



MEMORANDUM

DATE: October 15, 2010

To: Houghton Community Council

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

SUBJECT: LAKEVIEW NEIGHBORHOOD PLAN UPDATE-DRAFT VISION STATEMENT, HISTORICAL CONTEXT, NATURAL ENVIRONMENT (REVISED) AND LAND USE SECTIONS, (FILE ZON07-00032)

RECOMMENDATION:

At the October 25, 2010 meeting, provide staff direction on the revised text for the Vision Statement, Overview, Historic Context and Natural Environment and first phase of the Land Use sections of the Lakeview Neighborhood Plan.

BACKGROUND:

At the September 27, 2010 meeting Houghton Community Council gave direction to staff to revise the Vision Statement, Historical context and Natural Environment sections described in Attachment 1. Staff also incorporated some of the comments from the Kirkland Heritage Society in the Historic Context section.

The format for the Land Use section of the new plan will be divided into Residential, Commercial and Planned Area sections. Enclosed in Attachment 2 for your first phase of the land use discussion are proposed policies for the following areas:

- Policies in support of small lot single family provisions. This issue was only introduced in the Advisory Group meetings. These provisions are being recommended in the Central Houghton neighborhood and therefore are also included for Lakeview.
- South Houghton slope area currently zoned RS 12.5 and whether the area should be rezoned to allow a higher density. Density options for your consideration are RS 7.2, or RS 6.3, or RM 5.0 or RS or RM 3.6.

- PLA 4 policies for the Transit Oriented Development at the South Kirkland Park and Ride. No changes are recommended.
- The Yarrow Bay Business District which includes existing PLA 3A, 3B, FCIII, PLA 4 and PO zones. The recommendation includes expanding the types of uses in the area to support businesses, the surrounding neighborhood and freeway and transit travelers, as well as creating a more pedestrian oriented commercial area and an increase in building height.

Phase II of the Land Use discussion over the next two study sessions, will cover other topics areas:

- Multifamily areas
- Neighborhood Business and Professional Office/Residential areas in the middle of the neighborhood
- Carillon Point
- Open Space
- Transportation
- Urban Design

South Houghton Slope

Background and Key Questions

A key study issue to discuss is the appropriate density for the south Houghton Slope area located on the eastside of Lake Washington Blvd., generally south of NE 52nd Street, currently zoned RS 12.5. The study area is approximately 19 acres and contains 39 existing homes on 49 lots. The south portion of the Houghton Slope is designated as containing high landslide and erosion hazard soils. Many streams flow down the hill as well. Attachment 3 is a geological hazards map.

Key questions are:

- Should the area be considered for rezoning?
- If so, at what density?
- What would be the appropriate development standards and review process.



Since the last neighborhood plan update (1985), the surrounding area has changed with larger property ownerships to the north and east redeveloped into attached and stacked residential projects through the Planned Unit Development process such as at Yarrow Hill

(developed at 5 du's per acre/RS 12.5 zone) or in the case of Carillon Heights (developed at 10-12 du's per acre/PLA 15B zone) as part of the Carillon Point development.

During the Lakeview Advisory Group meetings a group of property owners submitted a proposal requesting the area be rezoned to RS 3.6 or RM 3.6 similar to the density on the west side of Lake Washington Blvd. At the same time other property owners expressed opposition to RM 3.6 zoning. Correspondence from property owners on both sides of the issue were distributed over the last two meetings as well as several people spoke at the meetings. Past meeting packets are available on line at <http://www.ci.kirkland.wa.us/depart/Planning/HCC.htm>

The Lakeview Advisory Group recommended support for rezoning the area at RS 7.2 zoning density. See Advisory Group recommendation from the August 23, 2010 joint meeting with Planning Commission at <http://www.ci.kirkland.wa.us/Assets/Lakeview+Neighborhood+Update+HCC+08232010.pdf>

Below is more detailed background on the existing Plan policies and things to consider for the area such as density options, desired housing type, development pattern, development standards, and the level of review process.

Existing Lakeview Plan text

The existing Lakeview Plan as well as land use map is available online at: http://kirklandcode.ecitygov.net/CK_comp_Search.html

On page XV.A-5 of the Lakeview Neighborhood Plan, text for the Houghton Slope area allows 1-3 dwelling units per acre as a base density provided certain development standards are met including preparation of a slope stability analysis, retaining maximum vegetative cover, retention of watercourses, control of surface runoff, limits on points of access and special review of development plans. *Note that a majority of these conditions are regulations contained in the Zoning Code Chapters 85, 90 and 95.*

A density of 4-5 dwelling units per acre may be permitted if the previous development standards noted above are met plus additional conditions: a hold harmless covenant placed on the property; lot coverage is limited; structures are clustered; emergency service access is feasible; and aggregation of at least one acre of land (the one acre further limits redevelopment). The current zoning text for this area does not contain these standards not does it specify a process (other than a P.U.D) to achieve this density.

Existing Regulatory Flexibility Options

The Subdivision Ordinance allows a deviation in lot size of 10-15% if certain criteria are met and public review process is required (Process I or Process IIB). Beyond the 10-15% reduction currently allowed in the Subdivision Ordinance, a code amendment could be added to allow

the small lot single family subdivision provisions (not currently allowed in Houghton). This would permit added flexibility for those lots that don't quite meet the minimum lot size to subdivide. For example, in a RS 7.2 zone, a two-lot short plat would need minimum a lot size of 12,200 sq. ft. (one lot would need to be 7,200 sq. ft. and the other 5,000 sq. ft.). If rezoned to RS 7.2, this would result in a change from 39 homes to 111 homes.

Limitations on floor area ratio (FAR) regulations could also be applied to minimize the impact of large homes on small lots (not currently in Houghton). Cottage housing is allowed in Houghton (except no duplex/triplexes; but that could be changed).

