



## **CITY OF KIRKLAND**

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### **MEMORANDUM**

**To:** Kirkland Transportation Commission

**From:** Janice Coogan, Senior Planner

**Date:** February 14, 2011

**Subject:** LAKEVIEW NEIGHBORHOOD PLAN UPDATE-PRELIMINARY DRAFT PLAN

#### **RECOMMENDATION**

Please review and comment on the preliminary draft of the Lakeview Neighborhood Plan and in particular the transportation goals and policies (see Attachment 1). Your suggested edits or comments may be in written form or planning staff can relay your comments back to the Houghton Community Council and Planning Commission. I will be available at your February 23<sup>rd</sup> meeting to answer any questions you have about the draft plan or process.

#### **BACKGROUND DISCUSSION**

The Planning Department is leading the process of updating the Lakeview Neighborhood Plan chapter of the Comprehensive Plan. The purpose of the update is to review existing conditions and set new goals and policies for the future growth of the Lakeview neighborhood for the next 20-30 years.

To date the public participation process has involved a neighborhood open house and working with a citizen's advisory group known as the Lakeview Advisory Group. Study sessions have been held with the Houghton Community Council and Planning Commission. The enclosed preliminary draft plan is the result of input from all of these groups. Attachment 2 shows the upcoming meeting schedule for the continuation of the process including an open house, public hearing and the Planning Commission and Houghton Community Council transmitting their recommendations to the City Council for final action by September 2011. The Houghton Community Council will then take final action on the plan and zoning amendments following the City Council decision.

Staff would like to point out some key new aspects of the draft Lakeview Neighborhood Plan:

- In the Yarrow Bay Business District, expand the types of uses allowed to provide for a greater mix of commercial uses to the existing office complexes including introducing housing. Allow an increase in height from three to five stories east of Lake Washington Blvd. to the BNSFR right of way (five stories is currently allowed west of Lake Washington Blvd at Plaza at Yarrow Bay). Greater emphasis on pedestrian oriented development and improving pedestrian connections between properties, transit and to a future transit oriented development at the South Kirkland Park and Ride lot. (see Land Use Section 5, page 15-18)
- The draft Transportation goals and policies for the Lakeview Neighborhood Plan are described in Section 6, beginning on page 18 and reflect key transportation issues raised by the above groups including developing

a master plan for Lake Washington Blvd. (similar to existing neighborhood plan policies) to improve mobility, pedestrian safety and define a streetscape design.

- See also the Open Space and Parks Section 9, policies L-9.5 regarding improving pedestrian and bicycle pathways and L-9.6 in support for a future Eastside Rail Corridor as a multipurpose trail and list of principles the neighborhood would like to see incorporated into the design of the corridor. The Parks Board suggested these two policies be relocated to the Transportation Section which staff is open to.  
*Do you agree?*

ATTACHMENTS:

1. Preliminary draft Lakeview Plan dated January 11, 2011
2. Tentative Lakeview Neighborhood Plan schedule

cc: File ZON07-00032

## Lakeview Neighborhood Plan

*Preliminary Draft 1/11/2011*

<b>1. Overview</b>
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The Lakeview Neighborhood is bounded by Lake Washington on the west and the Burlington Northern Santa Fe Railroad (BNSFR) tracks 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.

<b>2. Vision Statement</b>
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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 Cross Kirkland Trail/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.

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 63<sup>rd</sup> 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 63<sup>rd</sup> ST to 4130 Lake Washington Blvd. in 1978.*

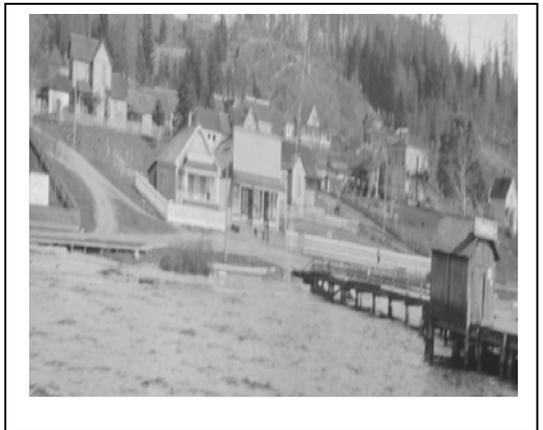


On Lake Washington Boulevard between NE 59<sup>th</sup> – 60<sup>th</sup> Streets, two older buildings exist that have been used as an antique store and offices. One was built in the 1900's and was the early site of the Houghton Post Office.

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 52<sup>nd</sup> Street (Curtis Road) was the first street in Houghton connecting Lake Washington Boulevard to 108<sup>th</sup> 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 68<sup>th</sup> 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 59<sup>th</sup> ST. The Marsh Mansion is recognized on the National and State Registers of Historic Places and contains a Historic Landmark zoning designation.

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

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

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

**4. Natural Environment**

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

**Natural Water Systems**

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

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

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

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

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

### **Soils and Geology**

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

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

### **Houghton Slope**

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

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

### **Yarrow Slope**

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

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

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

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

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

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

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

*See Natural Environment Chapter for additional goals and policies to preserve and protect these natural systems: [http://kirklandcode.ecitygov.net/CK\\_comp\\_Search.html](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.

