



MEMORANDUM

To: Houghton Community Council

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

Date: February 17, 2011

Subject: PRELIMINARY DRAFT LAKEVIEW NEIGHBORHOOD PLAN AND CODE AMENDMENTS-
STUDY SESSION, FILE ZON07-00032

RECOMMENDATION

Review and provide direction to staff on the following information at your February 28, 2011 study session:

- Revised preliminary draft Lakeview Neighborhood Plan based on direction received at the January 24, 2011 study session (see Attachment 1). Please come prepared to provide final edits to staff.
- Draft code amendments for:
 - PLA 3A, South Houghton Slope zone (Attachment 4)
 - PR zones (Attachment 5)
 - Small lot single family provisions in the Subdivision Ordinance that would apply in the RS zones in Lakeview (Attachment 3)
- Consider the comments received from the Parks Board and Lakeview Advisory Board meetings discussed below. (Note: staff will be meeting with the Transportation Commission on February 23 and those comments will be provided to the HCC at your February 28th meeting).

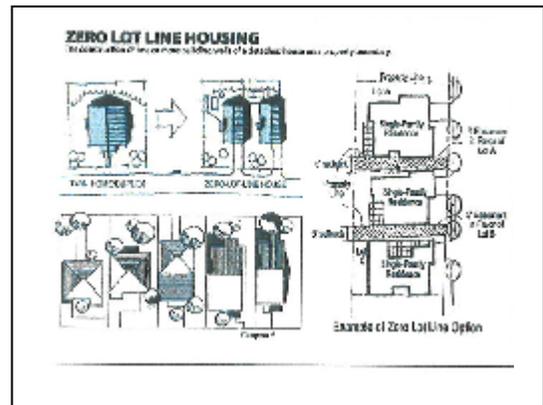
BACKGROUND DISCUSSION

Preliminary Draft Lakeview Neighborhood Plan and Draft Code Amendments

Summarized below is direction you gave staff on a number of issues at the January 24, 2011 meeting. The changes are reflected in revised draft Lakeview Neighborhood Plan in Attachment 1 (see highlighted sections). See attached related draft code amendments.

- a. Vision Statement- On page 2, text was added regarding maintaining access to Lake Washington at waterfront parks.
- b. New Planned Area 3 at the South Houghton Slope area- See page 7.
 - The HCC discussed a range of densities for the area from 6-9 dwelling units per acre including a density that equates to 7,200 sq. ft. lot size (4-6 d.u.'s per acre). The RS 7,200 sq. ft. is similar to what is allowed now with a minimum of one acre through a

Planned Unit Development process. The group decided to leave the density range of 4-9 dwelling units per acre open for now.



- Attachment 2 shows the chart from the Comprehensive Plan that equates density per acre with Zoning Code minimum lot size that may be useful in making your recommendation.
- HCC supports a minimum lot size of 5,000 sq. ft. and requiring a Process I review and therefore no changes were made to the policies.
- The zero lot line provisions in other areas of the City allow one of the side yards to be 0' and the other side yard either 5' each side or both sides equal 15'. This could result in two scenarios: attached structures (duplex where each structure is attached and straddles the lot line) or detached structures off set from each other on the lot line with space in between. The graphic above illustrates what zero lot line development looks like. They can result in either detached or attached units. The Houghton Council discussed the difference between the term duplex and attached dwelling unit and agreed to allow attached units on separate lots for flexibility in site design. At the last meeting you discussed wanting a wider side yard of 15' for the opposite side that does not have the zero lot line. That would result in one side being 15' and the opposite 5' or 20' total. Staff will provide some illustrations at the meeting and would like your clarification of this issue.

- *Attachment 3 contains the draft Zoning Code regulations for the new PLA 3A zone.*
- *Please review each use listing along with the General and Special Regulations for each use and provide direction to staff. The regulations for the new PLA 3A zone (south Houghton slope) are similar to the RSA annexation zone in that density per acre is used to determine density rather than minimum lot size.*
- *It would be helpful to staff if the HCC to make a recommendation on the definite units per acre for the area.*
- *Please clarify the side yard setbacks regarding the Zero lot line provision.*

c. Small lot single family- the HCC supports the small lot provisions for RS zones in Lakeview Neighborhood and to regulate the amount of floor area ratio for the smaller lot.

- *Attachment 4 shows the proposed code amendment to the Subdivision Ordinance. Review and provide direction to staff.*

d. Non-conforming Density Policy L-4.4 on page 10- See comment from the Lakeview Advisory Group below.

- *Staff has deleted this policy and recommends we address this issue of non-conforming density as a City wide code amendment.*

e. PR zones page 14-

- 1) The HCC supports rezoning the block between NE 59th ST and NE 60th ST from RM 3.6 to PR 3.6.

- 2) The HCC supports allowing neighborhood oriented businesses in the PR zones south of NE 60th ST referred to in Policies L-6.3 and 6.4.
- *Attachment 5 contains the proposed Zoning Code amendments to the PR zone for this area. For uses other than office and multi family uses, the PR zone already allows neighborhood oriented businesses through a Process I.*
 - a. *Should these uses be prohibited along Lakeview Drive and NE 59th and NE 60th Streets because of the potential impacts to surrounding residential uses?*
 - b. *Or would these potential impacts be addressed with the Process I review?*
 - c. *Or should there be no location restrictions to allow flexibility?*
 - *For the parcels north of the Kidd Valley, including the lot with the old post office site, the HCC supports review of redevelopment proposals through a Process IIA (currently a Process IIB) and for a "change in use" a Process I.*
 - *Staff would like to spend more time on the policy text for the parcels north of the Kidd Valley restaurant to clarify the key priorities should the properties redevelop and will bring revised text to the meeting*
- f. Yarrow Bay Business District and Design Guidelines- No changes were made to the draft policies for the District. The Houghton Council supports the limit on the 15,000 gross floor area (gfa) size for retail uses, agrees to prohibit drive through facilities, and support the 4-5 story building height limit. The number of subareas are still under discussion depending on the types of allowed uses and building height. Staff is leaning on keeping the PR 8.5 zone the same but include it within the YBD boundaries because there are no changes proposed in that zone. Draft zoning regulations for the YBD will be discussed at the March 14th study session.
- g. Design Review in the Yarrow Bay Business District- Houghton Council supports having the Design Review Board conduct design review for new commercial and residential projects in the Business District.

Park Board, Lakeview Advisory Group, and Transportation Commission Comments

Park Board Comments

The Park Board provided the following comments on the draft Parks and Open Space policies at their February 9, 2011 meeting:

- Overall the draft policies are consistent with the City's Parks Comprehensive Plan.
- Policy L-9.4 regarding Yarrow Bay Wetland. They suggested the policy be revised or text added to include the Town of Yarrow Point in future master planning process for the Yarrow Bay Wetlands. Park staff stated that restoration of the wetland and a future wetland master plan is an unfunded long term goal of the city. The Park Board suggested restoration could be part of the volunteer green team efforts.
- Policy L-9.3 regarding keeping wide expansive views open at waterfront parks. Park staff commented that there are now competing goals and values between the new shoreline master program regulations requiring soft shorelines and increased planting of vegetation along shoreline and the desire to maintain views of Lake Washington. A balancing of both interests will be necessary. The mechanics about how provide public notice prior to planting new trees or vegetation will be a challenge for Park Department staff.

- They recommend Policy L-9.5 related to improving pedestrian and bicycle pathways and Policy 9.6 be relocated to the transportation section. Staff supports this change.

Lakeview Advisory Group Comments

Five members (plus one participated via telephone) of the Advisory Group attended the meeting on February 16, 2011 and had the following comments on the draft Plan:

- Proposed PLA 3A zone (South Houghton Slope RS 12.5)
 - They would like to see mandatory third party review required of all geotechnical reports for development in moderate to high landslide hazard areas in the new PLA 3A zone. Currently Chapter 85, KZC provides the City with the optional authority to require peer review but it is not mandatory.
 - They supported allowing only detached dwelling units not attached units and they also supported allowing a zero lot line configuration as long as the units were not attached.
 - They wanted to know if attached housing greater than two attached units and an increase density beyond what is proposed could be allowed through a Planned Unit Development process? The answer is yes.
- Small lot single family provisions – They will support these provisions if the Central Houghton Neighborhood supports them including the requirement to limit the size of home (floor area ratio) for all RS zones in Lakeview Neighborhood (RS 7.2, RS 8.5, RS 12.5). There was a question if the Central Houghton Neighborhood Advisory Group only supported these provisions in a certain area of the neighborhood. Staff confirmed that the Central Houghton Advisory Group supports these provisions in all the RS zones.
- PLA 3B Hotel/motel use listing-They agree with the Houghton Community to keep the existing regulations the same and not require further limitations on a hotel/motel use.
- PR Zone-
 - They support the rezone of the block between NE 60th ST and NE 59th ST and east of the alley from RM 3.6 area to PR 3.6.
 - They support the idea of allowing neighborhood oriented businesses in the PR zones south of NE 60th ST with the exception that taverns would be of concern. They do not support a restriction requiring these uses only are allowed if oriented to Lake Washington Blvd. They believe there should be as much flexibility as possible to encourage these types of businesses to locate in the area. They also would like to see no electrical or internally illuminated signs.
- Non-conforming Density Policy L-4.4 on page 10 –They believe property owners should not be penalized for having existing legal non-conforming density and take away market rate housing. They discussed how the requirement should not apply to condominiums as well. They would like to see the last sentence removed. Staff has deleted this policy.
- Yarrow Bay Business District
 - Previously they did not support adding housing to the allowed uses; now they support allowing housing mixed with commercial uses.
 - They generally support the new vision for the Business District to be designed for the pedestrian, create open spaces for people to gather, increased landscaping, a mix of uses, and allow the increase in height of maximum 5 stories provided the building mass is reduced at the upper stories.
- Transit Oriented Development at the South Kirkland Park and Ride

- In general the majority of the members that were present at the meeting wanted to go on record as not supporting the TOD at the South Kirkland Park and Ride lot. Some of the concerns expressed were questioning the amount of parking to be provided and the increased demand from SR 520 tolling, the size and density of the proposed residential units, potential increased traffic and concern about the design of the project. Staff encouraged the group to attend the TOD meeting on February 22 and participate in the Zoning Code amendments and the design guidelines process.