Housing Type: Single family vs. Multi Family Development

The following are factors to consider when deciding if the area should be rezoned to single family or multifamily zoning:

Standard single family development results in uniformly sized lots with one house per lot (except for cottage housing which is allowed in Houghton). It also results in greater land surface modification depending on density, changes to the physical character and aesthetics of the slope, greater tree removal, and multi vehicular access issues (unless restricted).

Multifamily development allows detached, attached and stacked units, greater clustering opportunities resulting in less impact and change to hillside, greater flexibility in locating buildings, limitations on size of buildings, required common recreational open space, allows for combined access points and affordable housing incentives for 4 or more units.

Density Options in order of magnitude: RS 7.2 or RS 6.3 or RM 5 or RS or RM 3.6

Staff presents three density options for your consideration: RS 7.2, RS 6.3, RM 5.0 and RM or RS 3.6 and the pros and cons of each option. Another option would be to create a separate planned area designation with its unique zoning requirements. The chart below indicates the number of new lots if the entire area were redeveloped (which is unlikely because of recent new construction), or if the existing lots or homes were subtracted from the potential redevelopment of the entire area. The presence of streams, wetlands and ravines may reduce the total number of lots that could be created.

Total Size of RS 12.5 zoned parcels (excluding Yarrow Hill Development) is 832,035 SF (19.1 acres)

Total existing homes/units: 39 homes on 50 lots (note: one lot is GTE site)

If rezoned to:	Total # of units if redeveloped	Potential new units if delete 39 existing units	If redeveloped under small lot single family regs.
RS 12.5	66	27	
RS 8.5:	98	59	31
RS 7.2	115	76	111
RM 6.3	132	93	119
RS 5.0 or RM 5.0	166	127	156
RM 3.6	231	192	

(source GIS Dept. and small lot charts)

Note GTE parcel is not excluded from these calculations.

RS 7.2 (6 du/a density)

- This is basically the same density as allowed today in the Comprehensive Plan under the PUD provisions but currently must have minimum 1 acre of land and meet other development standards.
- This would result in very little change in density to what the Comprehensive Plan allows now through a PUD.
- Although unlikely, but if all the lots were redeveloped at RS 7.2, the result would be 115 new homes or 76 additional homes to the ones that exist now.

RS 6.3 or RM 6.3 (7 du/a density)

- This is only 900 sq. ft. less than RS 7.2. Not that great of a difference in density between RS 7.2 to 6.3.
- If entire area redeveloped under RS 6.3 zoning and was short platted, the result would be 132 homes or 93 additional homes.
- Under small lot provisions, for a 2 lot short plat in the RS 6.3 zone property lot size must be at least 11,300 sf (one lot must be 6300 sf and small lot of at least 5,000 sf). Would result in 119 additional lots.

RM 5.0 (8-9 du/a density)

- If entire area redeveloped would result in 166 homes or 127 additional new units.
- If RM could consolidate land and attach or stack dwelling units.
- Same implications as above but higher density, greater tree and slope disturbance and access issues.

RM 3.6 zone (10-14 du/a density) (There is no RS 3.6 zoning; RM 3.6 zoning allows for detached dwelling units)

- If comparing RS 7.2 to RM 3.6, RM 3.6 would double the number of units from 115 to 231 homes and new homes from 76 to 192.
- RM 3.6 zoning is not recommended because the density of 10-14 dwelling units per acre would not be compatible with existing single family development and the potential adverse impacts of the slope constraints discussed above.

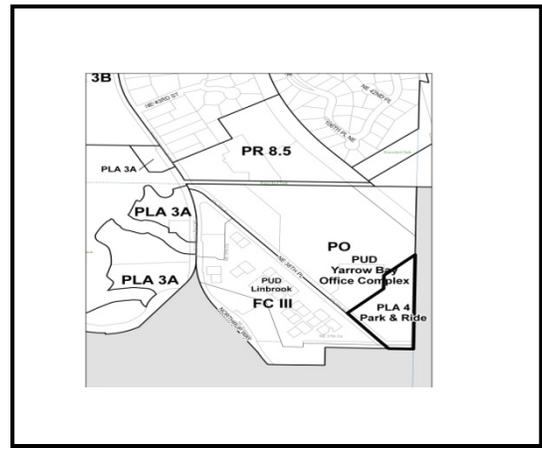
Staff Recommendation

Staff recommends three options for discussion: RS 7.2, RM 5, RS 6.3. Staff does not recommend the RM or RS 3.6 zoning given the existing slope constraints discussed below and compatibility with existing single family development. Attachment 2 includes the draft text for the area describing the existing physical constraints and recommended development standards for the area but leaves the density options open for your direction.

Yarrow Bay Business District

Background and Key Questions

As discussed in the Lakeview Advisory Group meetings and at the joint meeting with the Planning Commission, the Yarrow Bay Business District has the potential for being a more coordinated, vibrant, 24 hour commercial center in the future. Related issues to be discussed include the types of uses to be allowed that can better serve the existing businesses, nearby residents, and freeway travelers.



Key questions to consider are:

- What techniques can be used to increase pedestrian improvements between developments?
- Should building height be increased to encourage multi story mixed use buildings?
- Should housing be permitted and how can the commerce center better interact with the South Kirkland Park and Ride lot?
- What type of design standards are desired for the area?

Existing Conditions

This study area includes the office complexes on both sides of Lake Washington Blvd (Plaza at Yarrow Bay, Yarrow Bay Office Complex, Linbrook, Paccar properties). The development known as Crown Point office complex is located south of the south Houghton Slope and zoned PR 8.5. The area is a mix of zoning districts: PLA 3A, FC III, PO and PR 8.5.

For the northeast quadrant of the intersection (Linbrook, Paccar) the existing Lakeview Plan text allows office, motel, and limited commercial uses to support the freeway traveler but not as a primary use.

The existing Lakeview Plan limits the type of uses on both sides of Lake Washington Blvd:

Limited convenience commercial facilities may be included as part of the office structures or with freeway-oriented uses, but not as a primary use. Retail commercial facilities beyond the scope of convenience facilities are not considered appropriate because these kinds of activities

should be concentrated in existing major commercial centers (the Central Business District or Totem Lake Shopping Center) as well as neighborhood shopping centers.

