



## **MEMORANDUM**

**DATE:** August 11, 2010

**To:** Houghton Community Council  
Planning Commission

**FROM:** Janice Soloff, AICP, Senior Planner  
Paul Stewart, AICP, Deputy Director

**SUBJECT: LAKEVIEW ADVISORY GROUP- PRELIMINARY RECOMMENDATION  
FOR LAKEVIEW NEIGHBORHOOD PLAN UPDATE, FILE ZON07-00032**

## **RECOMMENDATION**

Staff recommends that the Houghton Community Council and Planning Commission receive a report from the Lakeview Advisory Group regarding their comments and preliminary recommendations on the update of the Lakeview Neighborhood Plan. Please review the attached transmittal memorandum from the Lakeview Advisory Group Chair John Kappler (Attachment 1), discuss the Advisory Group comments and provide direction for the Neighborhood Plan update process regarding:

- Additional issues that should be identified for discussion
- Additional information needed for further study
- Comments or key issues the Planning Commission would suggest the Houghton Community Council consider
- Neighborhood plan update schedule and plan for public involvement

## **INTRODUCTION**

The Lakeview Neighborhood Plan had its last major update in 1985 (see Attachment 1, Enclosure 3). Since then, major development occurred in the late 1980's to early 1990's such as, Carillon Point, Crown Point, Plaza at Yarrow Bay, Point at Yarrow Bay, and single family in-fill development along the Yarrow Bay slope.

The Kirkland Comprehensive Plan underwent a major change in response to the passage of the Growth Management Act (GMA) in 1990/1991 and subsequent updates in 1995 and 2004. Following the passage of the GMA, the Comprehensive Plan includes citywide general elements with goals and policies that address the entire city while the neighborhood plans focus on those issues particular to the individual neighborhood. Both

the General Elements and the neighborhood plans should be consistent if there are conflicts then the general plan elements will apply.

As noted at the joint meeting on the update of the Central Houghton Plan, staff anticipates a major change in the Lakeview Neighborhood Plan format to contain only goals and policies unique to the neighborhood and not to repeat goals and policies in the general elements. Attachment 1 is outlined in the new format for the new Lakeview Plan consistent with other neighborhood plans in the city.

## **BACKGROUND**

The Lakeview Advisory Group met 13 times since January of this year to discuss various subjects and land use study areas. A list of Advisory Group members is included in Attachment 1, Enclosure 1). Some of the meetings were joint meetings with the Central Houghton Advisory Group. The meeting schedule, meeting packets and meeting notes can be found on the Lakeview Neighborhood Plan webpage at [http://www.ci.kirkland.wa.us/depart/Planning/Code\\_Updates/Lakeview.htm](http://www.ci.kirkland.wa.us/depart/Planning/Code_Updates/Lakeview.htm)

In order to clearly describe the direction on a particular issue, the Group determined that it should vote. Where no consensus was reached the enclosed memo describes the various opinions. At times facilitators were used to assist the Group discussion and to help formulate the differing opinions. Public comment was taken at the meetings and letters and emails received (see Attachment 3 comment letters and emails).

Key issues or “hot topics” that have emerged from the Group and need further discussion include:

- Existing PLA 4 policies and future code amendments related to a future transit oriented development (TOD) at the South Kirkland Park and Ride lot.
- The south Houghton Slope area currently zoned RS 12.5 and the appropriate residential density, land use pattern, and development standards for the area.
- Future vision for the Yarrow Bay Business district to evolve into a mix of commercial uses and increased pedestrian amenities.
- Other land use changes related to neighborhood oriented commercial areas in the vicinity of NE 60<sup>th</sup> ST, legal non-conforming multi-family density.
- Implications of the SR 520 expansion and interchange improvements on the Yarrow Bay Business District as a southern gateway to the City and Lake Washington Blvd and 108<sup>th</sup> Avenue NE traffic flow.
- Developing a strategy to address traffic congestion and improve pedestrian amenities along Lake Washington Blvd.

- Future use for Burlington Northern Santa Fe Railroad right of way for bicycle and pedestrian paths and the potential for transit use.

## **NEXT STEPS**

Attachment 2 is a revised schedule for the Lakeview Neighborhood Plan update process. Following the joint study session of the Houghton Community Council and Planning Commission, the Houghton Community Council will begin a series of study sessions in September on the neighborhood plan update as well as amendments to the Zoning Code and possibly Municipal Code. The Community Council's study will continue through the fall with draft recommendations for the neighbor plan and code amendments passed along to the Planning commission for consideration in November. In December, the Lakeview Advisory group will have an opportunity to review the draft Plan goals and policies, followed by public open house, public hearing, more study sessions and final action in spring of 2011.

## **ATTACHMENTS:**

1. Memo from Lakeview Advisory Group to Houghton Community Council and Planning Commission
2. Lakeview Neighborhood Plan Update schedule
3. Comment letters/emails received to date

CC: FILE: ZON09-00032



## MEMORANDUM

**To: Houghton Community Council  
Kirkland Planning Commission**

**From: John Kappler, Chair  
Lakeview Neighborhood Advisory Group**

**Date: August 10, 2010**

**Subject: LAKEVIEW NEIGHBORHOOD ADVISORY GROUP PRELIMINARY  
RECOMMENDATIONS FOR UPDATES TO THE LAKEVIEW  
NEIGHBORHOOD PLAN**

### Background

The Lakeview Advisory Group was formed to provide input on the update of the Lakeview Neighborhood Plan. Members of the Lakeview Advisory Group included neighborhood residents, business owners and representatives from the Houghton Community Council, Planning Commission, Park Board and Lakeview Neighborhood Association (see Enclosure 1 for members list). The Group conducted 13 meetings from January to June 2010 to discuss various topics.

This memo transmits the Group's discussion comments and recommendations on various subject areas that the Houghton Community Council and Planning Commission should consider with the update of the Lakeview Neighborhood Plan. The recommendations are organized in the new neighborhood plan outline format suggested by staff. Each section below includes the existing text from the Lakeview Neighborhood Plan (see Enclosure 3 for Plan), the Group's discussion comments and recommendations for updates. For the land use discussions, the Neighborhood was divided up into 9 study areas (see Enclosure 2 for map). We look forward to the opportunity to review and comment on the draft neighborhood plan later on in the process.

### **Preliminary Advisory Group Recommendation for Changes to the Lakeview Neighborhood Plan**

#### **I. OVERVIEW**

This section will describe where the neighborhood is located in relation to the rest of the City and the general development pattern of residential and commercial areas.

#### **II. VISION STATEMENT**

The existing Lakeview Neighborhood Plan does not include a vision statement for the neighborhood. At the first Advisory Group meeting in January 2010, a visioning exercise was

conducted for the Group to describe the kind of community they want the neighborhood to evolve into 10-20 years from now, what they value, and the things they would like to see retained or changed in the neighborhood. Below are the key concepts expressed by the Advisory Group that they would like to see incorporated into a new neighborhood vision statement:

- The Lakeview Neighborhood is part of what was once the town of Houghton until 1968 when it annexed to Kirkland. As a result of the merger the Houghton Community Council retains jurisdiction over land use decisions within the Lakeview and Central Houghton neighborhoods.
- Located along the shores of Lake Washington the neighborhood serves as a southern gateway to the City from SR-520. 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. Even with changes to SR 520 and future new development in the Yarrow Bay Business District, the neighborhood will maintain its special waterfront neighborhood character.
- The Yarrow Bay Business District will transform from primarily single story office parks surrounded by surface parking lots to a mix of commercial uses, hotels and services for businesses, neighbors, transit users, and freeway travelers. *(Note: housing is not recommended in the business district in order to focus the area as an economic center for office and limited retail uses, to avoid the gateway as "entering the density zone". Ideally as you enter the city from the south, the District should be a transition to the residential area and have a softer look of less building and be less obtrusive).*
- Changes to SR 520 should provide smoother access to and from the freeway and not increase congestion to Lake Washington Blvd and Lakeview Dr. Even with the new SR 520 improvements at the Yarrow Bay interchange, the Business District should maintain its neighborhood character and pedestrian circulation.
- The Kirkland gateway sign located at the south end of Lake Washington Blvd should be moved to a more appropriate and prominent location.
- The street network of the Lakeview neighborhood is established. Lake Washington Blvd and Lakeview Drive will be upgraded to include pedestrian amenities such as wider sidewalks, landscaping, pedestrian lighting, benches, and art. Traffic calming measures and pedestrian improvements will be implemented along Lake Washington Blvd and Lakeview Dr.
- The neighborhood is pedestrian friendly with its popular north-south shoreline pedestrian walkway and walk route along Lake Washington Blvd and easy vehicular access to freeways and transit. The neighborhood has a "special waterfront town charm" and is safe. Our neighborhood oriented retail and service businesses are accessible by pedestrians and have adequate parking along neighborhood streets.

- The south Houghton slope will see an increase in low density residential development and overall, the neighborhood has resisted development pressure to allow a large amount of density increases.
- Lakeview residents value the visual and physical connection to Lake Washington. Wide, expansive views of the Lake, mountains and beyond 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.
- Overtime, overhead utility lines should be undergrounded to enhance views of Lake Washington and beyond and territorial views.
- Our waterfront parks will be a model for how shoreline areas can be restored to provide a softer, natural shoreline, and improve shoreline habitat by replacing invasive species with native vegetation.
- Lakeview parks are clean, well maintained, and renovated as needed.
- New pedestrian and bicycle trails are desired to increase east-west connections between Yarrow Bay Wetlands and Lake Washington Blvd., to Watershed Park, Carillon Woods Park and the future transit and/or non-motorized corridor along the Burlington Santa Fe Railroad right of way Cross Kirkland Trail/Eastside Rail Corridor.
- Our streams and wetlands will be protected and properly managed through limitations on development, maintaining existing vegetation and with restoration projects. At the Yarrow Bay wetlands, people may observe and enjoy the wildlife habitat from new viewpoints.
- The South Kirkland Park and Ride lot may add parking stalls to serve transit riders, and improve vehicular and pedestrian access to the site. Future use of the Park and Ride for a mixed use transit oriented development should be contingent on a joint agreement with King County Metro, the City of Bellevue and City of Kirkland detailing the uses and design of the development, to ensure the appropriate scale and compatibility with the surrounding neighborhood. The potential impacts will be evaluated and mitigated to ensure the project will be designed to be an asset and attractive gateway to the neighborhood and the City.

### **III. HISTORIC CONTEXT**

The Kirkland Heritage Society gave a presentation to both the Central Houghton and Lakeview Advisory Groups about the history of Houghton. The Lakeview Plan currently does not include a section on the history of the Lakeview Neighborhood within the context of Houghton. With input from the Heritage Society staff will update the Lakeview Neighborhood Plan to describe the historic structures and places in the area including the Suthoff House, French House,

Marsh Mansion, Lake Washington Shipyards (Carillon Point), old Houghton Post Office, and the site of the Houghton City Hall (Terrace Park). The group discussed including information about the unique history of Houghton as a separate city prior to consolidation with the City of Kirkland.

Recommendation: The group recommended historic markers or signs be placed throughout the neighborhood pointing to historic structures and places.

#### **IV. NATURAL ENVIRONMENT**

The current natural environment section describes the environmentally sensitive areas in the neighborhood such as Yarrow Bay wetlands, Cochran springs Creek, Yarrow Bay and Houghton Slopes as containing moderate to high landslide hazard soils.

Existing text from the neighborhood plan on pages XV.A-1-3:

#### ***Development of the Houghton Slope should be limited due to environmentally sensitive slope conditions.***

*The Houghton Slope is an environmentally sensitive slope. The most sensitive portions of the Houghton Slope are generally south of NE 58th Street. This area is prone to sliding and erosion. Slopes are steep at an average of 15 percent with some slopes up to 25 percent. There are several steep ravines which have a particularly high hazard of sliding. There are large amounts of groundwater in the slope causing artesian pressure and many small streams. The types of soils in the slope also contribute to its instability, particularly when wet. Sliding is also likely in a time of a low-intensity earthquake. In addition, the slope 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.*

*A slope stability analysis should be required prior to development to identify the magnitude of the hazard and possible mitigating measures. These measures may include severe restrictions on the type, design, and/or density of land use. Existing vegetation should remain to the greatest extent possible to help stabilize the slope. Further standards for development on a sensitive slope are discussed in the Living Environment section.*

*The northern portion of the Houghton Slope lies north of NE 58th Street. Although less sensitive than the slopes further south, this area also bears careful scrutiny. This area is mostly undeveloped although both low- and medium-density residential uses do exist there. The slope is expected to remain stable if left in a natural condition. However, 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. Therefore, a slope analysis should be required prior to development to minimize the problems. If landslide or drainage problems are likely to occur as a result of the proposed development, then the type, design, or density of land use should be restricted as necessary to avoid the problems. Existing vegetation should be retained to the greatest extent possible to help stabilize the slope.*

***Yarrow Slope is identified as an environmentally sensitive slope. Slope stability analysis will be required and development will be regulated accordingly.***

*The Yarrow Slope, west of the Yarrow Slough, is currently undeveloped and heavily wooded. The slope has been identified as a potentially hazardous slope. Some land sliding occurred in the early 1960s southward along the present location of SR520. However, nearby land sliding, steep slopes, high water content, and peat deposits warrant additional investigation as to slope analysis indicating minimal hazards; considerations of the cumulative effects of similar development along the entire slope; aesthetic, biological or other factors; low-density residential developments (up to three dwelling units per acre) may be permitted subject to certain standards. Housing configurations that minimize disruptions to natural systems are preferred. Existing vegetation in these areas should be preserved to the greatest extent feasible to help stabilize the slope and maintain drainage patterns. Special care should be taken during and after construction in order to minimize adverse impacts on the wetlands. A major obstacle to any development on this slope will be the extension of water and sewer service from Lake Washington Boulevard.*

***The natural drainage system should be maintained.***

*The open watercourses on these slopes should be preserved and maintained in their natural condition and should allow for natural drainage. Structures should not be located near these streams.*

***Flood insurance is required in identified flood hazard zones.***

*The Yarrow Bay Wetlands has been designated as a flood hazard zone. This designation has been made by the Federal Insurance Administration. Federal law requires that flood insurance be obtained before any federally insured lending institution may approve a loan for development within an identified flood hazard zone.*

**Advisory Group Discussion:**

The south Houghton slope area is designated as containing high landslide hazard soils and currently zoned RS 12.5. One of the study issues is should this area be considered for higher density residential? The City hired Associated Earth Sciences (AES) to conduct a limited geologic hazards assessment reviewing existing AES geotechnical reports for the study area and the City's existing regulations for landslide and seismic hazard areas to explore if the slopes could support increasing the density to RS 8.5 or RS 7.2 (report available in Planning Department). The report concluded the slopes could support an increase in single family density provided site specific geologic hazard assessments are conducted, development performance standards are met, and landslide mitigation systems are incorporated into a given proposed project (see below).

**Recommendation:**

The Group supports keeping the existing natural environment policies that encourage protection of sensitive areas including landslide hazard areas of Houghton and Yarrow Slopes, Yarrow Bay Wetlands (seismic hazard soils), other wetland areas and stream areas.

The group generally supports increasing the density along the south Houghton Slope to single family residential RS 8.5 or RS 7.2 provided development standards will be developed to retain

natural drainage courses, wetlands, and steep slopes and to safeguard adjacent property (see land use section below). The land use section below describes in more detail the Groups recommendation and list of development standards that should be considered.

## **V. LAND USE**

For the land use discussion the neighborhood was divided into 9 study areas. The Enclosure 1 map shows the study areas, the current Comprehensive Plan land use, zoning districts and page numbers of the areas discussed in the Lakeview Plan (Enclosure 3). Each section below contains the existing text from the neighborhood plan, the Advisory Group discussion, recommendations and likely steps to implement the recommendation.

<b>Study Area 1</b>	<b>Planned Area 15 - Carillon Point and Historic Shipyards</b>
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The Group did not spend much time discussing this area. Staff will update this section to describe existing development and zoning regulations for PLA 15.

Existing text from the neighborhood plan for PLA 15 on pages XV.A.8.1-10:

### ***PLANNED AREA 15: OLD SHIPYARDS, CARILLON POINT***

#### ***Subarea 15A is described***

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

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

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

#### ***Subarea B is described***

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

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

***The primary objectives for development in PLA 15 are to maximize public access, use, and visual access to the Lake and to maintain the natural characteristics and amenities of the Houghton Slope.***

*The primary objectives for development in Planned Area 15 are to maximize public access to and use of the waterfront, to maximize visual access to the lake for the public from Lake Washington Boulevard, and to minimize encroachment of development on the natural characteristics and amenities of the Houghton Slope. In addition, development should occur in such a manner that impacts to existing development in the vicinity are minimized. Impacts of particular concern include view obstruction, traffic volume and movement, noise and glare from uses of higher intensity, and compatibility of building scale. While the potential public benefits from development in Planned Area 15 are considerable and should not be diminished in importance, these benefits should be achieved in a manner that offers property owners in Planned Area 15 reasonable development opportunities and effective incentives to provide the desired public benefits. Policies to achieve these objectives are described below.*

***Subarea A should be developed with a mixture of uses. Residential development should be allowed at density of 12 dwellings per acre.***

*Subarea A, west of Lake Washington Boulevard, should be developed with a mixture of uses. Like the shoreline areas lying immediately to the north and south, residential development in Subarea A should be allowed at a density of 12 dwelling units per acre. However, a density bonus at up to two units per acre would be appropriate if public benefits are incorporated into development. As a means of minimizing waterfront development and providing greater public use and visual access opportunities, some of the permitted unit count should be encouraged to be transferred to Subarea B lying east of Lake Washington Boulevard.*

***Water dependent and water oriented commercial uses should be included.***

*In addition to residential uses, Subarea A also should include nonresidential uses which provide opportunities for greater public use and enjoyment of the waterfront. Highest priority should be given to uses such as marinas which are "water dependent." These uses should be encouraged to incorporate public use amenities such as short-term moorage, access to piers for fishing, strolling or other activities, and boat launching facilities.*

*Also desirable in Subarea A are commercial uses which enhance the public orientation of the waterfront. Restaurants, small retail shops, museums, theaters, and other similar uses should be permitted if they are oriented to and integrated with water-dependent uses and waterfront public use areas. Offices also should be permitted if they do not detract from the public orientation of the waterfront.*

***Public access to and along the water's edge and waterfront public use area should be developed.***

*All development in Subarea A should include areas which are open for public use. A public trail should be required along the entire length of the waterfront with connections to Lake Washington Boulevard*

*at or near each end. Areas which are available for other public waterfront activities also should be strongly encouraged.*

***Public improvements adjacent to Lake Washington Boulevard are also described.***

*Public use areas also should be encouraged adjacent to the westerly margin of Lake Washington Boulevard. The Boulevard is now a popular path for pedestrians, joggers, and bicyclists. Expansion of the area now available for or associated with these activities would be a significant public asset.*

***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 should be protected.***

*Visual access to Lake Washington from Lake Washington Boulevard should be an integral element in the design of development in Subarea A. Building height, setback, and view corridor requirements should be allowed to be varied from elsewhere along the waterfront if it is demonstrated that greater visual access to Lake Washington is achieved and that views from existing development in and adjacent to Planned Area15 are not significantly impaired. In accordance with the Shoreline Master Program, buildings within 200 feet of the lake may not exceed a height of 3541 feet.*

***Subarea B should be developed with residential uses at a density of three to seven dwellings per acre. Dwelling units may be transferred from Subarea A subject to conditions.***

*Subarea B, east of Lake Washington Boulevard, should be developed exclusively with residential uses at a base density of three to seven dwelling units per acre. Within this specified density range, actual permitted density should be determined by the degree of compliance with the policies for development on the Houghton Slope as discussed on pages A5 and A6. Unit count which is proposed to be transferred from Subarea A may be permitted over and above seven dwelling units per acre if it is demonstrated that the resulting increased unit count will maintain compliance with these policies. However, in no case should dwelling units be developed within the steep ravine located near the middle of Subarea B.*

***In order to minimize the developed area on the slope, increased building height should be considered.***

*In order to minimize the developed area on the slope, increased building height in Subarea B should be considered. Where increased building height is proposed, it should be demonstrated that taller buildings will not significantly impair views from existing development to the east of Planned Area15.*

***Traffic impacts to Lake Washington Boulevard should be considered. Access points should be limited.***

*A major consideration in the design of Planned Area15 should be the impact of traffic on Lake Washington Boulevard. On- or off-site improvements, including signalization, channelization, and lane reconfiguration, should be required as necessary to mitigate identified traffic impacts. In order to minimize disruption of traffic flow, the number of access points to Planned Area15 should be strictly limited and controlled. West of the Boulevard, the primary point of access should be located at the intersection of Lake Washington Boulevard and Lakeview Drive. East of the Boulevard, more than one*

*primary point of access may be necessary due to the divided ownership pattern. Nevertheless, the number of access points should be kept to the smallest possible number.*

*The properties within Subarea A and south of Carillon Point should be limited to one access point onto Lake Washington Boulevard. A transportation demand management plan and a vehicle circulation and pedestrian safety plan with provisions for safe pedestrian and vehicular access to and from Lake Washington Boulevard should be provided for any new development.*

***Carillon Point is developed as a mixed use Master Plan, subject to an approved Master Plan***

*Carillon Point has been designed and constructed as a coordinated and planned development. As a prerequisite to any construction, the development went through an extensive public review and City approval process. Any future major change to the development should be reviewed to ensure Master Plan compliance.*

***The existing marina in Subarea A and south of Carillon Point should be retained.***

*The existing marina development in Subarea A and south of Carillon Point provides water-dependent uses and an opportunity for waterfront public use areas. Any future redevelopment of this site should include retaining the marina. Office and multifamily are appropriate uses for the upland portion of the site; provided, that any new use is integrated and planned around the marina. A view corridor from Lake Washington Boulevard to the water should be provided across the southern portion of the site. Vegetation height and placement of parking and loading areas should be limited to protect the view corridor.*

**Recommendation:** Overall the Group supports the existing policy text for PLA 15A and B. The Group supports increasing the variety of retail options and marine products at Carillon Point as well as allowing accessory retail at the Yarrow Bay Marina to serve the boaters (groceries; marine products). The latter is not proposed by the property owner at this time.

<b>Study Area 2</b>	<b>Professional Office/Medium Density properties PR 3.6(4) in triangular block south of NE 59th Street between Lakeview Drive and Lake Washington Blvd</b>
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The current Lakeview Plan allows office and multifamily uses in this area (PR 3.6 zone) but prohibits convenience or retail commercial uses which the Group spent some time discussing.

Existing text from the neighborhood plan for this area on pages XV.A-12:

***Land uses south of NE 59th Street and between Lakeview Drive and Lake Washington Boulevard are discussed.***

*The area lying south of NE 59th Street between Lakeview Drive and Lake Washington Boulevard contains a mix of uses. Within the area existing uses include a small clothing manufacturing plant. The one-story clothing manufacturing plant creates minimal visual impacts on the neighborhood and provides, informally, some parking to handle the overflow from Houghton Beach Park. South from the industrial area on lands zoned for neighborhood business and professional office/residential exists a mixture of land uses including single-family, duplex, multifamily, and office use.*

***The area south of NE 59th Street, between Lakeview Drive and Lake Washington Boulevard is suitable for medium-density residential uses and small professional offices.***

*In order to blend future activities with existing uses, medium-density residential uses with small professional offices are most appropriate south of NE 59th Street. The character of this neighborhood has changed significantly since the days when the nearby waterfront included shipbuilding activities and oil storage facilities. Many activities permitted in light industrial areas are no longer compatible with the residential activities and the new Houghton Beach Park. The existing manufacturing plant could continue. Medium-density residential uses, at a density of 12 dwelling units per acre, and small professional offices should be considered the base uses. (Standards for the medium-density residential uses are described above in the Living Environment section for the residential area between Lake Washington Boulevard and Lakeview Drive north of NE 59th Street. These standards also apply to professional office development.) No convenience or retail commercial uses should be considered.*

Recommendation: The Group supports changing the last sentence of the current text to allow for limited neighborhood oriented retail, convenience stores, small groceries and services provided spillover parking on neighborhood streets does not occur.

Implementation: A Zoning Map change would be necessary to eliminate prefix ( ) referring to the neighborhood Plan text and potential Zoning Code amendment to use listings. Further study is needed to determine the best approach to "limit" the type of neighborhood business. Other areas of the City use gross floor area (ranging from 4,000-10,000 sq. ft.) or specific types of businesses to limit the type of use to ensure they are neighborhood oriented in scale.

<b>Study Area 3</b>	<b>Professional Office/Medium Density properties between NE 59th ST and 60th ST designated as PR 3.6 (4) zoning</b>
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Currently this area contains buildings of historic interest with a real estate office and Kidd Valley restaurant (including property owned by two of the Advisory Group members). The current Plan includes specific performance and design standards should the properties redevelop:

Existing text from the neighborhood plan from pages XV.A.12-13:

***Commercial activities east of Lake Washington Boulevard 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 neighborhood. The use 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 area should be permitted.*

*A small antique store, a furniture store/office, and a fast food restaurant exist along the east side of Lake Washington Boulevard between NE 59th and 60th Streets. The restaurant is relatively new and meets most or all of the current zoning standards for such uses. The antique and furniture stores, on the other hand, clearly do not meet zoning standards for building setbacks and parking, and other zoning nonconformances are likely. Even so, both buildings are of a scale and design which are*

*compatible with neighboring residential uses. The furniture store building was constructed in the early 1900s and has historic significance as an early site of the Houghton Post Office. This area is appropriate for single or multifamily residential, office, and limited commercial uses. Redevelopment for residential uses should comply with all applicable zoning standards. The continuation of existing office and commercial uses within the existing nonconforming structures should be allowed. New commercial uses and redevelopment of the existing structures also would be appropriate if they maintain or enhance compatibility with nearby residential development, are respectful of the historic character of the site, and maintain a strong pedestrian orientation. Some flexibility in applying normal zoning standards should be allowed if these objectives are met. Redevelopment of the site for office or commercial use should meet the following standards:*

- *Commercial uses should be compatible with and respectful of the historic context of the site. Historical interpretation should be incorporated into the development. In addition, building design should incorporate design elements of the facade of the historic post office building.*
- *Commercial uses should serve the neighborhood and attract customers and clientele that would largely access the site via pedestrian, transit, or nonmotorized transportation.*
- *Vehicle sales and service uses and drive-through facilities should not be allowed.*
- *Commercial uses should not generate noise incompatible with adjacent residential use after 10:00 p.m.*
- *The height of structures and vegetation should be limited. Building height should be a maximum of 1.5 stories (20 feet maximum with sloped roof) above grade. Covenants controlling vegetation heights should be recorded to preserve views from the east.*
- *Nonconforming parking should be allowed at one parking space per 400 square feet of building, provided site and building design maintains a strong pedestrian orientation and accommodates nonmotorized transportation. See Design Guidelines for Pedestrian-Oriented Business Districts, adopted by reference in the Kirkland Municipal Code.*
- *Parking areas should be placed, screened, and buffered to mitigate impacts to nearby residential uses.*
- *On-street angled parking on NE 60th may be counted toward required parking with necessary improvements to NE 60th Street provided at developer expense.*
- *To ensure conformance with the above standards, development should be reviewed through Process IIB.*

**Discussion:** The Group discussed the lack of parking along neighborhood streets in the vicinity of NE 60th Street caused from inadequate parking available at the large office building and Houghton Park users. The Group believes there should be a policy in the plan to recognize and reduce the impacts of lack of parking on the streets in the neighborhood plan. One suggestion is to initiate a parking district requiring parking permits for residents and businesses. Another suggestion is to culvert the open ditch on NE 60th St to add more on-street parking. The City's Neighborhood Traffic Control Program and Parks and Community Services are working with the businesses and park users to monitor this issue.

