

AN ORDINANCE OF THE CITY OF KIRKLAND RELATING TO PLANNED AREA 5 AND ADOPTING MAP AND TEXT AMENDMENTS TO THE LAND USE POLICIES PLAN, ORDINANCE 2473, AS AMENDED.

WHEREAS, an application for amendments to the Land Use Policies Plan was submitted to the Department of Planning and Community Development by Linda J. Mowat and John B. Flynn on December 30, 1982; and

WHEREAS, pursuant to Section 160.25 of the Kirkland Zoning Code, Ordinance 2740, as amended, the application was considered by the Kirkland Planning Commission at a meeting on January 6, 1983, at which time the Department of Planning and Community Development was directed to recommend amendments to the Land Use Policies Plan regarding Planned Area 5 for consideration at a public hearing; and

WHEREAS, a public meeting to discuss potential amendments to the Land Use Policies Plan was held by the Department of Planning and Community Development on January 27, 1983; and

WHEREAS, potential amendments to the Land Use Policies Plan were discussed by the Planning Commission at a study meeting on February 17, 1983; and

WHEREAS, proposed amendments to the Land Use Policies Plan were prepared by the Department of Planning and Community Development and such amendments were considered by the Kirkland Planning Commission at public hearings on April 7 and May 5, 1983; and

WHEREAS, the Kirkland Planning Commission has transmitted to the Kirkland City Council recommended amendments to the Land Use Policies Plan as set forth in its advisory report (File IV-83-1); and

WHEREAS, pursuant to the requirements of the State Environmental Policies Act, RCW 43.21C, WAC Chapter 197-10 and Kirkland Ordinance No. 2473, as amended, an Environmental Checklist was prepared and a Final Declaration of Non-Significance was issued by the Responsible Official; and

WHEREAS, said Environmental Checklist and Final Declaration accompanied the proposed amendments to the Land Use Policies Plan and were available to be considered by the Planning Commission and Kirkland City Council during the entire review and consideration process.

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

Section 1. The Findings, Conclusions and Attachments contained in the Planning Commission's Advisory Report (File No. IV-83-1), attached hereto, are hereby adopted by reference.

Section 2. Figure 23D on page 237B of the Land Use Policies Plan, Ordinance No. 2346, as amended, is hereby amended to show the Sub-Areas within Planned Area 5 as shown in Attachment "A", attached hereto and incorporated herein.

Section 3. The text of the Central Area Section of the Central/State/Everest Neighborhood Chapter 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. If any section, sub-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 decisions shall not affect the validity of the remaining portions of this Ordinance.

Section 5. This ordinance shall become effective 5 days from and after its passage, approval and posting.

PASSED by a majority vote of the Kirkland City Council in regular, open meeting on this 16th day of May, 1983.

SIGNED IN AUTHENTICATION THEREOF this 16th day of May, 1983.



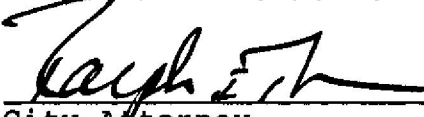
Mayor

ATTEST:



Director of Administration and Finance
ex officio City Clerk

APPROVED AS TO FORM:



