adjacent to moving vehicular traffic need generous buffers to make them safer and more inviting. Landscaping elements are particularly important physical and visual buffers between walkways and streets or other vehicle access areas. As a general rule, the higher the travel speed, the greater the buffer should be between moving cars and pedestrians.

Guidelines

- a. Integrate a "curb zone" into the sidewalk or pathway width to separate the pedestrian from the street. This space can include street trees in landscape strip or trees in tree grates. Subtle changes in paving patterns between the curb zone and the movement zone can be effective and should be considered.
- b. Design sidewalks and pathways to support a variety and concentration of activities and provide a separation for the pedestrian from the busy street. Provide decorative pedestrian lighting and amenities described in the pedestrian amenities section below.
- c. For the movement or storefront activity zone design sidewalks to be wide enough to allow for pedestrians to pass those window shopping or for café seating.

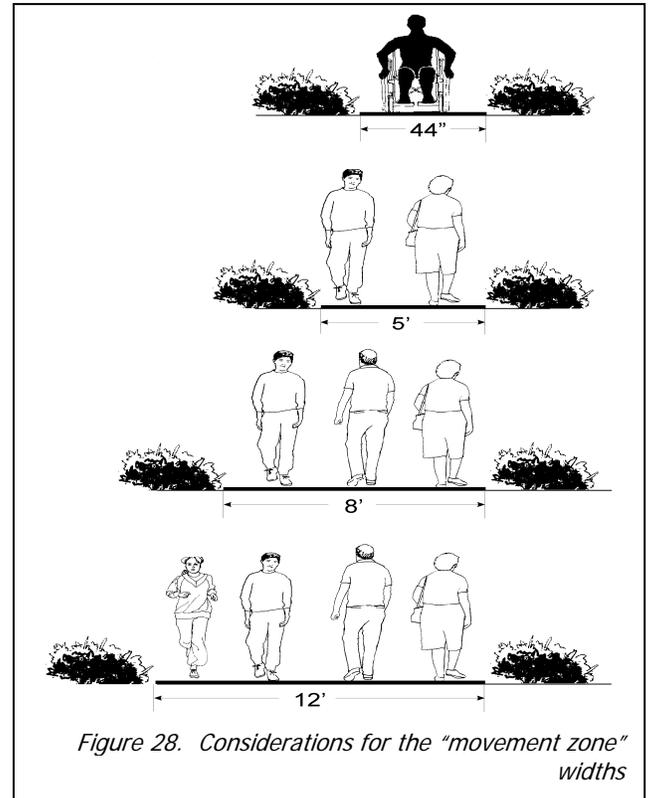


Figure 29. High-traffic streets without on-street parking warrant wider planting strip buffers

17. Street Trees

Objectives

- To utilize street trees to upgrade the character and identity of the Yarrow Bay Business District.
- To enhance the pedestrian environment in the Business District.
- To use trees that provide seasonal interest.
- To use trees that will not obscure views of businesses from the street.

Discussion

The repetition of trees bordering streets, internal roadways, and pathways can unify the District. Trees can add color, texture, and form to the urban environment and provide a respite from the weather.

The health and species of the existing street trees along NE 38th PI, Lake Washington Blvd and Northup Way should be evaluated to determine if they are the appropriate variety for the location or in need of replacement.



Figure 30. Provide street trees along all streets and internal access roads

Guidelines

- a. Incorporate street trees along all streets, internal access roads, and pathways.
- b. Encourage developments to use street trees as a unifying feature for the District.
- c. Select and maintain tree species that will accommodate pedestrian and vehicular traffic, and maintain visibility into and through sites for safety purposes.

18. Landscaping

Objective

- To enhance the visual quality of the urban environment.

Discussion

Landscaping can soften the hard edges and improve the visual quality of the urban environment. Landscaping treatment in the urban environment can focus on the automobile, the pedestrian, or building landscape.

Along high speed and high volume traffic areas raised planting strips can be used to protect the pedestrian from traffic. The pedestrian landscape offers variety at the ground level through the use of shrubs, ground cover, and trees. Pedestrian circulation, complete with entry and resting points, should be emphasized. Landscaping around buildings particularly along blank walls can reduce scale and add diversity through pattern, color, and form.

Examples of how landscaping is used to soften and enhance the visual quality of the urban environment include:

- Screening of parking lots;
- Tall cylindrical trees to mark an entry;
- Continuous street tree plantings to protect pedestrians;
- Clusters of dense trees along long building facades;
- Cluster plantings at focal points;
- Parking lots with trees and shrubs planted internally as well as on the perimeter.

Guidelines

- a. Design landscaping for the purpose and context of where it will be located. The auto oriented landscaping requires strong plantings of a structural nature to act as buffers or screens for pedestrians. The pedestrian landscape should emphasize the subtle characteristics of the plant materials. The building landscape should use landscaping that complements the building's qualities and screens its faults while not blocking views of the business or signage.
- b. Encourage a colorful mix of drought tolerant and low maintenance trees, shrubs and perennials. Except in special circumstances, ivy and grass lawn should be avoided.
- c. Consider the on-site topography to hide parking and enhance views.
- d. Use wooded slopes and streams as a natural site amenity and to screen unwanted views, where applicable.

19. Service Areas

Objectives

- To mitigate adverse impacts of service areas.
- To locate and design site service and storage areas to promote ease of use, safety, and visual cohesion.

Guidelines

- a. Locate and design service and storage areas (such as refuse, recycling, loading or mechanical equipment areas) to minimize visibility by and impacts on the pedestrian environment and adjacent uses.
- b. Locate service elements where they are accessible to service vehicles and convenient for tenant use.
- c. Design service enclosures to be compatible with the design of adjacent buildings. This may be accomplished by the use of similar building materials, details, and architectural styles. Such enclosures should be made of masonry, ornamental metal, heavy wood timber, or other durable materials.
- d. Locate roof-mounted mechanical equipment so as not to be visible from the street, public open space, parking areas, or from the ground level of adjacent properties. Equipment screening should blend with the architectural character of the building.
- e. Include both the location and screening of all equipment and service areas in the early design of a building.

20. Lighting

Objectives

- To enhance safety.
- To create inviting pedestrian areas.
- To provide adequate lighting without creating excessive glare or light levels.

Discussion

Overpowering and uniform illumination from commercial uses creates glare and destroys the quality of night light, especially for adjacent residential areas. Well placed light fixtures will form individual pools of light and maintain sufficient lighting levels for security and safety purposes.