Transportation Commission Comments

Staff will attend the Transportation Commission meeting on February 23 to receive their input on the draft Plan and will report back to you with their comments at your February 28th meeting. At your March 14, 2011 study session staff will provide the rest of the draft code amendments including the Yarrow Bay Business District design guidelines. The next step will be to move on to the Planning Commission for their study sessions on the draft plan and code amendments, open house and public hearing.

ATTACHMENTS:

1. Revised preliminary draft Lakeview Neighborhood Plan with figures dated 2/17/2011
2. Density comparison chart
3. Proposed new PLA 3A zoning regulations
4. Draft code amendment to PR use zone chart
5. Draft amendments to Subdivision Ordinance to allow small lot single family in the Lakeview Neighborhood RS zones.

cc: File ZON07-00032
Planning Commission

Lakeview Neighborhood Plan

Preliminary Draft 2/17/2011

Note: Highlighted text are changes made as a result of the Houghton Community Council January 24, 2011 meeting

1. Overview

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

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

Land uses within the neighborhood consist of low to medium residential densities, offices and neighborhood oriented businesses. Carillon Point is an important employment center and regional tourism draw with its mix of offices, retail, hotel, restaurants, housing and marina on the shores of Lake Washington. The Yarrow Bay Business District contains large office parks with limited services for businesses and freeway travelers.

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

2. Vision Statement

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

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

The neighborhood is a mix of single family and multifamily residential areas, offices, neighborhood oriented businesses and two commercial centers - Carillon Point and the Yarrow Bay Business District. Adequate parking is available on streets for easy access to neighborhood oriented businesses in the center of the neighborhood.

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

The Yarrow Bay Business District is a vibrant pedestrian urban village with a mix of commercial uses, housing, hotels, and services for businesses, residents, transit users and freeway travelers. The Business District has evolved over time to incorporate pedestrian oriented improvements such as landscaped green spaces and plazas for people to gather, public art, and improved street design with decorative pedestrian lighting. Even with improvements to SR 520 freeway and new development in the Yarrow Bay Business District, the neighborhood has maintained its unique waterfront neighborhood character.

The South Kirkland Park and Ride lot has transformed from a surface parking lot and transit center to a transit oriented development with additional parking stalls to serve transit riders, a mix of housing for all income levels, commercial services, improved vehicular and pedestrian access to the site and is a well designed architectural gateway to the City.

The street network in Lakeview is well established. A master plan for Lake Washington Boulevard has resulted in creating a streetscape design that includes wide sidewalks, landscaping, pedestrian decorative lighting, benches, and art. Improvements to both Lake Washington Boulevard and Lakeview Drive have increased pedestrian and bicycle safety and reduced traffic congestion.

Pedestrian and bicycle trails provide increased connections between Yarrow Bay Wetlands and Lake Washington Boulevard to Watershed Park, Carillon Woods Park and the future Eastside Rail Corridor along the old BNSF railroad right of way.

Lakeview's parks are clean, well maintained, and enjoyable for residents and visitors. Our waterfront parks are a model for how shoreline areas can provide a soft, natural shoreline to improve habitat with the planting of native vegetation. Access to the water's edge has been maintained where possible for residents to enjoy our lake.

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

3. Historical Context

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

Notable Houghton settlers were the Samuel French, the Jay O'Conner, the Curtis, Fish and Lute Marsh families. What is now known as the Orton House (Sutthoff House) at 4120 Lake Washington Blvd. was originally built in 1903 by realtor Charles Parrish for the Morris Orton family. The Orton house was then rented to a Dr. George Hudson Davis around 1910 and used as the area's first hospital and dental office. The Herman Schuster house (grandfather of Louis Marsh) was built just north of the Orton home. The French house was moved from its original location at 10126 NE 63rd Street to its present location at 4130 Lake Washington Blvd. in 1978.

In 1929, Louis Marsh built the Marsh Mansion on the property (6610 Lake Washington Blvd.) his parents purchased in 1905. Marsh Park, donated by Mr. Marsh, is on the land he acquired when Lake Washington was lowered in 1916. Harry French and other Houghton residents commuted to Seattle to work in Yesler's Mill either by rowing boats, by horse or daily ferry service. Harry French built a frame cabin for his family which later became Pleasant Bay's (original name for Houghton) first classroom and its first Sunday school.

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



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

Where Carillon Point is today was the original location of the Lake Washington Shipyard, started in 1905 by two brothers-in-law - Bartsch and Tompkins. The shipyard was an employment hub, building wood ships during the First World War, then steel ships during the Second World War.

Near this location, NE 52nd Street (Curtis Road) was the first street in Houghton connecting Lake Washington Boulevard to 108th Avenue NE (Cort Road). After the shipyards closed in the late 1940's, the site was used for many years as a practice facility for the Seattle Seahawks football team.

Curtis Landing dock and the original Houghton Post Office location.



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

Lake Washington Shipyards during WWI and WWII.

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



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

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

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

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

Policy L-1.2: Provide directional signs, markers and interpretive information at structures, buildings, sites or objects of historical significance.

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

4. Natural Environment

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

Natural Water Systems

Policy L-2.1: Protect and improve water quality and promote fish passage by undertaking measures to protect Lake Washington, and the wetlands and streams in the Carillon Creek, Yarrow Creek and Houghton Slope basins.

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

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

Policy L-2.2: Develop viewpoints and interpretive information around streams and wetlands if protection of the natural features and private property can be reasonably ensured.

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

Soils and Geology

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

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

Houghton Slope

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

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

Yarrow Slope

The Yarrow Slope, west of the Yarrow Bay Wetlands has also been identified as a potentially hazardous slope. Some landslides occurred in the early 1960s southward along the present location of SR520. Nearby landslides, steep slopes, high water content, and peat deposits warrant additional geotechnical analysis to ensure slope stability. Locating structures on the site that minimizes disruptions to natural systems are preferred. Existing vegetation in these areas should be preserved to the greatest extent feasible to help stabilize the slope and maintain drainage patterns. Development on these slopes should consider the same development standards listed under the Houghton Slope land use section

below. Special care should be taken during and after construction in order to minimize adverse impacts on the wetlands.

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

For these reasons development on these slopes should be regulated to protect life and property. Some properties surrounding the Yarrow Bay Wetlands are designated as containing seismic hazard areas because the soil type is subject to risk of earthquake damage as a result of seismically induced settlement or soil liquefaction. Regulations governing development on geologically hazardous areas are located in the Kirkland Zoning Code.

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

Policy L-2.5: Encourage the creation of backyard sanctuaries for wildlife habitat.

Lakeview contains many wildlife corridors connecting parks in the Central Houghton neighborhood and along stream channels to Lake Washington and Yarrow Bay Wetlands. Within the Lakeview and larger Houghton area residents are encouraged to improve wildlife habitat on their private property by planting native vegetation, providing food, water, shelter and space for wildlife.

See Natural Environment Chapter for additional goals and policies to preserve and protect these natural systems: http://kirklandcode.ecitygov.net/CK_comp_Search.html

5. Land Use

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

Residential

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

Policy L-3.1: The Lakeview Terrace area should remain in single family residential uses up to nine dwelling units per acre.

The single-family residential area of Lakeview Terrace, encircled by Lakeview Drive, NE 64th Street, and the railroad tracks, contains housing with some older structures. This area should be maintained as single-family by encouraging rehabilitation and by minimizing any possible encroachment of the adverse impacts of neighboring commercial and multifamily uses. The Lakeview Terrace area should be maintained in single-family residential uses (up to nine dwelling units per acre) to reflect the existing small lot sizes.

