

ORDINANCE NO. 2902

Repealed by 3481

AN ORDINANCE OF THE CITY OF KIRKLAND RELATING TO COMPREHENSIVE PLANNING AND LAND USE AND AMENDING THE LAND USE POLICIES PLAN (COMPREHENSIVE PLAN) ORDINANCE 2346 AS AMENDED (FILE IV-85-18) RELATIVE TO THE LAKEVIEW NEIGHBORHOOD.

Whereas, the City Council has received from the Kirkland Planning Commission a recommendation to amend the Lakeview Neighborhood Chapter of the Land Use Policies Plan (Comprehensive Plan) for the City, Ordinance 2346 as amended, all as set forth in that certain report and recommendation of the Planning Commission dated June 20, 1985 and bearing Kirkland Department of Planning and Community Development File No. IV-85-18; and

Whereas, prior to making said recommendation the Planning Commission, following notice thereof as required by RCW 35A.63.070, held on June 6 and June 20, 1985, public hearings on the amendment proposals and considered the comments received at said hearing (as well as the recommendations made by the Houghton Community Council); and

Whereas, pursuant to the State Environmental Policies Act there has accompanied the legislative proposal and recommendation through the entire consideration process, a final determination of non-significance (including supporting environmental documents) issued by the responsible official pursuant to WAC 197-11-340 and WAC 197-11-390; and

Whereas, in regular public meeting the City Council considered the environmental documents received from the responsible official, together with the report and recommendation of the Planning Commission, now, therefore,

Be it ordained by the City Council of the City of Kirkland as follows:

Section 1. Text amended: The following specific portions of the text of the Land Use Policies Plan, Ordinance 2346 as amended, be and they hereby are amended to read as follows:

INTRODUCTION - LAKEVIEW NEIGHBORHOOD

Overview of the Lakeview
Area NEIGHBORHOOD.

THIS NEIGHBORHOOD IS BOUNDED ON THE WEST BY LAKE WASHINGTON AND ON THE EAST BY THE RAILROAD TRACKS. LAKEVIEW DRIVE AND LAKE WASHINGTON BOULEVARD ARE BOTH A FOCUS OR SEAM FOR ACTIVITIES IN THIS NEIGHBORHOOD.

Land uses between the railroad and Lake Washington Boulevard are mixed and pose more complex problems. That in other portions of the neighborhood area // between Lakeview Drive and Lake Washington Boulevard, medium density residential uses would be permitted, as well as limited offices. The PRIMARY policy direction for the area, including the Houghton Slope and east of Lakeview Drive, would be to continue the primarily low density residential uses. HOWEVER, BETWEEN LAKEVIEW DRIVE AND LAKE WASHINGTON BOULEVARD, MEDIUM DENSITY RESIDENTIAL USES WOULD BE PERMITTED, AS WELL AS LIMITED OFFICES. OFFICES AND LIMITED FREEWAY COMMERCIAL WOULD ALSO BE ALLOWED AT THE SOUTHERN END OF THE NEIGHBORHOOD NEAR YARROW BAY.

The Shoreline within the neighborhood west of Lake Washington Boulevard includes parks, single family homes, apartments, commercial and marinas and a shipyard that is being phased out. Policy direction for the waterfront has already been developed in the Shoreline Master Program. The thrust of these shoreline policies is to maintain residential uses; permit water dependent commercial uses where commercial uses presently exist; and to place high priority on public access to the water either through park acquisition or easements negotiated during development.

Discussion of format for the analysis of the Lakeview area.

Specific land use designations for the Lakeview ~~AREA~~ NEIGHBORHOOD are illustrated in Figure 17. 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 this ~~AREA~~ NEIGHBORHOOD has been divided according to functional headings. The use of a particular piece of property is influenced by all applicable functional considerations (namely, natural ~~ELEMENTS~~ ENVIRONMENT, living environment, economic activities, open space/PARKS ~~AND~~ public services, AND URBAN DESIGN).

NATURAL ENVIRONMENT

Development of ~~THE~~ ~~POTENTIALLY/UNSTABLE~~ ~~PORTION/OF~~ the Houghton Slope ~~IS/TO~~ SHOULD be limited DUE TO ENVIRONMENTALLY SENSITIVE SLOPE CONDITIONS.

The Houghton Slope ~~CONTAINS/AREAS~~ ~~IDENTIFIED/AS/POSS/UNSTABLE/SLOPES/AND~~ ~~POTENTIALLY/UNSTABLE/SLOPES/LESS~~ ~~FRAGILE/IS~~ IS AN ENVIRONMENTALLY SENSITIVE SLOPE. ~~SLOPES/DESIGNATED~~ ~~AS/UNSTABLE/EXTEND/ALONG/EDGE/OF/THE~~ ~~EDGE/SIDE/OF/LAKE/WASHINGTON~~ ~~BOULEVARD,~~ THE MOST SENSITIVE PORTIONS OF THE HOUGHTON SLOPE ARE generally south of NE 58th Street. THIS AREA IS PRONE TO SLIDING AND EROSION. SLOPES ARE STEEP AT AN AVERAGE OF 15 PERCENT WITH SOME SLOPES UP TO 25 PERCENT. THERE ARE SEVERAL STEEP RAVINES WHICH HAVE A PARTICULARLY HIGH HAZARD OF SLIDING. THERE ARE LARGE AMOUNTS OF GROUNDWATER IN THE SLOPE CAUSING ARTESIAN PRESSURE AND MANY SMALL STREAMS. THE TYPES OF SOILS IN THE SLOPE ALSO CONTRIBUTE TO ITS INSTABILITY, PARTICULARLY WHEN WET. SLIDING IS ALSO LIKELY IN A TIME OF A LOW INTENSITY EARTHQUAKE. IN ADDITION, THE SLOPE 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 SLOPES STABILITY AND PROVIDES HABITAT FOR SMALL WILDLIFE.

FOR DEVELOPMENTS PROPOSED IN THIS UNSTABLE AREA, A slope stability analysis IS SHOULD BE required prior to development to identify the magnitude of the hazard and possible mitigating measures. These measures may include severe restrictions on the type, design and/or density of land use (SEE NATUREL ELEMENTS POLICY 7.6.1). Existing vegetation IS/IS SHOULD remain to the greatest extent possible to help stabilize the slope (SEE NATUREL ELEMENTS POLICY 3.1.1). Further standards for development on THE UNSTABLE A SENSITIVE slope are discussed in the Living Environment section.

DEVELOPMENT ON THE UNSTABLE SLOPE NORTH OF THE HOUGHTON SLOPE LIES NORTH OF NE 58th STREET SEVERELY LIMITED.

The PROBABLY UNSTABLE SLOPE IS THE northern portion of the Houghton Slope AND lies north of NE 58th Street. ALTHOUGH LESS SENSITIVE THAN THE SLOPES FURTHER SOUTH, THIS AREA ALSO BEARS CAREFUL SCRUTINY. This area is mostly undeveloped although both low and medium density residential uses do exist there. The Slope is expected to remain stable if left in a natural condition. However, construction on or adjacent to these slopes may cause or be subject to landsliding, excessive erosion and drainage or other problems associated with development on a slope. Therefore, a slope analysis IS SHOULD BE required prior to development to minimize the problems (SEE NATUREL ELEMENTS POLICY 3). If landslide or drainage problems are likely to occur as a result of the proposed development, then the type, design or density of land use should be restricted as necessary to avoid the problems. Existing vegetation IS/IS SHOULD be retained to the greatest extent possible to help stabilize the slope (SEE NATUREL ELEMENTS POLICY 3.1.1).

Yarrow Slope is identified as a/potentially unstable AN ENVIRONMENTALLY SENSITIVE slope. Slope stability analysis will be required and development will be regulated accordingly.

The Yarrow Slope, west of the Yarrow Slough, is currently undeveloped and heavily wooded. The Slope has been identified as a potentially hazardous slope. Some landsliding occurred in the early 1960s southward along the present location of SR-520 (SEE FIGURE/18). However, nearby landsliding, steep slopes, high water content and peat deposits warrant additional investigation as to slope analysis indicating minimal hazards; considerations of the cumulative effects of similar development along the entire slope; aesthetic, biological or other factors; low density residential developments (up to 3 dwelling units per acre) may be permitted subject to certain standards. THESE STANDARDS ARE DISCUSSED FOR DEVELOPMENT ON THE HOUGHKON/SLOPE. Housing configurations that minimize disruptions to natural systems WILL BE ARE preferred. Existing vegetation in these areas should be preserved to the greatest extent feasible to help stabilize the slope and maintain drainage patterns (SEE NATURAL ELEMENTS/POLICY/1.6.1/AND/POLICY 3.6.1). Special care IS/NO SHOULD be taken during and after construction in order to minimize adverse impacts on the wetlands. A major obstacle to any development on this slope will be the extension of water and sewer service from Lake Washington Boulevard.