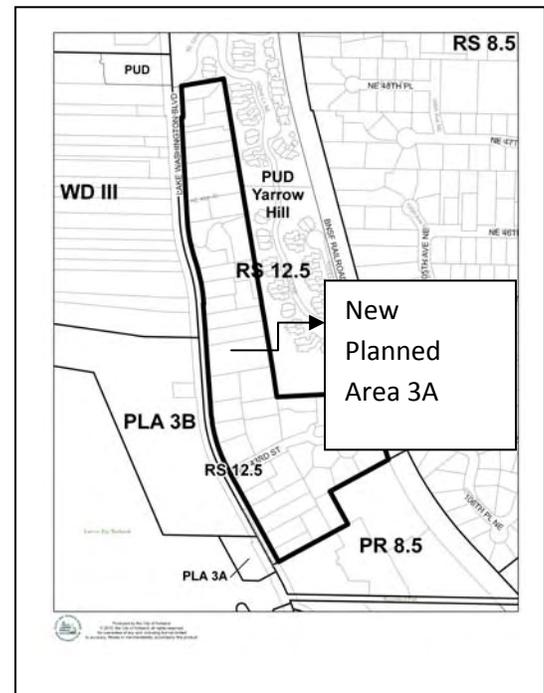
***Policy L-3.2: Along the Houghton and Yarrow Slopes protect potentially hazardous areas such as landslide, seismic and surface water through development standards while allowing for redevelopment compatible with existing development.***

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

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

### ***South Houghton Slope- New Planned Area 3A***

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



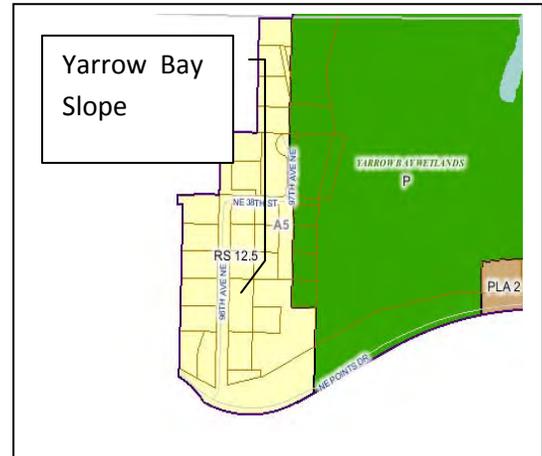
***Policy L-3.4: Residential development on the south Houghton slope should be limited to four to nine dwelling units per acre with a minimum lot size of 5,000 sq. ft. and subject to the development standards listed below.***

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

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

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

***Policy L-3.6: Regulate development on Houghton and Yarrow 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 Slopes should use the best management geotechnical practices specific to the site and design of project to minimize any potential hazards. New development should be subject to the following conditions:

1. A slope stability analysis shall be prepared which evaluates the site and surrounding area to minimize damage to life and property. Specific structural designs and construction techniques to ensure long term stability should be considered as part of the analysis.
2. 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 Slope)*
9. For sites containing wetlands the maximum density allowed with sensitive areas is prescribed in KZC Chapter 90.
10. Allow detached single family dwelling and two-unit attached homes designed to look like a detached single family house (for example, design techniques may include limiting the points of entry on each facade, providing pitched roof and covered porches)). Zero lot line provisions are allowed. *(does not apply to Yarrow Slope)*

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

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

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

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

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

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

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

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

### ***Multi Family Residential***

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

In the northern portion of the neighborhood west of Lakeview Drive medium density residential is appropriate. In addition, several properties in this area of the neighborhood were built under previous 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, redevelopment should be allowed to occur at existing densities, if affordable housing is also provided as part of the development.***

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 encouraged to redevelop and retain the existing number of units. Consistent with the Housing Element in this Comprehensive Plan a percentage of the units should be for affordable housing.

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

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

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

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

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

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

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

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

***Shoreline Areas***

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

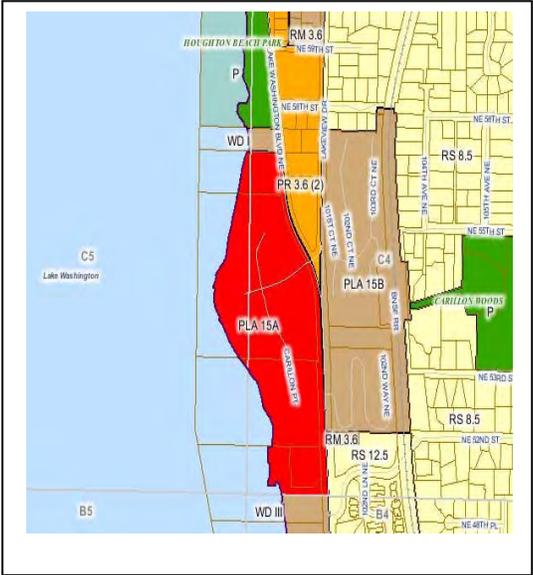
***Planned Area 15 A and B Is Described***

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

**Subarea A**

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

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



**Subarea B**

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

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

**PLA 15A**

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

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

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

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

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

***Carillon Point Development***

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

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

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

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

The Master Plan and Zoning Code regulations for PLA 15A ensure that development will minimize impacts to existing uses in the vicinity including view obstruction, traffic volume and movement, noise

and glare from uses of higher intensity, and compatibility of building scale. The Master Plan includes specific design guidelines for the site plan, circulation plan, and architectural design for the buildings.