Houghton and Yarrow Slopes

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

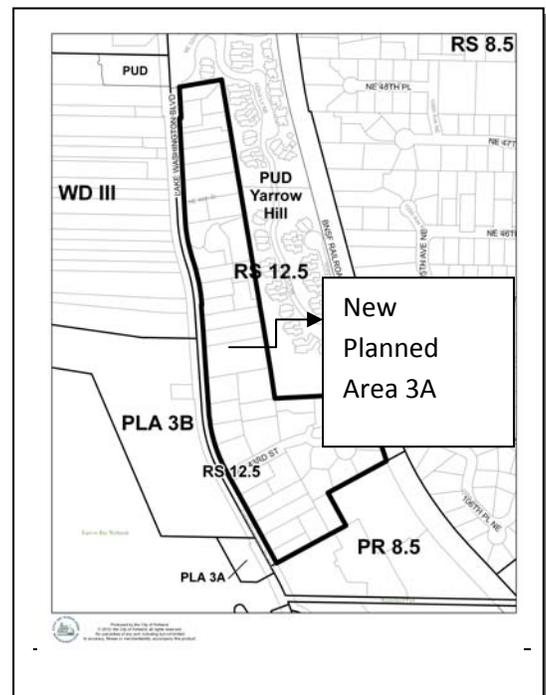
Policy L-3.2: Along the Houghton and Yarrow Slopes protect potentially hazardous areas such as landslide, seismic and surface water through development standards while allowing for redevelopment compatible with existing development.

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

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

South Houghton Slope- New Planned Area 3A

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

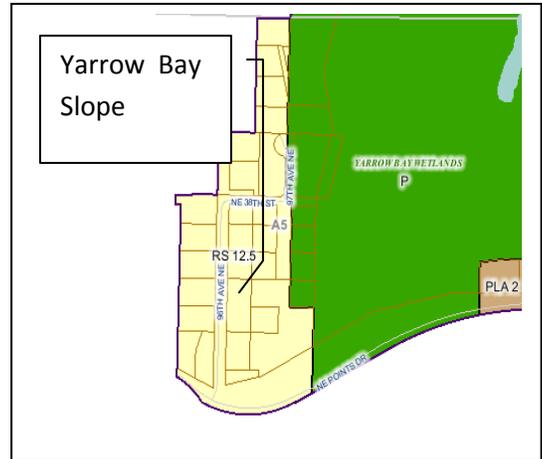


Policy L-3.4: Residential development on the south Houghton slope should be limited to four to nine dwelling units per acre with a minimum lot size of 5,000 sq. ft. and subject to the development standards listed below.

Given the unique physical constraints of the slope the area should be treated as a planned area to allow for flexibility in site design the location of structures and lot layout to protect steep slopes, existing water courses, and the retention of vegetation. Such techniques as aggregation of lots, smaller lots or clustering of units away from steep slopes should be encouraged. Evaluation through a public review Process I should be included to ensure new development is consistent with the development standards described below and compatible with surrounding existing residential uses.

Policy L-3.5: Along the Yarrow Bay slope residential density of three –five dwelling units per acre is appropriate.

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



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

Development Standards for Houghton Slope and Yarrow Slopes

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

1. A slope stability analysis shall be prepared which evaluates the site and surrounding area to minimize damage to life and property. Specific structural designs and construction techniques to ensure long term stability should be considered as part of the analysis.
2. Hillsides with the steepest slopes and or ravines may be required to be undisturbed in a natural condition and retained as permanent natural open space through the creation of a greenbelt easement or dedication.
3. A covenant which indemnifies and holds harmless the City for any damages resulting from slope instability shall be required to be recorded on the property.
4. Lot coverage should be minimized to retain vegetation and watercourses.
5. Surface water runoff shall be controlled at predevelopment levels.
6. Watercourses and wetlands should be retained in a natural state.
7. Vegetative cover should be retained to the maximum extent possible.
8. Flexibility in lot size and layout should be allowed through clustering of structures away from steep slopes and drainage courses and to preserve significant grouping of trees. Minimum lot size should be no less than 5,000 sq. ft. *(does not apply to Yarrow Bay wetland slope)*
9. For sites containing wetlands the maximum density allowed with sensitive areas is prescribed in KZC Chapter 90.
10. Zero lot line provisions should be allowed to provide flexibility in site design. This may result in a structure having a 0' side yard on one side to allow two-unit attached homes on separate lots if designed to look like a detached single family house (design techniques may include limiting

the points of entry on each facade, providing pitched roof and covered porches). *(does not apply to Yarrow Bay wetland slope)*

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

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

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

Policy L-4.1: Allow a variety of development styles that provide housing choice in low density areas.

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

Policy L-4.2: Encourage diversity in size of dwelling units by preserving and/or promoting smaller homes on smaller lots.

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

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

Multi Family Residential

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

In the northern portion of the neighborhood west of Lakeview Drive medium density residential is appropriate. In addition, several properties in this area of the neighborhood were built under previous

Staff recommends deleting this policy and considering with city wide code amendments

density land use regulations as designated on the Zoning Map and may contain non-conforming density.

~~**Policy L-4.4: Where legal non-conforming densities already exist, redevelopment should be allowed to occur at existing densities if affordable housing is also provided as part of the redevelopment. If rehabilitation is proposed because of fire or other natural disaster, affordable housing should not be required.**~~

~~On Lakeview Dr. and Lake Washington many parcels were developed under previous higher zoning resulting in legal non-conforming development. Property owners should be encouraged to redevelop and retain the existing number of units. Consistent with the Housing Element in this Comprehensive Plan a percentage of the units should be for affordable housing.~~

Planned Area 2 and YBD 3 (currently PLA 3A) near Yarrow Bay Wetlands and Shoreline Areas

Policy L-4.5: The uplands area of Planned Area 2 adjacent to Points Drive are appropriate for multifamily at a density of 10-12 dwelling units per acre.

Planned Areas 2 and YBD 3 (now PLA 3) are located adjacent to the Yarrow Bay wetlands which are identified in the Natural Environment section and in the Shoreline Master Program. Any development in this entire area should maintain the functional integrity of the wetlands and the biologic functions of storage and cleansing of runoff waters (see Shoreline Area Chapter and Natural Environment section). Additional policies indicate that the wetlands, as an area of aesthetic, biological, educational, and anthropological value, should be preserved. In 1987, the majority of the Yarrow Bay wetlands were dedicated to the City of Kirkland to ensure protection. The wetlands have also been identified as an area subject to uneven settlement problems. If development does occur in the wetlands or remaining upland areas, densities should be extremely limited (one dwelling unit per acre).

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

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

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

Policy L-4.7: North of NE 64th Street east of Lake Washington Boulevard commercial activities should be limited.

A convenience commercial grocery store located on Lake Washington Boulevard and NE 64th Street serves a localized need by providing limited grocery service to the surrounding residential neighborhood. Limited neighborhood commercial uses should be allowed to remain at this site and improvements should be encouraged to enhance its compatibility with surrounding residential uses and

the scenic character of Lake Washington Boulevard. No further development of retail commercial facilities in this residential area should be permitted.

Shoreline Areas

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

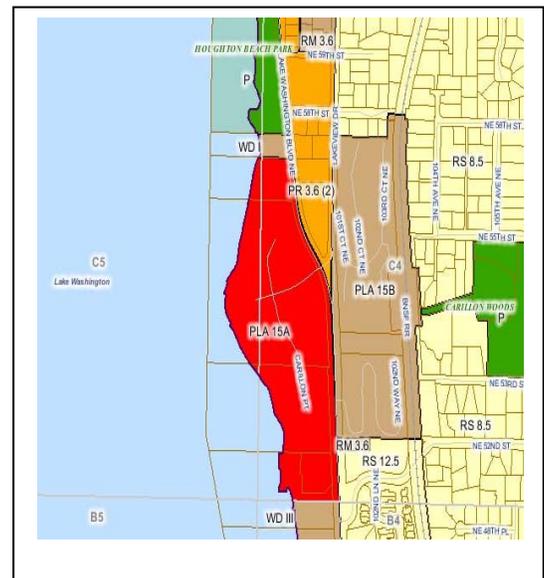
Planned Area 15 A and B Is Described

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

Subarea A

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

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



Subarea B

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

Goal L-5: Ensure development in PLA 15 continues to benefit from its lakefront setting with significant public access, water oriented uses and visual access to the lake, and maintains the natural characteristics and amenities of the stream and Houghton Slope.

PLA 15A

Policy L-5.1: PLA 15 A should continue to provide a mix of uses with priority to water dependent, water related and water enjoyment uses located along the shoreline. Residential development is allowed at a density of 12 dwelling units per acre.

Subarea A, west of Lake Washington Boulevard is developed with a mixture of uses. Like the shoreline areas lying immediately to the north and south, residential development in Subarea A is allowed at a density of 12 dwelling units per acre. The City's Shoreline regulations KZC Chapter 83, governs the types of uses and activities allowed in PLA 15A. Shoreline regulations designate the area as an Urban Mixed shoreline environment. As a means of minimizing waterfront development and providing greater public use and visual access opportunities within the Carillon Point development, some of the permitted unit count was transferred to Subarea B lying east of Lake Washington Boulevard.

Policy L-5.2: Water dependent uses such as the existing marina in Subarea A, south of Carillon Point are encouraged to remain.

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

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

Carillon Point Development

Goal L-6: Recognize and enhance the role Carillon Point plays as a mixed use employment center and tourism destination for the Lakeview Neighborhood, the wider Kirkland community and the region.

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

Policy L-6.1: Development and uses at Carillon Point should continue to be governed by an approved Master Plan.

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

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

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

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

Policy L-6.2: Commercial uses should not be permitted along the shoreline south of Planned Area 15.