The natural drainage system IS/NO SHOULD be maintained.

The open watercourses ON THESE SLOPES IN/THIS AREA should be preserved and maintained in their natural condition and should allow for natural drainage (SEE NATURAL ELEMENTS/POLICY/4). Structures should not be located near these streams (SEE NATURAL ELEMENTS POLICY/1.6.1).

Flood insurance is required in identified flood hazard zones.

MOST OF THE Yarrow SLOUGH BAY WETLANDS AND PORTIONS OF THE HOUGHKON BAY HAS been designated as A flood hazard zones AS/ILLUSTRATED IN FIGURE/19.//THESE THIS

designations/~~ARE~~ HAS BEEN made by the Federal Insurance Administration ~~of the Department of Housing and Urban Development~~. Federal law requires that flood insurance be obtained before any federally insured lending institution may approve a loan for development within an identified flood hazard zone.

Medium residential densities are most appropriate between Lakeview Drive and Lake Washington Boulevard. Standards for new multifamily development are discussed.

Lying between Lake Washington Boulevard and Lakeview Drive, north of NE 59th Street, is an area of mixed residential densities. Although there is some multifamily housing, almost half of the area is developed as single family residential. Most structures are older but many are well maintained. Apartment encroachment in single family areas usually leads to a decay of the existing structures, demolition and reconversion to more intense use. In order to minimize this encroachment (~~see Living Environment Policy Book~~) and forestall a premature decay of the single family areas, standards should be adopted to allow a transition from low density to higher densities. New multifamily development ~~will~~ SHOULD be restricted to existing defined boundaries via a process of infilling.

- (1) Medium density residential developments ~~will~~ SHOULD be permitted only if sufficient land area is available to separate such development from adjacent single family uses. The resulting land use configuration ~~will~~ SHOULD not create small single family areas "sandwiched" between multifamily developments.
- (2) Medium density residential development ~~will~~ SHOULD not significantly increase traffic volumes on streets or portions of streets where predominantly single family homes exist.

- (3) The height of medium density residential structures ~~is~~ SHOULD not ~~to~~ exceed 25 feet. Taller structures may be permitted toward the interior of the property if such added height is compatible with the character of nearby uses. In no case should structures taller than 30 feet be permitted.
- (4) Setbacks ~~are~~/~~to~~ SHOULD be sufficiently large to allow landscaping which would visually separate medium density residential developments from adjacent single family homes. Vehicular ingress and egress for medium density residential developments ~~is~~ SHOULD not BE permitted within required setbacks adjacent to single family uses.
- (5) Parking for medium density residential developments ~~must~~ SHOULD be visually screened from adjacent properties and ~~is~~ SHOULD not BE allowed within the required front yard setback. The preferred methods for visual buffering of parking facilities include landscaping and/or locating such facilities beneath the medium density residential structure.

The Lakeview Terrace area ~~is~~/~~to~~ SHOULD remain in single family residential uses up to 9 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. This can best be accomplished by insuring that new high density developments to the west and south provide adequate vegetative buffering to minimize visual impacts yet reasonably maintain views for existing residences. Additionally, the Lakeview Terrace area should be maintained in single

family residential uses (up to 9 dwelling units per acre) to reflect the existing small lot sizes. This change will remove most of these uses from non-conforming status and could provide a base to encourage repair and rehabilitation of the existing homes when necessary. *THE DEMOLITION AND REDEVELOPMENT OF THE OLD HOUGHTON CITY/HALL SITE WOULD LEAD TO IMPROVE THE APPEARANCE OF THIS AREA (SEE THE OPEN SPACE/PARKS SECTION FOR MORE INFORMATION).*

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Residential development on the ~~UNSTABLE~~ SENSITIVE slope should be severely limited.

The development constraints discussed above, combine to reduce the feasible residential densities. It is the cumulative effects resulting from full development at medium to high densities that are of greatest concern. Such development could increase the hazards to life and property and disrupt the aesthetic character of the slope.

On the ~~UNSTABLE~~ slope, residential densities of 1 to 3 dwelling units per acre should be permitted according to standards.

Consequently, the base density for residential development on the unstable slope should be 1 to 3 dwelling units per acre, subject to the following standards:

- (1) Preparation of a slope stability analysis;
- (2) Maintenance of maximum vegetative cover;
- (3) Retention of watercourses in a natural state;
- (4) Control of surface runoff at predevelopment levels.
- (5) Limitation of the number of points of access
- (6) Special review of all development plans.

Four to five dwelling units per acre should be permitted according to additional standards.

Residential densities on the ~~UNSTABLE~~ slope should be allowed to be increased by an extra one to two dwelling units per acre (up to 5 dwelling units per acre) depending on the degree to which the development proposal conforms to the following standards, in addition to the standards listed above:

- (1) Preparation of a slope stability analysis which addresses the site to be developed, as well as adjacent sites, and the immediate drainage area;

- (2) Recording of a covenant which indemnifies and holds harmless the City for any damages resulting from slope instability.
- (3) Limitation of lot coverage.
- (4) Clustering of structures;
- (5) Ability of the City to provide necessary emergency services;
- (6) Aggregation of at least one acre of land;

Constraints may be relaxed when opportunities for an area-wide solution on the Slope exist.

While recognizing there are geologic, traffic, aesthetic and other considerations related to potential slope development, opportunities should exist for solving these problems on an area-wide basis. The area-wide basis offers a way to consider the Slope as a unit; to minimize development which could further aggravate problems; and to mitigate adverse impacts.

υρ/χθ/7/αωέλλιηθ
 υηίλς/ρέρ/άερέ/σηούλθ
 βέ/ρέρηίλλεθ/άς/άν
 άρέά+ώιδέ/σθλύχίθθ/
 άεεθράθιηθ/χθ
 άθθίλλίθθάλ/στανθάρθς/

ζθησεάυέηχλγ/υρ/χθ/7/αωέλλιηθ/υηίλς
 ρέρ/άερέ/σηούλθ/βέ/ρέρηίλλεθ/θη/χθ
 ηούθηχθθ/σθθρε/άρέά/ίφ/χθ/φθλλθώίηθ
 στανθάρθς/άρέ/θέχ///θθεσε/στανθάρθς
 άρέ/ίη/άθθίλλίθθ/χθ/χθθσε/θεσεχίβεθ
 φθρ/ρθχέηχίάλ/θέησίχγ/υρ/χθ/β
 αωέλλιηθ/υηίλς/ρέρ/άερέ/

(1) Αθθρέθάχίθθ/θφ/άχ/λέάσχ/φίλνέ
 άερέθ/θφ/λάθθθ/ωηίχθ/έχχέηθς
 φρθθ/χθ/χθθ/θφ/χθ/σθθρε/χθ/χθ
 γάλλγθθθ/γίθηχθφθ+ώάγθ/

(2) Ργέρθάράχίθθ/θφ/ά/μάσχεγ/πλάν/φθρ
 χθ/θένέθθρθέηχθ/θφ/χθ/έηχίγέ
 άρέά/θρθρθσεθ/φθρ/θένέθθρθέηχθ/

(3) Ργέρθάράχίθθ/θφ/άρέά+ώιδέ/θέθθθθίε
 άθθ/σθίλς/άθάλγσεθ/ωηίχθ/θέχέγ+
 θίηθ/χθ/βεσθ/ίθέάχίθθς/φθρ
 ελθσχεγέθ/θένέθθρθέηχθ/άθθ/ώάγθ
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(4) Further traffic analysis, including ways to minimize access points, anticipated peak and daily traffic generation and impacts on the existing adjacent arterial roadways, and

(5) Development review through a planned unit development or similar procedure.

Efforts should be made to preserve the French and Sutthoff houses.

Three structures which have been prominent in the history of Kirkland, the Marsh House, the French House and the Sutthoff House, are located along Lake Washington Boulevard.