City Attorney

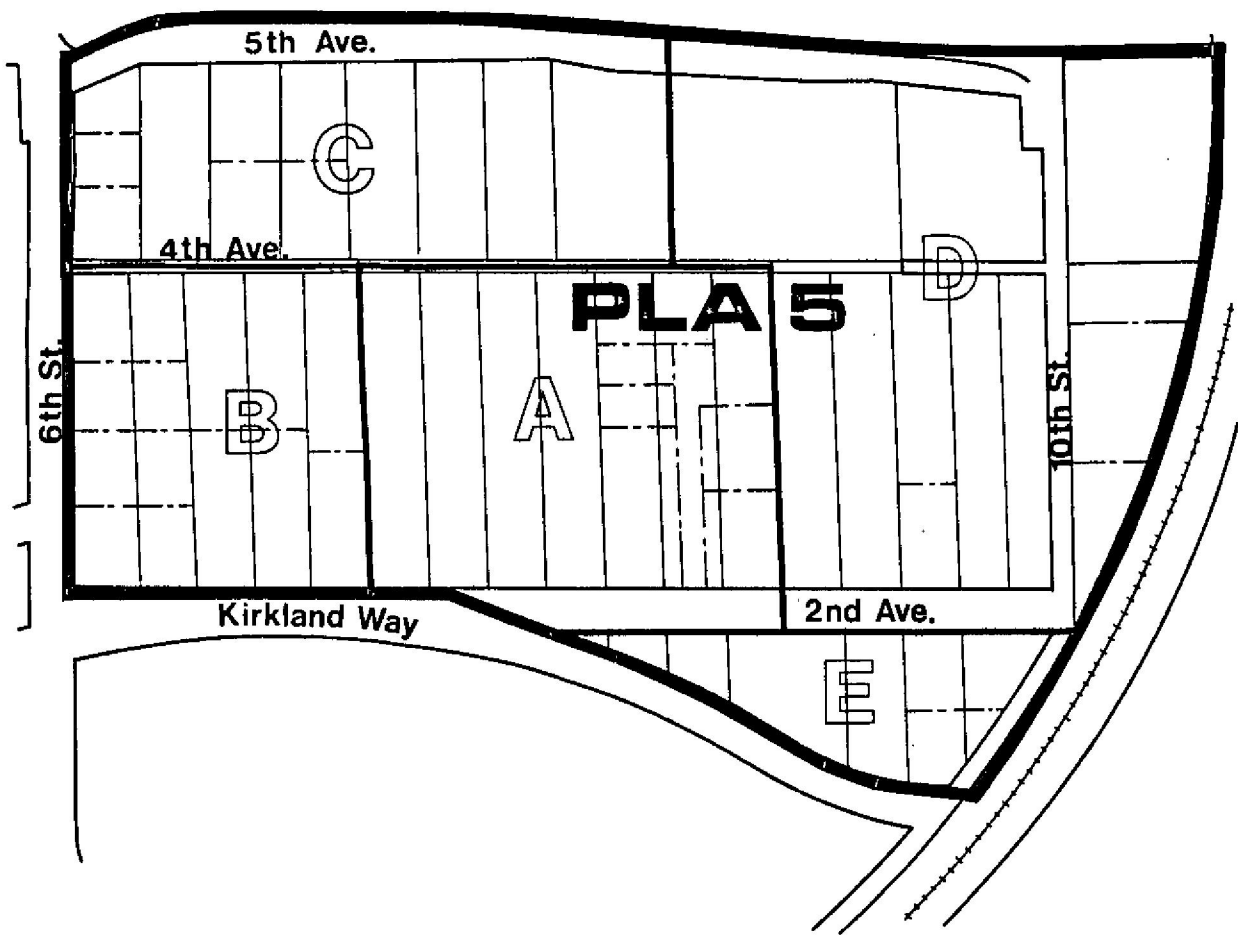
I hereby certify under penalty of perjury that the foregoing ordinance was posted on the 16th day of May, 1983 in accordance with the provisions of RCW 35A.12.160 and City of Kirkland Ordinance No. 2600.



Deputy City Clerk

4217B/bk

ATTACHMENTS



ATTACHMENT "A"
 ORD. NO. 2743



LEGEND

Depicted above are the land use sub-areas within Planned Area 5. Individual sub-areas are identified with outline letters and are delineated by heavy black lines. The perimeter of Planned Area 5 is delineated by the heaviest black line.

CENTRAL/STATE/EVEREST
CENTRAL AREA

(5) Parking design standards are discussed.

(5) Parking areas are to be designed so that landscaping visually breaks up large asphalt planes as well as provides a visible edge between the street and the parking lot itself. One of the most obvious and sensory deadening features of strip commercial development is the presence of a boundless and unbroken plane of asphalt dominating the lower field of vision. Such environments are visually dull and super-human in their scale. This situation can be largely avoided by arranging landscaped islands (including trees) every ten spaces in the parking lot site plan (see Figure 29). Also, a clear visual break between the roadway and the parking lot helps to strengthen the visual identity of the business area and creates a more human scaled environment. This visual and functional "edge effect" can be achieved by the use of landscaped strips (not necessarily including trees), berms, low fences (for example: brick or wood) or other architectural treatment along the street frontage (see Figure 30).

Planned Area 5 is described.

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Planned Area 5: East 6th Street

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

ATTACHMENT "B"
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CENTRAL/STATE/EVEREST
CENTRAL AREA

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.

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.

The future development potential for PLA-5 is considerable given the amount of undeveloped or underdeveloped land. The coordination and interrelation 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:

- (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;

Existing land uses in PLA 5 described.

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

Five organizing concepts for PLA-5 are identified.

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CENTRAL/STATE/EVEREST

CENTRAL AREA

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

(2) Circulation system is described.

O-2536

- (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, water-courses and wetland areas. Each of these organizing policy concepts is discussed in turn.

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 subunits 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 subarea beginning on page 251F.

The existing street system provides auto access primarily along 6th St. and Kirkland Way with access to the interior via the intersections of 5th Ave./6th St. and N.E.-82nd 2nd Avenue/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~~

CENTRAL/STATE/EVEREST CENTRAL AREA

~~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/or 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~~ an east-west bicycle/pedestrian pathway. ~~This--~~ pathway should extend eastward into PLA-5 along 4th Ave from 6th St. to as far as 10th Street. Development of the path should be coordinated with ~~individual~~ adjacent developments as well as other components in the greenbelt spine (discussed below) and could potentially be one part of a comprehensive local improvement district.

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.

(3) Greenbelt spine is described.

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CENTRAL/STATE/EVEREST

CENTRAL AREA

- (4) Utility infrastructure is described.

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.

~~Sanitary-sewer-service-should-be designed-as-a-gravity-system. Accordingly, a major sewer line should-run has been extended the length of 4th Ave. and providing 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.~~

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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 2nd Ave. 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.

