

ORDINANCE NO. 2665

AN ORDINANCE OF THE CITY OF KIRKLAND ADOPTING MAP AND TEXT AMENDMENTS TO THE LAND USE POLICIES PLAN FOR THE N.E. 85TH STREET AREA.

WHEREAS, an application for map and text amendments to the Land Use Policies Plan was submitted for a portion of the subject area by the Novato Center Road Partnership; and

WHEREAS, said application was joined and expanded by the Kirkland Department of Community Development; and

WHEREAS, the Kirkland Planning Commission conducted public hearings on the proposed amendments on April 15 and May 20, 1982; 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. 2473 as amended; and

WHEREAS, said environmental information and final declaration accompanied said proposed amendments and were available to be considered by the Kirkland Planning Commission and by the Kirkland City Council during the entire review and consideration process; and

WHEREAS, the Kirkland Planning Commission has transmitted to the Kirkland City Council recommended amendments to the Land Use Policies Plan as shown in Exhibits "T", "U" and "V" of its Advisory Report (PA-81-147); and

WHEREAS, some of the recommended amendments may not be in the best interest of the City because they may unfairly preclude reasonable development opportunities granted to property owners by previous plan amendments, and as a result, portions of the recommended amendments should be reconsidered; and

WHEREAS, the recommended amendments that pertain to a portion of the subject area, including the property for which the original application was made, are in the best interest of the City and should be adopted, and

WHEREAS, applications for plan amendments pertaining to properties lying adjacent to the subject area have recently been submitted to the City.

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

Section 1. The following findings, conclusions and exhibits contained in the Planning Commission's Advisory Report (PA-81-147), attached hereto, are hereby adopted by reference: Sections II.A., inclusive, II.B., inclusive, II.C.1., inclusive, the paragraphs in II.C.2, marginally noted as 3, 4, 5, 6 and 8, II.D., inclusive, and Exhibits "A" - "W".

Section 2. Figures 23 and 23C on Pages 235 and 237 of the Land Use Policies Plan, Ordinance No. 2346 as amended, are hereby amended to show the land use designations in Attachment "A", attached hereto and incorporated herein.

Section 3. The text on pages 292 - 301 of the Land Use Policies Plan, Ordinance No. 2346 as amended, is hereby amended as shown in Attachment "B", attached hereto and incorporated herein.

Section 4. The text on Page A-23 of the Land Use Policies Plan, Ordinance No. 2346 as amended, is hereby amended to incorporate the definition of "business park" shown in Attachment "C", attached hereto and incorporated herein.

Section 5. The Planning Commission is hereby directed to reconsider their recommended amendments to the Land Use Policies Plan which pertain to the portions of the subject area to which the amendments adopted by this ordinance do not pertain. The purpose of the reconsideration shall be to examine the relationship of the recommended amendments to previously adopted amendments as well as to this amendment and to coordinate amendments which pertain to the subject area with other recently filed plan amendment applications which pertain to adjacent properties.


Section 6. If any section, sentence, clause, phrase, part or portion of this Ordinance is for any reason held to be invalid or unconstitutional by any court of competent jurisdiction, such decision shall not affect the validity of the remaining portions of this Ordinance.

Section 7. This Ordinance shall become effective five (5) days from and after its passage, approval and posting.


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 on this 6th day of July, 1982.

  
MAYOR PRO-TEM

ATTEST:

  
Director of Administration and Finance  
(ex officio City Clerk)