Notwithstanding the language regarding historic structures in the Goals and Policies Section of this Land Use Policies 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 Sutthoff or French houses at their present site. Furthermore, non-residential use should not be allowed in any historic house moved into a residential zone in Houghton.

The Marsh House in its present location is the only historic structure which should be considered as possibly appropriate for non-residential use.

Medium density residential uses are appropriate south of NE 59th Street between Lakeview Drive and Lake Washington Boulevard.

The area south of NE 59th Street between Lakeview Drive and Lake Washington Boulevard has been designated as suitable for medium density residential (10/10/1412) dwelling units per acre) and small professional offices (see the Economic Activities section for the discussion of this designation). The standards listed for medium density developments north of NE 59th Street ~~would~~ SHOULD apply in this area also.

LIVING ENVIRONMENT
PLANNED AREAS

LANDS WEST OF LAKE WASHINGTON BOULEVARD INCLUDE PLANNED AREAS.

Within the ~~shoreline area~~ LAKEVIEW NEIGHBORHOOD, three tracts of land have been designated as "Planned Areas". These designations are based on unique conditions including interface conflicts, large parcel ownerships, traffic patterns, topographic conditions and other factors which may influence future development

of the land. The complex problems unique to these Planned Areas can be overcome best through coordinated development of each area as a total unit. The location of each Planned Area is shown in Figure 17.

Policy direction for the Yarrow ~~SLOUGH~~ ~~AREA~~ BAY WETLANDS.

Planned Areas 2 and 3 ~~ARE LOCATED IN~~ INCLUDE the Yarrow ~~SLOUGH/AREA~~ BAY WETLANDS. Any development in this entire area should maintain the functional integrity of the ~~SLOUGH/AS~~ ~~A~~ wetlands and maintain the biologic functions of storage and cleansing of runoff waters (see Shoreline Master Program Conservancy Environment).

PLANNED AREA 2: YARROW ~~SLOUGH~~ BAY WETLANDS

Justification of uses in Planned Area 2. Yarrow ~~SLOUGH~~ BAY WETLANDS ~~TO~~ SHOULD be reserved for open space or park use or severely limited development.

Planned Area 2 contains the bulk of the ~~SLOUGH/AREA~~ YARROW BAY WETLANDS, WHICH ARE identified as a Conservancy Environment in the Shoreline Master Program. Under the umbrella of these shoreline policies, the preferred use of this land would be as open space or a passive park area. Additional policies indicate that the ~~SLOUGH~~ WETLANDS, as an area of aesthetic, biological, educational and anthropological value, should be preserved as such (~~SEE/NATURAL/ELEMENTS/POLICY~~ 2). The ~~SLOUGH/AS~~ WETLANDS HAVE also been identified as an area subject to uneven settlement problems. If development does occur in the ~~SLOUGH~~ WETLANDS, densities should be extremely limited (1 to 3 dwelling units per acre). Any development should undertake methods to prevent methane entrapment and settling of both structure and utilities systems.

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PLANNED AREA 3: SR-520/LAKE WASHINGTON BOULEVARD

Constraints on development in Planned Area 3.

THE/SOUTHEAST/PORTION/OF/THE/CARRYWAY
SEGMENT/IN/THE/northwest quadrant of
the SR-520/Lake Washington Boulevard
interchange is defined as Planned Area
3. There are many planning con-
straints on development in this area.
This area is the entrance to the City
and hence the character of development
is important. The stream requires
protection as well as concern for the
relationship of development to the
adjacent wetlands. Ingress and egress
on to Lake Washington Boulevard and
Points Drive WILL/NEED/TO SHOULD be
carefully controlled in order not to
negatively impact the traffic on the
Boulevard and approach to SR-520. It
is, therefore, considered appropriate
that any development will need to plan
for the entire landholding and how it
relates to surrounding parcels.

THE/NORTHWEST
QUADRANT/OF/THE
SR/520/LAKE
WASHINGTON/BOULEVARD
INTERCHANGE/AND/BE
PLANNED AREA 3 IS
suitable for medium
density residential
uses or SMALL/PROFESSIONAL
SIZED offices.

Development in THIS/AREA/(PREVIOUSLY
FILLED) PLANNED AREA 3 may be
permitted for medium residential
density at 10/TO/14 12 dwelling
units per acre or for SMALL
PROFESSIONAL offices, taking full
precautions as recommended by the
required soils and geologic investi-
gation (SEE/MAXIMUM/ELEMENTS/POLICY
1.4.6/POLICY/2.A.4/B). The
clustering of development is
encouraged in Planned Area 3. Under
Planned Unit Development procedures,
certain increases in the height of
structures may be considered as long
as views are not significantly
obstructed.

PLANNED AREA 15: OLD SHIPYARDS

Sub-Area (A) is de-
scribed.

Planned Area 15 comprises approxi-
mately 31 acres lying on both sides of
Lake Washington Boulevard. Most of
the Planned Area is under common

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ownership. The area west of the Boulevard has been designated as Sub-Area (A). This area is located adjacent to Lake Washington and is within the boundaries of the Shoreline Area (see Figure 17, page 173). The topography of Sub-Area (A) is unique to the shoreline. The depth of the area between Lake Washington Boulevard and the lake is substantially greater than the areas to the north and south. Much of Sub-Area (A) is more than 200 feet from the high waterline and, therefore, is not subject to the Shoreline Master Program. In addition, Lake Washington Boulevard rises to its highest elevation above the lake adjacent to the southern portion of Sub-Area (A).

For many years, Sub-Area (A) was the site of the Lake Washington Shipyards, which ceased production in the late 1940s. Today, the primary use is as a training facility for the Seattle Seahawks professional football team; the majority of the area, however, is now vacant.

Sub-Area (B) is described.

The area east of Lake Washington Boulevard and Lakeview Drive is within the boundaries of the Lakeview Area (see Figure 17, page 173) and has been designated as Sub-Area (B). Slopes in this area ~~have been classified as unstable~~ MAY BE ENVIRONMENTALLY SENSITIVE. Although most of Sub Area (B) is undeveloped, there are three single-family homes and a large apartment complex which terraces up the slope and bisects the area.

The primary objectives for development in PLA 15 are to maximize public access, use and visual access to the lake and to maintain the natural characteristics and amenities of the Houghton Slope.

The primary objectives for development in Planned Area 15 are to maximize public access to and use of the waterfront, to maximize visual access to the lake for the public from Lake Washington Boulevard and to minimize encroachment of development on the natural characteristics and amenities of the Houghton Slope. In addition, development should occur in such a manner that impacts to existing devel-

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opment in the vicinity are minimized. Impacts of particular concern include view obstruction, traffic volume and movement, noise and glare from uses of higher intensity, and compatibility of building scale. While the potential public benefits from development in Planned Area 15 are considerable and should not be diminished in importance, these benefits should be achieved in a manner that offers property owners in Planned Area 15 reasonable development opportunities and effective incentives to provide the desired public benefits. Policies to achieve these objectives are described below.

Sub-Area (A) should be developed with a mixture of uses. The predominant use should be residential at ~~10/14~~ 12 dwellings per acre. Unit count may be transferred to Sub-Area B.

Sub-Area (A), west of Lake Washington Boulevard, should be developed with a mixture of uses. Like the shoreline areas lying immediately to the north and south, the predominant use in Sub-Area (A) should be residential at a density of ~~10/14~~ 12 dwelling units per acre. HOWEVER, A DENSITY BONUS AT UP TO TWO UNITS PER ACRE WOULD BE APPROPRIATE IF PUBLIC BENEFITS ARE INCORPORATED INTO DEVELOPMENT. As a means of minimizing waterfront development and providing greater public use and visual access opportunities, some of the permitted unit count should be encouraged to be transferred to Sub-Area (B) lying east of Lake Washington Boulevard.

"Water dependent" and "water oriented" commercial uses should be included.

*MAINTENANCE/OF/THE
SEAWALK/TRAINING
FACILITIES/IS/DESIRABLE*

In addition to residential uses, Sub-Area (A) also should include nonresidential uses which provide opportunities for greater public use and enjoyment of the waterfront. Highest priority should be given to uses such as marinas which are "water dependent". These uses should be encouraged to incorporate public use amenities such as short-term moorage, access to piers for fishing, strolling or other activities and boat launching facilities.

Also desirable in Sub-Area (A) are commercial uses which enhance the public orientation of the waterfront.