Recommendation: The Group unanimously supports allowing neighborhood oriented services and specialty retail for the block fronting Lake Washington Blvd between NE 59<sup>th</sup> ST and NE 60<sup>th</sup> ST as well as expanding the current professional office/residential (PR) land use designation for the entire block up to Lakeview Drive. This area is currently RM 3.6 (expanding the zone would allow for lot consolidation for redevelopment opportunities).

Such uses could be complementary to the waterfront park users such as selling ice cream, a deli, coffee etc. No changes to the existing development standards were recommended. The Group supports these uses on the condition that there is adequate parking on site and on nearby neighborhood streets.

Implementation: Legislative rezones would be necessary to change the Zoning Map from RM 3.6 to PR 3.6 and a Zoning Code amendment to move existing development standards in neighborhood plan to Zoning Code PR 3.6 Use Zone Charts. Create a new policy to reduce parking congestion in and around the waterfront parks in this area.

<b>Study Area 4</b>	<b>Yarrow Bay Business District/520 Interchange including zones PLA 3A, PO, FC III, PR 8.5</b>
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This study area includes the office complexes on both sides of Lake Washington Blvd at the south entrance to the City. For the northeast quadrant of the intersection (Linbrook, Paccar) the existing Lakeview Plan text allows office, motel, and limited commercial uses to support the freeway traveler but not as a primary use. Maximum building height on both sides of the street ranges from 30'-60' above average building elevation depending on the zone.

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

The Group expanded the discussion on use and height to include the PO and FCIII zones located on the east side of Lake Washington Blvd.

Existing neighborhood plan text regarding the PO, FCIII and PLA 3A zones from pages XV.A-7-8, A-11

***PLA 3A (Yarrow Bay Office Park) page XV.A-7***

*The northwest quadrant of the SR520/Lake Washington Boulevard interchange is defined as Planned Area 3. This planning area is divided into two subareas, based on the unique conditions for development within each subarea. There are many planning constraints on development in this area. This area is the entrance to the City and, hence, the character of development is important. The*

*stream requires protection as well as concern for the relationship of development to the adjacent wetlands. Ingress and egress onto Lake Washington Boulevard and Points Drive should be carefully controlled in order not to negatively impact the traffic on the Boulevard and approach to SR520. It is, therefore, considered appropriate that any development will need to plan for the entire landholding within each subarea and how it relates to surrounding parcels.*

***Subarea A is suitable for medium-density residential uses or offices.***

*Development in Subarea A may be permitted for medium residential density at 12 dwelling units per acre or for offices, taking full precautions as recommended by the required soils and geologic investigation. The clustering of development is encouraged in Subarea A. Under Planned Unit Development procedures, certain increases in the height of structures may be considered as long as views are not significantly obstructed.*

***Economic Activities Section page XV.A-11:***

***Offices and limited commercial activities should be permitted in the northeast quadrant of the Lake Washington Boulevard/SR520 interchange.***

*Much of the northeast quadrant of the SR520/Lake Washington Boulevard interchange has already been committed to certain economic activities including large and small office structures, restaurants, and a motel. Due to the availability of adequate public services, easy access to major arterials and to the freeway, and the overall compatibility with adjacent land uses, the northeast quadrant of this interchange should continue to be devoted to commercial activities. The most appropriate use of this land would include such activities as office structures, and some freeway-oriented uses, such as motel facilities. Limited convenience commercial facilities may be included as part of the office structures or with freeway-oriented uses, but not as a primary use. Retail commercial facilities beyond the scope of convenience facilities are not considered appropriate because these kinds of activities should be concentrated in existing major commercial centers (the Central Business District or Totem Lake Shopping Center) as well as neighborhood shopping centers. All developments, especially along Lake Washington Boulevard, should include landscaping and other elements to enhance this interchange as an entry to the City.*

***Offices should be allowed at the southern end of the Houghton Slope page XV.A-11.***

*Office development also should be allowed to extend northward onto the southern end of the Houghton Slope. Offices in this area would have the same locational advantages of the area immediately to the south. At the same time, with proper site planning and building design, offices would provide a desirable transition to the residential area to the north. In order to ensure suitable office development, the following standards should be met:*

- (1) Compliance with the standards for residential development at a density of up to five dwelling units per acre elsewhere on the unstable Houghton Slope.*
- (2) Compatibility of building scale and density with residential uses.*
- (3) Use of natural features, such as ravines, watercourses, or areas of significant natural vegetation to provide a separation from residential uses.*

- (4) *Use of wide vegetated setbacks adjacent to residential uses.*
- (5) *Vehicular access will not be placed across residentially zoned property.*
- (6) *Preclusion of any commercial uses other than offices.*

***Commercial uses along the shoreline are discussed south of PLA 15 page XV.A-13***

*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 economic activities are specified in the Shoreline Master Program.*

**Recommendation:**

**Uses:** From an economic development standpoint for the Yarrow Bay Business District the Group supports allowing a broader range of retail, restaurant, hotel/motels uses in addition to the office development on both the east and west sides of Lake Washington Blvd. provided adequate parking is provided on site and the scale of retail is smaller, accessory or specialty retail (to avoid large stand alone retail).

The reasons for the recommendation are listed below:

- A mix of commercial uses in the district sets the stage for the future generation to encourage a vibrant commercial area where social interaction takes place day and night.
- A mix of commercial uses provides services to office workers and may reduce driving to outside the area.
- Will result in increased pedestrian activity.
- Will increase the variety of commercial services for residents located in the south portion of the neighborhood within walking distance of the freeway interchange.
- Allows flexibility for vacant, usable office space on the ground floor (or top floor for view restaurant use).
- Some members wanted to be sure the types of retail uses are flexible and not too narrow in scope to encourage innovative types of businesses.
- If a transit oriented development is developed at the South Kirkland Park and Ride a mix of uses would support new residents and transit users.

**Housing:** The majority members do not support housing as an allowed use on the east side of Lake Washington Blvd in the current PO and FCIII zones. Housing is not recommended because we would like to avoid the visual impacts of entering the business district and seeing medium-high density housing. Instead there should be a buffer, a softer look of fewer buildings and less obtrusion. PLA 3A zone where Plaza at Yarrow Bay office complex is located allows detached, attached and stacked dwelling units.

Maximum Building Height: The Group discussed whether or not building height should be increased on the east side of Lake Washington Blvd to encourage redevelopment of existing one story office parks surrounded by surface parking into mixed use centers. The Group supports keeping the building height the same at a range of 2-3 stories (30') on the east side of Lake Washington Blvd (PO, FCIII zone).

Design Review: The Group supports the idea of developing Design Guidelines for the business district and requiring design review for new development.

Implementation: Legislative rezones would be necessary to change the Zoning Map PO, FCIII and PLA 3 zones to new zoning designation (to be determined) and amend use zone charts to allow retail uses, hotel/motel, and housing. New Design Guidelines would require a code amendment to the Municipal and Zoning Codes.

<b>Study Area 5</b>	<b>South Kirkland Park and Ride Transit Oriented Development (TOD) Planned Area 4 policies</b>
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In May 2009, both the Houghton Community Council and City Council approved the Lakeview Plan policy changes for PLA 4 of the Plan to encourage future development of a mixed use Transit Oriented Development (TOD) including affordable housing at the King County METRO South Kirkland Park and Ride property. Half of the park and ride property is located in the City of Bellevue.

Existing PLA 4 text in the neighborhood plan on pages XV.A.8-8.1:

***PLANNED AREA 4: 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.*

***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.*

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

- *Develop implementing regulations for coordinated development of the entire site.*
- *Establish standards for building height and mass that acknowledge site topography and existing vegetation as factors for consideration.*
- *Implement design standards for Planned Area 4.*
- *Ensure that regulations support appropriate building scale and massing throughout the site, produce buildings that exhibit high quality design and incorporate pedestrian features and amenities that contribute to a livable urban village character for the TOD.*
- *Provide guidance for the streetscapes along NE 38th Place and 108th Avenue NE to ensure buildings do not turn their backs on the streets and development provides a welcoming and attractive presence at this gateway to Kirkland.*
- *Protect the vegetative buffers and significant trees along the site's eastern and southeastern borders through development standards.*
- *Minimize the visual impacts of parking facilities from adjacent rights-of-way.*
- *Foster the creation of a vibrant and desirable living environment through the use of high quality design, public amenities and open space.*
- *Promote sustainable development through support of green building practices at the Park and Ride.*

***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.*

***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.*

**Discussion:** After several presentations to the group by King County METRO and A Regional Coalition for Housing (ARCH) staff, the Advisory Group discussed the potential transit oriented development concept and existing PLA 4 policies at several meetings. The following summarizes various opinions on the topic and the eventual recommendation from the group.

Lakeview Advisory Group discussion comments for not supporting the TOD project:

- Should not include housing at the location because of lack of nearby services for future residents.
- Land is too expensive to build low-moderate income housing and should consider building someplace else in City.
- Building height is too high.
- The density is too high.
- Fear of increased crime as a result of low income residents.
- Some doubt parking studies evidence that residents will have less than 2 cars per unit.
- Kirkland has no control over future plans for property located in Bellevue; we should not support a TOD before knowing what the development will be on Bellevue's portion of the property.
- If you expand more parking stalls at the Park & Ride lot more people will use it resulting in increased traffic in the neighborhood.
- The low income housing will do more to change the future of the neighborhood than what has occurred in the last 20 years.

Lakeview Advisory Group discussion comments in support of a TOD project:

- The proposal for 4 story buildings is consistent with surrounding 4 story office buildings.
- Increasing the types of commercial uses would increase services for park and ride residents.
- Some believe a mix of uses, mixed incomes and a TOD project is a good use for the surface parking lot.

Recommendation: The consensus of the Group is not to support housing especially affordable housing at the Park and Ride lot for reasons described below. Of great concern is the unknown for future development of the east side of the Park and Ride within the city limits of Bellevue.

1. If the TOD moves forward the Group prefers no housing at the Park and Ride site. Redevelopment of the lot with additional parking stalls with mix of retail and office would be supported.
2. A TOD (including housing) should not be supported until there are conceptual plans for development of the Bellevue portion of the site.
3. If a TOD proposal moves forward with housing, then a joint agreement between Bellevue, King County and Kirkland should include the following (the following should be included whether or not housing is included):
  - A limit of 200 housing units total for both Bellevue and Kirkland sites.
  - A mix of low, moderate and-market rate housing with a range of minimum of 80% market rate and maximum 20% affordable housing (preference for the affordable housing piece would be senior housing).
  - There should be a net gain in the number of parking stalls. Conduct a parking study to determine adequate parking stalls for the housing units.
  - Permit Review Process: Process IIB and Design Review.
  - Ensure high quality architecture and site design by creating design guidelines addressing:
    - Provide an architectural gateway to the City along 108th Avenue/freeway interchange
    - Appropriate building mass and scale for the location and context of surrounding development
    - Buildings/site should have a "village building scale"; include building modulation/upper story step back on all four sides
    - Building height is in context of surrounding development (4 stories)
  - Study traffic impacts to minimize through traffic through neighborhood.

Implementation: A Comprehensive Plan amendment to the Lakeview Plan and new Zoning Code regulations for PLA 4 are required to implement the recommendation.

<b>Study Area 6</b>	<b>Medium Density Residential in PLA 2 and PLA 3B</b>
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Study Area 6 includes the Point at Yarrow Bay multifamily project and a property located west of the Yarrow Bay wetlands in PLA 2. No changes are recommended for PLA 2. PLA 3B includes the Villagio apartment complex.

Existing neighborhood plan text for PLA 3B on pa.XV.A-7-8:

*Subarea 3B is fully developed with multifamily residential. Because of its adjacency to existing single-family and multifamily uses on the east and north, development of Subarea B to office or other similar nonresidential uses would not be desirable. Use of existing multifamily units for overnight lodging, however, would be acceptable provided that the site development maintains its residential character and that accessory restaurants, retail, or similar uses are not allowed.*

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

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

Discussion: One Group member brought up an issue related to the Villagio property located in PLA 3B section of the Lakeview Plan on page XV. A-7 opposing the existing hotel/motel use listing in the PLA 3B zoning. The existing Plan for PLA 3B allows overnight lodging at the multi family project with the limitation that the use must maintain the residential character and accessory restaurants, retail, or similar uses are not allowed.

For background on the topic, years ago the property owner requested and received approval of a Comprehensive Plan and Zoning Code amendment to allow the property to be used for an extended stay hotel. As a condition of approval, a shoreline public pedestrian easement was granted to the City and limitations were placed on the property prohibiting office, restaurant or retail uses. To staff's knowledge the property is not currently being used for that purpose.

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

Implementation: A revision to the Lakeview Plan and Zoning Code amendment to PLA 3B would be necessary to the hotel/motel special regulations.

<b>Study Area 7</b>	<b>Shoreline Medium Density areas</b>
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Study Area 7 includes all the residential property along the shoreline. The Group does not recommend any changes to these policies. These properties were included in the update of the Shoreline Master Program.

Existing text in the Lakeview Plan is on page XV.A-10:

***Development elsewhere along the shoreline is discussed***

*Existing development elsewhere on the shoreline is primarily residential. As discussed in the Shoreline Master Program, residential uses should continue to be permitted along the shoreline. Outside of Planned Areas 2, 3, and 15 and the Yarrow Slough Slope, which are discussed above, multifamily uses, should be permitted at medium densities (12 dwelling units per acre). This is a lowering of densities at which multifamily developments have taken place in the past, but is consistent with the density of apartment development on the east side of Lake Washington Boulevard, west of Lakeview Drive. Past densities have created severe ingress and egress problems onto Lake Washington Boulevard.*

*As specified in the Shoreline Master Program, new residential structures constructed waterward of the high water line are not permitted. Additional standards governing new multifamily development can be found in the Shoreline Master Program.*

**Implementation:** The only possible changes would be references to the new Shoreline Master Program.

<b>Study Area 8      Medium Density Residential Areas north of NE 60th ST</b>
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Many parcels in this RM 3.6 zoned area were developed under previous zoning RM 1.8 which allowed higher density residential and therefore, contain legal non-conforming density. Under current non-conforming regulations in KZC chapter 162 only if the non conforming development is damaged by fire, could the properties be redeveloped with the existing number of units. Under current codes if demolished and rebuilt the structure would need to be built to current zoning setbacks and unit count.

The Zoning Map also shows two parcels subject to special zoning as a result of the old Land Use Policies Plan "LUPP" lawsuits. These parcels have since redeveloped and therefore there is no need to designate those parcels as unique on the Zoning Map.

Existing neighborhood plan pages XV.A 3-4:

**Medium residential densities are most appropriate between Lakeview Drive and Lake Washington Boulevard. Standards for new multifamily development are discussed.**

*Lying between Lake Washington Boulevard and Lakeview Drive, north of NE 59th Street is an area of mixed residential densities. Although there is some multifamily housing, almost half of the area is developed as single-family residential. Most structures are older but many are well maintained.*

*Apartment encroachment in single-family areas usually leads to a decay of the existing structures, demolition, and reconversion to more intense use. In order to minimize this encroachment and forestall a premature decay of the single-family areas, standards should be adopted to allow a transition from low density to higher densities. New multifamily development should be restricted to existing defined boundaries via a process of infilling.*

- (1) Medium-density residential developments should be permitted only if sufficient land area is available to separate such development from adjacent single-family uses. The resulting land use configuration should not create small single-family areas "sandwiched" between multifamily developments.*

- (2) *Medium-density residential development should not significantly increase traffic volumes on streets or portions of streets where predominantly single-family homes exist.*
- (3) *The height of medium-density residential structures should not exceed 25 feet. Taller structures may be permitted toward the interior of the property if such added height is compatible with the character of nearby uses. In no case should structures taller than 30 feet be permitted.*
- (4) *Setbacks should be sufficiently large to allow landscaping which would visually separate medium-density residential developments from adjacent single-family homes. Vehicular ingress and egress for medium-density residential developments should not be permitted within required setbacks adjacent to single-family uses.*
- (5) *Parking for medium-density residential developments should be visually screened from adjacent properties and should not be allowed within the required front yard setback. The preferred methods for visual buffering of parking facilities include landscaping and/or locating such facilities beneath the medium-density residential structure.*

Recommendation: For the parcels that have legal nonconforming density, the Group supports the right for properties to be redeveloped at anytime and for any reason with the same number of dwelling units and existing building footprint even if non-conforming to the current codes.

Implementation: A Zoning Code amendment would be necessary to allow the nonconforming density or units to remain if redeveloped. A Zoning Map change would be necessary to eliminate reference to the LUPP cases on the parcels.

<b>Study Area 9      Low Density Residential Areas</b>
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Study area 9 includes all low density residential located west of the BNSF rail line to Lake Washington Blvd. The current zoning ranges from 3-9 dwelling units per acre (RS 5.0 to RS 12.5 zoning). The focus of this study area was the single family area located west of the Yarrow Hill condominium project currently zoned RS 12.5 (referred to as the South Houghton slope). The group discussed whether the focus area should be considered for rezoning to a higher density residential. If yes, at what density?

Existing neighborhood plan text pages XV.A 4-5:

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

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

*the Lakeview Terrace area should be maintained in single-family residential uses (up to nine dwelling units per acre) to reflect the existing small lot sizes. This change will remove most of these uses from nonconforming status and could provide a base to encourage repair and rehabilitation of the existing homes when necessary.*

***Residential development densities on the environmentally sensitive slope should be limited.***

*The area bounded by Lakeview Drive, NE 64th Street, the railroad, and approximately NE 58th Street falls within a potentially hazardous slope area (see the Natural Environment section). All permitted 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. Densities of four to five dwelling units per acre are appropriate in this area.*

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

***The entire residential area south of NE 58th Street lies on the part of the Houghton Slope identified as unstable.***

***Vehicular access to and from the Houghton Slope is problematic.***

*Most traffic from developments on the Houghton Slope will have to enter the heavy traffic flows on the Boulevard from steeply sloped driveways. Additionally, in many instances, the line of sight distances for automobiles entering and leaving the flow are generally too short to be safe. These conditions make vehicular access problematic, especially for emergency vehicles.*

***Residential development on the sensitive slope should be severely limited.***

*The development constraints discussed above combine to reduce the feasible residential densities. It is the cumulative effects resulting from full development at medium to high densities that are of greatest concern. Such development could increase the hazards to life and property and disrupt the aesthetic character of the slope.*

***On the slope, residential densities of one to three dwelling units per acre should be permitted according to standards.***

*Consequently, the base density for residential development on the unstable slope should be one to three dwelling units per acre, subject to the following standards:*

- (1) Preparation of a slope stability analysis;*
- (2) Maintenance of maximum vegetative cover;*
- (3) Retention of watercourses in a natural state;*
- (4) Control of surface runoff at predevelopment levels;*
- (5) Limitation of the number of points of access;*

(6) *Special review of all development plans.*

***Four to five dwelling units per acre should be permitted according to additional standards.***

*Residential densities on the slope should be allowed to be increased by an extra one to two dwelling units per acre (up to five dwelling units per acre) depending on the degree to which the development proposal conforms to the following standards, in addition to the standards listed above:*

- (1) *Preparation of a slope stability analysis which addresses the site to be developed, as well as adjacent sites and the immediate drainage area;*
- (2) *Recording of a covenant which indemnifies and holds harmless the City for any damages resulting from slope instability;*
- (3) *Limitation of lot coverage;*
- (4) *Clustering of structures;*
- (5) *Ability of the City to provide necessary emergency services;*
- (6) *Aggregation of at least one acre of land.*

***Constraints may be relaxed when opportunities for an area wide solution on the slope exist.***

*While recognizing there are geologic, traffic, aesthetic, and other considerations related to potential slope development, opportunities should exist for solving these problems on an area wide basis. The area wide basis offers a way to consider the slope as a unit, to minimize development which could further aggravate problems, and to mitigate adverse impacts.*

Discussion: In April, the Group discussed and was in general agreement to support increasing the density from RS 12.5 (3 dwelling units per acre) to RS 7.2 (6 dwelling units per acre) or RS 8.5 (5 dwelling units per acre).

In June, a formal written proposal was submitted from an Advisory Group member representing some of the property owners to rezone the area to multi-family RM 3.6 to match the other side of Lake Washington Blvd and be consistent with zoning along the entire length of the Blvd. from the City limits to downtown Kirkland.

Reasons from the property owners for requesting RM 3.6 are summarized below (see enclosed correspondence):

- The area has changed significantly since it was originally platted. The area has not been studied for about 70 years while larger properties to the north and east have been redeveloped to multi family.

- Many of the lots lack sufficient lot area to subdivide at existing zoning density.
- Larger lots are difficult to maintain and property owners are paying taxes on almost 1/2 of their property that they can do nothing with.
- The area is no longer a desirable as single family because of the noise, speed and volume of cars on Lake Washington BLVD and the large lots and topography do not allow for a sense of community.
- RM would match the zoning density on the west side of Lake Washington BLVD; property owners want to be treated equally.
- Allows greater flexibility in site design (clustering)
- Allow for consolidation of access points
- The Growth Management Act supports infill
- Encourages older homes to be redeveloped
- Improves the gateway to the City (see correspondence from property owners on both sides of the issue).

On June 29, the Advisory Group voted in support of the RM 3.6 proposal subject to conditions.

On July 21, when the Group reviewed its preliminary recommendation to the Houghton Community Council and Planning Commission, the Group reversed its previous vote to support the multi family designation (fear of potential large buildings and density) to support rezoning to a density of RS 8.5 or RS 7.2.

To help the Advisory Group discuss the various density options staff prepared a "menu" of various housing types, development standards and densities the Group could choose from to determine the future development pattern they could support. The Group's conclusions are summarized below:

Recommendation:

Density: The majority of the Group supports rezoning the South Houghton Slope from RS 12.5 to no less than a density of RS 7.2 (six dwelling units per acre), provided new development is designed to meet certain development standards listed below. Retaining the low density is desired to retain the single family character. One member suggested RS 6.0. Other suggestions were RS 6.0 or RM 5.0.

Preferred Housing Types: Single family, cottage, clustering. There was support for allowing some flexibility in lot size to allow redevelopment such as small lot single family (no smaller than 5,000 sq. ft. if RS 7.2) and wanted to know what Central Houghton group was discussing, but the group didn't have a chance to discuss further.

Development Standards: The following is a list of development standards to consider including in the policies (many are included in the existing policies):

- Allow clustering
- Minimum aggregation

- Shared access
- No additional access to Lake WA Boulevard
- Open space/lot coverage (no more than 50%)
- Locate on less steep slopes
- Maintain streams and watercourses
- Increased tree retention (Could require “no net loss” of vegetation)
- Geo-Tech Analysis (*if RM zoning is proposed an addendum to the Associated Earth Sciences report should be analyzed*)
- If the focus area is rezoned to multi-family then require affordable housing (It is the City’s policy to consider requiring or providing incentives to create affordable housing when increases in density are proposed. See Housing Element Policy 2.4).
- With redevelopment of property located along both sides of Lake Washington Blvd a 10’ wide sidewalks shall be required unless topography makes it infeasible.

Process: The Group discussed which level of permit review process is desired: Administrative, Process I- Planning Director, Process IIA-Hearing Examiner, or Process IIB-Hearing Examiner recommendation to Houghton Community Council then City Council. There was no consensus on which permit review process should be required and more information is needed.

Alternatively, if the Houghton Community Council and Planning Commission support medium density multifamily in the area, the Group recommends having further geotechnical evaluation to determine the potential impacts of that density on the slope. If medium density multifamily is considered the Group would want to see small buildings with attached units such as duplex or triplex (no more than 4 units per building); no stacked units.

No changes to other low density areas are recommended such as north Houghton Slope or Yarrow Slope.

Public comment on the study area: Of the 49 residential lots in this area, approximately 28 of the property owners who own 38 of the homes have signed a petition in favor of the rezone to a density of RM 3.6 or RM 5.0. Two single family homeowners in the area have spoken out against the rezone to multi family. A petition signed by 42 (out of 66) residents of the Yarrow Hill multifamily complex oppose a rezone to any multifamily designation including RM 3.6 density.

Implementation: A legislative rezone would be necessary to change the density on the Zoning Map. Zoning Code amendments may be necessary to move development standards for the Houghton Slope from the Neighborhood Plan to the Use Zone Charts.

## **VI. TRANSPORTATION**

The existing Plan combines Public Services and Facilities with the Transportation section. The new plan will have a separate transportation section. David Godfrey, the City's Traffic Engineer gave a presentation on transportation.

On page A-15 the Plan discusses a list of nine recommended improvements to Lake Washington Blvd which many of the items have been installed or addressed over the years. These include the need to complete sidewalks along both sides, widening of sidewalks, adding pedestrian crossings, adding center turn lane or landscaped medians, widening bicycle lanes, a traffic signal at NE 38th Pl, adding on street parking in high parking demand areas, and adding bus turnouts. It is likely the policies regarding Lake Washington Blvd will be updated in the Transportation section of the Plan.

