



MEMORANDUM

To: Houghton Community Council

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

Date: March 7, 2011

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

RECOMMENDATION

Staff recommends that you review and provide direction on the following:

- Revised documents based on your comments at the February 28, 2011 meeting.
 - Draft Lakeview Neighborhood Plan goals and policies (see Attachment 1).
 - Draft Zoning Code amendments for New PLA 3A South Houghton Slope (Attachment 2) and PR zones (Attachment 3)
- New documents
 - Draft Zoning Use Zone Chart for Yarrow Bay Business District YBD 2 zone (Attachment 4)
 - Design Guidelines matrix for Yarrow Bay Business District (Attachment 5)

BACKGROUND DISCUSSION

Revisions

Based on your comments received at the February 28th meeting the following documents have been revised. Deleted text is shown in strikethrough text and underlined for new text. The following is a discussion on the key revisions.

- Neighborhood Plan Policy L-3.4 for New Planned Area 3A on the South Houghton Slope- Attachment 1 page 7.

- a) Density- You directed staff to revise the policy to indicate a density of 6 or 7 dwelling units per acre with the exact number to be determined after the public hearing. This equates to either RS 7.2 or RS 6.3 zoning. No changes were made to the 5,000 sq. ft. minimum lot size. You asked staff to clarify that the HCC is not supporting RS 5.0 zoning.

The intent of Policy L-3.4 is to allow lot size flexibility or averaging within a short plat or subdivision. A lot to be as small as 5,000 sq. ft. but other lots must be larger with the cap on the number of lots or units prescribed by the maximum units per acre. There is no limit on the number of lots that could be 5,000 sq. ft. but the overall density cannot

be exceeded. For example on a 22,000 square foot lot at a density of 6 units per acre, a property owner could have 3 lots. Two lots could be 5,000 square feet in size but the third lot must be 12,000 square feet.

- b) Development Standards Policy L-3.6, page 8-9-
 - i. Text was added to require third party review of permit applicant's geotechnical reports through the City's third party review process at the applicant's expense.
 - ii. Zero lot line provisions- staff has clarified in both the policies and draft zoning that the intent is to allow only the interior lot lines of a short plat or subdivision to have a zero side or rear yard setback resulting in attached two unit homes. Detached dwelling units with 0' side yards along exterior lot lines would not be permitted because of impacts to existing homes on adjacent lots.
- Draft Use Zone Chart for the new PLA 3A zone was revised to clarify the above (See Attachment 2).
- Non-conforming Density Policy L-4.4, Attachment 1, page 10- Staff revised the text and to eliminate the reference to requiring affordable housing to legal nonconforming density areas. If the current density is acceptable, then the HCC should consider rezoning the areas with legal non-conforming density from RM 3.6 zone to what it was previously zoned at RM 1.8. This would be a more straight forward approach and eliminate any confusion on the non-conformance status of the properties.
- PR zones Attachment 1, page 14- 16
 - a) Policy L-6.3 text was revised to prohibit neighborhood oriented businesses along Lakeview Drive. Internally lit signs would not be allowed along Lakeview Drive or NE 60th St. Policy L-6.4 was deleted.
 - b) Policy L-6.4 revisions were made to the text pertaining to parcels on the corner of NE 60th ST including the old post office site to describe the expectations should the two parcels redevelop (maintaining the historic features and recognizing the non-conforming parking). Neighborhood oriented businesses allowed in L-6.3 would also apply here. The Community Council should determine the appropriate process to review proposals to redevelop the property with either a Process IIB, IIA or I permit?
- Draft PR 3.6 Use Zone Chart was revised according to above policy changes. (See Attachment 3).
- Transportation Policies on page 19-22 were revised per direction from the Transportation Commission with no substantive policy changes. Policies regarding pedestrian connections and Eastside Rail Corridor were moved from the Parks to Transportation section.

New Documents

- Outline for Yarrow Bay Business District and Design Guidelines- Attachment 5.

Similar to your discussion for the YBD 1 zone for the planned Transit Oriented Development at the South Kirkland Park and Ride lot, staff has prepared a matrix which outlines the preliminary design guideline principles for the YBD 2 zone. Attachment 6 shows a map of the YBD subareas YBD 1 and YBD 2. The matrix is a working document. We inserted the draft urban design policies from the neighborhood plan with relevant guidelines to be included, existing and

proposed Zoning Code regulations. These principles will be used to formulate the actual Design Guidelines in a format consistent with other design districts.

The draft Guidelines will be brought back to you at your next meeting. The Design Guidelines will be used by the Design Review Board during design review for new commercial and residential projects in the Business District (YBD 2 zone). Please review the outline to see if there are other design principles you believe should be included.

➤ Draft Zoning for YBD 2 zones- See Attachment 6

Only two subarea zones are proposed for the Yarrow Bay Business District YBD 1 and YBD 2. YBD 1 is the South Kirkland Park and Ride site. YBD 2 combines the existing PLA 3A (Plaza at Yarrow Bay), FCIII (Linbrook) and PO zone (Yarrow Bay Office Park) zones into YBD 2. Staff recommends the PR 8.5 zone remain the same but be included in the Yarrow Bay Business District boundaries. If you determine that there should be different building heights or different uses allowed at different locations the district could be divided up into more subareas. If that's the case you should be clear what the differences are.

The draft Use Zone chart describes the types of uses, building height, setbacks etc. proposed for the YBD 2 zone. Maximum building height is shown as 60'. At a typical 13' per office story, this height would allow for 5 stories or at 10' per story for a typical residential project, six stories. This is height is consistent with what is currently allowed in the existing PLA 3A zone at the Yarrow Bay office development.

Maximum building height could be measured from the abutting street or above average building elevation (ABE). For properties located at a higher elevation than the sidewalk measuring height using ABE would be a greater advantage than using the sidewalk because of the grade differences. For more level sites or where portions of the site are below the sidewalk, using the sidewalk provides an advantage and greater relevance to the pedestrian along the street.

Front yard setbacks are proposed at 10' along NE 38th Street to encourage greater pedestrian access and 20' elsewhere (along Lake Washington Blvd, Northup and Points Drive to provide greater openness along the streets. The Community Council should discuss the new use zone charts and how many subareas should be recommended.

Policy questions for discussion:

- Do you have additional edits to the draft Neighborhood Plan?
- Yarrow Bay Business District
 - Do you agree with the number of subareas for the YBD? Additional subareas can be added where there are different building heights or allowed uses.
 - Do you agree with the proposed zoning for the YBD 2?
 - Are there additional design principles that should be included in the design guidelines?
 - Should building height be measured from average building elevation or above the abutting streets?
- Regarding the non-conforming density areas, should the entire area be rezoned from RM 3.6 to the previous zoning of RM 1.8?
- PLA 3A- should accessory dwelling units be allowed in attached two unit homes?

ATTACHMENTS:

1. Revised preliminary draft Lakeview Neighborhood Plan with figures dated 3/7/2011

2. Revised draft new PLA 3A zoning regulations
3. Revised draft code amendment to PR use zone chart
4. Design Guidelines Matrix outline.
5. Draft YBD 2 use zone charts
6. Map of proposed YBD subareas

cc: File ZON07-00032
Planning Commission

Lakeview Neighborhood Plan

Draft revised 3/4/2011

Underlined and strikethrough text are changes in response to HCC direction at 2/28/2011 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 a majority of 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 owners.

Soils and Geology

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

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

Houghton Slope

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

The 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.

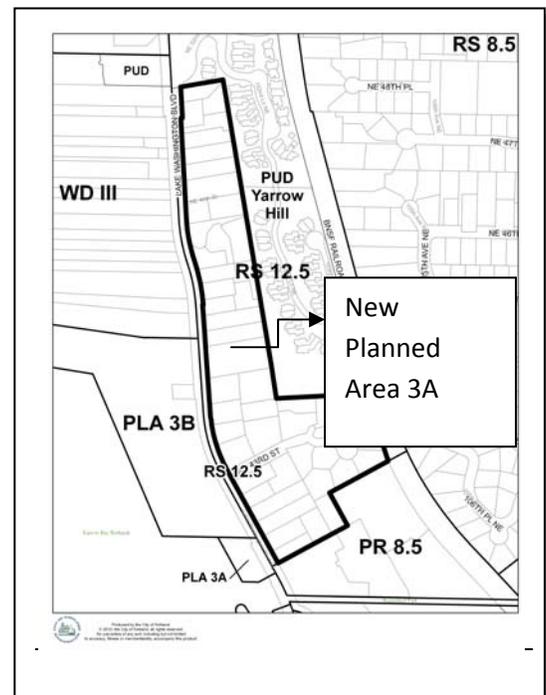
Policy L-3.2: Along the Houghton and Yarrow Slopes protect potentially hazardous areas such as landslide, seismic and surface water through development standards while allowing for redevelopment compatible with existing development.

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 that are located along the hillside may contribute to slope instability. The majority of the lots are under single ownership, are long, narrow, and have steep sloped driveways making vehicular and emergency access to Lake Washington Boulevard challenging. In many instances, the line of sight distances for automobiles entering and leaving the flow are generally too short to be safe. For these reasons consolidating driveways and limiting vehicular access points along Lake Washington Blvd should be a priority in the design of new development.