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

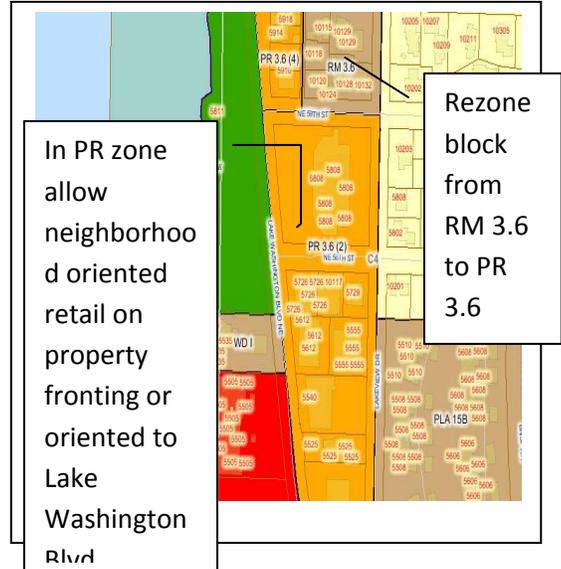
Neighborhood Oriented Commercial, Professional Office and Multi Family

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

Policy L-6.3: *The area south of NE 60th Street, between Lakeview Drive and Lake Washington Boulevard is suitable for medium-density residential uses at twelve dwelling units per acre, professional offices and small neighborhood oriented retail businesses. For all new uses other than residential or office the review process shall be **Process I otherwise change in tenants should be administrative review.***

Policy L-6.4: *Allow neighborhood oriented retail only if the subject property is located on the east side of Lake Washington Blvd. and fronts and development is oriented to Lake Washington Blvd.*

See staff memo for discussion question.



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

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

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

Policy L-6.6: *New commercial uses and redevelopment of the existing historic structures are encouraged if the historic character of the site and structures are retained, or enhanced, and designed with a strong pedestrian orientation.*

On the eastside of Lake Washington Blvd between NE 60th -50th Streets, two older single family house style buildings and a fast food restaurant exist. The restaurant meets most or all of the current zoning standards for such uses. Both of the older buildings clearly do not meet zoning standards for building setbacks parking, and other zoning nonconformances are likely. Even so, all three buildings are of a scale and design which are compatible with neighboring residential uses.



Staff will work on this section and bring suggested text to the meeting.

Part of the older buildings was constructed in the early 1900s and has historic significance as an early part of the Houghton Post Office the other was built in 1940's. These parcels are appropriate for multifamily residential, office, and small, limited in size, neighborhood oriented commercial uses. Development for residential uses should also comply with all applicable zoning standards.

The continuation of existing office and commercial uses within the existing nonconforming structures should be allowed. New neighborhood oriented retail uses may be located east of the alley only if, developed in conjunction with or common ownership with the parcels fronting on the east side of Lake Washington Boulevard but not as a standalone uses because of surrounding residential uses.

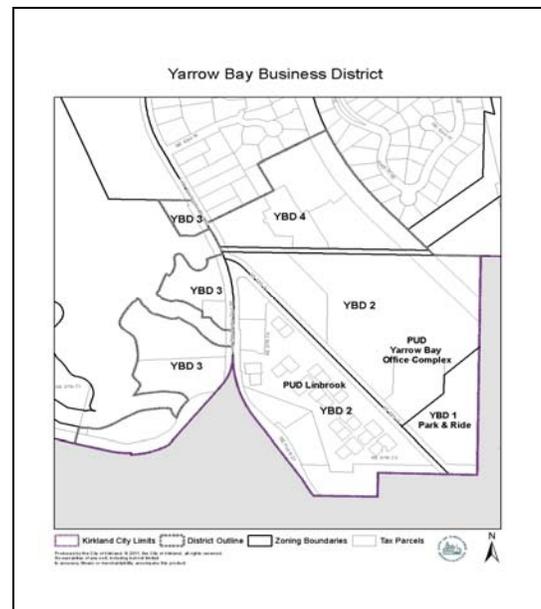
Because of the historic significance of the above described structures, site and non-conforming conditions, some flexibility in applying normal zoning standard should be allowed if certain objectives are met.

Change in tenants should be administrative review. Redevelopment of the subject properties(s) (may be combined with adjacent parcels) for office, limited neighborhood oriented commercial or multifamily uses should be reviewed through a **Process IIA** consistent with the following standards:

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

YARROW BAY BUSINESS DISTRICT

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



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

The policies in this section are intended to support and strengthen the business district to evolve into a greater mix of retail, office, services and housing to provide a more vibrant commercial district with greater pedestrian orientation and connections to transit facilities. Focus will be on integration of businesses and residents with a potential redevelopment of the area into a mixed use transit oriented district.

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

See urban design section regarding Yarrow Bay Business District.

YBD 1- YARROW BAY BUSINESS DISTRICT 1-SOUTH KIRKLAND PARK & RIDE (PLA 4)

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

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

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

Policy L-7.1: Provide for affordable housing.

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

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

Policy L-7.2: Ensure high quality site and building design.

Develop implementing regulations for coordinated development of the entire site.

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

Implement design standards for Planned Area 4.

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

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

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

Policy L-7.3: Maximize effectiveness of transit-oriented development (TOD).

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

Policy L-7.4: Coordination with the City of Bellevue.

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

YBD-2 and YBD-3

Policy L-7.5: In YBD 2 and 3 encourage a mix of retail, hotels, restaurants, housing, and services incorporated into existing office development.

Policy L-7.6: In YBD 2 and 3 prohibit stand alone retail or wholesale buildings that occupy more than 15,000 gross floor square feet.

Policy L-7.7: In YBD 2 and 3 a maximum building height of four to five stories are appropriate to encourage future goals of the business district. Building mass should be reduced above the second floor with upper story step back setbacks, vertical and horizontal modulation.

Development in YBD 2 and YBD 3 is appropriate for a mix of uses such as offices, specialty retail (limited in size to 15,000 sq. ft. with no stand alone retail) banks, hotel, motel, restaurants, schools or day care facilities, residential and grocery stores to serve office and other employment nearby or the freeway traveler. Drive through facilities should not be permitted in the Yarrow Bay Business District because they discourage pedestrian oriented development.

The clustering of development away from wetland and streams areas is encouraged. Cochran Springs Creek requires protection. This area is the entrance to the City and, hence, the character of development is important. Ingress and egress onto Lake Washington Boulevard and Points Drive should be carefully controlled in order not to negatively impact the traffic on the Boulevard and approach to SR 520. Because of the prominent location of the development as a southern gateway to the City, a gateway feature, art, superior landscaping, and pedestrian amenities should be provided along Lake Washington Blvd (*see Urban Design Section*).

Policy L-7.8: Establish urban design standards for commercial and mixed use residential development in the Yarrow Bay Business District

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

YBD 4 *May keep as PR 8.5 zone?*

Policy L-7.9: At the southern end of the Houghton Slope, professional offices or multifamily uses are allowed.

An existing office development is located at the south portion of the Houghton slope. The office land use designation should not be allowed to extend further northward onto the southern end of the

Houghton Slope into the residential area. The offices provide a desirable transition to the residential area to the north and east. Accessory commercial uses are only permitted to serve the offices.

6. Transportation

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

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

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

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

Policy L-8.1: Enhance Lake Washington Boulevard as a scenic, recreational, and open space function as well as commuter route.

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

1. Seek transportation strategies to relieve congestion during commute times at the north and south end of Lake Washington Blvd.
2. Widen sidewalks where sufficient right-of-way exists on both sides of the street with wider sidewalks on the west side. Modifications to this requirement may be needed if the result will be an unreasonable hardship for property owners with steep topography.
3. Installation of pedestrian crossings at intersections and adjacent to waterfront parks where safety considerations allow such installation.
4. Additional use of a center left-turn lane at intersections or where on-street parking is not needed.
5. Development of landscaped median islands to separate traffic and provide pedestrian safety where center left-turn lanes or on-street parking are not needed.

6. Continuation and widening of bicycle lanes.
7. Installation of on-street parking in areas of high parking demand, provided that traffic safety will not be impaired.
8. Seek opportunities to install streetscape amenities such as public art, pedestrian lighting, street furniture, and low level landscaping that will not obscure views of the Lake and will enhance the pedestrian experience along the street.

Policy L-8.2: Implementation of the above street improvements should be both area wide and site specific with redevelopment.

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

Policy L-8.3: Support regional transportation solutions that will improve circulation through the neighborhood.

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

1. Alternatives to the single-occupancy vehicle for commuting purposes, such as increased use of Metro Transit, commuter pool, High-Occupancy Vehicles (HOV), and the investigation of future modes, such as light rail.
2. Improvements to the I-405/SR 520 corridors.

Policy L-8.4: Maintain Lakeview Drive as a secondary arterial through the neighborhood for vehicles, bicycles and pedestrians.

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

Policy L-8.5: Improve the pedestrian and bicycle circulation system in the Lakeview Neighborhood.

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

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

9. Open Space and Parks

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

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

Policy L-9.1: The City should continue to pursue the policy of acquiring property in Lakeview for recreation purposes wherever possible.

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

Policy L-9.2: Waterfront parks should be a model for how private shoreline property owners can restore their shoreline. Hard armoring should be replaced with native plants and soft armoring techniques while ensuring erosion protection and adequate public access to Lake Washington.

