

AN ORDINANCE OF THE CITY OF KIRKLAND AMENDING ORDINANCE NO. 2346 AND ADOPTING A COMPREHENSIVE PLAN AMENDMENT TO CREATE FIVE DISTINCT USE SUB-AREAS WITHIN PLANNED AREA 5 AND TO ADOPT ASSOCIATED DEVELOPMENT GUIDELINES REGARDING DENSITIES, SITE DESIGN, BUILDING FORM, AND UTILITY AND CIRCULATION IMPROVEMENTS.

WHEREAS, the Department of Community Development for the City of Kirkland, acting pursuant to Section 5 of Ordinance 2346 did initiate a proposed amendment to the Comprehensive Plan (Land Use Policies Plan) as it affects Planned Area 5, being those lands situated within the boundary of Central Way, the Burlington Northern Railroad tracks, Kirkland Way and 6th Street, and

WHEREAS, the Kirkland Planning Commission conducted public hearings on said proposed amendment on June 5 and June 19 of 1980; and

WHEREAS, an environmental checklist was prepared and a final declaration of non-significance was made by the responsible official, pursuant to the requirements of the Environmental Policy Act (RCW 43.21C; WAC Chapter 197-10) and Kirkland Ordinance No. 2319; and

WHEREAS, said environmental information and final declaration accompanied said proposals and recommendations and was available to be considered by the Kirkland Planning Commission and by the Kirkland City Council during the entire study, review and consideration processes.

NOW, THEREFORE, BE IT ORDAINED by the City Council of the City of Kirkland as follows:

Section 1. The map in the Land Use Policies Plan (Figure 23) shall be amended to conform to the designations in Attachment "A" attached hereto. A new map (Figure 23D) shall be added as shown in Attachment "B". Also, Figure 26 shall be amended to conform to the designation shown in Attachment "C".

Section 2. The text of the Land Use Policies Plan which concerns Planned Area 5, beginning on page 251 shall be amended as follows:

PLANNED AREA: -- East 6th Street

Criteria for Planned Area 5 outlined. (Offices, multi-family residential uses permitted.)

Planned Area 5 is located in the easterly section of the Central area. It lies east of Planned Area 4 and is bounded by 108th Avenue NE (6th Street); NE 85th Street; the railroad and Kirkland Way (see Figure 23). In order to most effectively coordinate the use of this area with the activities of the CBD, Planned Area 5 should be planned as a unit although individual developments could proceed incrementally. Permitted uses could be high density residential (up to 24 dwelling units per acre) and/or office development.

Vehicular access to the site should take advantage of the proximity to I-405 and existing arterials and respect the less intensive residential uses to the south. However, present access and utilities cannot support intensification of land use in the area. New development shall be granted an occupancy permit only after utilities are provided for the area and internal access gained via the NE 84th Street right-of-way. Pedestrian and bicycle linkage with the CBD should be major features of future developments in Planned Area 5 (see Figure 26). Land dedication or easements are to be made in order to help implement the park, open space and pathway systems.

Potential park location in Planned Area 5

This site has also been considered as a potential location for a community park. Such a use would be permitted if incursions on Peter Kirk Park create a demand for such a facility in the Central area.

Ord. 2536

PLANNED AREA 5: EAST 6TH STREET

Planned Area 5 is described.

Planned Area 5 (PLA 5) is located in the easterly section of the Central area. It lies east of Planned Area 4 and is bounded by 6th Street, Central Way (NE 85th St.), the railroad and Kirkland Way (see Figure 23D). The greatest part of this area lies within a valley-like depression that is most sharply defined on the north, east and south by both man-made and natural landforms. These topographic and circulation features serve to separate Planned Area 5 from surrounding neighborhoods and give it a quiet inward-looking local character. This relative area-wide isolation and identity, as well as the utility and roadway conditions, makes Planned Area 5 a logical unit for coordinated land use planning.

Existing land uses in PLA 5 described.

The predominant uses in PLA 5 are (1) undeveloped land and (2) single family detached homes. A small number of office and limited commercial uses exist in the western and northern extremities while multi-family use has recently begun in the southeastern portion. No retail uses exist in Planned Area 5.

Future development of PLA-5 must coordinate several components: land use, utilities, natural elements and circulation.

The future development potential for PLA-5 is considerable given the amount of undeveloped or under-developed land. The coordination and inter-relation of land use, utilities, natural elements and circulation is critical to the optimum development of this area. The organizing policy concepts for this area can be summarized as follows:

Five organizing concepts for PLA-5 are identified.