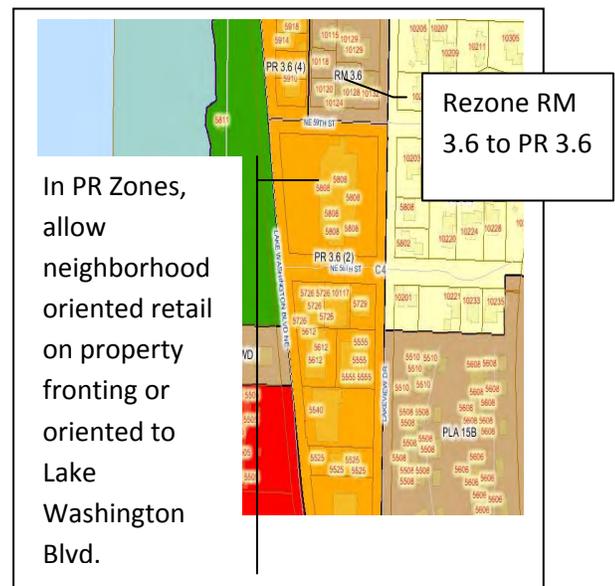
The following is a summary of the key principles of the Master Plan to guide uses and development of the area (see KZC PLA 15 A and B for more detail):

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

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

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

***Neighborhood Oriented Commercial, Professional Office and Multi Family***



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

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

***Policy L-6.4: Allow neighborhood oriented retail only if the subject property is located on the east side of Lake Washington Blvd. fronts and 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 for properties that front on or are oriented toward the east side of Lake Washington Blvd only. Appropriate uses are those that will not result in spillover parking on neighborhood streets. Vehicle sales, service, and drive-through facilities should not be allowed.

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

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

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

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

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. 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. New neighborhood oriented retail uses may be located east of the alley only if,

developed in conjunction with or common ownership with the parcels fronting on the east side of Lake Washington Boulevard but not as a standalone uses because of surrounding residential uses.

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

Redevelopment of the subject properties(s) (may be combined with adjacent parcels) for office or limited neighborhood oriented commercial or multifamily uses should be reviewed through a Process IIB consistent with the following standards:

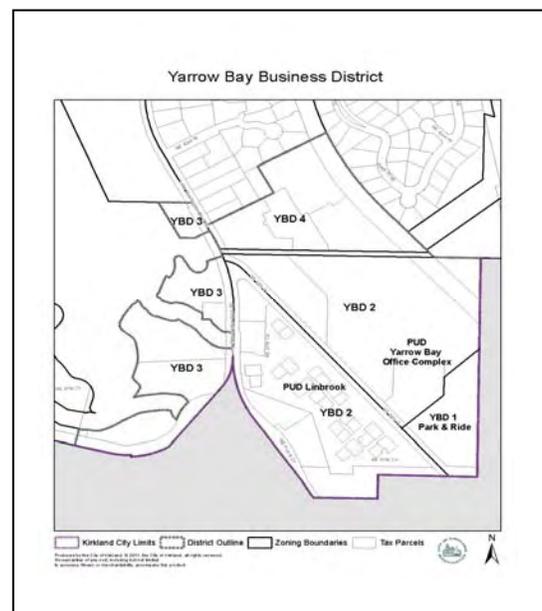
1. Redevelopment of the subject property should ensure that building design incorporates design elements of the facade of the historic post office building and interpretive signs or features are incorporated into the subject property.
2. Appropriate uses are those that serve the neighborhood and attract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

### ***YARROW BAY BUSINESS DISTRICT***

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

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

The policies in this section are intended to support and strengthen the business district to evolve into a greater mix of retail, office, services and housing to provide a more vibrant commercial district with greater pedestrian



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

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

*See urban design section regarding Yarrow Bay Business District.*

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

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

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

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

***Policy L-7.1: Provide for affordable housing.***

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

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

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

Develop implementing regulations for coordinated development of the entire site.

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

Implement design standards for Planned Area 4.

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

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

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

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

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

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

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

**YBD-2 and YBD-3**

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

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

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

Development in YBD 2 and YBD 3 is appropriate for a mix of uses such as offices, specialty retail (limited in size to 15,000 sq. ft. with no stand alone retail) banks, hotel, motel, restaurants, schools or day care facilities, residential and grocery stores to serve office and other employment nearby or the freeway traveler. Uses with drive through facilities may be allowed if it will not result in traffic congestion.

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.***

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.

<b>6. Transportation</b>
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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

52<sup>nd</sup> Street and NE 68<sup>th</sup> Street provide the east-west connections to the Central Houghton neighborhood.

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

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

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

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

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

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

8. Seek opportunities to install streetscape amenities such as public art, pedestrian lighting, street furniture, and low level landscaping that will not obscure views of the Lake and will enhance the pedestrian experience along the street.