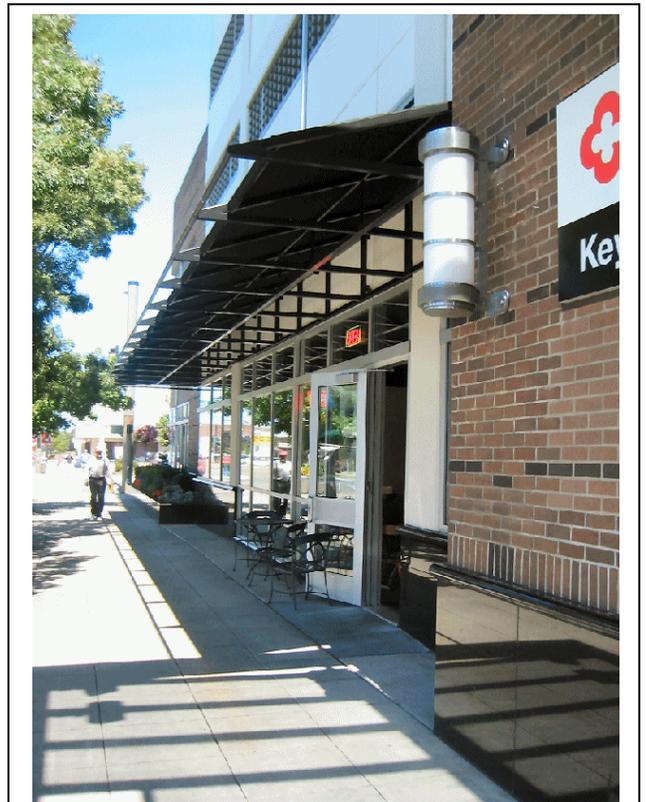


Figure 31. Building-mounted lighting is encouraged to enhance the pedestrian environment

Guidelines

- a. Provide adequate lighting levels in all areas used by pedestrians and automobiles, including building entries, walkways, parking areas, circulation areas, and open spaces. Recommended minimum light levels:
 - Building entries: 4 foot candles
 - Primary pedestrian walkway: 2 foot candles
 - Secondary pedestrian walkway: 1-2 foot candles
 - Parking lot: .60 -1 foot candle
 - Enclosed parking garages for common use: 3 foot candles
- b. Provide lighting for walkways and sidewalks through building mounted lights, canopy- or awning-mounted lights, and display window lights. Building-mounted light fixtures are encouraged to give visual variety from one facade to the next.
- c. Provide parking lot light fixtures that are non-glare. Lower level lighting fixtures are preferred to maintain a human scale. Lights up to 20' may be used for safety, when needed.
- d. Prohibit flood illumination of entire building facades

21. Signs

Objectives

- To encourage the use of creative, well-crafted signs that will contribute to the character of the district.

Discussion

Kirkland's Zoning Code regulates signs throughout the city in order to create a high-quality urban environment. The type and design of a sign should depend on if it is geared toward the passing motorist, pedestrians or a commercial center. Signs should be an integral part of a building's façade or center identification. The location, architectural style, and mounting of signs should conform to a building's architecture and not cover up or conflict with its prominent architectural features. A sign's design and mounting should be appropriate for the setting.

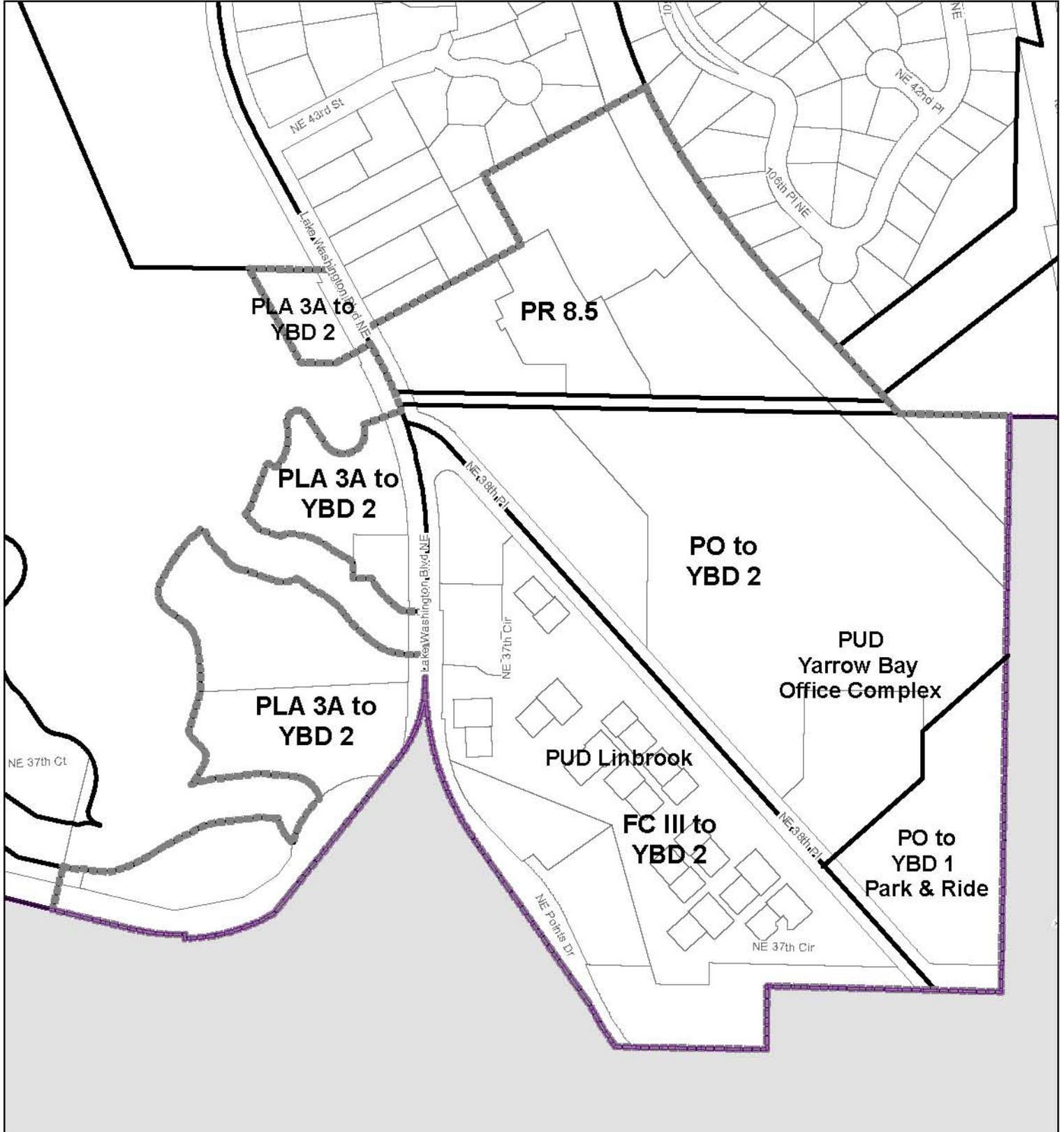


Figure 32 good example of a sign geared to automobiles for a multi use development

Guidelines

- a. Provide pedestrian oriented signs on all commercial facades where adjacent to a sidewalk or walkway. This includes signs located within 15' of the ground plane, such as "blade" signs which hang below canopies. Small signs located on canopies or awnings are also effective along building facades at the street. Sculpted signs and signs that incorporate artwork add interest.
- b. Prohibit internal lit cabinet signs. External lighting is preferred. Neon signs are appropriate when integrated with the building's architecture.
- c. For ground mounted signs provide substantial sign bases in proportion to the sign face and install low level landscaping around the sign base.
- d. Use mounting supports for signs that reflect the materials and design character of the building or site elements or both. Too much variety, too much uniformity though unified by common design elements, signs can still express the individual character of businesses.
- e. Provide master sign plans for larger commercial centers to combine signage for the whole complex that describes the general location for signs, complements the architectural design of the center and signs oriented to automobile traffic.

