



MEMORANDUM

DATE: October 29, 2010

To: Houghton Community Council

FROM: Janice Coogan, AICP, Senior Planner
Paul Stewart, AICP, Deputy Director

**SUBJECT: DRAFT LAKEVIEW NEIGHBORHOOD PLAN TEXT FOR PLA 15A-B,
MULTI FAMILY AREAS, PROFESSIONAL RESIDENTIAL ZONES, PARKS
AND OPEN SPACE, AND TRANSPORTATION (FILE ZON07-00032)**

RECOMMENDATION:

At the November 8, 2010 meeting, provide staff direction on the draft text for the Lakeview Neighborhood Plan covering the following topic areas:

- PLA 15A-B (includes Carillon Point and other uses in the zones)
- Multi Family zones located on the north portion of the neighborhood and shoreline areas. Included is a draft policy regarding non-conforming density consistent with the one discussed for the Central Houghton Neighborhood.
- Professional Office/Residential areas and a recommendation to allow neighborhood oriented retail and service uses in these areas.
- Open Space and Parks policies
- Public Utilities and Public Facilities
- Transportation policies including policies regarding Lake Washington Blvd, Lakeview Drive and Eastside Rail Corridor.

BACKGROUND:

Attachment 1 contains the draft goals and policies for the sections of the Lakeview Plan listed above. Below is a summary of each section describing the existing conditions, existing Lakeview Plan text or zoning for the area, recommendations from the Lakeview Advisory Group and staff, and questions for you to discuss at the meeting. Attachment 2 is the existing Lakeview land use map found in the Comprehensive Plan.

Here is a link to the existing Lakeview Plan for reference
http://kirklandcode.ecitygov.net/CK_comp_Search.html

PLA 15A-B (pages XV.A-8.1 to A-10)

The PLA 15A zone includes Carillon Point and Yarrow Bay Marina development (including the new office building) west of Lake Washington Blvd. PLA 15B includes the Carillon Heights multi family and other development east of Lake Washington Blvd. The existing Lakeview Plan text beginning on page XV.A-8.1 was written in anticipation of the Carillon Point development. A Master Plan was approved for the Carillon Point development that included both PLA 15A and B. PLA 15A and B zoning regulations reflect what was approved in the Master Plan. With this in mind the new draft text includes new goals and policy statements, highlights the key elements required in the Carillon Point Master Plan, and describes the types of uses and residential density allowed for both zones (including properties not related to Carillon Point).

The Lakeview Advisory Group supports the existing plan text for the area. They would like to see a variety of retail options and marine products sold at Carillon Point or as an accessory retail at the Yarrow Bay Marina. Those types of uses are currently permitted at Carillon Point. There has been no request from the property owner to add retail to the Yarrow Bay Marina.

Professional Office/Multi Family areas (pages XV.A-12-A-13)

This section of the Plan discusses the triangular, three block area, south of NE 60th Street currently designated Office/Multi Family at 12 dwelling units per acre and is zoned PR 3.6(2) and PR 3.6(4). The prefix's (2) and (4) on the land use map refer back to the existing Lakeview Plan with more detail for the types of uses and development standards allowed for each property. Prefix (2) describes on page XV.A-12, that only office and multifamily uses are allowed for those parcels with this text: *"No convenience or retail commercial uses should be considered"*.

Prefix (4) covers one property. Two other parcels were part of a lawsuit when the previous Comprehensive Plan was adopted that affected these properties. As a result, the property owners had a choice to redevelop either under the previous codes or the existing codes. Kid Valley was redeveloped exercising their choice. The other two parcels are two single family style homes historically used as an antique shop or office use, have not redeveloped. Existing non-conformances and size of the parcels make redeveloping challenging. The existing Lakeview Plan sets forth specific detailed development standards for those two properties.

Recommendations:

- 1) The Lakeview Advisory Group expressed concern regarding the parking congestion on neighborhood streets across the street from Houghton Park and recommended a new policy be added to discourage that from happening. A new policy has been added.