Existing text from the neighborhood plan on pages XV.A-15:

### ***Circulation patterns described and the following recommendations made.***

*The circulation patterns in the Lakeview Drive/Lake Washington Boulevard area are well established and permit large volumes of through traffic to flow north and south on both Lakeview Drive and Lake Washington Boulevard.*

### ***Lake Washington Boulevard provides a major through route and serves as a major pedestrian and bicycle corridor.***

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

### ***Traffic problems on Lake Washington Boulevard are described.***

*In the last several years, traffic on Lake Washington Boulevard has greatly increased, particularly during morning and evening commute periods. This has restricted local access to and from the Boulevard and has created noise, safety problems, and conflicts for pedestrians, bicyclists, and adjacent residents. Furthermore, these problems are compounded by traffic speeds generally in excess of the posted limit. Solutions to these problems should be sought which recognize that the Boulevard has a scenic, recreational, and open space function which is as important as its function as a commuter route. Although police enforcement of speed limits is necessary, the most effective solutions to these problems are primarily of a design and improvement nature. Improvements to the Boulevard should help accommodate its broader amenity function in such a manner that the safety of all the Boulevard's diverse users is enhanced, while significant amounts of through traffic are not diverted to other arterials. Accordingly, the following improvements would be desirable:*

- (1) Completion of sidewalks along the entire length of both sides of Lake Washington Boulevard.*

- (2) *Widening of sidewalks where sufficient right-of-way exists or by providing incentives for widening sidewalks onto private property at the time of development.*
- (3) *Installation of pedestrian crossings at intersections and adjacent to waterfront parks where safety considerations allow such installation.*
- (4) *Additional use of a center left-turn lane at intersections or where on-street parking is not needed.*
- (5) *Development of landscaped median islands to separate traffic and provide pedestrian safety where center left-turn lanes or on-street parking are not needed.*
- (6) *Continuation and widening of bicycle lanes.*
- (7) *Installation of traffic signals at the intersection of Lake Washington Boulevard with Lakeview Drive and NE 38th Place.*
- (8) *Installation of on-street parking in areas of high parking demand, provided that traffic safety will not be impaired.*
- (9) *Installation of bus turnouts.*

***Implementation should be both area wide and site specific.***

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

***Regional solutions should be sought.***

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

- (1) *Improvements to the ingress and egress to I405 at NE 4th Street and NE 8th Street in Bellevue and NE 116th Street and NE 124th Street in Kirkland.*
- (2) *Improved access to I405 from Juanita and north Kirkland by upgrading and widening NE 116th Street and NE 124th Street.*
- (3) *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.*
- (4) *Improvements to the I405/SR 520 interchange.*

***Shoreline parking should be limited and coordinated off site parking should be considered.***

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

***Lakeview Drive is described.***

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

*Boulevard. Future traffic levels should be monitored and necessary measures undertaken to mitigate impacts.*

***NE 52<sup>nd</sup> Street is described***

*East-west through access up the slope is provided only by NE 52nd Street. This street has been redeveloped in conjunction with adjacent development. NE 52nd Street is designated as a collector arterial and as such should continue to serve a limited function for through traffic.*

***Bicycle/pedestrian pathways are discussed.***

*The path/trail system shown in Figure L2 indicates only the major elements of the system. A bicycle/pedestrian trail along the Lake Washington Boulevard is a priority element which would serve both transportation and recreation functions. In addition, a public waterfront trail with connections to the Boulevard should be a required element of all shoreline developments other than single-family homes.*

Recommendation: The Group had the following comments on regional and local transportation issues affecting the Lakeview Neighborhood such as proposed changes to the SR 520 interchange and Cross Kirkland Trail on the BNSFR. The Group also spent a fair amount of time discussing the lack of on street parking to provide access to neighborhood businesses around waterfront parks especially east of Houghton Beach Park.

**Eastside Rail Corridor along the BNSFF**

The majority of the Group supports the BNSFF corridor for bikes and pedestrian with further study needed for train use. If dual use for pedestrians/bikes/train the corridor should:

- Be a benefit to Kirkland
- Designed to be:
  - a gateway to the City
  - neighborhood in scale
  - clean
  - quiet
  - provide neighborhood connections
  - environmentally friendly

**Lake Washington Blvd**

The Group stressed concern regarding the amount of traffic congestion along Lake Washington Blvd. The Advisory Group would like the City to conduct a study or seek implementation strategies to improve the design and function of Lake Washington Blvd including the following issues:

- relieve congestion during rush hour at north and south ends
- increase capacity while maintaining the pedestrian feel
- utilize traffic calming techniques to discourage through traffic such as reduce speeds
- improve pedestrian amenities such as widen sidewalks south of Carillon Point (only if not an unreasonable hardship for property owners with steep topography), additional pedestrian crossings

- improve signals at NE 38th Street and NE 52<sup>nd</sup> ST to allow residents to get out of their driveways
- widen bike lanes
- provide on street parking south of Carillon Point
- provide wider sidewalks south of Carillon Point
- provide streetscape design and amenities

Implementation: Policies in the Neighborhood Plan should address these concerns. Forward comments to the Transportation Commission for study and action. The results should come back to the neighborhood group for review.

***Parking congestion on neighborhood streets around NE 60th ST and Houghton Park***

The Group discussed the lack of parking along neighborhood streets in the vicinity of NE 60th Street caused from parking at the large office building and Houghton Park users. The Group believes there should be a policy in the plan to recognize and reduce the impacts of parking on the streets in the neighborhood plan. Another suggestion is to culvert the open ditch on NE 60th St to add more on street parking. The City's Neighborhood Traffic Control Program and Parks and Community Services are working with the businesses and park users to monitor this issue.

Recommendation: The Group supports adding a new policy regarding restricting or limiting parking along neighborhood streets in certain areas. Example of suggested text:

*Along neighborhood streets parking from commercial development and park users will be monitored to avoid congested neighborhood streets.*

Implementation: Consider policies in the Neighborhood plan and forward comments to Public Works.

**VII. OPEN SPACE AND PARKS**

Michael Cogle with the Parks Department gave a presentation to both Advisory Groups on the status of parks in the neighborhoods. He mentioned that the current Parks and Recreation Plan for the City is consistent with many of the ideas above including acquisition of additional land adjacent to Yarrow Bay Wetlands, improvements to Houghton Beach Park (partially completed) and shoreline restoration at Houghton and Marsh Park (not completed) as well as opportunities to connect Terrace Park with a future Cross Kirkland Trail along the BNSFR. The Parks Department will be updating its Parks Plan in 2010.

Existing neighborhood plan text on pages XV.A-13-14:

***Open space/parks should be maintained in the Lakeview area.***

*Current park needs for this area are being met by facilities at Lakeview School to the north and the waterfront parks to the west. In addition, the former Houghton City Hall site has been developed as Terrace Park, a neighborhood facility.*

***Open space and recreation facilities and opportunities are identified.***

*The shoreline represents a unique feature of the natural environment. It provides areas for active and passive recreation as well as being a significant visual open space. Existing waterfront park facilities include two waterfront parks – Houghton Beach Park and Marsh Park (see Figure L1). In addition, Morningside Park in the town of Yarrow Point is located west of the Yarrow Bay Wetlands.*

*The City should continue to pursue the policy of acquiring waterfront property for recreation purposes wherever possible. In particular, the Yarrow Bay Wetlands have been identified as a potential passive recreation/nature trail park. Intergovernmental funding for the purchase and improvement of this regional facility should be sought.*

***Houghton slope should be maintained as an important visual amenity.***

*The Houghton Slope should be maintained as an important visual open space in the community. Any permitted development should maintain most of the existing vegetation not only to help stabilize the slope but for other utilitarian and amenity purposes.*

***Major pedestrian and bicycle system discussed.***

*Pedestrian and bicycle pathways are also part of the park and open space system, in addition to providing a transportation function. Major pathways in the Lakeview area should be established according to the designations in Figure L2.*

*Two of these pathways which traverse the Lakeview Neighborhood should receive top priority for implementation:*

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

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

***Major pedestrian/bicycle ways are identified.***

*Bicycle/pedestrian ways shown in Figure L2 for this area represent only the major routes and do not include sidewalks and other lesser elements of the path system. The spine of the path system is formed by a proposed path/trail within the railroad right-of-way that winds its way through town near most major and many secondary activity centers.*

**Discussion:** The Group spent a significant amount of time discussing the importance of maintaining vegetation and trees in public parks in order to maintain wide, expansive views of Lake Washington and beyond, including involvement by the neighborhood when planting new trees in parks.

Recommendation: The Group supports the existing policy text regarding maintaining parks, acquiring additional waterfront property for parks, improving the pedestrian trail from Houghton Beach Park, Yarrow Bay wetlands, to Watershed Park, and encouraging a bicycle and pedestrian path along the BNSF railway right of way.

The Group would like the Neighborhood Plan parks and open space policies also include these comments:

- Maintain public views of Lake Washington. Waterfront parks shall keep wide, expansive views of the Lake and not be obstructed by trees.
- Surrounding neighbors shall be involved with the Parks Dept. decisions regarding the tree variety, height and location by notification to the Lakeview Neighborhood Association and the City's normal communication channels.
- Seek opportunities for more pocket parks at street ends along the shoreline. (current Parks policies support this)
- Waterfront parks should be a model for how private shoreline property owners can restore their shoreline. Hard armoring should be removed while ensuring erosion protection.
- Choose appropriate recreational activities for each park (i.e. recreational or passive nature)
- Support development of the Burlington Northern Santa Fe Railroad right of way as a multipurpose trail with pedestrian access points along the corridor at street ends and other areas.
- At Yarrow Bay Wetlands, support removal of invasive species in water (milfoil) and on land and installation of nature boardwalk trails and boat access opportunities assuming that ecological functions can be maintained.

Implementation: Consider policies in the Neighborhood Plan and forward comments to the Parks Board for consideration.

## **VIII. PUBLIC SERVICES/FACILITIES/UTILITIES**

The Group did not spend much time discussing this section of the Plan since there are very few issues. The Group would like to see the existing policy regarding undergrounding overhead utility lines be retained.

Existing neighborhood plan text on pages XV.A-14-17:

***Water, sewer, and drainage facilities are discussed. System deficiencies should be corrected or upgraded prior to occupancy of new development. Runoff should be minimized.***

*In parts of the Lakeview area, water and sewer service is not adequate to support full development according to land use designations in Figure L1. Isolated problems may also arise with regard to storm drainage as natural areas become developed. Prior to occupancy of new development, the water,*

*sewer, and drainage facilities should be extended and/or upgraded to meet the requirements of the designated land use for the area.  
Furthermore, methods should be implemented to maintain surface runoff at predevelopment levels.*

***Adequate water and sewer facilities should be required prior to the time of occupancy.***

*Water, sewer, and drainage facilities are adequate for possible developments along Lake Washington Boulevard. No service is presently available to either the Yarrow Bay Wetlands area or Yarrow Slope. Prior to the occupancy of new developments, the water, sewer, and drainage facilities should be extended to meet the requirements of the designated land use for the area. Septic tanks should be prohibited.*

***Undergrounding of 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.*

**IX. URBAN DESIGN**

Page A-18 of the Plan discusses the urban design assets of the neighborhood and illustrates these on Figure L-3 including: territorial views of Lake Washington from NE 68th Street, Houghton Beach Park, Marsh Park, significant vegetation of Yarrow Bay Wetlands, gateways at the 520 Interchange, at Lakeview Drive, pedestrian pathways along Lake Washington BLVD and Lakeview Drive.

High priorities stated in the existing plan are preserving open views from Lake Washington Blvd and SR-520 and recognizing the value of the following as visual landmarks: old shipyards, historic Marsh, Sutthoff and French homes, shoreline parks, pedestrian pathway along Lake Washington Blvd.

Existing neighborhood plan text on pages XV.A-18-20-21:

***Urban design assets are identified on Figure L.3***

*The Lakeview Neighborhood has a very clear and vivid visual image that is created by a number of urban design assets; in many cases, these neighborhood assets also have importance to the larger City, such as the 'Pathway' of Lake Washington Boulevard and the 'Gateway' at NE 38th Place.*

***Visual Landmarks are discussed.***

*The two major visual landmarks in this neighborhood are Lake Washington and the Yarrow Bay Wetlands. These large natural features provide a sense of orientation as well as a sense of openness and nature. They are visible from both SR520 and Lake Washington Boulevard which are the two primary approaches to the City and the neighborhood. Preserving open views from these two key pathways to these two major landmarks should be a high order public policy objective.*

*Minor visual landmarks in this neighborhood include the Lake Washington Shipyards, the Shoreline parks, and the historic Marsh, Sutthoff, and French homes. These manmade landmarks, although smaller in scale than lakes and wetlands, are also vivid visual images and reference points. They aid in orientation as well as an awareness of the recreational and historical character of the community.*

*Even minor landmarks can be enhanced. For example, the parks signs used by the cities of Seattle and Redmond effectively convey the name of a park as well as continuity with the larger park system. Signs can also be used effectively with the historic buildings and, in the case of the Marsh House, vegetation can be removed to make the home itself far more visible from the road.*

***Pathways are discussed.***

*SR520 and Lake Washington Boulevard are the two pathways from which a majority of residents and passersby form their visual impression of the Lakeview Neighborhood and the City itself. Motorists on SR520 see the Yarrow wetlands as an open green area which abuts the activity node at the interchange with Lake Washington Boulevard. This view from the road will be the basis for the City's image in the minds of these passersby. The importance of Lake Washington Boulevard as both an automobile and pedestrian pathway is critical. It is the route by which the neighborhood's landmarks are seen and its most prominent gateway entered. Slower traffic speeds will enhance the motorist's ability to appreciate the visual landmarks as well as improve the safety and viability of the Boulevard as a public promenade.*

***Gateways are discussed.***

*Gateways to a neighborhood or city provide an important first impression of the area's character and quality. Clear and vivid gateways enhance identity by conveying a sense of entry into something unique.*

*A very important gateway is the City's southern entrance at the Interchange of SR520 and Lake Washington Boulevard.*

*The City entryway sign located by Cochrane Springs Creek is the focal and symbolic gateway, but the entire commercial activity node can also be seen as the gateway (see below). The prominence of the City sign can be greatly strengthened by removing the clutter of nearby street signs and utility poles, and by adding a wall or fence to screen the adjacent utility box and provide a backdrop for the City sign. This improved entry signing could also highlight the creek crossing and should be coordinated with similar gateway treatment on the west side of the street.*

***Activity Node is discussed.***

*The commercial uses located in the interchange of SR520/Lake Washington Boulevard collectively form a prominent activity node. There are a variety of uses including offices, restaurants, a service station, and a motel, but the City has guided development in this area to achieve functional auto and pedestrian linkage and a coherent visual character. For example, grouped street access and coordinated internal walkways have reduced local traffic congestion and strengthened linkages between projects. Similarly, coordinated perimeter landscaping and ground-mounted signs have helped achieve a coherent, uncluttered streetscape. Lastly, the various projects in this 'node' exhibit similarly pitched or angular rooflines. This architectural pattern is due partly to coincidence (Yarrow Office Quads and Denny's/Ramada) and partly to a conscious attempt to repeat the existing pattern (Linbrook and Yarrow Village). When viewed collectively, this combination of rooflines, building shapes, landscaping, and signs adds up to a coherent whole with a sense of identity, even though these various projects differ in a number of ways.*

***Edges are discussed.***

*The outer boundaries of the Lakeview Neighborhood are determined by two 'Hard Edges' (SR520 and the railroad tracks) and two 'Soft Edges' (The Yarrow Bay Wetlands/Slope and Lake Washington). SR520 and the wetlands also serve to separate Kirkland from Clyde Hill and Yarrow Point, respectively. Edges such as the lake and wetland are important because they prevent communities from 'oozing'*

*imperceptibly into one another, a phenomenon that contributes to anonymity, for example, in cities in the Los Angeles Basin. This urban design value is coincident with the sense of openness and nature but is equally important to a community's sense of place and quality of environment.*

*The northeast quadrant of the SR 520/SR 908 Interchange has developed since 1977 into an activity node with offices, restaurants, a motel, and service station. Lake Washington Boulevard is the southern gateway into the City, a fact enhanced in 1983 by the erection of a wooden city entryway sign as shown. This gateway feature can be clarified and made more vivid by removing or relocating extraneous pole and sign clutter which detracts from its prominence and by adding a screening wall or fence between the sign and utility box. A brick or wood fence would also enframe the sign, as would flower beds. These improvements could, by their design, highlight the presence of Cochrane Springs Creek, which is in the vegetative buffer immediately behind the box.*

**Recommendation:** The Group would like the following comments considered for updating the Urban Design policies section of the Plan:

#### Visual and Historic landmarks/Views

- Retain existing text regarding preserving open views from Lake Washington Blvd and SR -520. Text should include discussion of "preserving and enhancing" views of Seattle skyline and Olympic Mtns. The City may want to look at how other cities have used the terms "panoramic views" or see Oak Harbor's policies for "view sheds".
- Text should be consistent with the Community Character Element including CC Policy 4.5 *Protect public scenic views and view corridors.*

**Historic landmarks** Existing text should be retained regarding historical landmarks. Providing directional signs along Lake Washington Blvd pointing up to historic homes is desired.

#### Gateways

- Should a TOD at the Park and Ride move forward, text should state that this location at 108<sup>th</sup> Avenue NE is an important gateway to the City and therefore architectural design and orientation of buildings and landscaping should be high quality.
- Lakeview Dr. and Lake Washington BLD is a gateway.
- 520 Interchange changes: Revise text to include how it will change the gateway. The group would like clarification on what changes are planned and how they will impact the neighborhood. Are sound walls planned?
- Art should be included in gateway designs.
- The Kirkland entrance sign at 38<sup>th</sup> and Lake Washington Blvd should be updated; raised; flowers planted; lit for evening viewing. Update photo of neighborhood sign in Figure L-4.
- Architectural design, building orientation to the street and landscaping on either side of Lake Washington Blvd at the 520 interchange should be attractive as a gateway to the City.

**Establishing Design Guidelines and Design Review** for the Yarrow Bay Business District is supported by the Group.

Pathways Keep text describing L-2 and L-3 pathways. Add text to improve, maintain pathways, and add directional signs.

Activity Node Update to include 520 interchange improvements and delete Denny's.

Implementation: New Design Guidelines would require a Municipal Code amendment. The type of Guidelines would need to be determined whether pedestrian oriented or other. A Zoning Code amendment to Chapter 92 and other chapters would be necessary.

ENCLOSURES:

1. Advisory Group Members
2. Study Areas Map
3. Existing Lakeview Neighborhood Plan



# Lakeview Neighborhood Advisory Group

## Residents/Businesses:

- Georgine Foster
- Sally Mackle
- Robert Style
- Nina Peterson
- Melinda Skogerson
- Dick Skogerson
- Karen Levenson
- Doug Waddell
- Susan Thornes (LNA)
- Stephen Jackson (LNA)

## Boards and Commissions:

- Chair John Kappler (HCC)
- Elsie Weber (HCC Alt.)
- Jay Arnold (PC)
- Shelley Kloba (Parks)

## City staff:

- Janice Soloff
- Paul Stewart



Study Area 8  
RM 3.6 zone  
p.XV.A.3-4

Study Area 3  
PR3.6/RM3.6 zones  
LV Plan p.XV.A.12-13

Study Area 2  
PR 3.6(2) zone  
LV Plan p.XV.A.-12

Study Area 1  
Carillon Point  
PLA 15A/B zone  
LV Plan p.XV.A.8.1-10

Study Area 7  
WDIII/WDI zones  
LV Plan p. XV.A.10

Study Area 6  
PLA 2/PLA 3B zones  
LV Plan p. XV.A.6-8

Study Area 4  
Yarrow Bay Bus. District  
PLA3A/PO/FCIII/PR 8.5 zones  
LV Plan p.XV.A.7-8,11-12

Study Area 9  
RS 5.0/7.2/8.5/12.5 zones  
LV Plan p.XV.A.4-5

Study Area 5  
TOD at S. Kirkland P&R  
PO zone  
LV Plan p.XV.A-14

**LAND USE CODES**

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

# Lakeview Neighborhood Land Use Map

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

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

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





# Lakeview Neighborhood





# XV.A. LAKEVIEW NEIGHBORHOOD

*Note: The Lakeview Neighborhood Plan had its last major update in 1985. Therefore, references in this chapter to goals, policies, or specific pages in other chapters may be inaccurate if the other chapters have since been updated.*

## 1. INTRODUCTION

### *Overview of the Lakeview Neighborhood.*

This neighborhood is bounded on the west by Lake Washington and on the east by the railroad tracks. Lakeview Drive and Lake Washington Boulevard are both a focus or seam for activities in this neighborhood.

Land uses between the railroad and Lake Washington Boulevard are mixed and pose complex problems. The primary policy direction for the area, including the Houghton Slope and east of Lakeview Drive, would be to continue the primarily low-density residential uses. However, between Lakeview Drive and Lake Washington Boulevard, medium-density residential uses would be permitted, as well as limited offices. Offices and limited freeway commercial would also be allowed at the southern end of the neighborhood near Yarrow Bay.

The neighborhood west of Lake Washington Boulevard includes parks, single and multifamily dwellings, commercial uses, and marinas. Policy direction for the waterfront has already been developed in the Shoreline Master Program. The thrust of these shoreline policies is to maintain residential uses, permit water-dependent commercial uses where commercial uses presently exist, and to place high priority on public access to the water either through park acquisition or easements negotiated during development.

### *Discussion of format for the analysis of the Lakeview area.*

Specific land use designations for the Lakeview Neighborhood are illustrated in Figure L-1. These designations are based on several adjacent uses, traffic patterns, land use inventories, and other relevant concerns. For convenience, the following analysis of this neighborhood has been divided according to functional headings. The use of a particular piece of property is influenced by all applicable functional considerations (namely, natural environment, living environment, economic activities, open space/parks, public services, and urban design).

## 2. NATURAL ENVIRONMENT

### *Development of the Houghton Slope should be limited due to environmentally sensitive slope conditions.*

The Houghton Slope is an environmentally sensitive slope. The most sensitive portions of the Houghton Slope are generally south of NE 58th Street. This area is prone to sliding and erosion. Slopes are steep at an average of 15 percent with some slopes up to 25 percent. There are several steep ravines which have a particularly high hazard of sliding. There are large amounts of groundwater in the slope causing artesian pressure and many small streams. The types of soils in the slope also contribute to its instability, particularly when wet. Sliding is also likely in a time of a low-intensity earthquake. In addition, the slope 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.

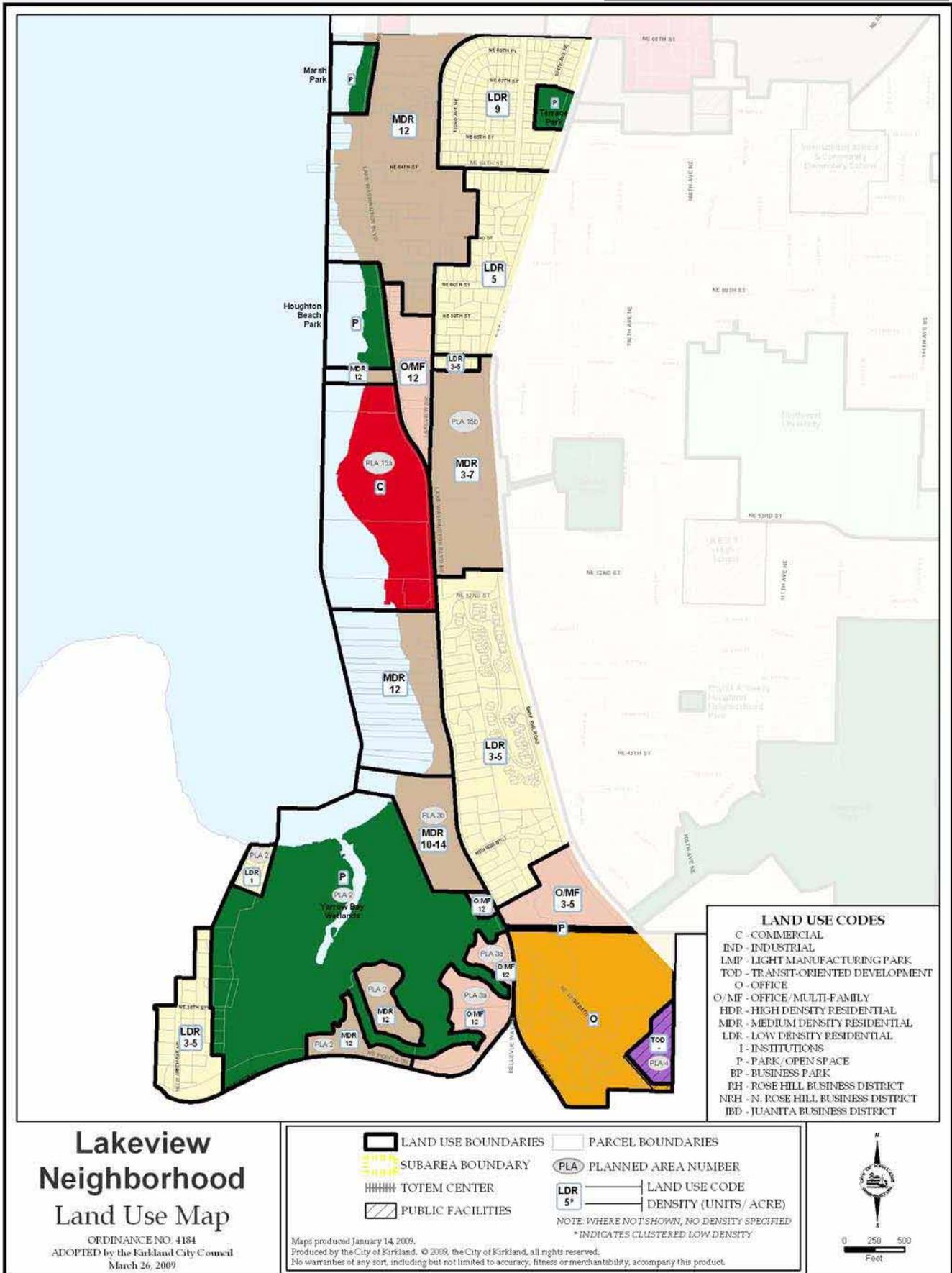


Figure L-1: Lakeview Land Use

## XV.A. LAKEVIEW NEIGHBORHOOD

A slope stability analysis should be required prior to development to identify the magnitude of the hazard and possible mitigating measures. These measures may include severe restrictions on the type, design, and/or density of land use. Existing vegetation should remain to the greatest extent possible to help stabilize the slope. Further standards for development on a sensitive slope are discussed in the Living Environment section.

The northern portion of the Houghton Slope lies north of NE 58th Street. Although less sensitive than the slopes further south, this area also bears careful scrutiny. This area is mostly undeveloped although both low- and medium-density residential uses do exist there. The slope is expected to remain stable if left in a natural condition. However, construction on or adjacent to these slopes may cause or be subject to landsliding, excessive erosion, and drainage or other problems associated with development on a slope. Therefore, a slope analysis should be required prior to development to minimize the problems. If landslide or drainage problems are likely to occur as a result of the proposed development, then the type, design, or density of land use should be restricted as necessary to avoid the problems. Existing vegetation should be retained to the greatest extent possible to help stabilize the slope.