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Restaurants, small retail shops, museums, theaters and other similar uses should be permitted if they are oriented to and integrated with water dependent uses and waterfront public use areas. Offices also should be permitted if they do not detract from the public orientation of the waterfront.

Μάικεηάηέ/φ
Υέλοεάηίθ/φ/Υηέ
Σέηηάηκ/ί/σ/άέσ/ί/άβ/ί/έ/

Μάικεηάηέ/φ/Υέλοεάηίθ/φ/Υηέ/Σέηη
ηάηκ/Υάηηηηθ/Υάέηηη/ίη/Σάβ/Υέη
(Α)/Σηόηη/βέ/έηέ/φ/Υάέ/η/Τηί/σ/άέ
φ/φ/Υάέ/Σάβ/Υάηηη/φ/έη/Σάέ/άη
Υάέ/φ/Υάέ/Υάηηηηθ/άη/έ/έ/έ/έ
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Public access to and along the water's edge and waterfront public use areas should be developed.

All development in Sub-Area (A) should include areas which are open for public use. A public trail should be required along the entire length of the waterfront with connections to Lake Washington Boulevard at or near each end. Areas which are available for other public waterfront activities also should be strongly encouraged.

Public improvements adjacent to Lake Washington Boulevard are also desirable.

Public use areas also should be encouraged adjacent to the westerly margin of Lake Washington Boulevard. The Boulevard is now a popular path for pedestrians, joggers, and bicyclists. Expansion of the area now available for or associated with these activities would be a significant public asset.

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 should be protected.

Visual access to Lake Washington from Lake Washington Boulevard should be an integral element in the design of development in Sub-Area (A). Building height, setback and view corridor requirements should be allowed to be varied from elsewhere along the waterfront if it is demonstrated that greater visual access to Lake Washington is achieved and that views from existing development in and adjacent to Planned Area 15 are not significantly impaired. In accordance with the Shoreline Master Program, buildings within 200 feet of the lake may not exceed a height of 35-41 feet.

Sub-Area (B) should be developed with residential uses at a density of 3-7 dwellings per acre. Dwelling units may be transferred from Sub-Area (A) subject to conditions.

Sub-Area (B), east of Lake Washington Boulevard, should be developed exclusively with residential uses at a base density of 3-7 dwelling units per acre. *THIS DENSITY IS CONSISTENT WITH THE FEMALINDEY OF THE UNSTABLE POTENTIAL OF THE HOUGHTON SLOPE AS DISCUSSED ON PAGES 211-214.* Within this specified density range, actual permitted density should be determined by the degree of compliance with the policies for development on the HOUGHTON slope AS DISCUSSED ON PAGES 211-214. Unit count which is proposed to be transferred from Sub-Area (A) may be permitted over and above 7 dwelling units per acre if it is demonstrated that the resulting increased unit count will maintain compliance with these policies. However, in no case should dwelling units be developed within the steep ravine located near the middle of Sub-Area (B).

In order to minimize the developed area on the slope, increased building height should be considered.

In order to minimize the developed area on the slope, increased building height in Sub-Area (B) should be considered. Where increased building height is proposed, it should be demonstrated that taller buildings will not significantly impair views from existing development to the east of Planned Area 15.

Traffic impacts to Lake Washington Boulevard should be considered. Access points should be limited.

A major consideration in the design of Planned Area 15 should be the impact of traffic on Lake Washington Boulevard. On or off site improvements, including signalization, channelization, and lane reconfiguration, should be required as necessary to mitigate identified traffic impacts. In order to minimize disruption of traffic flow, the number of access points to Planned Area 15 should be strictly limited and controlled. West of the Boulevard, the primary point of access should be located at the intersection of Lake Washington Boulevard and Lakeview Drive. East of the Boulevard, more than one primary point of access

may be necessary due to the divided ownership pattern. Nevertheless, the number of access points should be kept to the smallest possible number.

Planned Area 15 should be developed as a single unit. Development should be subject to approval of a Master Plan.

Public and private development opportunities in Planned Area 15 can best be achieved with a coordinated and planned approach to development. To this end, a Master Development Plan should be submitted for public review and City approval as a prerequisite to any development. The Master Plan should encompass all properties under common ownership within and adjacent to Planned Area 15, setting forth the major features of all future development. Subsequent to Master Plan adoption, development may be proposed and approved by the City as a single unit or in phases, provided that each phase is reviewed to ensure Master Plan compliance.

Development elsewhere along the shoreline is discussed.

Existing development elsewhere ON ~~IN~~ the SHORELINE ~~SHORELINE/AREA~~ is primarily residential. As discussed in the Shoreline Master Program, residential uses should continue to be permitted along the shoreline. Outside of Planned Areas 2, 3 and 15 and the Yarrow Slough Slope, which are discussed above, multifamily uses should be permitted at medium densities (~~10/10/14~~ 12 dwelling units per acre). This is a lowering of densities at which multifamily developments have taken place in the past, BUT ~~THIS/NEW/DENSITY~~ is consistent with the density of apartment development on the east side of Lake Washington Boulevard, west of Lakeview Drive. Past densities have created severe ingress and egress problems on to Lake Washington Boulevard.

As specified in the Shoreline Master Program, new residential structures constructed waterward of the high water line are not permitted. Additional standards governing new multifamily development can be found in the Shoreline Master Program.

Constraints in the area south of SR-520 limit development densities up to 3 dwelling units per acre.

The area south of SR-520, within the City limits, has physical orientation to the Clyde Hill area. Access to this location is very difficult and constrained through the single family residential area of Clyde Hill. Hence, the properties in that location will be strongly affected by the eventual development of the area. Public servicing to the area south of the freeway will also be difficult. There ~~has been identified a potentially unstable~~ AN ENVIRONMENTALLY SENSITIVE slope in that location, although the slope has been modified by the construction of SR-520. For these reasons, and to provide compatibility with the nature of development in Clyde Hill, a density of up to 3 dwelling units per acre is appropriate. Clustered or attached dwelling units are encouraged in order to assist mitigating potential development problems.

ECONOMIC ACTIVITIES

Offices and limited commercial activities ~~are~~ SHOULD BE permitted in the northeast quadrant of the Lake Washington Boulevard/SR-520 interchange.

Much of the northeast quadrant of the SR-520/Lake Washington Boulevard interchange has already been committed to certain economic activities including large AND SMALL office structures, ~~and~~ restaurants AND A MOTEL. 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 northeast quadrant of this interchange ~~can~~ SHOULD CONTINUE TO be devoted to commercial activities. The most appropriate use of this land ~~would~~ include such activities as office structures, and some freeway oriented uses, such as motel facilities. Limited convenience commercial facilities may be included as part of the office structures or with freeway oriented uses, but not as a primary use. Retail commercial facilities beyond the scope of convenience facilities are not

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Land uses south of NE 59th Street and between Lakeview Drive and Lake Washington Boulevard are discussed.

The area LYING SOUTH OF NE 59TH STREET, BETWEEN ~~BOULEVARD~~/BY Lakeview Drive, AND Lake Washington Boulevard ~~AND~~/NE/59TH/STREET contains a mix of uses ~~AND~~/EXISTENTIAL/ZONING CLASSIFICATION. Within the area ~~AND~~/ZONING/TYPE/LIQUOR/INDUSTRY existing uses include a ~~AND~~/A/CLAY CEMENT/OPERATIONAL/USE/OF/A/SINGLE/FAMILY/HOUSE. The one story clothing manufacturing plant creates minimal visual impacts on the neighborhood and provides, informally, some parking to handle the overflow from Houghton Beach Park. South from the industrial area on lands zoned for neighborhood business and professional office/residential exists a mixture of land uses including single family, duplex, multifamily and office use.

The area SOUTH OF ~~BOULEVARD~~/BY NE 59th Street, BETWEEN Lakeview Drive and Lake Washington Boulevard is suitable for medium density residential uses and small professional offices.

In order to blend future activities with existing uses, medium density residential uses with small professional offices are most appropriate south of NE 59th Street. The character of this neighborhood has changed significantly since the days when the nearby waterfront included ship-building activities and oil storage facilities. Many activities permitted in light industrial areas are no longer compatible with the residential activities and the new Houghton Beach Park. The existing manufacturing plant could continue. ~~THE~~/CLAY CEMENT/OPERATIONAL/USE/OF/A/SPECIALIZED/USE. Medium density residential uses, at a density of 10/10/14 12 dwelling units per acre and small professional offices, ~~OF~~/USE/TYPE/LIQUOR/INDUSTRY/USE SHOULD be considered the base uses. (Standards for the medium density residential uses are described above in the Living Environment section for the residential area between Lake Washington Boulevard and Lakeview Drive north of NE 59th Street. These

standards also apply to professional office development.) No convenience or retail commercial uses WILL SHOULD be considered.