- 2) The Group also recommended that small neighborhood oriented retail, primarily pedestrian oriented, be allowed in the area including in office developments. Types of uses include ice cream, delicatessens, coffee shops etc. The Group also supports rezoning the multi family, RM 3.6 block east of the alley to professional office. The Group recommended deleting the last sentence on page A-12 regarding prohibiting convenience or retail uses described above in all PR zones in this area. Attachment 1 reflects the Advisory Group's recommendation.
- 3) Staff recommends that many of the current development standards pertaining to the two parcels on NE 60th Street and eastside of Lake Washington Blvd are more appropriate in the Zoning Code as special regulations. The draft text has been edited to make the development standards more general for policy guidance. With the Zoning Code amendments, these more detailed development standards could be added as special regulations.
- 4) Regarding the potential multifamily block rezone proposal. There are two options to consider:
 - a. Keep the block east of the alley MF 3.6 zoning as is, but add text in the Plan to allow for neighborhood oriented retail only if the subject property fronts or is oriented to Lake Washington Blvd. Current MF 3.6 zones allow a grocery store, drug store, laundromat, dry cleaners, barber shop, beauty shop or shoe repair shop. These uses are subject to Process IIA review, if allowed in the neighborhood plan, and limited to gross floor area of 3,000 sq. ft. The process could be changed to Process I (Planning Director) or Process IIB (Hearing Examiner hearing; decision by City Council and Houghton Community Council).
 - b. Another option would be to rezone the block from MF 3.6 to PR 3.6 zoning. This would allow the properties to redevelop as office uses as has occurred to the south, or limited neighborhood retail or services as described above. The PR zoning requirements provide the same limitations as above however, the review process is lower at Process I not Process IIA.

Questions for Community Council consideration:

- 1) Do you support allowing neighborhood oriented retail and services uses south of NE 60th Street in the PR zones? Should they only be allowed fronting or oriented to Lake Washington Blvd.?
- 2) For the block between NE 60th ST and NE 59th Street do you support extending the PR zone to the east and rezoning the RM 3.6 to PR 3.6 zone? What level of review are you comfortable with? Process I or IIB?
- 3) Do you agree to the draft goals and policies for the area as written?

Medium Density Areas (pages XV.A-3 to A-4 and XV.A-6-A-7)

This section of the new neighborhood plan covers multifamily areas along the shoreline in WD II, III and the RM 3.6 area in the northern portion of the neighborhood west of Lakeview Drive. Again, there are two parcels that were part of the lawsuits related to the land use changes with the old Comprehensive Plan. Many properties within this area contain legal non-conforming density because they were developed under higher density zoning in place at the time.

The existing plan lists a set of development standards for multifamily development that staff recommends deleting because most of the standards are covered by zoning Code regulations requiring landscape buffers, screening of the parking area, and maximum building height. In addition, Appendix C of the Comprehensive Plan contains design principles for multifamily development.

Recommendations:

- 1) The Lakeview Advisory Group discussed the nonconforming density issue and supports the idea that properties containing nonconforming density be allowed to redevelop and retain the existing density. Kirkland Zoning Code Chapter 162 describes the circumstances when non conforming density or development must be brought into conformance to current codes (usually only allowed when destroyed by fire or other casualty; not simply redevelopment). Attachment 1, page 7, contains a policy addressing the nonconforming density issue provided affordable housing is incorporated into the new development. Staff recommends this issue be looked at City wide.

Questions for Community Council consideration:

- 1) Do you agree with the policy direction and draft goals and policies?

Open Space and Parks (pages XV.A-13 to A-14)

Attachment 1 includes new draft goals and policies for parks in the Lakeview Neighborhood. The policies reflect issues discussed by the Lakeview Advisory Group such as, maintaining wide expansive views of Lake Washington at waterfront parks, notifying surrounding property owners when new trees and vegetation will be planted, maintaining parks in good condition, encouraging adding boardwalks or viewing platforms at Yarrow Bay Wetlands, improving pedestrian paths to Central Houghton neighborhood and the future use of the Eastside Rail Corridor. These draft goals and policies will be forwarded to the Park Board in December or January for comment.

Questions for Community Council consideration:

- 1) Do you agree with the draft goals and policies?

Public Services and Facilities (pages XV.A-14 to A-17)

Water and sewer infrastructure is available throughout the neighborhood. The Lakeview Advisory Group supported retaining the existing policy encouraging undergrounding overhead utility lines. The photos are from a group of property owners along a street that joined together to form a local improvement district to fund the undergrounding project.

Transportation (pages XV.A-14 to A-17)

A key discussion issue for the Lakeview Advisory Group is the traffic congestion along Lake Washington Blvd. during commute times especially for residents living along the street accessing driveways. The existing Plan contains a list of desired improvements to Lake Washington Blvd (see page XV.A-15-17). Attachment 1 reflects an updated version of the existing list for the Blvd and much of the existing text with new policy statements.