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

Policy L-9.3: Parks in Lakeview should keep wide, expansive views of Lake Washington and not be obstructed by vegetation or placement of structures.

A high priority for the neighborhood is to maintain the wide expansive views of Lake Washington and beyond, especially at waterfront parks. Balancing the goal of the above policy with shoreline restoration through the planting trees and shoreline vegetation with retaining views must be achieved.

Ongoing maintenance of existing vegetation at parks to retain views of the Lake from Lake Washington Boulevard and properties to the east is also a high value. As new trees or vegetation are planted the placement and variety should carefully be considered to avoid view obstruction. Surrounding neighbors to the east who may be impacted by new vegetation should be involved in the placement and variety. In addition to the normal notification techniques, the Parks and Community Services Department should notify surrounding residents and the neighborhood association prior to placement of new trees or vegetation that have the potential for impeding views.

Policy L-9.4: Seek opportunities to improve wildlife habitat and increase pedestrian and non motorized boat access if ecological functions can be maintained.

Yarrow Bay wetlands are one of the largest remaining wetlands on Lake Washington and serve as valuable wildlife habitat, water quality functions as well as aesthetic open space for the community. Public access is available by existing public rights of way but is limited. Improving access for viewing

wildlife and environmental education through implementing a series of boardwalks provided ecological functions are protected should be evaluated. Wildlife habitat may be improved by removing upland and underwater invasive plants in and near the wetlands. Any future development of the park should be undertaken following a community based master planning process. Considerations for a future park master plan should include protection and enhancement of natural resources while providing appropriate public access. Opportunities for further acquisition of adjacent land in order to preserve protect the wetlands and associated wetland buffers should also be pursued.

More appropriate in Transportation Section?

Policy L-9.5: Improve major pedestrian and bicycle pathways as both a recreation amenity and non-motorized transportation option.

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

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

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

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

More appropriate in Transportation Section?

Policy L-9.6: Support development of a future Eastside Rail Corridor as multipurpose trail for pedestrian and bicycles with access points along the corridor at street ends and other areas.

Bicycle/pedestrian ways shown in Figure E for this area represents only the major routes and do not include sidewalks and other lesser elements of the path system. Under consideration is development of a multi use trail within the old BNSF railroad right of way known as the Eastside Rail Corridor for bikes, pedestrians and/or commuter or light rail system. If dual use for pedestrians, bikes and train are considered in the future the corridor plan should consider the following principles in the design:

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

10. Public Services and Facilities



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

Policy L-9.7: Undergrounding of overhead utilities should be actively encouraged.

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

11. Urban Design Policies

Lakeview's unique urban design assets are identified on Figure G and play an important role in the visual image of the City.

Lakeview's north-south orientation and west sloping Houghton slope allow for a majority of residents to take advantage of the views of Lake Washington, Seattle and the Olympic Mountains. Lake Washington and the Yarrow Bay Wetlands are two visual landmarks that provide a sense of openness and natural beauty. Preserving public views of Lake Washington and beyond from Lake Washington Boulevard is a high priority. Other landmarks in this neighborhood include the waterfront parks and the historic Marsh, Orton (Sutthoff) and French homes. The Lakeview Neighborhood serves as the southwestern gateway to the City at SR 520 and Lake Washington Blvd. and 108th intersections.

Views

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

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

Public and private view corridors along Lake Washington's shoreline are important assets and should continue to be enhanced as new development occurs. Wide, expansive views of Lake Washington looking west from public rights of ways and waterfront parks should be maintained. Street trees along rights of ways and trees in public parks that offer local and territorial views should be of a variety that will minimize view blockage as trees mature.

Landforms

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

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

Gateways

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

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

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

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

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

Design Standards for Lake Washington Blvd. and Pedestrian Pathways

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

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

- ***Adequate sidewalk widths on both sides of the street with wider sidewalks along the west side of Lake Washington Blvd where topography allows.***
- ***Street trees that are of a variety to minimize view obstruction from the public rights of way and properties to the east.***
- ***Public amenities such as benches, pedestrian lighting, view platforms, public art and directional signs pointing to public facilities and points of interest.***

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

Pedestrian Circulation

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

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

Commercial Activity Nodes

The Yarrow Bay Business District, Carillon Point, waterfront parks and surrounding neighborhood businesses serve as commercial activity nodes in the neighborhood.

Transitional Areas

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

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

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

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

Policy L-13.2: Orient neighborhood oriented commercial uses between NE 60th and Carillon Point toward Lake Washington Boulevard.

Neighborhood oriented commercial development located in the center of the neighborhood should be oriented toward Lake Washington Boulevard will have less impact on the adjacent residential areas in the surrounding neighborhood.

Yarrow Bay Business District

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

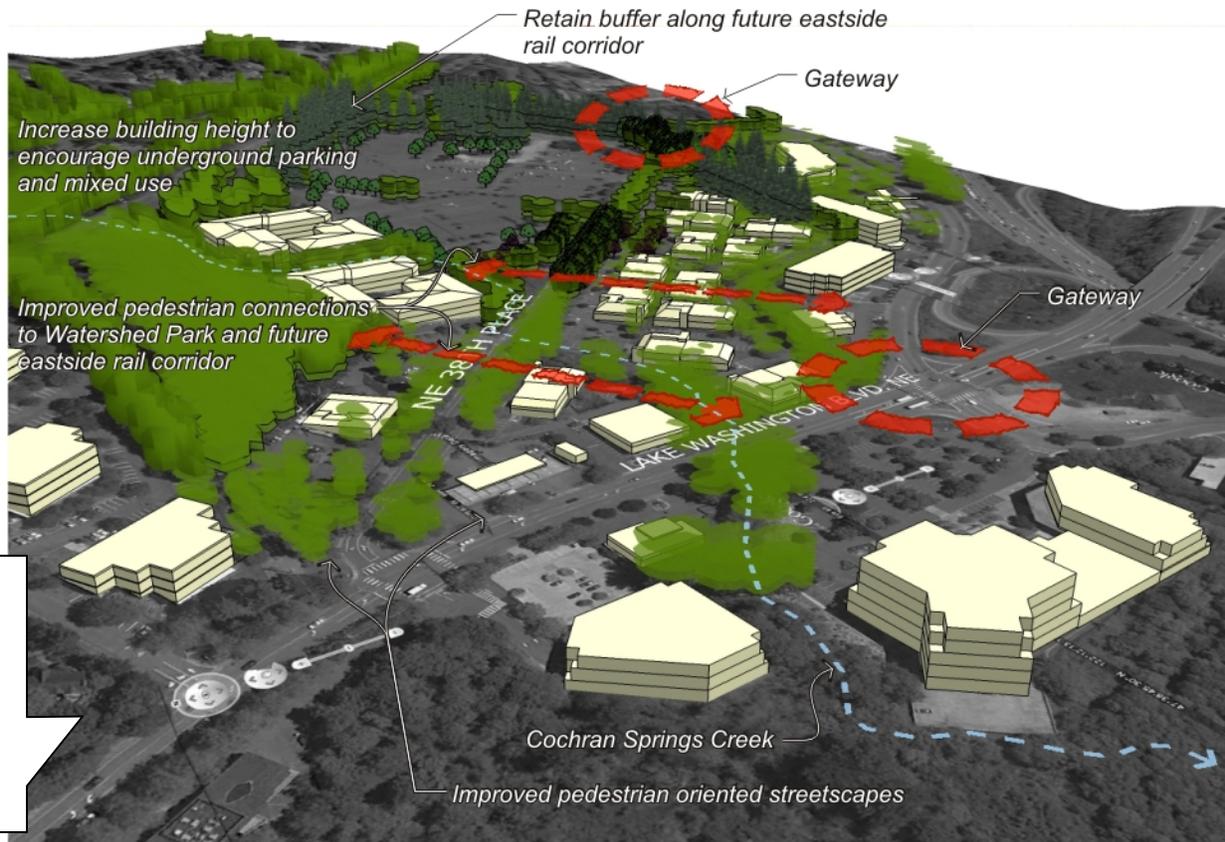


Illustration shows the future urban design concept for the Yarrow Bay Business District.

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

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

- *Promote pedestrian oriented design techniques such as minimizing blank walls, generous window treatment, awnings, superior building materials, plazas, and pedestrian amenities especially around retail uses.*
- *Pedestrian linkages between uses on site, adjacent properties and the transit facility at the South Kirkland Park and Ride property.*
- *Enhanced streetscapes improved with street trees, pedestrian lighting, benches, and street furniture unique to the neighborhood.*
- *Building placement on the site.*

- *Consolidate vehicular access points along Lake Washington Blvd because of ingress and egress challenges. Drive through facilities should be discouraged.*
- *Intersection improvements where needed to improve vehicular, pedestrian and transit access.*
- *Development clustered away from streams and wetlands; enhance stream corridors for both habitat and as a natural amenity.*
- *Public plazas and green open spaces.*
- *Effective and appropriate landscaping and buffering.*
- *Comprehensive master sign plans using quality materials.*
- *Ensure high quality building design and materials.*
- *Roof treatments are compatible with surrounding architecture.*
- *Vertical and horizontal modulation and upper story step backs above the second story along all street frontages and perimeter of district.*
- *Along the perimeter of the district, architectural design that is compatible with surrounding residential uses.*
- *Incorporate gateway features at locations shown in Figure G incorporating signs, sculpture, lighting, and landscaping.*



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

Greater emphasis within the Yarrow Bay Business District should be placed on improving pedestrian connections between uses and transit facilities including the South Kirkland Park and Ride lot. Improving the experience for the pedestrian is important by incorporating safe pedestrian pathway connections and streetscapes with amenities such as benches, pedestrian lighting, and landscaping.