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

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

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

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

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

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

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

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

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

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

<b>9. Open Space and Parks</b>
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***Goal L-9: Ensure adequate park and recreation facilities in the Lakeview Neighborhood.***

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

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

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

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

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

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

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

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

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

Yarrow Bay wetlands are one of the largest remaining wetlands on Lake Washington and serve as valuable wildlife habitat, water quality functions as well as aesthetic open space for the community. Public access is available by existing public rights of way but is limited. Improving access for viewing wildlife and environmental education through implementing a series of boardwalks provided ecological functions are protected should be evaluated. Wildlife habitat may be improved by removing upland and underwater invasive plants in and near the wetlands. Any future development of the park should be undertaken following a community based master planning process. Considerations for a future park master plan should include protection and enhancement of natural resources while providing appropriate public access. Opportunities for further acquisition of adjacent land in order to preserve 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 the BNSFR (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.

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**10. Public Services and Facilities**

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

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



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

## 11. Urban Design Policies

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

Lakeview's north-south orientation and west sloping Houghton slope allow for a majority of residents to take advantage of the views of Lake Washington, Seattle and the Olympic Mountains. Lake Washington and the Yarrow Bay Wetlands are two visual landmarks that provide a sense of openness and natural beauty. Preserving public views of Lake Washington and beyond from Lake Washington Boulevard is a high priority. Other landmarks in this neighborhood include the waterfront parks and the historic Marsh, Orton (Sutthoff) and French homes. The Lakeview Neighborhood serves as the southwestern gateway to the City at SR 520 and Lake Washington Blvd. and 108<sup>th</sup> 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 68<sup>th</sup> Street where views of Lake

Washington are prominent. At the "Y" intersection at Lake Washington Boulevard and Lakeview Drive, the triangular median with the sculpture serves as a gateway to the Carillon Point development, neighborhood businesses and shoreline parks.

The intersections at SR 520 and Lake Washington Boulevard and at 108<sup>th</sup> 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 38<sup>th</sup> 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.***

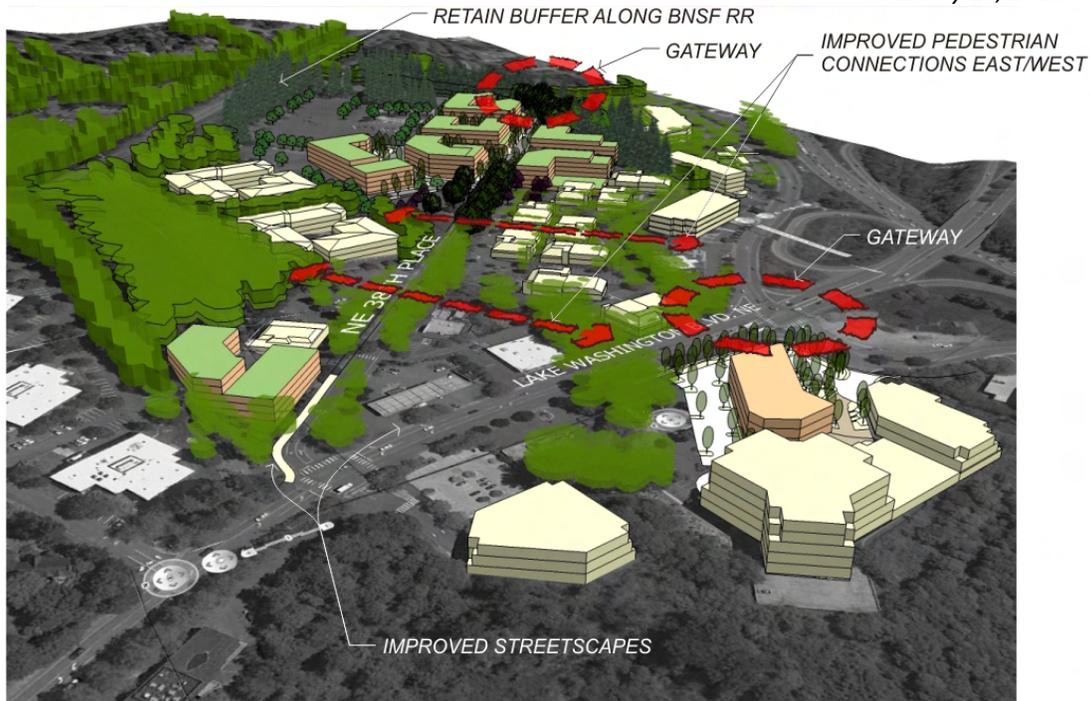
Regulating building height, building mass, building placement, and vehicular access and providing landscape buffers are other effective transition techniques to reduce impacts of commercial uses on surrounding residential uses.

***Policy L-13.2: Orient neighborhood oriented commercial uses between NE 60<sup>th</sup> 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 urban design elements and conceptual redevelopment over time in 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.