Questions:

- 1) Does the Community Council agree to the draft policies or have anything to add?

NEXT STEPS:

The following is the tentative meeting schedule for the Lakeview Neighborhood Plan update (*dates and topics are subject to change*):

Updated Fall-Winter 2010-2011 Schedule

Nov 22, 2010	Houghton Community Council study session regarding continuation of South Houghton Slope, single family areas, urban design, Yarrow Bay Business District
Dec 13, 2010	HCC study session on remaining issues
Dec/Jan ?	Park Board discuss Parks and Open Space policies
Dec/Jan ?	Transportation Commission discuss Transportation policies

2011 Schedule

January	Lakeview Advisory Group Review
January	Planning Commission study
January	Open House
February	PC/HCC Joint Public Hearing and Recommendation
April	City- Council Review
May	City Council Action
June	HCC Action

ATTACHMENTS:

1. Proposed draft text for PLA 15A-B, MF, PR, Parks, Transportation
 2. Lakeview land use map
- CC: File ZON07-00032

DRAFT LAKEVIEW NEIGHBORHOOD PLAN

**Land Use Sections: PLA 15A-B Carillon Point, Multi Family, PR,
Parks and Open Space and Transportation Sections**

October 29, 2010

Planned Area 15 (includes Carillon Point and Yarrow Bay Marina)

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

Subarea A is described

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

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



Subarea B is described

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

Goal: Ensure development in PLA 15 continues to take advantage of its lakefront setting with significant public access, water oriented uses and visual access to the lake, and maintains the natural characteristics and amenities of the stream and Houghton Slope.

PLA 15A

Policy: PLA 15 A should continue to provide a mix of uses with priority to water dependent, water related and water enjoyment uses located along the shoreline. Residential development is allowed at a density of 12 dwelling units per acre.

Subarea A, west of Lake Washington Boulevard is developed with a mixture of uses. Like the shoreline areas lying immediately to the north and south, residential development in Subarea A is allowed at a density of 12 dwelling units per acre. The City's Shoreline Master Program has more information regarding the types of uses and activities allowed in PLA 15A. The Program designates the area as an Urban Mix shoreline environment.

As a means of minimizing waterfront development and providing greater public use and visual access opportunities within the Carillon Point development, some of the permitted unit count was transferred to Subarea B lying east of Lake Washington Boulevard.

Policy: Water dependent uses such as the existing marina in Subarea A, south of Carillon Point are encouraged to remain.

The marina development in Subarea A and south of Carillon Point, provides water-dependent uses, recreational activities and services, incorporates a waterfront public use area and public shoreline pedestrian walkway connection to Carillon Point to the north and residential property to the south. Office and multifamily are appropriate uses for the upland portion of the site provided they are integrated and planned around the marina.

The stand alone office building shares vehicular access and parking with the marina use. A view corridor from Lake Washington Boulevard to the water should be maintained across the southern portion of both sites including maintaining the height of vegetation to not obscure the view of Lake Washington.

Goal: Recognize and enhance the role Carillon Point plays as a mixed use employment center and tourism destination for the Lakeview Neighborhood, the wider Kirkland community and the region.

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

Policy: Development and uses at Carillon Point should continue to be governed by an approved Master Plan.

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

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

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

- *Within the shoreline area water dependent, water related, and water oriented commercial uses should be included such as marinas, fueling and sewage pump out facilities, and possibly tour boat operations, float plane service, passenger only ferry or water taxi facility, and public amenities access to piers for fishing, strolling or other pedestrian activities. (See Shoreline Master Program).*
- *Public access to and along the water's edge and waterfront public use areas should be maintained including public access signs.*
- *Public improvements adjacent to Lake Washington Boulevard are also desirable such as wide sidewalks.*
- *Visual access to Lake Washington from Lake Washington Boulevard should be maintained. To achieve greater visual access, building height, setback and view corridor requirements may be varied. Views from existing developments to the east should be protected.*
- *Manage parking on site to avoid impact to adjacent properties.*
- *Traffic impacts to Lake Washington Boulevard should be minimized including limiting vehicular access points.*
- *Subarea B has been fully developed as part of a master plan, including an allowed transfer of density from the PLA 15A Subarea.*

Other Commercial Areas

Land uses south of NE 60th Street to Carillon Point between Lakeview Drive and Lake Washington Boulevard are discussed.