Qeryxan/flexibility/ies
in/the/development/of
the/block/development
Kake/Washington
Boulevard/Kake/ave
Dr/ave/NE/88th/and
89th/Street
permitted/if/the/has/
to/be/developed/is
proposed

For/the/block/development/by/NE/88th
Street/Kake/Washington/Boulevard/NE
89th/Street/and/Kake/ave/Dr/ave/
Katherine/in/uses/high/and/other
limitations/districted/above/way/be
condemned/under/a/planned/unit
development/approved/property
tax/the/historic/structure/be
preserved/dl/the/southwest/corner/of
Kake/ave/Dr/ave/and/NE/89th/Street
development/in/the/area/would/have
to/be/the/following/standards/sd/as
not/to/develop/into/other/the
surrounding/residential/areas

- (1) The/uses/are/reasonably/cor/
patible/will/the/surrounding
uses
- (2) Access/is/to/be/primary/limitations
to/Kake/Washington/Boulevard/and
NE/88th/Street
- (3) Parking/is/to/be/combined/will
adjacent/uses/to/the/greases/
excellent/possible//Nuttall/uses/of
parking/facilities/is/to/be/ent/
developed//Parking/lot/are/to
be/develop/will/landscaped/areas
and/the/existing/uses/are/to
remain/to/the/greases/excellent
possible
- (4) Development/in/the/area/is/to/be
oriented/toward/Kake/Washington
Boulevard/and/away/from/the
residential/areas/to/the/north
and/east//Landscaped/buffers
are/required/where/north
residential/development/is
adjacent/to/residential
development
- (5) If/residential/are/condemned/
then/the/will/be/a/successful
downtown/development/facilities//Kake/
ave/and/has/food/facilities
will/not/be/permitted//After

OPEN SPACE/PARKS

Open space/parks are
which SHOULD be
maintained in the
Lakeview area.

BETWEEN THE YARROW POINT AND LAKE
WASHINGTON BOULEVARD, THE ONLY EXIST-
ING PARK IS THE WOODS/BOULEVARD
TRAIL/PARK WHICH PROVIDES THE ONLY
WALKING/BIKEWAY/TOURIST/FACILITY/IS
THE/STAIRS/OF/STAIRS/AND/IS/NOT
WELL/MAINTAINED/AND/IS/NOT/MAINTAINED//DUE/TO
THE/INFRASTRUCTURE/OF/YARROW/POINT/AND/IS
THE/STAIRS/AND/BIKEWAY/AND/IS/NOT
MAINTAINED//THE/ONLY/RECREATION/FACILITY
FOR THIS AREA ARE BEING MET BY
FACILITIES AT LAKEVIEW SCHOOL TO THE
NORTH AND THE WATERFRONT PARKS TO THE
WEST. IN ADDITION, THE FORMER
HOUGHTON CITY HALL SITE HAS BEEN
DEVELOPED AS TERRACE PARK, A
NEIGHBORHOOD FACILITY.

Open space and recrea-
tion facilities and
opportunities are
identified.

The shoreline represents a unique
feature of the natural environment.
It provides areas for active and pas-
sive recreation as well as being a
significant visual open space. Exist-
ing waterfront park facilities include
two waterfront parks - Houghton Beach
Park and Marsh Park (see Figure 20).
In addition, Morningside Park in the
town of Yarrow Point, is located west
of THE YARROW BAY WETLANDS.

The City should continue to pursue the
policy of acquiring waterfront prop-
erty for recreation purposes wherever
possible. THE POTENTIAL/EXPANSION/OF
MORNINGSIDE/PARK/IN/THE/TOWN/OF/YARROW/POINT
IS/BEING/IDENTIFIED. In particular, THE YARROW
BAY WETLANDS HAVE BEEN
identified as a potential passive
recreation/nature trail park.
Intergovernmental funding for the
purchase AND IMPROVEMENT of this
regional facility should be sought
(SEE/DRAFT/SPACE/PARKS/POLICIES/PLAN/4).

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Υπερήλιν/λιεύ
Υεάυιρέδ/φόρ/ρέσι-
δέηκιάλ/δέηέλοπόηέκλ

Τό/ηέέτ/χέ/άδδκκκκκκ/δέηάηδδ/φόρ
πάρκδ/ρέσάκκκκκκ/γγρόη/πόπόκκκκκκ
έγγώκκκκ/ά/Υπερήλιν/λιεύ/σηόκκκ/βέ
Υεάυιρέδ/φόρ/ρέσιδέηκιάλ/δέηέλοπόηέκδ
βόκκκ/κκκκκκ/φόκκκκ/άηδ/κκκκκκκκκκκκ
κκκκ/Όπόη/δπόκκκ/πάρκδ/πόκκκκ/βκκκκκ

Houghton Slope κδ
SHOULD be maintained
as an important visual
amenity.

κκκκκκ/κThe Houghton Slope should be
maintained as an important visual open
space in the community κκκκ/Όπόη
δπόκκκ/πάρκδ/πόκκκκ/κκκκκκ. Any permitted
development should maintain most of
the existing vegetation not only to
help stabilize the slope but for other
utilitarian and amenity purposes.

Major pedestrian and
bicycle system dis-
cussed.

Pedestrian and bicycle pathways are
also part of the park and open space
system, in addition to providing a
transportation function. Major path-
ways in the Lakeview area should be
established according to the designa-
tions in Figure 20.

TWO OF THESE PATHWAYS WHICH TRAVERSE
THE LAKEVIEW NEIGHBORHOOD SHOULD
RECEIVE TOP PRIORITY FOR
IMPLEMENTATION:

- (1) THE N.E. 60TH STREET TRAIL FROM
HOUGHTON BEACH PARK TO MARYMOOR
PARK;
- (2) THE YARROW WETLANDS TO WATERSHED
PARK TRAIL.

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 PROGRAM AND THEIR DESIGN
SHOULD IMPROVE NEIGHBORHOOD ACCESS AS
THEY ENHANCE THE UNIQUE AREAS THEY
TRAVERSE.

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(leaving room for picture)

Major pedestrian/
bicycle ways are iden-
tified.

Bicycle/pedestrian ways shown in
Figure 20 for this area represent only
the major routes and do not include
sidewalks and other lesser elements of
the path system. The spine of the
path system is formed by a proposed
path/trail within the railroad right-
of-way that winds its way through
town, on grade and near most major and
many secondary activity centers.

Water, sewer and
drainage facilities
ARE discussed. System
deficiencies ~~must~~
SHOULD be corrected or
upgraded prior to
occupancy of new
development. Runoff
~~is/it~~ SHOULD be
minimized.

In parts of the Lakeview area, water
and sewer service is not adequate to
support full development according to
land use designations in Figure 17.
Isolated problems may also arise with
regard to storm drainage as natural
areas become developed. ~~Deficiencies~~
~~in/water/sewer/or/drainage~~
~~facilities/should/not/necessarily~~
~~be/developed/in/this/area~~
~~however/prior to occupancy of the~~
NEW development, the water, sewer and

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drainage facilities should be extended and/or upgraded to meet the requirements of the 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//DRAINAGE/POLICY/2).

Adequate water and sewer facilities ~~ARE~~ SHOULD BE required prior to the time of occupancy.

Water, sewer and drainage facilities are adequate for possible developments along Lake Washington Boulevard. No service is presently available to either THE Yarrow SLOUGH BAY WETLANDS AREA or Yarrow Slope. Prior to the occupancy of new developments, the water, sewer and drainage facilities should be extended to meet the requirements of the designated land use for the area. Septic tanks ~~ARE~~ SHOULD BE prohibited (SEE PUBLIC SERVICES/FACILITIES//WATER/SEWAGE/SYSTEMS/POLICY/1).

Circulation patterns described and the following recommendations made.

The circulation patterns in the Lakeview Drive/Lake Washington Boulevard area are well established and permit large volumes of through traffic to flow north and south on both Lakeview Drive and Lake Washington Boulevard.

