



MEMORANDUM

To: Planning Commission

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

Date: April 4, 2011

Subject: DRAFT LAKEVIEW NEIGHBORHOOD PLAN AND RELATED CODE AMENDMENTS,
FILE ZON07-00032

RECOMMENDATION

Conduct a study session and provide direction to staff and comments to the Houghton Community Council on the enclosed preliminary draft Lakeview Neighborhood Plan and related code amendments.

BACKGROUND DISCUSSION

To date the Lakeview Neighborhood Plan update process has involved the following activities:

- An open house on October 29, 2009 to introduce both Lakeview and Central Neighborhood planning processes.
- A Neighborhood University on December 8 & 9 2009 to educate attendees about the Kirkland Comprehensive Plan within the context of the Growth Management Act.
- Lakeview Advisory Group meetings were held between January – August 2010 (13 meetings). One meeting was held in February 2011 to comment on the draft plan.
- A joint study session with Houghton Community Council and Planning Commission was held in August 2010.
- Houghton Community Council (HCC) study sessions were held to develop the neighborhood plan and regulations.
- The Parks Board and Transportation Commission reviewed the draft plan and provided comments.
- Public outreach currently includes a Lakeview Neighborhood Plan webpage, frequent list serv e-mail announcements, public notice signs installed throughout the neighborhood, and a postcard mailed to property owners and residents affected by the land use changes to notify them of the proposed changes and upcoming meetings.

Overview of Draft Neighborhood Plan

The update to the neighborhood plan consists of four main components:

- A new neighborhood plan containing goals and policies
- Various code amendments
- Proposed zoning map changes (rezones)

- New design guidelines for the Yarrow Bay Business District (to be discussed at the April 28, 2011 study session).

The draft Lakeview Neighborhood Plan is a complete rewrite of the existing neighborhood plan that was last updated in 1985. The existing plan does not contain actual goals and policies. Consistent with other neighborhood plans the new Lakeview Plan establishes goals and policies for the neighborhood by topic area such as land use, natural environment, transportation etc.

The following are the key policy changes from the existing Plan:

- Proposed rezone of portions of the south Houghton slope from RS 12.5 to a new PLA 3A zone to allow for 6 or 7 dwelling units per acre with the exact density to be determined after the public hearing.
- New vision for the Yarrow Bay Business District that will expand the types of uses to allow a mix of commercial and housing, increase height, install pedestrian east/west connections between the businesses, the South Kirkland Park and Ride, and the Eastside Rail Corridor.
- In the PR (Professional Office/Residential) zone south of NE 60th Street, allow small neighborhood commercial uses and rezone the block east of the alley between NE 59th ST and NE 60th ST from RM 3.6 to PR 3.6. For the old post office site and structures north of Kid Valley policies clarify the types of uses allowed and development standards for if the property were to redevelop.
- For residential property containing legal non-conforming density, a new policy will allow property owners to keep the number of legal nonconforming dwelling units if they redevelop their property (refers to RM 3.6 zone).
- Small lot single family will be permitted in single family zones throughout the Lakeview neighborhood consistent with the Market and Norkirk neighborhoods. This provision allows half the number of lots in a subdivision to be smaller than the minimum lot size. This would not apply to the new PLA 3A zone. Limiting the floor area ratio on the smaller lots would be new to Houghton.

No major policy changes were made to the Carillon Point PLA 15A or B, or PLA 3B zones or shoreline areas because of the recent update of the Shoreline regulations. No policy changes were made to the PLA 4 zone at the South Kirkland Park and Ride lot.

Past meeting packets from the Houghton Community Council and Planning Commission can be found at this link <http://www.ci.kirkland.wa.us/depart/Planning/HCC.htm>

Summary of policy changes reflected in draft Neighborhood Plan and code amendments

Below is a summary of each section of the draft Plan describing the key policy changes and proposed code amendments (see Attachment 1 for the draft neighborhood plan, Attachment 3 for the code amendment list and Attachment 4 for the proposed Code Amendments). Sections of the Draft Plan in Attachment 1 are highlighted to draw attention to items that should be discussed at the meeting.

1. Lakeview Neighborhood Vision

The vision statement describes the desired state of the Lakeview Neighborhood twenty years in the future. Key values expressed by the participants in this process include:

- Retaining the neighborhood's special waterfront town charm and connection to Lake Washington
- Maintaining wide expansive views of the Lake and Olympic mountains
- Continuing the mix of single family and multifamily residential areas, offices, and neighborhood oriented businesses
- Providing greater pedestrian connections throughout the neighborhood and to Central Houghton

Of particular note is the vision for the Yarrow Bay Business District. The concept is to encourage a transformation of the Yarrow Bay Business District into a mixed use, coordinated, urban village with improved pedestrian access within the business district and to a future Transit Oriented Development at the South Kirkland Park and Ride property. New policies described in the Land Use Section include an increase in building height, expansion of the types of uses allowed in the existing office developments, introducing housing to the mix of uses, and utilizing design guidelines and design review for new development. Also discussed is the recognition of future development of the Eastside Rail Corridor as a dual use trail with neighborhood connections to the trail.

2. Historical Context

Due to its waterfront location, the Lakeview Neighborhood has a rich history. The Kirkland Heritage Society worked closely with staff to describe the historic structures and places unique to the Lakeview neighborhood. The goals and policies are similar to what was included in the existing neighborhood plan with new policy statements encouraging property owners to preserve historic structures and install directional and interpretive signs to remind the community of our past.

3. Natural Environment

For this section there is very little change from the existing Plan. The draft neighborhood plan policy statements value protection of tributaries to Yarrow and Cochran Springs Creek, removing barriers within stream corridors for fish habitat, adding viewpoints and access to Yarrow Bay Wetlands, protection of moderate and high landslide slopes and encouraging backyard sanctuaries for wildlife habitat.

4. Land Use

Introduction

The Lakeview Advisory Group (LAG) and HCC spent a considerable amount of time on several new land use initiatives and zoning changes. Proposed legislative rezones include (see Attachment 5):

- the block between NE 60th and NE 59th ST from RM to PR 3.6.
- an area along the Houghton Slope from RS 12.5 to a new Planned Area 3A zone.
- creating new Yarrow Bay Business District zoning YBD 1 and 2.

- minor label changes on the Zoning Map that are no longer relevant.

Policy changes for each area are described below. Figure 1 in the Neighborhood Plan shows the proposed land use map. Attachment 6 shows proposed Zoning Map changes.

A. New PLA 3A zone along the South Houghton Slope

Background

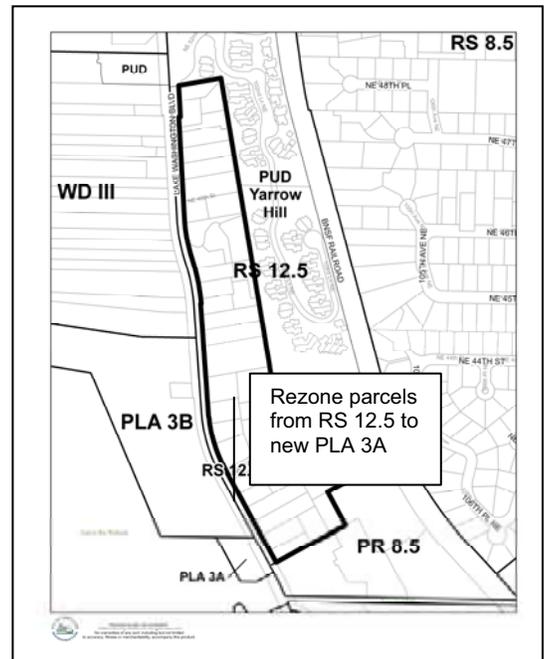
One of the issues identified early on in the process was:

Should the RS 12.5 area along the south portion of the Houghton Slope be rezoned to allow an increase in density, and if so, to what density and housing style?

The existing neighborhood plan allows a density of 1-3 dwelling units per acre with RS 12.5 zoning. Four to five dwelling units per acre is allowed through a public process (Planned Unit Development or PUD) if you have a minimum of one acre and meet a list of development standards. The one acre minimum combined with the large lot size of 12,500 sq. ft. has limited development options for property owners. The Houghton Slope contains many development constraints because of soils susceptible to moderate-high landslide hazards, hillside streams, and vehicular access and sight distance challenges along Lake Washington Blvd.

A group of property owners petitioned both the Lakeview Advisory Group and Houghton Community Council to have the area rezoned at first to RS 7.2 (6 units/acre) or 8.5 (5 units/acre). Over the course of the meetings, the request by the property owners group was changed to RM or RS 3.6 (12 units per acre) to allow higher density and increased flexibility. Other neighbors opposed higher density and the RM/RS 3.6 proposal.

Advocates for increasing the density reasoned that the surrounding area has changed over the years with higher density multifamily apartments and condominiums (e.g. Carillon Heights and Villagio apartments, Yarrow Hill condominiums). Property across the street along the shoreline is zoned RM 3.6. Property owners on the slope felt they should also be permitted to have comparable density. The property owners' group argued that many houses are owned by absentee landowners and in need of repair but the current real estate market and restrictive zoning make it difficult to upgrade the property. The larger lots and the speed of traffic along Lake Washington Blvd. also make it challenging to feel like a single family residential area where neighbors can easily connect with one another. (see public comment letters in Attachment 8).



Both LAG and HCC groups debated the various density options and housing styles. Taking votes on the issue, the Advisory Group changed the density several times but settled on recommending no greater density than six dwelling units per acre (RS 7.2).

Staff provided data to both groups estimating how many new lots could be achieved for each property at the various density ranges (see November 22, 2010 HCC packet). Staff sought out advice from Associated Earth Sciences to explore the general implications of increasing the density from a broad geological standpoint. At the time AES evaluated implications of RS 8.5 or 7.2 zoning. AES recommended third party peer review of geotechnical reports and later stated that the area could also support a density of 7 d.u.'s per acre as well, provided specific standards were followed. At that time AES did not evaluate higher density scenarios.

Recommended Policies-The draft Neighborhood Plan creates a new Planned Area 3A (PLA 3A) for the single family RS 12.5 parcels (see page 7, Policy L.3-4). The name for the zone was chosen because of the PLA 3B zone across the street where Villagio Apartments are located. The existing PLA 3A zone where the Plaza at Yarrow Bay is located would be rezoned to a new Yarrow Bay Business District YBD 2.

Density Options- It was recognized that some increase in density would be appropriate for the area given the surrounding development. Consensus was reached that an RM or RS 3.6 density (12 d.u.'s/acre) would be too dense given the constraining factors along the slope. The new PLA 3A policies establish a density of either 6 or 7 dwelling units per acre with a minimum lot size of no less than 5,000 sq. ft. to allow flexibility and clustering in site design because of the steep slopes and other constraints. The smaller lot would also be subject to a floor area ratio standard of .5. Two unit homes and zero lot line configurations would also be permitted.

The Houghton Community Council wanted to leave the density option of 6 or 7 d.u.'s per acre open until after the public hearing. This density equates to either RS 7.2 or RS 6.3 zoning. In weighing the density options, 6 dwelling units per acre is basically what is allowed today through a PUD but without a one acre minimum requirement. Six d.u.'s per acre could result in an estimated 53 additional units. Seven d.u.'s per acre could provide an estimated 76 additional units. It is estimated that, at 7 dwelling units per acre, this would allow a minimum one additional lot per property.

Development Standards- A list of development standards are included in the new policies and draft zoning regulations. Many of these policies are included in the existing plan and regulated in KZC Chapters 85, 90 and 95.

Zoning Regulations- The PLA 3 A use zone chart would be a new Section 60 of the Zoning Code. *(Note: the current PLA 3A zone would then become a YBD zone.)* Attachment 4.i. describes the draft zoning for the new Planned Area 3A zone. A Process I review would be required for development in order to evaluate compliance with the development standards listed in the General Regulations. Attached housing or two unit home (zero lot line) is also an option to allow flexibility to cluster development away from slopes.

Zoning Map change- A legislative rezone from RS 12.5 to new PLA 3A zone would be necessary to change the Zoning Map. (see Attachment 5)

Discussion Questions

- *What density do you support?*
- *Do you agree with the proposed zoning and development standards?*
- *Do you agree with the recommendations?*

- B. Low density residential areas elsewhere- A new concept for the low density residential areas in the Lakeview Neighborhood would be to allow small lot single family development (similar to what is allowed in the Market and Norkirk neighborhoods) (see Policies L-4.1 and 4.2). This approach would limit the size of homes on the smaller lots, through floor area ratio (FAR) to 30%. This would apply to the RS zones of the Yarrow Bay Wetland slope and north portion of the Houghton slope (except for RS 5.0 in Lakeview Terrace and RS 12.5 zone). An amendment to the Subdivision Ordinance is proposed to implement this policy (see Attachment 4.o.). A similar proposal is contemplated in the Central Houghton Neighborhood Plan.
- C. Multi family areas-In the north portion of the neighborhood designated medium density, RM 3.6 zone, there are many parcels that contain legal nonconforming density as a result of changes in zoning during the last update in 1985 (see Attachment 2). The change was from RM 1.8 to RM 3.6. At the time of the last update a priority for the community was to reduce the density in the area to RM 3.6 or 12 units per acre. Zoning Code Chapter 162 establishes that with redevelopment the number of dwelling units must be brought into conformance. Several property owners who own parcels with non conforming density have brought this up as a study issue over the years and believe conformance should not be required. Attachment 2 shows where the parcels are located and most of the parcels are condominiums.

Recommendation- The new Plan includes Policy L-4.3 and L-4.4 recognizes that property owners should have the right to redevelop their property and keep the number of non-conforming units.

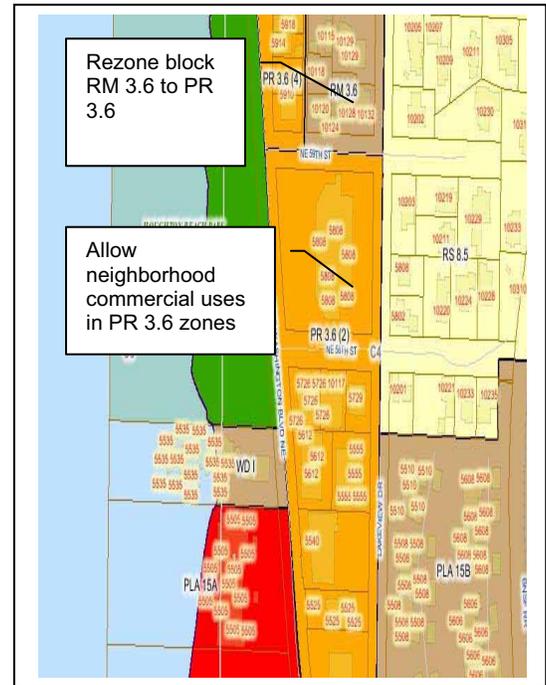
Discussion Questions

- *Do you agree with the single family small lot approach?*
- *Regarding non-conforming density, do you agree with this approach and if so staff would like direction on how best to follow up with the implementation of that policy.*
 - *This may be best to follow up as a study issue with the annual city wide zoning code amendment work program.*
 - *Another option would be to rezone the area back to the RM 1.8 designation, although the Houghton Community Council opposes that option.*

- D. Professional Office/Residential PR zones –There are three policy changes for this zone 1) permitting neighborhood oriented retail except if facing Lakeview Dr., 2) regulations governing the parcels on the northwest corner of the block and 3) a proposal to rezone the RM 3.6 block between NE 60th ST and 59th ST to PR 3.6.

- 1) For the Professional Office/Residential PR 3.6 zone generally located south of NE 59th Street between Lakeview Dr. and Lake Washington Blvd., the existing plan prohibits convenience or retail commercial uses in this area. The Zoning Map shows a prefix (2) to direct you to the existing neighborhood plan policy on page XV.A-12.

The Lakeview Advisory Board and Houghton Community Council both supported allowing small, neighborhood oriented businesses in this area. The proposed new Policy L-6.3 on page 14 would allow neighborhood oriented businesses including retail and restaurants in the PR zone except if fronting on or receiving direct access along Lakeview Drive. The reason for this restriction is because of the low density residential across the street. Proposed Zoning Code amendments for the PR zone are in Attachment 4. The prefix currently on the Zoning Map would be deleted.



- 2) For the parcels near the old post office site on the southwest corner of NE 60th Street block the draft policies are not that different from the existing Plan. The new policies describe the types of uses that are appropriate. The policies recognize the nonconformances that exist related to parking, setbacks and landscaping requirements. Should the properties redevelop the new policies are intended to allow for flexibility in applying the zoning requirements in order to retain the historic character of the buildings and location. Administering changes in tenants for those parcels have been challenging for the property owner and staff. The proposed changes are intended to clarify the review process and development standards for the specific parcels by adding general and special regulations to the PR Use Zone Charts (see Attachment 4.e.).
- 3) The draft plan recommends that the entire block located east of the partials discussed above and alley should be rezoned from RM 3.6 to PR 3.6 consistent with the parcels to the south. This is recommended to provide the opportunity to expand the commercial uses along Lake Washington Blvd east of the alley.

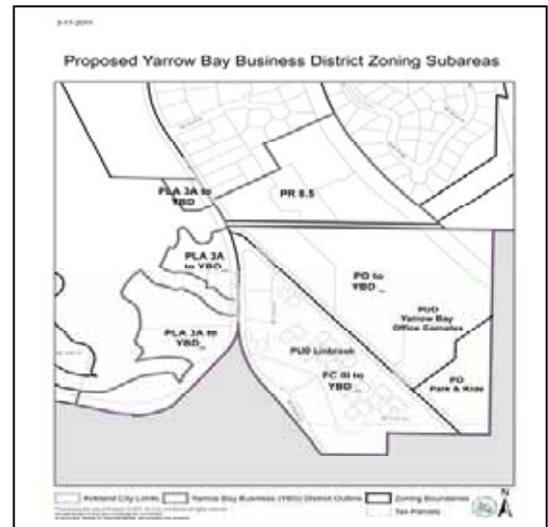
Discussion Questions

➤ *Do you agree with these recommendations?*

- E. Yarrow Bay Business District- The existing Neighborhood Plan limits the types of uses to those serving the "freeway traveler" and office uses. Residential uses are allowed in the existing PLA 3A zone (note that the PLA 3A zone will be rezoned to YBD 2). The current PLA 3A zoning at the Plaza at Yarrow Bay development allows a maximum building height of 60' above average building

elevation. Currently, in the PO, FCIII and PR zones east of Lake Washington Blvd, 30' above average building elevation is permitted.

Staff recommends two subareas be created YBD 1 (South Kirkland Park and Ride property) and YBD 2 for the parcels currently zoned PO, FCIII and PLA 3A. Staff believes it is not necessary to further divide YBD 2 because the permitted uses and height limit of 60' would be the same throughout YBD 2. Building height is recommended to be measured from average existing grade or ABE (Average Building Elevation) which would result in a natural terracing of buildings from east to west throughout the business district. The PR 8.5 zone located on the Houghton Slope would remain but be included in the Business District boundaries.



In summary, the new Plan creates a Yarrow Bay Business District YBD zoning that includes the following elements:

- Designates two YBD subareas YBD 1 (south Kirkland Park and Ride Lot) and YBD 2 (FC III, PO and PLA 3A).
- Expands the types of uses to most commercial uses allowed in other business districts
- Introduces housing in the blocks currently zoned FCIII and PO zones (currently allowed in the existing PLA 3A zone) to allow for mixed use development
- Increases the maximum building height from 30' to 60' above average building elevation throughout the district (consistent with the PLA 3A zone at Plaza at Yarrow Bay).

Draft YBD use zone charts are shown in Attachment 4.g..

Discussion Questions

- *How many subareas do you believe are necessary? If so what are the differences?*
- *Do you agree with the types of uses?*
- *Is the building height appropriate??*

F. Transportation

The new Transportation section is very similar to the existing Plan. Key priorities in the draft policies encourage creating a master design plan for Lake Washington Blvd. and support regional transportation solutions to reduce traffic on Lake Washington Blvd and Lakeview Dr. There is greater emphasis on improving pedestrian and bicycle circulation between all uses and properties within the District including connections to the future transit oriented development at the South Kirkland Park and Ride.

Discussion Questions

- *Do you have any comments on this section?*

G. Open Space and Parks

For this section a high priority policy is maintaining expansive views of Lake Washington and beyond at city parks. The policies state that trees and vegetation shall not block views and notifying surrounding property owners when planting new vegetation and trees. The Parks Department has indicated this will be challenging to implement however.

Discussion Questions

- *Do you have any comments on this section?*

H. Urban Design

The draft plan describes urban design attributes throughout the neighborhood as well as what should be addressed in the Design Guidelines. Draft Design Guidelines for the Yarrow Bay Business District will be discussed at your April 28, 2011 study session. Draft Use Zone Charts for the YBD in Attachment 4.g. state that design review will be conducted by the Design Review Board.

Discussion Questions

- *Do you have any comments on this section?*

I. Miscellaneous Code Amendments

Attachment 3 is a list of proposed code amendments to implement the Lakeview Neighborhood Plan for the Zoning Code and Municipal Code. Attachment 4.a-p. provides the actual draft code amendment text for each section. One of the issues discussed with the Shoreline Regulations and postponed for the neighborhood plan is the following General Regulation that applies for properties along Lake Washington Blvd. and Lake Street:

"The required yard of a structure abutting Lake Washington Boulevard or Lake Street So., must be increased two feet for each one foot that the structure exceeds 25 feet above average building elevation (does not apply to Public Park uses)"

This regulation can be found in the PR, WD III and RM zones (see Attachment 4.e.,f,d.). This issue was not discussed with the Lakeview Advisory Group. The Houghton Community Council requested more information on this issue. The new shoreline regulations increase the amount of shoreline setbacks further restricting building envelopes. For properties on the east side of Lake Washington Blvd in the PR zone, this regulation requires greater front yard setbacks for properties. Staff recommends this general regulation be eliminated.

Discussion Questions

- *Please review the proposed draft code amendments in Attachment 4 and provide direction to staff.*

J. Zoning Map Changes

Proposed changes to the Zoning Map are shown in Attachment 5:

- Rezone RM to PR 3.6 zone block between NE 60th ST to NE 59th ST between Lakeview Drive and alley.
- Eliminating the FC III zoning classification, rezoning the PO, PR and PLA 3A designations and creating a Yarrow Bay Business District subarea YBD 2.
- Creating the new PLA 3A zone.
- Eliminating the (prefixes 2 and 4) on the Zoning Map related to the LUPP lawsuits and ties back to the Neighborhood Plan text.

Discussion Questions

- *Please review the proposed rezones and provide direction to staff. Does the Commission agree with the proposed rezones?*

K. Next Steps

Attachment 6 shows the upcoming meeting schedule including a joint public open house and public hearing before the Houghton Community Council and Planning Commission in June. Two study sessions are planned with the Planning Commission. As in the beginning of this process we will try to combine the public involvement process for both Central Houghton and Lakeview neighborhood plans when possible.

Discussion Questions

- *Do you have further direction on the process?*

ATTACHMENTS:

1. Draft Lakeview Neighborhood Plan
2. Map showing non-conforming density parcels
3. Summary list of proposed Code Amendments
4. Miscellaneous Code Amendments
 - a. Table of contents
 - b. Chapter 5 Definitions
 - c. Chapter 10
 - d. RM Section 20.08 delete General Regulation 6
 - e. PR 3.6 Section 25.08
 - f. WDIII Section 30.30
 - g. New Chapter 56 YBD 2 Use Zone Chart

- h. PLA 2 Section 60.15
 - i. 60. Delete PLA 3A Use Zone Charts and insert new PLA 3A charts
 - j. Sign Chapter 100
 - k. 110.52 Sidewalks in Design Districts
 - l. 115.42 regarding floor area ratio
 - m. 142.25 Design Review
 - n. Plate 34L for YBD
 - o. Municipal Code Subdivision Chapter 22.28 regarding small lot single family
 - p. Municipal Code Section 3. For new YBD Design Guidelines
- 5. Proposed Zoning Map Changes
 - 6. Updated schedule
 - 7. Public comment letters received to date

cc: File ZON07-00032

Lakeview Neighborhood Plan

Draft revised 4/4/2011

Underlined and strikethrough text are changes in response to HCC direction at 3/14/2011 meeting.