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. Watercourses throughout Planned Area 5 should be rehabilitated and kept above ground, to-the-greatest-extent possible-and-certainly-within-the-greenbelt-area. Relocation of the creek watercourses to a new alignment may be appropriate to the extent that it contributes to watercourse rehabilitation or the viability of the greenbelt spine concept. Development adjacent to watercourses should be setback a sufficient distance to preclude disruption of natural characteristics. West of the greenbelt spine, a small section of open stream will be isolated between culverts as a result of the development of a new post office. Maintenance of this stream section in an open condition is desirable, but would not provide the same level of public benefit as open streams elsewhere in Planned Area 5. In addition, stream retention in this area conflicts with the more important objective of promoting a comprehensive program for circulation and utility improvements. Consequently, placement of the stream within a culvert should be permitted.

Wet areas, particularly in the northwest portion of sub area D, represent a sensitive feature that should be carefully considered prior to development. ~~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 constraints should be identified with development limited accordingly.

~~If-no-comprehensive-program, such-as-an-LID, is-adopted-by-the-City-for the-correction-of~~ Unless serious infrastructure deficiencies are corrected through an LID, developer improvements or other means, then the only permitted uses with in Planned Area 5 should be single family detached at a density of 5 units per acre. In general, if-such-a program-is-adopted, deficiencies are

corrected, then attached housing should be permitted throughout PLA-5. Care should be taken in the development of an LID to ensure that single family use properties should be assessed only to the degree which that they will benefit from the improvement. The maximum density for all 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. Professional offices are also appropriate in Sub-Areas (B), (C), and D. Within each sub-area the maximum residential densities, and where applicable offices, 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. In order to maximize site planning opportunities and promote compatibility of development. Adjacent to single family residential development, maximum residential densities and offices also should be restricted to sites of one or more acres.

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.

The Central (A) sub-area of PLA 5 should develop as a be permitted to develop with high density residential uses (up to 24 dwellings/acre). Several single family homes exist in the area, however, and should be protected from incompatible high density development. Adjacent to single family residential development, high density structures should be set back and limited in height and horizontal dimension. Where one or more acres cannot be aggregated for high density development, infilling should occur at development as a low to medium densities residential area (approximately 9 dwelling units per acre). The older single family homes

~~Have established a building scale and character within a compact envelope, however some opportunity does exist for infilling on underdeveloped parcels.~~ The most appropriate building forms for such development 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.

Adjacent to 6th Street and south of 4th Avenue Sub-Area (B) ~~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 as well as existing and future commercial uses and offices to the west.~~ The noise and traffic make this area inappropriate for single family use while its ease of access makes it appropriate for offices. ~~although~~ Multi-family uses at a density of up to 24 dwelling units per acre ~~may be permitted, would~~ also be appropriate. Economies of scale and site design opportunities inherent in office and multi-family developments can ameliorate the negative aspects of this location while capitalizing on its positive aspects. New development in this sub-area should minimize access pints directly onto 6th Street. Access for offices, however, should be provided exclusively to and from 6th St. or 4th Ave. and precluded from Kirkland Way. ~~and also limit the dimensions of structures immediately adjacent to the lower density areas to the east.~~ ~~In order~~

West (B)
Sub-Area

~~to-achieve-maximim-residential densities-or-office-intensity-on-a given-site,-some-minimum-aggregation of-land-should-be-required-such-as-one acre. Structures up should be limited 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. Greater height limitation, large setbacks and limitation of horizontal dimensions should be required adjacent to single family dwellings in Sub-Area (A). Special review procedures are appropriate for any new development.~~

~~The-land Sub-Area (C), located to-the-north east of Sub Areas (B) and to-the north-of-Sub-Area (A) would most appropriately develop as professional offices,-although or multi-family residential 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-buffering-and-setbacks-from-sub-area (A). Structures up to three five or six stories in height are appropriate subject-to-the-same-design-concerns cited-above-as-well-as-relationship-to-the-greenbelt-spine. here as the adjacent steep hillside limits potential view obstruction from tall buildings. At the same time, taller than normal structures could themselves take advantage of views to the west while maintaining greater open area on site and enhancing the greenbelt spine. Greater height limitation, large setbacks and limitation of horizontal dimensions should be required adjacent to single family dwellings in Sub-Area (A). Special review procedures are appropriate for any new development.~~

North (C)
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 achieving 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.~~ Greater height limitation, large setbacks and limitation of horizontal dimensions should be required adjacent to single family dwellings in sub-area (A). 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.

The most southerly sub-area is the smallest one and is more isolated from the other sub-areas. Lying between 2nd Ave. N.E. - 82nd and Kirkland Way, this area should develop as at high density multi-family residential at a density of (up to 12 24 units per acre). ~~This area should provide a transition between recent development to the south and proposed development to the north.~~ Due to sight distance problems on Kirkland Way, access to and from this area should be restricted to 2nd Ave. Special review procedures should be required.

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