Lake Washington Boulevard provides a major through route and serves as a major pedestrian and bicycle corridor.

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. 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 as because 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 problems on Lake Washington Boulevard are described.

In the last several years, traffic on Lake Washington Boulevard has greatly increased, particularly during morning and evening commute periods. This has restricted local access to and from the Boulevard and has created noise, safety problems and conflicts for pedestrians, bicyclists and adjacent residents. Furthermore, these problems are compounded by traffic speeds generally in excess of the posted limit. Solutions to these problems should be sought which recognize that the Boulevard has a scenic, recreational and open space function which is as important as its function as a commute route. Although police enforcement of speed limits is necessary, the most effective solutions to these 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, the following improvements would be desirable:

- (1) Completion of sidewalks along the entire length of both sides of Lake Washington Boulevard.
- (2) Widening of sidewalks where sufficient right-of-way exists or by providing incentives for widening sidewalks onto private property at the time of development.
- (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.

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- (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 traffic signals at the intersection of Lake Washington Boulevard with Lakeview Drive and N.E. 38th Place.
- (8) Installation of on-street parking in areas of high parking demand, provided that traffic safety will not be impaired.
- (9) INSTALLATION OF BUS TURN-OUTS.

Implementation should be both area-wide and site specific.

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.

Regional solutions should be sought.

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

- (1) Improvements to the ingress and egress to I-405 at N.E. 4th Street and N.E. 8th Street in Bellevue and N.E. 116th Street and N.E. 124th Street in Kirkland.
- (2) Improved access to I-405 from Juanita and north Kirkland by upgrading and widening N.E. 116th Street and N.E. 124th Street.
- (3) Alternatives to the single occupancy vehicle for commuting purposes, such as increased use of Metro Transit, Commuter Pool,

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High Occupancy Vehicles (HOV) and the investigation of future modes, such as light rail.

- (4) Improvements to the I-405/SR 520 interchange.

NEW/ΠΟΛΙΤΕΙΣ/ΑΡΕ/ΝΕΤ
 CESSARY/ΤΟ/ΔΕΔ/ΜΙΤΗ
 ΣΗΘΡΕΛΙΝΕ/ΠΑΡΚΙΝΓ
 ΥΕΔΥΛΥΕΔΕΝΤΣ/ Shore-
 line parking ΙΣ/ΤΟ
 SHOULD be limited and
 coordinated off-site
 parking ΙΣ/ΤΟ SHOULD
 be considered.

The impact of automobiles generated by shoreline developments also is a major concern with regard to parking. As the present time, required parking ΙΣ/ΤΟ SHOULD be contained on site or can be partially located off-site within a few hundred feet. As shoreline development continues, the city should continue to minimize the impact of the automobile along the waterfront and look to meet the parking needs off-site. Off-site facilities can include designated parking areas funded through various provisions as developments are proposed. Another concept under consideration is to permit off-site on-site parking for activities west of the Boulevard. This could be partially financed by parking fees in lieu of funds collected from development fees regarding the parking. In other cases, provisions for safe pedestrian crossings of Lake Washington Boulevard are to be provided as well as insuring that the off-site parking does not adversely affect adjacent residential or other uses.

Lakeview Drive is described.

Lakeview Drive is designated as a secondary arterial. It has recently 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.

Bicycle/pedestrian pathways are discussed.

The path/trail system shown in Figure 20 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. 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.

Open space value of streets is to be reflected.

One important open space of great community value is often overlooked. The street system provides a number of excellent local and regional views. Such views contribute to the beauty, sense of orientation and identity they impart. See Community Goals and Policies/Policy 2 and Open Space/Parks/Policy 2. Such views contribute to the sense of identity, preservation and enhancement. One means to this end may be the undergrounding of utilities. See Public Services/Packaging/Quasi-Public Utilities/Policy 2.

URBAN DESIGN ASSETS ARE IDENTIFIED ON FIGURE 18.

THE LAKEVIEW NEIGHBORHOOD HAS A VERY CLEAR AND VIVID VISUAL IMAGE THAT IS CREATED BY A NUMBER OF URBAN DESIGN ASSETS, IN MANY CASES, THESE NEIGHBORHOOD ASSETS ALSO HAVE IMPORTANCE TO THE LARGER CITY, SUCH AS THE 'PATHWAY' OF LAKE WASHINGTON BOULEVARD AND THE 'GATEWAY' AT NE 38TH PLACE.

'VISUAL LANDMARKS' ARE DISCUSSED.

THE TWO MAJOR VISUAL LANDMARKS IN THIS NEIGHBORHOOD ARE LAKE WASHINGTON AND THE YARROW BAY WETLANDS. THESE LARGE NATURAL FEATURES PROVIDE A SENSE OF ORIENTATION AS WELL AS A SENSE OF OPENNESS AND NATURE. THEY ARE VISIBLE FROM BOTH SR-520 AND LAKE WASHINGTON BOULEVARD WHICH ARE THE TWO PRIMARY APPROACHES TO THE CITY AND THE NEIGHBORHOOD. PRESERVING OPEN VIEWS FROM THESE TWO KEY PATHWAYS TO THESE TWO MAJOR LANDMARKS SHOULD BE A HIGH ORDER PUBLIC POLICY OBJECTIVE.

MINOR VISUAL LANDMARKS IN THIS NEIGHBORHOOD INCLUDE THE LAKE WASHINGTON SHIPYARDS, THE SHORELINE PARKS AND THE HISTORIC MARSH, SUTTHOFF AND FRENCH HOMES. THESE MAN-MADE LANDMARKS, ALTHOUGH SMALLER IN SCALE THAN LAKES AND WETLANDS, ARE ALSO VIVID VISUAL IMAGES AND REFERENCE POINTS. THEY AID IN ORIENTATION AS WELL AS AN AWARENESS OF THE RECREATIONAL AND HISTORICAL CHARACTER OF THE COMMUNITY.

EVEN MINOR LANDMARKS CAN BE ENHANCED. FOR EXAMPLE, THE PARKS SIGNS USED BY THE CITIES OF SEATTLE AND REDMOND EFFECTIVELY CONVEY THE NAME OF A PARK AS WELL AS CONTINUITY WITH THE LARGER PARK SYSTEM. SIGNS CAN ALSO BE USED EFFECTIVELY WITH THE HISTORIC BUILDINGS AND, IN THE CASE OF THE MARSH HOUSE, VEGETATION CAN BE REMOVED TO MAKE THE HOME ITSELF FAR MORE VISIBLE FROM THE ROAD.

'PATHWAYS' ARE DISCUSSED.

SR-520 AND LAKE WASHINGTON BOULEVARD ARE THE TWO PATHWAYS FROM WHICH A MAJORITY OF RESIDENTS AND PASSERSBY FORM THEIR VISUAL IMPRESSION OF THE LAKEVIEW NEIGHBORHOOD AND THE CITY ITSELF. MOTORISTS ON SR-520 SEE THE YARROW WETLANDS AS AN OPEN GREEN AREA WHICH ABUTS THE ACTIVITY NODE AT THE INTERCHANGE WITH LAKE WASHINGTON BOULEVARD. THIS VIEW FROM THE ROAD WILL BE THE BASIS FOR THE CITY'S IMAGE IN THE MINDS OF THESE PASSERSBY. THE IMPORTANCE OF LAKE WASHINGTON BOULEVARD AS BOTH AN AUTOMOBILE AND A PEDESTRIAN PATHWAY IS CRITICAL. IT IS THE ROUTE BY WHICH THE NEIGHBORHOOD'S LANDMARKS ARE SEEN AND ITS MOST PROMINENT GATEWAY ENTERED. SLOWER TRAFFIC SPEEDS WILL ENHANCE THE MOTORIST'S ABILITY TO APPRECIATE THE VISUAL LANDMARKS AS WELL AS IMPROVE THE SAFETY AND VIABILITY OF THE BOULEVARD AS A PUBLIC PROMENADE.

'GATEWAYS' ARE DISCUSSED

GATEWAYS TO A NEIGHBORHOOD OR CITY PROVIDE AN IMPORTANT FIRST IMPRESSION OF THE AREA'S CHARACTER AND QUALITY. CLEAR AND VIVID GATEWAYS ENHANCE IDENTITY BY CONVEYING A SENSE OF ENTRY INTO SOMETHING UNIQUE.