Highlighted text is for PC discussion.

All maps will be improved with the final draft.

1. Overview

The Lakeview Neighborhood is bounded by Lake Washington on the west and the Burlington Northern Santa Fe Railroad (BNSFR) right of way and the Central Houghton Neighborhood to the east (See Figure A, Land Use Map). Lake Washington Boulevard and Lakeview Drive provide north-south vehicular, bicycle and pedestrian connections from the SR 520 interchange to Downtown Kirkland and adjacent neighborhoods. The Yarrow Bay Business District serves as a southern gateway to the City.

The Marsh and Houghton Beach waterfront parks are recreational hubs for neighborhood residents and visitors, while Terrace Park serves as a neighborhood park. Yarrow Bay wetlands with its lush tree canopy functions as a pristine wetland and stream system and provides critical wildlife habitat while serving as a sanctuary from surrounding urban development.

Land uses within the neighborhood consist of low to medium residential densities, 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 on the shores of Lake Washington. The Yarrow Bay Business District contains large office parks with limited services for businesses and freeway travelers.

The policy direction for the waterfront is established in the Shoreline Area Chapter of the Comprehensive Plan. The thrust of these shoreline policies is to maintain residential uses, permit water-dependent commercial uses where commercial uses presently exist, and place a high priority on public access to the water either through park acquisition or pedestrian easements.

2. Vision Statement

The following vision statement is intended to describe the desired state of the neighborhood 20 years in the future.

Located along the eastern shores of Lake Washington the Lakeview 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. Adequate parking is available on streets for easy access to neighborhood oriented businesses in the center of the neighborhood.

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.

The Yarrow Bay Business District is a vibrant pedestrian urban village with a mix of commercial uses, housing, hotels, and services for businesses, residents, transit users and freeway travelers. The Business District has evolved over time to incorporate pedestrian oriented improvements such as landscaped green spaces and plazas for people to gather, public art, and improved street design with decorative pedestrian lighting. Even with new development in the Yarrow Bay Business District the neighborhood has maintained its unique waterfront neighborhood character.

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 is a well designed architectural gateway to the City.

The street network in Lakeview is well established. A master plan for Lake Washington Boulevard has resulted in creating a streetscape design that includes wide sidewalks, landscaping, pedestrian decorative lighting, benches, and art. Improvements to both Lake Washington Boulevard and Lakeview Drive have increased pedestrian and bicycle 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 Eastside Rail Corridor along the old BNSF 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. Access to a majority of the water's edge has been maintained for residents to enjoy our lake.

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 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 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 Orton House (Sutthoff House) at 4120 Lake Washington Blvd. was originally built in 1903 by realtor Charles Parrish for the Morris Orton family. The Orton house was then rented to a Dr. George Hudson Davis around 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 Orton home. The French house was moved from its original location at 10126 NE 63rd Street to its present location at 4130 Lake Washington Blvd. in 1978.

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. 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.

The French House was moved from 10129 NE 63rd ST to 4130 Lake Washington Blvd. in 1978.

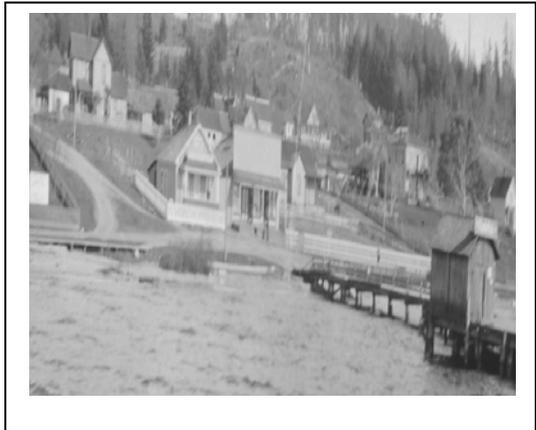


On Lake Washington Boulevard between NE 59th – 60th Streets, two older buildings exist that have been used as an antique store and offices. One was built in the 1900's and was the early site of the Houghton Post Office.

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 Boulevard to 108th Avenue NE (Cort Road). After the shipyards closed in the late 1940's, the site was used for many years as a practice facility for the Seattle Seahawks football team.

Curtis Landing dock and the original Houghton Post Office location.



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. Around 1955, the buildings were converted to house the Houghton City Hall, library, fire station and police station.

Lake Washington Shipyards during WWI and WWII.



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

Goal L-1: Encourage preservation of structures, sites and objects of historical significance in the Lakeview Neighborhood.

Policy L-1.1: Encourage property owners to preserve buildings, structures, sites and objects of historical significance.

The Community Character Element list of Historic Buildings, Structures, Sites and Objects lists the Marsh Mansion at 6610 Lake Washington Blvd., the French House at 4130 Lake Washington Blvd., and the 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. The Marsh Mansion is recognized on the National and State Registers of Historic Places and contains a Historic Landmark zoning designation.

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 Orton 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 L-1.2: 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 L-2: Protect and enhance the natural environment in the Lakeview Neighborhood.

Natural Water Systems

Policy L-2.1: Protect and improve water quality and promote fish passage by undertaking measures to protect Lake Washington, and the wetlands and 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 (See Figure B, Sensitive Areas Map). These drainage systems provide important ecological functions such as flood and storm water conveyance, water quality, fish habitat, 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 the 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.

Policy L-2.2: 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 rights of private property owners.

Soils and Geology

The Houghton and Yarrow Slopes are designated as containing soils susceptible to moderate to high landslide hazard areas particularly when wet or sliding as a result of earthquake activity (See Figure C, Geologically Hazardous Areas Map).

Policy L-2.3: Manage development to protect potentially hazardous areas, such as landslide, erosion, and seismic areas.

Houghton Slope

The most sensitive portions of the Houghton Slope are generally south of NE 58th Street. These soil types are 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.

The portion of the Houghton Slope north of NE 58th Street although less sensitive than the slopes further south, 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 and south of the Yarrow Bay Wetlands has also been identified as soils susceptible to moderate landslide hazards. Some landslides occurred in the early 1960s southward along the present location of SR520. Nearby landslides, steep slopes, high water content, and peat deposits warrant additional geotechnical analysis to ensure slope stability. Locating structures on the site that minimizes disruptions to natural systems are preferred. Special care should be taken during and after construction in order to minimize adverse impacts on the wetlands. Development on these slopes should consider the same development standards listed under the Houghton Slope land use section below.

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.

Policy L-2.4: Encourage the creation of backyard sanctuaries for wildlife habitat.

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

5. Land Use

Figure A describes the land use designations throughout the Lakeview Neighborhood.

Residential

Goal L-3: Retain the residential character of the neighborhood while accommodating compatible infill development.

Policy L-3.1: 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. 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

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

Policy L-3.2: 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.

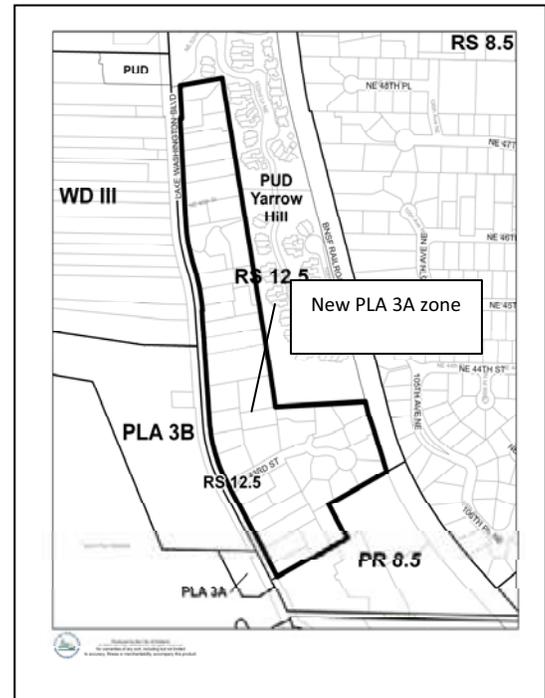
Policy L-3.3: Along the north portion of the Houghton Slope between NE 58th Street and NE 64th Street retain the existing single family residential development at 4-5 dwelling units per acre.

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.

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South Houghton Slope- New Planned Area 3A

The entire residential area south of NE 58th Street lies on the part of the Houghton Slope identified as containing High Landslide Hazard soils (see the Natural Environment Section). Several underground springs, watercourses and forested ravines that are located along the hillside may contribute to slope instability. The majority of the lots are under single ownership, are long, narrow, and have steep sloped driveways making vehicular and emergency access to Lake Washington Boulevard challenging. In many instances, the line of sight distances for automobiles entering and leaving the flow are generally too short to be safe. For these reasons consolidating driveways and limiting vehicular access points along Lake Washington Blvd should be a priority in the design of new development.



*****Policy L-3.4: Residential development on the south Houghton slope PLA 3A should be limited to (six or seven) dwelling units per acre with a minimum lot size of 5,000 sq. ft. and subject to the development standards listed below.***

Given the unique physical constraints of the slope, the area should be treated as a planned area to allow for flexibility in site design, the location of structures and lot layout to protect steep slopes, existing water courses, and the retention of vegetation. Such techniques as aggregation of lots, smaller lots or clustering of units away from steep slopes should be encouraged.

Development should be subject to public review through a Process I process PUD permit to ensure new development is consistent with the development standards described in Policy L-3.6 and compatible with surrounding existing residential uses. The size of the homes on the smaller lots should be limited by a reduced floor area ratio or other zoning requirements.

(Please Note: **Specific density figure to be determined after the public hearing)

Policy L-3.5: Along the Yarrow Bay slope residential density of three to 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 below for the Houghton and Yarrow slopes.

Policy L-3.6: Regulate development on Houghton and Yarrow Bay slopes identified as landslide or erosion hazard areas to avoid damage to life and property.

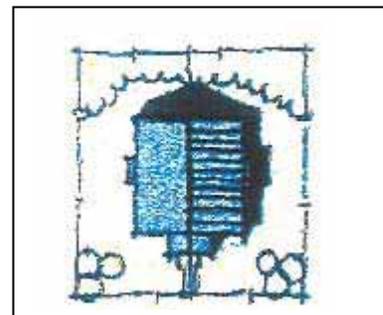
Development Standards for Houghton Slope and Yarrow Bay Slope

New development along the Houghton and Yarrow Bay slopes should use the best management geotechnical practices specific to the site and design of project to minimize any potential geological hazards. New development should be subject to the following conditions:

1. A slope stability analysis should be prepared which evaluates the site and surrounding area to minimize damage to life and property. Specific structural designs and construction techniques to ensure long term stability should be considered as part of the analysis. Within the PLA 3A area, as part of a development permit, the applicant's geotechnical report should include a hazard assessment. The analysis and recommendations should be reviewed by a qualified geotechnical engineer selected and retained by the City at the applicant's expense.
2. Hillsides 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 dedication.
3. A covenant which indemnifies and holds harmless the City for any damages resulting from slope instability should be required to be recorded on the property.
4. Lot coverage should be minimized to retain vegetation and watercourses.
5. Surface water runoff should be controlled at predevelopment levels.
6. Watercourses and wetlands should be retained in a natural state.
7. Vegetative cover should be retained to the maximum extent possible.
8. Flexibility in lot size and layout should be allowed through clustering of structures away from steep slopes and drainage courses and to preserve significant grouping of trees. Minimum lot size should be no less than 5,000 sq. ft. *(does not apply to Yarrow Bay slope)*
9. For sites containing wetlands the maximum density allowed with sensitive areas is prescribed in KZC Chapter 90.

10. In the PLA 3A area to provide flexibility in site design, one required side or rear yard may be 0 feet (zero lot line) for the internal lot of a short plat or subdivision to allow for a two unit home provided that:

- a. individual dwelling units are on separate lots, and
- b. no more than two units may be in one building, and
- c. two unit homes are designed to look like a detached single family house using design techniques such as limiting the points of entry on each facade, pitched roofs and covered porches.



11. Encourage properties along Lake Washington Blvd. to consolidate existing driveways to reduce the number of vehicular access points. *(does not apply to Yarrow Bay slope)*
12. Sidewalks along the eastside of Lake Washington Blvd should be widened with new development and subdivisions to improve pedestrian circulation. *(does not apply to Yarrow Bay slope)*

13. The City has the ability to access and provide necessary emergency services.

See also the Zoning Code Chapters 85 regarding geological hazardous and Chapter 90 for streams and wetland regulations.

Goal L-4: Allow alternative residential development options that are compatible with surrounding development.

Policy L-4.1: 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 and an aging population. Allowing design innovations can help lower land development costs and improve affordability. Compatibility with the predominant traditional detached single family housing style in the neighborhood will determine the acceptance of housing alternatives. Alternative 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.

Policy L-4.2: 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.

Medium Density Residential

Policy L-4.3: In the north portion of the neighborhood west of Lakeview Drive, multifamily uses at medium density 12 dwelling units per acre are appropriate.

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 L-4.4: Where legal non-conforming densities exist the number of legal non-conforming units may be retained when remodeling structures or redevelopment of the subject property.

Between Lakeview Dr. and Lake Washington many parcels were developed under previous higher density zoning resulting in legal non-conforming development. Property owners should be allowed to

maintain and redevelop their property while retaining the number of non-conforming units that exist and not be required to reduce the number of units to comply with current zoning density.

Planned Area 2 near Yarrow Bay Wetlands and Shoreline Areas

Policy L-4.5: The uplands area of Planned Area 2 adjacent to Points Drive are appropriate for multifamily at a density of 10-12 dwelling units per acre and the low lands portions of Planned Area 2 should be limited to one dwelling unit per acre.

Planned Area 2 zones are located adjacent to the Yarrow Bay wetlands which are identified in the Natural Environment section and in the Shoreline Master Program and adjacent to Points Drive. Any development in this entire area should maintain the functional integrity of the wetlands and the biologic functions of storage and cleansing of runoff waters (see Shoreline Area Chapter and Natural Environment section). Additional policies indicate that the wetlands, as an area of aesthetic, biological, educational, and anthropological value, should be preserved. In 1987, the majority of the Yarrow Bay 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).

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 L-4.6: Planned Area 3B is suitable for multifamily, hotel/motel, and limited marina use.

Subarea 3B is fully developed with multifamily residential. Because of its adjacency to existing single-family and multifamily uses on the east and north, the development of office or other similar nonresidential uses in Subarea B 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.

Policy L-4.7: 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.

Shoreline Areas

Existing development elsewhere on the shoreline is primarily residential. As discussed in the Shoreline Area Chapter of this Comprehensive Plan, residential uses should continue to be permitted along the shoreline.

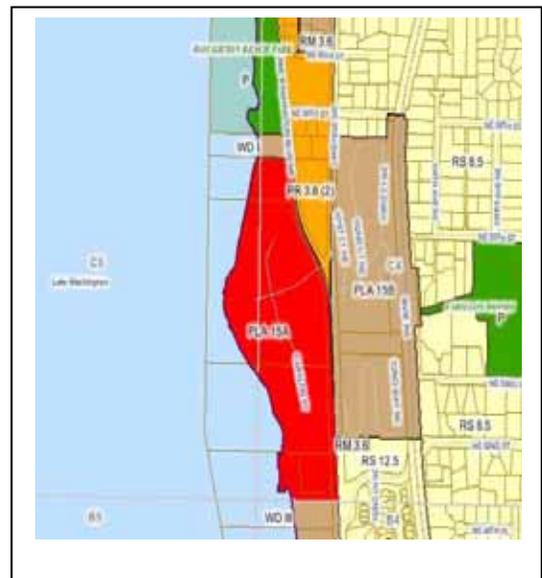
Planned Area 15 A and B are Described

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

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. The site has been developed as Carillon Point, a mixed-use commerce 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.

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 down 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 L-5: Ensure development in PLA 15 continues to benefit from 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 L-5.1: 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 regulations KZC Chapter 83, governs the types of uses and activities allowed in PLA 15A. Shoreline regulations designate the area as an Urban Mixed 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 L-5.2: 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. It 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.

Carillon Point Development

Goal L-6: 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, the Land Use Element designates Carillon Point as a business district with its mix of office, retail, restaurants, housing, hotel, service businesses and marina. Carillon Point serves not only as a regional employment center but visitors and local communities frequent the area as a waterfront tourism destination.

Policy L-6.1: 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 uses 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.
- 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.

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- 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.

Policy L-6.2: 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.

Neighborhood Oriented Commercial, Professional Office and Multi Family

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

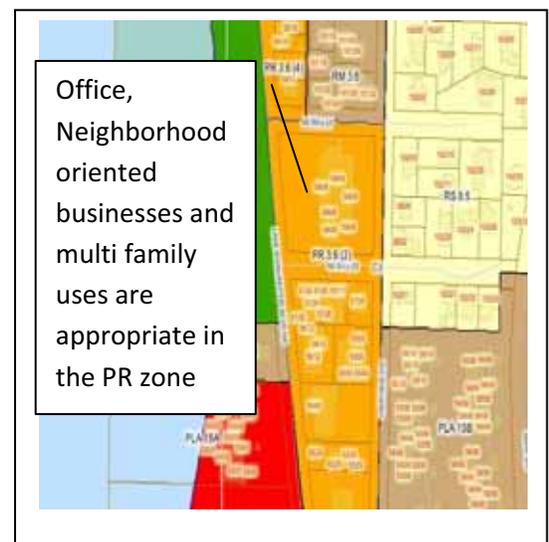
Policy L-6.3: South of NE 60th Street between Lakeview Drive and Lake Washington Boulevard NE is suitable for medium-density residential uses at twelve dwelling units per acre and professional offices.

Small neighborhood oriented retail businesses are also appropriate provided that:

- Buildings with a front façade facing or oriented to Lakeview Dr. are prohibited.***
- Vehicular access is prohibited to Lakeview Drive.***
- Internally lit signs are prohibited along Lakeview Drive.***

For all new uses other than residential or office the review process shall be Process I, otherwise Planning Official review.

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 except where building front facades would face Lakeview Drive or



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direct vehicular access is provided along Lakeview Dr. because of potential impacts to low density residential uses across the street. Internally lit sign faces should also not face Lakeview Dr. Appropriate uses are those that focus on local pedestrian traffic and will not result in spillover parking on neighborhood streets. Vehicle sales, service, and drive-through facilities should not be permitted in the PR zone.

Policy L-6.4: The existing historic structures and site(s) at the southeast corner of NE 60th ST and Lake Washington Blvd are encouraged to be retained, enhanced, and designed with a strong pedestrian orientation.

On the eastside of Lake Washington Blvd between NE 60th -59th Streets, two older single family house 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 non-conformances 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 small, limited in size, neighborhood oriented commercial uses and review process discussed in L.6.3. Continuation of existing office and commercial uses within the existing nonconforming structures should be allowed and reviewed administratively.

****Determine Process:** Because of the historic significance of the structures, site and non-conforming conditions, some flexibility in applying normal zoning standards should be allowed. **Redevelopment of the subject properties(s) should be reviewed through a Process IIA (Houghton Community Council Recommended) or Process I (Lakeview Advisory Group recommended) (currently Process IIB) consistent with the following standards:**

- a. Redevelopment of the subject property should ensure that building design incorporates design elements of the facade of the historic post office building including a pitched roof form and incorporates historical interpretive signs or other features into the subject property.
- b. Nonconforming parking should be allowed to remain through a parking modification depending if the design maintains a strong pedestrian orientation and accommodates non-motorized 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.
- c. 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.



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- d. Redevelopment for residential uses should comply with all applicable zoning standards.

Policy L-6.5: Along neighborhood streets, parking associated with commercial development and park users should be monitored to avoid parking congestion.

Over time the area south of NE 60th St has transitioned from single family and industrial uses to primarily office and multifamily 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. Therefore, parking on surrounding streets should be monitored to allow access to parks and businesses.

YARROW BAY BUSINESS DISTRICT

The Yarrow Bay Business District serves as both a local and regional employment center containing corporate headquarters, large office complexes, restaurants, a motel, schools, and convenience services for local office workers and freeway travelers along SR 520. The Business District is divided into subareas primarily because of differences in topography and maximum building height.

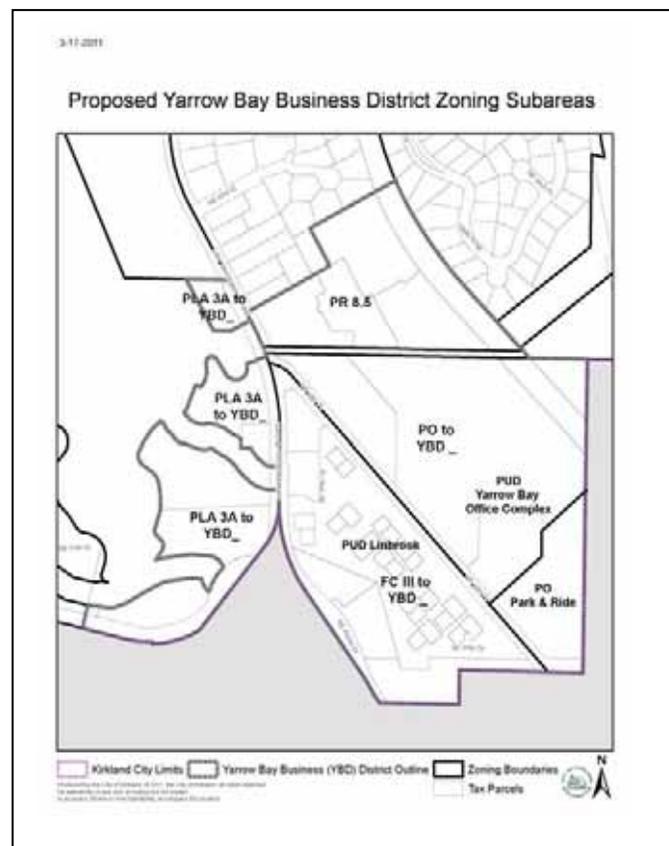
Goal L-7: Promote the vitality of the Yarrow Bay Business District as a coordinated, mixed use, pedestrian oriented village.

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. Focus will be on integration of businesses and residents with a potential redevelopment of the area into a mixed use transit oriented district.

Due to the availability of adequate public services, easy access to major arterials, the freeway, and the overall compatibility with adjacent land uses, the predominate use should be devoted to commercial activities. Retail uses may be included as part of the office structures or with freeway-oriented uses, but not as stand-alone large retail uses. Incorporating residential uses with commercial development would strengthen the area into a twenty four- hour active community. All developments, especially along Lake Washington Boulevard, should include landscaping and other elements to enhance this interchange as a gateway to the City.

See also the Urban Design section regarding design policies for the Yarrow Bay Business District.

YBD 1- YARROW BAY BUSINESS DISTRICT 1-SOUTH KIRKLAND PARK & RIDE



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

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

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

Policy L-7.1: 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 L-7.2: 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 YBD 1 .

- 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 L-7.3: 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 L-7.4: 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.

YBD-2

Policy L-7.5: In YBD 2 encourage a mix of office, retail, hotels, restaurants, housing, and services provided that individual retail or wholesale uses are limited to less than 15,000 gross square feet.

