

ORDINANCE NO. 3016*Repealed by 3481*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.

Whereas, the City Council has received from the Kirkland Planning Commission a recommendation to amend certain portions 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 April 16, 1987 and bearing Kirkland Department of Planning and Community Development File No. IV-85-20A; and

Whereas, prior to making said recommendation the Planning Commission, following notice thereof as required by RCW 35A.63.070, held on June 5, June 19, September 11, October 16, and November 6, 1986 and on March 19, and April 2, 1987, public hearings on the amendment proposals and considered the comments received at said hearings; 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. The Central/State/Everest Neighborhood Chapter of the Land Use Policies Plan, Ordinance 2346 as amended, pages 231 through 297 inclusive, be and they hereby are repealed and replaced by pages C1 through C57, inclusive, attached to this Ordinance as Exhibit A and by this reference incorporated herein:

Section 2. Graphics amended: Figures 22, 23, 23A, 23D, 24, and 27 appearing on pages 234, 235, 236, 237B, 237C, and 240 of the Land Use Policies Plan, Ordinance 2346 as amended, be and they hereby are repealed and replaced by Figures C-1 and C-2 attached to this Ordinance as Exhibits B and C, inclusive, and by this reference incorporated herein.

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. This ordinance shall be in full force and effect five days from and after its passage by the City Council and publication, (pursuant to Section 1.08.017, Kirkland Municipal Code in the summary form attached to the original of this ordinance and by this reference approved by the City Council) (as required by law).

Passed by majority vote of the Kirkland City Council in regular, open meeting this 18th day of May, 1987.

Signed in authentication thereof this 18th day of May, 1987.

*Doris Cooper*  
MAYOR

ATTEST:

*Janice Reese* DEPUTY CLERK  
Director of Administration & Finance  
(ex officio City Clerk)

APPROVED AS TO FORM:

*Ralph T. [Signature]*  
City Attorney

## OVERVIEW

In terms of land use, the Central/State/Everest neighborhood is Kirkland's most complex area. On the one hand, this area could be characterized as an active place with downtown retail businesses, two freeway interchanges, industrial activities, offices, large scale multifamily developments, the Houghton Shopping Center, baseball facilities and a railroad. On the other hand, the area is also a quiet place with many single family homes situated on relatively secluded lots. Numerous undeveloped parcels of land contribute to the quiet and open character of this neighborhood at this time.

This diversity in land use provides unique opportunities as well as possible problems for development in the Central/State/Everest neighborhood. Residential uses could be located conveniently near supermarkets, schools, waterfront activities, community parks, medical facilities, churches, and the shopping/employment opportunities of downtown Kirkland. However, without adequate planning and coordination, additional conflicts could arise where single family, multifamily and nonresidential uses are located adjacent to each other.

Future planning in the Central/State/Everest neighborhood must recognize the existing mix of land uses. It may not be possible or desirable to follow the traditional method of totally separating land uses into single use areas in order to minimize conflicts. In an attempt to promote a desirable blending of land uses, some of the traditional concepts have been slightly modified to reflect the unique conditions in the Central/State/Everest neighborhood: for example, residential densities in some areas are based on a "sliding scale". Densities above a specified

Existing condition of mixed land uses in Central/State/Everest neighborhood.

The mixed use can be viewed as opportunities or possible problems for development.

Opportunities leading to a unique living environment would require modifications to traditional zoning techniques in order to permit diversity in land use.

minimum level may be permitted depending upon topographic conditions, adjacent uses, the extent of development, techniques for buffering, and other relevant considerations.

Another departure from traditional land use practices occurs in cases where it has not been possible to identify the best use for a given tract of land. The property in question could be suitable for a variety of different land uses depending on the scope, the timing, and the design of a development proposal. These special cases have been designed as "planned areas" and are subject to special development procedures. Performance standards have been established for each Planned Area in order to insure that development is consistent with neighborhood objectives. These and other methods for coordinating land use are more fully discussed in the following pages.

One overall policy emphasis for the Central/State/Everest neighborhood is to enhance the Central Business District as a major commercial center. A second major emphasis is to reinforce the CBD and expand "close-in" housing opportunities by encouraging nearby higher density residential uses. The highest residential density will be permitted only around the CBD. These interlocking policies recognize that the Central Area represents a considerable investment of public facilities and private development. This major investment must be protected in order to maintain a major source of City tax revenue as well as shopping, work, and recreational opportunities for Kirkland residents and the strong sense of community identity.

Commercial activities in CBD are to be enhanced and a variety of residential uses are to be allowed.