The west side of Lake Washington Blvd is zoned Planned Area 3A which includes the Plaza at Yarrow Bay development. PLA 3A currently limits the area to office (with accessory retail limited in size), medium density residential. A private amendment request from Keith Maehlum and the HAL Real Estate Investments, requests to expand the types of uses currently allowed in the PLA 3A zone to allow a mix of commercial uses such as specialty retail; restaurants, banks, residential, hotel/motel within the Plaza at Yarrow Bay office complex.

Maximum building height on both sides of the street currently ranges from 30'-60' above average building elevation depending on the zone. The Advisory Group generally supports increasing the types of uses in the district and not include housing, but to keep the height as 30' in the PO and FCIII zones.

Staff Recommendation

New land use designation- Staff recommends that the current zoning (PO, PLA 3A, FC III) for the Yarrow Bay Business District be consolidated into Yarrow Bay Business District subareas unique to the locations such as YBD 1, 2, 3 etc, consistent with other business districts. Attachment 2 reflects this staff recommendation.

Uses- Staff supports the Advisory Group's recommendation to allow a broader range of uses in the district such as retail, restaurant, hotel/motels uses in addition to the office development on both the east and west sides of Lake Washington Blvd. provided adequate parking is provided on site and the scale of retail is smaller, accessory or specialty retail (to avoid large stand alone retail). This also is consistent with comments from the Planning Commission. This recommendation is subject to further study to determine if the size of retail should be limited and the potential traffic impacts of the recommendation. The draft policies indicate 15,000 sq. ft. of gross floor area for retail uses. This figure is the approximate size of a drug store. A higher figure for say a smaller grocery store could be 30,000 or 50,000 gfa depending on desired outcome and traffic impact analysis.

Housing- The majority of the Advisory Group members did not support housing as an allowed use on the east side of Lake Washington Blvd in the current PO and FCIII zones. The Planning Commission indicated that housing would be appropriate in this area.

Staff recommends that housing be an allowed use on upper stories over retail or office uses on the east and west sides of Lake Washington Blvd. PLA 3A zone where Plaza at Yarrow Bay office complex is located, currently allows detached, attached and stacked dwelling units.

Building Height- The Advisory Group discussed whether or not building height should be increased on the east side of Lake Washington Blvd to encourage redevelopment of existing one story office parks surrounded by surface parking into mixed use centers. The Group

supports keeping the building height generally the same at a range of 2-3 stories (30') on the east side of Lake Washington Blvd (PO, FCIII zone). PLA 3 allows a range of 30-60' in height.

Consistent with the west side of Lake Washington Blvd, staff recommends allowing a maximum building height of four-five stories on the eastside of Lake Washington Boulevard (currently zoned PO and FCIII) provided traffic impact analysis for the area can support the increase in height and mix of uses.

Design Review- Staff agrees with the Advisory Group that design guidelines with design review for the business district should be developed.

Implementation- Legislative rezones would be necessary to change the Zoning Map for the PO, FCIII and PLA 3 zones to new zoning designations and amend the use zone charts to allow retail uses, hotel/motel, and housing. New design guidelines would require a code amendment to the Municipal and Zoning Codes.

South Kirkland Park and Ride PLA 4 Policies

The Lakeview Plan was recently amended (2009) to encourage transit oriented development at the South Kirkland Park and Ride site, now designated as Planned Area 4. The Advisory Group opposed a TOD project moving forward without first knowing what is planned for the portion of the site located in the City of Bellevue (see Advisory Group recommendation).

Staff Recommendation

Staff recommends no changes to the existing PLA 4 policies located in the Lakeview Plan (see Attachment 2). Recently the City Council reaffirmed their support for the current PLA 4 policies as written to encourage development of transit oriented development at the South Kirkland Park and Ride. The City Council directed staff to proceed with developing new Zoning Code regulations for PLA 4 on a separate track. The Council's action is intended to allow for the changes to be processed more quickly.

Federal funding may depend on the adoption of new regulations for the Park and Ride by the end of 2010 or early 2011. Without this funding, the expansion of the Park and Ride and associated transit-oriented- development could not occur. Planning staff is in the process of working on draft zoning code regulations for PLA 4. A separate public process for the code amendments will be conducted.

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 8	HCC special meeting	Cont. Land Use (MF, Neighborhood business areas)
Nov 22	HCC study	Other sections
Dec	HCC study	
Dec/Jan	Park Board	Parks and Open Space
Dec/Jan	Transportation Commission	Transportation policies

2011 Schedule

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

ATTACHMENTS:

1. Revised Vision, Overview, Historic Context, Natural Environment Sections
2. Proposed draft Land Use Section of Lakeview Plan
3. Geological hazards map for Lakeview

Draft Lakeview Neighborhood Plan *(revised from 9/27/2010 HCC meeting)*

1. OVERVIEW

The Lakeview Neighborhood is bounded by Lake Washington on the west and the Burlington North Santa Fe Railroad tracks and the Central Houghton Neighborhood to the east. Lake Washington Blvd and Lakeview Drive provide north-south vehicular, bicycle and pedestrian connections from the SR 520 interchange to Downtown Kirkland and adjacent neighborhoods. Marsh and Houghton Beach waterfront parks are a recreational draw for local neighborhood residents and visitors. Yarrow Bay wetlands with its lush tree canopy are home to wildlife habitat, function as a pristine wetland and stream system, and are a sanctuary from surrounding urban development.

Land uses between the railroad and Lake Washington Boulevard are a mix of low to medium residential densities. In the center of the neighborhood between Lakeview Drive and Lake Washington Boulevard are medium density residential uses, offices and neighborhood oriented businesses.

Carillon Point is an important employment center and regional tourism draw with its mix of offices, retail, hotel, restaurants, housing and marina along the shores of Lake Washington. The Yarrow Bay Business District contains large office parks with some services for businesses and freeway travelers.