Proposed Yarrow Bay Business District Zoning Subareas

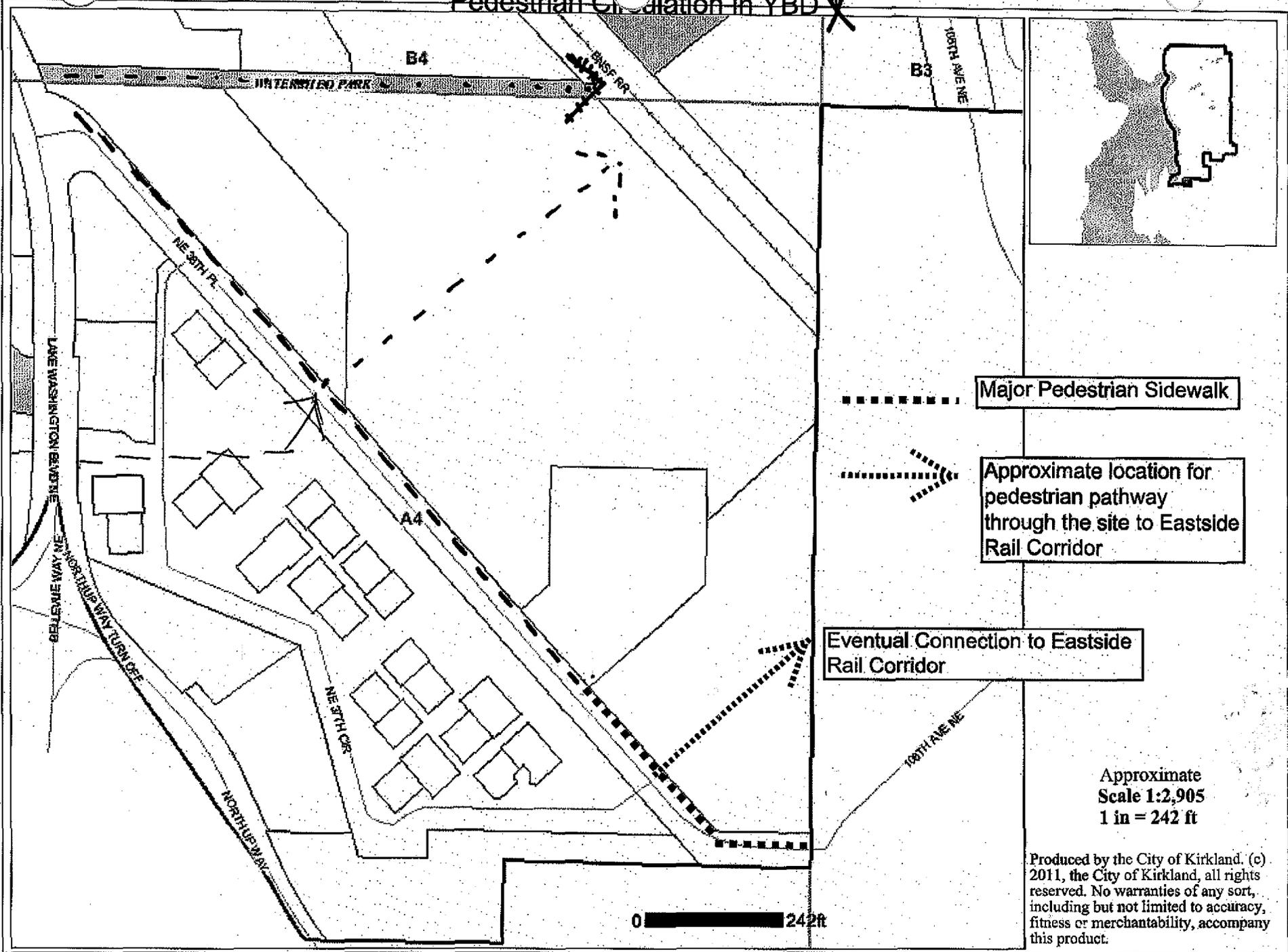


 Kirkland City Limits
  Yarrow Bay Business (YBD) District Outline
  Zoning Boundaries
  Tax Parcels

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Pedestrian Circulation in YBD



Major Pedestrian Sidewalk

Approximate location for pedestrian pathway through the site to Eastside Rail Corridor

Eventual Connection to Eastside Rail Corridor

Approximate Scale 1:2,905
1 in = 242 ft

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CHAPTER 56 – YBD 2 – Draft 4-4-2011

56.08 User Guide.

The charts in KZC 56.15 contain the basic zoning regulations that apply in each YBD 2 zone of the City. Use these charts by reading down the left hand column entitled Use. Once you locate the use in which you are interested, read across to find the regulations that apply to that use.

**Section 56.10
YBD 2****Section 56.10 – GENERAL REGULATIONS**

The following regulations apply to all uses in this zone unless otherwise noted:

1. Refer to Chapter 1 KZC to determine what other provisions of this code may apply to the subject property.
2. In addition to the height exceptions established by KZC [115.60](#), the following exceptions to height regulations in the YBD 2 are allowed:
 - a. Decorative parapets may exceed the height limit by a maximum of four feet; provided that the average height of the parapets around the perimeter of the structure shall not exceed two feet.
 - b. For structures with a peaked roof, the peak may extend eight feet above the height limit if the slope of the roof is equal to or greater than four feet vertical to 12 feet horizontal.
3. A City entry or gateway feature shall be designed and installed on the subject property adjacent Lake Washington Blvd. between the southern city limit line and NE 38th PI pursuant to the standards in KZC 110.60. The specific location and design of the gateway shall be evaluated with the Design Review Process.
4. Vehicular access points onto Lake Washington Blvd., NE 38th PI., and Northup Way must be minimized to prevent arterial congestion and traffic safety hazards. Shared access points must be utilized where feasible (does not apply to Public Park uses).
5. The minimum ground floor story height shall be 13' for all uses. This requirement does not apply to residential, assisted living, convalescent center, nursing home, public utility, government facility or vehicle service station uses.
6. Developments in parts of this zone may be limited by chapter 83 or 90 KZC, regarding development near streams, lakes, and wetlands.