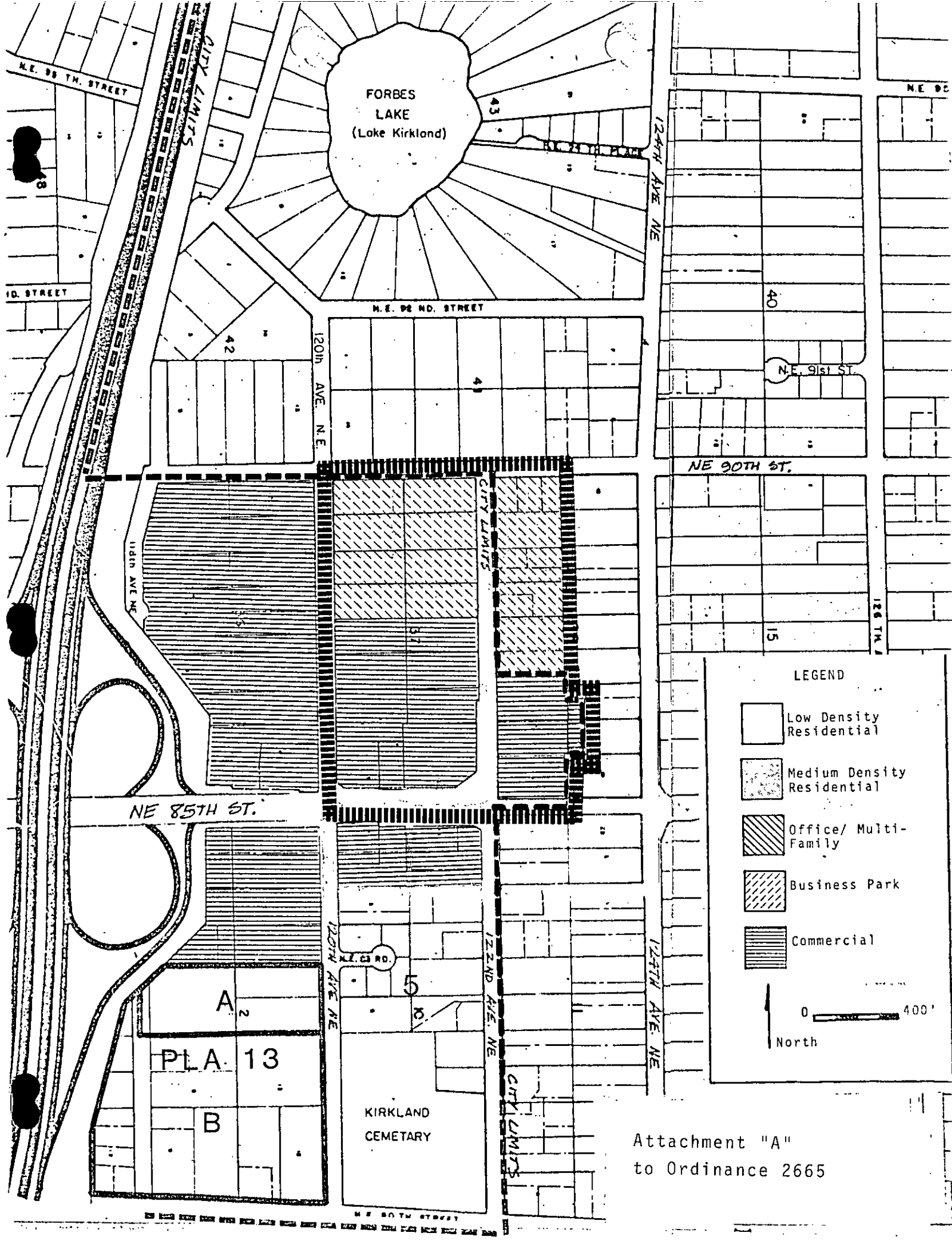
APPROVED AS TO FORM:

  
City Attorney

I hereby certify under penalty of perjury that the foregoing ordinance was posted on the 9th day of 9th, 1982 in accordance with the provisions of RCW 35A.12.160 and City of Kirkland Ordinance No. 2600.

  
Deputy City Clerk

0441B/bk








FORBES LAKE  
(Lake Kirkland)

NE 85TH ST.

PLA. 13

KIRKLAND CEMETARY

LEGEND

-  Low Density Residential
-  Medium Density Residential
-  Office/ Multi-Family
-  Business Park
-  Commercial

0 400'

North

Attachment "A"  
to Ordinance 2665

# CENTRAL/STATE/EVEREST NE 85th INTERCHANGE AREA

## Introduction

Commercial activities are to be allowed surrounded by residential use in the remainder of the area.

Existing uses in the NE 85th Interchange area include low density residential development and some commercial activities. The character of this area is greatly influenced by the presence of two major roadways: NE 85th Street and Interstate 405. The policy emphasis in this Land Use Policies Plan is to allow commercial activities in portions of the freeway interchange area and along the portion of NE 85th Street inside the City limits, with residential use in the remainder of the area.

Discussion of format of the analysis of the NE 85th Interchange area.

Specific land use designations for the NE 85th Interchange area are illustrated in Figure 23. These designations are based on several factors including natural elements, adjacent uses, traffic patterns, land use inventories and other relevant concerns. For convenience, the following analysis of the NE 85th Interchange area has been divided according to functional headings. The use of a particular piece of property may be influenced by all of these functional considerations (namely, natural elements, living environment, economic activities, open space and public services).

## Natural Elements

Possible drainage problems exist in the northwest portion of the area.

In the northwest portion of this area, the water table is at, or very near the surface (see Figure 25). In this area the topsoil is wet and soggy, and there could be drainage problems associated with development. Future proposals for development in this area must take these hydrologic conditions into consideration. Specific methods for drainage control are to be included in such development proposals.

