



**CITY OF KIRKLAND**  
**PLANNING AND COMMUNITY DEVELOPMENT DEPARTMENT**  
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## **MEMORANDUM**

**DATE:** December 1, 2010

**To:** Houghton Community Council

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

**SUBJECT: LAKEVIEW NEIGHBORHOOD PLAN UPDATE- DRAFT URBAN DESIGN POLICIES (FILE ZON07-00032)**

### **RECOMMENDATION:**

Discuss and provide direction to staff on the draft urban design policies for the Lakeview Neighborhood Plan enclosed in Attachment 1. This is your last section of topic areas to discuss before staff prepares the preliminary draft plan for your review at the January 24<sup>th</sup> meeting.

### **BACKGROUND:**

The existing Lakeview Neighborhood Plan describes Lakeview's urban design assets on pages XV.A-18-21 in urban design terms such as visual landmarks, pathways, gateways, activity nodes, and edges.

Attachment 1 contains the new draft urban design priorities for the neighborhood plan. These draft goals and priorities are based on input from the Lakeview Advisory Group and past Houghton Community Council and Planning Commission study sessions regarding land use. They cover the following subjects:

- Protect views of Lake Washington, Seattle and Olympic Mountains
- Preserve and incorporate landforms such as slopes, streams and wetlands into development
- Enhance the design of gateways
- Enhance pedestrian pathways throughout the neighborhood and to Central Houghton
- Develop a master streetscape plan or design standards for Lake Washington Boulevard
- A long range plan is designed for the Yarrow Bay Business District to function more as a small pedestrian oriented urban village by expanding the types of uses,

integrate a future Transit Oriented Development at the South Kirkland Park and Ride into the district, enhance pedestrian connections and street improvements, and encourage new plazas and green spaces.

- Develop new architectural and site design guidelines and regulations for the Yarrow Bay Business District. Require design review to ensure high quality project design and to achieve the district wide vision.

## **NEXT STEPS:**

Staff will consolidate all your comments on the various sections you've discussed to date and write the preliminary draft plan for your review at your January 24<sup>th</sup> meeting. Following your review, the next steps will be going to the Lakeview Advisory Group, Park Board, Transportation Commission for their review and comment on the draft plan. This will give staff time to work on the draft code amendments needed to implement the new neighborhood plan. Study sessions will be held on the draft code amendments with the Houghton Community Council and Planning Commission in early spring.

### Tentative 2011 Schedule

- |             |   |
|-------------|---|
| January 24  | Houghton Community Council study of preliminary draft plan  |
| February 9  | Park Board discuss Parks and Open Space plan policies<br>Lakeview Advisory Group Review (date to be determined) |
| February 23 | Transportation Commission discuss Transportation policies   |
| February 28 | Houghton Community Council study (special meeting date) on code amendments                                      |
| March 14    | HCC special meeting date study session on code amendments   |
| 24          | Planning Commission study session of draft plan and code amendments   |
| April 14    | Planning Commission study session of draft plan and code amendments   |
| June        | Open House on draft plan and code amendments  |
| June 23/27  | Joint public hearing with HCC/PC  |

### ATTACHMENTS:

1. Preliminary draft urban design goals and policies
2. Figure of urban design neighborhood assets

Cc: File ZON07-00032

**Draft Lakeview Neighborhood Plan**  
**Urban Design Goals and Policies**  
*Draft 12/1/2010*

**Overview**

Lakeview's unique urban design assets are identified on Figure\_\_ (See Attachment 2) 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 open 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 108<sup>th</sup> intersections.

As described in the land use section and below there are opportunities to transform the Yarrow Bay Business District into an integrated commercial village. The following urban design objectives can help accomplish this vision by allowing a broader range of uses, improving pedestrian connections between properties to help tie businesses, residential and open space areas together. Providing public plazas, green spaces and other pedestrian amenities to new development will help create a sense of place for workers and residents. New design standards and design review for new development will ensure quality architectural, site design and identity for the commercial district.

**Views**

**Goal 1            Preserve public view corridors and natural features within the neighborhood.**

**Policy 1 Preserve public scenic views and view corridors of Lake Washington, Seattle and Olympic Mountains from public rights of ways and waterfront parks.**

Public and private view corridors along Lake Washington's shoreline are important 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 1.2 Preserve natural landforms, vegetation and scenic areas such as the Houghton and Yarrow Bay Slopes and Yarrow Bay Wetlands that contribute to Lakeview's visual identity.**

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 2            Enhance gateways of the neighborhood to create neighborhood identity.**

**Policy 2.1 Use public and private efforts to establish gateway features at the locations identified in Figure\_\_ (see Attachment 2).**

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 68<sup>th</sup> 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.