DIRECTIONS: FIRST, read down to find use...THEN, across for REGULATIONS

Section 56.20	USE ⇓ REGULATIONS ⇓	Required Review Process	MINIMUMS			MAXIMUMS		Landscape Category (See Ch. 95)	Sign Category (See Ch. 100)	Required Parking Spaces (See Ch. 105)	Special Regulations (See also General Regulations)	
			Lot Size	REQUIRED YARDS (See Ch. 115)			Height of Structure					
				Front	Side	Rear						
.010	Vehicle Service Station	D.R., Chapter 142 KZC	22,500 sq. ft.	40'	15' on each side. See also Special Regulation 3.	15'	80 %	60' above average building elevation	A	E	See KZC 105.25.	<ol style="list-style-type: none"> The following uses and activities are prohibited: <ol style="list-style-type: none"> Individual establishments exceeding 15,000 sq. ft. of gross floor area. The outdoor storage, sale, service and/or rental of motor vehicles, sailboats, motor boats, and recreational trailers. May not be more than two vehicle service stations at any intersection, This use is only allowed if the subject property abuts Lake Washington Blvd or Northup Way. Gas pump islands may extend 20 feet into the front yard. Canopies or covers over gas pump islands may not be closer than 10 feet to any property line. Outdoor parking and service areas may not be closer than 10 feet to any property line. See KZC 115.105, Outdoor Use, Activity and Storage, for further regulations
.020	Restaurant or Tavern	D.R., Chapter 142 KZC	None	10' adjacent to NE 38 th Pl otherwise 20'	0'	0'			B		1 per each 100 sq. ft. of gross floor area.	<ol style="list-style-type: none"> The following uses and activities are prohibited: <ol style="list-style-type: none"> Individual establishments exceeding 15,000 sq. ft. of gross floor area. Drive in or drive through facilities.

.030	Office Use	D.R. Chapter 14 2, KZC	None	10 ' adjacent to NE 38 th PI otherwise 20'	0'	0'	80 %	60' above average building elevation	C	D	If Medical, Dental or Veterinary office, then one per each 200 sq. ft. of gross floor area. Otherwise, 1 per each 300 sq. ft. of gross floor area.	<ol style="list-style-type: none"> 1. The following regulations apply to veterinary offices only: <ol style="list-style-type: none"> a. May only treat small animals on the subject property. b. Outside runs and other outside facilities for the animals are not permitted. c. Site must be designed so that noise from this use will not be audible off the subject property. A certification to this effect, signed by an Acoustical Engineer, must be submitted with the development permit application. 2. Ancillary assembly and manufacture of goods on the premises of this use are permitted only if: <ol style="list-style-type: none"> a. The ancillary assembled or manufactured goods are subordinate to and dependent on this use. b. The outward appearance and impacts of this use with ancillary assembly or manufacturing activities must be no different from other office uses.
.040	Hotel or Motel	D.R. Chapter 14 2, KZC	None	10 ' adjacent to NE 38 th PI otherwise 20'	0'	0'	80 %	60' above average building elevation.	B	E	1 per each room. See also Special Regulation 2.	<ol style="list-style-type: none"> 1. May include ancillary meeting and convention facilities. 2. Excludes parking requirements for ancillary meeting and convention facilities. Additional parking requirement for these ancillary uses shall be determined on a case by case basis.
.050	A Retail Establishment other than those specifically listed, limited, or prohibited in the zone, selling goods, or providing services including banking and related financial services			10 ' adjacent to NE 38 th PI otherwise 20' See Special Regulation 3							1 per each 300 sq. ft. of gross floor area.	<ol style="list-style-type: none"> 1. The following uses and activities are prohibited: <ol style="list-style-type: none"> a. Individual retail establishments exceeding 15,000 sq. ft. in gross floor area. b. The outdoor storage, sale, service and/or rental of motor vehicles, sailboats, motor boats, and recreational trailers. c. Vehicle repair, d. Retail establishment providing storage services unless accessory to another permitted use. e. Storage and operation of heavy equipment, except delivery vehicles associated with retail uses. f. Storage of parts unless conducted entirely within an enclosed structure, g. Drive in or drive through facilities. 2. A delicatessen, bakery, or other similar use may include, as part of the use, accessory seating if: <ol style="list-style-type: none"> a. The seating and associated circulation area does not exceed more than 10 percent of the gross floor area of the use; and

												<p>b. It can be demonstrated to the City that the floor plan is designed to preclude the seating area from being expanded.</p> <p>3. The required front yard setback may be zero feet for one story at street level.</p>
.060	A Retail Establishment providing entertainment, recreational or cultural activities	D.R. Chapter 142, KZC	None	10' adjacent to NE 38 th PI otherwise 20'	0'	0'	80%	60' above average building elevation	B	E	1 for every four fixed seats	<p>1. Individual establishments exceeding 15,000 sq. ft of gross floor area are prohibited.</p> <p>2. The required front yard setback may be zero feet for one story at street level.</p>
.070	Stacked Dwelling Units	D.R. Chapter 142, KZC	None	10' adjacent to NE 38 th PI otherwise 20'	0'	0'	80%	60' above average building elevation	D	A	1.7 per unit	<p>1. Chapter 115 KZC contains regulations regarding home occupations and other accessory uses, facilities and activities associated with this use.</p>

.080	Assisted Living Facility, Convalescent Center or Nursing Home			10 ' adjacent to NE 38 th PI otherwise 20	0"	0"			C		Independent unit: 1.7 per unit. Assisted living unit: 1 per unit. Convalescent Center or Nursing Home: 1 per each bed.	<ol style="list-style-type: none"> 1. A facility that provides both independent dwelling units and assisted living units shall be processed as an assisted living facility. 2. If a nursing home use is combined with an assisted living facility use in order to provide a continuum of care for residents the required review process shall be the least intensive process between the two uses.
.090	Private Lodge or Club	D.R. Chapter 142, KZC	None	10 ' adjacent to NE 38 th PI otherwise 20	0'	0'	80 %	60' average building elevation	C	B	1 per each 300 sq. ft. of gross floor area	
.100	Hospital Facility	D.R. Chapter 142, KZC	None	'10 ' adjacent to NE 38 th PI otherwise 20'	0'	0'	80 %	60' average building elevation	B	B	See KZC 105.25	
.110	Public Utility	D.R. Chapter 142, KZC	None	10 ' adjacent to NE 38 th PI otherwise 20'	0'	0'	80 %	60' above average building elevation	A	B	See KZC 105.25	

.120	Church			10' adjacent to NE 38 th PI otherwise 20'	0'	0'			C	B	1 for every 4 people based on maximum occupant load of any area of worship. See Special Reg 2	<ol style="list-style-type: none"> 1. May include accessory living facilities for staff persons. 2. No parking is required for day-care or school ancillary to the use.
.130	School or Day-Care Center	D.R. Chapter 142, KZC	None	10' adjacent to NE 38 th PI otherwise 20'	0'	0'	80%	60' above average building elevation	D	B	See KZC 105.25.	<ol style="list-style-type: none"> 1. A six-foot-high fence is required only along the property lines adjacent to the outside play areas. 2. Structured play areas must be setback from all property lines by at least five feet. 3. An on-site passenger loading area must be provided depending on the number of attendees and the extent of the abutting right-of-way improvements. 4. May include accessory living facilities for staff persons.
.140	Mini-School or Mini-Day-Care	D.R. Chapter 142, KZC	None	10' adjacent to NE 38 th PI otherwise 20'	0 ₃	0 ₃	80%	60' above average building elevation	E	B	See KZC 105.25.	<ol style="list-style-type: none"> 1. A six-foot-high fence is required along the property lines adjacent to the outside play areas. 2. Structured play areas must be setback from all property lines by at least five feet. 3. An on-site passenger loading area must be provided depending on the number of attendees and the extent of the abutting right-of-way improvements. 4. May include accessory living facilities for staff persons.
.150	Government Facility Community Facility								C See Spec. Reg. 1			<ol style="list-style-type: none"> 1. Landscape Category A or B may be required depending on the type of use on the subject property and the impacts associated with the use on the nearby uses.
.160	Public Park	Development standards will be determined on a case-by-case basis. See Chapter 49 KZC for required review process.										