The policy direction for the waterfront has already been established in the Shoreline Master Program. The thrust of these shoreline policies is to maintain residential uses, permit water-dependent commercial uses where commercial uses presently exist, place a high priority on public access to the water either through park acquisition or pedestrian easements negotiated during development.

2. VISION STATEMENT

Located along the eastern shores of Lake Washington the Lakeview Neighborhood serves as a southern gateway to the City. The neighborhood has a special waterfront town charm. Lakeview residents value the visual and physical connection to Lake Washington. Wide, expansive views of the Lake and the Olympic mountains have been sustained because of careful selection and placement of trees and vegetation, to avoid view obstruction of the Lake from public streets and properties to the east.

The neighborhood is a mix of single family and multifamily residential areas, offices, neighborhood oriented businesses and two commercial centers - Carillon Point and the Yarrow Bay Business District.

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

With direct access to SR 520, the Yarrow Bay Business District is a vibrant community with a mix of commercial uses and housing, hotels, services for businesses, neighbors, transit users and freeway travelers. Even with improvements to SR 520 freeway, and new development in the Yarrow Bay Business District, the neighborhood has maintained its unique waterfront neighborhood character. The Kirkland gateway sign located at the south end of Lake Washington Blvd is in a prominent location, well designed, and welcomes visitors to the City.

(Note: this paragraph will be updated after HCC/PC discussion) The South Kirkland Park and Ride lot has transformed from a surface parking lot and transit center to a transit oriented development with additional parking stalls to serve transit riders, a mix of housing for all income levels, commercial services, improved vehicular and pedestrian access to the site and well designed architectural gateway to the City.

The street network of the Lakeview neighborhood is well established. Lake Washington Blvd and Lakeview Drive provide pedestrian amenities such as wide sidewalks, landscaping, pedestrian lighting, benches, and art. Improvements to Lake Washington Blvd and Lakeview Dr have improved pedestrian safety, and reduced traffic congestion.

Pedestrian and bicycle trails provide increased connections between Yarrow Bay Wetlands and Lake Washington Boulevard to Watershed Park, Carillon Woods Park and the future Cross Kirkland Trail/Eastside Rail Corridor along the old Burlington Northern Santa Fe Railroad right of way.

Lakeview's parks are clean, well maintained, and enjoyable for residents and visitors. Our waterfront parks are a model for how shoreline areas can provide a soft, natural shoreline to improve habitat with the planting of native vegetation.

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

3. HISTORICAL CONTEXT

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

Notable Houghton settlers were the Samuel French, the Jay O'Conner, the Curtis, Fish and Lute Marsh families. What is now known as the Sutthoff house (4120 Lake Washington Blvd.) was originally built in 1903 by realtor Charles Parrish for the Morris Orton family. The Sutthoff (Orton)

house was then rented to a Dr. George Hudson Davis about 1910 and used as the area's first hospital and dental office. The Herman Schuster house (grandfather of Louis Marsh) was built just north of the Sutthoff (Orton) home. The French house was moved from its original location at 10126 NE 63rd Street to its present location at 4202 Lake Washington Blvd. in 1977.

In 1929, Louis Marsh built the Marsh Mansion on the property (6610 Lake Washington Blvd.) his parents purchased in 1905. Marsh Park, donated by Mr. Marsh, is on the land he acquired when Lake Washington was lowered in 1916. The French family home was built at 10120 NE 63rd St and later moved to 4130 Lake Washington Blvd in 1978. Harry French and other Houghton residents commuted to Seattle to work in Yesler's Mill either by rowing boats, by horse or daily ferry service. Harry French built a frame cabin for his family which later became Pleasant Bay's (original name for Houghton) first classroom and its first Sunday school. On Lake Washington Blvd. between NE 59th – 60th Streets two older buildings exist (real estate offices). One was built in the 1900's and was the early site of the Houghton Post Office.

Where Carillon Point is today was the original location of the Lake Washington Shipyard, started in 1905 by two brothers in law, Bartsch and Tompkins. The shipyard was an employment hub, building wood ships during the First World War, then steel ships during the Second World War. Near this location, NE 52nd Street (Curtis Road) was the first street in Houghton connecting Lake Washington Blvd. to 108th Avenue NE (Cort Road). After the shipyards closed, the site was used for a practice facility for the Seahawks football team before moving to NW university campus on 108th Avenue and later to Renton in 2009.

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

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

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

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

The Community Character Elements establishes the different hierarchy for designating historic buildings, structures, sites and objects in the City. The Community Character Element lists the Marsh Mansion at 6610 Lake Washington Blvd., the French House at 4130 Lake Washington Blvd., and the Sutthoff (Orton) House at 4120 Lake Washington Blvd, the Shumway site at 510-528 Lake Street S. (structure was moved to Juanita), Lake Washington Shipyards site at Carillon Point and the Lake House site at 10127 NE 59th ST on the City's list of Historic Buildings, Structures, Sites and Objects. The Marsh Mansion is recognized on the National and State Registers of Historic Places and contains a Historic Landmark zoning designation. In addition to the historic structures and sites above and

listed in the Community Character Element, the French and Sutthoff houses should be preserved as single family homes to provide a link to Lakeview's history.

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

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

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

4. NATURAL ENVIRONMENT

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

Natural Water Systems

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

Four drainage basins and associated creeks flow through Lakeview toward Lake Washington: Yarrow Creek, Houghton Slope A, Houghton Slope B, Carillon Creek and Yarrow Bay wetlands. These drainage systems provide important ecological functions such as flood and storm water conveyance, water quality, fish habitat and wildlife and riparian corridors and open space benefits. Cutthroat Trout inhabit Yarrow Creek. Cochran Springs Creek is considered a tributary to Yarrow Creek and also contains Cutthroat Trout, juvenile Coho salmon and Lamprey.

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

See Natural Environment Chapter for the maps of wetlands, streams, and environmentally sensitive slopes and additional goals and policies to preserve and protect these natural systems:
http://kirklandcode.ecitygov.net/CK_comp_Search.html

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

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

Soils and Geology

Goal: Manage development to protect potentially hazardous areas, such as landslide, erosion, and seismic areas.