****Policy L-3.4: Residential development on the south Houghton slope should be limited to (six or seven) 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.***

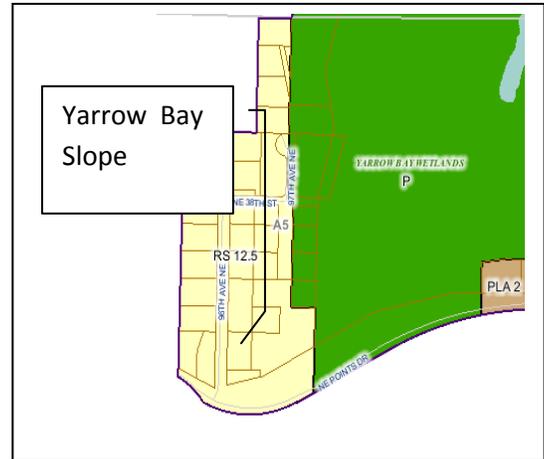
Given the unique physical constraints of the slope the area should be treated as a planned area to allow for flexibility in site design the location of structures and lot layout to protect steep slopes, existing water courses, and the retention of vegetation. Such techniques as aggregation of lots, smaller lots or clustering of units away from steep slopes should be encouraged. Development should be subject to public review and discretionary approval through a Evaluation through a public review Process I process should be included to ensure new development is consistent with the development standards described below in L-3.6 and compatible with surrounding existing residential uses. The size

of the homes on the smaller lots should be limited by a reduced floor area ratio or other zoning requirements.

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

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

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



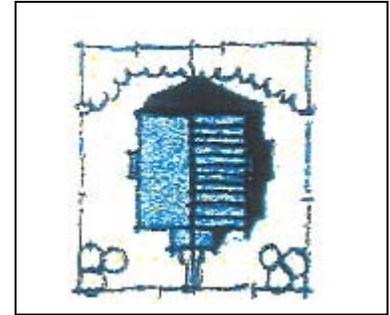
Policy L-3.6: Regulate development on Houghton and Yarrow Bay wetlands slopes identified as landslide or erosion hazard areas to avoid damage to life and property.

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. Within the PLA 3A area, as part of a development permit, the applicant's geotechnical report should also include a hazard assessment. The analysis and recommendations should be reviewed by a qualified geotechnical engineer selected and retained by the City subject to a three party contract process and at the applicant's expense.
2. 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.
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 +~~ In the PLA 3A area to provide flexibility in site design, one required side or rear yard may be 0 feet for the internal lot (zero lot line) of a short plat or subdivision to allow for two unit attached homes providing that:

- ~~a. . This may result in a structure having a 0' side yard on one side to allow individual dwelling units are on two-unit attached homes on~~ separate lots, and
- ~~b. no more than two units may be in one structure, and~~ **Allow Accessory Dwelling units also?**
- ~~c. two unit attached dwelling units are -if-~~ designed to look like a detached single family house (design techniques such as -may include limiting the points of entry on each facade, providing pitched roof and covered porches).
- ~~d. the location of the structures are delineated and recorded on the face of a short plat or subdivision~~
(does not apply to Yarrow Bay wetland slope)

~~10-11.~~ 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)*

~~11-12.~~ 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)*

~~12-13.~~ 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 higher density land use regulations as designated on the Zoning Map and may contain non-conforming density.

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

Between Lakeview Dr. and Lake Washington many parcels were developed under previous higher density zoning resulting in legal non-conforming development. Property owners should be allowed to maintain and redevelop their property while retaining the number of non-conforming units that exist and not be required to reduce the number of units to comply with current zoning density. 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 zones 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 and adjacent to Points Drive. Any development in this entire area should maintain the functional integrity of the wetlands and the biologic functions of storage and cleansing of runoff waters (see Shoreline Area Chapter and Natural Environment section). Additional policies indicate that the wetlands, as an area of aesthetic, biological, educational, and anthropological value, should be preserved. In 1987, the majority of the Yarrow Bay wetlands were dedicated to the City of Kirkland to ensure protection. The wetlands have also been identified as an area subject to uneven settlement problems. If development does

occur in the wetlands or remaining upland areas, densities should be extremely limited (one dwelling unit per acre).

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

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

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

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

A convenience commercial grocery store located on Lake Washington Boulevard and NE 64th Street serves a localized need by providing limited grocery service to the surrounding residential neighborhood. Limited neighborhood commercial uses should be allowed to remain at this site and improvements should be encouraged to enhance its compatibility with surrounding residential uses and the scenic character of Lake Washington Boulevard. No further development of retail commercial facilities in this residential area should be permitted.

Shoreline Areas

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

Planned Area 15 A and B 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

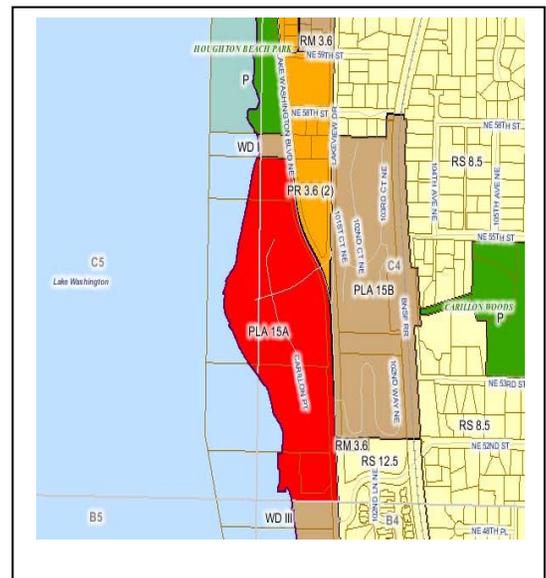
The majority of Subarea B is developed with medium to high density residential developed in conjunction with the Carillon Point Development to the west. Slopes in Subarea B are designated as containing moderate to high landslide hazard areas. Carillon Creek flows from Carillon Woods down the hillside 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.

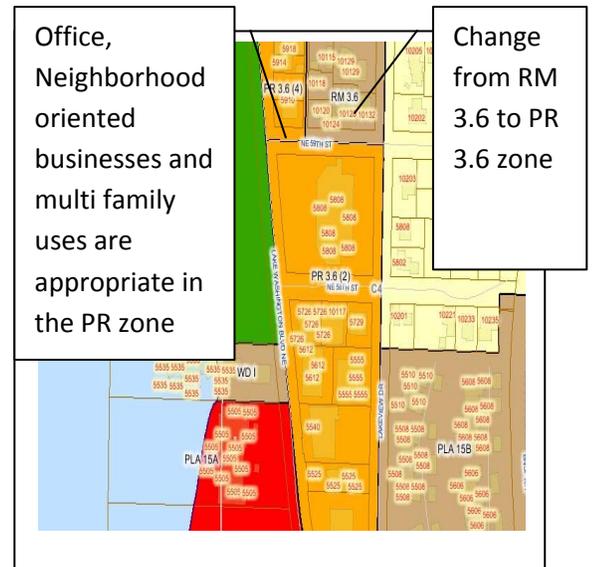
Neighborhood Oriented Commercial, Professional Office and Multi Family

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 ~~and~~ professional offices. ~~and~~ Small neighborhood oriented retail businesses are appropriate except on properties fronting on or oriented to Lakeview Drive.

For all new uses other than residential or office the review process shall be Process I otherwise, change in tenants should be administrative Planning Official 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.**~~



Medium-density residential uses, at a density of 12 dwelling units per acre, and professional offices should be considered the primary uses. Small, neighborhood oriented retail, convenience stores, coffee shops or similar uses that serve primarily the surrounding neighborhood are appropriate except for properties that front on or oriented toward Lakeview Drive because of the potential impacts of noise, light, and vehicular access on adjoining residential uses to the east. ~~for properties that front on or are oriented toward the east side of Lake Washington Blvd only.~~ Appropriate uses are those that focus on local pedestrian traffic and will not result in spillover parking on neighborhood streets. Vehicle sales, service, and drive-through facilities should not be permitted in the PR zone allowed. Internal illuminated or neon signs should not be located along NE 60th ST and Lakeview Dr because of the potential impacts of these types of signs at night facing in the direction of residential uses.

~~**Policy L-6.46: New commercial uses and redevelopment of the existing historic structures are encouraged if the historic structures character of the and -site(s) at**~~

~~the corner of NE 60th ST and Lake Washington Blvd~~ ~~and structures are encouraged to be are retained, or enhanced, and designed with a strong pedestrian orientation.~~

On the eastside of Lake Washington Blvd between NE 60th -59th Streets, two older single family house style buildings and a fast food restaurant exist. The restaurant meets most or all of the current zoning standards for such uses. Both of the older buildings clearly do not meet zoning standards for building setbacks parking, and other zoning non-conformances are likely. Even so, all three buildings are of a scale and design which are compatible with neighboring residential uses.

One of the older buildings was constructed in the early 1900s and has historic significance as an early site of the Houghton Post Office the other was built in 1940's. These parcels are appropriate for multifamily residential, office, and small, limited in size, neighborhood oriented commercial ~~uses-uses.~~ Redevelopment 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. As discussed above nNew n Neighborhood oriented retail ~~uses-uses described in L-3 are appropriate at this location and~~ 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 a administrative review by the Planning Official ~~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 (Houghton Community Council Recommended) or Process I (Lakeview Advisory Group recommended) (currently Process IIB) 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 including a pitched roof, and Historical ~~i~~ interpretive signs or features should also be 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.~~

~~3.2. 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. 2. Nonconforming parking should be allowed to remain through a parking modification depending if the design maintains a strong pedestrian orientation and accommodates non-motorized

transportation. On-street angled parking on NE 60th may be counted toward required parking with necessary improvements to NE 60th Street provided at developer expense.

- 3. 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.

Moved from Policy L-6.3:

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

~~13. 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~~ multifamily uses. Increased parking congestion along neighborhood streets from summer use of Houghton Beach Park and nearby businesses can also be a problem limiting access to surrounding businesses or the park therefore, parking should be monitored to allow access to parks and businesses.