To facilitate analysis, the Central/State/Everest neighborhood has been divided into five areas: (1) the Central area; (2) the State Street area; (3) the Everest area; (4) the NE 85th Interchange area; and (5) the Shoreline area (see Figure 22). At times, smaller divisions are made within these five areas to isolate unique conditions.

The neighborhood is divided into five areas for analysis.

In the preparation of this Plan, as part of the comprehensive Land Use Planning Project, the major emphasis has been on the formulation of Goals and Policies to guide growth and development. In doing so, the potential impact on each parcel of land has not been considered. The land use designations, as illustrated in the accompanying Figures 23 and 23A, are somewhat general. These illustrations are included as visual interpretations of the Goals and Policies. The lines included on these maps are approximate. Following the adoption of the Land Use Policies Plan, more precise definition will be given to the attached maps and the necessary revisions to development codes will be made.

The attached mapping is general and should be considered a visual interpretation of the Goals and Policies.

## INTRODUCTION

In terms of land use, the Central Neighborhood is Kirkland's most complex area. The area contains a wide variety of land uses, including downtown retail businesses, a freeway interchange, industrial activities, offices, well established single-family areas, large scale multifamily development, a baseball facility, a post office, and a railroad.

While the neighborhood is dominated by the commercial activities associated with Kirkland's Central Business District, there are considerable opportunities for residential development. A major policy emphasis for the Central Neighborhood is to encourage commercial activities in the Central Business District, and to expand "close-in" housing opportunities by encouraging medium to high density residential uses in the perimeter of the Central Business District. A mix of residential densities exists in the remainder of the Central Neighborhood, generally stepping down with increased distance from commercial activities.

## NATURAL ENVIRONMENT

Open streams exist within the eastern portion of the Central Neighborhood. These streams should be maintained or restored, when feasible in a natural condition and should allow for natural drainage.

Portions of the Central Business District and lands to the east have been designated as flood hazard zones by the Federal Insurance Administration. 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.

The functional integrity of watercourses should be maintained or improved.

Flood insurance is required in identified flood hazard zones.

In the eastern portion of the Central Neighborhood, the water table is at, or very near, the surface. 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.

Possible drainage problems exist in the eastern portion of Central Neighborhood.

Potentially unstable slopes exist in portions of the Central Neighborhood. Due to the possibility of landslides, excessive erosion, or other problems associated with development on slopes, a slope stability analysis should be required prior to development on these potentially unstable slopes. The type, design and/or density of land use should be restricted where landslide or drainage problems are likely to occur. Existing vegetation in these areas should be preserved to the greatest extent feasible to help stabilize the slope and maintain drainage patterns.

Potentially unstable slopes are discussed. Slope stability analysis should be required, and development should be regulated accordingly.

#### LIVING ENVIRONMENT

The Central Neighborhood contains a wide variety of housing types, including many single-family residences and multifamily units. It is the intent of this Land Use Policies Plan to provide a range of housing opportunities, and a continued broad range is planned for the Central Neighborhood.

The various residential densities designated for land in the Central Neighborhood, and particularly for the areas lying south of Kirkland Avenue will be compatible if certain concerns are addressed. For example, a low density designation is appropriate in any area developed predominantly in

Considerations for low density residential development are discussed.

single-family homes. If the likelihood exists that these structures will be maintained for the lifetime of this Land Use Policies Plan. Similarly, an area should remain committed to low density uses if a higher density development in the area could not be adequately buffered from single-family houses.

A medium density designation is appropriate for areas where sufficient land area is available to separate such development from adjacent single-family uses. In addition, medium density residential development should not be allowed where it would significantly increase traffic volumes on streets where single-family housing is the predominant land use. Other considerations include the overall compatibility of medium density developments with adjacent single-family uses, with respect to height, setbacks, landscaping and parking areas. If special precautions are taken to reduce adverse impacts on existing single-family homes, higher densities may be allowed. Within the Central Neighborhood, land surrounding the CBD is generally most appropriate for these higher density developments.

The block of land lying east of 6th Street, between Kirkland Way and Kirkland Avenue is largely developed in a mix of single-family and multifamily uses. Medium density residential development at a density of 10 to 14 dwelling units per acre is appropriate for this area, to serve as a transition between high density development to the north and low to medium density development to the south.

Considerations for medium and high density residential development are discussed.

Medium density residential development permitted in block between Kirkland Avenue and Kirkland Way as well as south and west of Planned Area 6.



Several small offices have developed near the intersection of Kirkland Avenue and Kirkland Way, west of 6th Street. Multifamily residential development is also permitted in this area at a density of 15 to 18 dwelling units per acre. This area lies both north and south of land with the potential for high density residential development.