## LIVING ENVIRONMENT

Land use in the N.E. 85th Street Interchange Area is heavily influenced by traffic on Interstate 405 and N.E. 85th Street. As a result, much of this area is not appropriate for residential development. With the exception of land immediately adjacent to N.E. 85th Street, however, the predominant land use in this area and the surrounding vicinity area is low density residential. Outside of the designated commercial areas, future development should remain predominantly low density residential (4 to 5 dwelling units per acre).

~~Medium-density--development-(9-dwell---ing-units-per-acre)-may-be-permitted-in-the-northeast-portion-of-the-area. Such-medium-density-development-must conform-with-the-standards-outlined-on page-263-of-the-State-Street-area analysis--(See-Footnote-7).~~

~~These-residential-densities-are considered-appropriate-in-the-northeast portion-of-the-area-because-of-traffic and-other-impacts-which-may-be associated-with-development-to-the west.--Although-medium-density residential-development-could potentially-expose-greater-numbers-of people-to-these-impacts,-the-increase in-density-also-represents-a-greater financial-return-to-the-developer.--As a-result,-it-is-economically-feasible for-higher-density-developments-to incorporate-design-and-buffer techniques-that-are-prohibitively expensive-in-lower-density developments.--Therefore,-special-pre-cautions-will-be-required-to-insulate residents-of-medium-density-residential development-from-noise,-traffic-and other-impacts-associated-with-development-to-the-west. (See-Footnote-7) See Footnote 8 7.~~

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FOOTNOTE-7:

These paragraphs discuss the northeast quadrant of NE-86th Street/I-405 interchange, east of 120th Ave, NE.

FOOTNOTE 8 7:

Medium density residential uses (at a density of 10 to 14 dwelling units per acre) are optional uses in the northeast quadrant (west of 120th Avenue NE) and in the southeast quadrant of the interchange (see Economic Activities section which follows for a full discussion).

07888/bk

## ECONOMIC ACTIVITIES

Commercial uses are to be allowed in the NE 85th interchange area.

Existing conditions are described. Standards for new development are outlined as to prevent strip commercial development.

Heavy traffic volumes along NE 85th Street and on Interstate 405 have a significant impact on properties in the Interchange area. This traffic is considered an asset for certain types of economic activities, whereas the associated noise and visual impact are considered to be detrimental for residential use. Commercial uses are most appropriate adjacent to along NE 85th Street and near I-405, while residential uses are generally to be permitted in the rest of the area (see Figure 23).

There presently exists an auto dealership, a shopping center and a number of service stations in the Interchange area, as well as a considerable amount of undeveloped land. Additional commercial development is scattered along N.E. 85th St. to the east. City policy is to prevent the development of an unsightly and uncoordinated commercial strip along NE 85th Street (see Economic Activities Policy 4 and Policy 7). An example of the visual and functional problems associated with strip development lies just to the east in King County's section of NE 85th Street: visual and noise impacts on nearby residential areas; traffic congestion and hazard due to frequent access points on a block face; visual blight and confusion created by a forest of competing signs; and large planes of asphalt unbroken by landscaping. In order to minimize these types of problems in the NE 85th Interchange area, all future development is to meet strict standards (see Economic Activities Policy 5).

- (1) Visual and noise impacts on surrounding residential areas are to be minimized by preserving existing vegetation where it may serve as a buffer and by siting structures, where feasible, to serve the same purpose.



CENTRAL/ST. E/EVEREST  
NE 85th INTERCHANGE AREA

- (2) Traffic congestion and hazard are to be minimized by limiting the number of access points and clearly identifying the points of access across the block face. Also, the use of side streets for access as well as sharing of curb cuts and parking facilities by adjacent enterprises are encouraged.
- (3) Visual confusion, distraction and blight are to be prevented by minimizing both the number of signs and the amount of information on each sign. Also, signs are to be limited to either wall or ground mounted unless several signs are grouped together in which case sign totems or towers are encouraged (see Figure 30).
- (4) A landscaping and site plan, that will visually break up large asphalt parking areas as well as provide a visible edge between the businesses and the street, is to be provided. The former objective may be largely achieved by arranging landscaped islands (including trees) in the site design so that no more than eight slots occur without a break. The second objective can be achieved by the use of landscaped strips (not necessarily trees), berms, or fences along common property lines. The manner in which such standards can improve the physical functioning and visual character of a linear commercial development are illustrated above.
- (5) Private-public cooperation should be encouraged to improve the efficiency, identity and gateway image of NE 35th Street. These purposes may be served by such projects as undergrounding of utilities, road-improvements on-

N.E.-85th-Street-traffic channeli-  
zation and signalization, sidewalk  
widening, pedestrian crosswalks,  
bus turnouts, median landscaping,  
street trees and installation of  
public signage on I-405 providing  
informing ation as to about services  
available in the corridor. Some of  
these may be straight capital  
improvements, others funded via a  
local improvement district or by  
developing properties. At any  
rate, they should be patterned  
after the same overall plan.