YARROW BAY BUSINESS DISTRICT

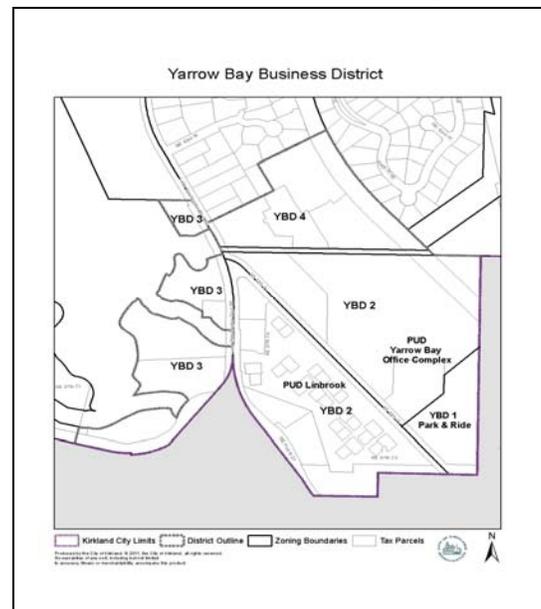
The Yarrow Bay Business District serves as both a local and regional employment center containing corporate headquarters, large office complexes, restaurants, a motel, schools, and convenience services for local office workers and freeway travelers along SR 520.

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 individual, 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 is/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 (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~~

Policy L-7.9: At the southern end of the Houghton Slope, professional offices or multifamily uses are allowed. (PR 8.5)

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.

5-4. 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 principal** arterial and provides the major north-south route through Kirkland south of the Central Business District and west of I-405 (See Figure D). The Boulevard also provides local access for a substantial number of residential developments and businesses. A significant proportion of existing traffic, however, is probably attracted to the Boulevard as much because of the scenic vistas of Lake Washington and ease of convenience or necessity. The scenic qualities of the Boulevard also contribute to making it a major pedestrian and bicycle corridor, serving waterfront park users, joggers, strollers, and Downtown shoppers.

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

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

The most effective solutions to the above problems are primarily of a design and improvement nature. Improvements to the Boulevard ~~could~~ 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 through a public process for Lake Washington Boulevard that considers ~~includes~~ the following objectives~~improvements~~:

1. ~~Seek transportation s~~Strategies to relieve congestion during commute times at the north and south end of Lake Washington Blvd. for commuters and for residents along the Boulevard to access their property.
2. Widen sidewalks ~~where sufficient right-of-way exists~~ on both sides of the street with wider sidewalks on the west side to improve pedestrian circulation. ~~Modifications to this requirement may be needed if the result will be an unreasonable hardship for property owners with steep topography. Staff note: modification criteria in KZC Chapter 110 already allows flexibility for steep topography.~~
3. Improve ~~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.~~
- ~~5.4.~~ Consider use of ~~Development of~~ landscaped median islands to separate traffic and provide pedestrian safety where center left-turn lanes or on-street parking are not needed.
- ~~6.5.~~ Continuation and widening of bicycle lanes.
- ~~7.6.~~ Installation of on-street parking in areas of high parking demand, provided that traffic safety will not be impaired.
- ~~8.7.~~ Seek opportunities to ~~Installation of~~ streetscape amenities such as public art, pedestrian lighting, street furniture, and low level landscaping that will not obscure views of the Lake and will enhance the pedestrian experience along the street.

Policy L-8.2: Implementation of the above street improvements should be both area wide through the City's Capital Improvement Program process and site specific with private redevelopment.

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

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

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

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

Policy L-8.4: Maintain Lakeview Drive as a minor secondary arterial and alternative route to Lake Washington Blvd. through the neighborhood. ~~for vehicles, bicycles and pedestrians.~~

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

Suggested new text combining Transportation 8.5 and Parks Policy 9.5:

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

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

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

6. South as part of the improvements to SR 520 along Northup Way and to Bellevue.

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

~~***Policy L-8.5: 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.~~

~~***Moved from the Parks Section with revisions:***~~

~~***Policy L-89.6: 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 transportation system. Regardless of the function of the Corridor the if dual use for pedestrians, bikes and train are considered in the future the corridor plan should consider the following principles should be considered so in the design will:~~

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

9.8. 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 ~~chosen~~ ^{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 and protect the wetlands and associated wetland buffers should also be pursued.

~~***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.~~

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.~~

10.9. 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.

11.10. 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.

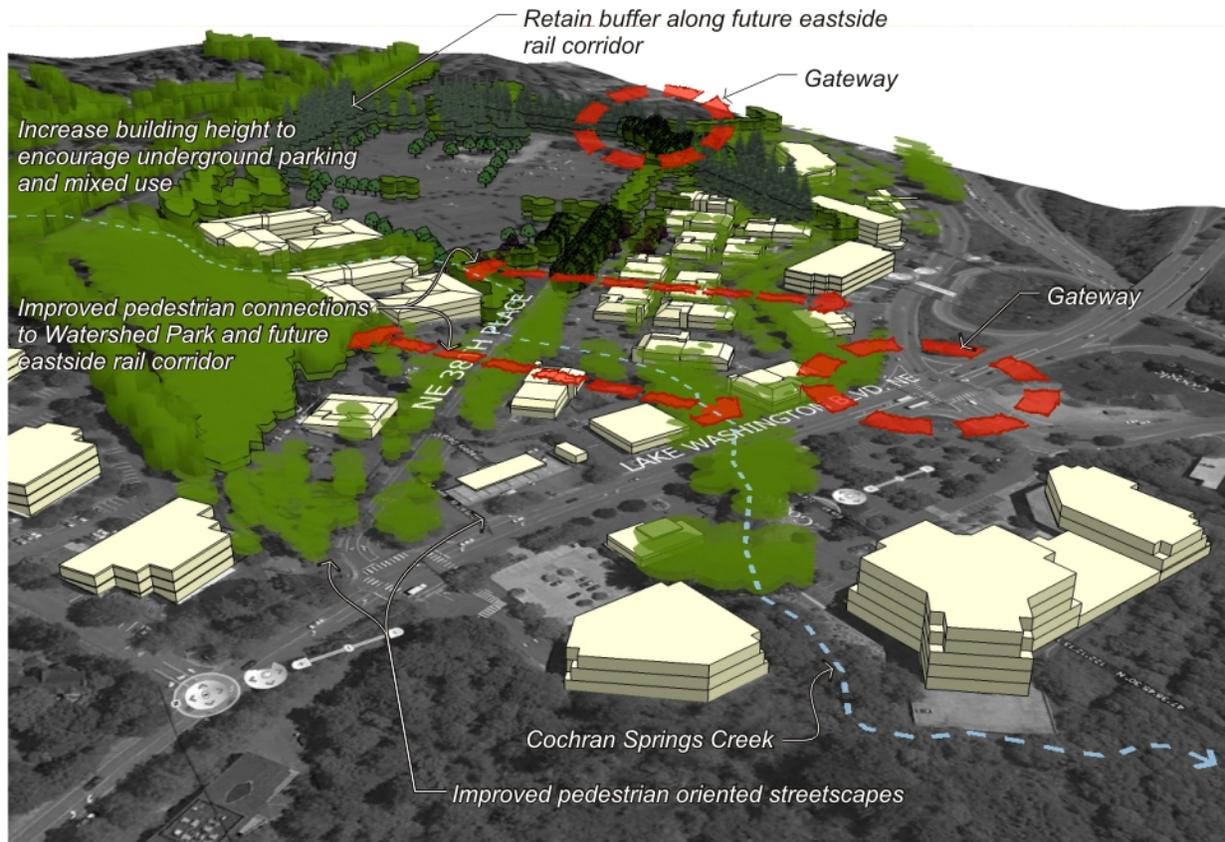


Illustration shows the future urban design concept for the Yarrow Bay Business District.

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*

New Section __South Houghton Slope PLA 3A USE ZONE CHART -3/210/2011

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 or two unit home in a low density zone, then either:
 - a. The height of that portion of the structure shall not exceed 15 feet above average building elevation; or
 - b. The maximum horizontal facade shall not exceed 50 feet.
 - c. See KZC 115.30, Distance ~~Between~~ between Structures/Adjacency to Institutional Use, for further details. (Does not apply to Detached Dwelling Unit and Mini-School or Mini-Day-Care Center uses).
3. Development shall be subject to review through a Process I permit use the best management geotechnical practices specific to the site and design the project to ensure development will minimize any potential geologic hazards and impacts to streams or wetlands. The following development standards shall apply be met. See Chapters 85 and 90 KZC for more detail:
 - a. Pursuant to the requirements of Chapter 85 KZC, submit With submittal of a development permit a geotechnical report including and a hazards assessment slope stability analysis prepared by a qualified geotechnical engineer shall be submitted evaluating the potential geologically hazardous areas of the subject and adjacent properties 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. -The applicant's geotechnical report and recommendations should be reviewed by a qualified geotechnical engineer selected and retained by the City subject to a three party contract process at the applicant's expense.
 - b. Structures must be clustered and located so that they will not away from areas that may significantly impact slope stability, drainage patterns, erosion or landslide hazards, and steep ravine areas 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 to stabilize slopes.-~~
 - ~~i.f. 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-g. 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 Dwelling Unit See Special Regulation 1 or Two Unit Home Attached Dwelling Units~~ See General Regulations and Special Regulations 4 and 5

Required Review Process: Process I, KZC Chapter 145

Minimums:

Lot Size: Maximum units per acre is ~~-(6 or 7) dwelling units-9~~ **Please note: The specific density figure will be determined after the public hearing.**

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

Required Yards:

Front: 20'.

Side: ~~For detached units minimum 5' but 2 sides must equal at least 15'. For two unit homes attached units 5' but 2 sides must equal 20' s~~See Special Regulation 4

Rear: ~~For detached units minimum 10'-10'. For two unit homes attached units s~~See Special Regulation 6

Maximums:

Lot Coverage: 50%.

Height of Structures: 25' above average building elevation.

Landscape Category: E

Sign Category: A

Required Parking: 2.0 per dwelling unit.