Policy L-7.6: The maximum building height should be 5 stories in YBD 2. Building mass should be reduced above the second floor with upper story

setbacks, and vertical and horizontal modulation evaluated through the Design Review process.

Development in YBD 2 is appropriate for a mix of uses such as offices, specialty retail banks, hotel, motel, restaurants, schools or day care facilities, residential and grocery stores to serve offices and other employment nearby or the freeway traveler. Individual retail or wholesale uses should be limited in size to less than 15,000 sq. ft. to avoid large scale, stand alone retail uses more appropriate for other business districts. Drive through facilities should not be permitted in the Yarrow Bay Business District because they discourage pedestrian oriented development.

The clustering of development away from wetlands and streams is encouraged. Cochran Springs Creek requires protection. This area is the entrance to the City and, hence, the character of development is important. Ingress and egress onto Lake Washington Boulevard and Points Drive should be carefully controlled in order not to negatively impact the traffic on the Boulevard and approach to SR 520. 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*).

Policy L-7.8: 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. The offices provide a desirable transition to the residential area to the north and east. Accessory commercial uses are only permitted to serve the offices.

Policy L-7.9: Establish urban design standards for commercial and mixed use residential development in the Yarrow Bay Business District

Design Guidelines should encourage new development to be attractive as a gateway to the City. The design standards should encourage greater pedestrian orientation and pedestrian connections to other businesses, to the South Kirkland Park and Ride and other transportation 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.

6. Transportation

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

Goal L-8: Improve mobility along Lake Washington Boulevard NE as a major vehicle, pedestrian and bicycle corridor into the City.

Lake Washington Boulevard is designated as a principal arterial and provides the major north-south route through Kirkland south of the Central Business District and west of I-405 (See Figure D). 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 and ease 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 L-8.1: Enhance Lake Washington Boulevard NE as a scenic, recreational, and open space function as well as a transportation corridor.

The most effective solutions to the above problems are primarily of a design and improvement nature. Improvements to the Boulevard could 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, a master plan or set standards should be established through a public process for Lake Washington Boulevard that considers the following objectives:

1. Strategies to relieve congestion during commute times at the north and south end of Lake Washington Blvd. for commuters and for residents along the Boulevard to access their property.
2. Widen sidewalks to improve pedestrian circulation on both sides of the street with wider sidewalks on the west side.
3. Improve pedestrian crossings at intersections and adjacent to waterfront parks where safety considerations allow such installation.
4. Use of landscaped median islands to separate traffic and provide pedestrian safety where center left-turn lanes or on-street parking are not needed.
5. Continuation and widening of bicycle lanes.
6. Installation of on-street parking in areas of high parking demand, provided that traffic safety will not be impaired.
7. Installation of 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 L-8.2: Implementation of the above street improvements should be considered through the City's Capital Improvement Program process and site specific with private 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 development.

Policy L-8.3: Support regional transportation solutions that will reduce commuter or pass through traffic through the neighborhood and along Lake Washington Blvd. NE.

Also important to the successful achievement of a greater amenity and mobility functions for Lake Washington 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 I-405/SR 520 corridors.

Policy L-8.4: Maintain Lakeview Drive as a minor arterial and alternative route to Lake Washington Blvd. NE through the neighborhood.

Lakeview Drive is designated as a minor arterial and fully developed 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. Lakeview Drive provides an alternative north-south vehicular route from Lake Washington Blvd during peak commute times. Future traffic levels should be monitored and necessary measures undertaken to mitigate impacts.

Policy L-8.5: Improve the pedestrian and bicycle circulation system as both a recreation amenity and non-motorized transportation option and to connect to surrounding neighborhoods, regional connections and transit facilities.

The path/trail system shown in Figures D and E indicates the major elements of the pedestrian circulation system in the neighborhood. Pedestrian and bicycle pathways are part of the park and open space system as well as provide a transportation function. The following pedestrian and bicycle connections should be priorities within the neighborhood:

1. East to the future Eastside Rail Corridor on the railroad right of way and the Central Houghton Neighborhood.
2. Between properties in the Yarrow Bay Business District and to the South Kirkland Park and Ride and future Transit Oriented Development.
3. Completion of the public shoreline waterfront trail with connections to Lake Washington Boulevard required by the shoreline regulations. Existing signs marking the location of public shoreline pedestrian walkways should be maintained by private development.
4. From Yarrow Bay Wetlands to Watershed Park.
5. NE 60th Street trail from Houghton Beach Park east through the City to connect to the regional trail at Marymoor Park in Redmond.
6. South as part of the improvements to SR 520 along Northup Way and to Bellevue.

These trails will cross a combination of City parklands, City right-of-way, and public access easements. These trails should be part of the City's Active Transportation Plan and implemented through the Capital Improvement Program or through private development. The design should improve neighborhood access as they enhance the unique areas they traverse.

Policy L-8.6: Support development of a future Eastside Rail Corridor as multipurpose trail for pedestrian and bicycles with access points along the corridor

Under consideration is development of a multi use trail within the old BNSF railroad right of way known as the Eastside Rail Corridor for bikes, pedestrians and/or rail transportation system. Regardless of the function of the Corridor the following principles should be considered so the design will:

- Result in a public benefit to the citizens of Kirkland.
- Serve as a gateway to the City.
- Provide neighborhood connections.
- Be compatible in scale with adjacent neighborhoods.
- Ensure a high degree of safety.
- Show environmental stewardship.

7. Open Space and Parks

Goal L-9: Ensure adequate park and recreation facilities in the Lakeview Neighborhood.

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

Policy L-9.1: The City should continue to pursue the policy of acquiring property in Lakeview 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 L-9.2: 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 and public access to Lake Washington.

A goal in the Shoreline Area Chapter 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 L-9.3: 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, especially at waterfront parks. Ongoing maintenance of existing vegetation at parks to retain

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views of the Lake from Lake Washington Boulevard and properties to the east is a priority. Shoreline regulations also encourage planting of shoreline vegetation and trees. A balance must be achieved between shoreline restoration with the planting of vegetation with retaining views.

As new trees or vegetation are planted the placement and variety should carefully be chosen 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 L-9.4: 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.

8. Public Services and Facilities

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

Policy L-9.7: 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.



9. Urban Design Policies

Lakeview's unique urban design assets are identified on Figure G and described below.

Lakeview's north-south orientation and west sloping Houghton slope allow for a majority of residents to take advantage of the views of Lake Washington, Seattle and the Olympic Mountains. Lake Washington

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and the Yarrow Bay Wetlands are two visual landmarks that provide a sense of openness and natural beauty. Preserving public views of Lake Washington and beyond from Lake Washington Boulevard is a high priority. Other landmarks in this neighborhood include the waterfront parks and the historic places. The Lakeview Neighborhood serves as the southwestern gateway to the City at SR 520 and Lake Washington Blvd. and 108th intersections.

Goal L-10: Preserve public view corridors and natural features that contribute to Lakeview's visual identity.

Policy L-10: Preserve public scenic views and view corridors of Lake Washington, Seattle and the Olympic Mountains from public rights of ways and waterfront parks.

Public and private view corridors along Lake Washington's shoreline are important assets and should continue to be enhanced as new development occurs. Wide, expansive views of Lake Washington looking west from public rights of ways and waterfront parks should be maintained. Street trees along rights of ways and trees in public parks that offer local and territorial views should be of a variety that will not block views as trees mature.

Policy 10.2: Preserve natural landforms, vegetation and scenic areas such as the Houghton and Yarrow Bay Slopes and Yarrow Bay Wetlands.

Lakeview's natural landforms such as steep slopes and ravines that contain significant woodlands, streams, open space and wildlife that help define its community character. These natural landforms should be preserved, rehabilitated and incorporated into the design of new development.

Goal L-11: Enhance gateways to the neighborhood to strengthen neighborhood identity.

Policy L-11.1: Use public and private efforts to establish gateway features at the locations identified in Figure G.

Gateways welcome residents, employees and visitors into the City and help define neighborhood identity. Gateways can be in the form of natural feature such as landscaping or structures, such as signs or buildings. The northern gateway to the neighborhood is at NE 68th Street where views of Lake Washington are prominent. At the "Y" intersection at Lake Washington Boulevard and Lakeview Drive, the triangular median with the sculpture serves as a gateway to the Carillon Point development, neighborhood businesses and shoreline parks.

The intersections at SR 520 and Lake Washington Boulevard and at 108th Avenue NE provide two southern gateways to the City. These intersections on both sides of the street provide opportunities to enhance the gateways with future private development or through community efforts. For example, the existing gateway sign located on the eastside of Lake Washington Blvd at NE 38th Pl by Cochrane Springs Creek, could be enhanced by relocating the sign to a more prominent location, removing the clutter of street signs and utility poles, screening the adjacent utility box or highlighting the stream crossing and coordinated with a similar gateway treatment on the west side of the boulevard.

The City should pursue opportunities to work with private property owners to install gateway features as part of future development. Improvements such as signs, public art, structures, lighting, and landscaping could be included.

Goal L-12: Provide public improvements that contribute to a sense of neighborhood identity and enhanced visual quality.

Policy L-12.1: Identify design standards for Lake Washington Boulevard right of way that include:

- ***Adequate sidewalk widths on both sides of the street with wider sidewalks along the west side of Lake Washington Blvd where topography allows.***
- ***Street trees that are of a variety that will not obstruct views of Lake Washington from public rights of way and properties to the east.***
- ***Public amenities such as benches, pedestrian lighting, view platforms, public art and directional signs pointing to public facilities and points of interest.***

Lake Washington Boulevard is a major pedestrian shoreline promenade connecting Downtown points south and north. Design standards for the entire Lake Washington Boulevard should be developed to ensure a consistent design theme including wider sidewalks, landscape strips, decorative street lighting and street furniture. As redevelopment occurs sections of the sidewalk on both sides of the street should be improved to meet these standards. Opportunities to install public art and street furniture along arterials throughout the neighborhood should also be pursued.

Policy L-12.2: Improve pedestrian pathways and trails to activity nodes such as commercial areas, waterfront parks, and the Central Houghton neighborhood. Provide directional signs that indicate path locations.

Lakeview has an extensive shoreline public walkway system described in more detail in the Shoreline Area Chapter that should continue to be expanded as development occurs. Where unimproved pedestrian pathways exist elsewhere they should be improved to encourage pedestrian connections between neighborhoods (such as to Watershed Park) and businesses.

Goal L-13: Provide transitions between residential uses and commercial uses.

When locating more intensive commercial uses along the perimeter of these commercial activity nodes, techniques should be used to minimize impacts on adjacent residential areas such as ensuring there is adequate parking on neighborhood streets for residents and businesses, minimizing noise in evening hours, and minimizing glare from commercial lighting.

Policy L-13.1: Development regulations should minimize impacts of commercial development on residential areas and protect neighborhood character.

Regulating building height, building mass, building placement, and vehicular access and providing landscape buffers are other effective transition techniques to reduce impacts of commercial uses on surrounding residential uses.

Redundant with land use policy? Policy L-13.2: Neighborhood oriented commercial uses located between NE 60th and Carillon Point should be oriented toward Lake Washington Boulevard.

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Neighborhood oriented commercial development located in the center of the neighborhood should be oriented toward Lake Washington Boulevard rather than Lakeview Drive as discussed in the land use section to have less impact on the adjacent residential areas in the surrounding neighborhood.

Yarrow Bay Business District

The urban design vision for the Yarrow Bay Business District is to transform the large suburban style office park development into a more integrated, mixed use commercial and residential village. By allowing a broader range of commercial uses with residential above the ground floor, improving pedestrian connections between properties, businesses and the South Kirkland Park and Ride transit facility and SR 520 freeway will help achieve these goals. Providing public plazas, green spaces and pedestrian amenities into new development will help create a sense of place for employees and residents. New design standards and design review for new development will ensure quality architectural, site design and identity for the commercial district.

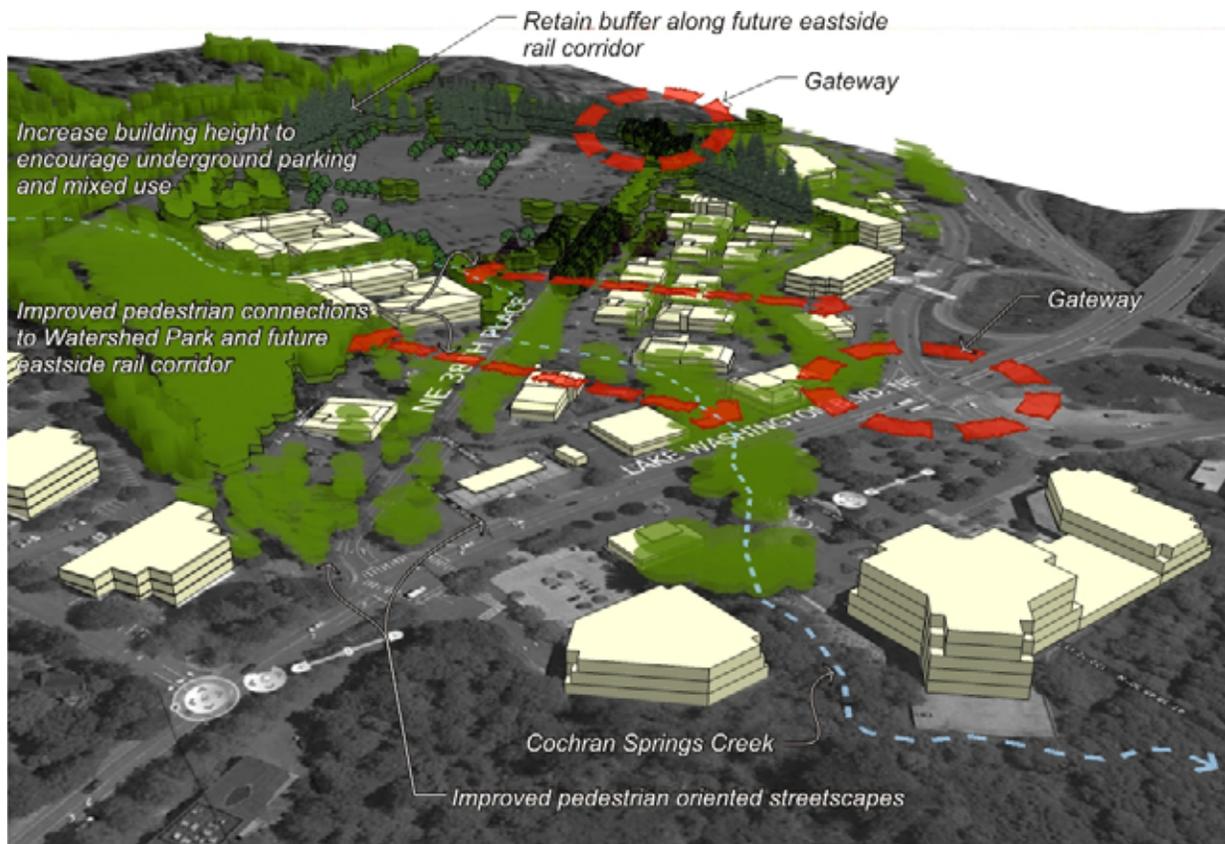


Illustration shows the future urban design concept for the Yarrow Bay Business District.

Goal L-14: In the Yarrow Bay Business District promote high quality design by establishing building, site, and pedestrian design standards that apply to commercial and multifamily development.

Policy L-14.1: Establish design guidelines and regulations that apply to all new, expanded or remodeled commercial, multifamily or mixed use buildings in the Yarrow Bay Business District. The guidelines should address the following design principles:

- ***Promote pedestrian oriented design techniques such as minimizing blank walls, generous window treatment, awnings, superior building materials, plazas, and pedestrian amenities especially around retail uses.***
- ***Encourage pedestrian links between uses on site, adjacent properties and the transit facility at the South Kirkland Park and Ride property.***
- ***Enhance streetscapes along Lake Washington Blvd. and NE 38th Pl improved with street trees, pedestrian lighting, benches, and street furniture distinctive to the neighborhood.***
- ***Building placement on the site in relation to the street and other businesses.***
- ***Consolidate vehicular access points along Lake Washington Blvd because of ingress and egress challenges. Drive through facilities should be prohibited.***
- ***Install intersection improvements where needed to improve vehicular, pedestrian and transit access.***
- ***Cluster development away from streams and wetlands; enhance stream corridors for both habitat and as a natural amenity.***
- ***Provide public plazas and green open spaces.***
- ***Provide appropriate landscaping and buffering.***
- ***Provide comprehensive master sign plans using quality materials at larger sites.***
- ***Use quality building design and materials.***
- ***Roof treatments compatible with surrounding architecture.***
- ***Establish vertical and horizontal modulation and upper story step backs above the second story along all street frontages and perimeter of district.***
- ***Architectural design along the perimeter of the district that is compatible with surrounding residential uses.***
- ***Incorporate gateway features at locations shown in Figure G incorporating signs, sculpture, lighting, and landscaping.***

Policy L-14.2: Provide interconnected streetscape and pedestrian improvements throughout the business district that tie uses together and contribute to a sense of identity and enhance visual quality.

Greater emphasis within the Yarrow Bay Business District should be placed on improving pedestrian connections between uses and transit facilities including the South Kirkland Park and Ride lot.

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Improving the experience for the pedestrian is important by incorporating safe pedestrian pathway connections and streetscapes with amenities such as benches, pedestrian lighting, and landscaping.



This illustration shows conceptual redevelopment of parcels around the South Kirkland Park and Ride and a Transit Oriented Development project (TOD) at the Park and Ride combined with improved pedestrian connections and streetscape improvements to NE 38th Pl.

Policy L-14.3: Encourage buildings and public infrastructure to include high quality materials, art, and bicycle and pedestrian amenities.

Policy L-14.4: Utilize design review to administer building and site design standards in the Yarrow Bay Business District.

Site and architectural design standards should address the principles above and be used in the design review process to evaluate new public and private development. These will help create an attractive image for the Yarrow Bay Business District and create a desirable place to work and live.

List of Lakeview Plan Figures L-:

- 1. Land Use*
- 2. Sensitive Areas*
- 3. Landslide and Seismic Hazard Areas*
- 4. Transportation street network*
- 5. Pedestrian system*
- 6. Bicycle system*
- 7. Urban Design*

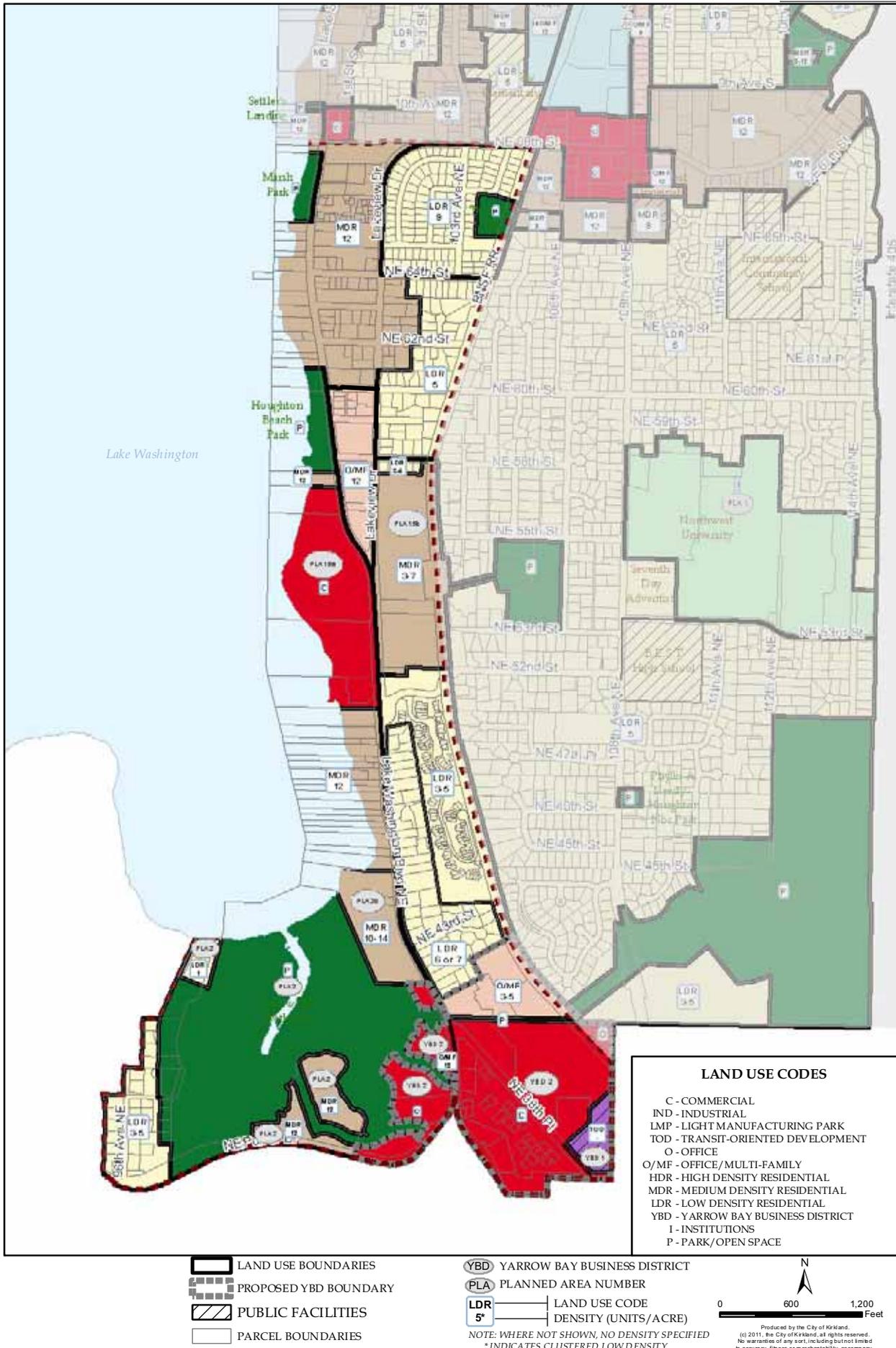
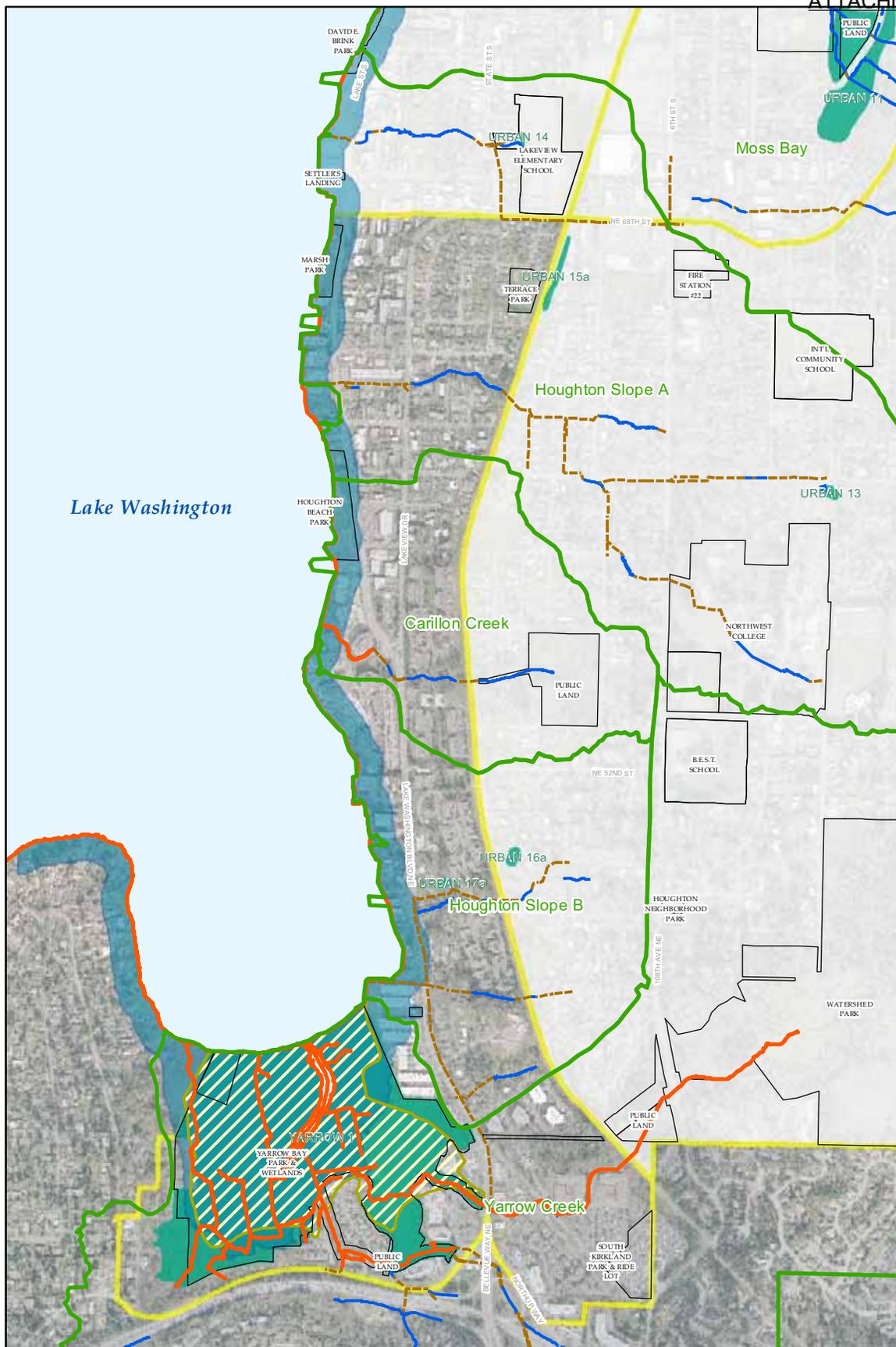