Two southern corridors at SR 520 and Lake Washington Blvd, and at 108<sup>th</sup> Avenue NE provide important gateways to the City. These two locations on both sides of the street provide opportunities to enhance the gateways with future private development or through community efforts. The existing gateway sign located on the eastside of Lake Washington Blvd at NE 38<sup>th</sup> PI by Cochrane Springs Creek could be enhanced by relocating the sign to a more prominent location, removing the cluster of nearby street signs and utility poles or by adding a wall or fence to screen the adjacent utility box and to serve as a backdrop of the sign. This improved entry sign could also highlight the creek 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, and landscaping that identify the neighborhood could be included.

**Pedestrian Pathways**

**Goal 3 Provide public improvements that contribute to a sense of neighborhood identity and enhanced visual quality.**

**Policy 3.1 Identify design standards for Lake Washington Boulevard right of way that include:**

- **Adequate sidewalk widths on both east and west sides of 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 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 the waterfront parks, Downtown and points south and north. . Design standards for the entire Lake Washington Boulevard should be developed to ensure a consistent design including wider sidewalks, landscape strips, and streetscape 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 be pursued.

**Policy 3.2 Improve pathways 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 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. Carillon Point has an approved master plan with design guidelines.

**Goal 4 Provide transitions between residential uses and commercial uses.**

**Policy 4.1 Promote development regulations that address transitions and protect neighborhood character.**

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

**Policy 4.2 Orient commercial uses toward Lake Washington Blvd.**

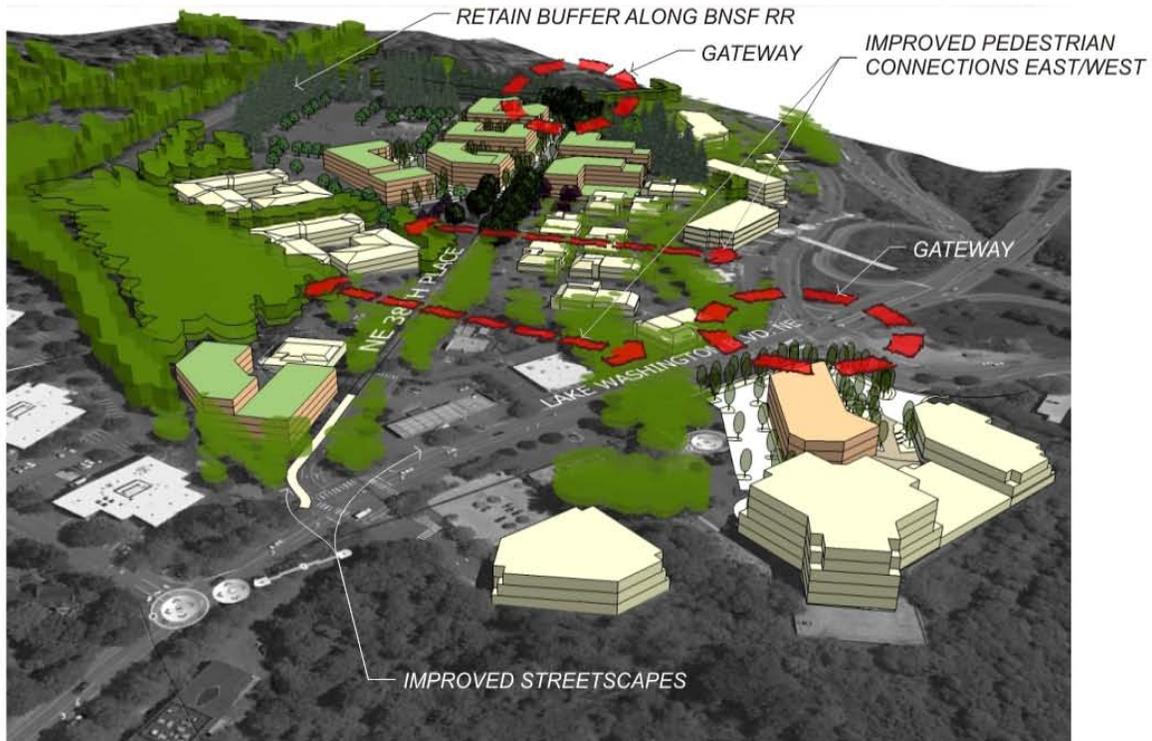
Commercial development which is oriented toward Lake Washington Blvd. will have less impact on the adjacent residential areas in the surrounding neighborhood.