A density of 10 to 14 dwelling units per acre is also designated for properties along State Street, south of Planned Area 6. This designation is consistent with densities of existing development as well as with densities permitted along State Street to the north and south. Lands on the west side of Lake Washington Boulevard, south of 7th Avenue South and west of the midblock between First and Second Streets South is also appropriate for multifamily uses at a density of 10 to 14 dwelling units per acre. This designation is consistent with permitted densities to the north and south along Lake Washington Boulevard.

The area situated east of the mid-block between First and Second Streets South, west of the mid-block between State Street and Second Place South, and south of 7th Avenue South contains a well-established enclave of single-family homes. Existing development in this area should be preserved.

As discussed in the Shoreline Master Program, residential uses should continue to be permitted along the shoreline at medium densities (12 dwelling units per acre). This is consistent with the density of development along the shoreline to the south and on many properties on the east side of Lake Washington Boulevard.

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

Development along the shoreline is discussed

#### PLANNED AREA 4: WEST 6TH STREET

Within the Central area, two tracts of land have been designated as "planned areas." This designation is based on unique conditions including interface conflicts, large parcel ownerships, and other factors which may influence future development of the land. The complex problems unique to these Planned Areas can be overcome best by coordinated development of the whole areas. Due to their location, Planned Areas 4 and 5 have a special relationship to the Central Business District. In recognition of this fact, one of the permitted uses is residential high density (up to 24 dwelling units per acre). As with all Planned Areas, proposals will be subject to certain development standards and special review procedures.

Concept of "planned area" discussed.

Planned Area 4 is contained within the boundaries of the Central Business District (CBD) (see Figure C-1). This land is the logical easterly extension of the existing downtown, as described

Planned Area 4 is an extension of the CBD. Existing conditions and opportunities are described.

#### FOOTNOTE 2:

The triangular parcel of land west of 6th Street between Kirkland Avenue lies closer to the Central Business District and the single family pattern is not as strongly established. Maximum residential density is to be 15 to 18 dwelling units per acre, subject to the standards listed above (for the area east of 6th Street). Offices may be permitted on the lands at the west end (see Figure C-1) subject to standards discussed on pages 272 to 273.

by the 1975 Central Business District Study. Nearly all of this land is undeveloped, and the vast majority is controlled by one group of property owners. A variety of residential, office, and commercial uses in any number of combinations and arrangements are considered appropriate in the Planned Area. Since this large tract is the major reserve of commercial land for the downtown, it is important that it be developed in a manner that reinforces the existing uses and activity centers in the Central area, while minimizing negative impacts on nearby residential uses and major circulation routes. Planned Area 4 represents a major opportunity as well as a potential source of serious problems if not properly designed and developed.

Two classes of Planned Area uses should exist in Planned Area 4: (1) those Planned Area uses which could proceed without special review procedures and (2) those Planned Area uses which would require a special review procedure. In the first class, multifamily uses at a density of up to 12 dwelling units per acre and small professional offices are included. In the second class, multifamily uses at a density of up to 24 dwelling units per acre, large professional offices and commercial uses subject to either a Conditional Use Permit (CUP) or a Planned Unit Development (PUD) are included. A one-acre minimum development area will be required where the large office, high density and commercial uses are proposed. Moreover, a Plan must be submitted, at the time the application is made, indicating the proposed use for the entire landholding. Those uses that do not require special review are exempted from the minimum acreage. However, the standards applied against the more intensive uses are also to be

Two classes of uses are described: (1) those that do not require special review (medium density residential; and small offices) and (2) those that do require special review (high density residential; large offices; commercial uses). Acreage requirements are discussed

considered advisory for the other uses. Also, where such uses front onto an arterial (Kirkland Way, Central Way, and 6th Street South) there will be a larger than normal setback in order to preserve the potential for a ring or frontage road serving the Planned Area.

The unique characteristics of this land call for future developments to be designed with regard for a common body of design principles and guidelines. In this sense, the Planned Area should be designed as an entity, although specific site designs and developments could proceed in independent and/or phased increments. It is critical that these design standards are adhered to in order to provide linkages to surrounding activities; insure coherent and efficient development within the Planned Area; and minimize hazard and interference with traffic flow on arterials. These standards and their rationales are described below:

- (1) Primary vehicular access to the Planned Area is to be restricted to six major points (two each on the north, east, and south block faces) (see Figure 28). A limited number of well-placed and well-designed access points to this block are necessary in order to meet a number of public policy objectives for the downtown as well as to be consistent with specific policy statements concerning Economic Activities, Community Goals and Policies, and Public Services and Facilities. A primary contributing element to strip commercial development is the reliance of each individual business on having its own direct access onto the major throughfare. This creates problems for traffic flow on such

Design standards for development in Planned Area 4 are discussed.