Policy: Require slope stability analyses and design development to avoid damage to life and property on properties containing high or moderate landslide or erosion hazards areas.

Policy: Regulate development on the Houghton and Yarrow Slopes due to environmentally sensitive slope conditions. Staff comment: this policy could be moved to the Land Use section where we will include a list of development standards.

The Houghton and Yarrow Slopes are designated as containing soils susceptible to moderate to high landslide hazard areas particularly when wet or sliding in time of low intensity earthquake. The Natural Environment Element shows Landslide and Seismic Hazard areas in the Lakeview Neighborhood. For these reasons development on these slopes should be regulated to protect life and property. Some properties surrounding the Yarrow Bay Wetlands are designated as containing seismic hazard areas because the soil type is subject to risk of earthquake damage as a result of seismically induced settlement or soil liquefaction. Regulations governing development on geologically hazardous areas are located in the Kirkland Zoning Code.

Houghton Slope

The most sensitive portions of the Houghton Slope are generally south of NE 58th Street. This area is prone to sliding and erosion. Slopes are steep at an average of 15 percent with some slopes greater than 40 percent. There are several steep ravines which have a particularly high hazard of sliding because of the large amounts of groundwater in the slope causing artesian pressure and many small streams. The slopes area is heavily wooded and of significant aesthetic value particularly for those who enter the City from the south on Lake Washington Boulevard. Besides the aesthetic value of the wooded cover, it is also important in contributing to the slope's stability and provides habitat for small wildlife.

Staff note: A recent geologic hazards assessment that was limited in scope was prepared for this area to evaluate the implications of increasing the residential density from the existing low density designation of RS 12.5 to RS 7.2 or 8.5. The report concluded that the slopes could handle an increase in development provided site specific geotechnical analysis was conducted and the current

Zoning Code regulations were applied to new development. A new proposal by property owners want a rezone of the area to single family RS 3.6 with an option for allowing duplex or triplexes.

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

Yarrow Slope

The Yarrow Slope, west of the Yarrow Bay Wetlands has also been identified as a potentially hazardous slope. Some landslides occurred in the early 1960s southward along the present location of SR520. However, nearby landslides, steep slopes, high water content, and peat deposits warrant additional investigation as to slope analysis indicating minimal hazards. House configurations that minimize disruptions to natural systems are preferred. Existing vegetation in these areas should be preserved to the greatest extent feasible to help stabilize the slope and maintain drainage patterns. Development on these slopes should consider the same development standards listed under the Houghton Slope land use section below. Special care should be taken during and after construction in order to minimize adverse impacts on the wetlands.

Prior to development on the Houghton and Yarrow Bay slopes, a slope stability analysis should be required to identify the magnitude of the hazard and possible mitigating measures. These measures may include restrictions on the type, design, and/or density of land use. Existing vegetation should remain to the greatest extent possible to help stabilize the slope.

See Land Use section below for the appropriate density and development standards that should be followed when developing on the Houghton and Yarrow Slopes.

Goal: Preserve, protect, and manage the urban forest.

Policy: Enhance and protect the tree canopy.

Descriptive text to be added.

Goal: Protect wildlife in the neighborhood.

Lakeview contains many wildlife corridors connecting parks in the Central Houghton neighborhood and along stream channels to Lake Washington and Yarrow Bay Wetlands.

Policy: Encourage the creation of backyard sanctuaries for wildlife habitat.

Within the Lakeview and larger Houghton area residents are encouraged to improve wildlife habitat on their private property by planting native vegetation, providing food, water, shelter and space for wildlife.

Draft Lakeview Neighborhood Plan
October 15, 2010

Land Use Section

Residential

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

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

Providing housing options for a wide spectrum of households is an important value to support and encourage. Alternative housing provides more housing choice to meet changing housing demographics such as smaller households. Allowing design innovations can help lower land development cost and improve affordability. Compatibility with the predominant traditional detached single family housing style in the neighborhood will determine the acceptance of housing alternatives. Housing styles such as cottage, compact single family, and common wall (attached) homes, accessory dwelling units, and clustered dwellings are appropriate options to serve a diverse population and changing household size and composition. Standards governing the siting and construction of alternative housing types in the Lakeview neighborhood should be consistent with citywide regulations.

Policy: Encourage diversity in size of dwelling units by preserving and/or promoting smaller homes on smaller lots.

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

Up to 50 percent of the single family lots to be subdivided should be allowed to be smaller than the zoning designation allows if a small home is retained or built on the small lots. The lots containing the small homes should be no less than 5,000 square feet in the RS 7.2 zones and no less than 6,000 square feet in the RS 8.5 zones. The size of the homes on one or both lots would be limited by establishing a floor area ratio standards.

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

Policy: The Lakeview Terrace area should remain in single family residential uses up to nine dwelling units per acre.

The single-family residential area of Lakeview Terrace, encircled by Lakeview Drive, NE 64th Street, and the railroad tracks, contains housing with some older structures. This area should be maintained as single-family by encouraging rehabilitation and by minimizing any possible encroachment of the adverse impacts of neighboring commercial and multifamily uses. This can best be accomplished by ensuring that new high-density developments to the west and south provide adequate vegetative buffering to minimize visual impacts yet reasonably maintain views for existing residences. Additionally, the Lakeview Terrace area should be maintained in single-family residential uses (up to nine dwelling units per acre) to reflect the existing small lot sizes.

Houghton and Yarrow Slopes

Policy: Along the Houghton and Yarrow Slopes protect potentially hazardous areas such as landslide, seismic and surface water through development standards while allowing for redevelopment compatible with existing development.