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



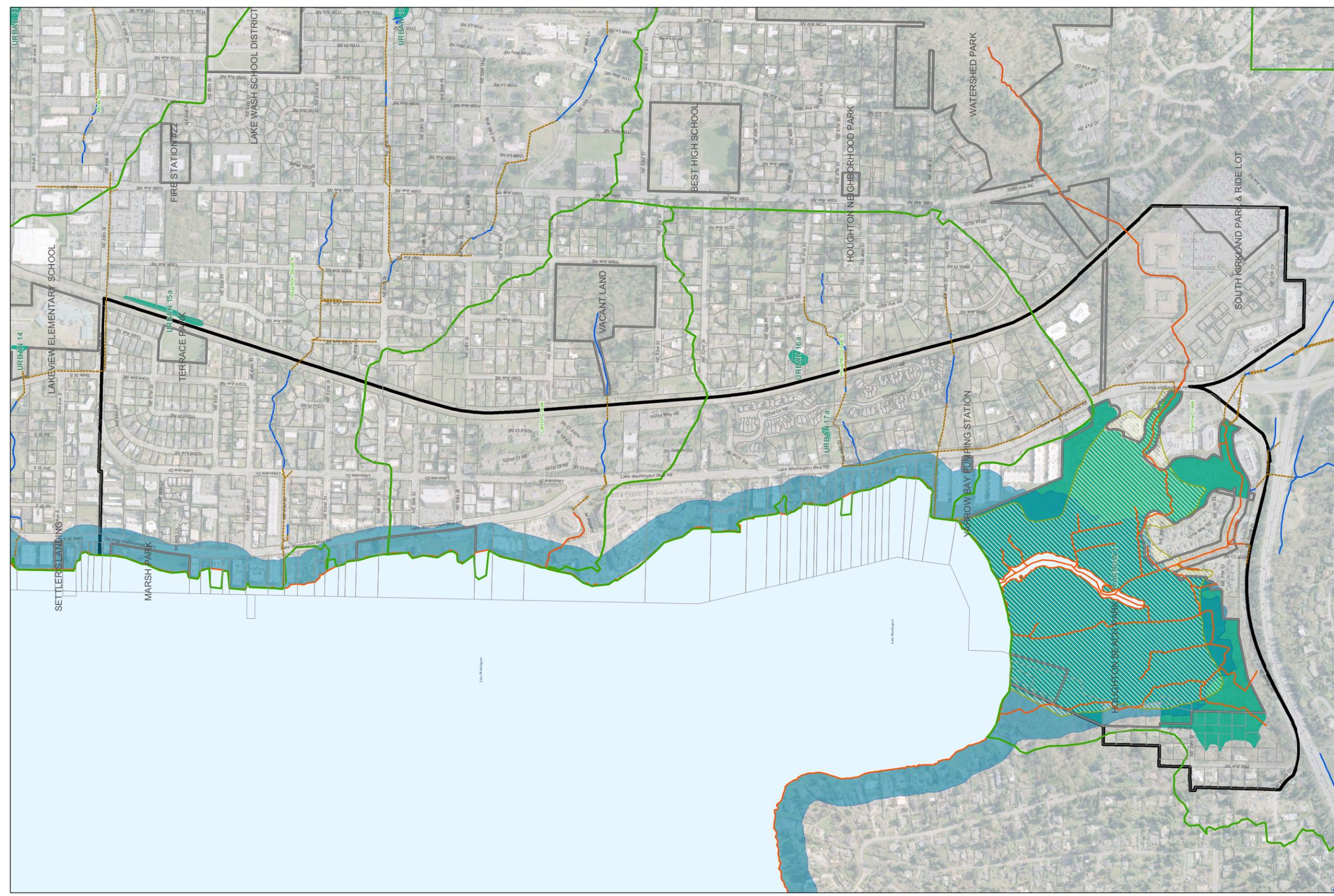
Site and architectural design standards should address the principles above and be used in the design review process to evaluate new public and private development. These will help create an attractive image for the Yarrow Bay Business District and create a desirable place to work and live.