- (1) Vehicular access points to the Planned Area are to be restricted.

routes, and can seriously threaten the safety of pedestrians and motorists alike. Established policy is to prevent the development of such commercial strips along Kirkland's major arterials (see Economic Activities Policy 7), and especially not as an extension of the unique downtown. By limiting access (for example: on Central Way to two wide, well-marked access points) it will be possible to service businesses along the block face while reinforcing the clear visual identity of the Planned Area as a commercial district and minimizing hazard and disruption of traffic flow.

The major access points are located for maximum efficiency in serving the Planned Area as well as interfacing with the surrounding street pattern. They are located away from the two major intersections, and, in five places, are extensions of existing rights of way. The sixth access point should lie west of the 5th Street access and be located to serve the entire northwest portion of the Planned Area (see Figure 28).

- (2) Parking areas, as well as service and access roads, are to be shared with adjacent uses in order to maximize site efficiencies and minimize the amount of impervious (asphalt) area. Through traffic is to be discouraged. The duplication of vehicular service areas (lots, access roads, approach and turning lanes) is an inefficiency common to strip commercial development. This not only maximizes maintenance costs and surface runoff but also prevents a greater portion of the

- (2) Frontage roads, approach lanes, parking and service areas are to be shared.

site from being given over to building area, landscaping, or pedestrian facilities. By sharing frontage roads, double-loaded approach lanes, and parking and service areas, it will be possible to minimize these costs while making a more efficient use of site area, providing a more human scale, and a more distinct visual identity.

- (3) Buildings are to be clustered, whenever feasible, in order to insure the compatible and efficient development of adjacent uses. The development of pedestrian and bicycle linkages are to be coordinated. Individual increments of development should not be designed as isolated islands oriented only toward the roadway. Each new proposal must indicate how it will be related to adjacent properties in terms of common access and the complementary arrangement of facilities, spaces, and linkages. By having the buildings closer to one another, it will be possible to enhance nonvehicular linkages between adjoining operations; reduce ingress/egress impacts on the arterial; and strengthen "spillover" shopping.
- (3) The clustering of buildings and coordination of non-vehicular linkages are to be encouraged.
- (4) The number and amount of information on each sign is to be minimized, in order to prevent visual confusion, distraction, and blight. Also, signs are to be limited to wall or ground mounted unless they are grouped together, in which case sign totems or towers are preferred rather than simply tacking signs onto single uprights. Community Policy 3 advocates the establishment of a coordinated system of street graphics for Kirkland that will
- (4) Sign control methods are discussed.

convey needed information while protecting the City's unique aesthetic character. It is possible to inform the public and minimize distraction and confusion by keeping signs clear, simple, and in an easily located position in the landscape. Not only does uncontrolled competitive signing detract from the aesthetic quality of an environment, there is also evidence that it can inhibit property values and present a hazard to motorists (see Figure 30).

- (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).

- (5) Parking design standards are discussed.

## PLANNED AREA 5

The eastern portion of the Central Neighborhood has been designated as Planned Area 5. Due to topographic conditions and circulation patterns, land in Planned Area 5 is relatively secluded. The area has been designated for high density residential and office uses because of the ability to buffer such high density development from other uses in the area. The area is developed primarily in high density residential development while limited office uses exist in the northeastern portion of the area. In addition, a number of single-family homes as well as several parcels of vacant land remain in the area. This planned area is divided into five subareas, based on the unique conditions for development within each area.

High density residential and office uses permitted in Planned Area 5.

The central (A) subarea of PLA 5 should be permitted to develop with high density residential uses (up to 24 dwellings/acre). Several single-family homes remain 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.

Central (A) Subarea.

Adjacent to 6th Street and south of 4th Avenue, Subarea (B) is heavily impacted by traffic, 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 and proximity to the CBD and Planned Area 4 makes it appropriate for both offices and multifamily uses at a density of up to 24 dwelling units per acre. New

West (B) Subarea



development in this subarea should minimize access points directly onto 6th Street. Access for offices, however, should be provided exclusively from 6th Street or 4th Avenue and precluded from Kirkland Way. Structures should be limited to three stories in height. Greater height limitation, large setbacks and limitation on horizontal dimensions should be required adjacent to single-family dwellings in Subarea (A).