**Carillon Point**

Carillon Point has unique design guidelines as part of the approved master plan. See Land Use section.

**Yarrow Bay Business District**

As discussed in the land use section, because of its location to the SR 520 freeway and potential redevelopment of the South Kirkland Park and Ride to a TOD, the Yarrow Bay Business District provides an opportunity to look at the entire commercial district as a planned area or commercial village with a greater mix of uses, improved pedestrian connections between uses and transit facilities (South Kirkland Park and Ride and potential Eastside Rail Corridor) and high quality building and streetscape design (along NE 38<sup>th</sup> Place, Lake Washington Blvd, and 108<sup>th</sup> Avenue NE) through design guidelines and design review.



*Illustration shows urban design elements and conceptual redevelopment over time in the Yarrow Bay Business District.*

**Goal 5** Promote high quality design in the Yarrow Bay Business District by establishing building, site and pedestrian design standards that apply to commercial and multifamily development.

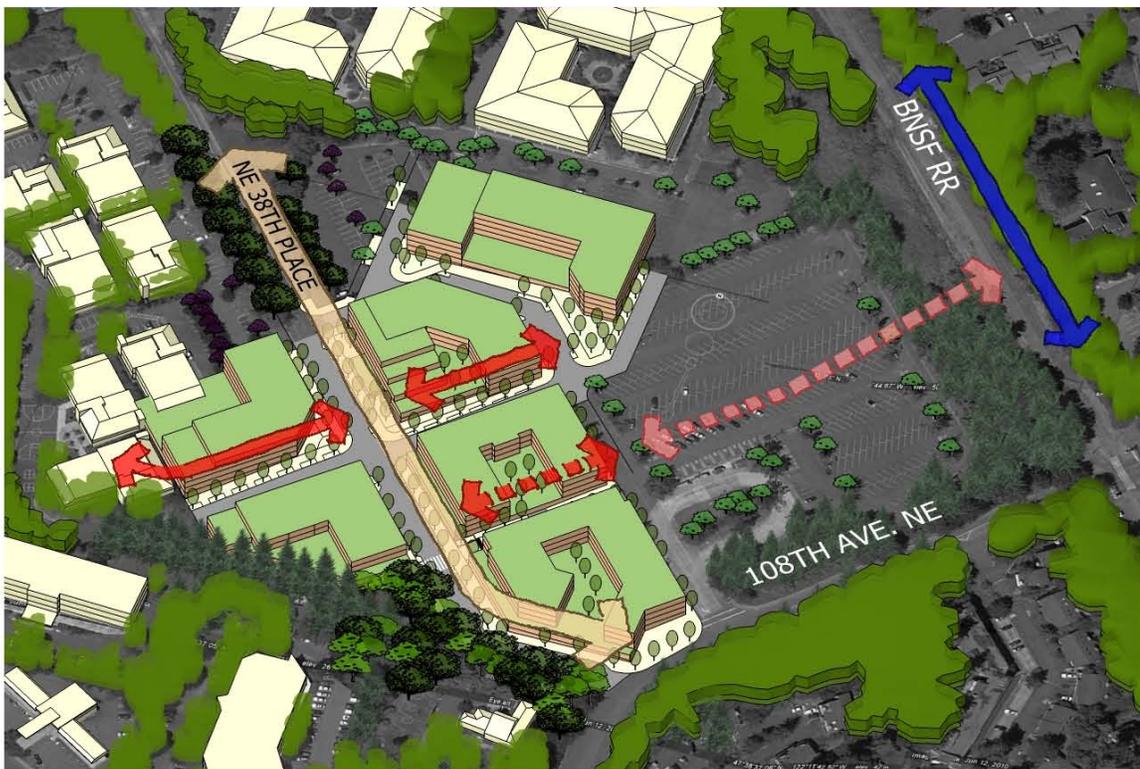
**Policy 5.1** Establish design guidelines and regulations that apply to all new, expanded or remodeled commercial, multifamily or mixed use buildings in the Yarrow Bay Business District. The guidelines should address the following design principles:

- Design techniques to encourage greater pedestrian oriented development.
- Pedestrian linkages between uses on site and adjacent properties.
- Enhanced streetscapes improved with street trees, pedestrian lighting, benches, and street furniture.
- 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 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 along street frontages.

- Along the perimeter of the district, architectural design that is compatible with surrounding uses.
- Incorporating gateway features at locations shown in Figure\_\_ such as signs, sculpture, and landscaping.