*List of Lakeview Plan Figures:*

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







**Legend**

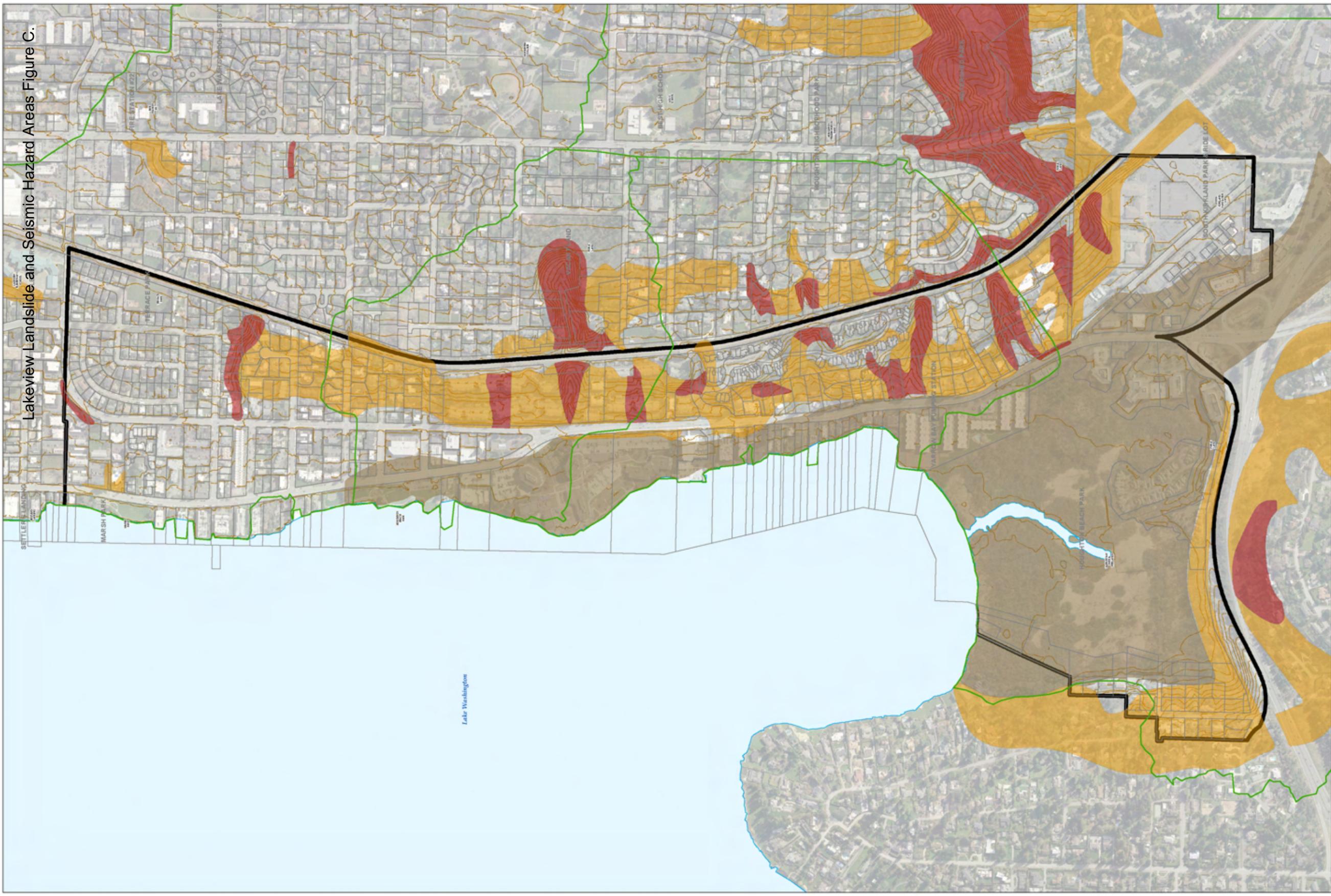
- Known Salmonid Locations
- Shoreline of Statewide Significance
- Streams in Pipes
- Drainage Basin Boundaries
- Open Streams
- Selected Public Properties
- 100-Year Floodplain
- Lakes
- Wetlands

N  
 0 600 1,200 Feet  
 Scale: 1" = 1,200'  
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The boundaries of the sensitive areas displayed on this map are approximate. Field verification of all sensitive areas is necessary in order to complete a development proposal. Sensitive areas that have not been mapped may be present on a development proposal site.

## Lakeview Sensitive Areas

Lakeview Landslide and Seismic Hazard Areas Figure C.