DIRECTIONS: FIRST, read down to find use...THEN, across for REGULATIONS

Section 60.27	USE REGULATIONS	Required Review Process	MINIMUMS				MAXIMUMS		Landscape Category (See Ch. 95)	Sign Category (See Ch. 100)	Required Parking Spaces (See Ch. 105)	Special Regulations (See also General Regulations)	
			Lot Size	REQUIRED YARDS (See Ch. 115)			Lot Coverage	Height of Structure					
				Front	North Property Line	South Property Line							High Water Line
.010	Detached Dwelling Unit	None	3,600 sq. ft.	30' See Gen. Regs.	The greater of: a. 15', or b. 1-1/2 times the height of the primary structure above average building elevation minus 10'.	10'	The greater of: a. 15', or b. 15% of the average parcel depth.	80%	30' above average building elevation. This provision may not be varied.	E	A	2.0 per unit.	<ol style="list-style-type: none"> Chapter 115 KZC contains regulations regarding home occupations and other accessory uses, facilities and activities associated with this use. The required yard of a structure abutting Lake Washington Boulevard must be increased two feet for each one foot that structure exceeds 25 feet above the adjacent centerline of Lake Washington Blvd.

Section 60.27

Zone
PLA3B

USE ZONE CHART

DIRECTIONS: FIRST, read down to find use...THEN, across for REGULATIONS

Section 60.27	USE ↓ REGULATIONS →	Required Review Process	MINIMUMS				MAXIMUMS		Landscape Category (See Ch. 95)	Sign Category (See Ch. 100)	Required Parking Spaces (See Ch. 105)	Special Regulations (See also General Regulations)	
			Lot Size	REQUIRED YARDS (See Ch. 115)				Lot Coverage					Height of Structure
				Front	North Property Line	South Property Line	High Water Line						
.020	Attached or Stacked Dwelling Units	Process HB, Chapter 152 KZC.	3,600 sq. ft. per unit	30'	The greater of: a. 15', or b. 1-1/2 times the height of the primary structure above average building elevation minus 10'. See Spec. Reg. 7.	10' See Spec. Ref. 7.	The greater of: a. 15', or b. 15% of the average parcel depth.	80%	30' above average building elevation. See Special Regulation 2.	D	A	2.0 per unit.	<ol style="list-style-type: none"> 1. Must provide public pedestrian access from the right-of-way to and along the entire waterfront of the subject property within the high waterline yard. Access to the waterfront may be waived by the City if public access along the waterfront of the subject property can be reached from adjoining property. The City shall require signs designating the public pedestrian access and public uses areas. 2. Structure height may be increased to 35 feet above average building elevation if the increase does not impair views of the lake from properties east of Lake Washington Boulevard; and <ol style="list-style-type: none"> a. The increase is offset by a view corridor that is superior to that required by the General Regulations; or b. The increase is offset by maintaining comparable portions of the structure lower than 30 feet above average building elevation. 3. The design of the site must be compatible with the scenic nature of the waterfront. If the development will result in the isolation of a detached dwelling unit, site design, building design and landscaping must mitigate the impacts of the isolation. 4. Chapter 115 KZC contains regulations regarding home occupations and other accessory uses, facilities and activities associated with this use. 5. The hotel or motel use may include ancillary meeting and conference facilities for the resident clientele and guests of residents, but not the general public. 6. The hotel or motel use may not include restaurant, retail, or office uses. 7. For attached or stacked dwelling units, this yard may be reduced to zero feet if the side of the dwelling unit is attached to a dwelling unit on an adjoining lot. If one side of a dwelling unit is so attached and the opposite side is not, the side that is not attached must provide the otherwise applicable minimum required yard.
.030	Hotel or Motel	Process I	None	The minimum dimension of any yard, other than those listed, is 5'.						B	E	1 per each room.	

ATTACHMENT 5

DIRECTIONS: FIRST, read down to find use...THEN, across for REGULATIONS

Section 60.27	USE REGULATIONS	Required Review Process	MINIMUMS				MAXIMUMS		Landscape Category (See Ch. 95)	Sign Category (See Ch. 100)	Required Parking Spaces (See Ch. 105)	Special Regulations (See also General Regulations)	
			Lot Size	REQUIRED YARDS (See Ch. 115)			Lot Coverage	Height of Structure					
				Front	North Property Line	South Property Line							High Water Line
.040	Assisted Living Facility	Process II-B, Chapter 152 KZC. <i>Process I</i>	3,600 sq. ft.	30'	The greater of: a. 15', or b. 1-1/2 times the height of the primary structure above average building elevation minus 10'.	10'	The greater of: a. 15', or b. 15% of the average parcel depth.	80%	30' above average building elevation.	D	A	2.0 per independent unit. 1 per assisted living unit. <i>Process I</i>	<ol style="list-style-type: none"> 1. A facility that provides both independent dwelling units and assisted living units shall be processed as an assisted living facility. 2. For density purposes, two assisted living units shall constitute one dwelling unit. Total dwelling units may not exceed the number of stacked dwelling units allowed on the subject property. Through Process II-B, Chapter 152 KZC, up to 1 1/2 times the number of stacked dwelling units allowed on the subject property may be approved if the following criteria are met: <ol style="list-style-type: none"> a. Project is of superior design; and b. Project will not create impacts that are substantially different than would be created by a permitted multifamily development. 3. A nursing home use may be permitted as part of an assisted living facility use in order to provide a continuum of care for residents. If a nursing home use is included, the following parking standard shall apply to the nursing home portion of the facility: <ol style="list-style-type: none"> a. One parking stall shall be provided for each bed. 4. Must provide public pedestrian access from the right-of-way to and along the entire waterfront of the subject property within the high waterline yard. Access to the waterfront may be waived by the City if public access along the waterfront of the subject property can be reached from adjoining property. The City shall require signs designating the public pedestrian access and public use areas.
.050	Public Access Pier or Boardwalk		None	Waterward of the High Waterline -- 10' 10' -- See Special Regulation 8.			--	Pier decks may not be more than 24' above mean sea level. Diving boards and similar features may not be more than 3' above the deck.	--	See Spec. Reg. 7.	See KZC 105.25.	<ol style="list-style-type: none"> 1. No accessory uses, buildings, or activities are permitted as part of this use. 2. If a structure will extend waterward of the Inner Harbor Line, the applicant must obtain a lease from the Washington State Department of Natural Resources prior to submittal of a Building Permit for this use. 3. May not treat a structure with creosote, oil base or toxic substances. 4. Must provide at least one covered and secured waste receptacle. 5. All utility lines must be below the pier deck and, where feasible, underground. 6. Pier must be adequately lit; the source of the light must not be visible from neighboring properties. 7. Structures must display the street address of the subject property. The address must be oriented to the Lake with letters and numbers at least four inches high, and visible from the Lake. 8. North and south property line yards may be decreased for over-water public use facilities which connect with waterfront public access or adjacent property. 	