A VERY IMPORTANT GATEWAY IS THE CITY'S SOUTHERN ENTRANCE AT THE INTERCHANGE OF SR-520 AND LAKE WASHINGTON BOULEVARD.

THE CITY ENTRYWAY SIGN LOCATED BY COCHRANE SPRINGS CREEK IS THE FOCAL AND SYMBOLIC GATEWAY, BUT THE ENTIRE COMMERCIAL ACTIVITY NODE CAN ALSO BE SEEN AS THE GATEWAY (SEE BELOW). THE PROMINENCE OF THE CITY SIGN CAN BE GREATLY STRENGTHENED BY REMOVING THE CLUTTER OF NEARBY STREET SIGNS AND UTILITY POLES AND BY ADDING A WALL OR FENCE TO SCREEN THE ADJACENT UTILITY BOX AND PROVIDE A BACKDROP FOR THE CITY SIGN. THIS IMPROVED ENTRY SIGNING COULD ALSO HIGHLIGHT THE CREEK CROSSING AND SHOULD BE COORDINATED WITH SIMILAR GATEWAY TREATMENT ON THE WEST SIDE OF THE STREET.

'ACTIVITY NODE' IS DISCUSSED.

THE COMMERCIAL USES LOCATED IN THE INTERCHANGE OF SR-520/LAKE WASHINGTON BOULEVARD COLLECTIVELY FORM A PROMINENT ACTIVITY NODE. THERE ARE A VARIETY OF USES INCLUDING OFFICES, RESTAURANTS, A SERVICE STATION AND A MOTEL, BUT THE CITY HAS GUIDED DEVELOPMENT IN THIS AREA TO ACHIEVE FUNCTIONAL AUTO AND PEDESTRIAN LINKAGE AND A COHERENT VISUAL CHARACTER. FOR EXAMPLE, GROUPED STREET ACCESS AND COORDINATED INTERNAL WALKWAYS HAVE REDUCED LOCAL TRAFFIC CONGESTION AND STRENGTHENED LINKAGES BETWEEN PROJECTS. SIMILARLY, COORDINATED PERIMETER LANDSCAPING AND GROUND MOUNTED SIGNS HAVE HELPED ACHIEVE A COHERENT, UNCLUTTERED STREETScape. LASTLY, THE VARIOUS PROJECTS IN THIS 'NODE' EXHIBIT SIMILARLY PITCHED OR ANGULAR ROOFLINES. THIS ARCHITECTURAL PATTERN IS DUE PARTLY TO COINCIDENCE (YARROW OFFICE QUADS AND DENNY'S/ RAMADA) AND PARTLY TO A CONSCIOUS ATTEMPT TO REPEAT THE EXISTING PATTERN (LINBROOK AND YARROW VILLAGE). WHEN VIEWED COLLECTIVELY, THIS COMBINATION OF ROOFLINES, BUILDING SHAPES, LANDSCAPING AND SIGNS ADDS UP TO A COHERENT WHOLE WITH A SENSE OF IDENTITY, EVEN THOUGH THESE VARIOUS PROJECTS DIFFER IN A NUMBER OF WAYS.

'EDGES' ARE DISCUSSED.

THE OUTER BOUNDARIES OF THE LAKEVIEW NEIGHBORHOOD ARE DETERMINED BY TWO 'HARD EDGES' (SR-520 AND THE RAILROAD TRACKS) AND TWO 'SOFT EDGES' (THE YARROW BAY WETLANDS/SLOPE AND LAKE WASHINGTON). SR-520 AND THE WETLANDS ALSO SERVE TO SEPARATE KIRKLAND FROM CLYDE HILL AND YARROW POINT, RESPECTIVELY. EDGES SUCH AS THE LAKE AND WETLAND ARE IMPORTANT BECAUSE THEY PREVENT COMMUNITIES FROM 'OOZING' IMPERCEPTIBLY INTO ONE ANOTHER, A PHENOMENON THAT CONTRIBUTES TO ANONYMITY, FOR EXAMPLE, IN CITIES IN THE LOS ANGELES BASIN. THIS URBAN DESIGN VALUE IS COINCIDENT WITH THE SENSE OF OPENNESS AND NATURE BUT IS EQUALLY IMPORTANT TO A COMMUNITY'S SENSE OF PLACE AND QUALITY OF ENVIRONMENT.

6025A/6027A/97A

0-2902

Section 2. Graphics amended: The graphics or figures appearing on pages 172 through 177 of the Land Use Policies Plan, Ordinance 2346 as amended are hereby amended only as they pertain to the Lakeview neighborhood plan shown on Exhibit 1 to this amendatory ordinance. Exhibits 1 through 4, inclusive, attached to this ordinance and by this reference incorporated herein are hereby added to the Lakeview neighborhood plan of the Land Use Policies Plan, Ordinance 2346 as amended; provided, however, that the Director of Planning is hereby authorized to prepare reformatted and refined information on Exhibits 1 through 4, provided further that in so doing no substantive changes from the amended policies herein adopted shall thereby result.

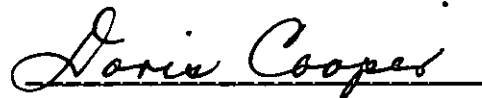
Section 3. If any section, subsection, sentence, clause, phrase, part or portion of this ordinance, including those parts adopted by reference, is for any reason held to be invalid or unconstitutional by any court of competent jurisdiction, such decision shall not affect the validity of the remaining portions of this ordinance.

Section 4. To the extent that the subject matter of this ordinance is subject to the disapproval jurisdiction of the Houghton Community Council as created by Ordinance 2001, said plan shall become effective within the Houghton community either upon approval of the Houghton Community Council, or upon failure of said community council to disapprove this ordinance within 60 days of its passage.

Section 5. Except as provided in Section 4, this ordinance shall be in full force and effect five days from and after its passage by the City Council and publication or posting as required by law.

Passed by majority vote of the Kirkland City Council in regular, open meeting this 16th day of September 1985.

Signed in authentication thereof this 16th day of September, 1985.



MAYOR

ATTEST:



Director of Administration & Finance
(ex officio City Clerk)

APPROVED AS TO FORM:



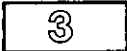
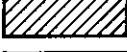







City Attorney

Acting

559~/275A(6025A&6027A/97A)br

LEGEND

-  Low Density Residential
-  Medium and High Density Residential
-  Maximum Density (in dwelling units/acre)
-  Office/Multi-Family
-  Planned Area
-  Commercial
-  Industrial
-  Schools
-  Parks