**Policy 5.2 Provide interconnected streetscape and pedestrian improvements throughout the business district that tie uses together and contribute to a sense of identify 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 including providing safe pedestrian pathway connections and streetscapes with amenities such as benches, pedestrian lighting, and landscaping.



*Illustration shows how the area around the South Kirkland Park and Ride could redevelopment with a Transit Oriented Development, at the South Kirkland Park and Ride, improved pedestrian connections and streetscape improvements to NE 38<sup>th</sup> Pl.*

**Policy 5.3 Encourage public buildings and public infrastructure include high quality materials, art, and bicycle and pedestrian amenities.**

**Policy 5.4 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.

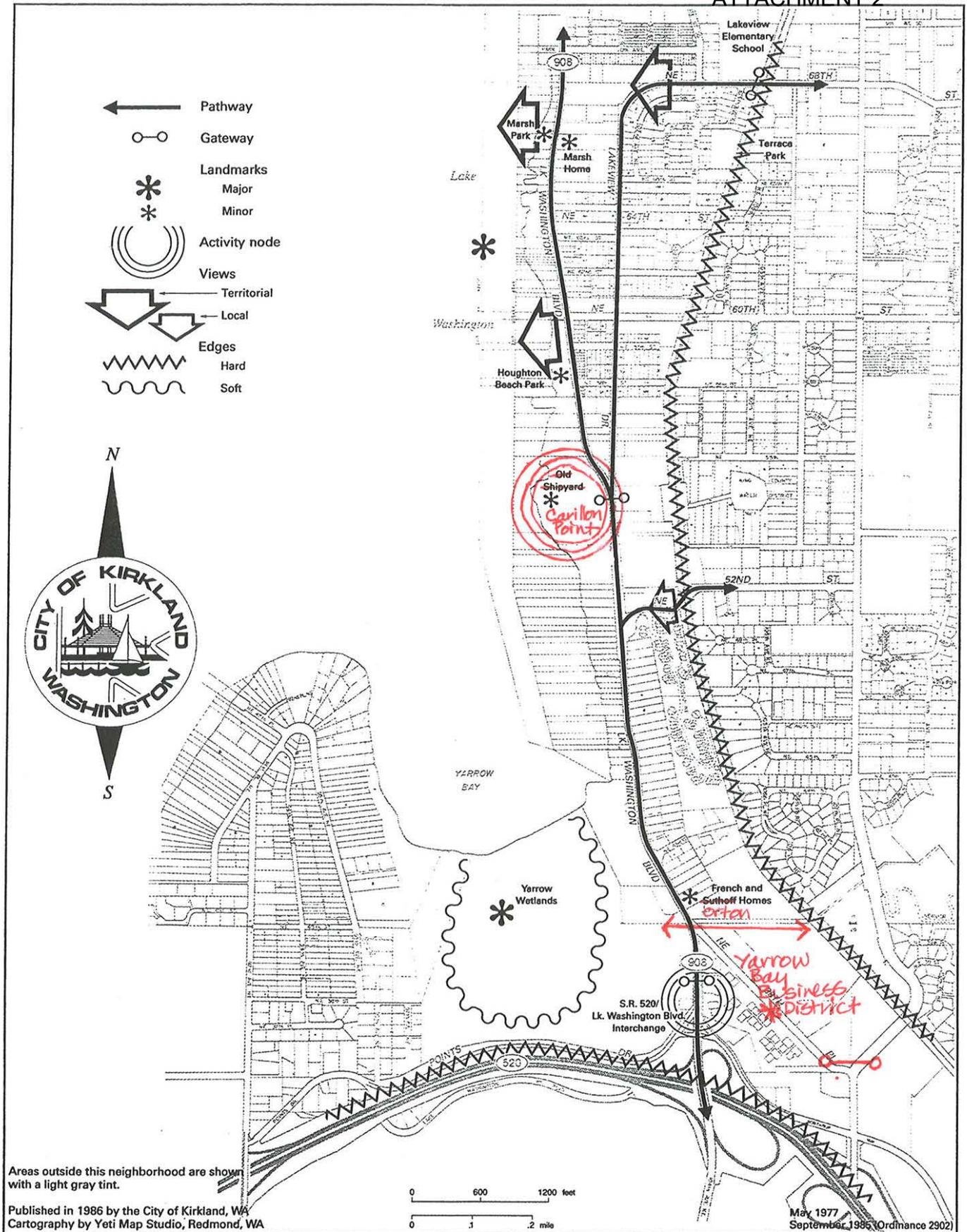


Figure L-3: Lakeview - The Image of the City

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