Figure L-1: Proposed Lakeview Comprehensive Plan Land Use



Legend

-  Known Salmonid Locations
-  Streams in Pipes
-  Open Streams
-  100-Year Floodplain
-  Wetlands
-  Shoreline of Statewide Significance
-  Drainage Basin Boundaries
-  Selected Public Properties
-  Lakes
-  Market Neighborhood Boundary

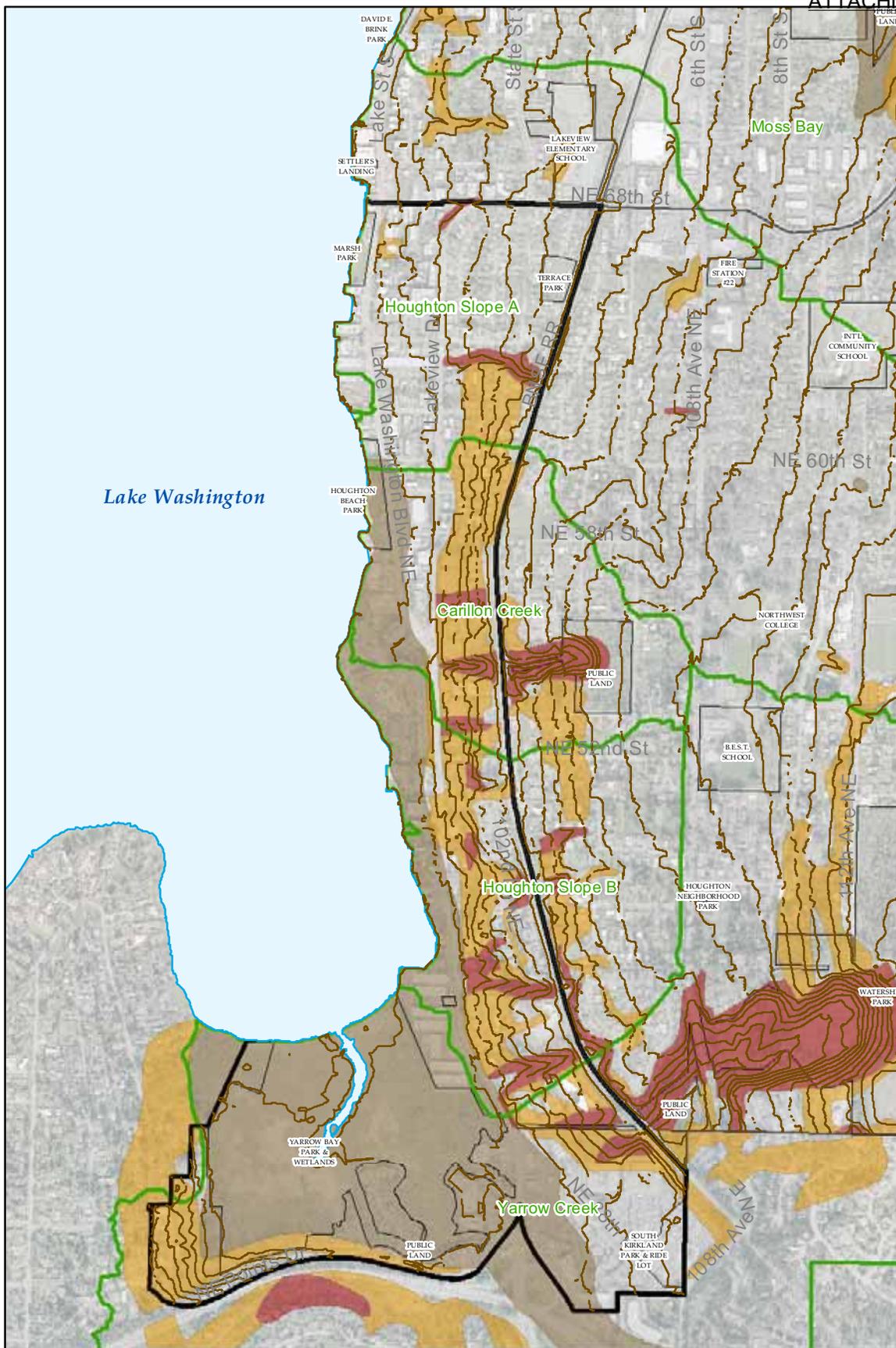
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Figure L-2: Lakeview Sensitive Areas



- Legend**
- Seismic Hazard Area
 - Drainage Basin Boundaries
 - Medium Landslide Hazard
 - Twenty-Foot Contours
 - Selected Public Properties
 - High Landslide Hazard
 - Lakes

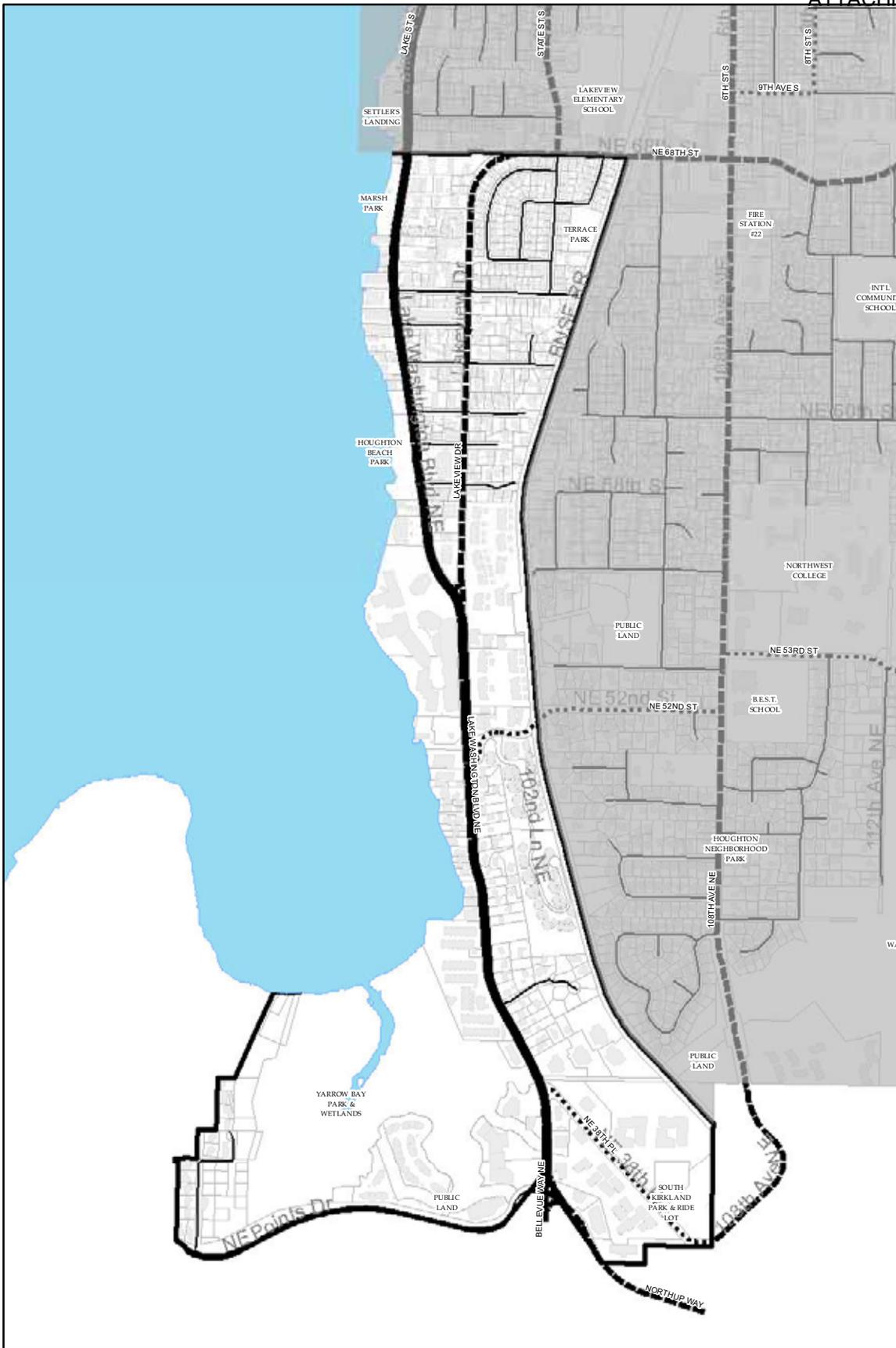
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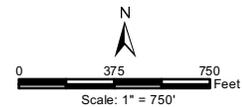
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Figure L-3: Lakeview Landslide and Seismic Hazard Areas



- Legend**
- Neighborhood Access
 - Collector
 - Minor Arterial
 - Principal Arterial
 - ▭ Lakeview Neighborhood Boundary
 - Building Footprints
 - Tax Parcel Boundaries



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Figure L-5: Lakeview Street Classifications

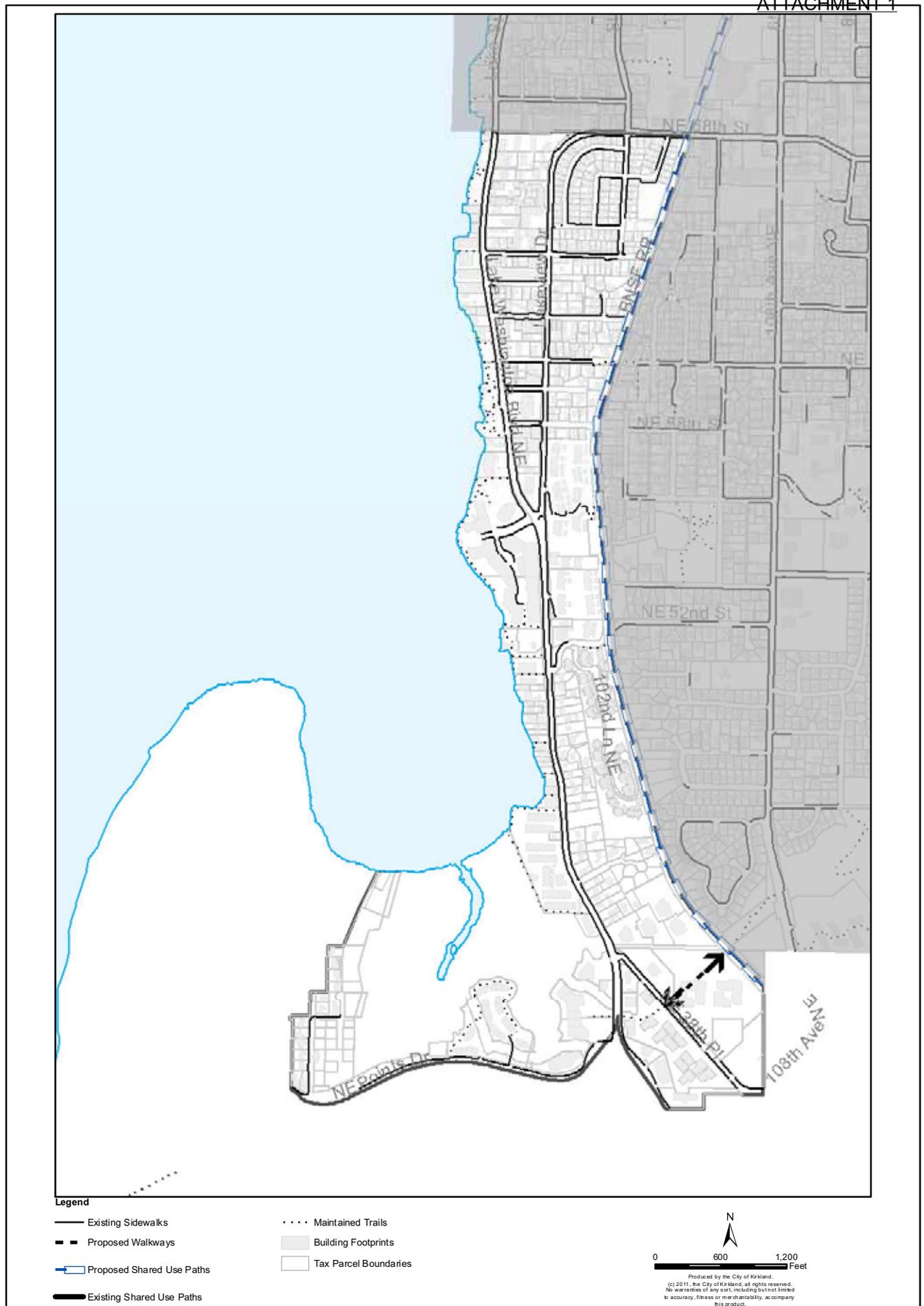
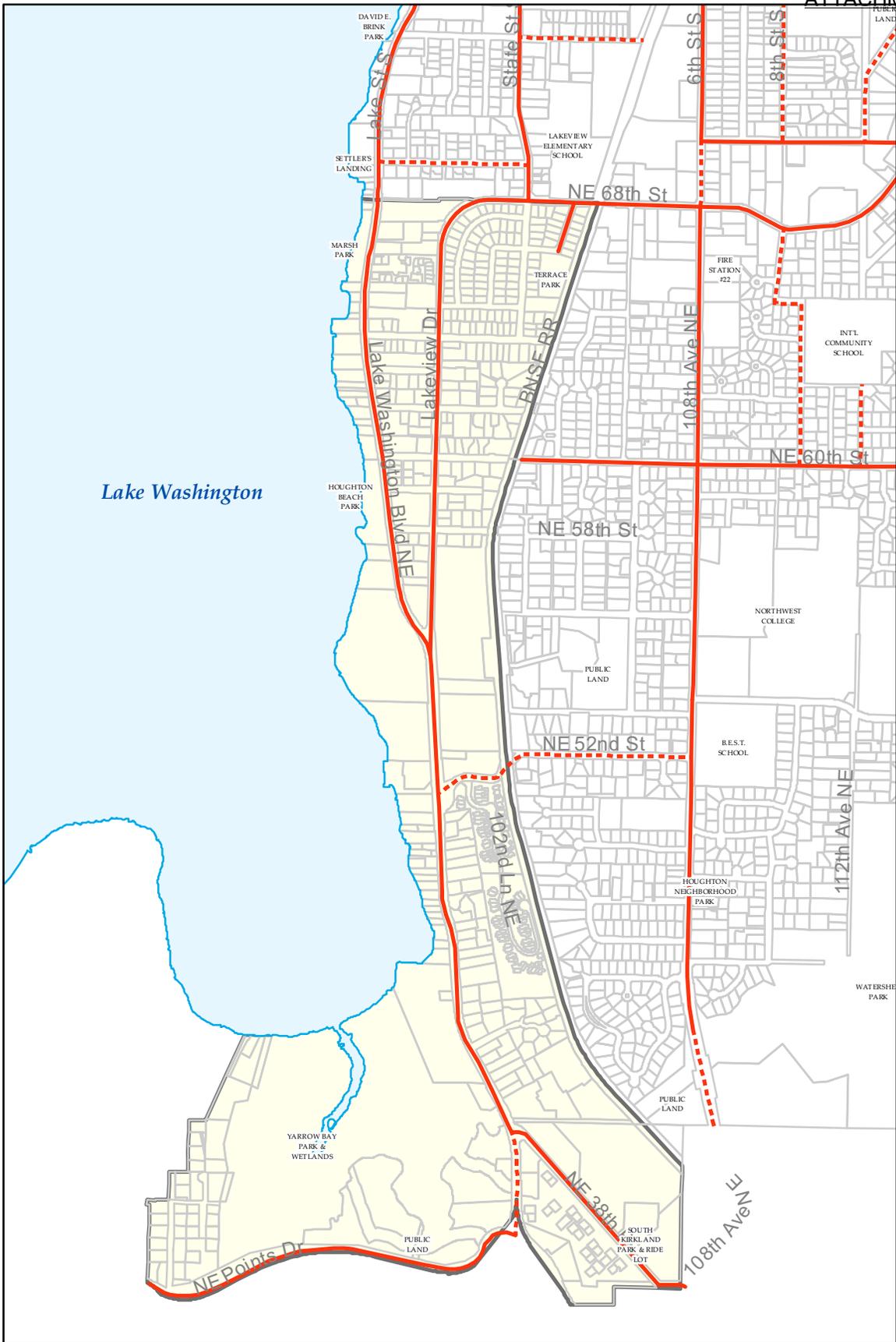


Figure L-5: Lakeview Neighborhood Pedestrian System



Legend

- Bicycle System**
- Existing
- Proposed
- Parcels
- Lakeview Neighborhood Boundary
- Lakes

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Figure N-6: Lakeview Bicycle System

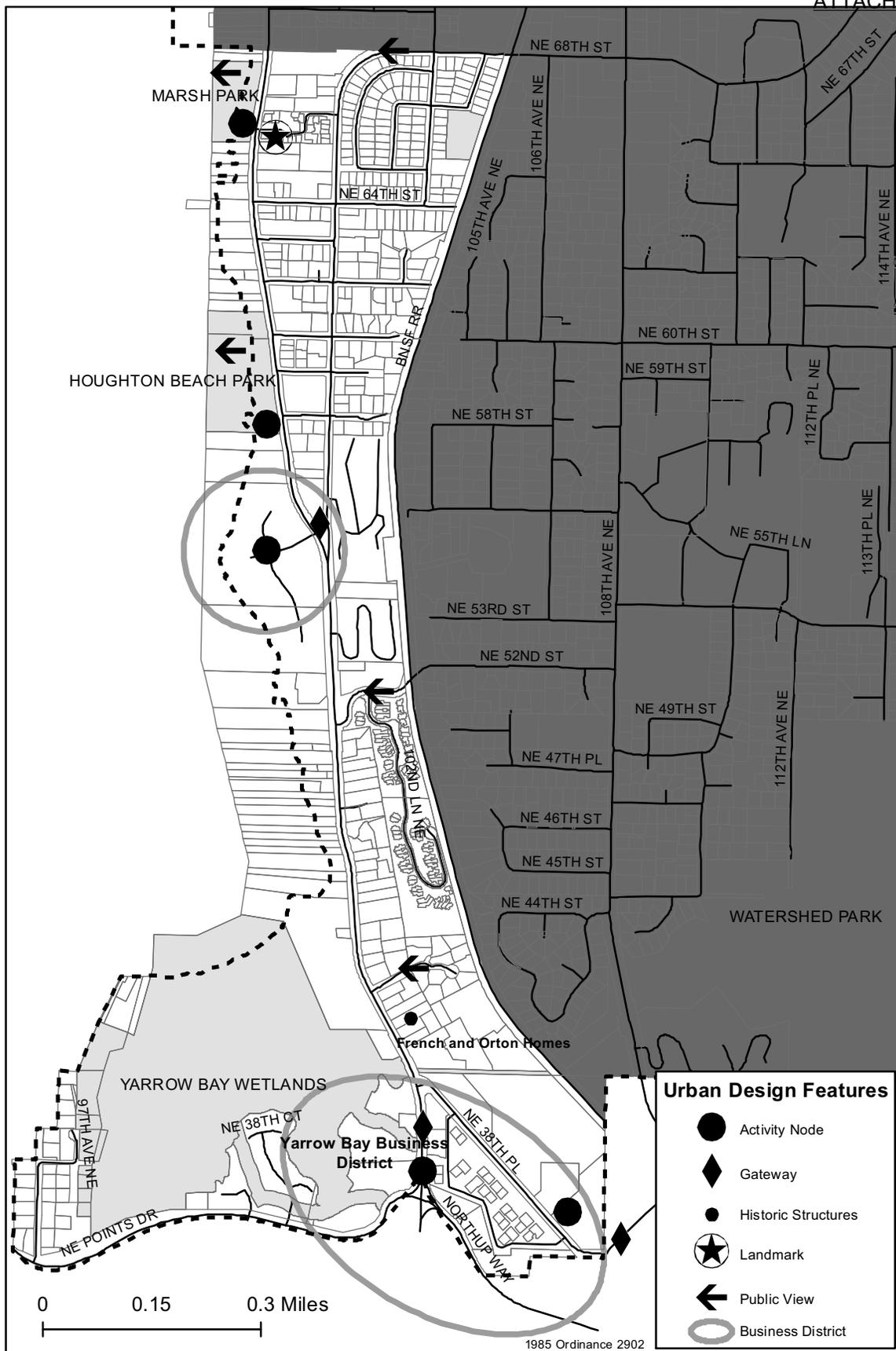
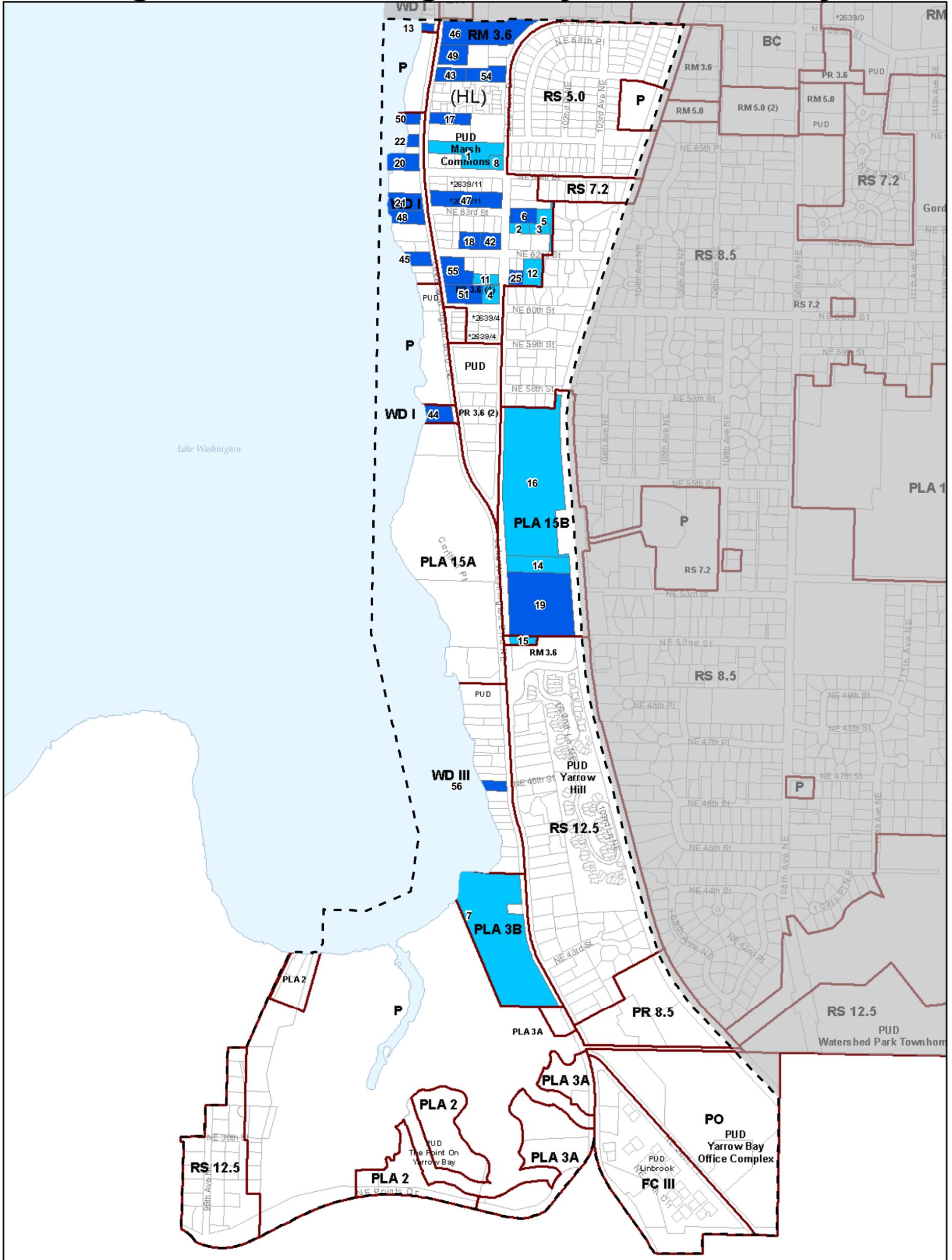