***Yarrow Slope is identified as an environmentally sensitive slope. Slope stability analysis will be required and development will be regulated accordingly.***

The Yarrow Slope, west of the Yarrow Slough, is currently undeveloped and heavily wooded. The slope has been identified as a potentially hazardous slope. Some landsliding occurred in the early 1960s southward along the present location of SR-520. However, nearby landsliding, steep slopes, high water content, and peat deposits warrant additional investigation as to slope analysis indicating minimal hazards; considerations of the cumulative effects of similar development along the entire slope; aesthetic, biological or other factors; low-density residential developments (up to three dwelling units per acre) may be permitted subject to certain standards. Housing

configurations that minimize disruptions to natural systems are preferred. Existing vegetation in these areas should be preserved to the greatest extent feasible to help stabilize the slope and maintain drainage patterns. Special care should be taken during and after construction in order to minimize adverse impacts on the wetlands. A major obstacle to any development on this slope will be the extension of water and sewer service from Lake Washington Boulevard.

***The natural drainage system should be maintained.***

The open watercourses on these slopes should be preserved and maintained in their natural condition and should allow for natural drainage. Structures should not be located near these streams.

***Flood insurance is required in identified flood hazard zones.***

The Yarrow Bay Wetlands has been designated as a flood hazard zone. This designation has been made by the Federal Insurance Administration. Federal law requires that flood insurance be obtained before any federally insured lending institution may approve a loan for development within an identified flood hazard zone.

### 3. LIVING ENVIRONMENT

***Medium residential densities are most appropriate between Lakeview Drive and Lake Washington Boulevard. Standards for new multifamily development are discussed.***

Lying between Lake Washington Boulevard and Lakeview Drive, north of NE 59th Street, is an area of mixed residential densities. Although there is some multifamily housing, almost half of the area is developed as single-family residential. Most structures are older but many are well maintained.

## XV.A. LAKEVIEW NEIGHBORHOOD

Apartment encroachment in single-family areas usually leads to a decay of the existing structures, demolition, and reconversion to more intense use. In order to minimize this encroachment and forestall a premature decay of the single-family areas, standards should be adopted to allow a transition from low density to higher densities. New multifamily development should be restricted to existing defined boundaries via a process of infilling.

- (1) Medium-density residential developments should be permitted only if sufficient land area is available to separate such development from adjacent single-family uses. The resulting land use configuration should not create small single-family areas "sandwiched" between multifamily developments.
- (2) Medium-density residential development should not significantly increase traffic volumes on streets or portions of streets where predominantly single-family homes exist.
- (3) The height of medium-density residential structures should not exceed 25 feet. Taller structures may be permitted toward the interior of the property if such added height is compatible with the character of nearby uses. In no case should structures taller than 30 feet be permitted.
- (4) Setbacks should be sufficiently large to allow landscaping which would visually separate medium-density residential developments from adjacent single-family homes. Vehicular ingress and egress for medium-density residential developments should not be permitted within required setbacks adjacent to single-family uses.
- (5) Parking for medium-density residential developments should be visually screened from adjacent properties and should not be allowed within the required front yard setback. The preferred methods for visual buffering of parking facilities include

landscaping and/or locating such facilities beneath the medium-density residential structure.

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

---

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

---

***Residential development densities on the environmentally sensitive slope should be limited.***

---

The area bounded by Lakeview Drive, NE 64th Street, the railroad, and approximately NE 58th Street falls within a potentially hazardous slope area (see the Natural Environment section). All permitted 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. Densities of four to five dwelling units per acre are appropriate in this area.

## XV.A. LAKEVIEW NEIGHBORHOOD

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

The entire residential area south of NE 58th Street lies on the part of the Houghton Slope identified as unstable.

***Vehicular access to and from the Houghton Slope is problematic.***

Most traffic from developments on the Houghton Slope will have to enter the heavy traffic flows on the Boulevard from steeply sloped driveways. Additionally, in many instances, the line of sight distances for automobiles entering and leaving the flow are generally too short to be safe. These conditions make vehicular access problematic, especially for emergency vehicles.

***Residential development on the sensitive slope should be severely limited.***

The development constraints discussed above combine to reduce the feasible residential densities. It is the cumulative effects resulting from full development at medium to high densities that are of greatest concern. Such development could increase the hazards to life and property and disrupt the aesthetic character of the slope.

***On the slope, residential densities of one to three dwelling units per acre should be permitted according to standards.***

Consequently, the base density for residential development on the unstable slope should be one to three dwelling units per acre, subject to the following standards:

- (1) Preparation of a slope stability analysis;
- (2) Maintenance of maximum vegetative cover;
- (3) Retention of watercourses in a natural state;
- (4) Control of surface runoff at predevelopment levels;
- (5) Limitation of the number of points of access;
- (6) Special review of all development plans.

***Four to five dwelling units per acre should be permitted according to additional standards.***

Residential densities on the slope should be allowed to be increased by an extra one to two dwelling units per acre (up to five dwelling units per acre) depending on the degree to which the development proposal conforms to the following standards, in addition to the standards listed above:

- (1) Preparation of a slope stability analysis which addresses the site to be developed, as well as adjacent sites and the immediate drainage area;
- (2) Recording of a covenant which indemnifies and holds harmless the City for any damages resulting from slope instability;
- (3) Limitation of lot coverage;
- (4) Clustering of structures;
- (5) Ability of the City to provide necessary emergency services;
- (6) Aggregation of at least one acre of land.

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*Constraints may be relaxed when opportunities for an areawide solution on the slope exist.*

While recognizing there are geologic, traffic, aesthetic, and other considerations related to potential slope development, opportunities should exist for solving these problems on an areawide basis. The areawide basis offers a way to consider the slope as a unit, to minimize development which could further aggravate problems, and to mitigate adverse impacts.

*Efforts should be made to preserve the French and Sutthoff houses.*

Three structures which have been prominent in the history of Kirkland – the Marsh House, the French House, and the Sutthoff House – are located along Lake Washington Boulevard. Notwithstanding the language regarding historic structures in the Goals and Policies Section of this Comprehensive Plan, it is the intent of the Houghton Community Council and the Kirkland City Council that only residential use should be permitted in either the Sutthoff or French houses at their present site. Furthermore, nonresidential use should not be allowed in any historic house moved into a residential zone in Houghton.

The Marsh House in its present location is the only historic structure which should be considered as possibly appropriate for nonresidential use.

*Medium-density residential uses are appropriate south of NE 59th Street between Lakeview Drive and Lake Washington Boulevard.*

The area south of NE 59th Street between Lakeview Drive and Lake Washington Boulevard has been designated as suitable for medium-density residential (12 dwelling units per acre) and small professional offices (see the Economic Activities section for the discussion of this designation). The

standards listed for medium-density developments north of NE 59th Street should apply in this area also.

### 4. PLANNED AREAS

*Lands west of Lake Washington Boulevard include planned areas.*

Within the Lakeview Neighborhood, three tracts of land have been designated as "Planned Areas." These designations are based on unique conditions including interface conflicts, large parcel ownerships, traffic patterns, topographic conditions, and other factors which may influence future development of the land. The complex problems unique to these Planned Areas can be overcome best through coordinated development of each area as a total unit. The location of each Planned Area is shown in Figure L-1.

*Policy direction for the Yarrow Bay Wetlands.*

Planned Areas 2 and 3 include the Yarrow Bay Wetlands. Any development in this entire area should maintain the functional integrity of the wetlands and maintain the biologic functions of storage and cleansing of runoff waters (see Shoreline Master Program Conservancy Environment).

#### PLANNED AREA 2: YARROW BAY WETLANDS AND UPLANDS

*Justification of uses in Planned Area 2. Yarrow Bay Wetlands should be reserved for open space or park use or severely limited development.*

Planned Area 2 contains the bulk of the Yarrow Bay Wetlands which are identified as a Conservancy Environment in the Shoreline Master

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Program, as well as the upland area which is outside the shoreline boundary.

Under the umbrella of these shoreline policies, the preferred use of the land defined as a Conservancy Environment would be as open space or a passive park area. Additional policies indicate that the wetlands, as an area of aesthetic, biological, educational, and anthropological value, should be preserved as such. In 1987, the majority of the wetlands area was 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 the remaining area not discussed below, densities should be extremely limited (one dwelling unit per acre). Any development should undertake methods to prevent methane entrapment and settling of both structure and utilities systems.

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### *The uplands area adjacent to Points Drive should be developed as multifamily.*

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The preferred use of the uplands portion of PLA2, outside the shoreline boundary and adjacent to or with direct access to Points Drive, would be high-density multifamily development (up to 12 dwelling units per acre), and up to 6 additional units per acre where such additional units per acre are dedicated to low-income senior housing. The uplands portion of PLA2, adjacent to Points Drive, provides an excellent opportunity for high-density residential because of its close proximity to an employment center, access to transit facilities, and its separation from adjacent low-density residential development. Such development should be designed to maintain adequate setbacks from the wetlands and to prevent settling of both structures and utility systems.

### **PLANNED AREA 3: SR 520/LAKE WASHINGTON BOULEVARD**

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#### *Constraints on development in Planned Area 3.*

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The northwest quadrant of the SR-520/Lake Washington Boulevard interchange is defined as Planned Area 3. This planning area is divided into two subareas, based on the unique conditions for development within each subarea. There are many planning constraints on development in this area. This area is the entrance to the City and, hence, the character of development is important. The stream requires protection as well as concern for the relationship of development to the adjacent wetlands. Ingress and egress onto Lake Washington Boulevard and Points Drive should be carefully controlled in order not to negatively impact the traffic on the Boulevard and approach to SR-520. It is, therefore, considered appropriate that any development will need to plan for the entire landholding within each subarea and how it relates to surrounding parcels.

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#### *Subarea A is suitable for medium-density residential uses or offices.*

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Development in Subarea A may be permitted for medium residential density at 12 dwelling units per acre or for offices, taking full precautions as recommended by the required soils and geologic investigation. The clustering of development is encouraged in Subarea A. Under Planned Unit Development procedures, certain increases in the height of structures may be considered as long as views are not significantly obstructed.

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#### *Subarea B is suitable for multifamily, hotel/motel, and limited marina use.*

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Subarea B is fully developed with multifamily residential. Because of its adjacency to existing single-family and multifamily uses on the east and north, development of Subarea B to office or other similar non-residential uses would not be desirable. Use of

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

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

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

### ***PLANNED AREA 4: 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.

### ***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.

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

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

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

### *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.

### *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.

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

#### *Subarea A is described.*

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

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

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

#### *Subarea B is described.*

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

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

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*The primary objectives for development in PLA 15 are to maximize public access, use, and visual access to the lake and to maintain the natural characteristics and amenities of the Houghton Slope.*

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The primary objectives for development in Planned Area 15 are to maximize public access to and use of the waterfront, to maximize visual access to the lake for the public from Lake Washington Boulevard, and to minimize encroachment of development on the natural characteristics and amenities of the Houghton Slope. In addition, development should occur in such a manner that impacts to existing development in the vicinity are minimized. Impacts of particular concern include view obstruction, traffic volume and movement, noise and glare from uses of higher intensity, and compatibility of building scale. While the potential public benefits from development in Planned Area 15 are considerable and should not be diminished in importance, these benefits should be achieved in a manner that offers property owners in Planned Area 15 reasonable development opportunities and effective incentives to provide the desired public benefits. Policies to achieve these objectives are described below.

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*Subarea A should be developed with a mixture of uses. Residential development should be allowed at a density of 12 dwellings per acre.*

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Subarea A, west of Lake Washington Boulevard, should be developed with a mixture of uses. Like the shoreline areas lying immediately to the north and

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south, residential development in Subarea A should be allowed at a density of 12 dwelling units per acre. However, a density bonus at up to two units per acre would be appropriate if public benefits are incorporated into development. As a means of minimizing waterfront development and providing greater public use and visual access opportunities, some of the permitted unit count should be encouraged to be transferred to Subarea B lying east of Lake Washington Boulevard.

***‘Water dependent’ and ‘water oriented’ commercial uses should be included.***

In addition to residential uses, Subarea A also should include nonresidential uses which provide opportunities for greater public use and enjoyment of the waterfront. Highest priority should be given to uses such as marinas which are “water dependent.” These uses should be encouraged to incorporate public use amenities such as short-term moorage, access to piers for fishing, strolling or other activities, and boat launching facilities.

Also desirable in Subarea A are commercial uses which enhance the public orientation of the waterfront. Restaurants, small retail shops, museums, theaters, and other similar uses should be permitted if they are oriented to and integrated with water-dependent uses and waterfront public use areas. Offices also should be permitted if they do not detract from the public orientation of the waterfront.

***Public access to and along the water’s edge and waterfront public use areas should be developed.***

All development in Subarea A should include areas which are open for public use. A public trail should be required along the entire length of the waterfront with connections to Lake Washington Boulevard at or near each end. Areas which are available for other public waterfront activities also should be strongly encouraged.

***Public improvements adjacent to Lake Washington Boulevard are also desirable.***

Public use areas also should be encouraged adjacent to the westerly margin of Lake Washington Boulevard. The Boulevard is now a popular path for pedestrians, joggers, and bicyclists. Expansion of the area now available for or associated with these activities would be a significant public asset.

***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 should be protected.***

Visual access to Lake Washington from Lake Washington Boulevard should be an integral element in the design of development in Subarea A. Building height, setback, and view corridor requirements should be allowed to be varied from elsewhere along the waterfront if it is demonstrated that greater visual access to Lake Washington is achieved and that views from existing development in and adjacent to Planned Area 15 are not significantly impaired. In accordance with the Shoreline Master Program, buildings within 200 feet of the lake may not exceed a height of 35-41 feet.

***Subarea B should be developed with residential uses at a density of three to seven dwellings per acre. Dwelling units may be transferred from Subarea A subject to conditions.***

Subarea B, east of Lake Washington Boulevard, should be developed exclusively with residential uses at a base density of three to seven dwelling units per acre. Within this specified density range, actual permitted density should be determined by the degree of compliance with the policies for development on the Houghton Slope as discussed on pages A-5 and A-6. Unit count which is proposed to be transferred

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from Subarea A may be permitted over and above seven dwelling units per acre if it is demonstrated that the resulting increased unit count will maintain compliance with these policies. However, in no case should dwelling units be developed within the steep ravine located near the middle of Subarea B.

***In order to minimize the developed area on the slope, increased building height should be considered.***

In order to minimize the developed area on the slope, increased building height in Subarea B should be considered. Where increased building height is proposed, it should be demonstrated that taller buildings will not significantly impair views from existing development to the east of Planned Area 15.

***Traffic impacts to Lake Washington Boulevard should be considered. Access points should be limited.***

A major consideration in the design of Planned Area 15 should be the impact of traffic on Lake Washington Boulevard. On- or off-site improvements, including signalization, channelization, and lane reconfiguration, should be required as necessary to mitigate identified traffic impacts. In order to minimize disruption of traffic flow, the number of access points to Planned Area 15 should be strictly limited and controlled. West of the Boulevard, the primary point of access should be located at the intersection of Lake Washington Boulevard and Lakeview Drive. East of the Boulevard, more than one primary point of access may be necessary due to the divided ownership pattern. Nevertheless, the number of access points should be kept to the smallest possible number.

The properties within Subarea A and south of Carillon Point should be limited to one access point onto Lake Washington Boulevard. A transportation demand management plan and a vehicle circulation and pedestrian safety plan with provisions for safe pedestrian and vehicular access to and from Lake Washington Boulevard should be provided for any new development.

***Carillon Point is developed as a mixed use Master Plan, subject to an approved Master Plan.***

Carillon Point has been designed and constructed as a coordinated and planned development. As a prerequisite to any construction, the development went through an extensive public review and City approval process. Any future major change to the development should be reviewed to ensure Master Plan compliance.

***The existing marina in Subarea A and south of Carillon Point should be retained.***

The existing marina development in Subarea A and south of Carillon Point provides water-dependent uses and an opportunity for waterfront public use areas. Any future redevelopment of this site should include retaining the marina. Office and multifamily are appropriate uses for the upland portion of the site; provided, that any new use is integrated and planned around the marina. A view corridor from Lake Washington Boulevard to the water should be provided across the southern portion of the site. Vegetation height and placement of parking and loading areas should be limited to protect the view corridor.

***Development elsewhere along the shoreline is discussed.***

Existing development elsewhere on the shoreline is primarily residential. As discussed in the Shoreline Master Program, residential uses should continue to be permitted along the shoreline. Outside of Planned Areas 2, 3, and 15 and the Yarrow Slough Slope, which are discussed above, multifamily uses should be permitted at medium densities (12 dwelling units per acre). This is a lowering of densities at which multifamily developments have taken place in the past, but is consistent with the density of apartment development on the east side of Lake Washington Boulevard, west of Lakeview Drive. Past densities have created severe ingress

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and egress problems onto Lake Washington Boulevard.

As specified in the Shoreline Master Program, new residential structures constructed waterward of the high water line are not permitted. Additional standards governing new multifamily development can be found in the Shoreline Master Program.

***Constraints in the area south of SR-520 limit development densities up to three dwelling units per acre.***

The area south of SR-520, within the City limits, has physical orientation to the Clyde Hill area. Access to this location is very difficult and constrained through the single-family residential area of Clyde Hill. Hence, the properties in that location will be strongly affected by the eventual development of the area. Public servicing to the area south of the freeway will also be difficult. There is an environmentally sensitive slope in that location, although the slope has been modified by the construction of SR-520. For these reasons, and to provide compatibility with the nature of development in Clyde Hill, a density of up to three dwelling units per acre is appropriate. Clustered or attached dwelling units are encouraged in order to assist mitigating potential development problems.

### 5. ECONOMIC ACTIVITIES

***Offices and limited commercial activities should be permitted in the northeast quadrant of the Lake Washington Boulevard/SR-520 interchange.***

Much of the northeast quadrant of the SR-520/Lake Washington Boulevard interchange has already been committed to certain economic activities including large and small office structures, restaurants, and a motel. Due to the availability of adequate public services, easy access to major arterials and to the freeway, and the overall compatibility with adjacent land uses, the northeast

quadrant of this interchange should continue to be devoted to commercial activities. The most appropriate use of this land would include such activities as office structures, and some freeway-oriented uses, such as motel facilities. Limited convenience commercial facilities may be included as part of the office structures or with freeway-oriented uses, but not as a primary use. Retail commercial facilities beyond the scope of convenience facilities are not considered appropriate because these kinds of activities should be concentrated in existing major commercial centers (the Central Business District or Totem Lake Shopping Center) as well as neighborhood shopping centers. All developments, especially along Lake Washington Boulevard, should include landscaping and other elements to enhance this interchange as an entry to the City.

***Offices should be allowed at the southern end of the Houghton Slope.***

Office development also should be allowed to extend northward onto the southern end of the Houghton Slope. Offices in this area would have the same locational advantages of the area immediately to the south. At the same time, with proper site planning and building design, offices would provide a desirable transition to the residential area to the north. In order to ensure suitable office development, the following standards should be met:

- (1) Compliance with the standards for residential development at a density of up to five dwelling units per acre elsewhere on the unstable Houghton Slope.
- (2) Compatibility of building scale and density with residential uses.
- (3) Use of natural features, such as ravines, watercourses, or areas of significant natural vegetation to provide a separation from residential uses.

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- (4) Use of wide vegetated setbacks adjacent to residential uses.
- (5) Vehicular access will not be placed across residentially zoned property.
- (6) Preclusion of any commercial uses other than offices.

### ***Land uses south of NE 59th Street and between Lakeview Drive and Lake Washington Boulevard are discussed.***

The area lying south of NE 59th Street between Lakeview Drive and Lake Washington Boulevard contains a mix of uses. Within the area existing uses include a small clothing manufacturing plant. The one-story clothing manufacturing plant creates minimal visual impacts on the neighborhood and provides, informally, some parking to handle the overflow from Houghton Beach Park. South from the industrial area on lands zoned for neighborhood business and professional office/residential exists a mixture of land uses including single-family, duplex, multifamily, and office use.

### ***The area south of NE 59th Street, between Lakeview Drive and Lake Washington Boulevard is suitable for medium-density residential uses and small professional offices.***

In order to blend future activities with existing uses, medium-density residential uses with small professional offices are most appropriate south of NE 59th Street. The character of this neighborhood has changed significantly since the days when the nearby waterfront included shipbuilding activities and oil storage facilities. Many activities permitted in light industrial areas are no longer compatible with the residential activities and the new Houghton Beach Park. The existing manufacturing plant could continue. Medium-density residential uses, at a density of 12 dwelling units per acre, and small professional offices should be considered the base uses. (Standards for the medium-density residential uses are described above in the Living

Environment section for the residential area between Lake Washington Boulevard and Lakeview Drive north of NE 59th Street. These standards also apply to professional office development.) No convenience or retail commercial uses should be considered.

### ***Commercial activities east of Lake Washington Boulevard 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 neighborhood. The use 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 area should be permitted.

A small antique store, a furniture store/office, and a fast food restaurant exist along the east side of Lake Washington Boulevard between NE 59th and 60th Streets. The restaurant is relatively new and meets most or all of the current zoning standards for such uses. The antique and furniture stores, on the other hand, clearly do not meet zoning standards for building setbacks and parking, and other zoning nonconformances are likely. Even so, both buildings are of a scale and design which are compatible with neighboring residential uses. The furniture store building was constructed in the early 1900s and has historic significance as an early site of the Houghton Post Office. This area is appropriate for single or multifamily residential, office, and limited commercial uses. Redevelopment for residential uses should comply with all applicable zoning standards. The continuation of existing office and commercial uses within the existing nonconforming structures should be allowed. New commercial uses and redevelopment of the existing structures also would be appropriate if they maintain or enhance compatibility with nearby residential development, are respectful of the historic character of the site, and maintain a strong pedestrian orientation. Some flexibility in applying normal zoning standards

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should be allowed if these objectives are met. Redevelopment of the site for office or commercial use should meet the following standards:

- ◆ Commercial uses should be compatible with and respectful of the historic context of the site. Historical interpretation should be incorporated into the development. In addition, building design should incorporate design elements of the facade of the historic post office building.
- ◆ Commercial uses should serve the neighborhood and attract customers and clientele that would largely access the site via pedestrian, transit, or nonmotorized transportation.
- ◆ Vehicle sales and service uses and drive-through facilities should not be allowed.
- ◆ Commercial uses should not generate noise incompatible with adjacent residential use after 10:00 p.m.
- ◆ The height of structures and vegetation should be limited. Building height should be a maximum of 1.5 stories (20 feet maximum with sloped roof) above grade. Covenants controlling vegetation heights should be recorded to preserve views from the east.
- ◆ Nonconforming parking should be allowed at one parking space per 400 square feet of building, provided site and building design maintains a strong pedestrian orientation and accommodates nonmotorized transportation. See Design Guidelines for Pedestrian-Oriented Business Districts, adopted by reference in the Kirkland Municipal Code.
- ◆ Parking areas should be placed, screened, and buffered to mitigate impacts to nearby residential uses.
- ◆ On-street angled parking on NE 60th may be counted toward required parking with necessary improvements to NE 60th Street provided at developer expense.

- ◆ To ensure conformances with the above standards, development should be reviewed through Process IIB.

### *Commercial uses along the shoreline are discussed.*

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 economic activities are specified in the Shoreline Master Program.

## 6. OPEN SPACE/PARKS

### *Open space/parks should be maintained in the Lakeview area.*

Current park needs for this area are being met by facilities at Lakeview School to the north and the waterfront parks to the west. In addition, the former Houghton City Hall site has been developed as Terrace Park, a neighborhood facility.

### *Open space and recreation facilities and opportunities are identified.*

The shoreline represents a unique feature of the natural environment. It provides areas for active and passive recreation as well as being a significant visual open space. Existing waterfront park facilities include two waterfront parks – Houghton Beach Park and Marsh Park (see Figure L-1). In addition, Morning-side Park in the town of Yarrow Point is located west of the Yarrow Bay Wetlands.

The City should continue to pursue the policy of acquiring waterfront property for recreation purposes wherever possible. In particular, the Yarrow Bay Wetlands have been identified as a potential passive

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recreation/nature trail park. Intergovernmental funding for the purchase and improvement of this regional facility should be sought.

***Houghton Slope should be maintained as an important visual amenity.***

The Houghton Slope should be maintained as an important visual open space in the community. Any permitted development should maintain most of the existing vegetation not only to help stabilize the slope but for other utilitarian and amenity purposes.

***Major pedestrian and bicycle system discussed.***

Pedestrian and bicycle pathways are also part of the park and open space system, in addition to providing a transportation function. Major pathways in the Lakeview area should be established according to the designations in Figure L-2.

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

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

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

***Major pedestrian/bicycle ways are identified.***

Bicycle/pedestrian ways shown in Figure L-2 for this area represent only the major routes and do not include sidewalks and other lesser elements of the path system. The spine of the path system is formed by a

proposed path/trail within the railroad right-of-way that winds its way through town near most major and many secondary activity centers.

### 7. PUBLIC SERVICES/FACILITIES

***Water, sewer, and drainage facilities are discussed. System deficiencies should be corrected or upgraded prior to occupancy of new development. Runoff should be minimized.***

In parts of the Lakeview area, water and sewer service is not adequate to support full development according to land use designations in Figure L-1. Isolated problems may also arise with regard to storm drainage as natural areas become developed. Prior to occupancy of new development, the water, sewer, and drainage facilities should be extended and/or upgraded to meet the requirements of the designated land use for the area.

Furthermore, methods should be implemented to maintain surface runoff at predevelopment levels.

***Adequate water and sewer facilities should be required prior to the time of occupancy.***

Water, sewer, and drainage facilities are adequate for possible developments along Lake Washington Boulevard. No service is presently available to either the Yarrow Bay Wetlands area or Yarrow Slope. Prior to the occupancy of new developments, the water, sewer, and drainage facilities should be extended to meet the requirements of the designated land use for the area. Septic tanks should be prohibited.

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### *Circulation patterns described and the following recommendations made.*

The circulation patterns in the Lakeview Drive/Lake Washington Boulevard area are well established and permit large volumes of through traffic to flow north and south on both Lakeview Drive and Lake Washington Boulevard.

### *Lake Washington Boulevard provides a major through route and serves as a major pedestrian and bicycle corridor.*

Lake Washington Boulevard is designated as a major arterial and provides the major north-south route through Kirkland south of the Central Business District and west of I-405. The Boulevard also provides local access for a substantial number of residential developments and businesses. A significant proportion of existing traffic, however, is probably attracted to the Boulevard as much because of the scenic vistas of Lake Washington as because of convenience or necessity. The scenic qualities of the Boulevard also contribute to making it a major pedestrian and bicycle corridor, serving waterfront park users, joggers, strollers, and downtown shoppers.