Policy: The area south of NE 60th Street, between Lakeview Drive and Lake Washington Boulevard is suitable for medium-density residential uses at twelve dwelling units per acre, professional offices and small neighborhood oriented retail businesses.

Policy: Allow neighborhood oriented retail only if the subject property is located on the east side of Lake Washington Blvd. and fronts or is oriented to Lake Washington Blvd.

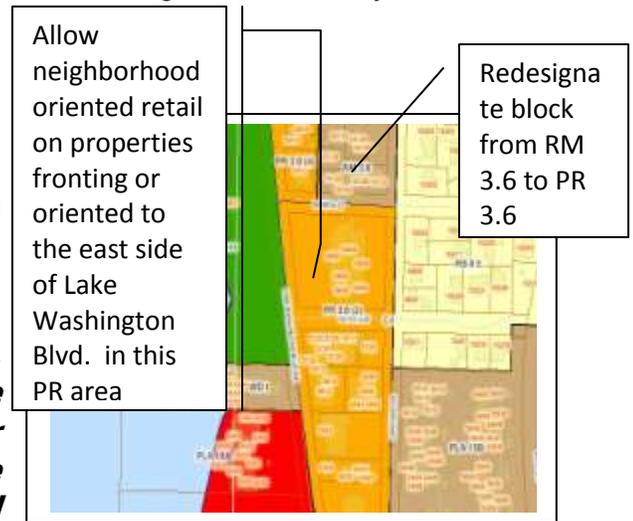
Policy: New commercial uses and redevelopment of the existing historic structures are encouraged if the historic character of the site and structures are retained, or enhanced, and designed with a strong pedestrian orientation.

Policy: Parking from commercial development and park users should be monitored to avoid impacts to neighborhood streets.

The triangular, three block area, south of NE 60th Street, and between Lakeview Drive and Lake Washington Boulevard contains a mix of uses. Over time the area has transitioned from single family and industrial uses to primarily office and multi family uses. Increased parking congestion along neighborhood streets from summer use of Houghton Beach Park and nearby businesses can also be a problem limiting access to surrounding businesses or the park.

Medium-density residential uses, at a density of 12 dwelling units per acre, and professional offices should be considered the primary uses. Small, neighborhood oriented retail, convenience stores, coffee shops or similar uses that serve primarily the surrounding neighborhood are appropriate for properties that front on or are oriented toward the east side of Lake Washington Blvd only. Appropriate uses are those that will not result in spillover parking on neighborhood streets.

On the eastside of Lake Washington Blvd between NE 60th -50th Streets, two older single family style buildings and a fast food restaurant exist. The restaurant meets most or all of the current zoning standards for such uses. Both of the older buildings clearly do not meet zoning standards for building setbacks parking, and other



zoning nonconformances are likely. Even so, all three buildings are of a scale and design which are compatible with neighboring residential uses.

One of the older buildings was constructed in the early 1900s and has historic significance as an early site of the Houghton Post Office the other was built in 1940's. These parcels are appropriate for multifamily residential, office, and limited neighborhood oriented commercial uses. Redevelopment for residential uses should comply with all applicable zoning standards. The continuation of existing office and commercial uses within the existing nonconforming structures should be allowed. Neighborhood oriented retail uses may be located east of the alley only if, developed in conjunction with or common ownership with the parcels fronting on the east side of Lake Washington Boulevard but not as a standalone uses.

Because of the historic significance of the above described structures, site and non-conforming conditions, some flexibility in applying normal zoning standard should be allowed if certain objectives are met. Redevelopment of the subject property (may be combined with adjacent parcels) for office or limited neighborhood oriented commercial or multifamily uses should be reviewed through a **Process I or Process IIB**? Consistent with the following standards:

- Redevelopment of the subject property should ensure that building design incorporates design elements of the facade of the historic post office building and interpretive signs or features are incorporated into the subject property.
- Appropriate uses are those that serve the neighborhood and attract customers and clientele that would largely access the site via pedestrian, transit, or non-motorized transportation. The types of uses may include specialty retail, coffee shops, delicatessens, and personal services. Vehicle sales and service uses and drive-through facilities should not be allowed. Commercial uses should not generate noise incompatible with adjacent residential use after 10:00 p.m.
- The height of structures and vegetation should be limited to be consistent with surrounding residential development and designed with sloped roof. Covenants controlling vegetation heights should be recorded to preserve views from the east.
- Nonconforming parking should be allowed to remain through a parking modification depending if the design maintains a strong pedestrian orientation and accommodates nonmotorized transportation. On-street angled parking on NE 60th may be counted toward required parking with necessary improvements to NE 60th Street provided at developer expense.
- Parking areas should be placed, screened, and buffered to mitigate impacts to nearby residential uses. See Design Guidelines for Pedestrian-Oriented Business Districts, adopted by reference in the Kirkland Municipal Code for techniques.