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

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

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



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

List of Lakeview Plan Figures (figures are currently being updated and not included in this version):

- a. Land Use*
- b. Sensitive Areas*
- c. Geological hazardous areas*
- d. Transportation street network*
- e. Pedestrian system*
- f. Bicycle system*
- g. Urban design assets*

VI. LAND USE

Table LU-3 below provides a range of residential densities described in the Comprehensive Plan with comparable zoning classifications.

Table LU-3
Residential Densities and Comparable Zones

General Residential Densities	Residential Densities as Specified in Comprehensive Plan in Units per Net Acres (d/a)	Comparable Zoning Classification
LOW DENSITY	Up to 1 d/a	RS – 35,000
	Up to 3 d/a	RS – 12,500
	4 – 5 d/a	RS – 8,500 RS – 7,200
	6 d/a	RS – 7,200
	7 d/a	RS – 6,300
	8 – 9 d/a	RS – 5,000
MEDIUM DENSITY	8 – 9 d/a	RM – 5,000
	10 – 14 d/a	RM – 3,600
HIGH DENSITY	15 – 18 d/a	RM – 2,400
	19 – 24 d/a	RM – 1,800

Higher unit per acre counts may occur within each classification if developed under the City's PUD, innovative or affordable housing programs.

New Section __South Houghton Slope PLA 3A USE ZONE CHART -2/16/2011

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

Section _____ - GENERAL REGULATIONS

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

1. Refer to Chapter 1 KZC to determine what other provisions of this code may apply to the subject property.
2. If any portion of a structure is adjoining a detached dwelling unit in a low density zone, then either:
 - a. The height of that portion of the structure shall not exceed 15 feet above average building elevation; or
 - b. The maximum horizontal facade shall not exceed 50 feet.
 - c. See KZC [115.30](#), Distance Between Structures/Adjacency to Institutional Use, for further details.
(Does not apply to Detached Dwelling Unit and Mini-School or Mini-Day-Care Center uses).
3. Development shall use the best management geotechnical practices specific to the site and design the project to minimize any potential geologic hazards. The following development standards shall be met. See Chapters 85 and 90 KZC for more detail:
 - a. A slope stability analysis shall be prepared which evaluates potential geologically hazardous areas of the site and surrounding area to minimize damage to life and property. Specific structural designs and construction techniques to ensure long term stability shall be considered as part of the analysis.
 - b. Structures must be clustered and located away from areas that may significantly impact slope stability, drainage patterns, erosion or landslide hazards on the subject property or adjacent property and outside of steep ravine areas.
 - c. Roadways must be located away from areas that may significantly impact slope stability, drainage patterns, and erosion or landslide hazards on the subject property or adjacent property and outside of steep ravine areas.
 - d. Hillside with the steepest slopes and or ravines may be required to be undisturbed in a natural condition and retained as permanent natural open space through the creation of a greenbelt easement or dedication.
 - e. A covenant which indemnifies and holds harmless the City for any damages resulting from slope instability shall be required to be recorded on the property.
 - f. Surface water runoff shall be controlled at predevelopment levels.
 - g. Watercourses and wetlands shall be retained in a natural state.
 - h. Vegetative cover shall be retained to the maximum extent possible.
 - i. Vehicular access points shall be limited and consolidated to reduce the number of vehicular access points along Lake Washington Blvd. The City may require traffic control devices, shared access points, right of way realignment, or limit development if necessary to further reduce traffic impacts.
 - j. With new development and subdivisions sidewalks along Lake Washington Blvd shall be widened to meet City standards.
 - k. Development must ensure that the City has the ability to access and provide necessary emergency services.
 - l. Development must be consistent with the policies for development in the Houghton Slope area of the Lakeview Neighborhood Plan in the Comprehensive Plan.

4. May also be regulated under the Shoreline Master Program, refer to KZC Chapter 83.

USE ZONE CHARTS

Section ____

Use: Detached or Attached Dwelling Units See General Regulations and Special Regulations 1 and 5

Required Review Process: Process I, KZC Chapter 145

Minimums:

Lot Size: Maximum dwelling units per acre **is 6 – 9.**

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

Required Yards:

Front: 20'. See Special Regulation 1

Side: 5' but 2 sides must equal at least 15'. See Special Regulation 4

Rear: 10' . See Special Regulation 6

Maximums:

Lot Coverage: 50%.

Height of Structures: 25' above average building elevation.

Landscape Category: E

Sign Category: A

Required Parking: 2.0 per dwelling unit.

Special Regulations:

1. For this use only one dwelling unit may be on each lot regardless of the size of the lot.
2. The Floor Area Ratio (FAR) requirements of KZC Section 115.42 shall apply to all parcels that contain less than 7,200 sq. ft. The maximum Floor Area Ratio is 50% of the lot size. See KZC 115.42 Floor Area Ratio (FAR) calculation for Detached dwelling Units in Low Density Residential Zones for additional information.
3. On corner lots with two required front yards, one may be reduced to the average of the front yards for the two adjoining properties fronting the same street as the front yard to be reduced. The applicant may select which front yard will be reduced (see Plate 24).
4. The side yard may be reduced to zero feet if the side of the dwelling unit is attached to a dwelling unit on an adjoining lot. If one side of a dwelling unit is so attached and the opposite side is not, the side that is not attached must provide a minimum side yard of 5 feet with a total of 15 feet for both side yards.
5. For attached units no more than two dwelling units may be in one structure. Attached units must be designed to look like a detached single family house with each unit having a unique design from the other, using such techniques as limiting the points of entry on each facade, providing pitched roofs and covered porches.

6. The rear yard may be reduced to zero feet if the rear of the dwelling unit is attached to a dwelling unit on an adjoining lot.
 7. Chapter 115 KZC contains regulations regarding home occupations and other accessory uses, facilities and activities associated with this use.
-

Section:

Use: Church

Required Review Process: Process IIA, Chapter 150 KZC

Minimums:

Lot Size: 12,500 sq. ft.

Required Yards:

Front: 20'

Side: 20' on each side

Rear: 20'

Maximums:

Lot Coverage: 50%.

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

Landscape Category: C

Sign Category: B

Required Parking: 1 for every 4 people based on maximum occupancy load of any area of worship. See Special Reg. 2

Special Regulations:

1. No parking is required for day-care or school ancillary to the use.
 2. See General Regulations regarding other development standards.
-

Section:

Use: School or Daycare Center

Required Review Process: Process IIA, Chapter 150 KZC.

Minimums:

Lot Size: 12,500 sq. ft.

Required Yards:

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

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

Maximums:

Lot Coverage: 50%

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

Landscape Category: D

Sign Category: B

Required Parking: See KZC 105.25

School Special Regulations:

1. See General Regulations regarding other development standards.
2. May locate on the subject property only if:
 - a. It will not be materially detrimental to the character of the neighborhood in which it is located.
 - b. Site and building design minimizes adverse impacts on surrounding residential neighborhoods.
 - c. The property is served by a collector or arterial street.
3. A six-foot-high fence along the side and rear property lines is required only along the property lines adjacent to the outside play areas.
4. Hours of operation and maximum number of attendees at one time may be limited to reduce impacts on nearby residential uses.
5. Structured play areas must be setback from all property lines as follows:
 - a. 20 feet if this use can accommodate 50 or more students or children.
 - b. 10 feet if this use can accommodate 13 to 49 students or children.
6. An on-site passenger loading area must be provided. The City shall determine the appropriate size of the loading area on a case-by-case basis, depending on the number of attendees and the extent of the abutting right-of-way improvements. Carpooling, staggered loading/unloading time, right-of-way improvements or other means may be required to reduce traffic impacts on nearby residential uses.
7. The location of parking and passenger loading areas shall be designed to reduce impacts on nearby residential uses.
8. Electrical signs shall not be permitted.
9. May include accessory living facilities for staff persons.
10. These uses are subject to the requirements established by the Department of Social and Health Services (WAC Title 388).

Section:

Use: Mini School or Mini Day Care Center

Required Review Process: Process I, Chapter 145 KZC.

Minimums:

Lot Size: 12,500 sq. ft.

Required Yards:

Front: 20'

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

Rear: 20'

Maximums:

Lot Coverage: 50%.

Height of Structures: 25' above average building elevation.

Landscape Category: E

Sign Category: B

Required Parking: See KZC 105.25

Special Regulations:

1. See General Regulations regarding other development standards.
2. May locate on the subject property if:

- a. It will not be materially detrimental to the character of the neighborhood in which it is located.
- b. Site design must minimize adverse impacts on surrounding residential neighborhoods.
3. A six-foot-high fence is required along the property lines adjacent to the outside play areas.
4. Hours of operation and maximum number of attendees may be limited by the City to reduce impacts on nearby residential uses.
5. Structured play areas must be setback from all property lines by five feet.
6. An on-site passenger loading area may be required depending on the number of attendees and the extent of the abutting right-of-way improvements.
7. The location of parking and passenger loading areas shall be designated to reduce impacts on nearby residential uses.
8. Electrical signs shall not be permitted. Size of signs may be limited to be compatible with nearby residential uses.
9. May include accessory living facilities for staff persons.
10. These uses are subject to the requirements established by the Department of Social and Health Services (WAC Title 388).