### *Traffic problems on Lake Washington Boulevard are described.*

In the last several years, traffic on Lake Washington Boulevard has greatly increased, particularly during morning and evening commute periods. This has restricted local access to and from the Boulevard and has created noise, safety problems, and conflicts for pedestrians, bicyclists, and adjacent residents. Furthermore, these problems are compounded by traffic speeds generally in excess of the posted limit. Solutions to these problems should be sought which recognize that the Boulevard has a scenic, recreational, and open space function which is as important as its function as a commute route. Although police enforcement of speed limits is necessary, the most

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

- (1) Completion of sidewalks along the entire length of both sides of Lake Washington Boulevard.
- (2) Widening of sidewalks where sufficient right-of-way exists or by providing incentives for widening sidewalks onto private property at the time of development.
- (3) Installation of pedestrian crossings at intersections and adjacent to waterfront parks where safety considerations allow such installation.
- (4) Additional use of a center left-turn lane at intersections or where on-street parking is not needed.
- (5) Development of landscaped median islands to separate traffic and provide pedestrian safety where center left-turn lanes or on-street parking are not needed.
- (6) Continuation and widening of bicycle lanes.
- (7) Installation of traffic signals at the intersection of Lake Washington Boulevard with Lakeview Drive and NE 38th Place.
- (8) Installation of on-street parking in areas of high parking demand, provided that traffic safety will not be impaired.
- (9) Installation of bus turnouts.

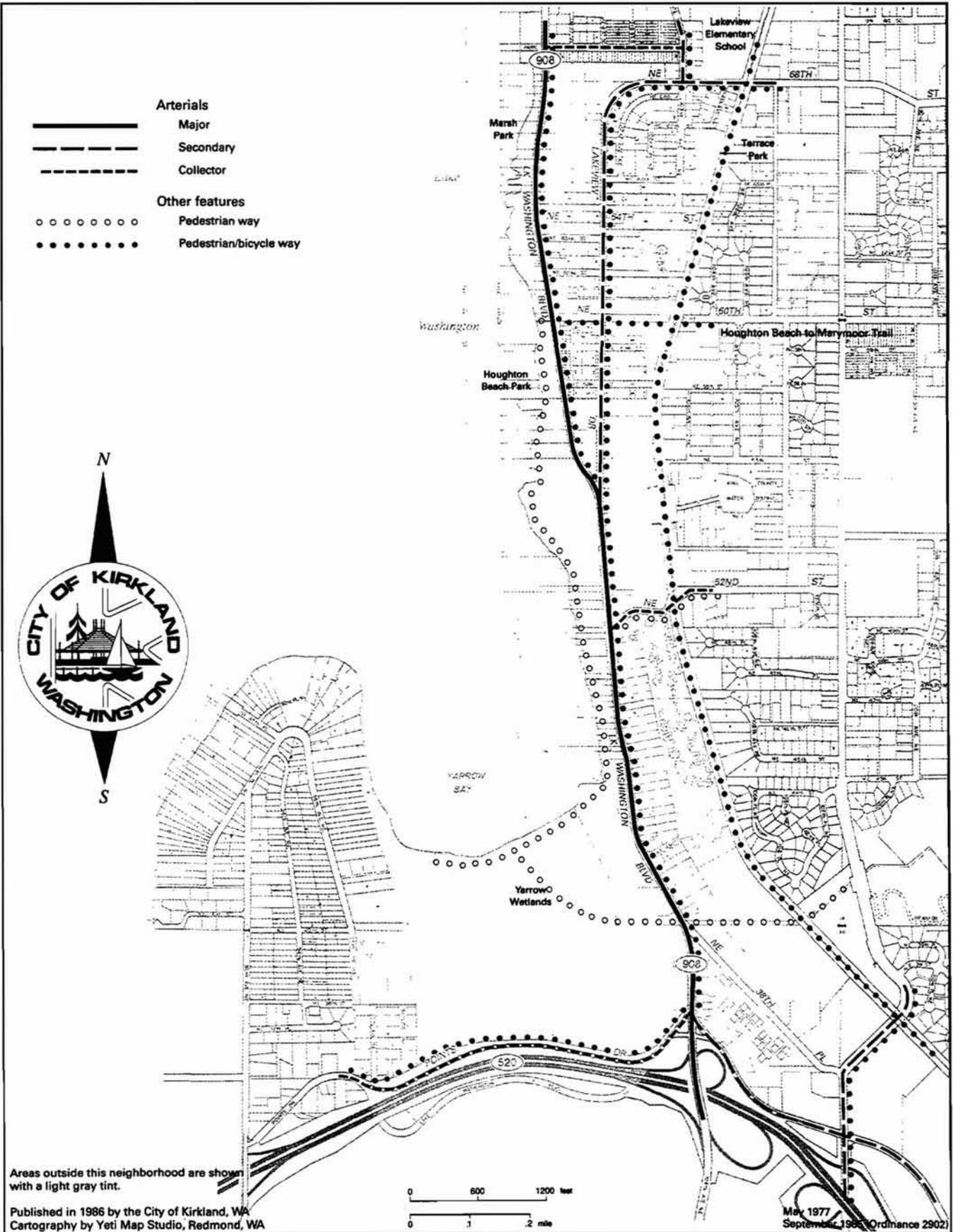


Figure L-2: Lakeview Circulation

## XV.A. LAKEVIEW NEIGHBORHOOD

### ***Implementation should be both areawide and site specific.***

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

### ***Regional solutions should be sought.***

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

- (1) Improvements to the ingress and egress to I-405 at NE 4th Street and NE 8th Street in Bellevue and NE 116th Street and NE 124th Street in Kirkland.
- (2) Improved access to I-405 from Juanita and north Kirkland by upgrading and widening NE 116th Street and NE 124th Street.
- (3) 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.
- (4) Improvements to the I-405/SR 520 interchange.

### ***Shoreline parking should be limited and coordinated off-site parking should be considered.***

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

### ***Lakeview Drive is described.***

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

### ***NE 52nd Street is described.***

East-west through access up the slope is provided only by NE 52nd Street. This street has been redeveloped in conjunction with adjacent development. NE 52nd Street is designated as a collector arterial and as such should continue to serve a limited function for through traffic.

### ***Undergrounding of 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.

### ***Bicycle/pedestrian pathways are discussed.***

The path/trail system shown in Figure L-2 indicates only the major elements of the system. A bicycle/pedestrian trail along the Lake Washington Boulevard is a priority element which would serve both transportation and recreation functions. In addition, a public waterfront trail with connections to the Boulevard should be a required element of all shoreline developments other than single-family homes.

# XV.A. LAKEVIEW NEIGHBORHOOD

## 8. URBAN DESIGN

*Urban design assets are identified on Figure L-3.*

The Lakeview Neighborhood has a very clear and vivid visual image that is created by a number of urban design assets; in many cases, these neighborhood assets also have importance to the larger City, such as the ‘Pathway’ of Lake Washington Boulevard and the ‘Gateway’ at NE 38th Place.

*‘Visual Landmarks’ are discussed.*

The two major visual landmarks in this neighborhood are Lake Washington and the Yarrow Bay Wetlands. These large natural features provide a sense of orientation as well as a sense of openness and nature. They are visible from both SR-520 and Lake Washington Boulevard which are the two primary approaches to the City and the neighborhood. Preserving open views from these two key pathways to these two major landmarks should be a high order public policy objective.

Minor visual landmarks in this neighborhood include the Lake Washington Shipyards, the Shoreline parks, and the historic Marsh, Sutthoff, and French homes. These manmade landmarks, although smaller in scale than lakes and wetlands, are also vivid visual images and reference points. They aid in orientation as well as an awareness of the recreational and historical character of the community.

Even minor landmarks can be enhanced. For example, the parks signs used by the cities of Seattle and Redmond effectively convey the name of a park as well as continuity with the larger park system. Signs can also be used effectively with the historic buildings and, in the case of the Marsh House, vegetation can be removed to make the home itself far more visible from the road.

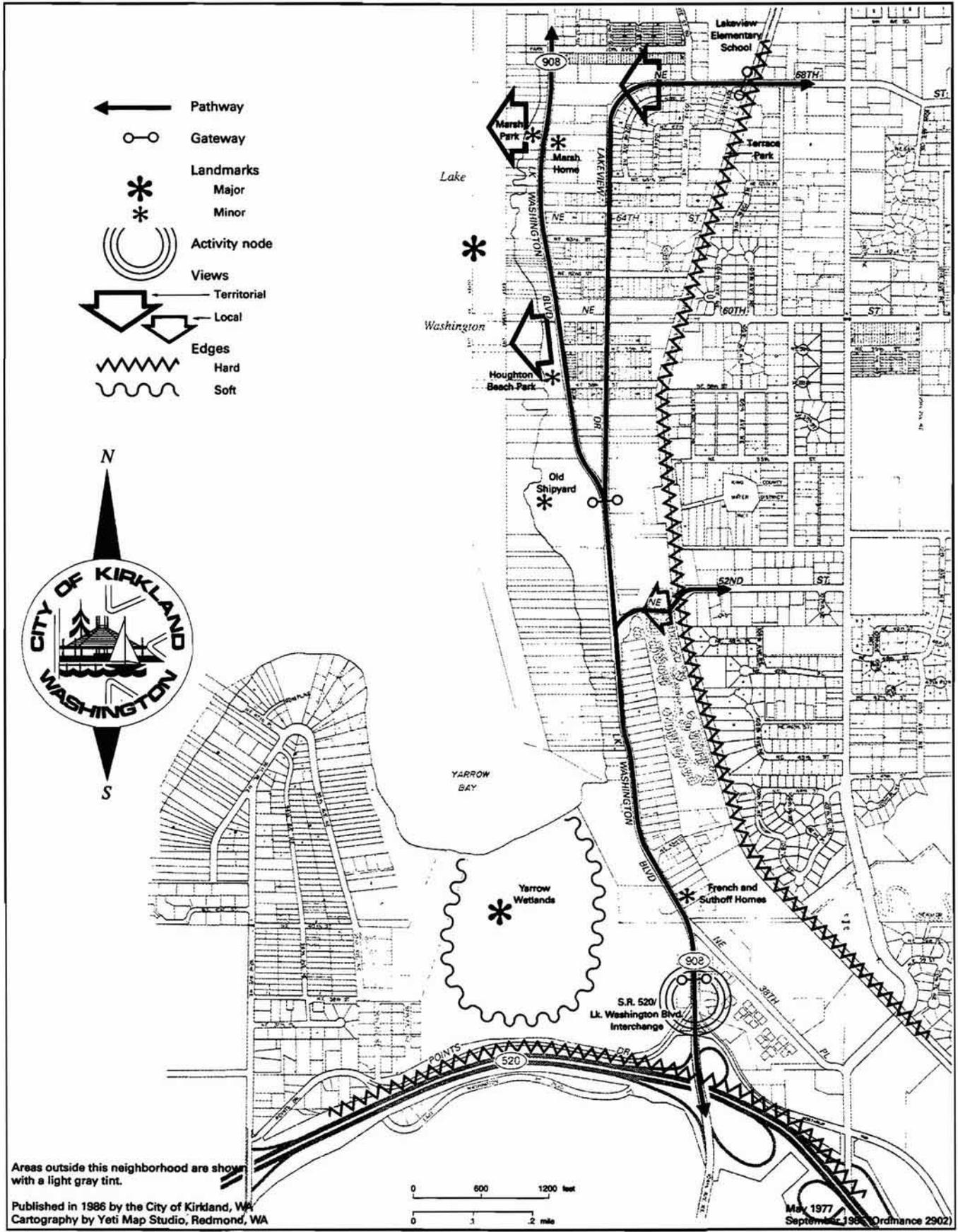
*‘Pathways’ are discussed.*

SR-520 and Lake Washington Boulevard are the two pathways from which a majority of residents and passersby form their visual impression of the Lakeview Neighborhood and the City itself. Motorists on SR-520 see the Yarrow wetlands as an open green area which abuts the activity node at the interchange with Lake Washington Boulevard. This view from the road will be the basis for the City’s image in the minds of these passersby. The importance of Lake Washington Boulevard as both an automobile and pedestrian pathway is critical. It is the route by which the neighborhood’s landmarks are seen and its most prominent gateway entered. Slower traffic speeds will enhance the motorist’s ability to appreciate the visual landmarks as well as improve the safety and viability of the Boulevard as a public promenade.

*‘Gateways’ are discussed.*

Gateways to a neighborhood or city provide an important first impression of the area’s character and quality. Clear and vivid gateways enhance identity by conveying a sense of entry into something unique.

A very important gateway is the City’s southern entrance at the Interchange of SR-520 and Lake Washington Boulevard.



## XV.A. LAKEVIEW NEIGHBORHOOD

The City entryway sign located by Cochrane Springs Creek is the focal and symbolic gateway, but the entire commercial activity node can also be seen as the gateway (see below). The prominence of the City sign can be greatly strengthened by removing the clutter of nearby street signs and utility poles, and by adding a wall or fence to screen the adjacent utility box and provide a backdrop for the City sign. This improved entry signing could also highlight the creek crossing and should be coordinated with similar gateway treatment on the west side of the street.

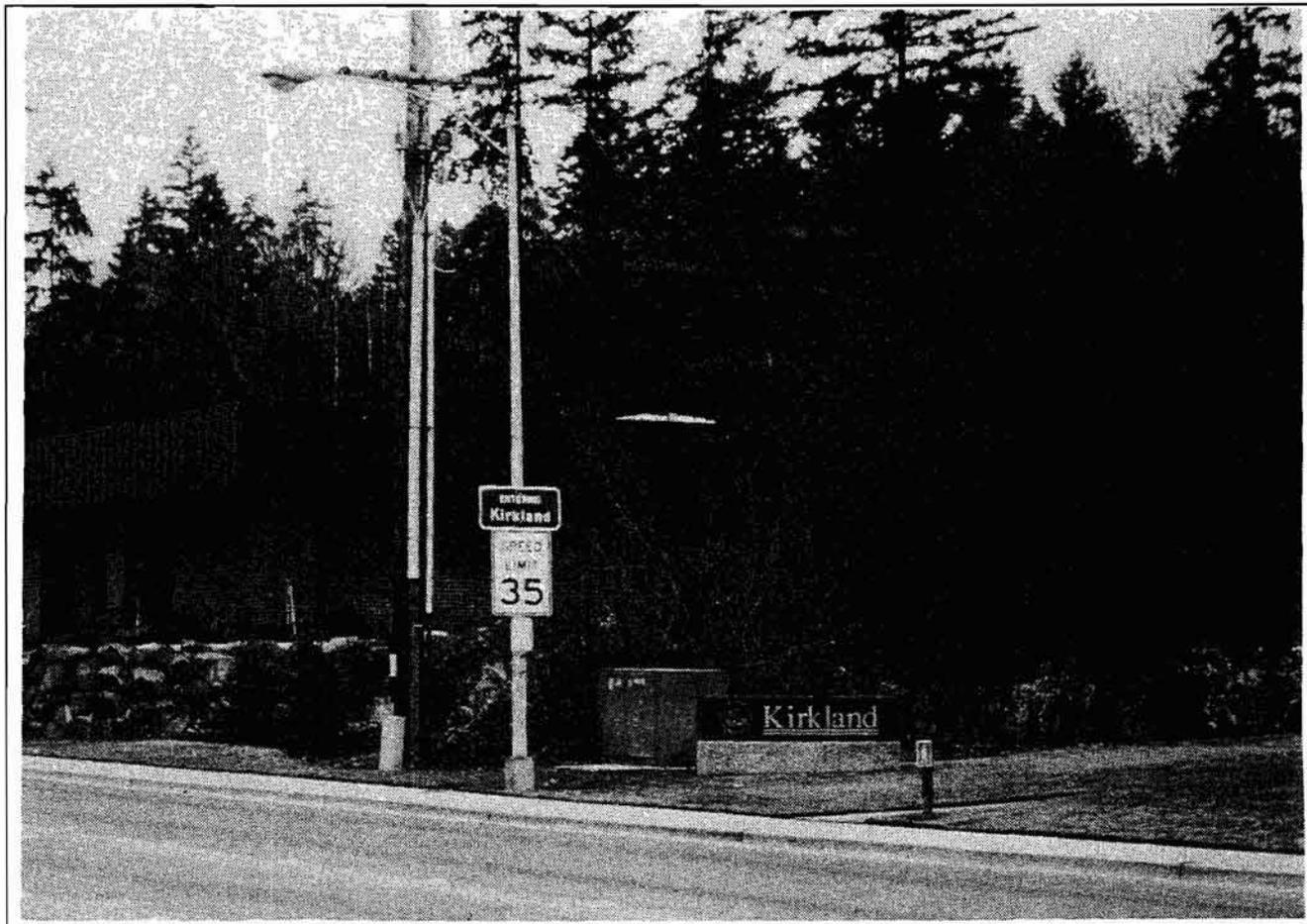
### *'Activity Node' is discussed.*

The commercial uses located in the interchange of SR-520/Lake Washington Boulevard collectively form a prominent activity node. There are a variety of uses including offices, restaurants, a service station, and a motel, but the City has guided development in this area to achieve functional auto and pedestrian linkage and a coherent visual character. For example, grouped street access and coordinated internal walkways have reduced local traffic congestion and strengthened linkages between projects. Similarly, coordinated perimeter landscaping and ground-mounted signs have helped achieve a coherent, uncluttered streetscape. Lastly, the various projects in this 'node' exhibit similarly pitched or angular rooflines. This architectural pattern is due partly to coincidence (Yarrow Office Quads and Denny's/Ramada) and partly to a conscious attempt to repeat the existing pattern (Linbrook and Yarrow Village). When viewed collectively, this combination of rooflines, building shapes, landscaping, and signs adds up to a coherent whole with a sense of identity, even though these various projects differ in a number of ways.

### *'Edges' are discussed.*

The outer boundaries of the Lakeview Neighborhood are determined by two 'Hard Edges' (SR-520 and the railroad tracks) and two 'Soft Edges' (The Yarrow Bay Wetlands/Slope and Lake Washington). SR-520 and the wetlands also serve to separate Kirkland from Clyde Hill and Yarrow Point, respectively. Edges such as the lake and wetland are important because they prevent communities from 'oozing' imperceptibly into one another, a phenomenon that contributes to anonymity, for example, in cities in the Los Angeles Basin. This urban design value is coincident with the sense of openness and nature but is equally important to a community's sense of place and quality of environment.

## XV.A. LAKEVIEW NEIGHBORHOOD



**Figure L-4: Lakeview Gateway**

The northeast quadrant of the SR 520/SR 908 Interchange has developed since 1977 into an ACTIVITY NODE with offices, restaurants, a motel, and service station. Lake Washington Boulevard is the southern GATEWAY into the City, a fact enhanced in 1983 by the erection of a wooden city entryway sign as shown. This GATEWAY feature can be clarified and made more vivid by removing or relocating extraneous pole and sign clutter which detracts from its prominence and by adding a screening wall or fence between the sign and utility box. A brick or wood fence would also enframe the sign, as would flower beds. These improvements could, by their design, highlight the presence of Cochrane Springs Creek, which is in the vegetative buffer immediately behind the box.



## Lakeview Neighborhood Plan Update Schedule Revised 8/10/2010

*Dates are subject to change*

✓	September / October 2009	PC and HCC meeting to approve update process
✓	October 29, 2009	Public open house
✓	November 2009	Advisory Group formed
✓	December 8 & 9, 2009	Neighborhood U meetings (2) for Kirkland Alliance of Neighborhoods
✓	January - July 2010	Lakeview Advisory Group meetings
	August 23, 2010	HCC/PC joint study meeting to discuss recommendation
	September 27, 2010	HCC study meeting
	October 25, 2010	HCC study meeting
	November 18, 2010	PC study meeting
	December 2010	Advisory Group review
	January 2011	HCC/PC joint open house/public hearing
	February 2011	PC Recommendation HCC Recommendation
	March 2011	City Council Review
	April 2011	City Council Action
	May 2011	HCC Action

HCC=Houghton Community Council PC=Planning Commission



## Lake Washington Blvd Community Group for Improvements and Fair Zoning

August, 2010

Dear Kirkland Planning Commission and Houghton Community Council Members;

We are a group of property owners between 38<sup>th</sup> NE and 52 NE along the East side of Lake Washington Blvd. This is a ½ mile area of land whose zoning has not been changed for at least 75 years. We are grateful that you are taking notice of the need to update the zoning in our area. We are asking for a rezone of our area to allow for new homes to be built on smaller lots. A density of 3.6 or 5. would allow all the current home owners to add between one and four houses to their lots. The 3.6 density is the same as across the street from our area, along the waterfront, and would allow for single family homes, for clustering of homes, or for duplexes, triplexes, and townhomes.

All new housing would be subject to the same zoning restrictions in place for Kirkland, including a height restriction of 30 ft., protection of slopes, significant trees, care with hazardous areas, and other restrictions currently in the code.

The question the majority of property owners are asking is “ **Why is every other part of the Blvd, from the Bellevue city limits into downtown Kirkland, zoned multi-family, but our area is not?**” **The only reason for this is that 25 years ago, when the city did a rezone along the water side of the street, it did nothing for our side. And there seems to be no one who can tell us why not. The City has not done a look at the zoning here since the mid 80’s, even though many of the residents have asked them to do so. This has been our first opportunity to have this issue taken up by the Councils since the mid 80’s, even though it is suppose to be done every 10 years, every seven years according to the Growth Management Act.** To have one side of our neighborhood zoned 3.6 and our side zoned 12.5 makes no sense and serves to discriminate against our ability to make changes to our property. In addition, we are paying large property taxes for many of our lots that are almost twice the size of the current zoning. So for the past 25 years have been paying additional property taxes on land that we can do nothing with.

Forty to sixty years ago, large single family lots were the norm in the city. Since then, lots have grown much smaller and most families now want these smaller lots. Also, in the past 60 years, the Blvd has changed from a neighborhood to a busy street with so much traffic that there is no sense of neighborhood, people cannot visit neighbors because of the large lots and the narrow sidewalk, and the older houses are falling into disrepair and even decay. Because of the lot sizes, the busy street, and the older homes, people are finding it difficult to sell their homes and many of them are therefore becoming rentals. Three are actually vacant and at risk of squatters or even more serious physical decay.

The recent Growth Management Act has become important as we consider changing the zoning in this area. The GMA policy is to maintain low density and farmland outside our cities by increasing the density within the cities. This will mean less traffic from outside the cities,

less use of cars and gasoline, and will contribute to keeping green space available for future generations.

Kirkland has echoed other nearby cities with a large amount of infill of newer homes in what was larger lots. The Blvd area will continue this policy by allowing greater density than the 12.5 current zoning, with the actual size of the lots being closer to ½ acre (23,000 sq. ft.) (The only other areas of Kirkland that have this zoning are Bridle Trails and Forbes Creek.)

We also realize there is a need in Kirkland for low and moderately priced housing. Because of the cost of land, large lots (12.5 is the actual zoning, but many of the lots are almost a ½ acre) are unable to allow the moderate priced housing the city wishes to attract. However, smaller lots as are currently being built on at the Nettleton and behind the Metropolitan market, because they are priced less, will allow more moderate priced homes to be built. By re-zoning this area of the Blvd. the same as the opposite side of the street, we will be able to build affordable houses and attract younger families to our area, something the waterfront side of the street is unable to do.

As a gateway into Kirkland, the Blvd. will be greatly enhanced by newer homes. Existing newer homeowners will also benefit because new construction always is more desirable to buyers. The clustering of the new homes will also result in a true neighborhood, something always lacking in the current area because of the almost ½ acre size of the lots. Smaller lots, with homes closer together, (clustered for open space for play areas for teens and children) will allow our area to be a real neighborhood.

The property owners with the almost ½ acre (21,500-23,000 sq ft.) lots are also paying taxes on property they cannot utilize and cannot subdivide. These extra taxes are an unfair burden on the property owners that would be ended with smaller lots.

Our group has visited almost every home between 38<sup>th</sup> and 52<sup>nd</sup> NE and discussed with the owners what we are doing. There are three homeowners we know of who are opposed to the zoning change. Those in newer homes will probably stay in their homes (all the newer homes are on smaller lots of 12.5, not the almost 1/2 acre lots), but when they go to sell in 20-30 years time, the rezone will be even more important and will certainly benefit them. We will bring the names and addresses of the homeowners of the Blvd. who agree with our request to your first meeting. Except for the seven homes where no one was at home for three different visits to them and that did not respond to a letter sent to them, and the three owners who have expressed opposition, all the other property owners (28 in number but who own 38 lots out of 48 lots total) have signed the petition or agree with the rezone. (I have excluded Verizon from this count.)

Newer homes along this part of the Blvd will be a great benefit to the business community in Kirkland. They will have access to more residents, many of whom will have families and will take part in shopping and dining in Kirkland.

Your decision to grant our request is well supported by the laws governing rezoning, which provide for such changes where there is:

1. A change of conditions (eight decades have passed since the original zoning and conditions along the Blvd have changed substantially since then).
2. Change in neighborhood (the entire area from 38<sup>th</sup> St. into Kirkland has changed in the intervening 60-80 years, with rezones allowing for greater density, the only exception being our area. The new changes just south of 38<sup>th</sup> St., as proposed in the updated comprehensive plan, allowing for 4-5 storey buildings and commercial usage further erodes any semblance of a single family neighborhood).
3. Change in public opinion (as seen from the fact that the great majority of the residents in our current zoning area agree with this change).

Furthermore, rezoning us the same as the rest of our area would be in line with the law which aims to prevent unfair discriminatory zoning treatment (different than similarly situated surrounding land).

Thank you for your understanding of our situation.

Sincerely,

The majority of property owners on the East side of Lake Washington Blvd between 38<sup>th</sup> and 52 NE in Kirkland who have signed their names on the petition to be presented to you at your first meeting.

**We are inviting all the members of the Houghton Community Council and the Planning Commission to tour the area for rezone so that you can get a better understanding of our issues and concerns and see for yourself what passing cars cannot see. Please call Sally Mackle (206-465-0029) to schedule a time that is convenient for you. We are available for tours any day between 8 a.m. and 8 p.m.**



July 13, 2012

My Name is Steven Blew and this is my wife Mary-Lou Misrahy. We have lived at 4506 Lake WASHINGTON Blvd NE for all most 6 years.

We recently learned that there is a movement by some property owners in the Lakeview Single family area of Kirkland to rezone the household density from 12.5 to 3.8. I recently attended a Houghton Community Council meeting to voice my concern and left with the feeling that this issue was subject to the need analysis that would lead to a decision that would be in the best long term interest of the community. Less than one week later, I was informed that the Lakeview Advisory Group had voted on this and recommended such a change which at this point seems to only be advantageous to those who do not plan to remain in our community.