Medium to High Density Residential

Shoreline Areas

Existing development elsewhere on the shoreline is primarily residential. As discussed in the Shoreline Master Program, residential uses should continue to be permitted along the shoreline.

Policy: Commercial uses should not be permitted along the shoreline south of Planned Area 15.

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

Policy: North of NE 64th Street east of Lake Washington Boulevard commercial activities should be limited.

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

Policy: Multifamily uses at medium density 12 dwelling units per acre are appropriate in the north portion of the neighborhood west of Lakeview Drive.

In the northern portion of the neighborhood west of Lakeview Drive medium density residential is appropriate. In addition, several properties in this area of the neighborhood were built under previous higher density land use regulations as designated on the Zoning Map and may contain non-conforming density.

Policy: Where legal non-conforming densities already exist, redevelopment should be allowed to occur at existing densities, if affordable housing is also provided as part of the development. Note: same as proposed for Central Houghton.

Open Space and Parks

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

Current park needs for this area are being met by facilities at Lakeview School to the north, Terrace Park as a neighborhood park, waterfront parks Marsh and Houghton Beach Park, and Yarrow Bay Wetlands as a passive natural area (see Figure __). Yarrow Bay Wetlands have been identified as a passive recreation/nature park.

Policy: The City should continue to pursue the policy of acquiring waterfront property for recreation purposes wherever possible.

As properties adjacent to parks become available the City should seek opportunities to acquire land to expand parks. In addition, shoreline street ends should continue to be developed and expanded into park and open space for the public enjoyment.

Policy: Open space and parks should be maintained.

Parks in the Lakeview neighborhood especially waterfront parks are used by local residents as well as by visitors outside the community. Because of their high volume use, parks should continue to be maintained. Removing or reducing the impacts of artificial shoreline armoring, improving near shore native vegetation and reducing overwater cover to existing piers are priorities for shoreline parks.

Policy: Waterfront parks should be a model for how private shoreline property owners can restore their shoreline. Hard armoring should be replaced with native plants and soft armoring techniques while ensuring erosion protection.

A goal in the Shoreline Master Program is to replace hard armoring such as bulkheads and rockeries with softer, natural shorelines planted with native plants to improve shoreline habitat including along waterfront parks.

Policy: Waterfront parks in Lakeview should keep wide, expansive views of Lake Washington and not be obstructed by vegetation or placement of structures.

A high priority for the neighborhood is to maintain the wide expansive views of Lake Washington and beyond along waterfront parks. Balancing the goal of the above policy with of planting trees and shoreline plants with retaining views must be achieved. Ongoing maintenance of existing vegetation at waterfront parks to retain views of the Lake from Lake Washington Boulevard and properties to the east is also a high value. As new trees or vegetation are planted the placement and variety should carefully be considered to avoid view obstruction. Surrounding neighbors to the east who may be impacted by new vegetation should be involved in the placement and variety. In addition to the normal notification techniques, the Parks and Community Services Department should notify surrounding

residents and the neighborhood association prior to placement of new trees or vegetation that have the potential for impeding views.

Policy: At Yarrow Bay Wetlands seek opportunities to improve wildlife habitat and increase pedestrian and non motorized boat access if ecological functions can be maintained.

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

Policy: Improve major pedestrian and bicycle pathways as both a recreation amenity and non-motorized transportation option.

Pedestrian and bicycle pathways are part of the park and open space system as well as provide a transportation function. In addition to increasing connections to the north south shoreline public pedestrian pathway system major pathways in the Lakeview area should be established according to the designations in Figure __.

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

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

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

Policy: Support development of the BNSFR as multipurpose trail for pedestrian and bicycles with access points along the corridor at street ends and other areas.