Figure L-7: Lakeview Neighborhood Character/Urban Design



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Existing Non-conforming Density in Multi Family Zones



Legend

- Apartments/Residential
- Condos
- Lakeview Neighborhood Boundary
- Zoning Boundaries
- Tax Parcels



1,900

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LAKEVIEW NEIGHBORHOOD PLAN UPDATE
Preliminary List of Proposed Zoning Code Amendments
Draft April 4, 2011

1. Zoning Code

- a. Table of Contents revisions
- b. 5.10 Definitions
 - i. .145 Commercial Zones- add YBD
 - ii. .490 low density zones add PLA 3A
 - iii. .513 maximum dwelling units per acre- insert text regarding PLA 3A
 - iv. .595 office zones- delete FCIII and PLA 3A
 - v. .785 residential zones-add PLA 3A
- c. 10.25- delete FCIII zone and insert YBD zones
- d. 20.08 RM delete General Regulation 6 regarding front yard setbacks along Lake WA Blvd. NE
- e. 25.08 PR Zones
 - i. Delete General Regulation #3 regarding front yards along Lake Wash Blvd. NE
 - ii. PR 3.6(2) - Allow neighborhood oriented businesses if property fronts and is oriented to Lake Washington Blvd.
 - iii. PR 3.6(4) zone- Old post office site(s) Amend the types of uses that can locate there, add special regulations that describe development standards in policies. Reduce level of review process.
- f. 30.35 WDIII zone delete Special Regulation #4 regarding front yard along Lake Wash Blvd. NE
- g. 35 delete FCIII use zone charts.
- h. Insert Chapter 56 for YBD charts-Yarrow Bay Business District Subareas YBD 2. Includes parcels currently zoned PO, FCIII, PR 8.5, and PLA 3A. Add to the allowed uses a broader range of commercial uses such as retail (limit size of standalone uses), banks, hotel, motel and housing. Increase building height from 30' to 60' consistent with what is allowed in PLA 3A. Delete existing FCIII and PLA 3A zoning districts.
- i. 60.17 PLA 2A delete Special Regulation #2. Regarding if portions of property are in PLA 3A..
- j. 60.19- Delete PLA 3A use zone charts-
- k. Insert with new PLA 3A use zone charts.
- l. In WDI, III, PLA 3A, PR, RM, FCIII zones delete General Regulation regarding properties along Lake Washington Blvd. requiring structures be setback an additional 2 feet for each 1 foot the structure exceeds 25 feet in height.
- m. 100.52 add that cabinet signs are prohibited in YBD.
- n. 105 update for pedestrian requirements in YBD
- o. 110.52 insert YBD zone for street improvements
- p. 115.42 insert text that FAR would apply in PLA 3A for lots less than 7,200 sq. ft. and two unit homes and in RS zones where small lot provisions are uses.
- q. 142.25. insert Design Guidelines in YBD
- r. KZC 113.25 Cottage Housing Regulations - change footnote #1 reference to allowing duplex in Houghton outside a cottage housing development in new PLA 3A.
- s. 180 Plate 34 revise to show potential pedestrian pathways and designation for NE 38th PL as a major pedestrian sidewalk.

Municipal Code

1. Subdivision Section 22.28.040 insert text that states that lot averaging and the small lot single family do not apply to the new PLA 3A zone.
2. Design Review Board Section 3.30.040 Add Design Guidelines for Yarrow Bay Business District.

Potential Zoning Map Changes

1. Rezone group of RS 12.5 parcels on South Houghton Slope to PLA 3A.
2. Delete neighborhood plan prefix - 2639/11 and 2639/4 in RM 3.6 from Zoning Map. Parcels have redeveloped.
3. Proposal to rezone RM 3.6 block to PR 3.6
4. Change PO, FCIII, PR 8.5, PLA 3A, to new YBD 2 zones.

This code contains zoning regulations for the Finn Hill, North Juanita, and Kingsgate annexation areas as adopted by the Kirkland City Council through Ordinance 4196. The effective date of the annexation and Ordinance 4196 zoning regulations is June 1, 2011.

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Amend PLATE 34

Interpretations

Table of Revised Pages – Available on City's web site

Ordinance Table (by ordinance number) – Available on City's web site

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- .095 Building-Mounted – All of the following: wall-mounted signs, marquee signs, under marquee signs and projecting signs.
- .100 Building Official – “Building Official,” as that term is defined in the Uniform Building Code as adopted in KMC Title 21.
- .101 Bulk Commodities – Unpackaged articles, except those to be used for human consumption, that are bought and sold at a retail level.
- .105 Bulkhead – A wall or embankment used for retaining earth.
- .107 Cabinet Sign – A sign incorporating a rigid frame, which supports and retains the sign face panel(s) and/or background constructed of plastic or similar material, and which has an internal light source. Cabinet signs do not include signs composed of individually-mounted and individually-illuminated letters, or logos no larger than the lettering to which they relate.
- .107.5 Carriage Unit – A single-family dwelling unit, not to exceed 800 square feet in gross floor area, located above a garage structure.
- .108 Center Identification Sign – A type of building-mounted or ground-mounted sign which identifies the name of a development containing more than one office, retail, institutional, or industrial use or tenant and which does not identify any individual use or tenant.
- .110 Certificate of Occupancy – “Certificate of Occupancy,” as that term is defined in the Uniform Building Code as adopted in KMC Title 21.
- .115 Changing Message Center – An electronically controlled public service time and temperature sign where copy changes are shown on the same lamp bank.
- .120 Church – An establishment, the principal purpose of which is religious worship, and for which the principal building or other structure contains the sanctuary or principal place of worship, and which includes related accessory uses.
- .125 City Manager – The chief administrative official of the City.
- .126 Class A Streams – As defined in Chapter 90 KZC.
- .127 Class B Streams – As defined in Chapter 90 KZC.
- .128 Class C Streams – As defined in Chapter 90 KZC.
- .130 Clustered Development – The grouping or attaching of buildings in such a manner as to achieve larger aggregations of open space than would normally be possible from lot by lot development at a given density.
- .135 Code (this) – The code of the City of Kirkland adopted as KMC Title 23.
- .140 Commercial Recreation Area and Use – An area and use operated for profit, with private facilities, equipment or services for recreational purposes, including swimming pools, tennis courts, playgrounds and other similar uses. The use of such an area may be limited to private membership or may be open to the public upon the payment of a fee.
- .145 Commercial Zones – The following zones: BN; BNA; BC; BC 1; BC 2; BCX; CBD; JBD 1; JBD 2; JBD 4; JBD 5; JBD 6; MSC 2; MSC 3; NRH 1A; NRH 1B; NRH 4; RH 1A; RH 1B; RH 2A; RH 2B; RH 2C; RH 3; RH 5A; RH 5B; RH 5C; RH 7; TL 2; TL 4A; TL 4B; TL 4C; TL 5; TL 6A; TL 6B; and TL 8. **Y3D**

- .415 Institutional Zones – The following zones: P; PLA 1; TL 3A through TL3D; and PLA 14.
- .420 Instructional Sign – A sign which designates public information such as, but not limited to, public restrooms, public telephones, exitways and hours of operation.
- .425 Integral Sign – A sign displaying a building date, monument citation, commemorative inscription or similar historic information.
- .440 Irrevocable License – A written irrevocable permission given by a property owner to the City for specified purposes.
- .445 Isolation – When a use abuts or is directly across the street from high density or higher intensity uses, on at least three sides.
- .447 Junk – Old or scrap copper; brass; rope; rags; batteries; paper; trash; rubber debris; wastes; machinery; scrap wood; junked, dismantled or wrecked automobiles, or parts thereof; iron; steel; and other old or scrap ferrous or nonferrous material.
- .448 Junk Yard – A property or place of business which is maintained, operated, or used for storing, keeping, buying, selling, or salvaging junk.
- .450 Kennel – An establishment, generally retail in nature, which houses, cares for, breeds, raises or sells dogs or cats.
- .455 Land Surface Modification – The clearing or removal of shrubs, groundcover and other vegetation, excluding trees, and all grading, excavation and filling of materials.
- .465 Landscaping – The planting, removal and maintenance of vegetation along with the movement and displacement of earth, topsoil, rock, bark and similar substances done in conjunction with the planting, removal and maintenance of vegetation.
- .467 Landslide Hazard Areas – As defined in Chapter 85 KZC.
- .470 Landward – Toward dry land.
- .470.5 Light Trespass – Unwanted light which, because of quantitative, directional or spectral attributes in a given contact, gives rise to annoyance, discomfort, distraction, or a reduction in the ability to see essential information.
- .475 Linear Frontage of Subject Property – The frontage of the subject property adjacent or parallel to all open improved public rights-of-way. Frontage adjacent to I-405 is not applicable except for properties within TL 4A and TL 6B (east of 116th Avenue NE). If the subject property does not have frontage on an open improved right-of-way, the frontage of any public access easements which serve the subject property and unopened rights-of-way which front on the subject property is the linear frontage of the subject property.
- .480 Lot – A parcel of land having fixed boundaries, sufficient in area and dimension to meet zoning requirements for width and area, having common ownership and not severed by an existing public right-of-way.
- .482 Lot Size – The total area of the subject property minus the area of vehicular access easements or tracts serving more than one lot not abutting a right-of-way.
- .485 Low Density Use – A detached dwelling unit on a subject property that contains at least 5,000 square feet of land; or attached or stacked dwelling units on a subject property that contains at least 7,200 square feet of land per dwelling unit.
- .490 Low Density Zones – The following zones: RS 35; RSX 35; RS 12.5; RSX 12.5; RS 8.5; RSX 8.5; RSA 8; RS 7.2; RSX 7.2; RS 6.3; RSA 6; RS 5.0; RSX 5.0; RSA 4; RSA 1; PLA

- 6C, 6E; ^{PLA 3A and} PLA 16; WD II; and comparable zones in other adjoining jurisdictions, except properties with approved intent to rezone to zoning designations other than low density.
- .491 Low Income Household – One or more adults and their dependents whose income does not exceed 50 percent of the median household income for King County, adjusted for household size, as published by the United States Department of Housing and Urban Development.
- .492 Low Income Unit – A housing unit for which the monthly housing expense, including an appropriate utility allowance, is no greater than 30 percent of the median monthly income for a low income household.
- .495 Major Pedestrian Sidewalk – A public sidewalk in a Design District that is designated in Plate 34 of Chapter 180 KZC.
- .500 Marquee Sign – Any sign which forms part of, or is integrated into, a marquee or canopy and which does not extend horizontally beyond the limits of such marquee or canopy.
- .505 Master Plan – A complete development plan for the subject property showing placement, dimensions and uses of all structures as well as streets and other areas used for vehicular circulation.
- .507 Maximum Horizontal Facade – The widest cross-section of the building(s) in the area adjoining the low density zone or within 100 feet of the adjoining lot containing the detached dwelling unit or low density use. The cross-section width is measured parallel to the zone or lot(s). (See Plate 38.)
- .510 Maximum Lot Coverage – The maximum percentage of the surface of the subject property that may be covered with materials which will not allow for the percolation of water into the underlying soils.
- .513 Maximum Units per Acre – Within ^{and PLA 3A} RSA zones, the maximum allowed number of dwelling units shall be computed by multiplying the gross area of the subject property by the applicable residential density number per acre shown on the Zoning Map. ^{in RSA zones only} For the purpose of calculating the maximum units per acre, all road dedications and vehicular access easements and tracts shall be included in the calculation for density. The maximum development potential requirements of Chapter 90 KZC shall apply.
- .515 Medium Density Use – Detached dwelling units on a subject property that contains at least 3,600 square feet of land per dwelling unit but not more than 4,999 square feet of land per dwelling unit; or attached or stacked dwelling units on a subject property that contains at least 3,600 square feet of land per dwelling unit but not more than 7,199 square feet of land per dwelling unit.
- .520 Medium Density Zones – The following zones: RM 5.0; RMA 5.0; RM 3.6; RMA 3.6; WD I; WD III; TL 9B; PLA 2, 3B; PLA 6F, H, K; PLA 7C; PLA 9; PLA 15B; and PLA 17.
- .525 Mean Sea Level – The level of Puget Sound at zero tide as established by the US Army Corps of Engineers.
- .527 Mini-Day-Care Center – A day-care operation with no more than 12 attendees at any one time, not including immediate family members who reside in the center or employees of the mini-day-care center.
- .528 Mini-School – A school operation with no more than 12 attendees at any one time, not including immediate family members who reside in the school or employees of the mini-school.

- .590 Office Use – A place of employment providing services other than production, distribution or sale or repair of goods or commodities. The following is a nonexclusive list of office uses: medical, dental or other health care; veterinary; accounting; architectural, engineering, consulting or other similar professional services; management, administrative, secretarial, marketing, advertising, personnel or other similar personnel services; sales offices where no inventories or goods are available on the premises; real estate; insurance; travel agent; brokerage; computer programming or consulting; data processing; technical, specialty or professional schools; or other similar services. The following uses are specifically excluded from the definition of office: banks, loan companies and similar financial institutions.
- .595 Office Zones – The following zones: PO; PR 8.5; PR 5.0; PR 3.6; PR 2.4; PR 1.8; PRA 1.8; JBD 3; ~~PLA 3A~~; PLA 5B, C; PLA 6B; PLA 15A; PLA 17A; ~~FC III~~; MSC 1; MSC 4; NRH 2; NRH 3; NRH 5; NRH 6; RH 4; RH 8; TL 1A; TL 10A, TL 10B, TL 10C, TL 10D and TL 10E.
- .600 Official Newspaper of the City – The publication designated by ordinance or resolution to contain official newspaper publications for City government.
- .605 Official Notification Boards of the City – The bulletin boards in the public areas of City Hall and the Kirkland Public Library.
- .607 On-Site Hazardous Waste Treatment and Storage Facilities – Facilities which treat and store hazardous wastes generated on the same lot, geographically contiguous, or bordering property. Travel between two properties divided by a public right-of-way, and owned, operated, or controlled by the same person, shall be considered on-site travel if: (a) the

- .775** Required Yard – Those areas adjacent to and interior from the property lines and involving the following designations (if two required yards are coincidental, the yard with the greater dimensions shall predominate):
1. **Front:** That portion of a lot adjacent to and parallel with any front property lines and at a distance therefrom equal to the required front yard depth.
 2. **Rear:** That portion of a lot adjacent to and parallel with the rear property line and at a distance therefrom equal to the required rear yard depth.
 3. **Side:** That portion of a lot adjacent to and parallel with the side property line and at a distance therefrom equal to the required side yard depth. All yards not otherwise categorized shall be designated side yards.
 4. **North Property Line Yard:** That portion of a lot adjacent to and parallel with the north property line and at a distance therefrom equal to the required north property line yard depth.
 5. **South Property Line Yard:** That portion of a lot adjacent to and parallel with the south property line and at a distance therefrom equal to the required south property line yard depth.
 6. **High Waterline Yard:** That portion of a lot adjacent to and parallel with the high waterline and at a distance landward therefrom equal to the required high waterline yard depth.
- .780** Residential Use – Developments in which persons sleep and prepare food, other than developments used for transient occupancy.
- .785** Residential Zone – The following zones: RS 35; RSX 35; RS 12.5; RSX 12.5; RS 8.5; RSX 8.5; RSA 8; RS 7.2; RSX 7.2; RS 6.3; RSA 6; RS 5.0; RSX 5.0; RSA 4; RSA 1; RM 5.0; RMA 5.0; RM 3.6; RMA 3.6; RM 2.4; RMA 2.4; RM 1.8; RMA 1.8; WD I; WD II; WD III; TL 9B; PLA 2; PLA 3B; PLA 5A, D, E; PLA 6A, C, D, E, F, H, I, J, K; PLA 7A, B, C; PLA 9; PLA 15B; PLA 16; PLA 17; and ~~TL 11.~~ ^{PLA 3A} _{and}
- .790** Restaurant or Tavern – Commercial use which sells prepared food or beverages and where the seating and associated circulation areas exceed 10 percent of the gross floor area of the use.
- .795** Retail Establishment – A commercial enterprise which provides goods and/or services directly to the consumer, whose goods are available for immediate purchase and removal from the premises by the purchaser and/or whose services are traditionally not permitted within an office use. The sale and consumption of food are included if: (a) the seating and associated circulation area does not exceed more than 10 percent of the gross floor area of the use, and (b) it can be demonstrated to the City that the floor plan is designed to preclude the seating area from being expanded.
- .800** Retention of Storm Water – The collection of water, due to precipitation, in a given area and the dispersal of these waters through the natural process of groundwater recharge and evaporation or the incorporation of this collection area into a natural stream and lake system and setting.
- .805** Right-of-Way – Land dedicated primarily to the movement of vehicles and pedestrians and providing for primary access to adjacent parcels. Secondly, the land provides space for utility lines and appurtenances and other publicly owned devices.

<u>Zoning Category</u>	<u>Symbol</u>
2. Multifamily Residential Zones	RM and RMA (followed by a designation indicating minimum lot size per dwelling unit)
3. Professional Office/Residential Zones	PR and PRA (followed by a designation indicating minimum lot size per dwelling unit)
4. Professional Office Zones	PO
5. Waterfront Districts	WD (followed by a designation indicating which Waterfront District)
6. Freeway Commercial Zones	FC (followed by a designation indicating which Freeway Commercial Zone)
7. Neighborhood Business	BN and BNA
8. Community Business	BC, BC 1, BC 2 and BCX
9. Central Business District	CBD (followed by a designation indicating which sub-zone within the Central Business District)
10. Juanita Business District	JBD (followed by a designation indicating which sub-zone within the Juanita Business District)
11. Market Street Corridor	MSC (followed by a designation indicating which sub-zone within the Market Street Corridor)
12. North Rose Hill Business District	NRH (followed by a designation indicating which sub-zone within the North Rose Hill Business District)
13. Rose Hill Business District	RH (followed by a designation indicating which sub-zone within the Rose Hill Business District)
14. Totem Center and Totem Lake Neighborhood	TL (followed by a designation indicating which sub-zone within Totem Center or the Totem Lake Neighborhood)
15. Yarrow Bay Business District	YBD (followed by a designation indicating which sub-zone within the Yarrow Bay Business District)
16. Light Industrial Zones	LIT, TL 7
17. Planned Areas	PLA (followed by a designation indicating which Planned Area, and in some cases, which sub-zone within a Planned Area)
18. Park/Public Use Zones	P

10.30 Overlay Designations Adopted

The following overlay zones apply in various areas:

<u>Overlay Zoning Category</u>	<u>Symbol</u>
1. Holmes Point Overlay Zone	"HP"
2. Adult Activities Overlay Zone	"AE"
3. Historic Landmark Overlay Zone	"HL"
4. Equestrian Overlay Zone	"EQ"
5. Secure Community Transition Facility	"SCTF"

10.35 Zoning Boundary Interpretation

- Following Property Lines – Where a zone boundary is indicated as approximately following a property line, the property line is the zone boundary.
- Following Streets – Where a zone boundary is indicated as following a street, the midpoint of the street is the zone boundary.

CHAPTER 20 – MULTIFAMILY RESIDENTIAL (RM AND RMA) ZONES

20.05 User Guide. The charts in KZC 20.10 contain the basic zoning regulations that apply in each RM 5, RMA 5, RM 3.6, RMA 3.6, RM 2.4, RMA 2.4, RM 1.8 and RMA 1.8 zone of the City. Use these charts by reading down the left hand column entitled Use. Once you locate the use in which you are interested, read across to find the regulations that apply to that use.

Section 20.08



Section 20.08 – GENERAL REGULATIONS

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

1. Refer to Chapter 1 KZC to determine what other provisions of this code may apply to the subject property.
2. Developments creating four or more new detached, attached or stacked dwelling units shall provide at least 10 percent of the units as affordable housing units as defined in Chapter 5 KZC. Two additional units may be constructed for each affordable housing unit provided. See Chapter 112 KZC for additional affordable housing incentives and requirements.
3. If any portion of a structure is adjoining a low density zone or a low density use in PLA 17, then either:
 - a. The height of that portion of the structure shall not exceed 15 feet above average building elevation; or
 - b. The horizontal length of any facade of that portion of the structure which is parallel to the boundary of the low density zone shall not exceed 50 feet.See KZC 115.30, Distance Between Structures/Adjacency to Institutional Use, for further details.
(Does not apply to General Moorage Facility and Detached Dwelling Units uses).
4. If the subject property is located east of JBD 2 and west of 100th Avenue NE, the following regulation applies:
Must provide a public pedestrian access easement if the Planning Official determines that it will furnish a pedestrian connection or part of a connection between 98th Avenue NE and 100th Avenue NE. Pathway improvements will also be required if the easement will be used immediately. No more than two complete connections shall be required.
(Does not apply to General Moorage Facility uses).
5. If the subject property is located within the North Rose Hill neighborhood, east of Slater Avenue NE and north of NE 116th Street, the minimum required front yard is 10 feet. Ground floor canopies and similar entry features may encroach into the front yard; provided, the total horizontal dimension of such elements may not exceed 25 percent of the length of the structure. No parking may encroach into the required 10-foot front yard.
6. Any required yard abutting Lake Washington Boulevard or Lake Street South must be increased two feet for each one foot the structure exceeds 25 feet above average building elevation.
(Does not apply to General Moorage Facility and Public Park uses).