Special Regulations:

1. For this use only one dwelling unit may be on each lot regardless of the size of the lot.

2. ~~For parcels containing less than 7,200 sq. ft.,~~ The Floor Area Ratio (FAR) requirements of KZC Section 115.42 shall apply. ~~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.

- 2-3. 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).
- 3-4. The side yard may be reduced to zero feet if the side of the dwelling unit is attached to a dwelling unit on an adjoining lot within the short plat or subdivision. If one side of a dwelling unit is so attached and the opposite side is not, the side that is not attached must provide a minimum side yard of 5 feet with a total of ~~1520 - fee for feet for~~ both lot side yards.
- 4-5. ~~For attached units no more than two dwelling units may be in one structure. Two unit homes~~ 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 façade and, providing pitched roofs and covered porches.
- 5-6. The rear yard may be reduced to zero feet if the rear of the dwelling unit is attached to a dwelling unit on an adjoining lot within the short plat or subdivision.
- 6-7. 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. **12**

Special Regulations:

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

Section:

Use: School or Daycare Center

Required Review Process: Process IIA, Chapter 150 KZC.

Minimums:

Lot Size: 12,500 sq. ft.

Required Yards:

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

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

Maximums:

Lot Coverage: 50%

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

Landscape Category: D

Sign Category: B

Required Parking: See KZC 105.25

School Special Regulations:

~~1.—See General Regulations regarding other development standards.~~

~~2.1.~~ May locate on the subject property only if:

- a. It will not be materially detrimental to the character of the neighborhood in which it is located.
- b. Site and building design minimizes adverse impacts on surrounding residential neighborhoods.
- c. The property is served by a collector or arterial street.

~~3.2.~~ A six-foot-high fence along the side and rear property lines is required only along the property lines adjacent to the outside play areas.

~~4.3.~~ Hours of operation and maximum number of attendees at one time may be limited to reduce impacts on nearby residential uses.

~~5.4.~~ Structured play areas must be setback from all property lines as follows:

- a. 20 feet if this use can accommodate 50 or more students or children.
- b. 10 feet if this use can accommodate 13 to 49 students or children.

~~6.5.~~ An on-site passenger loading area must be provided. The City shall determine the appropriate size of the loading area on a case-by-case basis, depending on the number of attendees and the extent of the abutting right-of-way improvements. Carpooling, staggered loading/unloading time, right-of-way improvements or other means may be required to reduce traffic impacts on nearby residential uses.

~~7.6.~~ The location of parking and passenger loading areas shall be designed to reduce impacts on nearby residential uses.

~~8.7.~~ Electrical signs shall not be permitted.

~~9.8.~~ May include accessory living facilities for staff persons.

~~10.9.~~ 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.~~
- ~~2.1.~~ May locate on the subject property if:
 - a. It will not be materially detrimental to the character of the neighborhood in which it is located.
 - b. Site design must minimize adverse impacts on surrounding residential neighborhoods.
- ~~3.2.~~ A six-foot-high fence is required along the property lines adjacent to the outside play areas.
- ~~4.3.~~ Hours of operation and maximum number of attendees may be limited by the City to reduce impacts on nearby residential uses.
- ~~5.4.~~ Structured play areas must be setback from all property lines by five feet.
- ~~6.5.~~ An on-site passenger loading area may be required depending on the number of attendees and the extent of the abutting right-of-way improvements.
- ~~7.6.~~ The location of parking and passenger loading areas shall be designated to reduce impacts on nearby residential uses.
- ~~8.7.~~ Electrical signs shall not be permitted. Size of signs may be limited to be compatible with nearby residential uses.
- ~~9.8.~~ May include accessory living facilities for staff persons.
- ~~10.9.~~ 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.~~
- ~~2.1.~~ Site and building design minimizes adverse impacts on surrounding residential neighborhoods.

~~3-2~~. Landscape Category A or B may be required depending on the type of use on the subject property and the impacts associated with the use on the nearby uses.

Section:

Use: Government Facility Community Facility

Required Review Process: Process IIA, Chapter 150, KZC

Minimums:

Lot Size: None.

Required Yards:

Front: 20'

Side: 10' on each side

Rear: 10'

Maximums:

Lot Coverage: 50%.

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

Landscape Category: C See special regulation 2

Sign Category: B

Required Parking: See KZC 105.25

Special Regulations:

~~1. See General Regulations regarding other development standards.~~

~~2-1~~. Site and building design minimizes adverse impacts on surrounding residential neighborhoods.

~~3-2~~. Landscape Category A or B may be required depending on the type of use on the subject property and the impacts associated with the use on the nearby uses.

Section:

Use: Public Park

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

CHAPTER 25 – PROFESSIONAL OFFICE RESIDENTIAL (PR) AND PROFESSIONAL OFFICE RESIDENTIAL A (PRA) ZONES ~~Draft 3-7-2011~~

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

Zone
PR, PRA

Section 25.08 – GENERAL REGULATIONS

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

1. Refer to Chapter [1](#) KZC to determine what other provisions of this code may apply to the subject property.
2. Developments creating four or more new detached, attached or stacked dwelling units shall provide at least 10 percent of the units as affordable housing units as defined in Chapter [5](#) KZC. Two additional units may be constructed for each affordable housing unit provided. See Chapter [112](#) KZC for additional affordable housing incentives and requirements.
3. If any portion of a structure is adjoining a low density zone, then either:
 - a. The height of that portion of the structure shall not exceed 15 feet above average building elevation, or
 - b. The horizontal length of any facade of that portion of the structure which is parallel to the boundary of the low density zone shall not exceed 50 feet. See KZC [115.30](#), Distance Between Structures/Adjacency to Institutional Use, for further details.
- ~~4. The required yard of a structure abutting Lake Washington Boulevard or Lake St. S. must be increased two feet for each one foot that structure exceeds 25 feet above average building elevation (does not apply to Public Park uses).~~
- ~~45.~~ 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.
- ~~56.~~ 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.
- ~~6. If the property is located in the Lakeview Neighborhood between NE 60th Street and NE 59th Street on Lots 13 and 14 of Block 2 of Houghton Addition Volume 5 of Plats, Page 71 of King County Records the following shall apply:~~
 - ~~a. If a use requires additional parking stalls, the number of required parking spaces shall be determined based on the actual parking demand pursuant to Section 105.25, KZC along with the following considerations. The location of the existing buildings may make providing additional on-site parking not feasible. The required parking may be provided by adding angled parking within the NE 60th Street right of way. New parking may be limited to the number of on-street angled stalls that are feasible to be added along the frontage of the subject property.~~
 - ~~b. Redevelopment proposals for the subject property shall be reviewed through a Process IIA and comply with the following:~~
 - ~~1). Site and building design shall incorporate design elements of the existing historic post office building including a pitched roof.~~
 - ~~2). Historical interpretive signs shall be incorporated into the subject property.~~
 - ~~3). The number of required parking spaces for the use shall be determined based on the actual parking demand pursuant to Section 105.25 along with the following considerations. The location of the existing buildings may make providing additional on-site parking not feasible. The required parking may be provided by adding angled parking within the NE 60th Street right of way. New parking may be limited to the number of on-street angled stalls that are feasible to be added along the frontage of the subject property.~~

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.	For PR zones: 5' each for detached units and 5' but 2 side yards must equal at least 15' for attached and stacked units. For PRA zones: 5' each side. See Spec. Reg. 4.	10' See Spec. Reg. 5.		Otherwise, for PR zones, 30' above average building elevation and for PRA zones, 35' above average building elevation. See Gen. Reg. 6.	D		1.7 per unit.	<ol style="list-style-type: none"> Minimum amount of lot area per dwelling unit is as follows: <ol style="list-style-type: none"> In PR 8.5 zones, the minimum lot area per unit is 8,500 sq. ft. In PR 5.0 zones, the minimum lot area per unit is 5,000 sq. ft. In PR 3.6 zones, the minimum lot area per unit is 3,600 sq. ft. In PR 2.4 zones, the minimum lot area per unit is 2,400 sq. ft. In PR 1.8 zones and PRA 1.8 zones, the minimum lot area per unit is 1,800 sq. ft. Chapter 115 KZC contains regulations regarding home occupations and other accessory uses, facilities and activities associated with this use. Chapter 115 KZC contains regulations regarding common recreational space requirements for this use. The side yard may be reduced to zero feet if the side of the dwelling unit is attached to a dwelling unit on an adjoining lot. If one side of a dwelling unit is so attached and the opposite side is not, the side that is not attached must provide a minimum side yard of five feet. The rear yard may be reduced to zero feet if the rear of the dwelling unit is attached to a dwelling unit on an adjoining lot. Where the 25-foot height limitation results solely from an adjoining low density zone occupied by a school that has been allowed to increase its height to at least 30 feet, then a structure height of 30 feet above average building elevation is allowed. 	

Section 25.10

Zone
PR, PRA

USE ZONE CHART

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

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 CHA

See General Regulation regarding signs and parking for restaurant, tavern, grocery store etc. uses.

Insert as Special Regulation 3 and 4 under Restaurant, Tavern, Grocery Store, Drug Store, Laundromat etc.: For PR 3.6 zones in the Lakeview Neighborhood the following also applies:
 a. This use is not permitted if the subject property abuts Lakeview Dr.
 b. Internally lit cabinet or electrical signs are prohibited along Lakeview Dr. and NE 60th ST.
 (See also General Regulations)

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

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)		
			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			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. This use is not permitted in a PR 3.6 zone located in the NE 85th Street Subarea.
.080	Church			1 for every 4 people based on maximum occupancy load of any area of worship. See Spec. Reg. 1.	1. No parking is required for day-care or school ancillary to this use.							

The following text was deleted: See revised underlined text in Special Regulations and General Regulations as a result of February 28, 2011 HCC meeting.