The land in the northeast quadrant of  
the interchange is bound on the east by  
120th Avenue NE, on the north by NE  
90th Street and on the south by NE 85th  
Street. Most of the land not fronting  
directly onto NE 85th Street is pre-  
sently undeveloped. The area is  
impacted by traffic along Interstate  
405 and a nearby on-ramp to the free-  
way. The existence of a cloverleaf  
interchange coupled with visibility  
from the freeway make this quadrant  
attractive for commercial development.  
However, access to the interior of this  
area is awkward and requires travel on  
adjacent side streets. ~~through-resi-~~  
~~dentia-areas.~~ Soil and hydrologic  
conditions also impose constraints on  
development in this area.

All things considered, limited commer-  
cial use appears to be appropriate in  
the northeast quadrant west of 120th  
Avenue NE. Such uses may include  
freeway-oriented development (for  
example: motel, restaurant and others)  
or offices. Special design precautions  
will be necessary to minimize the  
impact of traffic, noise, signs, light-  
ing and other factors in order to  
insure compatibility with adjacent  
uses. Particular care should be given  
to the interface with residential areas  
north of NE 90th Street, and east of  
120th-Avenue-NE. Some multi-family use  
may be possible and could be coordina-  
ted with a commercial development  
complex in this area. The appropriate  
density for such use would be medium  
(10 to 14 dwelling units per acre). If  
multi-

Existing conditions in the  
northeast quadrant, west of  
120th Avenue NE, are descri-  
bed.

Freeway oriented commercial,  
medium density residential  
and office uses are permit-  
ted subject to standards.

# CENTRAL/STATE/EVEREST NE 85th INTERCHANGE AREA

Extent of commercial development north of 85th discussed.

O-2521

family development occurs, measures should be undertaken to protect residents from freeway noise. Standards outlined on pages 294 to 297 shall apply to development proposals for this quadrant.

To the east of 120th Avenue N.E. and north of N.E. 85th Street, existing commercial development extends to 122nd Avenue N.E. Here, a small neighborhood oriented shopping center occupies the entire area designated for commercial use. Beyond 122nd commercially zoned property now lies largely vacant. This area, which extends only approximately half way to 124th Avenue N.E., shares 122nd as a common access road with the shopping center. Undeveloped property to the east is provided access from 124th. A logical boundary for commercial development therefore, would be mid-block between 122nd and 124th. The northerly extension of this commercial area should be the boundary of the existing commercially zoned area.

Extent of commercial development south of 85th discussed.

O-2521

South of N.E. 85th Street, commercial development should also extend only to midway between 122nd and 124th consistent with the northern side of the arterial. The southerly extension of commercial uses in this area is limited by existing single family residential uses. These uses should be protected and preserved. Commercial uses, therefore, should be contained to a narrow area extending no further south than two existing lot widths (approximately 200 feet). This dimension is consistent with existing zoning and development to the east and has been shown to provide ample space for commercial activity while containing such activity to an area directly adjacent to 85th.

# CENTRAL/STATE/EVEREST NE 85th INTERCHANGE AREA

Development within this area should take all precautions to protect single family residences to the south. Aggregation of land should be encouraged in order to assure a coordinated approach to developing this area. Circulation particularly requires coordination. Access points to 85th, 120th and 122nd should be minimized. In order to avoid a stripping of commercial uses along 120th and 122nd, all development should be oriented to 85th. Furthermore, all buildings and parking areas should provide ample setbacks and buffers along the southern boundary of the commercial area.

O-2521

(Insert language on the following page.)

## Planned Area 13

The land in the southeast quadrant of the Interchange is bound on the north by NE 85th Street, on the east by 120th Avenue NE, on the south by the City Limits and on the west by Interstate 405. That portion of this southeast quadrant which lies roughly south of NE 83rd Street is designated as Planned Area 13. It is comprised of a northern sector, which lies immediately to the south of the existing auto dealership and a southern sector which lies to the south and includes lands west of 118th Ave. NE. These sectors have distinct use opportunities, access considerations and development standards. The northern and southern sectors are illustrated on Figure 23C as "A" and "B" respectively, within Planned Area 13.

Planned Area 13  
is described.