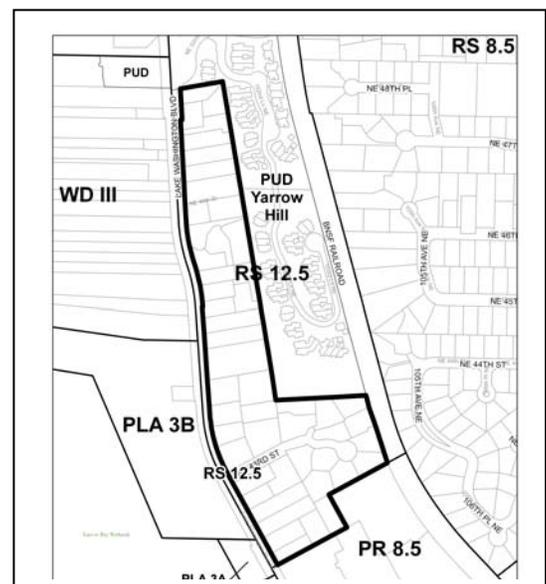
There are geologic, aesthetic, and utilitarian constraints for development on the Houghton Slope.

Policy: Along the north portion of the Houghton Slope between NE 58th Street and NE 64th Street retain the existing single family residential development at 4-5 dwelling units per acre.

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

South Houghton Slope

The entire residential area south of NE 58th Street lies on the part of the Houghton Slope identified as containing High Landslide Hazard soils. Several underground springs, watercourses and forested ravines are located along the hillside may contribute to slope instability. The majority of the lots are under single ownership, long, narrow, and have steep sloped driveways making vehicular and emergency access to Lake Washington Blvd. challenging.



Policy: On the south Houghton slope, residential development on the sensitive slope should be limited to four to nine dwelling units per acre (rezoned to RS 7.2, or RS 6.3 or RM 5.0 or RM 3.6) and subject to the development standards listed below.

Because of the constraints discussed above full development at medium to high densities greater than nine dwelling units per acre development elsewhere along Lake Washington Blvd would be of concern. Such higher density development could increase the hazards to life and property and disrupt the aesthetic character of the slope and surrounding existing single family residential development.

Given these constraints, flexibility in site design and lot layout should be encouraged to allow for redevelopment and protect steep slopes and existing water courses and retain vegetation. Such techniques as aggregation of lots or clustering of units away from steep slopes or smaller lot sizes should be encouraged.

Policy: Regulate development on slopes identified as landslide or erosion hazard areas to avoid damage to life and property.

Development Standards for Houghton Slope (and Yarrow Bay Slopes)

New development along the Houghton Slope should include the following development standards using the best management geotechnical practices specific to the site and in the design of projects to minimize any potential hazards:

*(Note: The * indicates existing standards in Lakeview Plan for this area.)*

1. *Preparation of a slope stability analysis which evaluates site and immediate surrounding area to minimize damage to life and property and specific structural designs and construction techniques to ensure long term stability. *Required by KZC Chapter 85.*
2. *Recording of a covenant which indemnifies and holds harmless the City for any damages resulting from slope instability. *See KZC Chapter 85.*
3. *Limit lot coverage to enable the preservation of vegetation and watercourses (RS zones allow 50%; MF zones allow 60%). *Could further restrict coverage. See also RSA zones.*
4. *Retention of maximum number of trees and vegetative cover. *See KZC Chapter 95.*
5. *Allow flexibility in lot size and require clustering of structures away from steep slopes, drainage courses and to preserve significant grouping of trees.
6. *The hillside with the steepest slopes and or ravines may be required to be undisturbed in a natural condition and retained as permanent natural open space through the creation of a greenbelt easement or either dedication of air rights (define as areas greater than 40% slope?). *See KZC Chapter 85*

7. *Prohibit new vehicular access points along Lake Washington Blvd.
8. Pedestrian walkways shall be incorporated into the design of vehicular access points that connect to Lake Washington Blvd. With new subdivisions sidewalks along Lake Washington Blvd should be widened.
9. *Control surface runoff at predevelopment levels.
10. *Retention of watercourses and wetlands in a natural state. See KZC Chapter 90.
11. *Provide ability for the City to provide necessary emergency services.
12. Design Standards:
 - a. *If MF: Could allow detached or attached dwelling units and restrict stacked units. Average no more than 4 units per building to limit building mass and minimize view obstruction.*
 - b. *Require pitched roofs.*
 - c. *Require carports to have pitched roofs and or be enclosed.*
13. Review Process: If multifamily zoning Process I review (Planning Director) otherwise none.

Policy: No new vehicular access points should be permitted along the east side of Lake Washington Blvd south of Carillon Point.

Vehicular access to and from the south Houghton Slope is problematic because of steep slopes on the eastside of Lake Washington Blvd. and speed of traffic along Lake Washington Blvd. Most traffic from developments on the Houghton Slope have to enter the heavy traffic flows on the Boulevard from steeply sloped driveways. In many instances, the line of sight distances for automobiles entering and leaving the flow are generally too short to be safe. These conditions make vehicular access problematic, especially for emergency vehicles. For these reasons with new development consolidating driveways should be a priority and no new driveway access points should be permitted along Lake Washington Blvd south of Carillon Point.

Policy: Improve pedestrian access along Lake Washington Blvd.

The width of the sidewalk on the eastside of Lake Washington Blvd. south of Carillon Point is narrow and constrained by tall rockeries making conditions uncomfortable for pedestrians. As new *subdivisions or development* occurs the sidewalk should be widened to improve pedestrian access along Lake Washington Blvd.

Policy direction for Planned Area 2 and 3 near Yarrow Bay Wetlands

Planned Areas 2 and 3 are located adjacent to the Yarrow Bay Wetlands which are identified in the Natural Environment section and in the Shoreline Master Program, as well as the upland area which is outside the shoreline boundary. Any development in this entire area should maintain the functional integrity of the wetlands and maintain the biologic functions of storage and cleansing of runoff waters (see Shoreline Master Program Natural Environment section). Additional policies indicate that the wetlands, as an area of aesthetic, biological, educational, and anthropological value, should be preserved as such. In 1987, the majority of the wetlands

were dedicated to the City of Kirkland to ensure protection. The wetlands have also been identified as an area subject to uneven settlement problems. If development does occur in the wetlands or remaining upland areas, densities should be extremely limited (one dwelling unit per acre).