Add to Restaurant or Tavern and Grocery Store, Drug Store, Laundromat etc. Use Listings
 Special Regulation 3 or 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 or Plats, Page 71 of King County Records, shall comply with the following requirements:
 a. The required review process shall be Process IIA.
 b. Building and site design shall incorporate design elements of the existing historic post office building.
 c. 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.
 d. 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	<p>Within the NE 85th Street Sub-area, D.R., Chapter 142 KZC. Otherwise, none.</p> <p>If this use is adjoining a low density zone, then Process I, Chapter 145 KZC.</p>	8,500 sq. ft. if PR 8.5 zone, otherwise 7,200 sq. ft.	<p>If this use can accommodate 50 or more students or children, then:</p> <p>50' 50' on 50' each side</p> <p>If this use can accommodate 13 to 49 students or children, then:</p> <p>20' 20' on 20' each side</p>	70%	<p>If adjoining a low density zone other than RSA or RSX, then 25' above average building elevation.</p> <p>Otherwise, for PR zones, 30' above average building elevation and for PRA zones, 35' above average building elevation.</p> <p>See Gen. Reg. 6 and Spec. Reg. 7.</p>	D	B	See KZC 105.25.	<ol style="list-style-type: none"> A six-foot-high fence is required only along the property lines adjacent to the outside play areas. Structured play areas must be set back from all property lines as follows: <ol style="list-style-type: none"> Twenty feet if this use can accommodate 50 or more students or children. Ten feet if this use can accommodate 13 to 49 students or children. 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. May include accessory living facilities for staff persons. To reduce impacts on nearby residential uses, hours of operation of the use may be limited and parking and passenger loading areas relocated. These uses are subject to the requirements established by the Department of Social and Health Services (WAC Title 388). 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"> The school can accommodate 200 or more students; and 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 The increased height is not specifically inconsistent with the applicable neighborhood plan provisions of the Comprehensive Plan; and The increased height will not result in a structure that is incompatible with surrounding uses or improvements. <p><i>This special regulation is not effective within the disapproval jurisdiction of the Houghton Community Council.</i></p> 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. These uses are subject to the requirements established by the Department of Social and Health Services (WAC Title 388). 		

Section 25.10



USE ZONE CHART

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

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

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						
.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.										

Yarrow Bay Business District YBD 2 Design Guidelines Matrix

Introduction

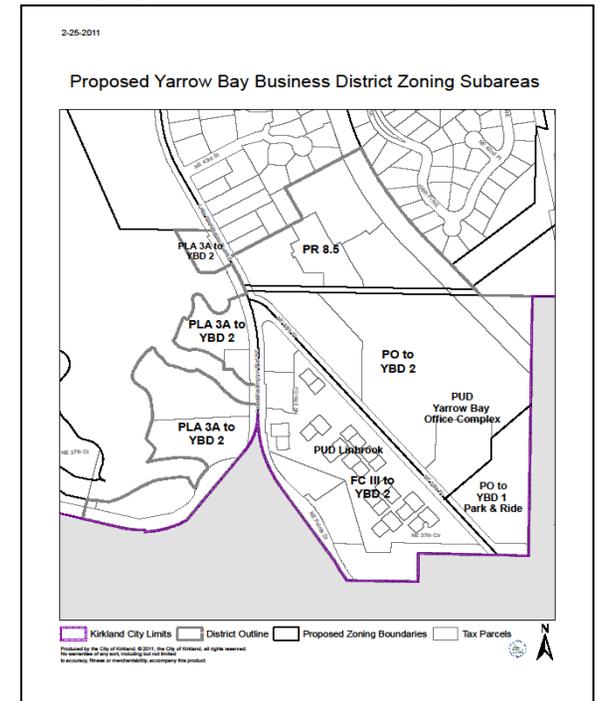
This document is a preliminary outline for what will be included the District Design Guidelines for the Yarrow Bay Business District for all areas (YBD 2) except for the South Kirkland Park and Ride YBD 1 area currently being developed separately. From this outline staff will draft the actual guidelines to bring back to the Houghton Community Council at the next study session. It is anticipated that once the YBD 1 design guidelines are finalized they will be incorporated into the final district wide document. The design guidelines will be used by the Design Review Board during the design review process for new commercial and residential development within the District. This is similar to other business districts throughout the City.

The outline matrix format is similar to your discussion for the YBD 1 guidelines incorporating the draft urban design policies for the Yarrow Bay Business District in the neighborhood plan with proposed design guideline principles and related existing and new zoning code regulations.

Below is a summary of the related Urban Design policies from the draft Lakeview Neighborhood Plan that provide the guidance for the proposed Design Guidelines.

Yarrow Bay Business District Vision

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. This approach would allow a broader range of commercial and residential uses, improve pedestrian connections between properties and businesses, the South Kirkland Park and Ride transit facility and the SR 520 freeway. 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.



Summary of design related Goals and Policies for the Yarrow Bay Business District from the draft Lakeview Neighborhood Plan Urban Design Section.

Note: the following are shown in the left column of the matrix below.

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.*

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.

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.

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.

Design Guideline Matrix

The matrix below is an outline of proposed design guideline principles for the Yarrow Bay Business District (center column) and how they relate to the draft Lakeview Neighborhood Plan policies related to design issues (left column) and existing and proposed zoning regulations. Note that this is only an outline of anticipated design guidelines. A more refined design guidelines document will be prepared consistent with other business district design guidelines for the next study session.



Draft Lakeview Neighborhood Plan Policies	Proposed Design Guidelines Outline ¹ - <i>Design Review Board Authority</i>	Proposed Zoning Regulations	Existing Zoning Regulations
<p>1. Street Improvements and Public Infrastructure</p> <p><i>Goal L-12: Provide public improvements that contribute to a sense of neighborhood identity and enhanced visual quality.</i></p> <p><i>Policy L-12.1: Identify design standards for Lake Washington Boulevard right of way that include:</i></p> <p><i>Adequate sidewalk widths on both sides of the street with wider sidewalks along the west side of Lake Washington Blvd where topography allows.</i></p> <p><i>Street trees that are of a variety to minimize view obstruction from the public rights of way and properties to the east.</i></p> <p><i>Public amenities such as benches, pedestrian lighting, view platforms, public art and directional signs pointing to public facilities and points of interest.</i></p> <p><i>Policy L-14.1:</i></p>	<p>Lake Washington Blvd A master plan for Lake Washington Blvd should be developed to ensure a consistent design theme for the street including wider sidewalks, landscape strips, decorative street lighting and street furniture. A 10' wide sidewalk should be required.</p> <p>NE 38th PI is designated as a Major Pedestrian Street. With new development the following standards should apply:</p> <ul style="list-style-type: none"> • 8' wide sidewalks • Street trees in landscape strip or tree grates • Decorative pedestrian lighting and amenities such as benches and bike racks that will tie the district together and provide a sense of identity. • See also Chapter 110 <p>Along all streets (NE 38th PI, Lk WA Blvd., Northup Way) Street trees species should be selected and spaced to allow for visual continuity to buffer pedestrians from the street, and provide visibility of ground floor retail uses.</p> <p>Public Art Seek opportunities to install public art along arterials throughout the neighborhood.</p>	<p>Amendments to Chapter 110 KZC may be necessary</p>	

¹ Proposed guidelines may address more than one policy.

Draft Lakeview Neighborhood Plan Policies	Proposed Design Guidelines Outline ¹ - <i>Design Review Board Authority</i>	Proposed Zoning Regulations	Existing Zoning Regulations
<p><i>Enhanced streetscapes improved with street trees, pedestrian lighting, benches, and street furniture unique to the neighborhood.</i></p> <p><i>Consolidate vehicular access points along Lake Washington Blvd because of ingress and egress challenges. Drive through facilities should be prohibited.</i></p> <p><i>Intersection improvements where needed to improve vehicular, pedestrian and transit access.</i></p> <p><i>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.</i></p> <p><i>Policy L-14.3: Encourage buildings and public infrastructure to include high quality materials, art, and bicycle and pedestrian amenities.</i></p>	<p>See guidelines under building materials, streetscapes, pedestrian pathways and pedestrian oriented plazas.</p>		
<p>2. Pedestrian Features & Amenities</p>	<p>Pedestrian oriented spaces including landscaping, seating, lighting, art.</p>		<p>Various provisions in KZC Section 105.18 Related to</p>

Draft Lakeview Neighborhood Plan Policies	Proposed Design Guidelines Outline¹ - <i>Design Review Board Authority</i>	Proposed Zoning Regulations	Existing Zoning Regulations
	<p>Pedestrian walkways should be placed throughout the district to allow for efficient access between the residential, commercial, transit center uses, and adjacent streets. The walkways should be situated to minimize walking distance from the public sidewalk and transit facilities to building entrances.</p> <p>Pedestrian and bicycle connections should be well-defined and safe.</p> <p>Pedestrian connections should be provided to adjacent properties to allow for efficient access to the transit facilities and commercial uses.</p> <p>Landscaping should be used to help define and provide visual interest along pedestrian walkways.</p> <p>Convenient and safe pedestrian areas should be designed in centralized locations to accommodate transit users.</p> <p>Lighting should be provided to walkways and sidewalks through building mounted light and canopy or awning mounted lights.</p> <p>Low level lighting in the form of bollards or similar style of lighting should be encouraged along pedestrian pathways not adjacent to buildings.</p> <p>Vehicular (car and bus) circulation should not conflict with bicycle and pedestrian circulation throughout the district.</p> <p>Safe crossing locations for pedestrians should be provided.</p> <p>Install pedestrian pathways through the blocks in YBD 2 connecting Lake Washington Blvd, to NE 38th PI inking uses on the property, to adjacent properties, the South Kirkland Park and Ride transit facility, to Central Houghton, future Eastside Rail Corridor and pedestrian and bicycle improvements related to SR 520 improvements.</p>	<p>Create new Plate 34 which shows pedestrian connections within the YBD 2, to transit facilities, Central Houghton, future Eastside Rail Corridor and pedestrian and bicycle pathways related to SR 520 improvements</p>	<p>Pedestrian Access</p> <ul style="list-style-type: none"> o Pedestrian access from buildings to sidewalks and transit facilities o Pedestrian access between uses on subject property o Pedestrian connections between properties o Pedestrian access through parking areas o Pedestrian access through parking garages o Provide overhead weather protection <p>Various provisions in KZC 110.19 – Public Pedestrian Walkways</p> <p>KZC 105.32 – Bicycle Parking</p> <p>Ratio of 1 bicycle space for each 12 required</p>