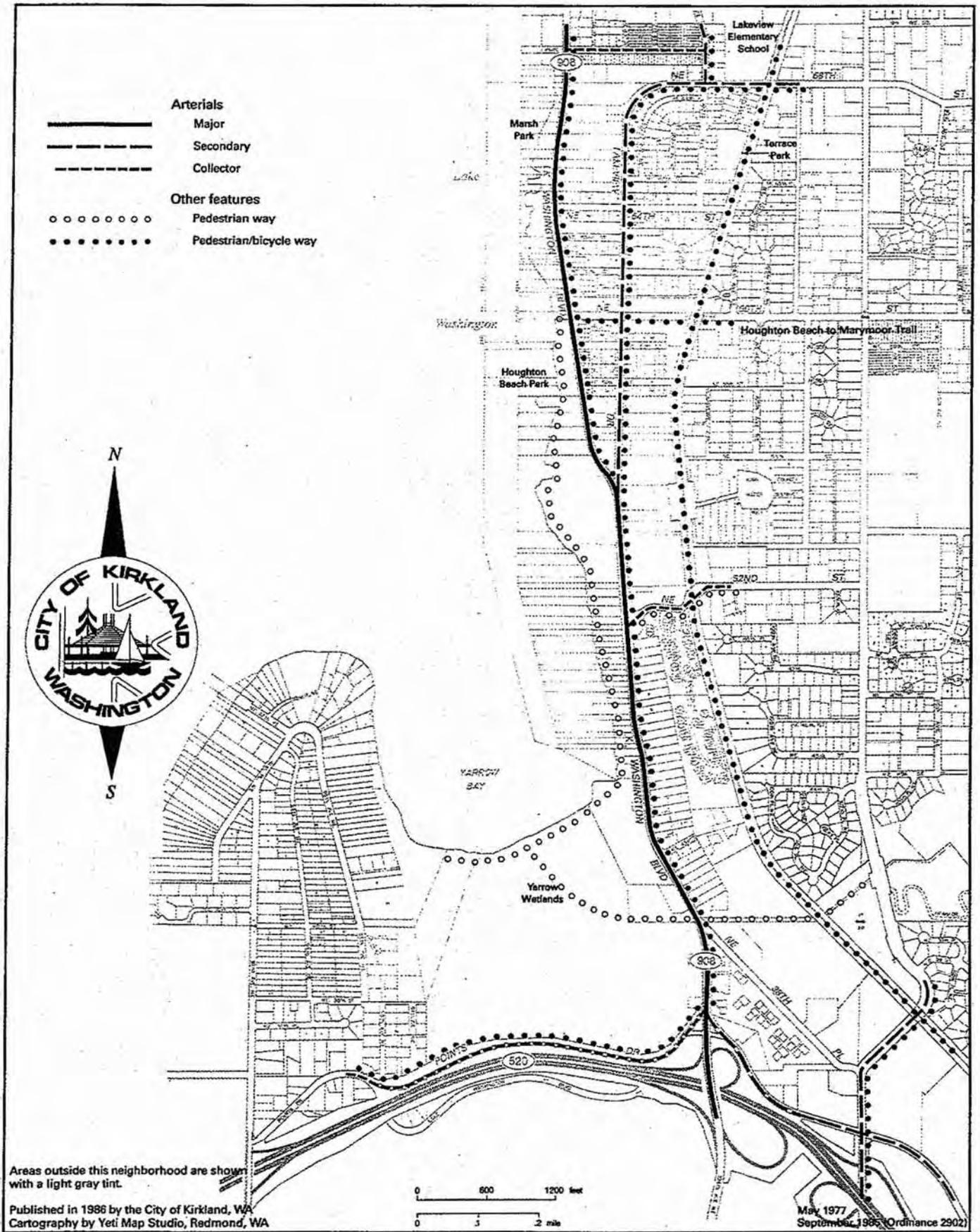
**Legend**

- Seismic Hazard Area
- Medium Hazard
- High Hazard
- Drainage Basin Boundaries
- Selected Public Properties
- Lakes

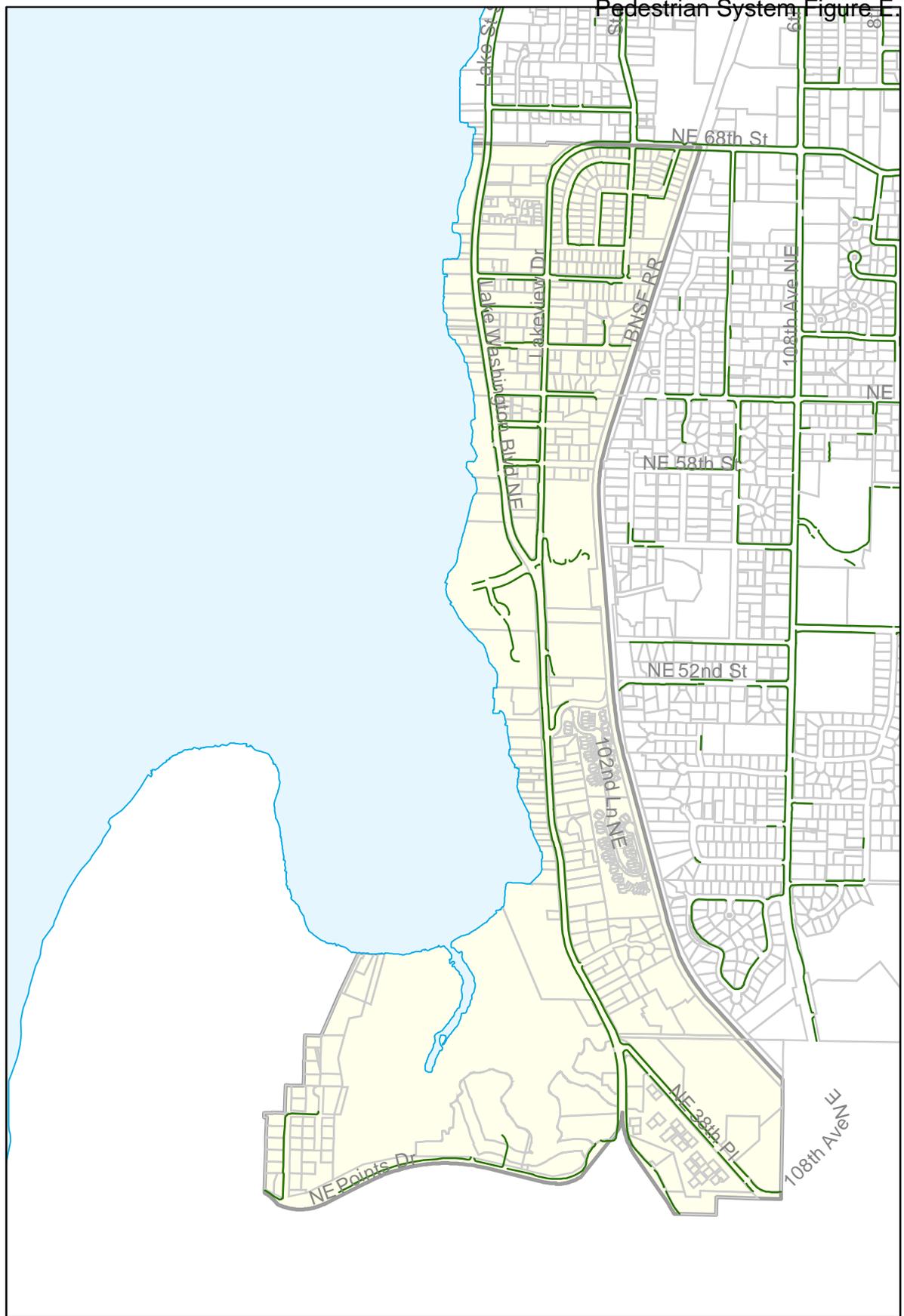


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# Lakeview Landslide and Seismic Hazard Areas