USE ZONE CHART

DIRECTIONS: FIRST, read down to find use...THEN, across for REGULATIONS

Section 60.27	USE ↓ REGULATIONS ↑	Required Review Process	MINIMUMS				MAXIMUMS		Landscape Category (See Ch. 95)	Sign Category (See Ch. 100)	Required Parking Spaces (See Ch. 105)	Special Regulations (See also General Regulations)	
			Lot Size	REQUIRED YARDS (See Ch. 115)				Lot Coverage					Height of Structure
				Front	North Property Line	South Property Line	High Water Line						
.060	Moorage Facility for One or Two Boats. See Special Regulation 1.	None	None	Waterward of the High Waterline -- 10' 10' -- In addition, no moorage structure may be within-- a. 25' of a public park; or b. 25' of another moorage structure not on the subject property. The minimum dimension of any yard, other than those listed, is 5'.				80%	Pier decks may not be more than 24' above mean sea level. Diving boards and similar features may not be more than 3' above the deck.	--	See Spec. Reg. 9.	None	<ol style="list-style-type: none"> 1. Moorage must be for the exclusive use of the residents of the subject property. Renting moorage space is not permitted. 2. No accessory uses, buildings, or activities are permitted as part of this use. Various accessory components are permitted as part of a General Moorage Facility. See that listing in this zone. 3. Moorage structures may not extend waterward beyond a point 150 feet from the high waterline. In addition, piers and docks may not be wider than is reasonably necessary to provide safe access to the boats, but not more than eight feet in width. 4. If the moorage structures will extend waterward of the Inner Harbor Line, the applicant must obtain a lease from the Washington State Department of Natural Resources prior to submittal of a Building Permit for this use. 5. May not treat moorage structure with creosote, oil base or toxic substances. 6. Must provide at least one covered and secured waste receptacle. 7. All utility lines must be below the pier deck and, where feasible, underground. 8. Piers must be adequately lit; the source of the light must not be visible from the neighboring properties. 9. Moorage structures must display the street address of the subject property. The address must be oriented to the Lake with letters and numbers at least four inches high, and visible from the Lake. 10. Covered moorage is not permitted. 11. Aircraft moorage is not permitted. 12. Live-aboard boats are prohibited.

USE ZONE CHART

DIRECTIONS: FIRST, read down to find use...THEN, across for REGULATIONS

Section 60.27	USE REGULATIONS	Required Review Process	MINIMUMS				MAXIMUMS		Landscape Category (See Ch. 95)	Sign Category (See Ch. 100)	Required Parking Spaces (See Ch. 105)	Special Regulations (See also General Regulations)	
			Lot Size	REQUIRED YARDS (See Ch. 115)				Lot Coverage					Height of Structure
				Front	North Property Line	South Property Line	High Water Line						
.070	General Moorage Facility	Process IIB, Chapter 152 KZC.	None, but must have at least 100' feet of frontage on Lake Washington.	Landward of the High Waterline 30' The greater of: a. 15', or b. 1-1/2 times the height of the primary structure above average building elevation minus 10'. 10' For moorage structure, 0'. For other structures, the greater of: a. 15', or b. 15% of the average parcel depth. Waterward of the High Waterline - 10' 10' - No moorage structure may be-- a. Within 100' of a public park; or b. Closer to a public park than a line that starts where the high waterline of the park intersects with the side property line of the park closest to the moorage structure at a 45° angle from that side property line. This setback applies whether or not the subject property abuts the park, but does not extend beyond any intervening overwater structure; or (See next page for the rest of the Required Yards regulations)				80%	Landward of the High Waterline, 30' above average building elevation. Waterward of the High Waterline, Dock and Pier decks may not be more than 24' above sea level.	B	B See Spec. Reg. 11.	1 per each 2 slips Otherwise, none, if the moorage is reserved for the exclusive use of an adjoining residential development.	1. No structures, other than moorage structures or public access piers, may be waterward of the high waterline. For regulations regarding public access piers, see the specific listing in this zone. 2. Must provide public pedestrian access from the right-of-way to and along the entire waterfront of the subject property within the high waterline yard. Access to the waterfront may be waived by the City if public access along the waterfront of the subject property can be reached from adjoining property. In addition, the City may require that part or all of the high waterline yard be developed as a public use area. The City shall require signs designating the public pedestrian access and public use areas. 3. The design of the site must be compatible with the scenic nature of the waterfront. If the development will result in the isolation of a detached dwelling unit, site design, building design and landscaping must mitigate the impacts of that isolation. 4. The City will determine the maximum allowable number of moorages based on the following factors: a. The ability of the land landward of the high waterline to accommodate the necessary support facilities. b. The potential for traffic congestion. c. The number of moorages shall not exceed the number of dwelling units on the subject property. 5. Moorage structures may not be larger than is necessary to provide safe and reasonable moorage for the boats moored. The City will specifically review the size and configuration of moorage structures to insure that the moorage structures: a. Do not extend waterward of the point necessary to provide reasonable draft for the boats to be moored, but not beyond the outer harbor line; and b. Are not larger than is necessary to moor the specified number of boats; and c. Will not interfere with the public use and enjoyment of the water or create a hazard to navigation; and d. Will not adversely affect nearby uses; and e. Will not have a significant long-term adverse effect on aquatic habitats.