- (1) A land use framework that targets specific land uses and densities for five separate sub-areas;

- (2) A circulation system that includes street and intersection improvements and the separation of autos from nonauto traffic;
- (3) A greenbelt spine running astride the 4th Ave. corridor and consisting of bicycle/ pedestrian paths, streams, open and recreational spaces and utility lines;
- (4) A services infrastructure including sanitary sewer, storm drainage, domestic water and electrical systems; and
- (5) A natural elements component consisting primarily of identifying, preserving and enhancing significant vegetation, watercourses and wetland areas. Each of these organizing policy concepts is discussed in turn.

(1) Land use framework and five sub-areas are described.

Five distinct sub-areas are identified in PLA 5 in Figure 23D. These areas are defined by existing land use patterns, adjacency to various roadways and other uses, and natural features such as topography and views. These five areas are logical sub-units in terms of assigning appropriate land use and density limits as well as establishing development requirements for building and site design. Specific uses, densities and urban design principles are outlined for each sub-area beginning on page 6.

(2) Circulation system is described.

The existing street system provides auto access primarily along 6th Street and Kirkland Way with access to the interior via the intersections of 5th Ave./6th St. and N.E. 82nd/Kirkland Way. These streets should be widened to provide sufficient capacity for full development and the two intersections referenced above should be redesigned or relocated for safer and more efficient access. The

intersection of 5th Ave./6th St. should probably be relocated southward to 4th Ave. or, at the least, restricted to allow right turns only. Several alternatives exist for penetrating into the interior of Planned Area 5 from the intersection of 4th Avenue/6th Street. These should be evaluated and a final selection made and designed through a public review of proposals for a Local Improvement District. Right-of-way acquisition and installation of roadways should be achieved by a combination of local improvement district and individual project improvements.

New Metro service on 6th St. should provide greater mobility to future residents of PLA-5. A major transfer point should be located at the intersection of 4th Ave./6th St. and connect with the east-west bicycle/pedestrian pathway. This pathway should extend eastward into PLA-5 along 4th Ave. as far as 10th Street. The path should be coordinated with individual developments as well as other components in the greenbelt spine and could potentially be one part of a comprehensive local improvement district.

(3) Greenbelt spine is described.

The portion of PLA-5 lying south of 5th Ave. and north of N.E. 82nd/Kirkland Way should develop in a "Radburn" concept that separates auto and non-auto spaces. The heart of this neighborhood pattern should be an east-west greenbelt spine generally following the line of 4th Ave. and consisting of open green spaces, clustered front yard setbacks, the bicycle/pedestrian path, a rehabilitated creek and underground utility lines. The desired effect is the separation of auto and non-auto spaces by the creation of a functional (drainage utility and circulation route) and aesthetic (green space and creek) belt that also provides an opportunity for neighborhood identity, interaction and cohesion.

The open green portions of the greenbelt would be concentrated in the eastern 2/3 of the 4th Avenue alignment since this represents the large undeveloped tracts where greater flexibility exists for building placement. In the western 1/3 ownerships are generally smaller and an automobile route would occupy a large portion of the spine. Likewise, the bicycle/pedestrian path would meander somewhat in the eastern 2/3 of the greenbelt whereas in the western 1/3 it could taper down to a bicycle path and sidewalk incorporated with the design of the street.

(4) Utility infrastructure is described.

Sanitary sewer service should be designed as a gravity system. Accordingly, a major line should run the length of 4th Ave. and provide hookup potential for virtually all parcels not fronting onto Kirkland Way or 6th Street. The means to install such a sewer line should be through a local improvement district or by a developer reimbursement arrangement sanctioned by the City.

Water, storm drainage and other utility lines could likewise be placed largely within the greenbelt spine area thus providing easy access for hookups and maintenance. Additional storm water improvements are also appropriate along Kirkland Way/NE 82nd Street in order to intercept and redirect surface flow that has historically been a problem. The storm drainage and potentially other utility lines could be installed as part of a comprehensive local improvement district for most of PLA-5 or under separate arrangement with the serving utility.

(5) Natural elements component is described.

Large trees should be retained wherever feasible in order to provide a buffer between more and less dense areas, or to soften the visual scale of new structures or simply to provide continuity with neighborhood character. No large trees should be removed within the greenbelt spine area. Water-courses should be rehabilitated and kept above ground to the greatest extent possible and certainly within the greenbelt area. Relocation of the creek to a new alignment may be appropriate to the extent that it contributes to the viability of the greenbelt spine concept. Wet areas, particularly in the northwest portion of sub area D, represent a sensitive feature that should generally be preserved. Structures and other improvements should be located away from such natural constraint areas. Specific site designs should be reviewed, with close attention to detailed soils and hydrologic reports.