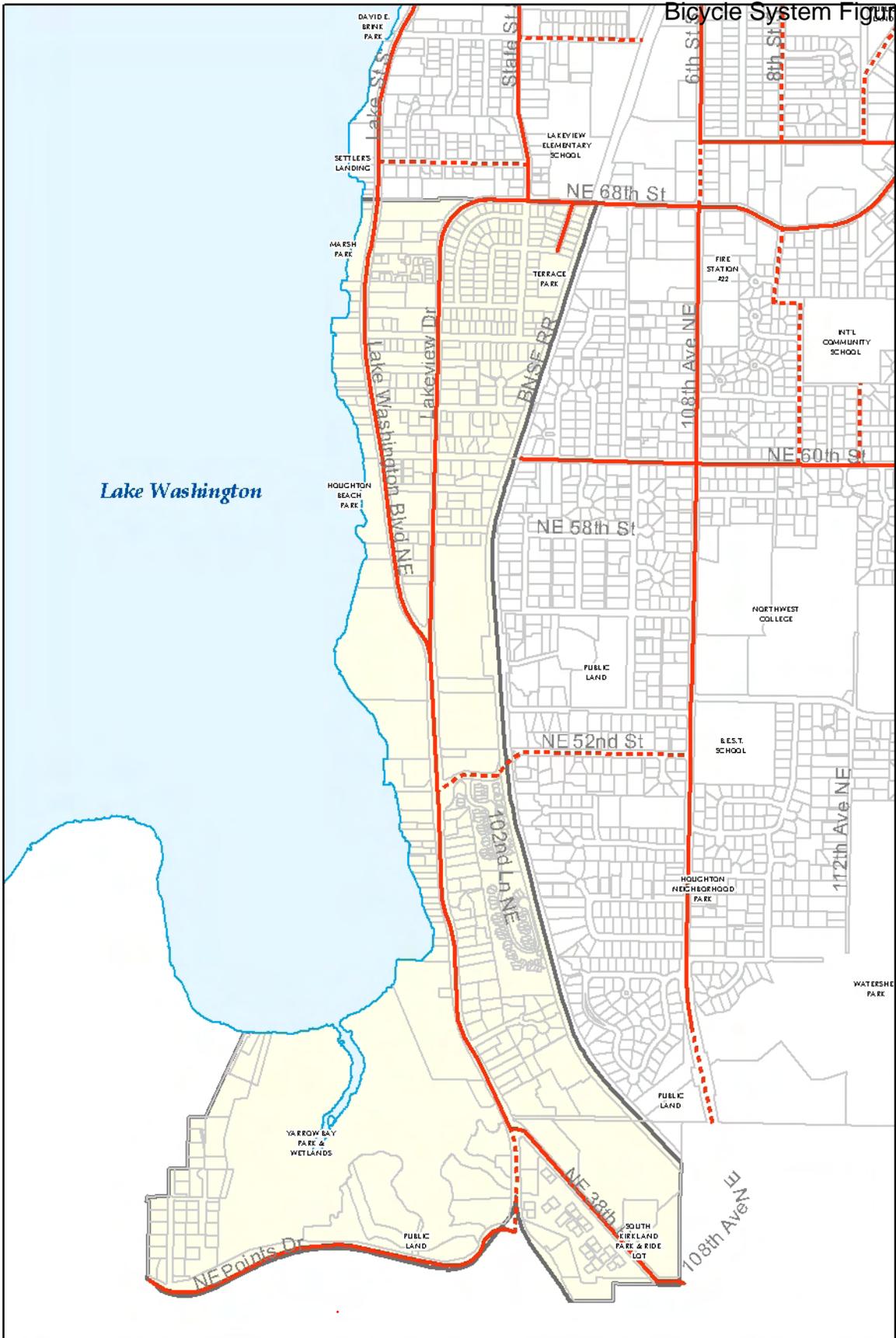
**Figure L-2: Lakeview Circulation and Transportation**  
 DRAFT



- Legend
- Lakes
  - Parcels
  - Pedestrian System
  - Lakeview

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~~Figure N-7~~: Lakeview Neighborhood Pedestrian System



**Legend**

- Parcels
- Existing
- Proposed
- Lakeview Neighborhood Boundary
- Lakes

N

0      600      1,200  
Feet

Scale: 1" = 1,200'

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**Figure N-6: Lakeview Bicycle System**



## Lakeview Neighborhood Plan Update

**2011 Meeting Schedule-** *Dates subject to change.*

January 24 2011	HCC study session on draft neighborhood plan
February 9, 2011	Park Board review of draft park policies
February 16, 2011	Lakeview Advisory Group review of draft plan
February 23, 2011	Transportation Commission review of transportation polices
February 28, 2011	HCC study Session on draft code amendments
March 14, 2011	HCC study session (special meeting date) on draft code amendments
March 24, 2011	Planning Commission study session on draft plan and code amendments
April 14, 2011	Planning Commission study session on draft plan and code amendments
June 2011	Open House on draft plan and code amendments
June 2011	Joint PC/HCC Public Hearing on draft plan and code amendments
July 2011	Planning Commission recommendation
July 2011	HCC recommendation
August 2011	City Council study
September 2011	City Council Action
September 2011	HCC Action

HCC= Houghton Community Council

PC=Planning Commission

For information see Planning Department webpage at [www.ci.kirkland.wa.us](http://www.ci.kirkland.wa.us)

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