REGULATIONS FOR THIS USE CONTINUED ON THE NEXT PAGE

ATTACHMENT 5

Section 60.27



USE ZONE CHART

Section 60.27		USE REGULATIONS		DIRECTIONS: FIRST, read down to find use...THEN, across for REGULATIONS										
				Required Review Process	MINIMUMS				MAXIMUMS		Landscape Category (See Ch. 95)	Sign Category (See Ch. 100)	Required Parking Spaces (See Ch. 105)	Special Regulations (See also General Regulations)
					Lot Size	REQUIRED YARDS (See Ch. 115)				Lot Coverage				
Front	North Property Line	South Property Line	High Water Line											
.070	General Moorage Facility (continued)			c. Closer to a lot containing a detached dwelling unit than a line that starts where the high waterline of the lot intersects the side property line of the lot closest to the moorage structure and runs waterward toward the moorage structure at a 30° angle from that side property line. This setback applies whether or not the subject property abuts the lot, but does not extend beyond any intervening over water structure; or d. Within 25' of another moorage structure not on the subject property. The minimum dimension of any yard other than those listed, is 5'. (See previous page for the rest of this column)									6. If the moorage structures will extend waterward of the Inner Harbor Line, the applicant must obtain a lease from the Washington State Department of Natural Resources prior to submittal of a Building Permit for this use. 7. May not treat moorage structure with creosote, oil base or toxic substance. 8. Must provide at least two covered and secured waste receptacles. 9. All utility and service lines must be below the pier deck and, where feasible, underground. 10. Piers must be adequately lit. The source of light must not be visible from neighboring properties. 11. Moorage structures must display the street address of the subject property. The address must be oriented to the Lake with letters and numbers at least four inches high. 12. Covered moorage is not permitted. 13. Aircraft moorage is not permitted. 14. At least one pump-out facility shall be provided. 15. Must provide public restrooms unless moorage is only available for residents of dwelling units on the subject property.	
.080	Public Park	Development standards will be determined on a case-by-case basis. See Chapter 49 KZC for required review process.									1. If any portion of a structure is adjoining a low density zone, then either: a. The height of that portion of the structure shall not exceed 15 feet above average building elevation, or b. The horizontal length of any facade of that portion of the structure which is parallel to the boundary of the low density zone shall not exceed 50 feet. See KZC 115.30, Distance Between Structures/Adjacency to Institutional Use, for more details. 2. The provisions of Chapter 90 KZC limiting development in and around wetlands do not apply to a public park, if the development is approved as part of a Master Plan. 3. This use may include a public access pier or boardwalk. See KZC 30.15.030 through 30.15.050 for regulations regarding these uses.			

ATTACHMENT 5

USE ZONE CHART

DIRECTIONS: FIRST, read down to find use...THEN, across for REGULATIONS

Section 60.27	USE ↓ REGULATIONS ↑	Required Review Process	MINIMUMS			MAXIMUMS		Landscape Category (See Ch. 95)	Sign Category (See Ch. 100)	Required Parking Spaces (See Ch. 105)	Special Regulations (See also General Regulations)	
			Lot Size	REQUIRED YARDS (See Ch. 115)			Lot Coverage					Height of Structure
				Front	Side Property Line	Shoreline Setback						
.090	Public Utility	Process HB, Chapter 152 KZC	None	30' See Gen. Regs.	10'	See Chapter 83 KZC.	80%	30' above average building elevation. See Special Regulation 2.	A	B	See KZC 105.25.	<ol style="list-style-type: none"> 1. Must provide public pedestrian access from the right-of-way to and along the entire waterfront of the subject property within the high waterline. Access to the waterfront may be waived by the City if public access along the waterfront of the subject property can be reached from the adjoining property. The City shall require signs designating the public pedestrian access and public uses areas. 2. Structure height may be increased to 35 feet above average building elevation if the increase does not impair views of the lake from properties east of Lake Washington Boulevard; and <ol style="list-style-type: none"> a. The increase is offset by a view corridor that is superior to that required by the General Regulations; or b. The increase is offset by maintaining comparable portions of the structure lower than 30 feet above average building elevation. 3. The design of the site must be compatible with the scenic nature of the waterfront. If the development will result in the isolation of a detached dwelling unit, site design, building design, and landscaping must mitigate the impacts of that isolation. 4. Landscape Category A or B may be required depending on the type of use on the subject property and the impacts associated with the use on the nearby uses.
.100	Government Facility or Community Facility	Process I						C See Spec. Reg. 4.				

Insert: and two unit homes in PLA 3A

115.42 Floor Area Ratio (F.A.R.) Calculation for Detached Dwelling Units in Low Density Residential Zones

Insert: and two unit homes in PLA 3A

1. Gross floor area for purposes of calculating F.A.R. and maximum floor area for detached dwelling units in low density residential zones does not include the following:
 - a. Attic area with less than five (5) feet of ceiling height, as measured between the finished floor and the supporting members for the roof.
 - b. Floor area with a ceiling height less than six (6) feet above finished grade. The ceiling height will be measured to the top of the structural members for the floor above. The finished grade will be measured along the outside perimeter of the building (see Plate 23).
 - c. On lots less than 8,500 square feet, the first 500 square feet of an accessory dwelling unit or garage contained in an accessory structure, when such accessory structure is located more than 20 feet from and behind the main structure (see KZC [115.30](#) for additional information on the required distance between structures); provided, that the entire area of an accessory structure, for which a building permit was issued prior to March 6, 2007, shall not be included in the gross floor area used to calculate F.A.R. For purposes of this section, "behind" means located behind an imaginary plane drawn at the back of the main structure at the farthest point from, and parallel to, the street or access easement serving the residence.
 - d. On lots greater than or equal to 8,500 square feet, the first 800 square feet of an accessory dwelling unit or garage contained in an accessory structure, when such accessory structure is located more than 20 feet from and behind the main structure (see KZC [115.30](#) for additional information on the required distance between structures); provided, that the entire area of an accessory structure, for which a building permit was issued prior to March 6, 2007, shall not be included in the gross floor area used to calculate F.A.R.
 - e. Uncovered and covered decks, porches, and walkways.
2. Floor area with a ceiling height greater than 16 feet shall be calculated as follows:
 - a. The first 100 square feet of such floor area, in aggregate, shall be calculated only once toward allowable F.A.R.;
 - b. Floor area in excess of the first 100 square feet shall be calculated at twice the actual floor area toward allowable F.A.R.
3. *This section is not effective within the disapproval jurisdiction of the Houghton Community Council.*

Insert: except for those lots located in PLA 3A that are less than 7200 sq.ft. or lots that have less than the minimum lot size created through the small lot provisions of Subdivision 22.28.042.