Draft Lakeview Neighborhood Plan Policies	Proposed Design Guidelines Outline ¹ - <i>Design Review Board Authority</i>	Proposed Zoning Regulations	Existing Zoning Regulations
	Locations to be shown on new Plate 34 and more specific alignment to be determined during Design Review.		<p>motor vehicle spaces. Planning official may modify this requirement based on development size and anticipated pedestrian and bicycle activity. Contains requirements for bike racks or enclosed storage container locations.</p> <p>115.142 Transit Shelters and Centers, Public. Public transit shelters and centers are allowed in all zones and shall not exceed 15 feet above average building elevation in low density zones. The public transit shelters and centers must not unreasonably impede pedestrian movement or create traffic safety problems. Transit route and information signs and markers may be installed. One hundred percent lot coverage is allowed. There are no specific requirements for review process, minimum lot size, minimum required</p>

Draft Lakeview Neighborhood Plan Policies	Proposed Design Guidelines Outline ¹ - <i>Design Review Board Authority</i>	Proposed Zoning Regulations	Existing Zoning Regulations
			yards, landscaping, or parking for this use
<p>3. Architectural Building Scale and Massing</p> <p><i>Policy L-14.1: Provide vertical and horizontal modulation and upper story step backs above the second story along all street frontages and perimeter of district.</i></p> <p><i>Along the perimeter of the district, architectural design that is compatible with surrounding residential uses.</i></p> <p><i>Policy L-14.4: Utilize design review to administer building and site design standards in the Yarrow Bay Business District.</i></p>	<p>Along the perimeter of the district, ensure architectural design that is compatible with surrounding residential uses.</p> <p>The final arrangement of building mass should be placed in context with existing and/or planned improvements, gateway features, location of plazas and open space, and orientation with the public realm.</p> <p>Above the street level, buildings above the 2nd story should use upper story step backs to create receding building forms as building height increases to maintain human scale. A rigid stair step of "wedding cake" approach to upper story step backs is not appropriate.</p> <p>To help moderate the vertical scale of buildings, buildings should incorporate design techniques which clearly define the building's top, middle, and bottom.</p> <p>Examples include using a sloped roof and strong eave lines to help define the top; using windows, balconies, and material changes to define a building's middle; and pedestrian-oriented storefronts, awnings, and use of 'earth' materials such as concrete and stone to help define the building's bottom.</p> <p>Roof treatments should be compatible with surrounding architecture.</p> <p>Vertical building modulation should be used to add variety avoiding monotonous design and to make large buildings appear to be an aggregation of smaller buildings.</p> <p>Horizontal building modulation should be used to reduce the</p>	<p>Limit size of retail establishments to 15,000 sq. ft. to avoid large scale stand alone retail buildings</p> <p>No limit on the types of ground floor uses.</p> <p>Maximum building height to be 60' measured from the frontage of the abutting right of way(s) or average building elevation.</p> <p>Allow for decorative parapets and peaked roofs to extend above the height limit.</p> <p>Create new Plate 34 which shows pedestrian connections within the YBD 2, to</p>	

Draft Lakeview Neighborhood Plan Policies	Proposed Design Guidelines Outline ¹ - <i>Design Review Board Authority</i>	Proposed Zoning Regulations	Existing Zoning Regulations
	<p>perceived mass of a building and to provide continuity at the ground level of large building complexes. Building design should incorporate strong pedestrian-oriented elements at the ground level and distinctive roof treatments.</p> <p>Building facades should be well modulated to avoid blank walls and provide architectural interest.</p> <p>Large window areas should be avoided. Instead smaller window units should be used to achieve human scale.</p> <p>Decks and/or balconies should be designed so that they do not significantly increase the apparent mass of the building.</p> <p>Landscaping should be used to provide visual interest and help soften building form at appropriate locations, including upper level terraces.</p>	<p>transit facilities, Central Houghton, future Eastside Rail Corridor and pedestrian and bicycle pathways related to SR 520 improvements</p>	
<p>4. Building Materials</p> <p><i>Policy L-14.1: Ensure high quality building design and materials.</i></p>	<p>Building materials should exhibit permanence.</p> <p>Building materials and color should be selected to integrate with each other and complement architectural design.</p> <p>Ornament and applied art should be integrated with the structures and the site environment and not haphazardly applied.</p> <p>Emphasis should be placed on highlighting building features such as doors, windows, and eaves, and on the use of materials such as wood siding and ornamental masonry. Ornament may take the form of traditional or contemporary elements</p> <p>Original artwork or hand-crafted details should be considered in special areas.</p>		

Draft Lakeview Neighborhood Plan Policies	Proposed Design Guidelines Outline ¹ - <i>Design Review Board Authority</i>	Proposed Zoning Regulations	Existing Zoning Regulations
	<p>Utilize a variety of quality building materials such as brick, stone, timber.</p> <p>Limit the use of concrete block, metal siding, stucco or similar materials visible from the street and pedestrian routes.</p>		
<p>5. Building location in relationship to the street</p> <p><i>Policy L-14.1:</i></p> <p><i>Consider building placement on the site.</i></p> <p><i>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.</i></p>	<p>Encourage buildings adjacent to the street to orient to the street especially along NE 38th Place which shall be designated as a major pedestrian sidewalk.</p> <p>Along NE 38th PI and Lake Washington Blvd, pedestrian oriented streets, upper story building facades should be stepped back to provide enough space for decks, balconies, and other activities overlooking the street.</p> <p>Locate and orient buildings toward streets, plazas or common open spaces and internal pathways with parking lots to parking lots to the side or rear.</p> <p>Street Corners Street corners should provide special architectural features, incorporate plazas, open spaces, landscaping for pedestrian interest.</p> <p>Streetscape Street trees species should be selected and spaced to allow for visual continuity buffer pedestrians from the street, and provide visibility of ground floor retail uses.</p> <p>Design elements such as multiple storefronts, pedestrian-oriented signs, exterior light fixtures, glazing, landscaping, and awnings should be utilized to add human scale and interest at the street level.</p>	<p>Required yards: 10' front yard setback along NE 38th PI otherwise 20'</p> <p>Identify NE 38th Place as a Major Pedestrian Sidewalk area.</p> <p>Identify Lake Washington Blvd as a Major pedestrian sidewalk in Plate 34 8' wide sidewalk with street trees in landscape strip or tree grates.</p>	<p>110.52 - Sidewalks and Other Public Improvements in Design Districts</p>

Draft Lakeview Neighborhood Plan Policies	Proposed Design Guidelines Outline¹ - Design Review Board Authority	Proposed Zoning Regulations	Existing Zoning Regulations
	<p>Ground floor spaces along NE 38th Place should be transparent with windows of clear vision glass beginning no higher than 2' above grade to at least 10' above grade. Windows should extend across, at a minimum, 75% of the façade length. Continuous window walls should be avoided by providing architectural building treatments, mullions, building modulation, entry doors, and/or columns at appropriate intervals.</p> <p>Varied window treatments should be encouraged. Architectural detailing at window jambs, sills, and heads should be emphasized. Use of ribbon windows should be avoided.</p> <p>A street wall is a wall or portion of a wall of a building facing a street. Continuous street walls should incorporate vertical and horizontal modulations into the building form.</p> <p>Awnings or canopies should be required on facades adjoining sidewalks. Blank walls should be avoided near sidewalks, open spaces, and pedestrian areas.</p> <p>Blank walls should not be visible from the street or sidewalk. Where blank walls are unavoidable, they should be treated with landscaping, art, or other architectural treatments.</p>		
6. Parking Lot Location and Design	<p>Parking areas should not be located between NE 38th Place and buildings.</p> <p>Access driveways to parking areas should be minimized.</p> <p>Parking lots should be designed to provide for clear vehicular and pedestrian circulation and be well organized.</p> <p>Screening and landscaping should be used to reduce the visual</p>	<p>Minimum 10' setback for parking structures along NE 38th Place</p> <p>Add regulation to KZC 105.58 – Location of Parking Areas</p>	<p>KZC 95.44 – Internal Parking Lot Landscaping Requirements</p> <p>KZC 95.45 – Perimeter Landscape Buffering for Driving and Parking Areas</p>

Draft Lakeview Neighborhood Plan Policies	Proposed Design Guidelines Outline ¹ - <i>Design Review Board Authority</i>	Proposed Zoning Regulations	Existing Zoning Regulations
	<p>impact of parking lots and/or parking structures to the surrounding neighborhood.</p> <p>Intervening uses, artwork, building setbacks, and/or dense landscaping should be used to reduce the visual impact of parking structures along streets. Portions of parking structures visible from the street should be designed to complement neighboring buildings.</p>	Specific to Design Districts	
<p>7. Gateways</p> <p><i>Goal L-11: Enhance gateways to the neighborhood to strengthen neighborhood identity.</i></p> <p><i>Policy L-11.1: Use public and private efforts to establish gateway features at the locations identified in Figure G (Intersections at 108th Avenue and NE 38th Pl. and Lake Washington Blvd and SR 520/NE 38th Pl.)</i></p> <p><i>Policy L-14.1: Incorporate gateway features at locations shown in figure G incorporating signs, sculpture, lighting and landscaping.</i></p>	<p>General A gateway is an urban design feature that signifies a sense of place and arrival into a city or neighborhood. A gateway should be designed in the location shown in the Comprehensive Plan. To provide a southern entrance to the City and enhance the character and identity of the Yarrow Bay Business District</p> <p>YBD2- Gateway at Lake Washington Blvd at City limits:</p> <p>The design of the gateway should include a combination of landscaping, architectural features, and artwork that will:</p> <p>Provide a welcoming south gateway to the City on both east and west sides of Lake Washington Blvd.</p> <p>Relocate existing city entrance sign on the west to a more prominent location, or remove clutter of street signs and utility poles, screen utility box.</p> <p>Highlight Cochrane Springs Creek crossing as a softer, green entrance to the City.</p>		<p>KZC 110.60.11 - Entry or Gateway Features in Design Districts –</p> <p>In Design Districts, if the Comprehensive Plan or Design Guidelines designate the subject property for an entry or gateway feature, then the applicant shall design and install an entry feature area on the subject property. The size of the entry feature area shall be at least 100 square feet, and may include landscaping, art, signage or lighting. The design shall be reviewed by the City and decided upon as part of the Design Review for the proposed development. The applicant shall provide an easement or dedication of property surrounding the</p>