Section:**Use: Public Utility****Required Review Process:** Process IIA, Chapter 150 KZC**Minimums:**

Lot Size: None

Required Yards:

Front: 20'

Side: 20' on each side

Rear: 20'

Maximums:

Lot Coverage: 50%.

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

Landscape Category: A**Sign Category:** B**Required Parking:** See KZC 105.25**Special Regulations:**

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

Section:**Use: Government Facility Community Facility****Required Review Process:** Process IIA, Chapter 150, KZC**Minimums:**

Lot Size: None.

Required Yards:

Front: 20'

Side: 10' on each side

Rear: 10'

Maximums:

Lot Coverage: 50%.

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

Landscape Category: C See special regulation

Sign Category: B

Required Parking: See KZC 105.25

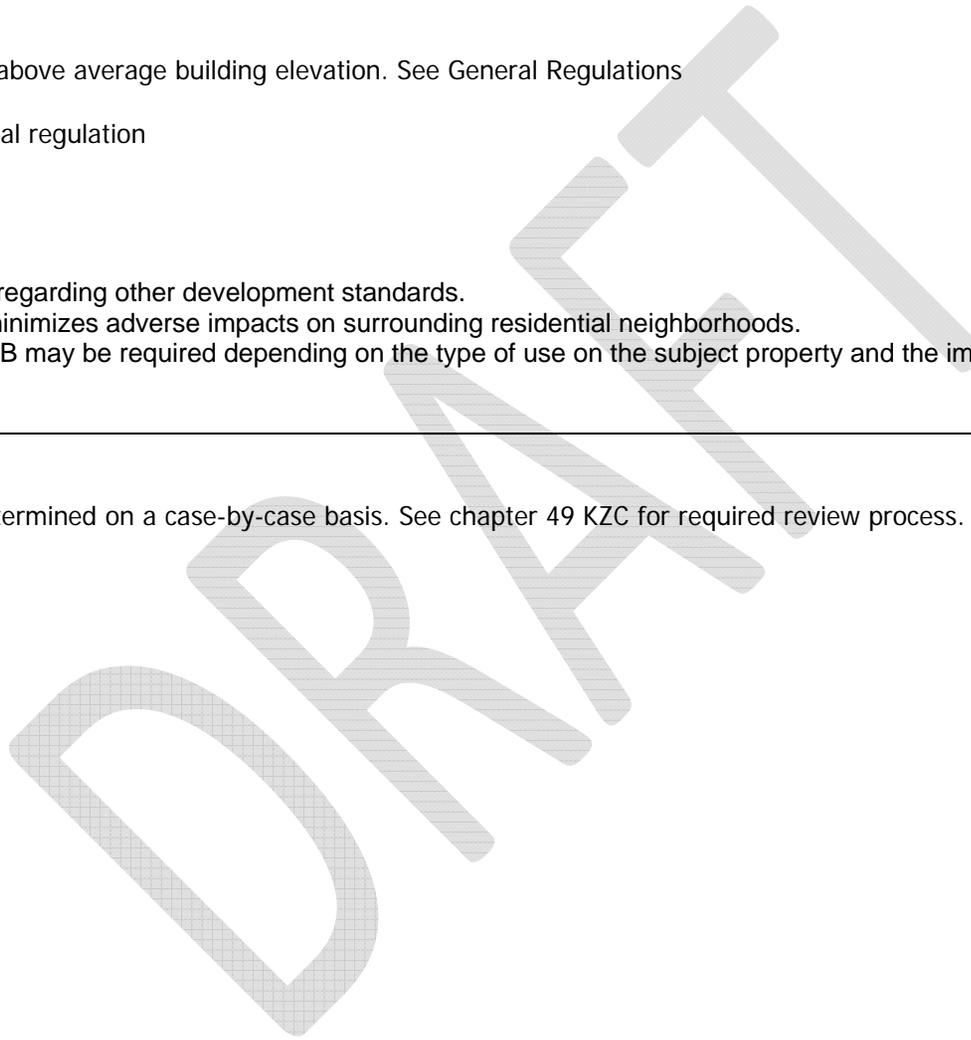
Special Regulations:

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

Section:

Use: Public Park

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



CHAPTER 25 – PROFESSIONAL OFFICE RESIDENTIAL (PR) AND PROFESSIONAL OFFICE RESIDENTIAL A (PRA) ZONES Draft 2-17-2011

25.05 User Guide.

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

Section 25.08



~~Delete #4-
(Only PR
zone in
City is
along
Lake WA
Blvd and
Lake
Street)~~

Section 25.08 – GENERAL REGULATIONS

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

1. Refer to Chapter [1](#) KZC to determine what other provisions of this code may apply to the subject property.
2. Developments creating four or more new detached, attached or stacked dwelling units shall provide at least 10 percent of the units as affordable housing units as defined in Chapter [5](#) KZC. Two additional units may be constructed for each affordable housing unit provided. See Chapter [112](#) KZC for additional affordable housing incentives and requirements.
3. If any portion of a structure is adjoining a low density zone, then either:
 - a. The height of that portion of the structure shall not exceed 15 feet above average building elevation, or
 - b. The horizontal length of any facade of that portion of the structure which is parallel to the boundary of the low density zone shall not exceed 50 feet. See KZC [115.30](#), Distance Between Structures/Adjacency to Institutional Use, for further details.
- ~~4. The required yard of a structure abutting Lake Washington Boulevard or Lake St. S. must be increased two feet for each one foot that structure exceeds 25 feet above average building elevation (does not apply to Public Park uses).~~
5. If the property is located south of NE 85th Street between 124th Avenue and 120th Avenue, to the extent possible, the applicant shall save existing viable significant trees within the required landscape buffers separating nonresidential development from adjacent single-family homes.
6. Within the PRA zone, the maximum building height of a structure may be increased to 60 feet above average building elevation if:
 - a. All required yards are increased by one foot for every two feet of height above 35 feet;
 - b. Buildings may not exceed three stories; and
 - c. Rooftop appurtenances may not exceed the maximum height and are screened with sloped roof forms.

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

Section 25.10

Zone
PR, PRA

USE ZONE CHART

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

Section 25.10	USE ↓ REGULATIONS ↑	Required Review Process	MINIMUMS			MAXIMUMS		Landscape Category (See Ch. 95)	Sign Category (See Ch. 100)	Required Parking Spaces (See Ch. 105)	Special Regulations (See also General Regulations)	
			Lot Size	REQUIRED YARDS (See Ch. 115)			Lot Coverage					Height of Structure
				Front	Side	Rear						
.030	Office Uses	Within the NE 85th Street Sub-area, D.R., Chapter 142 KZC. Otherwise, none.	None	20'	For PR zones: 5' but 2 side yards must equal at least 15'. For PRA zones: 5' each in the PRA zones.	10'	70%	If adjoining a low density zone other than RSA or RSX, then 25' above average building elevation. Otherwise, for PR zones, 30' above average building elevation and for PRA zones, 35 feet above average building elevation. See Gen. Reg. 6.	C	D	If medical, dental or veterinary office, then one per each 200 sq. ft. of gross floor area. Otherwise one per each 300 sq. ft. of gross floor area.	<ol style="list-style-type: none"> 1. The following regulations apply to veterinary offices only: <ol style="list-style-type: none"> a. May only treat small animals on the subject property. b. Outside runs and other outside facilities for the animals are not permitted. c. Site must be designed so that noise from this use will not be audible off the subject property. A certification to this effect, signed by an acoustical engineer, must be submitted with the development permit application. 2. Ancillary assembly and manufacture of goods on the premises of this use are permitted only if: <ol style="list-style-type: none"> a. The ancillary assembled or manufactured goods are subordinate to and dependent on this use. b. The outward appearance and impacts of this use with ancillary assembly or manufacturing activities must be no different from other office uses.

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

Section 25.10

Zone
PR, PRA

USE ZONE CHART

DIRECTIONS: FIRST, read down to find use...THEN, across for REGULATIONS																	
Section 25.10	USE ↓ REGULATIONS ↑	Required Review Process	MINIMUMS			MAXIMUMS		Landscape Category (See Ch. 95)	Sign Category (See Ch. 100)	Required Parking Spaces (See Ch. 105)	Special Regulations (See also General Regulations)						
			Lot Size	REQUIRED YARDS (See Ch. 115)			Lot Coverage					Height of Structure					
				Front	Side	Rear											
.050	Restaurant or Tavern	Within the NE 85th Street Sub-area, D.R., Chapter 142 KZC. Otherwise, Process I, Chapter 145 KZC.	8,500 sq. ft. if PR 8.5 zone, otherwise 7,200 sq. ft.	20'	10' on each side.	10'	70%	If adjoining a low density zone other than RSA or RSX, then 25' above average building elevation. Otherwise, for PR zones, 30' above average building elevation and for PRA zones, 35' above average building elevation. See Gen. Reg. 6.	B	E	1 per each 100 sq. ft. floor area.	1. This use is not permitted in a PR 3.6 zone located in the NE 85th Street Subarea. 2. Drive-in or drive-through facilities are prohibited.					
.060	Grocery Store, Drug Store, Laundromat, Dry Cleaners, Barber Shop, or Shoe Repair Shop				10' on each side.						1 per each 300 sq. ft. floor area.		1. This use is not permitted in a PR 3.6 zone located in the NE 85th Street Subarea. 2. May not be located above the ground floor of a structure. 3. Gross floor area cannot exceed 3,000 square feet.				
.070	Funeral Home or Mortuary				20' each side.						20'			C	B	1 for every 4 people based on maximum occupancy load of any area of worship. See Spec. Reg. 1.	1. This use is not permitted in a PR 3.6 zone located in the NE 85th Street Subarea.
.080	Church																

See Special Regulation 3.