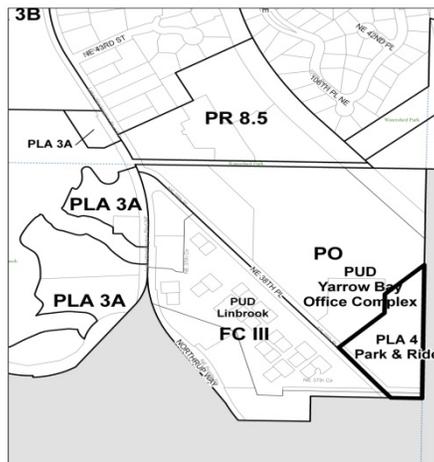
Policy: The uplands area of Planned Area 2 adjacent to Points Drive are appropriate for multifamily at a density of ten - twelve dwelling units per acre.

Upland portions of PLA 2, outside the shoreline boundary and adjacent to or with direct access to Points Drive, have been developed as medium-density multifamily development (up to 12 dwelling units per acre).

Policy: Along the Yarrow Bay slope residential density of three –five dwelling units per acre is appropriate.

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

Commercial Uses



YARROW BAY BUSINESS DISTRICT

The Yarrow Bay Business District serves as both a local and regional employment center containing corporate headquarters, large office complexes, schools, and convenience services for local office workers and freeway travelers along SR 520.

Much of the business district has already been committed to certain economic activities including large and small office structures, restaurants, and a motel surrounded with surface parking lots. Due to the availability of adequate public services, easy access to major arterials

and to the freeway, and the overall compatibility with adjacent land uses, the predominate use should be devoted to commercial activities. Incorporating residential uses with commercial development would strengthen the area into a twenty four- hour community.

Goal: Promote the vitality of the Yarrow Bay Business District as a coordinated, mixed use employment center.

The policies in this section are intended to support and strengthen the business district to evolve into a greater mix of retail, office, services and housing to provide a more vibrant commercial district with greater pedestrian orientation and connections to transit facilities. Retail uses may be included as part of the office structures or with freeway-oriented uses, but not as standalone large retail uses. All developments, especially along Lake Washington Boulevard, should include landscaping and other elements to enhance this interchange as a gateway to the City.

It is recommended that the district be divided into two subareas, YBD 1 (currently PLA 4, So Kirkland Park and Ride lot) and YBD 2 (properties currently zoned PO, FCIII and PLA 3A). PLA 3B is recommended to be rezoned to a multi family zoning designation such as WDIII.

Policy: Encourage a mix of retail, hotels, restaurants, housing and services incorporated into existing office development.

Policy: Maximum building heights of four to five stories are appropriate for YBD 2 to be consistent with existing development and to encourage future goals of the business district.

Policy: Establish urban design standards for commercial and mixed use residential development in the Yarrow Bay Business District
Policy: Prohibit stand alone retail or wholesale buildings that occupy more than 15,000 gross floor square feet.

Policy: YBD 2 ~~Planned Area 3A~~ is suitable for medium-density residential uses, offices or commercial services to support nearby businesses, residents and freeway travelers.

Development in YBD 2 ~~Subarea 3A~~ is appropriate for a mix of uses such as offices, specialty retail (limited in size to 15,000 sq. ft./no stand alone retail) including grocery stores to serve office and other employment nearby or freeway traveler, banks (no drive thru), hotel, motel, restaurants, schools and or day care facilities residential (above the ground floor). The clustering of development away from wetland and streams areas is encouraged. Because of the prominent location of the development as a southern gateway to the City, a gateway feature, art, superior landscaping, and pedestrian amenities should be provided along Lake Washington Blvd (see Urban Design Section).

Design Guidelines should encourage new development to be attractive as a gateway to the City, provide greater pedestrian orientation and pedestrian connections to other businesses, to the So Kirkland Park and Ride and other transit facilities. Along the perimeter of the district ensure architectural design is stepped back vertically from the street and designed to be compatible with adjacent residential development.

Existing Planned Area 3 A and B- *These areas should be re-designated in PLA 3A to match the YBD designation on the east side of Lake Washington BLVD. PLA 3B would likely be re-designated to a WDIII zone.*

Existing text- The northwest quadrant of the SR520/Lake Washington Boulevard interchange is defined as Planned Area 3. This planning area is divided into two subareas, based on the unique conditions for development within each subarea. There are many constraints on development in this area. This area is the entrance to the City and, hence, the character of development is important. Cochran Springs Creek requires protection as well as concern for the relationship of development to the adjacent wetlands. Ingress and egress onto Lake Washington Boulevard and Points Drive should be carefully controlled in order not to negatively impact the traffic on the Boulevard and approach to SR520.

Policy: Planned Area 3B (could be re-designated to WDIII designation) is suitable for multifamily, hotel/motel, and limited marina use.

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

Note: The majority of the Advisory Group recommended the Lakeview Plan for PLA 3B be revised on page XV.A-8 to further limit the hotel/motel use listing to require additional conditions 1) a minimum one week or longer stay, 2) keep existing prohibition on no restaurants, office and retail uses, 3) limit the number of units for hotel use to no more than 10%. One member opposed the recommendation and believed no change to the use listing is necessary because the property was given approval of a permit and installed the required public shoreline walkway improvements. The Group supports retaining existing policies for PLA 2 area including the Point at Yarrow Bay residential project.

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

An existing office development is located at the south portion of the Houghton slope. The office land use designation should not be allowed to extend further northward onto the southern end of the Houghton Slope into the residential area. Offices provide a desirable

transition to the residential area to the north. Offices should be developed according to the following standards (*existing text*):

- (1) Compliance with the standards for residential development at a density of up to five dwelling units per acre elsewhere on the unstable Houghton Slope.
- (2) Compatibility of building scale and density with residential uses.
- (3) Use of natural features, such as ravines, watercourses, or areas of significant natural vegetation to provide a separation from residential uses.
- (4) Use of wide vegetated setbacks adjacent to residential uses.
- (5) Vehicular access will not be placed across residentially zoned property.
- (6) Accessory commercial uses are only permitted to serve the offices.