We would like to once again express some of our objections to this proposed change.

We share all of the objections expressed in Walt and Judy Skowronski's comprehensive memo on this subject of July 2, 2010 to the Kirkland Planning Department.

If you listen to the argument of the citizens who are proposing this change, it is for the purpose of improving our neighborhood. Yet these so called improvements would lead to many of these people leaving the neighborhood. One has to question their real motivation for championing this proposal. Here is my observation of who they are and what their motivation is. One family tried to sell their house with a double lot as the real estate market started to fall. They apparently could not get what they perceived the property was worth. Now they are leaders of this movement. Another very nice couple who knocked on our door one afternoon explained to me how they have lived here for over thirty years and were looking forward to retirement someplace else if they could sell there property at a decent price. Then of course there are those property owners that are renting and have all ready moved out or bought property as speculators. How could anyone believe they have anyone's interest at heart other than there own pocketbook? These individuals are not committed to the long term health of the community and will not have to deal with the adverse consequences of this change.

Do we want "The Gateway to Kirkland" to be all big boxes? Is this the image of our city we want to present or do we want to continue to exhibit diversity in this corridor? These are desirable lots where attractive single family homes could be constructed or renovated enhancing the image of our city without significant disruption to our neighborhood.

Part of the Kirkland life style is walking, running and biking along the Blvd. On weekends and nice evenings this type of activity is significant in our area. Adding density will make the street congestion worse than it is. Adding another street light in the area will not make the additional vehicles go away nor will it make the outdoor environment any better. More cars in the same area is not an enhancement to safety or living quality. This is not just about the people in this small area but truly will impact our neighbors in higher density areas as well. What about them?

In the final analysis this is not a good idea, it benefits a few people who are leaving our neighborhood or do not currently live here. It will not enhance the quality of life for those who remain in city. We urge that you not recommend this change to the Houghton Community Council or the Kirkland Planning Commission.

Steven Blew and Mary-Lou Misrahy

To: Janice Soloff

July 2, 2010

Project Planner

Kirkland Planning Department

RE: Proposed Zoning Change for Lakeview Single Family Area

We are Walt and Judy Skowronski, and reside at 4510 Lake Washington Blvd., in one of the single family homes on the east side of the street, between 38<sup>th</sup> and 52<sup>nd</sup>. It has come to our attention just four days ago that a number of fellow residents are aggressively requesting that the City change the zoning for this segment of the street from a density of 12.5 to one of 3.8. We've seen much correspondence over the last few days urging this change, and actually attended the most recent Houghton Community Council to see what was going on. We voiced concern over this proposal and left figuring there would be future opportunities to comment further after the Lakeview Advisory Group indicated it needed more time to review before taking a vote. Unfortunately, we were unable to attend their meeting the following evening, but subsequently heard that they had voted to recommend the zoning change.

As a result, we would like to take this opportunity to formally express our opposition to this zoning change and go on the record for such.

We're going to apologize in advance for the length of this letter, but we believe each of the issues mentioned in support of this zoning change need to be addressed, because personal observations appear to be presented as facts, and assertions made that simply are not true. We cannot in good conscience let these constitute the only 'fact-base' for such an important issue.

We assume the Planning Commission and the various neighborhood Councils are tasked with doing what is in the best interests of the City and all its residents, and not necessarily an agenda proposed by a select few residents that represents their personal interests at the expense of other residents. We fear this zoning proposal is a case of the latter.

Any discussion as important and far reaching as a change in zoning density needs begin with the fundamental question 'WHY'. Why do a group of residents want it? Why should the City change the current status quo? We do not know the answer to the second question, and would look forward to reviewing City studies that present the pros and cons of such a change, and that address the issues of traffic, environment, vegetation, safety, slope engineering, property valuations and the like. But, we think, after reading the correspondence in support of this change, that we have a pretty good understanding to the answer to the first question. The residents pushing this change desire to sell their

homes and are unable to get the prices for them they believe they should. They believe a zoning change will increase the value of their property and enable them to sell to developers who would earn their return from building multiple unit dwellings. Hence, the higher the density, the better !!

Now let's look at this in a bit more detail. This country is not yet recovered from the worst real estate meltdown in years, after home prices clearly reached 'inflated bubble levels'. Home values are way down, yes, and aren't likely to recover to those inflated values for a long time, if ever. Also, one's home is only worth what the market is willing to pay for it....not what a resident believes the worth should be. Age, condition, location, desirability all impact prices. Values today are what they are....unfortunately, that is the reality we all have to live with. Because some don't like those values is not sufficient rationale to petition the City to change the zoning, which, by the way, may significantly impact those residents NOT trying to sell their homes, and which is tantamount to a City government bailout of their real estate difficulties.

The proponents keep citing that they have signatures to the petition that represent the majority of the impacted single family homeowners. No one has spoken with us. Maybe we weren't home when they supposedly came...don't know. But our phone works and we didn't receive any messages. Also, if someone were to come to our house and offer, "If you support and sign this petition, your home value is going to go up substantially", on the surface that sounds pretty darn enticing, and we just might be inclined to sign it....that is, until one considers the consequences. As they say, 'there is no free lunch'. What will be lost is a very important part of Kirkland—a single family oasis on Lake Washington Blvd. It will ultimately be completely replaced with 'big boxes', of apartments, condos, and townhouses. Soon lost for remaining residents, who bought into the single family lifestyle and do not sell their homes, will be privacy, serenity, lush vegetation, views, easy access to the major highway system, and much more....all things most important to us, when we moved into Kirkland six years ago, after a short stint in Bellevue's Bridle Trails. Kirkland loses a valuable element of resident diversity.

In addition, I would think the number of 'impacted residents' is significantly greater than just the single family homeowners in this area. What about the residents on the west side of the street, or the residents east of the single family homes and up the slopes ?

Let us address some of the specific issues mentioned in the correspondence sent to the Planning Commission.

Property values for remaining residents will not decrease ??

Homes not sold to developers are likely to see pressures on their valuations, as the character of the neighborhood changes from all single family to 'big boxes'. Those that remain the longest will get impacted the worst. We just don't see how the loss of today's character can be beneficial to the City and remaining residents, who will be sandwiched in the midst of big boxes.

Reasons to rezone ??

Cited are: no sense of neighborhood, no visiting between households, older houses falling in disrepair, and people not being able to sell their homes. Are these sufficient reasons to even think about a major zoning change ??!! Regarding older homes, developers are always looking for opportunities for replacement of such properties...for the right price. We've seen it again and again, in the many cities we have lived in. There may need to be some help from the City on selected variances (don't know), but there's nothing to prevent older single family homes from being replaced with newer ones, which could be quite attractive for the area.

Growth Management Act ??

Proponents cite the GMA as a call for higher density, with the result of less traffic, and less use of cars and gasoline from outside the City. But, won't an increase in density bring more cars and gasoline into the City on a permanent basis ? And won't traffic increase substantially in the affected area ?

Growth can be wonderful, but it is a double edged sword. Carefully planned growth that still benefits all residents is great for Kirkland. Growth for growth's sake can be quite dangerous and ultimately potentially detrimental to all residents. Densities have been materially increased in downtown Kirkland and in directly adjacent areas, and we're sure, providing significant growth opportunities for the City. We see no growth driver need to change densities on the southern edge of the City on Lake Washington Blvd.

Gateway to Kirkland ??

Rezoning will enhance the appearance of this entrance to Kirkland ?? If this is a City priority, redevelopment/ replacement of single family homes, per se, can accomplish this. It need not require a zoning change for 'big boxes' to effect it.

Laws Governing Zoning ??

1. Change of conditions ? How much change has really occurred ? Proponents didn't seem to mind the conditions and zoning while they were living in Kirkland. Now that they want to sell their homes, conditions have suddenly changed.
2. Change in neighborhood ? This is a single- family neighborhood, and has always been. What's changed ?? But, higher density zoning, will indeed change this.

3. Change in public opinion ?.....majority of residents support zoning change ? Key issues are a) how long will they be residents if they want to sell their homes and desire the zoning change to facilitate that process; b) why do they support it ( sign petition for higher home prices- ?)

An Area of Blight ??

We would hardly call this entire section an area of blight. Granted there are some homes that appear in tough shape, but, as mentioned before, replacing these with single family homes is totally appropriate and happens all the time, in Kirkland and elsewhere. Again, if this is indeed a City concern, there are ways to deal with it, short of a draconian zoning change.

Views Not Impacted ??

Proponents assert that no views will be negatively impacted because the areas to be built on are low enough. Big boxes take big spaces and have a dramatically different profile than a single family house with vegetation around it. Views will significantly deteriorate...to think otherwise is wishful thinking and naïve.

Traffic Will Not be Impacted....Small Impact on the Blvd. ??

When you increase the density by a factor of four, the number of resident cars will be increased by the same factor. Traffic is already extremely difficult for residents on the east side of the Blvd. Increased density can only exacerbate a tough traffic situation.

Hazardous Building Area Not a Problem ??

Currently, we, as do others, live on a very steep slope. We actually have the 'driveway from hell'. Any major development is a material concern. Big boxes require deep, big foundations, and big excavations, which could be quite perilous to residents up the slopes. We would think considerable engineering study would at least be required before one could even consider a zoning change to a higher density !!

Two Residents in Apparent Opposition Are Not on the Blvd, but Live in Homes Behind Homes on the Blvd ??

Not sure if this refers to us, but if it does, last time we checked, our address was Lake Washington Blvd. ...believe this gives us as much a vested interest as any other resident on this section of Lake Washington Blvd.

Million Dollar Homes ??

There appears to be a recurring theme in correspondence to the Commission and Councils that homes valued more than a million dollars are different and should be treated differently. A bit discriminatory ??? Also a statement that " two more million dollar plus homes ...might be against this rezone...however, one of the owners might soon be selling and so might be interested in the rezone as selling this house has been difficult". Nice example of *seller* bailout via zoning ?? Kinda sums up proponents' arguments ??

Current Resistance from Two Homes with Fabulous Views....Feel They Have the Most to Lose with Rezone....but Newer Homes Will Enhance Values ??

We'd definitely agree that newly built homes could enhance values, if they were single family homes. We definitely disagree that new 'big box' development will enhance values for the *remaining single family residents*, and believe that values will be adversely impacted.

Invitation to Commission/ Councils for Guide Tour of Area ??

We would like to host such a tour as well, highlighting likely very different perspectives.

We've tried to address the most significant issues raised, but we're sure there are more. It is critically important to all homeowners and residents of Kirkland that major, major decisions such as rezoning areas are made for the right reasons and after a thorough review of all the benefits and costs, for the benefit of the City, and for the benefit of the residents it serves.

We believe this has not occurred for this proposal and we respectfully request the Planning Commission and the Houghton Community Council to deny it.

The proposal in favor of the zoning change appears to be a blatant attempt by a selected number of residents desiring to sell their homes to get bailed out of real estate situations that reflect current market conditions not to their liking.

We are proud of our community, Kirkland , absolutely love the overall environment, and look forward to being a long –term resident .

Thank you so much for your patience in reading through this tome, and for your understanding. We would be pleased to engage in future discussions as well.

Could you please advise us how to forward this letter to other members of the Planning Commission, the City Council , the Neighborhood Councils(HCC) and appropriate Advisory Groups. Would you prefer we send it, or would you prefer to forward it from your office ?

Thank you.

Sincerely,

Walt and Judy Skowronski



*received via email 6/29/2010  
Sally Mackle*

## **Lake Washington Blvd Community Group for Improvements and Fair Zoning**

Dear Lake View Neighborhood Advisory Committee;

We are a community of homeowners between 38<sup>th</sup> NE and 52 NE along the East side of Lake Washington Blvd. This is a ½ mile area of land whose zoning has not been changed for at least 75 years. We are grateful that you are taking notice of the need to update the zoning in our area. We are asking the Advisory Committee to consider rezoning our area to RM 3.6. This is the same density as across the street from our area and would allow for single family homes, for clustering of homes, or for duplexes, triplexes, and townhomes.

All new housing would be subject to the same zoning restrictions in place for Kirkland, including a height restriction of 30 ft., protection of slopes, significant trees, care with hazardous areas, and other restrictions currently in the code.

Our need for the rezone is to bring this area of the Blvd. up to present day conditions. Thirty or fifty years ago, single family large lots were the norm in the city. Since then, lots have grown much smaller and most families now want these smaller lots. Also, in the past 60 years, the Blvd has changed from a neighborhood to a busy street with so much traffic that there is no sense of neighborhood, there is no visiting between households, and the older houses are falling into disrepair and even decay. Because of the lot sizes, the busy street, and the older homes, people are finding it difficult to impossible to sell their homes and many of them are therefore becoming rentals. Three are actually vacant and at risk of squatters or even more serious physical decay.

The recent Growth Management Act has become important as we consider changing the zoning in this area. The GMA policy is to maintain low density and farmland outside our cities by increasing the density within the cities. This will mean less traffic from outside the cities, less use of cars and gasoline, and will contribute to keeping green space available for future generations. Kirkland has echoed other nearby cities with a large amount of infill of newer homes in what was larger lots. The Blvd area will continue this policy by allowing greater density than the 12.5 current zoning. (The only other area of Kirkland that has this zoning is Bridle Trails, where horses are stabled and ridden.)

As a gateway into Kirkland, the Blvd. will be greatly enhanced by newer homes. Existing homeowners will also benefit because new construction always is more desirable to buyers and the newer homes on the Blvd. will benefits from other new development. The clustering of the Lakeview Advisory Committee

new homes will bring a new sense of neighborhood to our area and all homeowners will benefit from this.

During these past week, we have visited each home between 38<sup>th</sup> and 52<sup>nd</sup> NE and discussed with the owners what we are doing. We have met two homeowners who are opposed to the zoning change. Those in newer homes will stay in their homes, but when they go to sell in 10-20 years time, the rezone will be even more important and will certainly benefit them. We have included the names and addresses of the homeowners of the Blvd. who agree with our request. Except for the four homes where no one was at home for 3 different trips, two renters, and one home which will have new owners, everyone but two owners have signed the petition. We will continue to try and reach the "not home" owners.

Newer homes along this part of the Blvd will be a great benefit to the business community in Kirkland. They will have access to more residents, many of whom will have families and will take part in shopping and dining in Kirkland.

Your decision to grant our request is well supported by the laws governing rezoning, which provide for such changes where there is:

1. A change of conditions (decades have passed since the original zoning and conditions along the Blvd have changed substantially since then.)
2. Change in neighborhood (the entire area from 38<sup>th</sup> St. into Kirkland has changed in the intervening 60-80 years, with rezones allowing for greater density, the only exception being our area. The new changes just south of 38<sup>th</sup> St as proposed in the comprehensive plan, allowing for 4-5 storey buildings and commercial usage further erodes any semblance of a single family neighborhood.)
3. Change in public opinion (as seen from the fact that the great majority of the residents in our current zoning area agree with this change).

Furthermore, rezoning us the same as the rest of our area would be in line with the law which aims to prevent unfair discriminatory zoning treatment (different than similarly situated surrounding land).

Thank you for your understanding of our situation.

Sincerely,

The residents of the East side of Lake Washington Blvd between 38<sup>th</sup> and 52 NE in Kirkland who have signed their names on the attached pages. (to be turned in June 29 to Janice Soloff.)

**Lake Washington Blvd Community Group  
 for Improvements and Fair Zoning**

We, the undersigned residents of the East side of Lake Washington Blvd between 38 NE and 52 NE. support a higher density re-zone for our area that will result in a mix of duplexes, triplexes, cottage style homes or townhomes.

Name Address

- KEVIN RAJAZI 4504 LAKE WA BLVD KIRKLAND
- KATHY RIZIAN 4538 LAKE WA BL KIRKLAND
- Amir Rezaei 4538 Lake Washington BLVD Kirkland
- Myra 4820 Lake Washington Blvd NE Kirkland
- Elizabeth Geesel 4820 Lake Washington Blvd NE " "
- Paul 4530 LAKE WA BLVD NE Kirkland
- LAURIE MARTI 4524 Lake Wash Blvd NE Kirkland
- ABRAHAM 4110 LAKE Washington Blvd NE, Kirkland
- ERIC DEFAZIO 4108 Lake Wash Blvd NE Kirkland WA
- BENNY 4548 Lake Wash. Blvd NE Kirkland, WA
- Carl S. Morberg 10220 NE 43rd KIRKLAND, WA. 98033
- Louis Morberg 10220 NE 43rd Kirkland WA 98033
- ABDULLA & KRISTEN ALMOAIBED 10414 N.E 43rd Kirkland 98033
- Kristen B Almoaibed 10414 NE 43rd Kirkland 98033
- Dixie Distefano 4114 Lake Washington Blvd. N.E. Kirkland WA. 98033

10/20/06  
 26 pm

**Community Members Requesting the Approval for Re-Zoning to Medium Density 3,600**

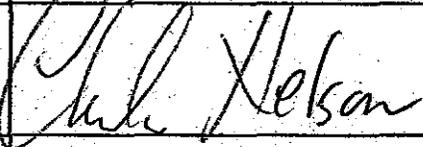
Name	Signature	Date
Mary Finkelstein 4204 LWB	Mary Finkelstein	6/27/10
GARY Finkelstein	Gary Finkelstein	6/27/10
DARIUSZ WITWICKI 4170 LWB	Dariusz Witwicki	6/27/10
MAGDALENA WITWICKI 4170 LWB	Magdalena Witwicki	6/27/10
Matt 4170 LWB Witwicki	Matt Witwicki	6/27/10
Anthony Dadran	not available to sign at this time	6-29-10
DANIEL CICEU 4630 Lake WA	Daniel Ciceu	6-29-10
FLORENTINA CICEU 4630 Lake WA	Florentina Ciceu	6-29-10
MASSOUD MOHAGHEGH LOT 41-42	Masoud Mohaghegh	6-29-10

~~2105~~

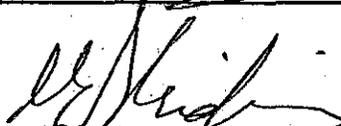
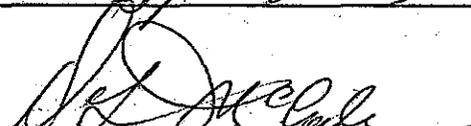
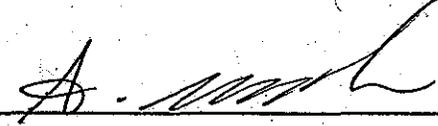
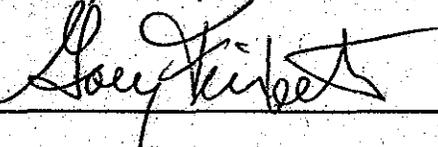
2105

6 lots

**Community Members Requesting the Approval for Re-Zoning to Medium Density (RM 3,600)**

Name	Signature	Date
4610 LWB M.A. Manouchehr		6/16/10
M. Mulla		6/17/10
4558 LWB Hamid Kermanshahi		6/21/10
3. Charlene Nelson		6/21/10

Community Members Requesting the Approval for Re-Zoning to Medium Density (RM 3,600)

Name	Signature	Date
ANGELOS G. XIDIAS 1810 LWB		6/17/10
MARYA XIDIAS 4710 LWB		6/17/10
DONALD McCLE 4604 LWB		6/17/2010
BRIAN DADVAR 4302 LWB	Brian Dadvar	6,17,2010
4500 LWB Sally Macke		6-16-2010
4810 LWB Armen Menouchev		6/16/10
4382 LWB Mahnaz Dadvar	Mahnaz Dadvar	6/19/10
4204 LWB Mary Finkelstein	Mary Finkelstein	6/22/10
GARY Finkelstein		6/22/10

ok





*received via mail  
6/29/2010  
Sally Markle*

### Arguments in favor of our area as a multi-family area

1. The County-wide Growth Management Act. Want growth in existing areas and that is why the city is doing so much in-fill and rezoning to smaller lots
2. We have one of – if not the only -- ½ acre lots in the city. No rezoning since these lots were plated at least 70 years ago.
3. We are surrounded by multi-family zoning. All along the Blvd and from 52<sup>nd</sup> north into Kirkland it is multi-family. At the top of the hill it is multi-family. We have one of the biggest apartment complexes in the city across the street from us.
4. The housing stock on the blvd, where it has not be possible to do a short-plat, is some of the oldest in the city. Most houses are 60-70 years old, many in very bad shape. The only new houses are on the lots that originally were ½ acre or more and could be divided into 12.5. These are newer houses and will stay for many years since they are desirable, look good, and for the most part are sellable.

The houses that are on lots that are just less than ½ acre are the older ones that are for the most part in bad shape and are basically not sellable. Why?

- a. A busy street does not attract families.
- b. No sense of neighborhood. Large lots, a busy street, lack of a safe sidewalk make it very difficult to have any sense of neighborhood. Most people want a nice neighborhood if they are buying a home.
- c. Many rental units. Lots of owners are now renting their houses because they can't sell them. (four rentals we know of)
- d. At least one newer house is now vacant and has been for about a year. Another older one is also vacant.
- e. Older housing is now sub-standard. People won't fix them up because they can't sell them. Renters don't keep up
- f. People are paying a premium in taxes for the larger lots, but the land is basically not worth anything, except to the tax assessor. People want smaller lots and won't pay extra for the land.
- g. Can't walk safely on the east side of the Blvd as the sidewalk is narrow and the cars whiz by at 35 MPH or more.
- h. One of the rental houses has a massage business that has cars coming and going day and night.

To sum this up, from just south of 43<sup>rd</sup> to 52<sup>nd</sup>, except for the lots that were large enough to sub-divide, this area is turning into a blighted area.

The best thing that could happen to this is to have the existing houses torn down and newer multi-family homes replace them and cause the area to be upgraded. This is the real Gateway into Kirkland and it looks bad.

About 10 years ago, the people living in the older homes closer to 43<sup>rd</sup> St. approached the city with a developer who wanted to tear down the old homes and put in newer ones. The city said no. Since then, these homes have only deteriorated more, and more of them are now rental homes.

Basically, this ½ mile area of Kirkland has received passive neglect from the city and from the elected represented representatives. We the residents are now coming forward to request that this discrimination be ended and that we be allowed to have the same zoning as the areas on all sides of us have.

How long will the city allow this situation to continue? We think it is in the best interests of the city that our Gateway be brought up to 2010 standards. We also think it is time to allow the Growth Management Act to be implemented in this area of Kirkland.

### **Arguments against a multi-family zone.**

#### 1. Hazardous area:

The city has already provided in its land use documents for dealing with potential hazards. The Carillon Point Apts have more hazardous areas and it has steeper slopes, yet it was allowed to put in multi-family.

#### 2. Views impacted - NO

The areas that would be built on are low enough that no views of the hillside above will be impacted. But remember, the city does not protect views.

#### 3. Traffic

The 20 or so multi-family homes that would be build in this area will have a small effect on the overall traffic on the Blvd. The City had no qualms about adding multi- apartment at Carillon Point, and also has no problem adding 400 plus cars at the S. Kirkland P & R. So it is disingenuous to be concerned about the few newer homes along the Blvd.

However, as mentioned at another meeting, this would be an excellent opportunity for the City to add another signal on the blvd to break up traffic and allow homeowners to merge on to the Blvd.

4. The only other argument is a NIMBY one.

One of the members said something about giving us "too much of a gift" but allowing additional housing. What the members of this Neighborhood group need to be aware of is that fact that there has not been a review of our area in 25 years, not the normal 10 years. The zoning in our area has not changed in all the years of the plating. This has truly been discriminatory as so much has changed in Kirkland over these years, including letting the entire Blvd except our 1/2 area go multi-family.



July 9, 2010

Georgine Foster  
Sent via email to: [georginef@msn.com](mailto:georginef@msn.com)



Dear Ms. Foster:

Thank you for your email to the Kirkland City Council members regarding the City's Mission and Values. Specifically, you asked whether the City's value statements apply to City employees as well as the City Council. Once I was made aware of your email to Council members, I phoned you to gain a better understanding of your question.

During our conversation, I understood your concerns to be related to the Lakeview Neighborhood Advisory Group process. You and other advisory committee members have concerns about the impact of the transit oriented development (TOD) project proposed at the South Kirkland Park and Ride. To summarize:

- You are concerned about the traffic impacts of the development on your neighborhood.
- You are concerned about the need for a specific agreement with the City of Bellevue that would provide some certainty about the type and size of projects they might construct on their portion of the property. You believe that the staff may have too much latitude to interpret words such as "coordinate."
- You are also concerned about the lack of specificity about the amount and type of housing that will be dedicated to low income units and noted that some individuals on the committee are concerned about safety in your neighborhood.

Your reference to the City's mission and values, specifically "integrity," related to a comment made by a staff person that left you uncomfortable with the degree of staff discretion in coordinating the TOD project with the City of Bellevue. I can assure you that the City of Kirkland will make every effort to coordinate with both the City of Bellevue and King County Metro based on our shared interests in the site. In speaking with staff, there was never any intent to imply that we would not work with Bellevue and regret that you may have gotten that impression. Whether or not that effort will result in a written plan remains to be seen as all of the parties would need to agree to participate in drafting an agreement.

The Advisory group's suggestions and concerns regarding the TOD will be passed along to the Houghton Community Council, the Planning Commission and the City Council through the advisory committee process. You may also continue to stay involved with both the Lakeview Neighborhood Plan process and the TOD Project and we encourage you to do so. The City Council values and appreciates the input of the community and your service on the Lakeview Neighborhood Plan Advisory Group. If you have any further concerns, please do not hesitate to call me at (425) 587-3008 or email at [mbeard@ci.kirkland.wa.us](mailto:mbeard@ci.kirkland.wa.us).

Sincerely,

A handwritten signature in blue ink that reads "Marilynne Beard".

Marilynne Beard, Assistant City Manager

cc: City Council  
Kurt Triplett, City Manager  
Eric Shields, Director of Planning and Community Development



---

**From:** georgine foster [mailto:georginef@msn.com]

**Sent:** Sunday, June 20, 2010 6:50 PM

**To:** Joan McBride; Dave Asher; Penny Sweet; Bob Sternoff; Amy Walen; Doreen Marchione; Jessica Greenway

**Subject:** Council's Mission & Values

Dear Madame Mayor and Council Members,

On the Kirkland City's website, I came across the "Basic Values" of the Council (Integrity, Excellence, Respect for the Individual, and Responsiveness).

I looked in the Dictionary for the meaning of INTEGRITY: quality of sound moral principle; uprightness, honesty and sincerity. Is this how the Council interprets the meaning of 'integrity'? I wondered if the Ethics Committee you established considers this 'value' to apply not only to the City Council and Boards and Commissions, but also to City employees. Is this a question I should direct to the Ethics Committee?