Bicycle/pedestrian ways shown in Figure __ for this area represent only the major routes and do not include sidewalks and other lesser elements of the path system. Under consideration is development of a multi use trail within the old BNSFR right of way known as the Eastside Rail

Corridor for bikes, pedestrians and/or commuter or light rail system. If dual use for pedestrians, bikes and train are considered in the future the corridor plan should consider the following principles in the design:

- The Eastside Rail Corridor should be a clear public benefit to the citizens of Kirkland.
- Serve as a gateway to the City.
- Provide neighborhood connections, ensure a high degree of safety, and enhance environmental stewardship.

Public Services and Facilities

Water, sewer, and drainage facilities are adequate for possible developments along Lake Washington Boulevard. See the goals and policies contained in the Utilities, Capital Facilities and Public Services Chapters of the Comprehensive Plan.



Policy: Undergrounding of overhead utilities should be actively encouraged.

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



Transportation

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

Goal: Improve mobility along Lake Washington Boulevard as a major vehicle, pedestrian and bicycle corridor into the City.

Lake Washington Boulevard is designated as a major arterial and provides the major north-south route through Kirkland south of the Central Business District and west of I405. The Boulevard also provides local access for a substantial number of residential developments and businesses. A significant proportion of existing traffic, however, is probably attracted to the Boulevard as much because of the scenic vistas of Lake Washington as because of convenience or necessity. The scenic qualities of the Boulevard also contribute to making it a major pedestrian and bicycle corridor, serving waterfront park users, joggers, strollers, and Downtown shoppers.

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

Policy: Enhance Lake Washington Boulevard as a scenic, recreational, and open space function as well as commuter route.

The most effective solutions to the above problems are primarily of a design and improvement nature. Improvements to the Boulevard should help accommodate its broader amenity function in such a manner that the safety of all the Boulevard's diverse users is enhanced, while significant amounts of through traffic are not diverted to other arterials. Accordingly, the following improvements would be desirable:

- (1) Seek transportation strategies to relieve congestion during commute times at the north and south end of Lake Washington Blvd.
- (2) Widen sidewalks where sufficient right-of-way exists (especially on the east side of Lake Washington Blvd) Modifications to this requirement may be needed if the result will be an unreasonable hardship for property owners with steep topography.
- (3) Installation of pedestrian crossings at intersections and adjacent to waterfront parks where safety considerations allow such installation.
- (4) Additional use of a center left-turn lane at intersections or where on-street parking is not needed.
- (5) Development of landscaped median islands to separate traffic and provide pedestrian safety where center left-turn lanes or on-street parking are not needed.
- (6) Continuation and widening of bicycle lanes.
- (7) Installation of traffic signals at the intersection of Lake Washington Boulevard with Lakeview Drive and NE 38th Place.
- (8) Installation of on-street parking in areas of high parking demand, provided that traffic safety will not be impaired.
- (10) Seek opportunities to install streetscape amenities such as public art, pedestrian lighting, street furniture, and low level landscaping that will not obscure views of the Lake and will enhance the pedestrian experience along the street.

Policy: Implementation of the above street improvements should be both area wide and site specific with redevelopment.

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

Policy: Support regional transportation solutions that will improve circulation through the neighborhood.

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

- (1) Alternatives to the single-occupancy vehicle for commuting purposes, such as increased use of Metro Transit, Commuter Pool, High-Occupancy Vehicles (HOV), and the investigation of future modes, such as light rail.
- (2) Improvements to the I405/SR 520 corridors.

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

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

Policy: Maintain Lakeview Drive as a secondary arterial through the neighborhood for vehicles, bicycles and pedestrians.

Lakeview Drive is designated as a secondary arterial. It has been redeveloped with two through lanes, bicycle lanes, sidewalks, and street trees. From its intersection with Lake Washington Boulevard, Lakeview Drive provides the primary route to the Houghton business district and to State Street, which in turn provides access to the Central Business District. Traffic on Lakeview Drive has increased significantly in recent years, partly because of its use as an alternative to Lake Washington Boulevard. Future traffic levels should be monitored and necessary measures undertaken to mitigate impacts.