(GENERAL REGULATIONS CONTINUED ON NEXT PAGE)

ATTACHMENT A

CHAPTER 25 – PROFESSIONAL OFFICE RESIDENTIAL (PR) AND PROFESSIONAL OFFICE RESIDENTIAL A (PRA) ZONES

25.05 User Guide.

The charts in KZC 25.10 contain the basic zoning regulations that apply in each PR 8.5, PR 5.0, PR 3.6, PR 2.4 and PR 1.8 and PRA 1.8 zone of the City. Use these charts by reading down the left hand column entitled Use. Once you locate the use in which you are interested, read across to find the regulations that apply to that use.

Section 25.08

Zone
PR, PRA

Section 25.08 – GENERAL REGULATIONS

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

1. Refer to Chapter 1 KZC to determine what other provisions of this code may apply to the subject property.
2. Developments creating four or more new detached, attached or stacked dwelling units shall provide at least 10 percent of the units as affordable housing units as defined in Chapter 5 KZC. Two additional units may be constructed for each affordable housing unit provided. See Chapter 112 KZC for additional affordable housing incentives and requirements.
3. If any portion of a structure is adjoining a low density zone, then either:
 - a. The height of that portion of the structure shall not exceed 15 feet above average building elevation, or
 - b. The horizontal length of any facade of that portion of the structure which is parallel to the boundary of the low density zone shall not exceed 50 feet.See KZC 115.30, Distance Between Structures/Adjacency to Institutional Use, for further details.
4. ~~The required yard of a structure abutting Lake Washington Boulevard or Lake St. S. must be increased two feet for each one foot that structure exceeds 25 feet above average building elevation (does not apply to Public Park uses).~~
5. If the property is located south of NE 85th Street between 124th Avenue and 120th Avenue, to the extent possible, the applicant shall save existing viable significant trees within the required landscape buffers separating nonresidential development from adjacent single-family homes.
6. Within the PRA zone, the maximum building height of a structure may be increased to 60 feet above average building elevation if:
 - a. All required yards are increased by one foot for every two feet of height above 35 feet;
 - b. Buildings may not exceed three stories; and
 - c. Rooftop appurtenances may not exceed the maximum height and are screened with sloped roof forms.
7. If the property is located in the Lakeview Neighborhood between NE 60th Street and NE 59th Street on Lots 13 and 14 of Block 2 of Houghton Addition Volume 5 of Plats, Page 71 of King County Records the following shall apply:
 - a. If a use requires additional parking stalls, the number of required parking spaces shall be determined based on the actual parking demand pursuant to Section 105.25, KZC along with the following considerations. The location of the existing buildings may make providing additional on site parking not feasible. The required parking may be provided by adding angled parking within the NE 60th Street right of way. New parking may be limited to the number of on-street angled stalls that are feasible to be added along the frontage of the subject property.

ATTACHMENT 4

4.e.

b. Redevelopment proposals for the subject property shall be reviewed through a Process I or Process IIA and comply with the following:

1. Site and building design shall incorporate design elements of the existing historic post office building including a pitched roof.
2. Historical interpretive signs shall be incorporated into the subject property.
3. The number of required parking spaces shall be determined based on the actual parking demand pursuant to Section 105.25, KZC along with the following considerations. The location of the existing buildings may make providing additional on site parking not feasible. The required parking may be provided by adding angled parking within the NE 60th Street right of way. New parking may be limited to the number of on-street angled stalls that are feasible to be added along the frontage of the subject property.

USE ZONE CHART

DIRECTIONS: FIRST, read down to find use...THEN, across for REGULATIONS												
Section 25.10	USE ↓ REGULATIONS ↑	Required Review Process	Lot Size	MINIMUMS			MAXIMUMS		Landscape Category (See Ch. 95)	Sign Category (See Ch. 100)	Required Parking Spaces (See Ch. 105)	Special Regulations (See also General Regulations)
				REQUIRED YARDS (See Ch. 115)			Lot Coverage	Height of Structure				
				Front	Side	Rear						
.010	Detached Dwelling Units	None	8,500 sq. ft. if PR 8.5 zone, 5,000 sq. ft. if PR 5.0 zone, otherwise 3,600 sq. ft.	20'	5'	10'	70%	If adjoining a low density zone other than RSA or RSX, then 25' above average building elevation. See Spec. Reg. 6.	E	A	2.0 per dwelling unit.	<ol style="list-style-type: none"> For this use, only one dwelling unit may be on each lot regardless of lot size. Chapter 115 KZC contains regulations regarding home occupations and other accessory uses, facilities and activities associated with this use.
.020	Detached, Attached or Stacked Dwelling Units	Within the NE 85th Street Sub-area, D.R., Chapter 142 KZC. Otherwise, none.	8,500 sq. ft. if PR 8.5 zone, 5,000 sq. ft. if PR 5.0 zone, otherwise 3,600 sq. ft. with a density as established on the Zoning Map. See Spec. Reg. 1.		For PR zones: 5' each for detached units and 5' but 2 side yards must equal at least 15' for attached and stacked units. For PRA zones: 5' each side. See Spec. Reg. 4.	10' See Spec. Reg. 5.		Otherwise, for PR zones, 30' above average building elevation and for PRA zones, 35' above average building elevation. See Gen. Reg. 6.	D		1.7 per unit.	<ol style="list-style-type: none"> Minimum amount of lot area per dwelling unit is as follows: <ol style="list-style-type: none"> In PR 8.5 zones, the minimum lot area per unit is 8,500 sq. ft. In PR 5.0 zones, the minimum lot area per unit is 5,000 sq. ft. In PR 3.6 zones, the minimum lot area per unit is 3,600 sq. ft. In PR 2.4 zones, the minimum lot area per unit is 2,400 sq. ft. In PR 1.8 zones and PRA 1.8 zones, the minimum lot area per unit is 1,800 sq. ft. Chapter 115 KZC contains regulations regarding home occupations and other accessory uses, facilities and activities associated with this use. Chapter 115 KZC contains regulations regarding common recreational space requirements for this use. The side yard may be reduced to zero feet if the side of the dwelling unit is attached to a dwelling unit on an adjoining lot. If one side of a dwelling unit is so attached and the opposite side is not, the side that is not attached must provide a minimum side yard of five feet. The rear yard may be reduced to zero feet if the rear of the dwelling unit is attached to a dwelling unit on an adjoining lot. Where the 25-foot height limitation results solely from an adjoining low density zone occupied by a school that has been allowed to increase its height to at least 30 feet, then a structure height of 30 feet above average building elevation is allowed.

ATTACHMENT 4

Section 25.10

Zone
PR, PRA

USE ZONE CHART

DIRECTIONS: FIRST, read down to find use...THEN, across for REGULATIONS												
Section 25.10	USE ↓ REGULATIONS ↑	Required Review Process	MINIMUMS				MAXIMUMS		Landscape Category (See Ch. 95)	Sign Category (See Ch. 100)	Required Parking Spaces (See Ch. 105)	Special Regulations (See also General Regulations)
			Lot Size	REQUIRED YARDS (See Ch. 115)			Lot Coverage	Height of Structure				
				Front	Side	Rear						
.030	Office Uses	Within the NE 85th Street Sub-area, D.R., Chapter 142 KZC. Otherwise, none.	None	20'	For PR zones: 5' but 2 side yards must equal at least 15'. For PRA zones: 5' each in the PRA zones.	10'	70%	If adjoining a low density zone other than RSA or RSX, then 25' above average building elevation. Otherwise, for PR zones, 30' above average building elevation and for PRA zones, 35 feet above average building elevation. See Gen. Reg. 6.	C	D	If medical, dental or veterinary office, then one per each 200 sq. ft. of gross floor area. Otherwise one per each 300 sq. ft. of gross floor area.	<ol style="list-style-type: none"> The following regulations apply to veterinary offices only: <ol style="list-style-type: none"> May only treat small animals on the subject property. Outside runs and other outside facilities for the animals are not permitted. Site must be designed so that noise from this use will not be audible off the subject property. A certification to this effect, signed by an acoustical engineer, must be submitted with the development permit application. Ancillary assembly and manufacture of goods on the premises of this use are permitted only if: <ol style="list-style-type: none"> The ancillary assembled or manufactured goods are subordinate to and dependent on this use. The outward appearance and impacts of this use with ancillary assembly or manufacturing activities must be no different from other office uses.



USE ZONE CHART

DIRECTIONS: FIRST, read down to find use...THEN, across for REGULATIONS												
Section 25.10	USE REGULATIONS 	Required Review Process	MINIMUMS				MAXIMUMS		Landscape Category (See Ch. 95)	Sign Category (See Ch. 100)	Required Parking Spaces (See Ch. 105)	Special Regulations (See also General Regulations)
			Lot Size	REQUIRED YARDS (See Ch. 115)			Lot Coverage	Height of Structure				
				Front	Side	Rear						
.040	Development Containing Stacked or Attached Dwelling Units and Office Uses. See Spec. Reg. 1.	Within the NE 85th Street Sub-area, D.R., Chapter 142 KZC. Otherwise, none.	3,600 sq. ft. with a residential density as established on the Zoning Map. See Spec. Reg. 2.	20'	For PR zones: 5' but 2 side yards must equal at least 15'. For PRA zones: 5' each in the PRA zones.	10'	70%	If adjoining a low density zone other than RSA or RSX, then 25' above average building elevation. See Spec. Reg. 5. Otherwise, for PR zones, 30' above average building elevation and for PRA zones, 35' above average building elevation. See Gen. Reg. 6.	C	D	See KZC 105.25.	<ol style="list-style-type: none"> 1. A veterinary office is not permitted in any development containing dwelling units. 2. Minimum amount of lot area per dwelling unit is as follows: <ol style="list-style-type: none"> a. In PR 8.5 zones, the minimum lot area per unit is 8,500 square feet. b. In PR 5.0 zones, the minimum lot area per unit is 5,000 square feet. c. In PR 3.6 zones, the minimum lot area per unit is 3,600 square feet. d. In PR 2.4 zones, the minimum lot area per unit is 2,400 square feet. e. In PR 1.8 and PRA 1.8 zones, the minimum lot area per unit is 1,800 square feet. 3. Chapter 115 KZC contains regulations regarding home occupations and other accessory uses, facilities and activities associated with this use. 4. Chapter 115 KZC contains regulations regarding common recreational space requirements for this use. 5. Ancillary assembly and manufacture of goods on the premises of this use are permitted only if: <ol style="list-style-type: none"> a. The ancillary assembled or manufactured goods are subordinate to and dependent on this use. b. The outward appearance and impacts of this use with ancillary assembly or manufacturing activities must be no different from other office uses. 6. Where the 25-foot height limitation results solely from an adjoining low density zone occupied by a school that has been allowed to increase its height to at least 30 feet, then a structure height of 30 feet above average building elevation is allowed.

(Revised 4/10)

Section 25.10

Zone
PR, PRA

USE ZONE CHART

DIRECTIONS: FIRST, read down to find use...THEN, across for REGULATIONS												
Section 25.10	USE ↓ REGULATIONS →	Required Review Process	Lot Size	MINIMUMS			MAXIMUMS		Landscape Category (See Ch. 95)	Sign Category (See Ch. 100)	Required Parking Spaces (See Ch. 105)	Special Regulations (See also General Regulations)
				REQUIRED YARDS (See Ch. 115)			Lot Coverage	Height of Structure				
				Front	Side	Rear						
.050	Restaurant or Tavern	Within the NE 85th Street Subarea, D.R., Chapter 142 KZC. Otherwise, Process I, Chapter 145 KZC.	8,500 sq. ft. if PR 8.5 zone, otherwise 7,200 sq. ft.	20'	10' on each side.	10'	70%	If adjoining a low density zone other than RSA or RSX, then 25' above average building elevation.	B	E	1 per each 100 sq. ft. floor area.	<ol style="list-style-type: none"> This use is not permitted in a PR 3.6 zone located in the NE 85th Street Subarea. Drive-in or drive-through facilities are prohibited.
.060	Grocery Store, Drug Store, Laundromat, Dry Cleaners, Barber Shop, or Shoe Repair Shop										1 per each 300 sq. ft. floor area.	
.070	Funeral Home or Mortuary			20' each side.	20'	Otherwise, for PR zones, 30' above average building elevation and for PRA zones, 35' above average building elevation.	C	B	1. This use is not permitted in a PR 3.6 zone located in the NE 85th Street Subarea.			
.080	Church			See Gen. Reg. 6				1 for every 4 people based on maximum occupancy load of any area of worship. See Spec. Reg. 1.	1. No parking is required for day-care or school ancillary to this use.			

Insert for restaurant, tavern, grocery store use listings:
See General Regulation regarding signs and parking if located in the Lakeview Neighborhood.

Insert as Special Regulation 3 and 4 under restaurant, tavern, grocery use listing:
The following applies if located in the Lakeview Neighborhood:
a. This use is prohibited if front building facade or vehicular access is located along Lakeview Dr.
b. Internally lit signs are prohibited along Lakeview Dr.

ATTACHMENT 4



USE ZONE CHART

DIRECTIONS: FIRST, read down to find use...THEN, across for REGULATIONS												
Section 25.10	USE ↓ REGULATIONS ↓	Required Review Process	MINIMUMS			MAXIMUMS		Landscape Category (See Ch. 95)	Sign Category (See Ch. 100)	Required Parking Spaces (See Ch. 105)	Special Regulations (See also General Regulations)	
			Lot Size	REQUIRED YARDS (See Ch. 115)			Lot Coverage					Height of Structure
				Front	Side	Rear						
.090	School or Day-Care Center	Within the NE 85th Street Sub-area, D.R., Chapter 142 KZC. Otherwise, none. If this use is adjoining a low density zone, then Process I, Chapter 145 KZC.	8,500 sq. ft. if PR 8.5 zone, otherwise 7,200 sq. ft.	If this use can accommodate 50 or more students or children, then: 50' 50' on each side 50' If this use can accommodate 13 to 49 students or children, then: 20' 20' on each side 20'	70%	If adjoining a low density zone other than RSA or RSX, then 25' above average building elevation. Otherwise, for PR zones, 30' above average building elevation and for PRA zones, 35' above average building elevation. See Gen. Reg. 6 and Spec. Reg. 7.	D	B	See KZC 105.25.	<ol style="list-style-type: none"> 1. A six-foot-high fence is required only along the property lines adjacent to the outside play areas. 2. Structured play areas must be set back from all property lines as follows: <ol style="list-style-type: none"> a. Twenty feet if this use can accommodate 50 or more students or children. b. Ten feet if this use can accommodate 13 to 49 students or children. 3. An on-site passenger loading area must be provided. The City shall determine the appropriate size of the loading area on a case-by-case basis, depending on the number of attendees and the extent of the abutting right-of-way improvements. Carpooling, staggered loading/unloading time, right-of-way improvements or other means may be required to reduce traffic impacts on nearby residential uses. 4. May include accessory living facilities for staff persons. 5. To reduce impacts on nearby residential uses, hours of operation of the use may be limited and parking and passenger loading areas relocated. 6. These uses are subject to the requirements established by the Department of Social and Health Services (WAC Title 388). 7. For school use, structure height may be increased, up to 35 feet in PR zones and 40 feet in PRA zones, if: <ol style="list-style-type: none"> a. The school can accommodate 200 or more students; and b. The required side and rear yards for the portions of the structure exceeding the basic maximum structure height are increased by one foot for each additional one foot of structure height; and c. The increased height is not specifically inconsistent with the applicable neighborhood plan provisions of the Comprehensive Plan; and d. The increased height will not result in a structure that is incompatible with surrounding uses or improvements. <i>This special regulation is not effective within the disapproval jurisdiction of the Houghton Community Council.</i> 8. For a Mini-School or Mini-Day-Care Center use, electrical signs shall not be permitted and the size of signs may be limited to be compatible with nearby residential uses. 9. These uses are subject to the requirements established by the Department of Social and Health Services (WAC Title 388). 		

ATTACHMENT 4

Section 25.10



USE ZONE CHART

DIRECTIONS: FIRST, read down to find use...THEN, across for REGULATIONS												
Section 25.10	USE ↓ REGULATIONS ↑	Required Review Process	MINIMUMS				MAXIMUMS		Landscape Category (See Ch. 95)	Sign Category (See Ch. 100)	Required Parking Spaces (See Ch. 105)	Special Regulations (See also General Regulations)
			Lot Size	REQUIRED YARDS (See Ch. 115)			Lot Coverage	Height of Structure				
				Front	Side	Rear						
.100	Mini-School or Mini-Day-Care	Within the NE 85th Street Sub-area, D.R., Chapter 142 KZC. Otherwise, none.	8,500 sq. ft. if PR 8.5 zone, 7,200 sq. ft. if PR 7.2 zone, 5,000 sq. ft. if PR 5.0 zone, otherwise 3,600 sq. ft.	20'	For PR zones: 5' but 2 side yards must equal at least 15'. For PRA zones: 5' each in the PRA zones.	10'	70%	If adjoining a low density zone other than RSA or RSX, then 25' above average building elevation. Otherwise, for PR zones, 30' above average building elevation and for PRA zones, 35' above average building elevation.	E	B	See KZC 105.25.	<ol style="list-style-type: none"> 1. A six-foot-high fence is required along the property lines adjacent to the outside play areas. 2. Structured play areas must be set back from all property lines by five feet. 3. An on-site passenger loading area may be required depending on the number of attendees and the extent of the abutting right-of-way improvements. 4. To reduce impacts on nearby residential uses, hours of operation of the use may be limited and parking and passenger loading areas relocated. 5. Electrical signs shall not be permitted. Size of signs may be limited to be compatible with nearby residential uses. 6. May include accessory living facilities for staff persons. 7. These uses are subject to the requirements established by the Department of Social and Health Services (WAC Title 388).
.110	Assisted Living Facility							See Gen. Reg. 6.	D	A	1.7 per independent unit. 1 per assisted living unit.	<ol style="list-style-type: none"> 1. A facility that provides both independent dwelling units and assisted living units shall be processed as an assisted living facility. 2. If a nursing home use is combined with an assisted living facility use in order to provide a continuum of care for residents, the required review process shall be the less intensive process between the two uses. 3. For density purposes, two assisted living units shall constitute one dwelling unit. Total dwelling units may not exceed the number of stacked dwelling units allowed on the subject property. Through Process IIB, Chapter 152 KZC, up to 1 1/2 times the number of stacked dwelling units allowed on the property may be approved if the following criteria are met: <ol style="list-style-type: none"> a. Project is of superior design, and b. Project will not create impacts that are substantially different than would be created by a permitted multifamily development. 4. The assisted living facility shall provide usable recreation space of at least 100 square feet per unit, in the aggregate, for both assisted living units and independent dwelling units, with a minimum of 50 square feet of usable recreation space per unit located outside. 5. Chapter 115 KZC contains regulations regarding home occupation and other accessory uses, facilities, and activities associated with this use.

ATTACHMENT 4

USE ZONE CHART

Section 25.10		DIRECTIONS: FIRST, read down to find use...THEN, across for REGULATIONS										
		Required Review Process	Lot Size	MINIMUMS			MAXIMUMS		Landscape Category (See Ch. 95)	Sign Category (See Ch. 100)	Required Parking Spaces (See Ch. 105)	Special Regulations (See also General Regulations)
				REQUIRED YARDS (See Ch. 115)			Lot Coverage	Height of Structure				
USE ↓	REGULATIONS ↓		Front	Side	Rear							
.120	Convalescent Center or Nursing Home	Within the NE 85th Street Sub-area, D.R., Chapter 142 KZC.	8,500 sq. ft. if PR 8.5 zone, otherwise 7,200 sq. ft.	20'	10' on each side	10'	70%	If adjoining a low density zone other than RSA and RSX, then 25' above average building elevation.	C	B	1 for each bed.	1. If a nursing home use is combined with an assisted living facility use in order to provide a continuum of care for residents, the required review process shall be the less intensive process between the two uses.
.130	Public Utility	Otherwise, Process I, Chapter 145 KZC.	None		20' on each side	20'		Otherwise, for PR zones, 30' above average building elevation and for PRA zones, 35' above average building elevation.	A		See KZC 105.25.	
.140	Government Facility Community Facility				10' each side	10'		See Gen. Reg. 6.	C See Spec. Reg. 2.			1. Site design must minimize adverse impacts on surrounding residential neighborhoods. 2. Landscape Category A or B may be required depending on the type of use on the subject property and the impacts associated with the use on the nearby uses.
.150	Public Park	Development standards will be determined on case-by-case basis. See Chapter 49 KZC for required review process.										

30.29 User Guide. The charts in KZC 30.35 contain the basic zoning regulations that apply in the WD III zones of the City. Use these charts by reading down the left hand column entitled Use. Once you locate the use in which you are interested, read across to find the regulations that apply to that use.

Section 30.30

Zone
WDIII

Section 30.30 – GENERAL REGULATIONS

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

1. Refer to Chapter 1 KZC to determine what other provisions of this code may apply to the subject property.
2. Refer to Chapter 1 KZC to determine what other provisions of this code may apply to the subject property.
3. ~~2.~~ May not use lands waterward of the ~~high waterline~~ ordinary high water mark to determine lot size or to calculate allowable density.
3. The required 30-foot front yard may be reduced, subject to all of the following conditions:
 - a. The existing primary structure does not conform to the minimum shoreline setback standard;
 - b. The proposed complete replacement or replacement of portion of the existing primary structure comply with the minimum required shoreline setback established under the provisions of KZC Chapter 83, or as otherwise approved under the shoreline setback reduction provisions established in Section 83.380 KZC;
 - c. The front yard for the complete replacement or the portion of replacement may be reduced one (1) foot for each one (1) foot of the shoreline setback that is increased in dimension from the setback of the existing non conforming primary structure, provided that subsection 3.d below is met; and
 - d. Within the front yard, each portion of the replaced or portion of replaced primary structure is setback from the front property line by a distance greater than or equal to the maximum height of that portion above the front property line.
(Does not apply to Public Access Pier, Boardwalk, or Public Access Facility; Boat launch; Piers, docks, boat lifts and canopies serving Detached Dwelling Unit; Piers, docks, boat lifts and canopies serving Detached, Attached or Stacked Dwelling Units; Public Park; Public Utility uses; Boat Launch; or Water Taxi).
4. ~~The required 30-foot front yard may be reduced, subject to the following conditions:~~
 - ~~a. The existing primary structure does not conform to the minimum shoreline setback standard;~~
 - ~~b. The front yard may be reduced one foot for each one foot of the shoreline setback that is increased in dimension;~~
 - ~~c. The new or remodeled primary structure must comply with the minimum required shoreline setback established under the provisions of KZC Chapter 83, or as otherwise approved under the shoreline setback reduction provisions established in Section 83.380 KZC; and~~
 - ~~d. Within 30 feet of the front property line, each portion of a structure is setback from the front property line by a distance greater than or equal to the height of that portion above the front property line. ~~increase in~~~~
5. May also be regulated under the Shoreline Master Program, ~~KMC Title 24~~ Chapter 83 KZC.