Thank you.

~georgine foster



**RECEIVED**

AUG 04 2010

CITY OF KIRKLAND  
CITY MANAGER'S OFFICE

August 1, 2010

Haughton Community Council  
Kirkland Planning Commission  
% City Hall - Kirkland, Wa. 98033

My wife and I have resided in our house at 10220 N.E. 43<sup>rd</sup> since 1957. We have seen many changes along Lake Washington Blvd. over the years. Two large Apartment Complexes have been built as well as multi-family zoning established along the waterfront. The Verizon Company has built a substation across the street from our property. Many of the houses in front of our property are rentals which does not enhance the neighborhood.

It is therefore our belief that the Council should reconsider zoning requirements for this area from just south of 43<sup>rd</sup> to 52<sup>nd</sup>.

Your consideration in this matter  
would be most appreciated

Carl & Louise Morberg  
10220 N.E. 43<sup>rd</sup>  
Kirkland, Wa. 98033



Thank you for your willingness to hear our perspectives. We apologize for not being in attendance at this meeting, but had a prior commitment which we could not break. You have probably already read our letter to the Planning Commission, and our comments this evening complement those positions.

In support of the zoning change to a 3.8 density, we hear that " the neighborhood has changed dramatically, and is no longer a neighborhood"; and that " there are big boxes all around this section of single family homes, so why shouldn't it be zoned as they are ? ".

Relative to the first, neighborhoods are constantly in a state of flux, as residents shift in and out. We're sure today's homeowners represent a mixture of long -term residents, and those who have moved in within just the past few years, as we did in 2004. We would further guess that a large number of homeowners who have moved in, in say the last 10 years, are professionals, who sought out these homes for the uniqueness of what this single- family area is today, and not what it might have been 20 years ago. The single family environment, the vegetation, the solitude, the privacy, the views, the proximity to major highways, and the ability to walk almost anywhere are fabulous traits and very desirable in their own right. It may be a changed neighborhood from yesterday, but it is still today a very vibrant and desirable neighborhood !!!

Relative to the second, the presence of big boxes all around this single family section, does not necessarily diminish its attractiveness to residents. The very characteristics we mentioned above will attract homeowners. It's a very unique area unto itself....and it is what it is... where it is. We knew this before we moved in, but the attractiveness to us was not deterred by big boxes all around. However, to eliminate this unique area through a high density zoning change, just because there is higher zoning around it, does not sound like sufficient justification at all to us.

Bottom line, as in our letter, we urge that the zoning change to 3.8 density, or any other density that would jeopardize the single family environment be denied.

Thank you for your attention, and for all the time you are devoting for the betterment of our wonderful City.

Walt and Judy Skowronski 7/11/10

4510 Lake Washington Blvd. 425-889-4403



We, the undersigned, residents of Yarrow Hill, OPPOSE a zoning change that would allow a Density INCREASE to RM 3600, as well as OPPOSE changing the Designation to Multi-family (in the area known as Study Area 9 Low Density Residential – the area east of Lake Washington Blvd.; west of BNSF corridor; south of 52<sup>nd</sup> Street; and north of the office buildings north of the Keg Restaurant, about 4100 Lake Washington Blvd).

Unit Number	Name	Signature	Years in Unit
38	Judith Milner		9
49	<del>LA DAVIS</del> Karen MacLeod	<del>LA DAVIS</del> K. MacLeod	9
48	Veronica Bier		2 1/2
4	James M Rogers		11
12	LA Devina UELK	LA DEVINA UELK	15
<del>39</del>	<del>James L. Erickson</del>	<del>James L. Erickson</del>	4
<del>39</del>	<del>RAY ERICKSON</del>	<del>RAY ERICKSON</del>	4
65	Joseph Mino		7
50	RAY MOSE		23
51	Joy & Alan Kintan		23.
52	Harvey & Joaneth Leese		10
56	Roger & Cathy Marsh	Cathy Marsh	4
25	WILLIAM J & JORIS E CLANCY	William J & Joris E Clancy	5
15	John & Joan Shradler	John & Joan Shradler	3
45	Macgreger Miller		6
32	Jim & Barmie Bucknell	Jim Bucknell	
34	Barbara Ries	Barbara Ries	over 30

16

42+1

We, the undersigned, residents of Yarrow Hill, OPPOSE a zoning change that would allow a Density INCREASE to RM 3600, as well as OPPOSE changing the Designation to Multi-family (in the area known as Study Area 9 Low Density Residential – the area east of Lake Washington Blvd.; west of BNSF corridor; south of 52<sup>nd</sup> Street; and north of the office buildings north of the Keg Restaurant, about 4100 Lake Washington Blvd).

July 4, 2010

Unit Number	Name	Signature	Years in Unit
9	LONDA & Peter Parrish		4
10	Ernest Koppel Koppel	ERNEST KOPPEL KOPPEL	22
11	J Cronkite	J. M. Cronkite	29
<del>11</del>	<del>B. Cronkite</del>	<del>B. Cronkite</del>	<del>29</del>
19	Jill Routh	Jill Routh	4
<del>24</del>	TERANCE M. MAHER	Terance M. Maher	4
24	SALLY MAHER	Sally Maher	4
8	Tim & Suzanne Riedler	Tim & Suzanne Riedler	20
18	ROBERT GUSTIN	Robert Gustin	22
44	Robert Everett	Robert Everett	12
55	TODD LIGHTBODY	Todd Lightbody	4+
57	Helen Frain	Helen Frain	15
62	Raymond & Coralee Mary	R. Mary	29+
66	MARY H. FORMO	Mary H. Formo	2+
101	FRANK RYAN	Frank Ryan	25
42	LAURIE TOWE	Laurie Towe	22
40	HOWE & GEORGE FOSTER	George M. Foster	3

15





**georgine foster**

---

**From:** "Terry S. Cox" <terriscx@comcast.net>  
**To:** "georgine foster" <georginef@msn.com>  
**Sent:** Wednesday, July 14, 2010 10:59 AM  
**Subject:** RE: proposed Density Increase

We, the undersigned, residents of Yarrow Hill, OPPOSE a zoning change that would allow a Density INCREASE to RM 3600, as well as OPPOSE changing the Designation to Multi-family (in the area known as Study Area 9 Low Density Residential - the area east of Lake Washington Blvd.; west of the BNSF corridor; south of 52nd Street; and north of the office buildings north of the Keg Restaurant, about 4100 Lake Washington Blvd).

Unit number: 47  
Name: Evelent and Terry Cox  
Years in your Unit: 5

---

**From:** georgine foster [mailto:georginef@msn.com]  
**Sent:** Friday, July 09, 2010 3:50 PM  
**To:** terriscx@comcast.net  
**Subject:** proposed Density Increase

Terry,

Per your request, I am submitting to you for your "approval by email" the verbiage contained on the Petition I have discussed with you:

We, the undersigned, residents of Yarrow Hill, OPPOSE a zoning change that would allow a Density INCREASE to RM 3600, as well as OPPOSE changing the Designation to Multi-family (in the area known as Study Area 9 Low Density Residential - the area east of Lake Washington Blvd.; west of the BNSF corridor; south of 52nd Street; and north of the office buildings north of the Keg Restaurant, about 4100 Lake Washington Blvd).

Unit number: 47  
Name: Evelent and Terry Cox  
Years in your Unit: 5

I think a reply to this email, with your statement agreeing (or disagreeing), should be enough to register your view.

~georgine foster



**HAMID KERMANSHAHI**

4558 Lake Washington Blvd NE  
Kirkland, WA 98033  
206-227-6956  
fax: 425-454-8610  
tonykermani@gmail.com

RECEIVED  
AUG 17 2009

August 12, 2009

City of Kirkland  
123 Fifth Ave  
Kirkland, WA 98033

AM  
PLANNING DEPARTMENT  
BY

Dear Friends: City Council, Planning Commission, Houghton Community Council

RE: Neighborhood Review for the Lakeview area

It is our understanding that the city of Kirkland is finally was considering the review of the Lakeview area this year. Well, it's about time now. After 30 years of over looking of this area which is the gateway of our beloved city of Kirkland, it came to realization that we need to do something about this neighborhood. I am all for changing the zoning from 12,500 to a reasonable 8500. I am also for more speed limits and crosswalks.

Together we could enhance the look of the entire area by building newer housing along the blvd. It is only make sense that in this economy we could create opportunity and jobs which is desperately needed for our community.

Please add me on your mailing or e-mail list to receive notice about the review.

Sincerely,



Hamid Kermanshahi



*City Council*

*Dave  
Marlyne  
Eric  
Paul  
Nancy C.*

City of Kirkland  
123 Fifth Ave  
Kirkland, WA 98033

**RECEIVED**

AUG 13 2009

CITY OF KIRKLAND  
CITY MANAGER'S OFFICE

City Council  
Planning Commission  
Houghton Community Council

Re: Neighborhood Review for the Lakeview area.

It is my understanding that the city was considering doing the review of the Lakeview area this year but may be postponing the review again.

One of the purposes of a neighborhood review is to look at the current zoning to see if it makes sense today. Our area was zoned at least 30 years ago and there has been no review since that time, even though most neighborhoods get a zoning review at least every 10 to 20 years.

During the review we can:

1. Address several problems in the area, one being traffic and speed limits.
2. Get more crosswalks and flags.
3. Lake access along the boulevard.
4. Change the zoning from 12,500 to 8,500 a more reasonable city density.
5. Look at opportunity to enhance business and mixed use presents in the area.

The result of a review may be good for the entire area. One outcome may be some newer housing along the blvd. enhancing the look of the area and beautifying the Gateway to Kirkland. There may be other positive outcomes as well.

Please add me to your mailing list to receive notices about the review.

Thank you,



Donald McCale  
4604 Lake Washington Blvd. N.E.  
Kirkland, Washington 98033  
(425) 827-0094





January 20, 2009

Sally and Terry Mackle  
4500 Lake Washington Blvd  
Kirkland, WA 98033

Dear Mr. and Mrs. Mackle:

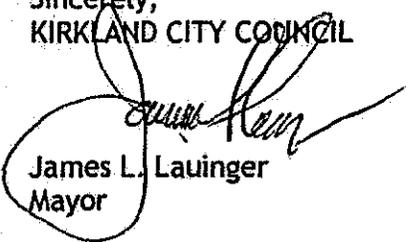
Thank you for your letter requesting the City initiate a review of the Lakeview Neighborhood Plan this year. In April 2008 the City Council adopted the Planning Work Program (attached) which called for an update to the Lakeview and Central Houghton neighborhood plans to begin in 2008. However as a result of staffing levels, budget constraints and efforts on other long range tasks, the Planning Department and Planning Commission were unable to begin the update to the neighborhood plans last year.

Each year City staff puts together the Planning Work Program which identifies the schedule, staffing and priorities for the major long range planning projects. The Planning Work Program is reviewed by the Planning Commission with a recommendation from the Commission to the City Council. The Planning Commission will be reviewing the proposed 2009-2011 Work Program at their retreat on February 12, 2009. The Commission then meets with the City Council at a joint meeting to present their recommendation. The joint meeting is currently scheduled for March 17, 2009. Following the joint meeting, the Council will consider and adopt the work program at a regular meeting.

The City has a strong interest in updating neighborhood plans. As you noted, the City faces a significant gap between city expenses and projected revenue. As a result, the City was unable to provide specific funding for neighborhood plans in the 2009-2010 budget. As the Planning Commission and City Council review the work program, we will need to look at a number of important projects that merit attention and decide how to balance these priorities with available staffing.

A copy of your letter will be transmitted to the Planning Commission for their consideration as part of their discussion on the work program. We certainly understand your interest and will keep this in mind when we also review the work program as recommended by the Planning Commission. I would encourage you to follow this process. If you would like more information, or to find out the status of the work program, please contact Paul Stewart, Deputy Planning Director, at 425-587-3227 or [pstewart@ci.kirkland.wa.us](mailto:pstewart@ci.kirkland.wa.us). The Planning Commission packets can also be accessed at the City's website at [http://www.ci.kirkland.wa.us/depart/Planning/Planning\\_Commission.htm](http://www.ci.kirkland.wa.us/depart/Planning/Planning_Commission.htm).

Sincerely,  
KIRKLAND CITY COUNCIL



James L. Lauinger  
Mayor

Attachment

cc: Paul Stewart, Deputy Planning Director



4500 Lake Washington Blvd  
Kirkland, WA 98033  
December 27, 2008

**RECEIVED**

DEC 29 2008

Kirkland City Council  
Kirkland, WA

CITY OF KIRKLAND  
CITY MANAGER'S OFFICE

Dear Council Members,

We are writing to request that you put a review of the Neighborhood Plan as an important priority in your yearly budget for Planning and Community Development Department.

We spoke with Eric Shields three years ago at which time he indicated that the Lakeview neighborhood plan would be up for review this coming year. However, because of budget cuts there is a possibility this will be put off.

We had looked forward to being able to sub-divide our almost ½ acre lot if a review would downsize the too large lot size for this area. We believe the hillside of the Blvd has one of the largest lot sizes in the city, a probable remnant of the original property size of decades ago. So it seems reasonable to review this area and bring it up to the intent of the County's Growth Management Act.

There is another reason for our request. Parts of the Lakeview planning area are showing signs of stress. The area of LWB, directly across from the Villagio Apartments, is beginning to look seedy and unkempt. The homes are older and not well maintained, the sidewalks are covered with leaves and debris that is not picked up. One of the major reasons for this is that some of the homes are now rentals and it is well-known fact that rentals are the beginning of a downward spiral in a neighborhood. Having experienced some of the clientele in these rentals, we can certainly vouch for this fact. Loud, late night parties with college-aged people both in and outside the homes have been common over the past several years. Another residence has cars coming and going all day long. This is certainly not the image that Kirkland wants to present along its chief gateway street.

Allowing for smaller lots in this area would help the existing property owners sell their property and allow the new owners to put in new, more desirable homes. The lot size in this area is one of the largest in the city and makes upkeep difficult for homeowners. Often, they choose to neglect this.

Kirkland City Council  
Page two

We were going to file a private amendment request to reduce the size of our lot but have discovered that the deadline for next year is past. That is why the Neighborhood Review for Lakeview is important. According to Mr. Shields, it has been years since this part of the city has had a review.

We respectfully request that a review go forward this year.

Sincerely,

A handwritten signature in cursive script, appearing to read "Sally and Terry Mackle".

Sally and Terry Mackle

cc: Eric Shields

RECEIVED

SEP 12 2008

AM PM  
PLANNING DEPARTMENT  
BY \_\_\_\_\_

September 11, 2008

Mr. Paul Stewart  
City of Kirkland  
123 Fifth Avenue  
Kirkland, WA 98033

Re: Plaza at Yarrow Bay Office Campus  
Comprehensive Plan – Private Amendment Request

Dear Mr. Stewart,

In April 2007 we submitted a Private Amendment Request (“PAR”) to the City for the Plaza at Yarrow Bay Office Campus (“PYB”). At the June 2007 City Council Meeting, Council deferred the review of this PAR to the Lakeview Neighborhood Plan update project which was scheduled to begin in 2008. This approach was recommended by Staff and supported by the applicant provided that the Neighborhood Plan was started during 2008.

It has now come to our attention that the Lakeview Neighborhood Plan update project may be postponed indefinitely due to City budget constraints. As a result, we like to reactivate our original request and have the PAR be processed as a separate project and no longer tied to the review of the Lakeview Neighborhood. It is our hope that this process could begin in early 2009.

Please call me at 206-839-9867 or email me at [kmaehlum@halrealestate.com](mailto:kmaehlum@halrealestate.com) if you have any questions.

Respectfully,



Keith Maehlum

***The Plaza at Yarrow Bay, Inc.***  
2025 First Avenue ♦ Suite 700 ♦ Seattle, WA 98121  
Telephone: (206) 448-5080 ♦ Facsimile: (206) 448-5075

20N07-00018



**CITY OF KIRKLAND**  
**PLANNING AND COMMUNITY DEVELOPMENT**  
123 Fifth Avenue, Kirkland, WA 98033 425.587.3225  
www.ci.kirkland.wa.us

**APPLICATION FOR COMPREHENSIVE PLAN AMENDMENT**

Directions: You may use this form or answer questions on separate pages.

Applicant Name HAL Real Estate Investments Inc.  
Address 2025 First Avenue, Suite 700 Seattle, WA 98121  
Telephone 206.448.5080 contact: Keith MacLennan 206.839.9867  
Property owner (if different than the applicant)  
Property Owner Name The Plaza at Yarrow Bay, Inc.  
Address (same as above)  
Telephone \_\_\_\_\_

Note: If the applicant is the property owner, or is representing the property owner, then the property owner must sign the last page. If the applicant is neither the property owner nor representing the property owner, then the affected property owner must be notified. Send or hand deliver a copy of this completed application to all affected property owners. Fill out the attached Affidavit of service that this has been done.

A. Description of Proposal:

Add permitted uses, revise some land use regulations such as minimum lot size, setbacks and the like, allow minor increases in building area per code (as opposed to per original approval), allow shared-use parking

B. Description, address, and map of property affected by the proposal:

(see attached)  
10210, 10220 and 10230 NE Points Drive,  
3927 and 3933 Lake Washington Blvd

C. Description of the specific reasons for making the proposal:

Existing conditions have changed since last Comprehensive Plan update, including Linbrook office park becoming an office condominium instead of redeveloping as a large office building previously approved.

D. Description of how the proposed amendment relates to the following criteria:

1. The City has the resources, including staff and budget, necessary to review the proposal.  
The City is the best judge of whether it has the necessary resources.

- The proposal demonstrates a strong potential to serve the public interest by implementing specifically identified goals and policies of the Comprehensive Plan.

*The proposal is generally consistent with the Comprehensive Plan except for allowing limited commercial activities in the northwest quadrant of the Lakeview Blvd/SR 520 interchange beyond those allowed*

- The public interest would best be served by considering the proposal in the current year, rather than delaying consideration to a later neighborhood plan review or plan amendment process

*The proposal would allow more environmentally/pedestrian oriented development to activate a community neighborhood center*

- The proposal is located in a neighborhood for which a neighborhood plan has not been recently adopted (generally not within two years).

*The last review of the Lakeview Comprehensive Plan was 1985.*

- The proposal is located in a neighborhood for which a neighborhood plan will not be reviewed in the near future (generally not in the next two years).

*The Lakeview area was originally scheduled for 2007 but may be delayed for many years because of annexation work load.*

- The proposal would correct an inconsistency within or make a clarification to a provision of the Comprehensive Plan.

*The proposal would generally be consistent with the Comprehensive Plan but should be clarified to include the requested changes.*

E. Property owner signature.

*Note: If the applicant is the property owner, or is representing the property owner, then the property owner must sign the last page. If the applicant is neither the property owner nor representing the property owner, then the affected property owner must be notified. Send or hand deliver a copy of this completed application to all affected property owners. fill out the attached Affidavit of service that this has been done.*

Name -- sign: Dana Belant President, The Plaza at Yarrow Bay, Inc.  
Name -- print: [Signature]  
Address: HAI Real Estate Investments Inc.  
2025 First Avenue, Suite 700 Seattle, WA 98121  
Telephone: 206-448-5080



August 9, 2008

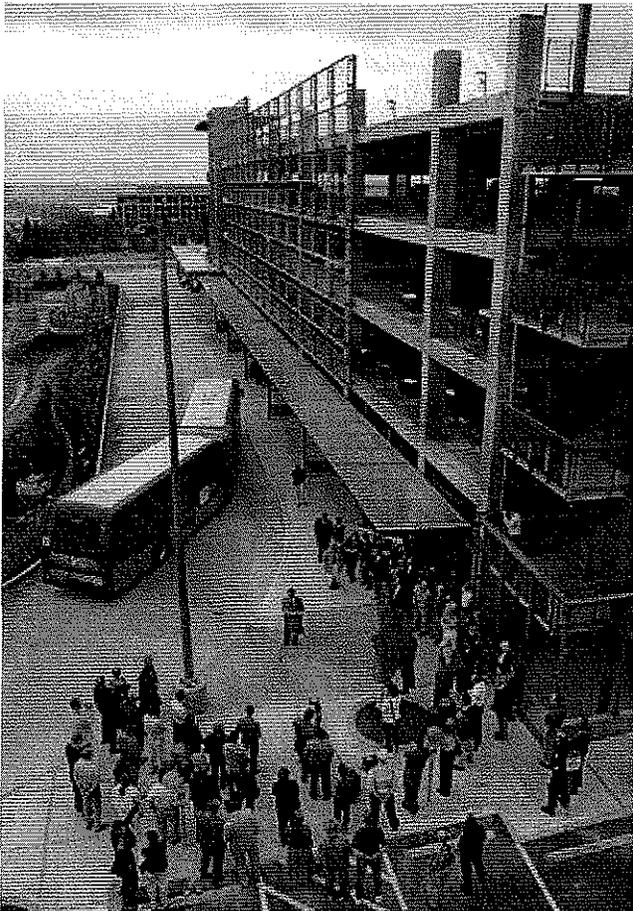
Dear City Council, Houghton Community Council, and Planning Commission,

It appears that you will be making some decisions regarding the South Kirkland Park and Ride TOD in September. Even though I know little about the project at this time I wanted to mention my concerns.

I feel strongly that the parking should be doubled or tripled if possible. The expansion of Eastgate Park and Ride lot was a great success and very necessary:

## **This Week In Transportation: July 19, 2004**

### **Metro continues to build on park-and-ride success**



**King County Metro Transit dedicated the new Eastgate Park-and-Ride Garage on July 15.**

Last week, King County Metro Transit celebrated

the recent opening of the \$27 million Eastgate Park-and-Ride Garage, marking the completion of yet another in a series of capital improvements Metro promised in 2000.

The garage and surrounding lot has a total of 1,646 spaces, and usage has grown steadily since it opened last month. The increased parking at Eastgate – more than double the number of stalls at the old lot – also appears to be easing some overcrowding at other lots along Interstate 90.

The opening of the Eastgate Garage was a significant milestone for King County Metro's Design and Construction group, but there is no time for staff members to rest. There is another garage project out to bid, a new lot under construction, and an old lot being expanded.

Here's a roundup of park-and-ride construction activities.

**Eastgate** – The five-story garage opened June 5 on the site of the old lot. Metro put a lot of effort into making this garage blend into the community, with artwork and architectural features appropriate for the neighborhood. But the most important element is how well this new facility is already working to relieve congestion along the I-90 corridor.

Usage has been climbing every week since the garage opened. As of last week, there were 730 vehicles parked both outside and inside the garage. Which is more people using the new park-and-ride than used the old lot.

It has benefits beyond the Eastgate area. Park-and-ride lots in Issaquah and Mercer Island have been at capacity for years. In the few weeks since the expanded Eastgate facility opened, Metro has seen some of the overcrowding at those other lots ease a bit. That trend is expected to continue, as more and more people discover the convenience of using the new garage.

South Kirkland Park and Ride is in a key location to solve a number of problems.

It would be an excellent place for individuals to park for free and take the bus into Kirkland once the downtown developments that are under consideration are completed.

Being situated near the point where 520 and 405 intersect as well as several main arterials it opens up many opportunities for individuals to take the bus going east, west, north, or south. This could be extremely important once a toll is required on the Evergreen Point Bridge or it undergoes construction.

Right now it is under-utilized as a transfer point or flier stop for Sound Transit but if capacity were greatly increased then new routes could be instigated.

As gas prices increase and parking garage fees in Bellevue, Kirkland and Seattle become unaffordable to many the placement of South Kirkland Park and Ride allows individuals to park close to a freeway and take a bus to Bellevue transit center, Kirkland transit center, Totem Lake transit center or Overlake transit Center, all of which don't offer many opportunities for parking. Due to budgetary issues bus routes often are only improved along commuter corridors during peak hours. A larger Park and Ride lot may allow people to drive from various areas on the Eastside and catch a bus to work or school that might not otherwise be able to since service to their neighborhood is negligible.

A large parking lot also insures that relatives can park and wait to pick up commuters. Transit Centers have no waiting zones. Those people that need to pick up a disabled relative or a child taking Metro to school, or a husband who works on Sundays when many routes are not running have nowhere to park and wait at Transit Centers. Bellevue Transit Center doesn't even have a drop-off area where a person can hop out of the car to enter the bus zone to wait for a bus.

The downside of increasing capacity at South Kirkland Park and Ride is the impact that it may have on the connecting arterials especially 108<sup>th</sup> Ave NE and Lake Washington Blvd. With the increased development that is planned in Kirkland under Growth Management regulations, congestion seems inevitable. The big question is whether or not a park and ride lot actually reduces congestion and green house gases. It seems to me that an expanded park and ride lot increases congestion on arterials while reducing congestion on main commuter routes such as freeways. In regards to South Kirkland Park and Ride that may not be the case. As Kirkland becomes denser perhaps people will take the freeway to South Kirkland Park and Ride and from there ride the bus into downtown Kirkland.

I have personal experience with some of the issues involved in transit use and the lack of facilities and routes. We have been a one car/ four person family for at least 15 years. Now we are a one car+3 bus passes/ four person family. Neither my 21 year old daughter nor my 17 year old son has ever had a driver's license. My son used Metro to get home to Houghton from Kamiakin Junior High every day during his junior high years. Sometimes

he had to transfer in downtown Kirkland depending on which bus he caught. On days when I decided to pick him up in Kirkland for an appointment there was nowhere to wait in my car where I could see him get off of the bus. I'd have to make arrangements ahead of time for him to find me in the library. Also, when I wanted to drop him off in Kirkland I actually had to stop in the bus loading zone: not the best solution when buses are coming and going all the time. Now he takes the bus from Houghton all the way to Kenmore so he can attend Inglemoor High School. Unfortunately, he can't get there in time for first period because the 234 bus from Bellevue doesn't go down 108<sup>th</sup> Ave NE early in the morning which means he starts his school day with second period.

Another issue I have experience also relates to drop off zones and limited bus routes. My husband used to work at Boeing facility in Renton. When he worked overtime on weekends I'd have to drive him to Bellevue transit center and drop him off in a business parking lot or wait to pick him up at the little motel parking lot near the performance center. His regular bus at the Houghton freeway flyer stop didn't run on weekends. Now he works at Everett and his bus only travels north twice in the morning and south twice in the evening but only on weekdays. When he wants to work over time he has to take the car. Metro has not improved either of those routes even though they are standing room only much of the way.

My daughter has her own problems using Metro. She lives near Evergreen Hospital and works in Redmond. The last bus that goes along Willows Road leaves Redmond around 5:30 pm. If she misses it then her ride home is twice as long since she has to take a different bus into Kirkland and transfer to get to Totem Lake Transit Station and walk the rest of the way home.