PLANNED AREA 4: SOUTH KIRKLAND PARK & RIDE

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

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

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

Policy: Provide for affordable housing.

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

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

Policy: Ensure high quality site and building design.

Develop implementing regulations for coordinated development of the entire site.

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

Implement design standards for Planned Area 4.

- Ensure that regulations support appropriate building scale and massing throughout the site, produce buildings that exhibit high quality design and incorporate pedestrian features and amenities that contribute to a livable urban village character for the TOD.
- Provide guidance for the streetscapes along NE 38th Place and 108th Avenue NE to ensure buildings do not turn their backs on the streets and development provides a welcoming and attractive presence at this gateway to Kirkland.
- Protect the vegetative buffers and significant trees along the site's eastern and southeastern borders through development standards.
- Minimize the visual impacts of parking facilities from adjacent rights-of-way.

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

Promote sustainable development through support of green building practices at the Park and Ride.

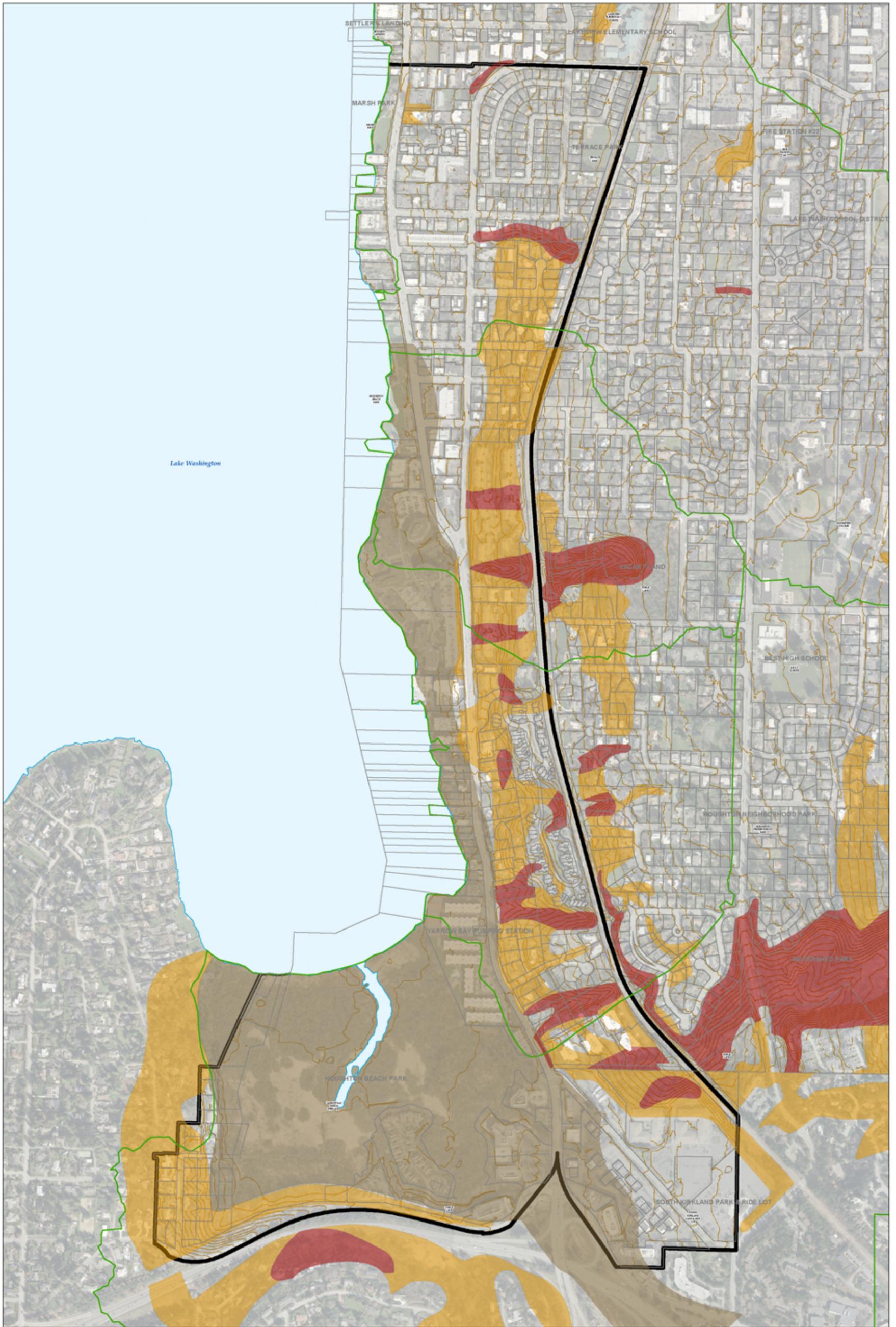
Policy: Maximize effectiveness of transit-oriented development (TOD).

- Create the opportunity for Transit-Oriented Development at the site through the development of standards and regulations that support necessary densities.
- Expand opportunities for retail development, incidental office development, and childcare facilities at the site to serve users of the Park and Ride, site residents and others.
- Provide opportunities for all types of users of the site to access the BNSF corridor; however it is developed, along the eastern boundary of the Park and Ride site.
- Reduce the need for parking at the site through regulations that promote shared parking between uses, and incentives to support alternatives such as shared car services and electric cars.

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

Policy: Coordination with the City of Bellevue.

- Coordinate an approach for the review and approval of development proposals for the site with the City of Bellevue.
- Manage emergency services to the site through agreements with the City of Bellevue.



Legend

- Seismic Hazard Area
- Medium Hazard
- High Hazard
- Drainage Basin Boundaries
- Selected Public Properties
- Lakes


 0 600 1,200 Feet
 Scale: 1" = 1,200'
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Lakeview Landslide and Seismic Hazard Areas