See Special Regulation 4

Add to Special Regulation for Restaurant, Tavern and Grocery Store, Drug Store, Laundromat etc. Use Listings: 3 and 4. Development located in the Lakeview Neighborhood between NE 60th Street and NE 59th Street on Lots 13 and 14 of Block 2 of Houghton Addition Volume 5 of Plats, Page 71 of King County Records, shall comply with the following requirements:

- The required review process shall be Process IIA.
- Building and site design shall incorporate design elements of the existing historic post office building.
- Trees or shrubs that mature to a height that would exceed the height of the primary structure are not permitted to be placed on the subject property. Vegetation shall be maintained to ensure the height does not exceed the maximum building height and preserves views from the east.
- The number of required parking stalls may be reduced. Due to the location of the existing buildings, additional on-site parking may not be feasible. Required new parking may be provided by adding angled parking within the NE 60th Street right of way. The required amount of new parking shall be limited to the number of on-street angled stalls that are feasible to be added along the frontage of the subject property.

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

Section 25.10

Zone
PR, PRA

USE ZONE CHART

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

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

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

Chapter 22.28

DESIGN REQUIREMENTS

Sections:

- 22.28.010 Applicability.
- 22.28.020 Provision for public and semipublic lands.
- 22.28.030 Lots—Size.
- 22.28.040 Lots—Lot averaging.
- 22.28.042 Lots—Small lot single-family.
- 22.28.048 Lots—Historic preservation.
- 22.28.050 Lots—Dimensions.
- 22.28.060 General layout.
- 22.28.070 Blocks—Maximum length.
- 22.28.080 Access—Required.
- 22.28.090 Access—Right-of-way—Adjacent to plat.
- 22.28.100 Access—Right-of-way—Within plats.
- 22.28.110 Access—Vehicular-access easement or tract.
- 22.28.130 Vehicular-access easement or tract—Standards.
- 22.28.140 Vehicular-access easement or tract—Additional requirements.
- 22.28.150 Vehicular-access easement or tract—Engineering standards for vehicular access.
- 22.28.160 Vehicular-access easement or tract—Modifications.
- 22.28.170 Access—Walkways.
- 22.28.180 Preservation of natural features—Compliance with Zoning Code.
- 22.28.190 Preservation of natural features—Land adjacent to Lake Washington.
- 22.28.200 Preservation of natural features—Land adjacent to streams, lakes or wetlands.
- 22.28.210 Preservation of natural features—Significant vegetation.
- 22.28.220 Preservation of natural features—Easements.

22.28.010 Applicability.

The provisions of this chapter apply to each plat and short plat within the city. For the purposes of this chapter, the terms “subdivision” and “plat” also mean “short subdivision” and “short plat.” (Ord. 3705 § 2 (part), 1999)

22.28.020 Provision for public and semipublic lands.

The city may require the applicant to make land available, by dedication, for school sites, parks and open space, rights-of-way, utilities infrastructure, or other public or semipublic uses of land if this is reasonably necessary as a result of the subdivision. (Ord. 3705 § 2 (part), 1999)

22.28.030 Lots—Size.

All lots within a subdivision must meet the minimum size requirements established for the property in the Kirkland Zoning Code or other land use regulatory document. If a property is smaller than that required for subdivision by an amount less than or equal to ten percent of the minimum lot size for the zoning district as shown on the Kirkland zoning map or as indicated in the Kirkland Zoning Code, subdivision may still proceed as long as the shortage of area is spread evenly over all of the lots in the subdivision. In cases where an existing structure or other physical feature (sensitive area, easement, etc.) makes even distribution of the size shortage difficult, an exception to the even distribution may be made.

If a property is smaller than that required for subdivision by an amount greater than ten percent and less than or equal to fifteen percent of the minimum lot size for the zoning district as shown on the Kirkland zoning map or as indicated in the Kirkland Zoning Code, subdivision may also proceed, as long as:

(a) The shortage of area is spread evenly over all of the lots in the subdivision (unless an existing structure or other physical feature such as a sensitive area or easement makes even distribution of the size shortage difficult); and

(b) All lots have a minimum lot width at the back of the required front yard of no less than fifty feet (unless the garage is located at the rear of the lot or the lot is a flag lot); and

(c) In zoning districts for which the Zoning Code establishes a floor area ratio (FAR) limitation, a covenant is signed prior to recording of the plat ensuring that building on the new lots will comply with an FAR restriction at least ten percentage points less than that required by the zoning district as shown on the Kirkland zoning map; and

(d) If any lot is smaller than the minimum lot size for the zoning district by an amount greater than five percent of the minimum lot size, the subdivision shall be reviewed and decided using process IIB described in Chapter 152 of Title 23 of this code. In

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

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

Insert: and PLA 3A

22.28.040 Lots—Lot averaging.

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

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

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

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

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

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

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

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

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

Insert: and Lakeview (except for the PLA 3A),

705 § 2 (part), 1999)

22.28.042 Lots—Small lot single-family.

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

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

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

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

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

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

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

(e) The FAR restriction shall be recorded on the face of the plat.

(f) Accessory dwelling units are prohibited. This restriction shall be recorded on the face of the plat. (Ord. 4102 § 1(A), 2007)

22.28.048 Lots—Historic preservation.

In the Market and Norkirk neighborhoods, as defined in the comprehensive plan, for those subdivisions not subject to the lot size flexibility provisions of Sections 22.28.030, 22.28.040, and the small lot single-family provisions of Section 22.28.042, the minimum lot area shall be deemed to be met if no more than two lots are created that contain less lot area than the minimum size required in the zoning district in which the property is located, and if an "historic residence" is preserved on one of the lots, pursuant to the process described in Chapter 75 of the Kirkland Zoning Code. The lots containing less than the minimum required lot area shall meet the following standards:

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

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

(c) Within the WDII zone, the lots shall be at least seven thousand two hundred square feet.

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

(e) Accessory dwelling units are prohibited. The restriction shall be recorded on the face of the plat.

Lots containing historic residences shall also meet the following standards:

(f) If a historic residence is destroyed, damaged, relocated, or altered inconsistent with the Secretary of the Interior's Standards for the Treatment of Historic Properties (Rehabilitation) (Code of Federal Regulations, 36 CFR Part 68), the replacement structure shall be reconstructed in accordance with the criteria established in Section 75.105 of the Kirkland Zoning Code. The replacement restriction shall be recorded on the face of the plat.

(g) As part of subdivision approval, the city may allow the following modifications to regulations in the Kirkland Zoning Code regarding minimum required yards, maximum lot coverage, and floor area ratio on the lot containing the historic residence if the modifications are necessary to accommodate the historic residence.

(1) Required yards may be two feet less than required by the zoning district as shown on the Kirkland zoning map.

(2) Floor area ratio may be five percentage points more than allowed by the zoning district as shown on the Kirkland zoning map.

(3) Lot coverage may be five percentage points more than allowed by the zoning district as shown on the Kirkland zoning map.

(h) At the time of recording the plat, a notice of applicable restrictions for the lot containing the designated historic residence shall be recorded. (Ord. 4102 § 1(B), 2007)

22.28.050 Lots—Dimensions.

Lots must be of a shape so that reasonable use and development may be made of the lot. Generally, the depth of the lot should not be more than twice the width of the lot. In no case shall a lot be less than fifteen feet in width where it abuts the right-of-way, vehicular-access easement or tract providing vehicular access to the subject lot. For lots smaller than five thousand square feet in size located in "low density zones" as defined in the Zoning Code, the lot width at the back of the required front yard shall not be less than fifty feet unless the garage is located at the rear of the lot or the lot is a flag lot. A covenant shall be signed prior to the recording of the plat to ensure that the garage will be located at the rear of the lot if this option is chosen. (Ord. 4122 § 1 (part), 2008; Ord. 3705 § 2 (part), 1999)

22.28.060 General layout.

The plat must be designed to allow for reasonable subdivision and use of adjoining properties. While the plat should generally conform to the grid pattern, innovative layouts will be considered based on the general requirements of this chapter. (Ord. 3705 § 2 (part), 1999)

22.28.070 Blocks—Maximum length.

Generally, blocks should not exceed five hundred feet in length. Blocks that are more than seven hundred fifty feet in length should allow for midblock pedestrian access pursuant to Section 22.28.170 of this chapter. (Ord. 3705 § 2 (part), 1999)

22.28.080 Access—Required.

(a) All lots must have direct legal access as required by the Zoning Code, including Section 115.80, Legal Building Site, and Section 105.10,