Subarea (C), located north of Subareas (B) and (A) contains the U.S. Post Office facility serving Greater Kirkland. Remaining land should develop as professional office or multifamily residential at a density of up to 24 dwelling units per acre. Structures up to five or six stories in height are appropriate 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 Subarea (A).

North (C) Subarea

The easternmost third of PLA 5 is identified as Subarea (D). This area has developed in high density multifamily uses in recent years. Remaining developable land is limited to one parcel in the southeast portion of the subarea. Future development should be multifamily residential at a density of up to 24 dwelling units per acre. However, to minimize impacts of future development or redevelopment on remaining single-family dwellings in subarea (A), height limitations, large setbacks, and limitation of horizontal

East (D) Subarea

dimensions should be required where this development is adjacent to single-family homes.

The most southerly subarea is the smallest, and is somewhat isolated from the other subareas. Lying between 2nd Avenue and Kirkland Way, this area could develop with high density multifamily residential (up to 24 unit per acre). Due to sight distance problems on Kirkland Way, access to and from this area should be restricted to 2nd Avenue.

South (E) Subarea

#### PLANNED AREA 6

The bulk of the land south of Kirkland Avenue is contained in Planned Area 6. Within this planned area, land is divided into a number of subareas, based on unique conditions including use conflicts, various parcel ownerships, traffic problems, lack of utilities, and other factors which may influence future development of the land. Due to its location, this planned area also has a special relationship with the CBD.

Concept of "Subareas" discussed.

Land contained in Subarea (A) lies south of the Central Business District, east of Lake Washington Boulevard, and west of State Street. This land is designated for high density development due to its nearness to the CBD and adjacency to Lake Washington Boulevard.

Land use in Subarea (A) discussed.

The lands along State Street are designated as Subarea (B). Much of this land is already developed with office uses making future office development also appropriate. Multifamily development should also be allowed due to its compatibility with offices and adjacent residential uses. Such multifamily development should occur at a density of 12 dwelling units per acre.

Land use in Subarea (B) discussed.

Future professional offices along State Street should locate only north of 7th Avenue South, in order to encourage a compact office corridor. The standards pertaining to office development should be as follows:

Standards for future professional office development along State Street are listed.

- (1) The hours of operation should be limited if noise or other adverse conditions would impact nearby residential uses.
- (2) Structures should generally be limited to one story in height in order to preserve the visual character of this residential neighborhood. Two story structures may be permitted if their overall bulk is limited.
- (3) Parking should be visually screened from adjacent residential uses. Driveways are not to be located adjacent to residential uses.
- (4) Appropriate landscaping should be required to visually integrate office buildings with the residential character of the surrounding area.
- (5) Free-standing signs should not be allowed.

Subarea (C) located east of State Street and South of the CBD contains a pocket of single-family homes which should be maintained as low density residential. This will help preserve the housing stock of dwelling units close to the CBD for low and fixed income people.

Land use in Subarea (C) discussed.

Subarea (D) is roughly bounded on the west by properties fronting on State Street, on the east by the railroad, on the north by the Central Business

Land use in Subarea (D) discussed.

District, and on the south by the midblock between 6th Avenue and 5th Avenue South (see Figure C-1). The Subarea is a residential area between a mixture of commercial and residential uses to the west and industrial activities to the east. There are single-family and multifamily units of varied densities intermingled. The area has been long designated for multifamily use and has been going through a period of transition.

Subarea (D) is designated for medium density residential (up to 12 dwelling units per acre). The future development potential for subarea (D) is considerable, given the amount of vacant or undeveloped land, particularly in the northern third of the subarea. Because of its close proximity to existing high density residential development, residential densities up to 24 dwelling units per acre may be appropriate. The area, however, now lacks adequate public facilities, such as sewers, water, sidewalks and streets to support higher densities. Until these facilities are adequately upgraded, development should be limited to medium density (12 dwelling units per acre). In addition, multi-family development should be regulated to ensure compatibility with existing single-family homes within and bordering this area.

Natural constraints including potentially unstable slopes and the presence of Everest Creek, may also require the limitation of development potential in the northeast corner of Subarea (D), although an increase to higher density may be feasible if these constraints are adequately addressed.

Natural constraints exist in northeast corner of Subarea (D).

Subarea (E), located north of 7th Avenue South and south of Subarea (D) is developed almost exclusively with detached single-family homes. Although this area is surrounded by higher density development, it remains viable for single-family development. Consequently, future development should be limited to single-family residential.

Subarea (F) is developed in medium to high density residential development. Due to the nearness of this area to single-family units in Subarea (E), additional residential development should be at a density no greater than 12 units per acre.

Subarea (G) should be reserved for light industrial uses. The presence of the existing industrial uses as well as the railroad tracks and other industrial uses to the east make a light industrial designation appropriate for this subarea.