Draft Lakeview Neighborhood Plan Policies	Proposed Design Guidelines Outline ¹ - <i>Design Review Board Authority</i>	Proposed Zoning Regulations	Existing Zoning Regulations
<p>8. Natural Features</p> <p><i>Policy L-14.1: Provide effective and appropriate landscaping and buffers</i></p> <p><i>Cluster development away from streams and wetlands; enhance stream corridors for both habitat and as a natural amenity.</i></p>	<p>Yarrow Bay Business District contains the Yarrow Bay Wetlands, Cochran Creek and portions of Yarrow Creek, steep wooded slopes.</p> <p>Establish a "greenway" corridor extending in an east/west direction across the business district from the Yarrow Bay wetlands along stream corridors to the Houghton slope to serve as a natural amenity and green open space.</p> <p>Protect, enhance these natural systems and utilize them as a natural amenity.</p> <p>As redevelopment occurs seek opportunities to restore portions of the culverted streams to their natural state as an amenity on site.</p> <p>Properties along these natural systems should maintain and enhance the greenway corridor consistent with the requirements in Chapter 85 and 90,KZC.</p> <p>Use wooded slopes as a natural site amenity and buffer using native vegetation wherever possible.</p>		<p>entry feature.</p> <p>Tree retention standards in KZC Section 95.30</p>
<p>9. Public amenities and Open Space</p> <p><i>Policy L. 14.1 Public Plazas and Green Open Spaces</i></p>	<p>Incorporate public plazas and green spaces within site development. <i>Should there be a minimum size requirement?</i></p> <p>Public open space should be provided on the subject property which can be used by the general public, residents, and transit users.</p> <p>Public open space should be open to the sky except where overhead weather protection is provided (e.g. canopies and awnings). The space should appear and function as public space rather than private space.</p>	None Proposed	None

Draft Lakeview Neighborhood Plan Policies	Proposed Design Guidelines Outline ¹ - <i>Design Review Board Authority</i>	Proposed Zoning Regulations	Existing Zoning Regulations
	<p>Public open space should be designed in close proximity to adjacent shops and contain outdoor dining/seating areas, art, water features, and/or landscaping while still allowing enough room for pedestrian flow.</p> <p>A combination of lighting, access to sunlight, paving, landscaping, and seating should be used to enhance the pedestrian experience with the public open space.</p>		
10. Lighting for YBD 1 and 2	<i>Text to be inserted to address on site and building mounted lighting.</i>		
11. Signs <i>Policy L-14.1: Comprehensive master sign plans using quality materials are encouraged (but not mandatory)</i>	<p>Signs should be building mounted or ground mounted.</p> <p>Provide public directional signs to transit centers, community facilities, activity centers and pedestrian pathways throughout the business district.</p> <p>No internally lit plastic cabinet signs should be permitted. Individual illuminated letters are preferred.</p> <p>Large developments are encouraged to provide coordinated master sign plans that compliment the architectural design of the center and oriented to automobile traffic.</p>	<p>Master sign plans should not be mandatory district wide.</p> <p><i>Prohibit cabinet signs?</i></p>	<p>Amend Sign Chapter 100, KZC</p>
12. Service Areas	<p>Insert text to locate and design service and storage areas to minimize impacts on the pedestrian and visibility from streets and pedestrian areas.</p>		<p>Zoning requires locating and screening service areas and rooftop mechanical units.</p>

CHAPTER 56 – YBD 2 – Draft 3-107-2011

User Guide.

The charts in KZC ____ contain the basic zoning regulations that apply in each YBD ____ 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 ____
YBD 2

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. In addition to the height exceptions established by KZC [115.60](#), the following exceptions to height regulations is established:
 - a. Decorative parapets may exceed the height limit by a maximum of four feet; provided that the average height of the parapets around the perimeter of the structure shall not exceed two feet.
 - b. For structures with a peaked roof, the peak may extend eight feet above the height limit if the slope of the roof is equal to or greater than four feet vertical to 12 feet horizontal.
3. If identified in the Lakeview Neighborhood Plan, a City entry or gateway feature shall be designed and installed on the subject property adjacent to Lake Washington Blvd. pursuant to KZC 110.60. The design of the gateway shall be evaluated with the Design Review Process.
4. Vehicular access points onto Lake Washington Blvd. and Northup Way must be minimized to prevent arterial congestion and traffic safety hazards. Shared access points must be utilized where feasible (does not apply to Public Park uses).
5. The maximum height of the structure shall be measured at **the midpoint of the frontage of the subject property on the abutting right of way or average building elevation of the subject property.** If the subject property abuts more than one right of way, the applicant may choose which right of way shall be used to measure the allowed height of structure.
6. The entire zone must be physically integrated both in site and building design. ~~Relocate the following to Chapter 105 and or use as a design guideline: Site design must include installation of pedestrian walkways on the subject property, between public sidewalks and building entrances and existing or planned walkways on abutting properties to standards in 105.18. Pedestrian walkways shall be installed pursuant to the through block pathway standards in 105.19 along the locations shown in the Lakeview Neighborhood Plan chapter of the Comprehensive Plan. The alignment of these pathways shall be spaced far enough apart to provide maximum pedestrian accessibility for the whole block(s), take into account proposed and existing buildings and to the extent possible along building fronts or pedestrian oriented spaces.~~ (see Plate __ in Chapter __ KZC for [pedestrian pathway](#) locations. During the Design Review process the City may determine the location. (does not apply to Public Utility, Government Facility, and Public Park uses).
7. [Move to Chapter 110](#) Where public improvements are required by Chapter 110 KZC, sidewalks shall meet the standards of a major pedestrian sidewalk of 8' in width with street trees in a landscape strip or tree grates and decorative pedestrian lighting.
8. Developments in parts of this zone may be limited by chapter 83 or 90 KZC, regarding development near streams, lakes, and wetlands.

Determine the point of measurement for building height

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

Section _____	USE ⇩ REGULATIONS ⇨	Required Review Process	MINIMUMS			MAXIMUMS		Landscape Category (See Ch. 95)	Sign Category (See Ch. 100)	Required Parking Spaces (See Ch. 105)	Special Regulations (See also General Regulations)	
			Lot Size	REQUIRED YARDS (See Ch. 115)			Height of Structure					
				Front	Side	Rear						
.010	Vehicle Service Station	D.R., Chapter 142 KZC	22,500 sq. ft.	40'	15' on each side. See also Special Regulation 2b.	15'	80%	60' above abutting right of way. See General Regulation	A	E	See KZC 105.25.	<ol style="list-style-type: none"> The gross floor area for this individual use may not exceed 15,000 sq. ft. The following regulations apply to vehicle service stations only: <ol style="list-style-type: none"> May not be more than two vehicle service stations at any intersection, This is use is only allowed if the subject property abuts Lake Washington Blvd or Northup Way. Gas pump islands may extend 20 feet into the front yard. Canopies or covers over gas pump islands may not be closer than 10 feet to any property line. Outdoor parking and service areas may not be closer than 10 feet to any property line. See KZC 115.105, Outdoor Use, Activity and Storage, for further regulations.
.020	Restaurant or Tavern	D.R., Chapter 142 KZC	None	10' adjacent to NE 38 th PI otherwise 20'	0'	0 ³			B		1 per each 100 sq. ft. of gross floor area.	<ol style="list-style-type: none"> The gross floor area for this individual use may not exceed 15,000 sq. ft. The minimum ground floor story height shall be 13'. Drive -in or drive through facilities are prohibited.

.030	Office Use	D.R. Chapter 14 2, KZC	None	10' adjacent to NE 38 th PI otherwise 20'	0'	0'	80%	60' above abutting right of way. See General Regulation.	C	D	If Medical, Dental or Veterinary office, then one per each 200 sq. ft. of gross floor area. Otherwise, 1 per each 300 sq. ft. of gross floor area.	<ol style="list-style-type: none"> 1. The following regulations apply to veterinary offices only: <ol style="list-style-type: none"> a. May only treat small animals on the subject property. b. Outside runs and other outside facilities for the animals are not permitted. c. Site must be designed so that noise from this use will not be audible off the subject property. A certification to this effect, signed by an Acoustical Engineer, must be submitted with the development permit application. 2. Ancillary assembly and manufacture of goods on the premises of this use are permitted only if: <ol style="list-style-type: none"> a. The ancillary assembled or manufactured goods are subordinate to and dependent on this use. b. The outward appearance and impacts of this use with ancillary assembly or manufacturing activities must be no different from other office uses.
.040	Hotel or Motel	D.R. Chapter 14 2, KZC	None	10' adjacent to NE 38 th PI otherwise 20'	0'	0'	80%	60' above abutting right of way. See General Regulation.	B	E	1 per each room. See also Special Regulation 2.	<ol style="list-style-type: none"> 1. May include ancillary meeting and convention facilities. 2. Excludes parking requirements for ancillary meeting and convention facilities. Additional parking requirement for these ancillary uses shall be determined on a case – by case basis. <hr/> <ol style="list-style-type: none"> 1. The gross floor area for this individual use may not exceed 15,000 sq. ft. 2. The minimum ground floor story height shall be 13'. 3. The following uses are not permitted in this zone: <ol style="list-style-type: none"> a. The outdoor storage, sale, service and/or rental of motor vehicles, sailboats, motor boats, and recreational trailers. b. Automotive service centers, c. Retail establishment providing storage services unless accessory to another permitted use. d. Storage and operation of heavy equipment, except delivery vehicles associated with retail uses. e. Storage of parts unless conducted entirely within an enclosed structure, f. Drive through facilities. 4. A delicatessen, bakery, or other similar use may include, as part of the use, accessory seating if: <ol style="list-style-type: none"> a. The seating and associated circulation area does not exceed more
.050	A Retail Establishment other than those specifically listed, limited, or prohibited in the zone, selling goods, or providing services including banking and related financial services										1 per each 300 sq. ft. of gross floor area.	