Uses and densities are described for the five sub-areas of PLA-5. Additional urban design criteria are discussed.

If no comprehensive program, such as an L.I.D. is adopted by the City for the correction of serious infrastructure deficiencies then the only permitted uses should be single family detached at a density of 5 units per acre. If such a program is adopted, then attached housing should be permitted throughout PLA-5. Care should be taken in the development of an LID that single family use properties should be assessed only to the degree which they will benefit from the improvement. The maximum density for sub-areas (B), (C), and (D) should be 24 units per acre. For sub-area (A) it should be 9 units per acre and for sub-area (E) it should be 12 units per acre. Within each sub-area the maximum densities should be permitted only to the extent that a specific proposal is consistent with the five organizing concepts listed above and the specific sub-area criteria that follow.

Professional offices are appropriate as an alternative use in sub-areas (B), (C), and (D). In these cases, the intensiveness of use on a given site (total floor area) that is permitted should bear a similar relationship to conformance with policy.

Central (A) Sub-Area.

The Central (A) sub-area of PLA 5 should develop as a low to medium density residential area (approximately 9 dwelling units per acre). The older single family homes have established a building scale and character within a compact enclave, however some opportunity does exist for infilling on underdeveloped parcels. The most appropriate building forms would be detached units on small lots or commonwall units such as townhouses. These types of housing would be less of a departure from existing forms than higher densities or stacked dwellings would be. The mix of densities and building form might approximate the environment found on some of the streets east of State Street (Planned Area 6B). No development permit should be required for detached units or for attached structures of less than four units. Attached structures of five or more units should go through a special review procedure.

West (B) Sub-Area.

Adjacent to 6th Street is a corridor of land that is heavily impacted by traffic. This will be further impacted by the future development of Planned Area 4 across the street to the west. The noise and traffic make this area inappropriate for single family use while its ease of access makes it appropriate for office although multi-family uses at a density of up to 24 dwelling units per acre may be permitted. Economies of scale and site design opportunities inherent in office and multi-family developments can ameliorate the negative aspects of this loca-



tion while capitalizing on its positive aspects. New development in this sub-area should minimize access points directly onto 6th Street and also limit the dimensions of structures immediately adjacent to the lower density areas to the east. In order to achieve maximum residential densities or office intensity on a given site, some minimum aggregation of land should be required such as one acre. Structures up to three stories in height are appropriate provided that adequate setback will be given from sub-area (A) and that a larger portion of a development site can be thus kept open. Special review procedures are appropriate for any new development.

North (C) Sub-Area.

The land to the east of Sub-Area (B) and to the north of Sub-Area (A) would most appropriately develop as professional offices although multifamily at a density of up to 24 dwelling units per acre may be permitted. The long frontage adjacent to the lower density enclave (A) presents a sensitive transition question. This adjacency should be reflected by providing adequate buffers and setbacks from sub-area (A). Structures up to three stories in height are appropriate subject to the same design concerns cited above as well as relationship to the greenbelt spine. Special review procedures are appropriate for any new development.

East (D) Sub-Area.

The easternmost third of PLA 5 is identified as Sub-Area D. It contains the most undeveloped land and has the greatest potential for new higher density and larger building forms. Multi-family development at densities up to 24 units per acre is the most appropriate use. Building heights up to five or six stories should be permitted since additional height can accommodate the additional unit count while preserving more of the site, add to the greenbelt

pedestrian spine, and achieve good regional views to the west. The area's remoteness and adequate setback from sub-area (A) would prevent such taller structures from visually overpowering the rest of Planned Area 5. Professional Office use is less preferred but should be permitted if it is part of a mixed use development involving a predominance of residential use. Development permits and special review procedures should be required in order to review details of building and site design for conformance with adopted policies.


South (E) Sub-Area.

The most southerly sub-area is the smallest one and is more isolated from the other sub-areas. Lying between NE 82nd and Kirkland Way, this area should develop as multi-family at a density of up to 12 units per acre. This area should provide a transition between recent development to the south and proposed development to the north. Special review procedures should be required.


Section 3. Upon the adoption of this ordinance, the Department of Community Development is directed to initiate the appropriate amendments to the official zoning map and text of Ordinance No. 2183, as amended, to create a corresponding land use zone entitled "Planned Area 5".