The northern portion of Subarea (G) is largely undeveloped. While the railroad tracks border this area to the east, residential developments lie to the west and north. Special precautions should be taken to buffer industrial development in this part of Subarea (G) from nearby residences. Farther south in Subarea (G), existing industrial uses are not adequately buffered from adjoining residential uses. Prior to any expansion of industrial development in this area, landscaped buffers should be installed where necessary.

Single-family development in Subarea (E) is also significantly affected by traffic generated in neighboring Subarea (G). Truck traffic traveling from the industrial area to State Street should be restricted within

Subarea (E) to be limited to single-family residential.

Subarea (F) is appropriate for medium density (12 dwelling units per acre) residential development.

Subarea (G) to develop in light industrial uses.

Buffering of industrial development in Subarea (G) from nearby residences is discussed.

Industrial traffic from uses in Subarea (G) to be limited to 7th Avenue South in Subarea (E).

Subarea (E), in order to minimize its impact on single-family uses. Industrial traffic should not be permitted on 2nd, 3rd, 4th, 5th, or 6th Avenue South, thus, existing industrial traffic should be limited to 7th Avenue South. Even at present levels, however, this traffic is not compatible with single-family homes in the area. If possible, therefore, industrial traffic should be routed to the east.

An unopened right-of-way exists along the railroad, from 7th Avenue South to 6th Street South. The entire right-of-way should be opened to alleviate present traffic impacts, and such action should be required prior to any expansion or new development of industrial uses. At least three alternatives exist for the development of this right-of-way. Either the City could develop this access through capital improvement funds, an LID could be established to pay for these improvements, or the provision of the eastern access could occur at the time of further industrial development, at the expense of the developer. Access directly across the railroad tracks from 7th Avenue South should also be considered, upon redevelopment of those properties located east of the tracks. If access to the east is provided, measures should be taken to prevent 7th Avenue South from becoming a through route between State Street and 6th Street South. In no case should additional industrial development be allowed unless access to the east is provided.

In addition, industrial activities in Subarea (G) must conform with the following standards:

- (1) The height of structures associated with industrial activity should not exceed 25 feet

Access concerns for expansion of industrial development along the railroad are discussed.

Standards for industrial activities in Subarea (G) are listed.

near the perimeter of the development. Taller structures may be permitted if there is additional setback to compensate for the added height and bulk.

- (2) Hours of operation should be restricted to normal daytime working hours. Industrial activities during evening or weekend hours may be permitted on a case-by-case basis, if they are not noticeable from nearby residential areas.
- (3) Industrial uses should not create excessive noise, glare, light, dust, fumes, and other adverse conditions which disrupt the residential character of the surrounding area.
- (4) Adequate fencing, landscaping, and/or other visual screening should be required between residential uses and adjacent industrial developments and their related parking.

A transition of density, building and other special design considerations are appropriate where Subarea (H) adjoins the established single-family enclave lying along 7th Avenue South, 1st Street South, and 2nd Street South. The density of development in this southernmost portion of the subarea should be no greater than 9 dwelling units per acre. A higher density (12 units per acre) may be appropriate, provided that such development observes substantial setbacks from the neighboring single-family units. The maintenance of existing vegetation and additional screening in the setback buffer also should be required. In any case, development within 100 feet of 7th Avenue South should be restricted to detached, single-family homes.

Land use in Subarea (H) discussed.

The property in Subarea (I) which lies between Subarea (H) (9 units per acre) and Subarea (A) (24 units per acre) is appropriate for up to 18 units per acre (see Figure C-1). This would represent an intermediate density between the lands to the north and the south.

Land use in Subarea (I) discussed.

Due to the steep hillside which rises above Lake Washington Boulevard, the potential exists for a taller building in Subareas (H) and (I). In such case, the buildings should be designed to step back into the hill and maintain a scale which is both compatible with surrounding buildings, and does not have a massive appearance from Lake Street. Obstruction of views from the east and the preservation of trees should be among the issues considered for development in Subareas (H) and (I). In addition, in order to protect the pocket of single-family homes to the south from excessive traffic impacts, development other than single-family homes in the southern 100 feet of this area should not be allowed to gain access from 7th Avenue South.

Special considerations for development in Subareas (H) and (I) are discussed.

Subarea (J) is located east of State Street, and north of Second Avenue South. This land is designated for high density development (up to 24 dwelling units per acre) due to its nearness to the CBD and access directly off Kirkland Avenue, an arterial. Within Subarea (J), land lying directly south of the intersection of Kirkland Way and Kirkland Avenue may accommodate commercial uses as well as high density uses. Such commercial development should be limited to the northern half of the site and to access only from Kirkland Avenue.