She is lucky that she was able to get an apartment near a transit center. Not everyone is so fortunate. Since many people are not near a bus stop there has been a great deal of talk about individuals riding a bike to a bus stop or park and ride lot instead of driving and parking. Riding a bike to a bus stop doesn't always pay off. Both my husband and daughter have seen bike riders left at the curb because the bike rack already contained two bikes and a biker isn't allowed to carry his bike into the bus. The bus driver waited for one of them to chain his bike to a pole so he could leave it behind and get on. That doesn't work well for those that also need to ride their bike at the other end of the commute in order to get to the office. I don't know how often existing bike lockers are used at Metro transit centers but I think it would be wise to include them at future transit center expansions.

Increasing parking availability at South Kirkland Park and Ride wouldn't help my family in particular but I can see that it would help many families in the future as bus use becomes a necessity. On weekends I noticed that the park and ride lot is used heavily when special events are going on in Seattle such as a Husky game or the N W Garden Show.

As I mentioned before, I'm not that familiar with the plans for the TOD South Kirkland Park and Ride since I haven't been to any of the meetings. I am concerned about what I

have heard regarding the use of the site for affordable housing. Who is the housing intended for---the elderly and disabled on a fixed income, single working mothers, a large family of Mexican immigrants working in the construction business or a couple of college graduates starting out with their first jobs? On the other hand, perhaps this development is geared toward a higher wage earner who might actually be able to find a job at one of the high tech office firms in Kirkland or Redmond (a group traditionally not known for riding the bus)? We all want affordable housing. Who gets this wonderful opportunity?

Anyone wanting to live in this new development would essentially need a car since many buses don't run often enough or even stop at that park and ride to make it possible to take care of the errands that a family usually has to run. The office and housing units will use many of the new parking spaces that are planned for this site. Possibly 500 units will be built. In that case potentially 1,000 spaces will be necessary for use by residents and their visitors depending on how many individuals actually live in each unit. Any other development in this area will also use the parking available at this park and ride facility. I remember going to a meeting regarding a possible development at the business park across the street from the park and ride and they said that they planned to use the park and ride to meet their over flow parking needs and avoid building a garage that included all the required parking spaces necessary as per code. Even if bus service to the park and ride is increased the fact that bus service will never be adequately improved in the neighborhoods and outlying areas of the Eastside means that driving will be necessary to visit friends and family, attend church or frequent the local entertainment venues on the weekends. In the past Tim Eyman and the voters of Washington haven't been generous with tax dollars that would have improved our public transportation network.

The new development would need to include businesses that sold groceries and other necessities. Right now the only nearby grocery store is up a steep hill and would require crossing a freeway exit ramp. It is not a journey I'd want to take with a baby in a stroller and a toddler in tow. Last week when I was driving on Bellevue Way I witnessed an elderly lady pushing a shopping cart (with two canes and a bag of groceries inside) home from QFC. She lost control of the cart and it jumped the curb. I pulled over at the nearest street since there was no bike lane or shoulder and ran back to help her. Another motorist had actually stopped in the lane next to the curb to keep the cart from becoming a danger to other motorists. Together we lifted the cart up onto the sidewalk. The people in the cars behind the stopped car rudely honked rather than shifting lanes or getting out to help. There are few bus stops or safe cross walks on Bellevue Way.

Increasing housing in this area would require an extensive sidewalk and crosswalk improvement project. Does Bellevue already have a plan in place? I have seen pedestrians risking their lives crossing over to the park and ride from the housing developments on the east side of 108<sup>th</sup> Ave NE. Walking up Northup Way to go to Lowe's or a doctor's appointment near Overlake Hospital would be even more challenging. There aren't adequate sidewalks or crosswalks in that direction.

What bus routes is Metro actually going to improve? In the evenings the 255 only runs up 108<sup>th</sup> Ave NE once an hour and during a snow day it doesn't run that route at all. That really limits popping into Kirkland at any hour of the day or night. The 234 going into Bellevue has a limited schedule as well. It isn't safe walking into Bellevue along 108<sup>th</sup> Ave NE going south under the freeway. My friend Tracy Dunlap was seriously injured when a truck turning left from the freeway off-ramp hit her as she was crossing at a pedestrian crosswalk on 108<sup>th</sup> Ave NE at a light with a walk signal. In addition there are inadequate sidewalks farther up the hill near the Montessori School.

The Planning Commission has to make decisions on projects that sound good on paper but aren't necessarily practical especially if funds are limited and several government agencies are involved. I suggest that the Planning Commission members and the City Council pick a raining Saturday and hang out at South Kirkland Park and Ride and each pick a different destination to take a round-trip to on the bus; for example, BCC, or Boeing, or Saint Edwards Park, or the Redmond Target Store, or even the Kingsgate Library. Or go there at 9 pm and take a bus ride from there to the grocery store and pharmacy and back. Maybe you can even borrow a sick kid to take along with you. Or bring your granny to South Kirkland Park and Ride on a week day at noon and take the bus to Evergreen Hospital with her for an appointment and ride the bus back. Most people don't know what it is like to use the bus for every trips even if they regularly commute to work on Metro.

Will this project actually solve all the problems it is intended to solve? Or will it just result in a different set of problems?

Sincerely,

Margaret Elaine Bull

6225 108<sup>th</sup> Place NE  
Kirkland WA 98033  
(425) 822-2925

RECEIVED  
NOV 01 2007

October 29, 2007

City of Kirkland  
123 Fifth Ave.  
Kirkland, WA 98033

AM PM  
PLANNING DEPARTMENT  
BY \_\_\_\_\_

RE: Kirkland Area Rezone

Dear Ms. Janice Soloff,

I wanted to take the time to thank you for the pleasant phone conversation we had last week concerning the rezones in the Kirkland. Your insights and updates were extremely informative and this letter addresses some of the issues we discussed.

I. General Information

A. Description

The Northwood Group is in the process of acquiring the property located 6713 Lakeview Dr NE, Kirkland, WA 98033. It has come to our attention that over a half of all properties surrounding this estate holds more units per square feet than the current zoning (RM 3.6) permits.

B. Goal of the Proposal

The Northwood Group proposes to rezone 10.07 acres from the current zoning of RM 3.6 (3,600 Sqft per unit) to RM 1.8 (1,800 Sqft per unit).

C. Location

The area is located between lake Washington Boulevard and Lakeview Drive, north of NE 64<sup>th</sup> Street, located in the Lakeview neighborhood.

D. Motive

The Northwood Group believes that by rezoning the highlighted area "will correct a zone classification or zone boundary that was inappropriate when established" (section 130.45, page 4.a).

E. Approach

Due to the fact this maybe a topic that reflects from the Lakeview comprehensive plan, The Northwood Group is looking to approach this matter in the form of a "nonproject, quasijudicial rezone"

II. All properties in the proposed rezone area (please refer to attached map)

A. Properties 1-14

Property 1

- 1.) Tax parcel # 2649500045
- 2.) Size .24 acres = 43,560 Sqft
- 3.) 6 units
- 4.) Property 1 has one unit for every 1,742.4 Sqft.

Property 2

- 1.) Tax parcel # 0825059094
- 2.) Size 1.62 acres = 70,567.2
- 3.) 39 units
- 4.) Property 2 has one unit for every 1,809.4 Sqft

Property 3

- 1.) Tax parcel # 2649500020
- 2.) Size .12 acres = 5,227.2 Sqft
- 3.) One single family unit
- 4.) Property 3 has one unit for every 5,227.2 Sqft

Property 4

- 1.) Address, 10116 NE 64TH ST, 98033
- 2.) Size .17 acres = 7,405.2 Sqft
- 3.) 2 units
- 4.) Property 4 has one unit for every 3,702.6 Sqft

Property 5

- 1.) Address, 6505 LAKEVIEW DR NE, 98033 (Retirement facility)
- 2.) Size 1.14 acres = 49,658.4 Sqft
- 3.) 66 units
- 4.) Property 5 has one unit for every 752 Sqft

Property 6

- 1.) Address, 6424 LAKE WASHINGTON BLVD, 98033
- 2.) Size .85 acres = 37,026 Sqft
- 3.) 10 units
- 4.) Property 6 has one unit for every 3,702.6 Sqft

Property 7

- 1.) Address, 6436 LAKE WASHINGTON BLVD NE, 98033

- 2.) Size .56 acres = 23,086.8 Sqft
- 3.) 7 units
- 4.) Property 7 has one unit for every 3,484.8 Sqft

Property 8

- 1.) Address, 6627 LAKEVIEW DR 98033
- 2.) Size .71 acres = 30,927.6 Sqft
- 3.) 16 units
- 4.) Property 8 has one unit for every 1,932.9 Sqft

Property 9

- 1.) Address, 6620 LAKE WASHINGTON BLVD, 98033
- 2.) Size .5 acres = 21,780 Sqft
- 3.) 9 units
- 4.) Property 9 has one unit for every 2,420 Sqft

Property 10

- 1.) Address, 6736 LAKE WASHINGTON BLVD, 98033
- 2.) Size .68 acres = 29,620.8
- 3.) 12 units
- 4.) Property 10 has one unit for every 2,468.4 Sqft

Property 11

- 1.) Address, 6714 LAKE WASHINGTON BLVD NE, 98033
- 2.) Size .66 acres = 28,749.6 Sqft
- 3.) 6 units
- 4.) Property 11 has one unit for every 4,791.6 Sqft

Property 12

- 1.) Tax parcel # 0825059219
- 2.) Size .19 = 8,276.4 Sqft
- 3.) 2 units
- 4.) Property 12 has one unit for every 4,138.2 Sqft

Property 13

- 1.) Tax parcel # 4151800005
- 2.) Size .33 = 14,374.8 Sqft
- 3.) 1 unit
- 4.) Property 13 has one unit for every 14,374 Sqft

Property 14

- 1.) PLEASANT BAY APARTMENTS
- 2.) Size 2.3 acres = 100,188 Sqft
- 3.) 56 units
- 4.) Property 14 has one unit for every 1,789.07 Sqft

B. Conclusion

The area located between Lake Washington Blvd and Lakeview Dr, north of NE 64<sup>th</sup> Street, roughly totals up 10.07 acres (466,092 Sqft), and collectively has approximately 233 units. This concludes (when comparing total size to total units), that the highlighted area allows one unit for every 1,882.6 Sqft.

Based on the total calculations above, we have found a significant difference between the actual units per square feet (1,882.6), compared to what the current zoning allows (R.M 3,600).

III. Significant social features

A. Street System

The proposed site is bordered by two major arterials (please see attached page, 3), Lake Washington Blvd NE and Lakeview Dr. Both, Lake Washington Blvd and Lakeview Dr, provides a "gateway" to two major state roadways (SR-520 and I-405).

We feel that the traffic impact will be insignificant, due to the fact that the proposed area already (on average) has one unit for every 1,882.6 Sqft.

It is our goal to bring to your attention a few points on why this portion of the Lakeview neighborhood should be rezoned to RM 1,800. I truly thank you for the time and consideration and please review the attachments that clearly support our argument. If you have any questions feel free to contact us and we will look forward to hearing from you.

P.S

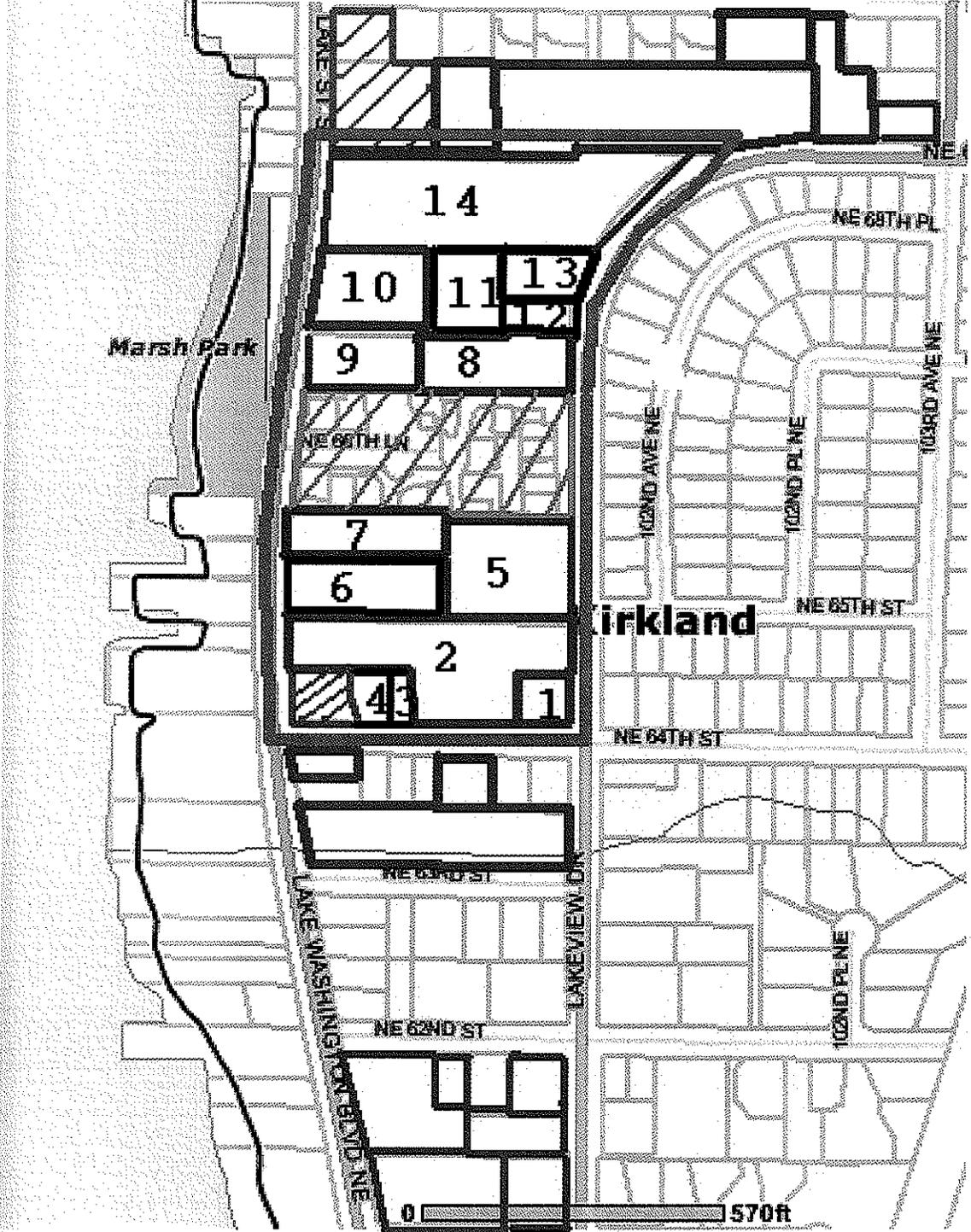
Please review all attachments:

- 1.) The comprehensive Lakeview Neighborhood map.
- 2.) A map showing all properties that have unit densities that reach well beyond what is allowed under the present zoning designation.

- 3.) A map showing the Lakeview Circulation and the major arterials surrounding this particular area.

Best regards,

Mark Bertoldi  
The Northwood Group  
360-654-4491  
425-213-3871



- Proposed area for rezone
- The black outline shows all parcels that comply with the current zoning
- The red outline shows all properties that hold more units than the current zoning allows.
- ////-PUD
- ////-Commercial or Neighborhood Business

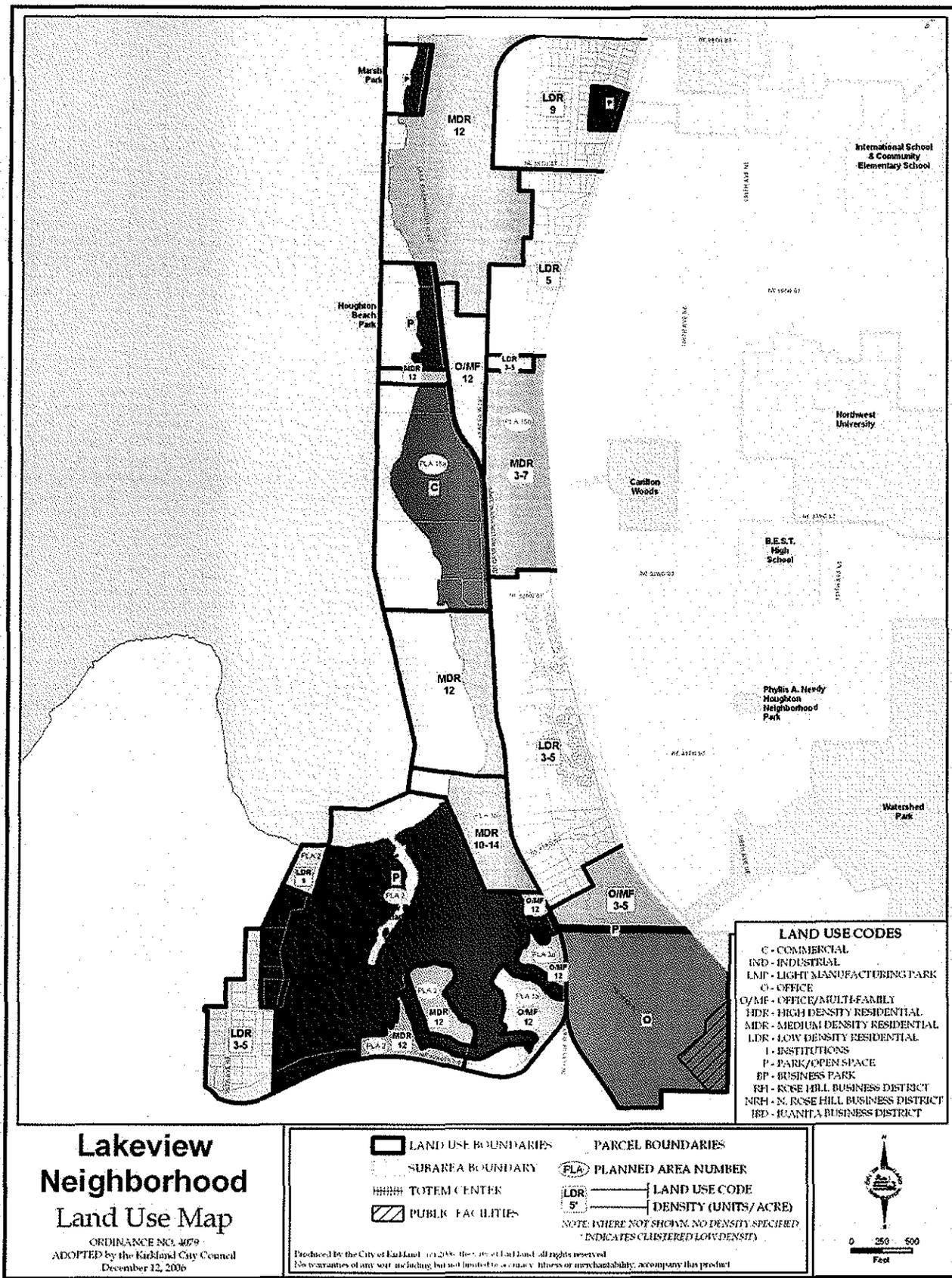
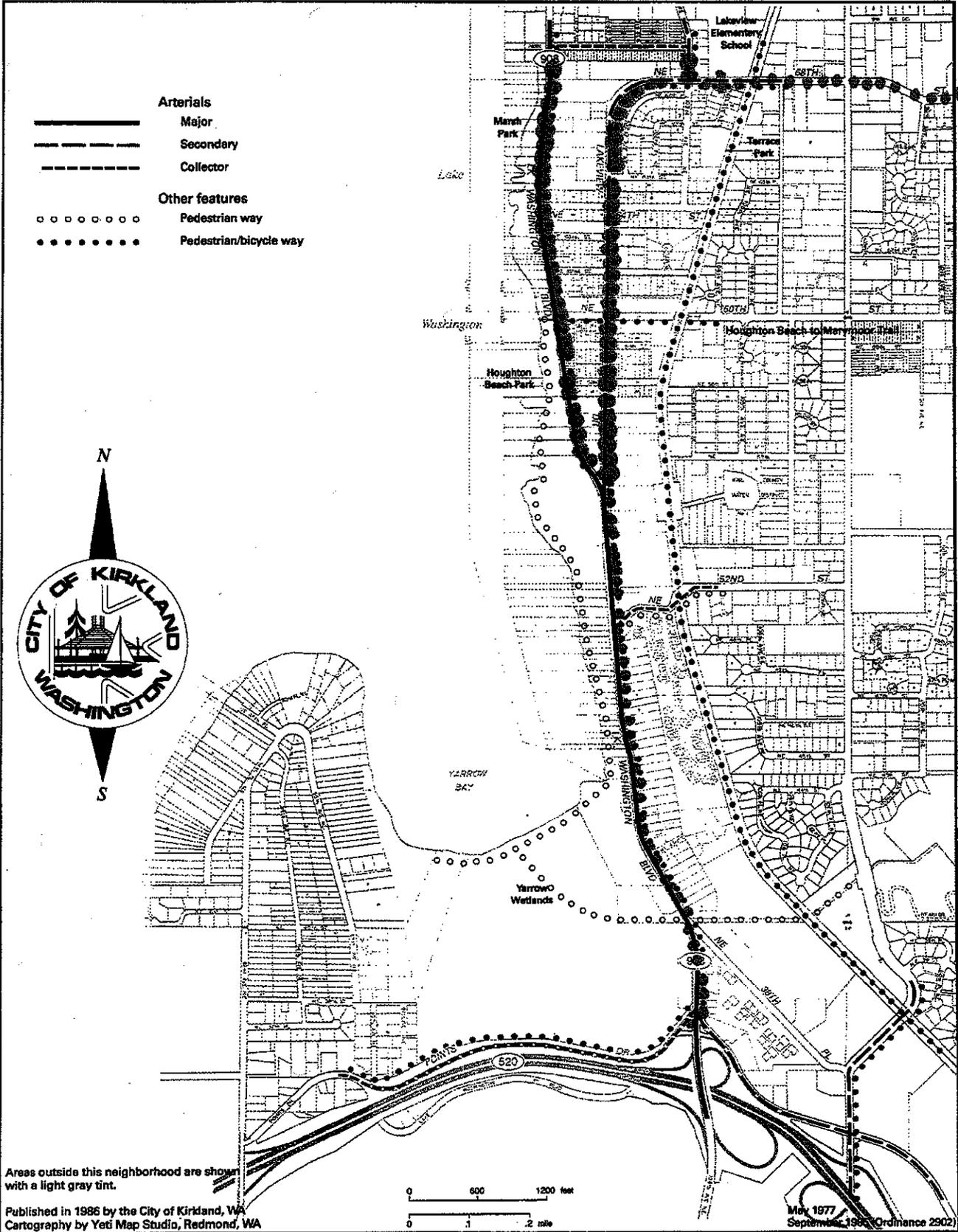


Figure L-1: Lakeview Land Use



**Figure L-2: Lakeview Circulation**



RECEIVED  
MAY - 2 2006

AM \_\_\_\_\_ PM \_\_\_\_\_  
PLANNING DEPARTMENT  
BY \_\_\_\_\_

April 28, 2006

Houghton Community Council  
123 5<sup>th</sup> Ave.  
Kirkland, WA 98033

Dear Council Members:

This letter is to follow up on my presentation at your April 24<sup>th</sup> meeting and to thank you for listening and having dialogue about non-conforming use codes within Houghton and specifically the RM3.6 zone that 30 years ago was changed from RM1.8. This does not include any of the buildings built over the water which are a separate zoning, I believe WD 1. As mentioned, over time, there are probably a couple hundred units that will be eliminated once the existing structures run their useful and economic life. The current non-conforming use code allows those buildings to be rebuilt at the same density only if they are destroyed by fire or I believe natural forces. If you tear it down to re-build, most of these will result in just half the units being built. I believe that this part of the code should be studied along with the new neighborhood plan for some of the following reasons.

- What may have made sense 30 years ago does not necessarily make sense today. RM1.8 (24 units per acre) is not very dense for these types of locations and going backwards is not consistent with the goals of Growth Management.
- When properties have reached their useful life, are torn down and rebuilt with cutting the density in half of what they have been for decades, this will cause larger and less affordable residences to be re-built in their place versus if they were allowed to be rebuilt at the same density. Lower density usually means larger and more expensive residences. Again, going backwards.
- With re-writing the code, if desired, there could be incentives written in to allow a small percentage of affordable units to be added on top of the 24 per acre that was originally allowed.
- In reality, and to the public, you would not be increasing traffic, population or density from what is already there, only preserving it. For instance if there has been 12 units on a particular site for 30 plus years, you could re-build it at 12 units. The intent is if it was legally built at the time it was built density wise, it could be re-built at that same density. In addition, it would have to meet all of the current building and environmental codes.

After meeting with the council I spoke with the planning department. If the Houghton Community Council and the City were to complete such a study and conclude some changes should be made, depending on the desired changes, a re-zone might not be necessary. Other ways to handle such changes could be through a zoning code amendment or simply by amending the Nonconformance section. Thank you again for your consideration.

Sincerely,

A handwritten signature in black ink, appearing to read 'H. Douglas Waddell', written over a large, loopy flourish.

H. Douglas Waddell  
President

RECEIVED

AUG 12 2010

August 12, 2010

PLANNING DEPARTMENT

BY

Houghton Community Council and Kirkland Planning Commission:

This is a request for your support in getting part of the Lakeview Neighborhood's zoning changed to a higher density than its current RS12.5. A density of 3.6 or 5. would allow for more effective use of the limited land available for development in this important and highly visible area of Kirkland.

We have lived on Lake Washington Blvd. since 1977; in a house that was build in 1933. As far as I can determine this area was platted by the Cochrane's around 1929. The non-lake side of the Blvd was platted at 12,500 sq ft lot size. At that time this area was mostly rural and large lots were a desired selling point for development. Today, this has all changed. We are at the heart of a dynamic growing urban area, with Seattle, Bellevue and Redmond at our doorstep.

By acting now to adjust the guidelines for growth in this neighborhood we will have more control of the direction of development, thus meeting the future demands of this vibrant neighborhood.

A change to increased density would allow for:

- Improve the aesthetics of a major Kirkland gateway
- Allow for greater flexibility in site design
- Allow for consolidation of access points
- Encourages older homes to be redeveloped
- The clustering of homes, for duplexes, triplexes, town homes, and of course single family residences.
- Support infill within the Growth Management Act

As a long time resident and supporter of Kirkland, we ask your support for this requested density change. It will allow us to improve our neighborhood and enhance the image of Kirkland.

Thank you,  
Donald & Michelle McCale  
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