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

Section 30.35	USE ↓ REGULATIONS →	Required Review Process	MINIMUMS				MAXIMUMS		Landscape Category (See Ch. 95)	Sign Category (See Ch. 100)	Required Parking Spaces (See Ch. 105)	Special Regulations (See also General Regulations)
			Lot Size	REQUIRED YARDS (See Ch. 115)			Lot Coverage	Height of Structure				
				Front	North Property Line	South Property Line						

.010	Detached Dwelling Unit	None	3,600 sq. ft./unit, except if 1,800 sq. ft./unit for up to 2 dwelling units if the public access provisions of KZC 83.390 are met 3,600 sq.-ft.	30' See also Spec. Reg. 2.	Greater of: a. 15' or b. 1-4/2 times the height of the primary structure above average building elevation minus 40'	5', but 2 side yards must equal at least 15' or 40'	See Chapter 83 KZC The greater of: a. 15' or b. 15% of the average parcel depth.	80%	30' above average building elevation. This provision may not be varied.	E	A	2.0 per unit.	<p>1. No structures, other than moorage structures or public access piers, may be waterward of the high-waterline ordinary high water mark. For the regulations regarding moorages and public access piers, see the specific listings in this zone and Chapter 83 KZC.</p> <p>32. A view corridor must be maintained across 30 percent of the average parcel width. The view corridor must be in one continuous piece. Within the view corridor, structures, parking areas and landscaping will be allowed, provided that they do not obscure the view from Lake Washington Boulevard to and beyond Lake Washington. This corridor must be adjacent to either the north or south property line, whichever will result in the widest view corridor given development on adjacent properties. Chapter 83 KZC contains regulations regarding shoreline setbacks, view corridors, and public pedestrian walkways.</p> <p>4-3. Chapter 115 KZC contains regulations regarding home occupations and other accessory uses, facilities and activities associated with this use.</p> <p>54. The required yard of a structure abutting Lake Washington Blvd. must be increased two feet for each one foot that structure exceeds 25 feet above the adjacent centerline of Lake Washington Blvd.</p>
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ATTACHMENT A
O-4252

CHAPTER 56 – YBD 2 – Draft 4-4-2011

56.08 User Guide.

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

**Section 56.10
YBD 2**

Section 56.10 – GENERAL REGULATIONS

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

1. Refer to Chapter 1 KZC to determine what other provisions of this code may apply to the subject property.
2. In addition to the height exceptions established by KZC 15.60, the following exceptions to height regulations in the YBD 2 are allowed:
 - a. Decorative parapets may exceed the height limit by a maximum of four feet; provided that the average height of the parapets around the perimeter of the structure shall not exceed two feet.
 - b. For structures with a peaked roof, the peak may extend eight feet above the height limit if the slope of the roof is equal to or greater than four feet vertical to 12 feet horizontal.
3. A City entry or gateway feature shall be designed and installed on the subject property adjacent Lake Washington Blvd. between the southern city limit line and NE 38th Pl pursuant to the standards in KZC 110.60. The specific location and design of the gateway shall be evaluated with the Design Review Process.
4. Vehicular access points onto Lake Washington Blvd., NE 38th Pl., and Northup Way must be minimized to prevent arterial congestion and traffic safety hazards. Shared access points must be utilized where feasible (does not apply to Public Park uses).
5. The minimum ground floor story height shall be 13 for all uses. This requirement does not apply to residential, assisted living, convalescent center, nursing home, public utility, government facility or vehicle service station uses.
6. Developments in parts of this zone may be limited by chapter 83 or 90 KZC, regarding development near streams, lakes, and wetlands.

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

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

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

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

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

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

60.17 User Guide. The charts in KZC 60.17 contain the basic zoning regulations that apply in Planned Area 2, including sub-zones. Use these charts by reading down the left hand column entitled Use. Once you locate the use in which you are interested, read across to find the regulations that apply to that use.

Section 60.15

**Zone
PLA2**

Section 60.15 – GENERAL REGULATIONS

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

1. Refer to Chapter 1 KZC to determine what other provisions of this code may apply to the subject property.
2. Development in parts of this zone may be limited by Chapter 83 or 90 KZC, regarding development near streams, lakes and wetlands. In addition, the site must be designed to concentrate development away from, and to minimize impact on, the wetlands.
3. See KZC 60.18 for regulations concerning bulkheads and land surface modifications (does not apply to Mini-School or Mini-Day Care (7-12 attendees) and Day Care Home (6 or less attendees) uses).
43. May not use lands waterward of the high waterline ordinary high water mark to determine lot size or to calculate allowable density.
54. May also be regulated under the Shoreline Master Program, refer to KZC Chapter 83KMC Title 24.

4. ATTACHMENT 1

O-4252

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

Section 60.17

USE



REGULATIONS



Required Review Process	MINIMUMS			MAXIMUMS		Landscaping Category (See Ch. 95)	Sign Category (See Ch. 100)	Required Parking Spaces (See Ch. 105)	Special Regulations (See also General Regulations)		
	Lot Size	REQUIRED YARDS (See Ch. 115)			Lot Coverage					Height of Structure	
		Front	Side	Rear							
.010 Attached or Stacked Dwelling Unit	Process IIB, Chapter 152 KZC.	35,000 sq. ft. per unit	20'	5', but 2 side yards must equal at least 15'	10'	60%	25' above average building elevation. See Special Regulation 4-3.	D	A	1.7 per unit.	<p>1. No structure may be waterward of the high-waterline ordinary high water mark.</p> <p>2. No structure may be within 50 feet of the high-waterline of the canal. No structure may be within 100 feet of the high-waterline of the remainder of Lake Washington.</p> <p>3.2. If the development includes portions of Planned Area 3, the applicant may propose and the City may require that part or all of the density allowed in Planned Area 2 be developed in Planned Area 3.</p> <p>4.3. The height of a structure may be increased as long as neither of the following maximums is exceeded:</p> <p>a. The structure may not exceed 60 feet above average building elevation.</p> <p>b. The structure may not exceed a plane that starts 3.5 feet above the outside westbound lane of SR 520 and ends at the high waterline of Lake Washington in the zone, excluding the canal.</p> <p>5.4. Chapter 115 KZC contains regulations regarding home occupations and other accessory uses, facilities, and activities associated with this use.</p> <p>6.5. The side yard may be reduced to zero feet if the side of the dwelling unit is attached to a dwelling unit on an adjoining lot. If one side of a dwelling unit is so attached and the opposite side is not, the side that is not attached must provide a minimum side yard of five feet.</p> <p>7.6. The rear yard may be reduced to zero feet if the rear of the dwelling unit is attached to a dwelling unit on an adjoining lot.</p>

ATTACHMENT A

O-4252

User Guide. The charts in KZC 60.22 contain the basic zoning regulations that apply in Planned Area 3A, including sub-zones. Use these charts by reading down the left hand column entitled Use. Once you locate the use in which you are interested, read across to find the regulations that apply to that use.

Section 60.20

**Zone
PLA3A**

*Delete
Section
and
replace
with
new
PLA3A
regulations.*

Section 60.20 – GENERAL REGULATIONS

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

1. Refer to Chapter 1 KZC to determine what other provision of this code may apply to the subject property
2. Developments in parts of this zone may be limited by Chapter 83 or 90 KZC, regarding development near streams, lakes, and wetlands.
3. The site must be designed to concentrate development away from and to minimize impacts on the wetlands (does not apply to Detached Dwelling Unit, Attached or Stacked Dwelling Unit, Mini-School or Mini-Day-Care and Public Park uses).
4. If the development includes portions of Planned Area 2, the applicant may propose and the City may require that part or all of the density allowed in Planned Area 2 be developed in Planned Area 3 (does not apply to Detached Dwelling Unit, Attached or Stacked Dwelling Unit, Public Utility, Government or Community Facility, and Public Park uses).
5. The height of structures may be increased if:
 - a. The structure does not exceed 60 feet above average building elevation,
 - b. The amount of pervious surface on the subject property in this zone significantly exceeds 50 percent, and
 - c. The site is designed to the maximum extent feasible to provide views through the subject property from Lake Washington Boulevard and Bellevue Way while complying with the General Regulations.
(Does not apply to Detached Dwelling Unit, Attached or Stacked Dwelling Unit, Public Utility, Government or Community Facility, and Public Park uses).
6. May not use lands waterward of the ~~high-waterline~~ ordinary high water mark to determine lot size or to calculate allowable density.
7. The required yard of a structure abutting Lake Washington Boulevard or Lake Street South must be increased two feet for each one foot that structure extends 25 feet above average building elevation.
8. City entryway design must be provided on the subject property adjacent to Lake Washington Boulevard as follows:
 - a. An earthen berm, 12 feet wide and with a uniform height of three feet at the center;
 - b. Lawn covering the berm;
 - c. London Plane at least two inches in diameter, planted 30 feet on center along the berm.
9. Vehicular circulation on the subject property must be designed to minimize traffic impacts on Lake Washington Boulevard and at the SR-520 interchange. The city may limit access points onto Lake Washington Boulevard and Points Drive and require traffic control devices and right-of-way realignment (does not apply to Detached Dwelling Unit, Attached or Stacked Dwelling Unit, Public Utility, Government or Community Facility, and Public Park uses).
10. May also be regulated under the Shoreline Master Program, refer to KZC Chapter 83KMG Title 24.

*4.1
Delete*

ATTACHMENT 1A

0-4252

****New Section 60.19 South Houghton Slope PLA 3A USE ZONE CHART -4/1/2011**

User Guide. The charts in KZC 60.22 contain the basic zoning regulations that apply in the PLA 3A zone of the City. Use these charts by reading down the left hand column entitled Use. Once you locate the use in which you are interested, read across to find the regulations that apply to that use.

Section 60.20 - GENERAL REGULATIONS

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

1. Refer to Chapter 1 KZC to determine what other provisions of this code may apply to the subject property.
2. If any portion of a structure is adjoining a detached dwelling unit or two unit home in a low density zone, then either:
 - a. The height of that portion of the structure shall not exceed 15 feet above average building elevation; or
 - b. The maximum horizontal facade shall not exceed 50 feet.
 - c. See KZC 115.30, Distance Between Structures/Adjacency to Institutional Use, for further details.
(Does not apply to Detached Dwelling Unit and Mini-School or Mini-Day-Care Center uses).
3. Development shall be subject to review through a Process I permit to ensure development will minimize any potential geologic hazards and impacts to streams or wetlands. The following development standards shall apply:
 - a. Pursuant to the requirements of Chapter 85 KZC, the applicant shall submit a geotechnical report prepared by a qualified geotechnical engineer evaluating the potential geologic hazard areas of the subject and adjacent properties to minimize damage to life and property. Specific structural designs and construction techniques to ensure long term stability shall be considered as part of the analysis. The applicant's geotechnical report and recommendations shall be reviewed by a qualified geotechnical engineer selected and retained by the City at the applicant's expense.
 - b. Structures must be clustered and located so that they will not significantly impact slope stability, drainage patterns, erosion or landslide hazards, and steep ravine areas on the subject property or adjacent property.
 - c. Roadways must be located away from areas that may significantly impact slope stability, drainage patterns, and erosion or landslide hazards on the subject property or adjacent property and outside of steep ravine areas.
 - d. Hillsides 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 dedication.
 - e. A covenant which indemnifies and holds harmless the City for any damages resulting from slope instability shall be required to be recorded on the property.
 - f. Vegetative cover shall be retained to the maximum extent possible to stabilize slopes. Vehicular access points shall be limited and consolidated to reduce the number of vehicular access points along Lake Washington Blvd. The City may require traffic control devices, shared access points, right of way realignment, or limit development if necessary to further reduce traffic impacts.
 - g. Development must ensure that the City has the ability to access and provide necessary emergency services.
4. May also be regulated under the Shoreline Master Program, refer to KZC Chapter 83.

***Note the existing PLA 3A section 60.19 will be replaced with this new 60.19*

ATTACHMENT 4
4.1.
INSERT
NEW
PLA 3A

USE ZONE CHARTS Section 60.22

Use: Detached Dwelling Unit or Two Unit Home Special Regulations 1 and 5

Required Review Process: Process I, KZC Chapter 145

Minimums:

Lot Size: Maximum units per acre is (6 or 7) dwelling units.

****Please note: The specific density figure will be determined after the public hearing.*

Minimum lot size per dwelling unit is 5,000 sq. ft. See Special Regulation 1, 2 and 5

Required Yards:

Front: 20'

Side: For detached units minimum 5' but 2 sides must equal at least 15'.

For two unit homes 5' but 2 sides must equal 20' see Special Regulation 4

Rear: For detached units minimum 10'.

For two unit homes see Special Regulation 6

Maximums:

Lot Coverage: 50%.

Height of Structures: 25' above average building elevation.

Landscape Category: E

Sign Category: A

Required Parking: 2.0 per dwelling unit.

Special Regulations:

1. For this use only one dwelling unit may be on each lot regardless of the size of the lot.
2. For parcels containing less than 7,200 sq. ft., the Floor Area Ratio (FAR) requirements of KZC Section 115.42 shall apply. The maximum Floor Area Ratio is 50% of the lot size. See KZC 115.42 Floor Area Ratio (FAR) calculation for Detached dwelling Units in Low Density Residential Zones for additional information.
3. On corner lots with two required front yards, one may be reduced to the average of the front yards for the two adjoining properties fronting the same street as the front yard to be reduced. The applicant may select which front yard will be reduced (see Plate 24).
4. The side yard may be reduced to zero feet if the side of the dwelling unit is attached to a dwelling unit on an adjoining lot within the short plat or subdivision. If one side of a dwelling unit is so attached and the opposite side is not, the side that is not attached must provide a minimum side yard of 5 feet with a total of 20 feet for both lot side yards.

5. Two unit homes must be designed to look like a detached single family house using such techniques as limiting the points of entry on each façade, providing pitched roofs and covered porches.
 6. The rear yard may be reduced to zero feet if the rear of the dwelling unit is attached to a dwelling unit on an adjoining lot within the short plat or subdivision.
 7. Chapter 115 KZC contains regulations regarding home occupations and other accessory uses, facilities and activities associated with this use.
-

Section:

Use: Church

Required Review Process: Process IIA, Chapter 150 KZC

Minimums:

Lot Size: 12,500 sq. ft.

Required Yards:

Front: 20'

Side: 20' on each side

Rear: 20'

Maximums:

Lot Coverage: 50%.

Height of Structures: 25' above average building elevation. See General Regulations.

Landscape Category: C

Sign Category: B

Required Parking: 1 for every 4 people based on maximum occupancy load of any area of worship. See Special Reg. 1

Special Regulations:

1. No parking is required for day-care or school ancillary to the use.
 2. See General Regulations regarding other development standards.
 3. The property must be served by a collector or arterial street.
-

Section:

Use: School or Daycare Center

Required Review Process: Process IIA, Chapter 150 KZC.

Minimums:

Lot Size: 12,500 sq. ft.

Required Yards:

If this use can accommodate 50 or more students or children, then: 50' front 50' on each side 50' rear

If this use can accommodate 13 to 49 students or children, then: 20' front 20' on each side 20' rear

Maximums:

Lot Coverage: 50%

Height of Structures: 25' above average building elevation. See General Regulations.

Landscape Category: D

Sign Category: B

Required Parking: See KZC 105.25

School Special Regulations:

1. May locate on the subject property only if:
 - a. It will not be materially detrimental to the character of the neighborhood in which it is located.
 - b. Site and building design minimizes adverse impacts on surrounding residential neighborhoods.
 - c. The property is served by a collector or arterial street.
2. A six-foot-high fence along the side and rear property lines is required only along the property lines adjacent to the outside play areas.
3. Hours of operation and maximum number of attendees at one time may be limited to reduce impacts on nearby residential uses.
4. Structured play areas must be setback from all property lines as follows:
 - a. 20 feet if this use can accommodate 50 or more students or children.
 - b. 10 feet if this use can accommodate 13 to 49 students or children.
5. An on-site passenger loading area must be provided. The City shall determine the appropriate size of the loading area on a case-by-case basis, depending on the number of attendees and the extent of the abutting right-of-way improvements. The location of parking and passenger loading areas shall be designed to reduce impacts on nearby residential uses.
6. Electrical signs shall not be permitted.
7. May include accessory living facilities for staff persons.

Section:

Use: Mini School or Mini Day Care Center

Required Review Process: Process I, Chapter 145 KZC.

Minimums:

Lot Size: 12,500 sq. ft.

Required Yards:

Front: 20'

Side: 5' but 2 side yards must equal at least 15'

Rear: 20'

Maximums:

Lot Coverage: 50%.

Height of Structures: 25' above average building elevation.

Landscape Category: E

Sign Category: B

Required Parking: See KZC 105.25

Special Regulations:

1. May locate on the subject property if:
 - a. It will not be materially detrimental to the character of the neighborhood in which it is located.
 - b. Site design must minimize adverse impacts on surrounding residential neighborhoods.
2. A six-foot-high fence is required along the property lines adjacent to the outside play areas.

3. Hours of operation and maximum number of attendees may be limited by the City to reduce impacts on nearby residential uses.
4. Structured play areas must be setback from all property lines by five feet.
5. An on-site passenger loading area may be required depending on the number of attendees and the extent of the abutting right-of-way improvements.
6. The location of parking and passenger loading areas shall be designated to reduce impacts on nearby residential uses.
7. Electrical signs shall not be permitted. Size of signs may be limited to be compatible with nearby residential uses.
8. May include accessory living facilities for staff persons.

Section:

Use: Public Utility

Required Review Process: Process IIA, Chapter 150 KZC

Minimums:

Lot Size: None
Required Yards:
Front: 20'
Side: 20' on each side
Rear: 20'

Maximums:

Lot Coverage: 50%.
Height of Structures: 25' above average building elevation. See General Regulations

Landscape Category: A

Sign Category: B

Required Parking: See KZC 105.25

Special Regulations:

1. Site and building design minimizes adverse impacts on surrounding residential neighborhoods.
2. Landscape Category A or B may be required depending on the type of use on the subject property and the impacts associated with the use on the nearby uses.

Section:

Use: Government Facility Community Facility

Required Review Process: Process IIA, Chapter 150, KZC

Minimums:

Lot Size: None.
Required Yards:
Front: 20'
Side: 10' on each side
Rear: 10'

Maximums:

Lot Coverage: 50%.

Height of Structures: 25' above average building elevation. See General Regulations

Landscape Category: C See special regulation 2

Sign Category: B

Required Parking: See KZC 105.25

Special Regulations:

1. Site and building design minimizes adverse impacts on surrounding residential neighborhoods.
2. Landscape Category A or B may be required depending on the type of use on the subject property and the impacts associated with the use on the nearby uses.

Section:

Use: Public Park

Development standards will be determined on a case-by-case basis. See chapter 49 KZC for required review process.

100.50

4j.

100.50 Designated Corridors

1. General – KZC 100.45 contains limitations on sign area along the following designated corridors:
 - a. Market Street between Central Way and N.E. 106th Street.
 - b. State Street, between N.E. 68th Street and 2nd Avenue South.
 - c. Lake Washington Boulevard and Lake Street South between N.E. 38th Street and 3rd Avenue South.
2. Electrical Signs Prohibited – Electrical signs shall not be located along designated corridors.

100.52 CBD and JBD – Certain Signs Prohibited

Yarrow Bay Business District

Cabinet signs shall be prohibited in all Central Business District (Chapter 50 KZC) and Juanita Business District zones (Chapter 52 KZC).

100.55 Development Containing Uses in More Than One Sign Category

If a subject property contains a mix of commercial and residential uses, the residential uses must comply with Sign Category A and the commercial uses must comply with the sign category assigned to the commercial uses that predominate on the subject property. Within mixed use projects, residential uses may have electrical signs (except on designated corridors) only if the electrical signs are attached to areas of the building associated with the commercial uses.

In all other cases, if the subject property contains uses assigned to different sign categories, the signs for the entire development must comply with the sign category assigned to the uses that predominate on the subject property.

100.60 Allocation of Sign Area within a Development with More Than One Use or Tenant

The owner(s) of a development with more than one use or tenant must submit to the City a letter allocating the allowable sign area for the development to the various uses or leasable area in the development or to sign(s) which identify the development. The owner(s) must agree in the letter to include the specified sign allocation in all leases, rental agreements, condominium by-laws and similar documents.

100.65 Sign Height and Dimensions

The permitted height of signs for each type of sign is listed below:

1. Wall-Mounted and Marquee Signs:

Shall not project above the roofline of the building to which they are attached.

2. Under Marquee Signs:

Shall not extend further from a building facade than the marquee or canopy to which they are attached.

3. Pedestal Signs:

- a. Shall not exceed five feet above average ground elevation.
- b. Must conform to the dimensional standards shown on Plate 12.

110.45

4.K.

110.45 Minor Arterial Streets

The Public Works Director shall determine the extent and nature of other improvements required in minor arterial streets on a case-by-case basis. See also KZC 110.65 through 110.75 for other requirements that apply to improvements in the right-of-way.

110.50 Principal Arterial Streets

The Public Works Director shall determine the extent and nature of improvements required in principal arterial streets on a case-by-case basis. See also KZC 110.65 through 110.75 for other requirements that apply to improvements in the right-of-way.

110.52 Sidewalks and Other Public Improvements in Design Districts

1. This section contains regulations that require various sidewalks, pedestrian circulation and pedestrian-oriented improvements on or adjacent to properties located in Design Districts subject to Design Review pursuant to Chapter 142 KZC such as CBD, JBD, TLN, TC, RHBD, and NRHBD zones. YBD

The applicant must comply with the following development standards in accordance with the location and designation of the abutting right-of-way as a pedestrian-oriented street or major pedestrian sidewalk shown in Plate 34 of Chapter 180 KZC. See also Public Works Pre-Approved Plans manual for public improvements for each Design District. If the required sidewalk improvements cannot be accommodated within the existing right-of-way, the difference may be made up with a public easement over private property; provided, that a minimum of five feet from the curb shall be retained as public right-of-way and may not be in an easement. Buildings may cantilever over such easement areas, flush with the property line in accordance with the International Building Code as adopted in KMC Title 21. (See Figure 110.52.A and Plate 34).

2. Pedestrian-Oriented Street Standards – Unless a different standard is specified in the applicable use zone chart, the applicant shall install a 10-foot-wide sidewalk along the entire frontage of the subject property abutting each pedestrian-oriented street. (See Figure 110.52.A).

Kirkland Zoning Code

4.1.

115.40 Fences

1. General

- a. Fences not over six feet in height may be anywhere on the subject property except:
 - 1) A fence may not be within 15 feet of any street curb, or the edge of the street pavement, if no curb exists; or
 - 2) If the applicant can show with a survey, or other reasonable means, the location of his/her property line, the fence can be placed on the property line regardless of the distance from a street curb or the edge of the pavement.
 - 3) A fence may not violate the provisions of KZC 115.135.
 - 4) A detached dwelling unit abutting a neighborhood access or collector street may not have a fence over 3.5 feet in height within the required front yard.

On corner lots with two required front yards, this restriction shall apply only within the front yard adjacent to the front facade of the structure.

- 5) No fence may be placed within a high waterline setback yard or within any portion of a north or south property line yard which is coincident with the high waterline setback yard.
- b. Fences over six feet in height may not be located in a required setback yard. See KZC 115.115, Required Yards, for regulations relating to fences on retaining walls.
- c. The Planning Official may approve a modification to the fence height requirements, if:
 - 1) The modification is necessary because of the size, configuration, topography or location of the subject property; and
 - 2) The modification will not have any substantial detrimental effect on abutting properties or the City as a whole.

- 2. Barbed Wire – Barbed wire is permitted only atop a fence or a wall at least six feet in height.
- 3. Electrified Fences – Electrified fences are not permitted in Kirkland, except to contain large domestic animals (see KZC 115.20(2)(c)). All electric fences and appliances, equipment, and materials used in connection therewith shall be listed or labeled by a qualified testing agency and shall be installed in accordance with manufacturer's specifications and in compliance with the latest edition of the National Electrical Code. Furthermore, electrified fences must be located at least 18 inches on the inside of wood fences when located along any property line. In addition, all electric fences shall be posted with permanent signs which are a minimum of 36 square inches in area at intervals of 15 feet along the fence stating that the fence is electrified.