## ECONOMIC ACTIVITIES

Economic Activities in the Central Neighborhood occur primarily in the Central Business District, and in Planned Areas 4, 5 and 6. The boundaries of these four major activity areas are shown in Figure C-1.

While Planned Area 5 has been developed largely in multifamily uses, several offices, including the United States Post Office, serving the Greater Kirkland area are located in this planned area. Land use in Planned Area 5 is discussed in greater detail in the Living Environment section of this chapter.

Although the character of Planned Area 6 is predominantly residential, several economic activities are presently located in the area. Small offices and some commercial uses exist along Lake Street South and along State Street, and industrial development has occurred near the railroad. The Living Environment Section of this chapter contains a more in-depth discussion of land use in Planned Area 6.

Most of the land on the east side of Lake Street South appears to be unsuitable for commercial use because of steep slope conditions, as well as problems concerning vehicular ingress and egress. The southeast quadrant of the 10th Street South and Lake Street intersection, however, is developed with a market which serves as a convenience to the surrounding residences. Limited commercial use of this location, therefore, should be allowed to remain.

Economic activities in Planned Area 5 are discussed.

Economic activities presently exist in State Street area.

Land on east side of Lake Street South is generally not suitable for commercial development.

The strip of land located east of the railroad tracks, south of Central Way and west of Kirkland Way contains an existing light industrial use. While the area's proximity to I-405 and N.E. 85th Street makes it attractive for commercial development, the area is also near residential uses, and should be subject to greater restrictions than other industrial areas. Buildings should be well screened by a landscaped buffer and loading and outdoor storage areas should be located away from residential areas. In addition, the number and size of signs should be strictly limited, with only wall and ground-mounted signs permitted. Pole signs, such as the one currently located in this gateway area, are inappropriate.

Industrial activities east of the railroad tracks described.

#### CBD MASTER PLAN & DESIGN PATTERNS

The Master Plan for the Central Business District is structured to relate five major functional areas: new development, circulation, parking, public spaces and amenities, and city form and image. The map shown in Figure 23-B2 delineates Development Areas "A": (Downtown Core), "B" (Downtown Frame), and "D" (which consists of lands along the southwestern perimeter that abut the shoreline). The policy mapped in Figure 23-B1 includes the location for new commercial space, new public parking, circulation improvements, and a number of special features, such as a civic square. The Master Plan provides a policy framework upon which private and public decisions can be based. This allows for the future growth of the Central Business District with a high degree of certainty, efficiency, and coordination.

Master Plan and Design Patterns are outlined for land use, parking, and circulation in the CBD.

Accompanying the Master Plan are a number of Design Patterns. These statements of public policy both modify and amplify the locational information contained in the Master Plan. In many cases, the Design Patterns involve a specific principle or concept, while in others they describe objectives based on practical experience. In all cases, they represent an application of more general goal and policy statements to a specific district with a unique set of conditions, problems, and opportunities.

Design Principles based on concepts and practical objectives.

The Design Patterns which follow are policy directions that should help guide public and private improvements, new construction, and remodeling in the Downtown. They identify things to be encouraged, enhanced, or preserved, sometimes in conjunction with information on the Master Plan map.

#### NEW DEVELOPMENT DESIGN PATTERS:

- (1) Encourage the construction of new commercial structures in the downtown where designated on the map on the Master Plan (Figure 23.B).

Discussion: Most of the CBD is currently "built out," however, there remain a number of key vacant or underdeveloped properties. The most appropriate use for these parcels would be new commercial.

- (2) Encourage the remodeling and renovation of older or underutilized structures in the downtown.

Discussion: Recognizing the fact that most of the CBD is already built, public policy should

attempt to improve the opportunities to recycle the existing building stock. Recent efforts at remodeling have had remarkably good results and the opportunity to continue this trend can be reinforced by a number of public and private decisions.

- (3) Remove City Hall from CBD proper and situate it in a location on the periphery that will strengthen the other activities in the downtown while not adding to parking and circulation loads.

Discussion: The City Hall facility now constitutes a land use vacuum and a circulation and parking liability at the east end of the downtown. New commercial floor area on this strategic site would widen the range of goods and services available in downtown and have a beneficial "spillover effect" for the other uses.

- (4) Encourage new construction to preserve or strengthen views that add to the downtown's character and identity.