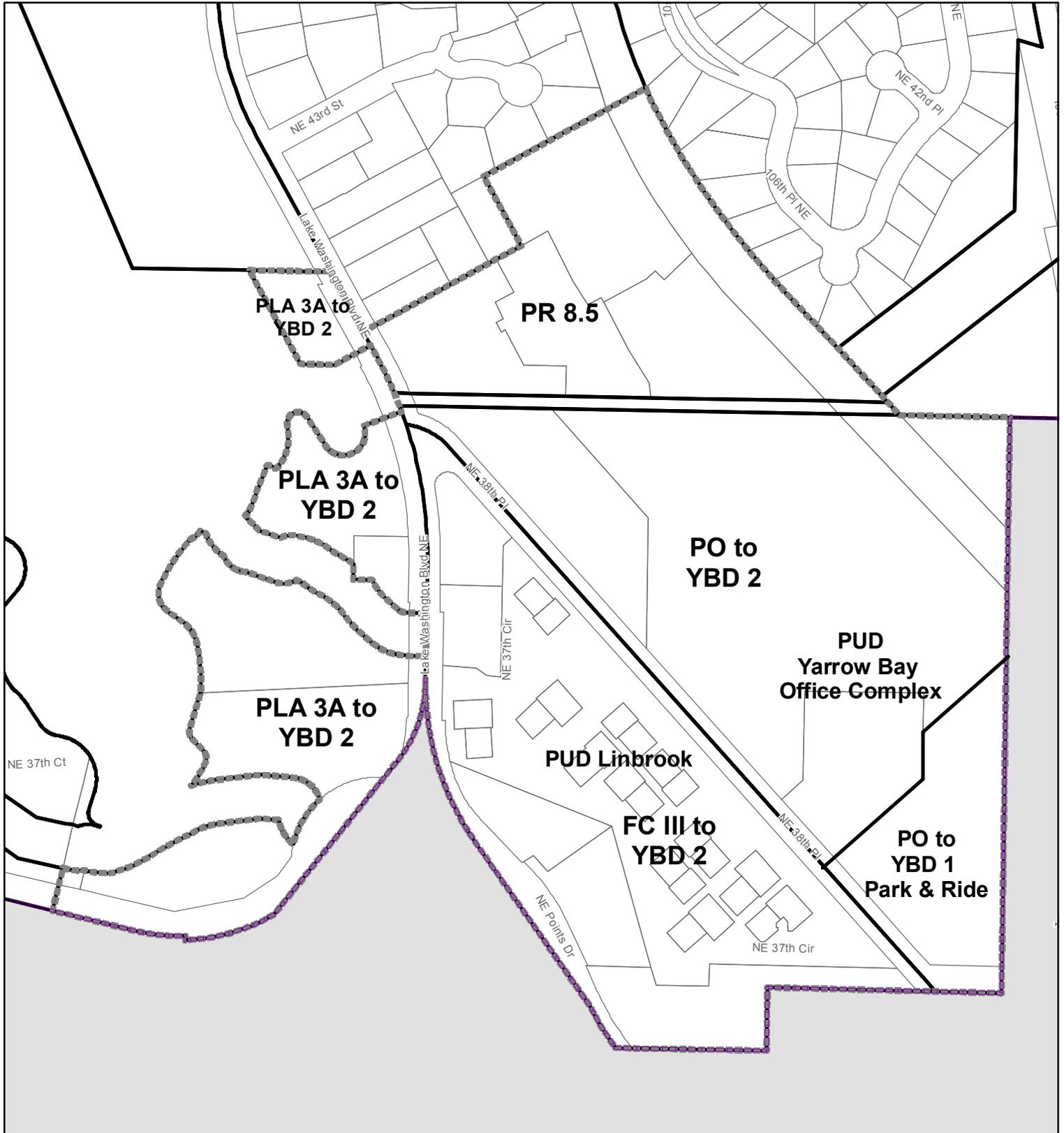
												<p>than 10 percent of the gross floor area of the use; and</p> <p>b. It can be demonstrated to the City that the floor plan is designed to preclude the seating area from being expanded</p> <p>5. Chapter 115 KZC contains regulations regarding home occupations and other accessory uses, facilities and activities associated with this use.</p>
.060	A Retail Establishment providing entertainment, recreational or cultural activities	D.R. Chapter 142, KZC	None	10' adjacent to NE 38 th PI otherwise 20'	0'	0'	80%	60' above abutting right of way. See General Regulation.	B	E	1 for every four fixed seats	<p>1. The gross floor area of this individual use may not exceed 15,000 sq. ft</p> <p>2. The minimum ground floor story height shall be 13'.</p>
.070	Stacked Dwelling Units	D.R. Chapter 142, KZC	None	**10' adjacent to NE 38 th PI otherwise 20'	**0'	**0'	**	**60' above abutting right of way. See General Regulation.	**	A	1.7 per unit	<p>**Same minimum and maximum regulations for the ground floor use.</p> <p>1. Chapter 115 KZC contains regulations regarding home occupations and other accessory uses, facilities and activities associated with this use.</p>

.080	Assisted Living Facility, Convalescent Center or Nursing Home			10' adjacent to NE 38 th PI otherwise 20	0"	0"			C		Independent unit: 1.7 per unit. Assisted living unit: 1 per unit. Convalescent Center or Nursing Home: 1 per each bed.	<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 least intensive process between the two uses. 3. Chapter 115 KZC contains regulations regarding home occupations and other accessory uses, facilities and activities associated with this use.
.090	Private Lodge or Club	D.R. Chapter 142, KZC	None	10' adjacent to NE 38 th PI otherwise 20	0'	0'	80%	60' above abutting right of way. See General Regulation.	C	B	1 per each 300 sq. ft. of gross floor area	
.010	Hospital Facility	D.R. Chapter 142, KZC	None	10' adjacent to NE 38 th PI otherwise 20'	0'	0'	80%	60' above abutting right of way. See General Regulation.	B	B	See KZC 105.25	
.011	Government Facility Community Facility	D.R. Chapter 142, KZC	None	10' adjacent to NE 38 th PI otherwise 20'	0'	0'	80%	60' above abutting right of way. See General Regulation.	C	B	See KZC 105.25	<ol style="list-style-type: none"> 1. Landscape Category A or B may be required depending on the type of use on the subject property and the impacts associated with the use on the nearby uses.

.012	Public Utility	D.R. Chapter 142, KZC	None	10' adjacent to NE 38 th PI otherwise 20'	0'	0'	80%	60' above abutting right of way. See General Regulation.	A	B	See KZC 105.25	
.013	Church			10' adjacent to NE 38 th PI otherwise 20'	0'	0'			C	B	1 for every 4 people based on maximum occupant load of any area of worship. See Special Reg 2	<ol style="list-style-type: none"> 1. May include accessory living facilities for staff persons. 2. No parking is required for day-care or school ancillary to the use.
.015	School or Day-Care Center			<p>If this use can accommodate 50 or more students or children, then:</p> <p style="text-align: center;">50' 50' on 50' each side</p> <p>If this use can accommodate 13 to 49 students or children, then:</p> <p style="text-align: center;">20' 20' on 20' each side</p>				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. Hours of operation may be limited to reduce impacts on nearby residential uses. 3. Structured play areas must be setback from all property lines as follows: <ol style="list-style-type: none"> 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. 4. 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. 5. May include accessory living facilities for staff persons. 6. The location of parking and passenger loading areas shall be designed to reduce impacts on nearby residential uses. 7. These uses are subject to the requirements established by the Department of Social and Health Services (WAC Title 388). 	

.100	Mini-School or Mini-Day-Care	D.R. Chapter 142, KZC	None	10' adjacent to NE 38 th Pl otherwise 20'	0 ₃	0 ₃	80%	. 60' above abutting right of way. See General Regulation.	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. Hours of operation may be limited by the City to reduce impacts on nearby residential uses. 3. Structured play areas must be setback from all property lines by five feet. 4. 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. 5. The location of parking and passenger loading areas shall be designed to reduce impacts on 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).
.120	Government Facility Community Facility								C See Spec. Reg. 1			<ol style="list-style-type: none"> 1. Landscape Category A or B may be required depending on the type of use on the subject property and the impacts associated with the use on the nearby uses.
.130	Public Park	Development standards will be determined on a case-by-case basis. See Chapter 49 KZC for required review process.										

Proposed Yarrow Bay Business District Zoning Subareas



 Kirkland City Limits
  District Outline
  Proposed Zoning Boundaries
  Tax Parcels

Produced by the City of Kirkland. © 2011, the City of Kirkland, all rights reserved.
 No warranties of any sort, including but not limited to accuracy, fitness or merchantability, accompany this product.