115.42

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

- 1. Gross floor area for purposes of calculating F.A.R. and maximum floor area for detached dwelling units in low density residential zones does not include the following:
 - a. Attic area with less than five feet of ceiling height, as measured between the finished floor and the supporting members for the roof.
 - b. Floor area with a ceiling height less than six feet above finished grade. The ceiling height will be measured to the top of the structural members for the floor above. The finished grade will be measured along the outside perimeter of the building (see Plate 23).

Insert text that applies to new PLAZA and two unit homes AND SMALL LOT single-family.

- c. On lots less than 8,500 square feet, the first 500 square feet of an accessory dwelling unit or garage contained in an accessory structure, when such accessory structure is located more than 20 feet from and behind the main structure (see KZC 115.30 for additional information on the required distance between structures); provided, that the entire area of an accessory structure, for which a building permit was issued prior to March 6, 2007, shall not be included in the gross floor area used to calculate F.A.R. For purposes of this section, "behind" means located behind an imaginary plane drawn at the back of the main structure at the farthest point from, and parallel to, the street or access easement serving the residence.
- d. On lots greater than or equal to 8,500 square feet, the first 800 square feet of an accessory dwelling unit or garage contained in an accessory structure, when such accessory structure is located more than 20 feet from and behind the main structure (see KZC 115.30 for additional information on the required distance between structures); provided, that the entire area of an accessory structure, for which a building permit was issued prior to March 6, 2007, shall not be included in the gross floor area used to calculate F.A.R.
- e. Uncovered and covered decks, porches, and walkways.

2. Floor area with a ceiling height greater than 16 feet shall be calculated as follows:

- a. The first 100 square feet of such floor area, in aggregate, shall be calculated only once toward allowable F.A.R.;
- b. Floor area in excess of the first 100 square feet shall be calculated at twice the actual floor area toward allowable F.A.R.

Insert text



3. This section is not effective within the disapproval jurisdiction of the Houghton Community Council.

PAR will apply to PLAZA lots less than 7200 sq.ft. and small lot single family

115.43

Garage Requirements for Detached Dwelling Units in Low Density Zones

- 1. Purpose and Intent – The intent of these regulations is to minimize the appearance of the garage when viewing the front facade of a house. To achieve this result, the following principles apply:
 - a. The garage doors, whenever practicable, should not be placed on the front facade of the house;

4.M.

- 2) Any development in the following zones within the NE 85th Street Subarea: RH 8, PR 3.6, RM, PLA 17A.
 - 3) Any development in the MSC 1, MSC 2, and MSC 4 zones located within the Market Street Corridor.
2. Administrative Design Review (A.D.R.) – All other development activities not requiring D.B.R. review under subsection (1) of this section shall be reviewed through the A.D.R. process pursuant to KZC 142.25.
 3. Exemptions from Design Review – The following development activities shall be exempt from either A.D.R. or D.B.R. and compliance with the design regulations of Chapter 92 KZC:
 - a. Any activity which does not require a building permit; or
 - b. Interior work that does not alter the exterior of the structure; or
 - c. Normal building maintenance including the repair or maintenance of structural members; or
 - d. Any development listed as exempt in the applicable Use Zone Chart.

142.25 Administrative Design Review (A.D.R.) Process

1. Authority – The Planning Official shall conduct A.D.R. in conjunction with a related development permit pursuant to this section.

The Planning Official shall review the A.D.R. application for compliance with the design regulations contained in Chapter 92 KZC. In addition, the following guidelines and policies shall be used to interpret how the regulations apply to the subject property:

- a. Design guidelines for pedestrian-oriented business districts, as adopted in KMC 3.30.040.
 - b. Design guidelines for the Rose Hill Business District (RHBD) and the Totem Lake Neighborhood (TLN), as adopted in KMC 3.30.040.
 - c. For review of attached or stacked dwelling units within the NE 85th Street Subarea and the Market Street Corridor, Appendix C, Design Principles for Residential Development contained in the Comprehensive Plan.
2. Application – As part of any application for a development permit requiring A.D.R., the applicant shall show compliance with the design regulations in Chapter 92 KZC by submitting an A.D.R. application on a form provided by the Planning Department. The application shall include all documents and exhibits listed on the application form, as well as application materials required as a result of a pre-design conference.
 3. Pre-Design Conference – Before applying for A.D.R. approval, the applicant may schedule a pre-design meeting with the Planning Official. The meeting will be scheduled by the Planning Official upon written request by the applicant. The purpose of this meeting is to provide an opportunity for an applicant to discuss the project concept with the Planning Official and for the Planning Official to designate which design regulations apply to the proposed development based primarily on the location and nature of the proposed development.
 4. A.D.R. Approval
 - a. The Planning Official may grant, deny, or conditionally approve the A.D.R. application. The A.D.R. approval or conditional approval will become conditions of approval for any related

application for the proposed development. No development permit for the subject property requiring D.B.R. approval will be issued until the proposed development is granted D.B.R. approval or conditional approval. The terms of D.B.R. approval or conditional approval will become a condition of approval on each subsequent development permit and no subsequent development permit will be issued unless it is consistent with the D.B.R. approval or conditional approval. The Planning Official shall send written notice of the D.B.R. decision to the applicant and all other parties who participated in the conference(s) within 14 calendar days of the approval. If the D.B.R. is denied, the decision shall specify the reasons for denial. The final D.B.R. decision of the City on the D.B.R. application shall be the date of distribution of the written D.B.R. decision or, if the D.B.R. decision is appealed, the date of the City's final decision on the appeal. Notwithstanding any other provision of this code, if an applicant submits a complete application for a building permit for the approved D.B.R. development within 180 days of the final D.B.R. decision, the date of vesting for the building permit application shall be the date of the final D.B.R. decision.

Additional Approval Provision for TL 2 and TL 5 – The Notice of Approval for a Conceptual Master Plan (CMP) shall set thresholds for subsequent D.B.R. or A.D.R. review of projects following approval of a CMP in TL 2 or TL 5. The Notice of Approval shall also include a phasing plan for all improvements shown or described in the CMP.

Additional Approval Provision for RHBD – The Design Review Board shall determine the thresholds for subsequent D.B.R. or A.D.R. review of projects following approval of a Conceptual Master Plan (CMP) in the RHBD. The Notice of Approval for the CMP will state the thresholds for future review of projects and also include a phasing plan for all improvements shown or described in the CMP.

142.37 Design Departure and Minor Variations

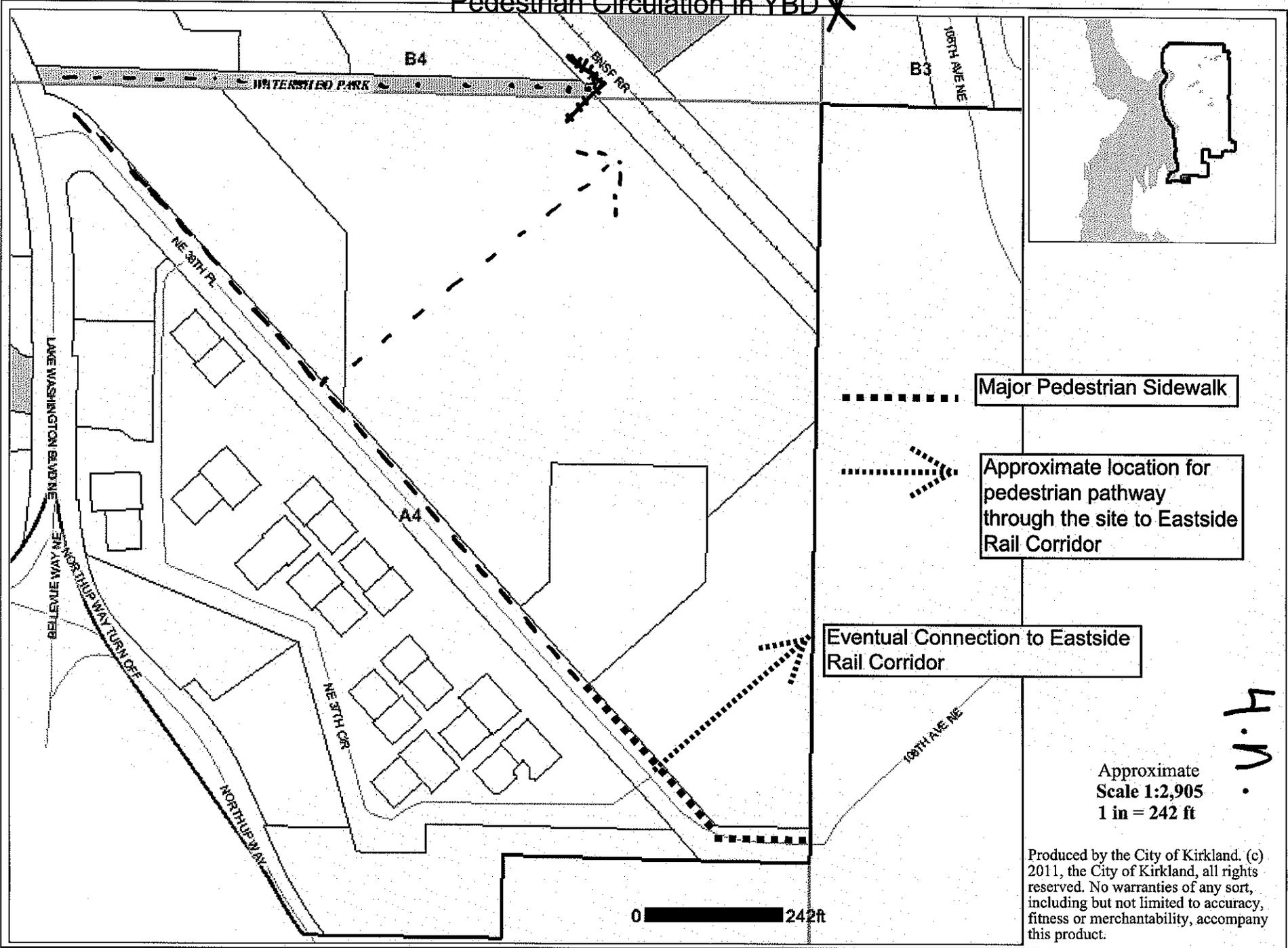
1. General – This section provides a mechanism for obtaining approval to depart from strict adherence to the design regulations or for requesting minor variations from requirements in the following zones:
 - a. In the CBD: minimum required yards; and
 - b. In the Totem Center: minimum required yards, floor plate maximums and building separation requirements; and
 - c. In the RHBD^{YBD} and the TLN: minimum required yards, landscape buffer and horizontal facade requirements; and
 - d. In the MSC 1 and MSC 4 zones of the Market Street Corridor: minimum required front yards and horizontal facade requirements; and
 - e. In the MSC 2 zone of the Market Street Corridor: height (up to an additional five feet), minimum required front yards and horizontal facade requirements; and
 - f. In the MSC 3 zone of the Market Street Corridor: horizontal facade requirements.

This section does not apply when a design regulation permits the applicant to propose an alternate method for complying with it or the use zone chart allows the applicant to request a reduced setback administratively.

2. Process – If a design departure or minor variation is requested, the D.R. decision, including the design departure or minor variation, will be reviewed and decided upon using the D.B.R. process.

Plate 34L

Pedestrian Circulation in YBD



addition to meeting the decisional criteria found in Chapter 152 of Title 23 of this code, approval of the application may only be recommended if the new lots are compatible, with regard to size, with other lots in the immediate vicinity of the subdivision.

A covenant must also be signed prior to recording of the plat to ensure that the garage will be located at the rear of the lot in cases where this option is chosen under subsection (b) of this section. (Ord. 4196 § 2 (Exh. B) (part), 2010; Ord. 3705 § 2 (part), 1999)

Insert: and PLA 3A

22.28.040 Lots—Lot averaging.

In multiple lot subdivisions not located in an RSA zone and not subject to Section 22.28.030, the minimum lot area shall be deemed to have been met if the average lot area is not less than the minimum lot area required of the zoning district in which the property is located as identified on the zoning map. Under this provision, either:

(a) Not more than twenty percent of the number of lots in a subdivision and one of the lots in a short plat may contain an area less than the prescribed minimum for this zoning district. In no case shall any lots be created which contain an area more than ten percent less than the prescribed minimum for this zoning district; or

(b) Up to seventy-five percent of the number of lots in a subdivision or short plat may contain an area less than the prescribed minimum for this zoning district if the lots which would be created contain an area no more than five percent less than prescribed.

These smaller lots shall be located so as to have the least impact on surrounding properties and public rights-of-way.

Using process IIA, Chapter 150 of Title 23 of this code, and the applicable sections of Chapter 22.12 or 22.20 of this title, additional lot averaging may be achieved. Through process IIA, not more than thirty percent of the number of lots in a subdivision, and two of the lots in a short plat, may contain an area less than the prescribed minimum for this zoning district as long as the average lot area is not less than the minimum lot area required for the zoning district in which the property is located as identified on the zoning map. In no case shall any lots be created through this process which contain an area more than fifteen percent less than the prescribed minimum for this zoning district. The smaller lots shall be located so as to have the least impact on surrounding properties and public rights-of-way. In addition, the plat or short plat must meet the following criteria:

(1) The averaging is necessary because of special circumstances regarding the size, shape, topography, or location of the subject property, or the location of a preexisting improvement on that subject property; and

(2) The averaging will not be materially detrimental to the property or improvements in the area of the subject property or to the city in part or as a whole; and

(3) Existing significant trees and vegetation will be preserved where feasible to buffer the adjacent properties from the smaller lots in the subject subdivision.

Additional lot averaging may only be addressed and obtained through the provisions of Chapter 125, Planned Unit Development, of Title 23 of this code and the applicable sections of Chapter 22.12 or 22.20 of this title. (Ord. 4196 § 2 (Exh. B) (part), 2010; Ord. 3705 § 2 (part), 1999)

Insert: and Lakeview (except for the PLA 3A), 205 § 2 (part), 1999

22.28.042 Lots—Small lot single-family.

In the Market and Norkirk neighborhoods, as defined in the comprehensive plan, for those subdivisions not subject to the lot size flexibility provisions of Sections 22.28.030 and 22.28.040 and historic preservation provisions of Section 22.28.048, the minimum lot area shall be deemed to be met if at least one-half of the lots created contain no less than the minimum lot size required in the zoning district in which the property is located. The remaining lots may contain less than the minimum required lot size; provided, that such lots meet the following standards:

(a) Within the RS 6.3 and RS 7.2 zones, the lots shall be at least five thousand square feet.

(b) Within the RS 8.5 zone, the lots shall be at least six thousand square feet.

(c) The portion of any flag lot that is less than thirty feet wide, and used for driveway access to the buildable portion of the lot may not be counted in the lot area.

(d) The floor area ratio (FAR) shall not exceed thirty percent of lot size; provided, that FAR may be increased up to thirty-five percent of the lot size if the following criteria are met:

(1) The primary roof form of all structures on the site is peaked, with a minimum pitch of four feet vertical to twelve feet horizontal; and

(2) All structures are set back from side property lines by at least seven and one-half feet.

4.p.

Chapter 3.30

DESIGN REVIEW BOARD

Sections:

- 3.30.010 Membership—Appointment—Compensation—Removal.
- 3.30.020 Qualifications.
- 3.30.030 Powers and duties.
- 3.30.040 Design guidelines adopted by reference.
- 3.30.050 Conflict of interest.

3.30.010 Membership—Appointment—Compensation—Removal.

The design review board shall be composed of seven appointed members. In addition, the director of planning and community development shall sit on the design review board (“DRB”) as a nonvoting member for purposes of advising the board on regulatory and urban design issues. Members shall be appointed by a majority vote of the city council, without regard to political affiliation. The members of the DRB shall serve without compensation. Each member shall be appointed to a four-year term; provided, that as to the two positions added in 2003, one new member’s initial term shall expire March 31, 2005, and the other new member’s initial term shall expire March 31, 2007. Any vacancy shall be filled for the remainder of the unexpired term of the vacant position. When a member misses three or more consecutive meetings not excused by a majority vote of the DRB, the DRB will consider recommending removal of that member. The board shall recommend removal if the absences have negatively affected the board’s abilities to perform its duties. The recommendation will be forwarded to city council. Members finding themselves unable to attend regular meetings are expected to tender their resignations. A member may be removed by a majority vote of the city council. (Ord. 3901 § 1, 2003; Ord. 3683A § 1 (part), 1999)

3.30.020 Qualifications.

Members of the design review board shall include design professionals and building/construction experts, and residents of Kirkland capable of reading and understanding architectural plans and knowledgeable in matters of building and design. The board shall at all times have a majority composition of professionals from architecture, landscape architecture, urban design/planning, or similar disciplines. In selecting members, professionals who are residents and/or whose place of business is within Kirkland will be preferred. (Ord. 3683A § 1 (part), 1999)

3.30.030 Powers and duties.

The design review board shall have the responsibilities designated in the Zoning Code. In addition, the design review board shall perform such advisory functions related to design issues as designated by the city council. (Ord. 3683A § 1 (part), 1999)

3.30.040 Design guidelines adopted by reference.

The design review board in combination with the authority set forth in Chapter 142 of the Zoning Code shall use the following design guidelines documents to review development permits:

(1) The document entitled “Design Guidelines for Pedestrian Oriented Business Districts” bearing the signature of the mayor and the director of the department of planning and community development dated August 3, 2004, is adopted by reference as though fully set forth herein. The city council shall consult with the planning commission prior to amending this document.

(2) The document entitled “Design Guidelines for the Rose Hill Business District” bearing the signature of the mayor and the director of the department of planning and community development dated January 3, 2006, is adopted by reference as though fully set forth herein. The city council shall consult with the planning commission prior to amending this document.

(3) The document entitled "Design Guidelines for the Totem Lake Neighborhood" bearing the signature of the mayor and the director of the department of planning and community development dated June 6, 2006, is adopted by reference as though fully set forth herein. The city council shall consult with the planning commission prior to amending this document.

(4) The document entitled "Kirkland Parkplace Mixed Use Development Master Plan and Design Guidelines" bearing the signature of the mayor and the director of the department of planning and community development, dated December 16, 2008, is adopted by reference as though fully set forth herein. The city council shall consult with the planning commission prior to amending this document.

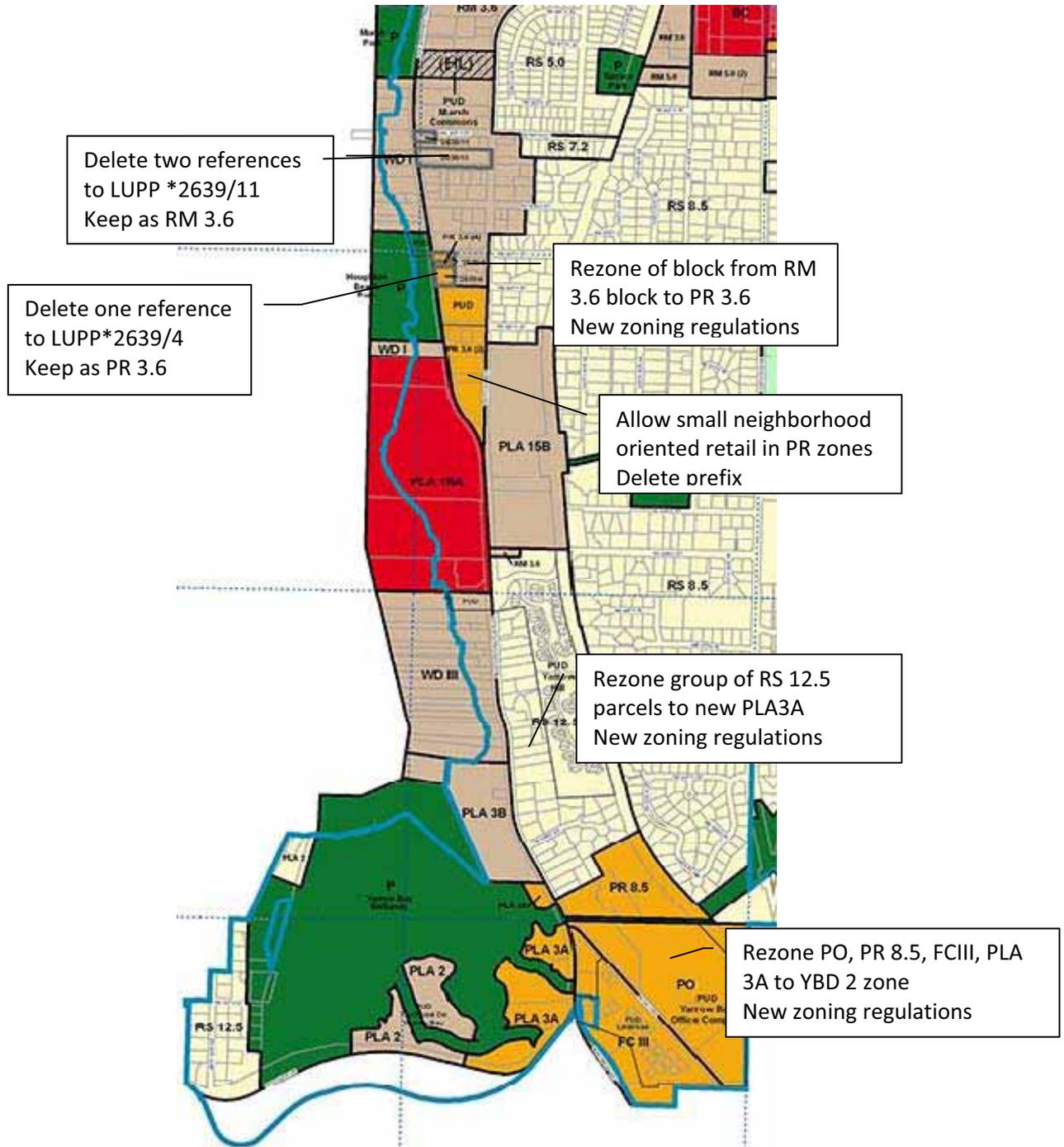
(5) The document entitled "Design Guidelines for the Yarrow Bay Business District 1 Zone" bearing the signature of the mayor and the director of the department of planning and community development dated X, is adopted by reference as though fully set forth herein. The city council shall consult with the planning commission and the Houghton community council prior to amending this document.

(5) Text Amended. The following specific portions of the text of the design guidelines are amended as set forth in Attachment A attached to Ordinance 4106 and incorporated by reference. (Ord. 4172 § 1, 2008; Ord. 4106 § 1, 2007; Ord. 4052 § 1, 2006; Ord. 4038 § 1, 2006; Ord. 4031 § 1, 2006)

3.30.050 Conflict of interest.

If a member of the design review board is an applicant or a paid or unpaid advocate, agent, or representative for an applicant on a design review application, the member shall not participate in a decision on that design review application. (Ord. 3683A § 1 (part), 1999)

MSDA
YBD2



**Proposed
Lakeview Neighborhood
Comprehensive Plan and
Zoning Map changes**

Lakeview Neighborhood Plan Update

2011 Meeting Schedule- *3/15/2011 Dates subject to change.*

April 14, 2011	PC study session on draft plan and code amendments
April 25, 2011	HC study session on YBD district design guidelines and code amendments
April 28, 2011	PC study session on YBD design guidelines
Mid- Late June 2011	Open House on draft plan and code amendments
June 23, 2011	Joint PC/HCC Public Hearing on draft plan and code amendments
July 14, 2011	PC recommendation
July 28, 2011	HCC recommendation
September 6, 2011	City Council study
September 20, 2011	City Council Action
October 24, 2011	HCC Final Action

HCC= Houghton Community Council

PC=Planning Commission

Meetings usually start at 7:00 pm in the City Hall Council Chambers.

For information see Planning Department webpage at

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

Or Janice Coogan project planner at jcoogan@ci.kirkland.wa.us 425-587-3257