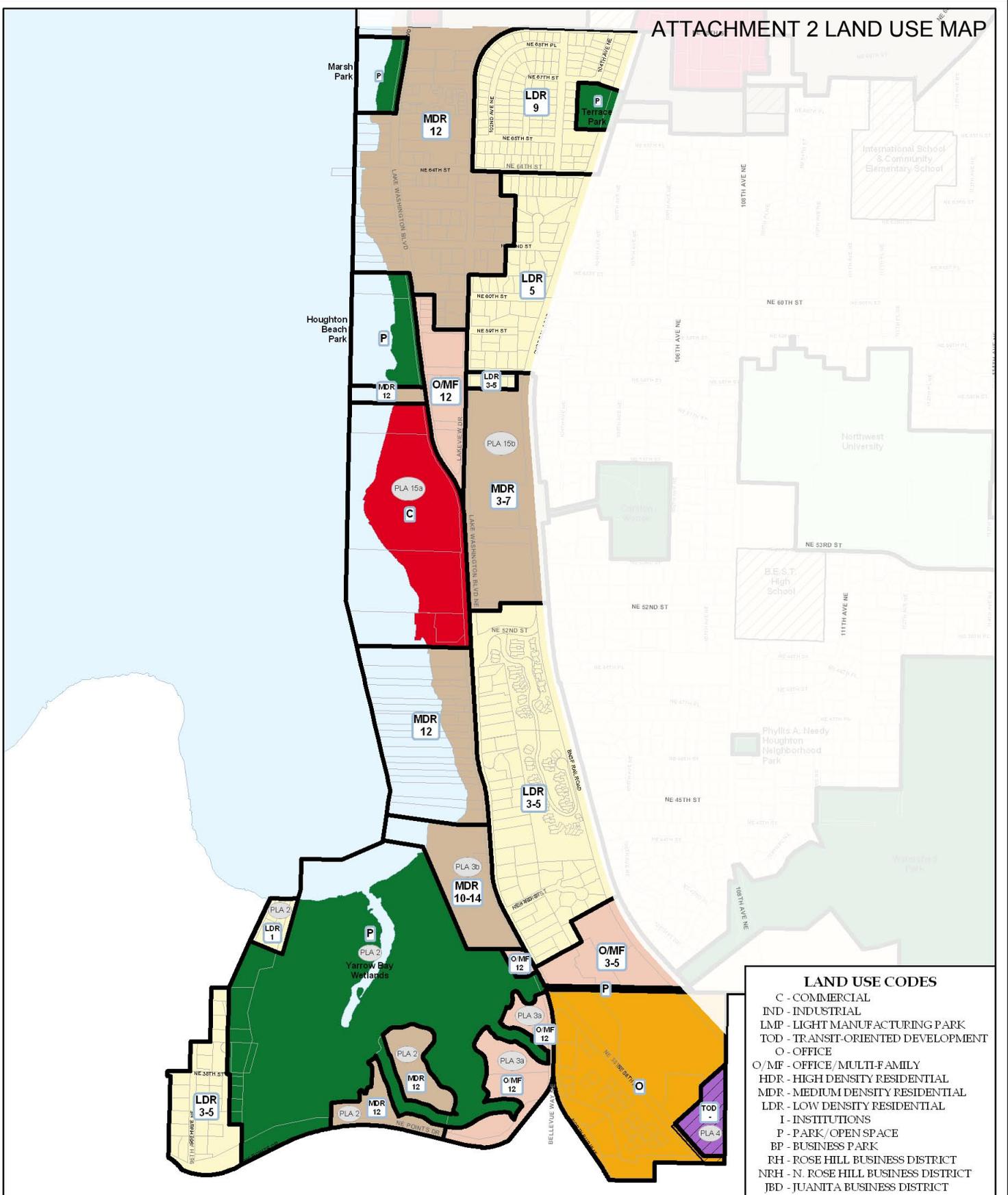
Policy: Improve NE 52nd Street as an important east-west vehicular, bicycle and pedestrian route.

East-west through access up the slope is provided only by NE 52nd Street. NE 52nd Street is designated as a collector arterial and as such should continue to serve a limited function for through traffic.

Policy: Improve the pedestrian and bicycle circulation system in the Lakeview Neighborhood.

The path/trail system shown in Figure __ indicates only the major elements of the system. A bicycle/pedestrian trail along the Lake Washington Boulevard is a priority element which would serve both transportation and recreation functions. Pedestrian connections east to Central Houghton Neighborhood and through the Yarrow Bay Business District should be strengthened.

In addition, a public waterfront trail with connections to the Boulevard should be a required element of all shoreline developments other than single-family homes. Existing signs marking the location of public shoreline pedestrian walkways should be maintained by private development.



LAND USE CODES

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

Lakeview Neighborhood Land Use Map

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

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

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

Maps produced October 29, 2009.
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