DIRECTIONS: FIRST, read down to find use...THEN, across for REGULATIONS

USE ↓ REGULATIONS ↑	Required Review Process	MINIMUMS			MAXIMUMS		Landscaping Category (See Ch. 95)	Sign Category (See Ch. 100)	Required Parking Spaces (See Ch. 105)	Special Regulations (See also General Regulations)	
		Lot Size	REQUIRED YARDS (See Ch. 115)			Lot Coverage					Height of Structure
			Front	Side	Rear						
.010 Detached Dwelling Unit	None	As established on the Zoning Map. See Spec. Reg. 1.	20' See Spec. Regs. 3 and 6.	5', but 2 side yards must equal at least 15 feet.	10'	50% See Spec. Reg. 5.	25' above average building elevation.	E	A	2.0 per dwelling unit.	<ol style="list-style-type: none"> Minimum lot size per dwelling unit is as follows: <ol style="list-style-type: none"> In RS 35 zones, the minimum lot size is 35,000 square feet. In RS 12.5 zones, the minimum lot size is 12,500 square feet. In RS 8.5 zones, the minimum lot size is 8,500 square feet. In RS 7.2 zones, the minimum lot size is 7,200 square feet. In RS 6.3 zones, the minimum lot size is 6,300 square feet. In RS 5.0 zones, the minimum lot size is 5,000 square feet. In RS 35, 12.5, 8.5, 7.2, 6.3 and 5.0 zones, not more than one (1) dwelling unit may be on each lot, regardless of the size of each lot. Floor Area Ratio (F.A.R.) allowed for the subject property is as follows: <ol style="list-style-type: none"> In RS 35 zones, F.A.R. is 20 percent of lot size. In RS 12.5 zones, F.A.R. is 35 percent of lot size. In RS 8.5 zones, F.A.R. is 50 percent of lot size. In RS 7.2 zones, F.A.R. is 50 percent of lot size. In RS 6.3 zones, F.A.R. is 50 percent of lot size. In RS 5.0 zones, F.A.R. is 50 percent of lot size; provided, that F.A.R. may be increased up to 60 percent of lot size for the first 5,000 square feet of lot area if the following criteria are met: <ol style="list-style-type: none"> The primary roof form of all structures on the site is peaked, with a minimum pitch of four feet vertical: 12 feet horizontal; and A setback of at least 7.5 feet is provided along each side yard. <i>This special regulation is not effective within the disapproval jurisdiction of the Houghton Community Council.</i> See KZC 115.42, Floor Area Ratio (F.A.R.) Calculation for Detached Dwelling Units in Low Density Residential Zones, for additional information. A reduced F.A.R. may be required pursuant to subdivision design requirements in Chapter 22.28 KMC. On corner lots with two required front yards, one (1) may be reduced to the average of the front yards for the two adjoining properties fronting the same street as the front yard to be reduced. The applicant may select which front yard will be reduced (see Plate 24). Chapter 115 KZC contains regulations regarding home occupations and other accessory uses, facilities and activities associated with this use.

Insert: except for those lots located in PLA 3A that are less than 7200 sq.ft. or lots that have less than the minimum lot size created through the small lot provisions of Subdivision Section 22.28.042.

REGULATIONS CONTINUED ON NEXT PAGE

Section 15.10



USE ZONE CHART

DIRECTIONS: FIRST, read down to find use...THEN, across for REGULATIONS											
USE ↓ REGULATIONS ↑	Required Review Process	MINIMUMS			MAXIMUMS		Landscape Category (See Ch. 95)	Sign Category (See Ch. 100)	Required Parking Spaces (See Ch. 105)	Special Regulations (See also General Regulations)	
		Lot Size	REQUIRED YARDS (See Ch. 115)			Lot Coverage					Height of Structure
			Front	Side	Rear						
.010	Detached Dwelling Unit (continued)								REGULATIONS CONTINUED FROM PREVIOUS PAGE		
									5. Residential lots in RS 35 zones within the Bridle Trails neighborhood north of Bridle Trails State Park must contain a minimum area of 10,000 permeable square feet, which shall comply with Special Regulation 6 for large domestic animals in KZC 115.20(4) (chart). 6. Garages shall comply with the requirements of KZC 115.43, including required front yard. These requirements are not effective within the disapproval jurisdiction of the Houghton Community Council.		

From: [Paul Burg](#)
To: [Janice Coogan](#);
cc: [Paul Burg](#);
Subject: Zoning meeting last night- re: Zoning changes around 59th-60th, LW Blvd-
Lakeview and Houghton Beach Park
Date: Friday, April 15, 2011 1:44:53 PM

Dear Ms. Coogan,

I appreciate the opportunity to speak last night and express my concerns about the proposed rezoning and ideas for my block. I do not express myself well in public speaking so I would like to express it here in a more organized fashion and without the emotional element that may have made my thoughts and concerns sound distorted.

I have been unable to find the maps you had on your screen, on your website, so I can not tell what zoning you are changing from and what the change is to. It did look like it is being purposed to change the entire block of 59th to 60th and Lakeview to Lake Washington Blvd to a retail zoning. Everything east of the alley is currently multiple residential, I surmise, since it is an apartment, a condo and three private residences. I can not figure out why you would change it so all the current structures would be non complying. I may have this totally wrong, but it is the best I can surmise from what I have been able to find and thought I saw on your slide.

As for the business stretch on Lake Washing Blvd between 59th and 60th. I heard the reason for this rezoning is to get more business for "the summer park pedestrian crowd". Our summer here in Kirkland is short, to say the least, and certainly can not support the year long lease of brick and mortar in this area. So any retail business needs to be able to attract a year long non-pedestrian income. If you want to have food business for the summer use of the park, permit 1 or 2 mobile vendors at the park. There are a variety of food establishments already there, Kidd Valley, the burrito hut in the park building, Beach House next door, Starbucks a block away. All of these business supply to go food to take to the park.

Trash is a big issue in this area. Kirkland does a good job of keeping Houghton park clean, but the surrounding streets where much of the trash is dropped before entering cars is not attended to regularly. Additional take out food establishments would just increase the volume of trash on the

streets and private properties in this area.

Parking is a big issue for this area. Currently it looks okay, because three and a half floors of the 4 story office building are vacant. And some other local office buildings are vacant as well. This will change back to what it was as soon as new tenants move in. YES, there is a wonderful park here and we all enjoy having it used. Regretfully due to the office buildings in the area and their restrictions of their employees parking in their own lots, the park's parking lot as well as the streets around the park are often filled with employees from those buildings. This means the street parking, that I assume was primarily intended for the enjoyment of the park, is used by businesses saving money on their employee parking spaces. Each and every morning there are people parking on 58th and 59th street and walking back to Carillon Point to go to work. This has now even extended to cars parked on 59th in front of my home for week long periods without moving and occurs regularly. Parking is also consumed by businesses like Beach House. I assume that they were given a parking variance, since across two streets and about 1/4 block away they have land marked as their parking. People fill the closer street parking, long before they park in the separate lot, if they even recognize it's existence. Regretfully our beach parking is often rude and disrespectful people. Dumping their trash from their cars and parking in clearly illegal parking locations. Nearly daily our driveways will be partially blocked by vehicles thinking that they are only halfway across our driveways, so somehow it is okay. They can get irate and threatening if confronted.

This is a wonderful area and by my estimation is already saturated with its current uses. It is the BEST FAMILY PARK around and the best suited for families with small children. I feel we need to make that work to the maximum degree. Office building should have to fill their own lots before they are allowed to overflow into the public streets.

In summary, I can see no benefit to the proposed zoning changes and only things that will further disrupt a residential neighborhood that does its best to cope with excess demands on its currently available services. We have been told repetitively by the City of Kirkland that they do not have things like parking enforcement and street cleaning in their budget and that their attention is to the CBD of Kirkland.

I would like to see what the existing zoning is and what the proposed

change is as well as who and what prompted the proposed changes.

Paul B.

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Kirkland, WA 98033

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