0 400
Feet

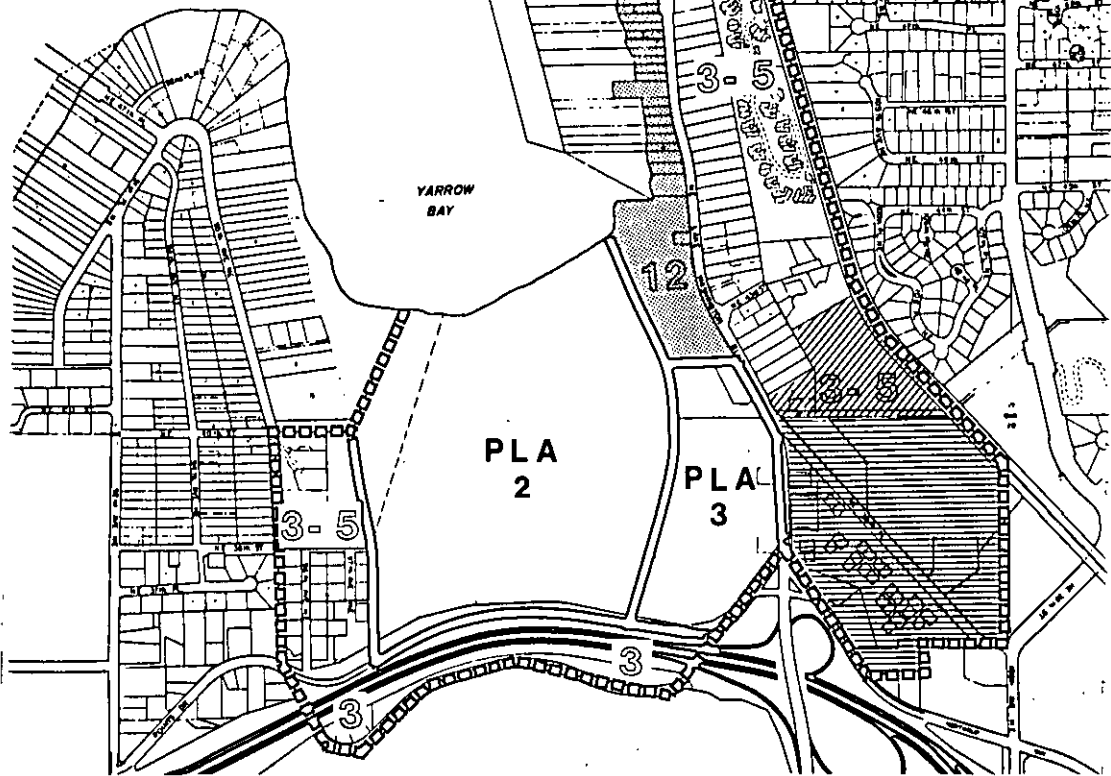







FIGURE
L-1

LAKEVIEW LAND USE

Exhibit 1

LEGEND

-  MAJOR ARTERIAL
-  SECONDARY ARTERIAL
-  COLLECTOR ARTERIAL
-  PEDESTRIAN AND BICYCLE WAYS
-  PRIMARY PEDESTRIAN WAYS

0 400 800 1200

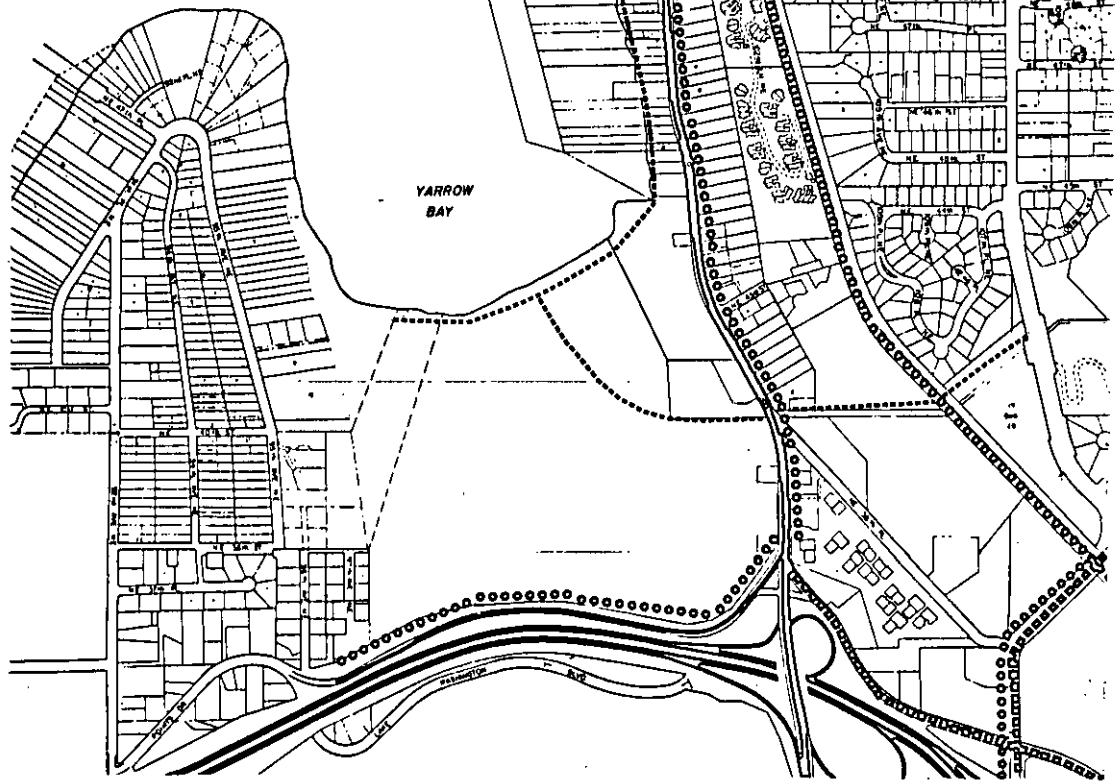
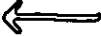










FIGURE
L-2

LAKEVIEW CIRCULATION

Exhibit 2

LEGEND

-  PATHWAY
-  GATEWAY
-  MAJOR LANDMARK
-  MINOR LANDMARK
-  ACTIVITY NODE
-  HARD EDGE
-  SOFT EDGE
-  TERRITORIAL VIEW
-  LOCAL VIEW

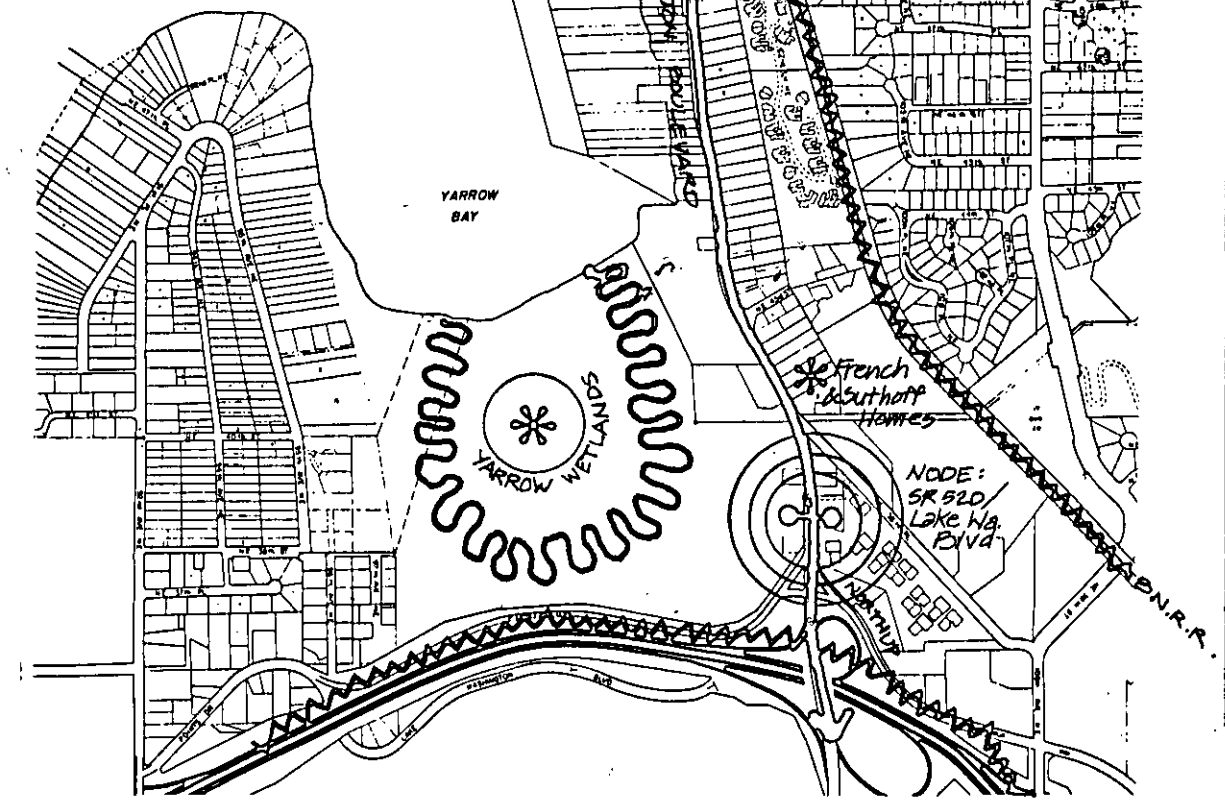


FIGURE L-3

LAKEVIEW

THE IMAGE OF THE CITY

Exhibit 3



FIGURE L-4

The northeast quadrant of the SR 520/SR 908 Interchange has developed since 1977 into an ACTIVITY NODE with offices, restaurants, a motel and service station. Lake Washington Boulevard is the southern GATEWAY into the City, a fact enhanced in 1983 by the erection of a wooden city entryway sign as shown. This GATEWAY feature can be clarified and made more vivid by removing or relocating extraneous pole and sign clutter which detracts from its prominence and by adding a screening wall or fence between the sign and utility box. A brick or wood fence would also enframe the sign, as would flower beds. These improvements could, by their design, highlight the presence of Cochrane Springs Creek, which is in the vegetative buffer immediately behind the box.