Section 4. This ordinance shall become effective five (5) days from and after its passage, approval and publication.

PASSED by the City Council of the City of Kirkland and signed in authentication thereof by the Mayor at a regular meeting of said Council held this 7th day of July, 1980.

  
MAYOR pro tem

ATTEST:

  
Director of Administration and Finance  
(ex officio City Clerk)

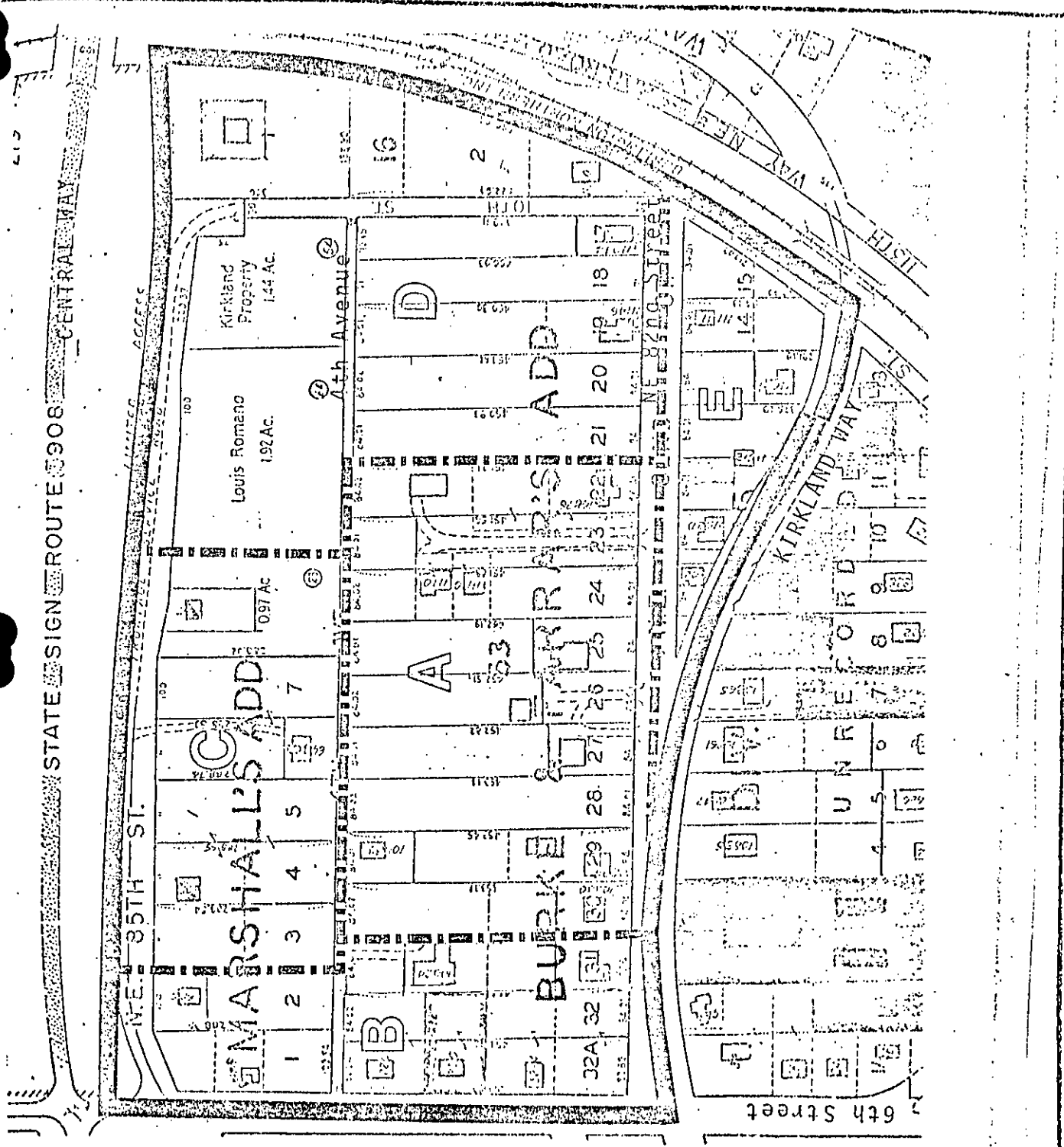
APPROVED AS TO FORM:

  
CITY ATTORNEY

Ord. 2536



CENTRAL/STATE/EVEREST  
CENTRAL AREA

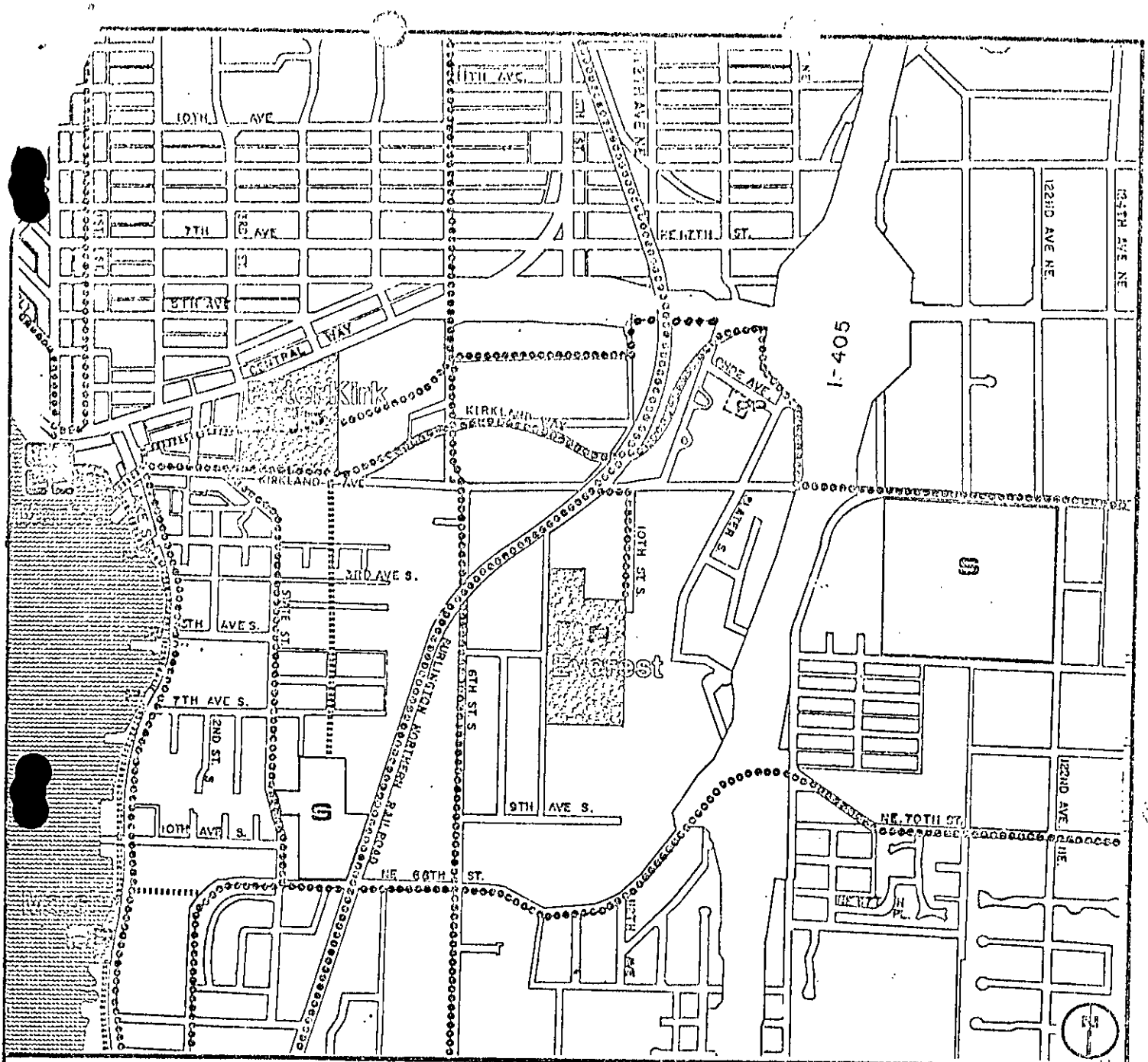


242




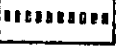

PLANNED AREA U









FIGURE  
23D

Ordinance 2536  
Attachment "B"



**LEGEND**

-  Existing Parks
-  Schools
-  Pedestrian/Bicycle Ways
-  Primary Pedestrian Ways
-  Proposed Parks

- Primary park uses:
-  Fishing
  -  Hiking trails
  -  Swimming
  -  Picnic areas
  -  Moorage
  -  Field sports
  -  Boat launch
  -  Equestrian path