O-2469  
O-2521

The southeast quadrant now contains an auto dealership fronting onto NE 85th Street while that portion of the quadrant within Planned Area 13 is either undeveloped or in single family homes.

Existing Conditions  
are described.

O-2469

Business park development should be permitted north of the retail commercial uses and south of NE 90th Street on properties lying east of 120th Ave. NE and on both sides of 122nd Avenue NE. This area is now sparsely developed with single family residences and is the site of a maintenance facility for the Lake Washington School District. The adjacency of freeway commercial uses and a small shopping center as well as the existence of the maintenance facility make this area unsuited for residential development. At the same time, the area does not have the adjacency to Interstate 405 or N.E. 85th Street desired for freeway oriented or other retail commercial uses. Business park development, however, would be compatible with adjacent commercial uses and the maintenance facility, while limiting traffic, noise, light and similar impacts which could undesirably affect nearby residential areas. This area is also well suited for business park development because of the proximity to Interstate 405.

Development adjacent to N.E. 90th St. and the mid-block line between 122nd Ave. N.E. and 124th Ave. N.E. should incorporate site and building designs compatible with adjacent residential uses. Buildings should be setback and screened by a landscaped buffer. The height of buildings should be of a residential scale. Loading outdoor storage areas and exterior lighting should be located away from the residential areas. In addition, the number and size of signs should be strictly limited. Only wall and ground mounted signs should be permitted.

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Business park development is designated east of 120th Ave. N.E. and south of N.E. 90th Street.

Business park development should be designed to be compatible with adjacent residential uses.

# CENTRAL/STATE/EVEREST NE: 85th INTERCHANGE AREA

preserved and enhanced. One means to this end may be the undergrounding of utilities (see Public Services/Facilities: Quasi-Public Utilities Policy 2).

Adequate sewer, drainage and water facilities are to be required prior to occupancy of new development. Runoff is to be minimized.

## Public Services/Facilities

(Insert language on next page.)

Presently, there are no sanitary sewers in the NE 85th Street area. Furthermore, most of the area is considered to be unsuitable for the use of septic tanks due to soils conditions. There may also be isolated problems with regard to drainage in parts of the area. Prior to the occupancy of new development, the sewer, drainage and water facilities must be upgraded and/or extended as necessary to meet the requirements of designated land use for the area (see Public Services/Facilities: Water/Sewage Systems Policy 1). Furthermore, methods should be implemented to maintain surface runoff at predevelopment levels (see Public Services/Facilities: Water/Sewage Systems Policy 2).

Undergrounding of utilities is to 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 is to be actively encouraged (see Public Services/Facilities: Quasi-Public Utilities Policy 2, Community Goals and Policies Policy 2 and Open Space/Parks Policy 2).

Signing is to be simple yet efficient.

Effective and attractive sign systems are a key element in commercial areas (see Community Goals and Policies Policy 3). The bulk of this information is to be provided by the private businesses themselves. However, a need also exists for the provision of some public signing. Traffic and directional signs are traditional sign responsibilities of the State, County,

Heavy traffic volumes on NE 85th Street create serious problems for the safe and efficient movement of traffic to and from side streets and abutting properties. Improvements to the circulation system such as traffic signals, channelization and limitation of access points will undoubtedly be needed as development continues. An evaluation of traffic impacts should be required as a prerequisite to all development in the NE 85th Street Interchange Area. On and off-site improvements should be required where necessary to reduce or eliminate any problems. Consideration should also be given to a comprehensive improvements program for NE 85th Street incorporating desired functional and aesthetic elements (see Page 296, (5)).

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NE 85th INTERCHANGE AREA

or City. In order to inform motorists on I-405 of the services available on NE 85th Street, the City should cooperate with the State to provide standardized signs at the appropriate off-ramps. This will eliminate the need for very tall freestanding signs on each business in the Interchange and thus enhance the overall character of the NE 85th Street corridor.

MAY 1977

Ord. 2665<sup>301</sup>



DEFINITION OF BUSINESS PARK

(To be added to Page A-23)

A place of business activity that consists of the following types of mutually compatible and often functionally related uses: 1) professional, research and design, and business offices; 2) the sale of commodities at a wholesale level; 3) the manufacture of small scale articles such as electronic equipment; and 4) associated warehousing. Uses within the business park designation have similar characteristics. They are primarily conducted indoors and do not involve frequent on or off-site movement of people or goods. Hours of operation are limited to weekdays. Business park uses do not require large signs, customer parking facilities or other elements which create significant off-site noise, light or glare, odors, smoke, water quality degradation, visual blight or similar impacts.

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