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## XV.A. LAKEVIEW NEIGHBORHOOD

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existing multifamily units for overnight lodging, however, would be acceptable provided that the site development maintains its residential character and that accessory restaurants, retail, or similar uses are not allowed.

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### ***Subarea B should include public use areas.***

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

### ***PLANNED AREA 4: SOUTH KIRKLAND PARK & RIDE***

"Planned Area 4" is the area designated for TOD

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.

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### ***Provide for affordable housing.***

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- ◆ 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.

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### ***Ensure high quality site and building design.***

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- ◆ Develop implementing regulations for coordinated development of the entire site.
  - Establish standards for building height and mass that acknowledge site topography and existing vegetation as factors for consideration.
- ◆ Implement design standards for Planned Area 4.
  - Ensure that regulations support appropriate building scale and massing throughout the site, produce buildings that exhibit high quality design and incorporate pedestrian features and amenities that contribute to a livable urban village character for the TOD.
  - Provide guidance for the streetscapes along NE 38th Place and 108th Avenue NE to ensure buildings do not turn their backs on the streets and development provides a welcoming and attractive presence at this gateway to Kirkland.
  - Protect the vegetative buffers and significant trees along the site's eastern and

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- southeastern borders through development standards.
- Minimize the visual impacts of parking facilities from adjacent rights-of-way.
  - ◆ Foster the creation of a vibrant and desirable living environment through the use of high quality design, public amenities and open space.
  - ◆ Promote sustainable development through support of green building practices at the Park and Ride.

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### *Maximize effectiveness of transit-oriented development (TOD).*

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- ◆ 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.

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### *Coordination with the City of Bellevue.*

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

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

### **PLANNED AREA 15: OLD SHIPYARDS**

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#### *Subarea A is described.*

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

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

South of Carillon Point is the Yarrow Bay Marina containing over-water covered moorage facilities, dry dock boat storage, boat launch, boat sales and service, a pump-out facility and an accessory office building. The marina has been in existence since the 1950s.

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#### *Subarea B is described.*

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

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