Discussion: Views of the lake or local focal points can be preserved if this is included in a project designer's program. By designing vertical or horizontal "view slots" or corridors, it is possible to retain some visual connection to the features that help define Kirkland's identity. For example, there is a clear half-story designed into the Moss Bay Building which allows one to view the marina and Lake Washington from Lake Street.

- (5) Encourage new construction to exhibit a human scale where it fronts along the pedestrian way.

Discussion: New buildings over two stories high should be "stepped back" from the building line above the 25-foot height limit and be "modified" in scale by the use of structural elements such as windows, awnings, or trees along the sidewalk. These elements will make a larger structure feel more comfortable and less imposing.

- (6) Encourage new construction to maximize the visual interest and pedestrian entryways along the ground floor where they abut pedestrian routes.

Discussion: New buildings should have display windows, doors, and other elements along pedestrian way in order to make the pedestrian facade more lively, active, and attractive. Blank walls should be avoided wherever possible. By providing visual interest a more substantial pedestrian flow can be sustained which will, in turn, have beneficial spillover effects for business.

- (7) Increase the pedestrian-oriented character of the CBD core area fronting onto Commercial Avenue and Lake Street between Central Way and Kirkland Avenue.

Discussion: This area represents the heart of Kirkland's small downtown. Its interest and charm attract pedestrian traffic and new projects and programs should recognize this. As an example, any parking or circulation-related improvements in this area

should be done with close attention to reinforcing existing and potential pedestrian routes and activity areas.

- (8) Limit professional offices in Development Area "A" to the second story and above. The only ground level offices permitted should be those that are dependent upon an ancillary retail commercial enterprise.

Discussion: While offices can contribute some users to a commercial area, when located on the first floor, they do not substantially contribute to the drawing power of a small downtown nor do they create a spillover effect beneficial to retail uses in the area. By locating such offices on the second floor it would be possible to accommodate their patrons while leaving the prime ground level floor area for retail uses.

- (9) Encourage those uses in Development Area "A" that have a primary orientation to the pedestrian shopper. Exclude those uses that are oriented to people sitting in their vehicles or primarily oriented to the vehicle itself, such as parts, display, maintenance, or service.

Discussion: The desired pedestrian character of the core area dictates that future uses favor the pedestrian rather than the motorist. Similarly, the types of goods and services and the manner in which they are dispensed should be consistent with this theme. There are many other areas where auto-intensive uses may locate - but the CBD core area is unique in that it is

one of the few commercial areas where pedestrian scale and ambience are values embraced by public policy.

CIRCULATION DESIGN PATTERNS:

- (1) Provide for the separation of pedestrian and vehicular paths in the downtown so as to allow for maximum efficiency and safety.

Discussion: It is desirable to create a clear and effective separation, both visually and physically, of the pedestrian and vehicular traffic in the downtown. This may be achieved by the use of bollards, raised sidewalk and curbs, as well as adequate dimensions for sidewalks, turning lanes, and other spaces designed to accommodate either vehicular or pedestrian traffic. Also, special materials should be used for the surface where pedestrian and vehicular paths intersect in order to alert drivers to this fact.

- (2) Minimize vehicular curb cuts (driveways) in the sidewalks that contribute to the disruption of traffic flow on the roadway as well as pedestrian flow on the sidewalks.

Discussion: Gathering roadways together is more efficient and less disruptive. It allows the creation of strong pedestrian activity along sidewalks and promotes safety.

- (3) Retain two-way traffic on all major streets. Investigate one-way traffic for Commercial Avenue, Main Street, and alleyways in the downtown area.

Discussion: Given the strategic location of the CBD, it would be very difficult to entirely eliminate two-way through traffic on major streets. There may, however, be circulation and other advantages to limited one-way traffic on certain secondary roadways.

- (4) Encourage the use of public transportation as a method for employees and shoppers to reach their downtown destinations.

Discussion: By accommodating and strengthening public transit to the CBD, we will provide access opportunities for certain groups of people and allow alternatives for others.

- (5) Strengthen the east-west pedestrian spine running from Marina Park, along Commercial Avenue, and through the Civic Center area and Peter Kirk Park.

Discussion: The activity centers on the waterfront and in the emerging Civic Center to the east call out for a logical pedestrian connection through the heart of downtown. In this way, each can reinforce the other while minimizing vehicular traffic and related parking problems.

- (6) Encourage the use of construction materials that provide an attractive safe, and low-maintenance surface on which to walk in the downtown.

Discussion: The exposed aggregate concrete surface which has been used along Kirkland Avenue and in the Lake Plaza parking lot should be continued throughout the pedestrian core of the downtown.



- (7) Eliminate the congestion on Lake Street in the late afternoon during the work week.

Discussion: People should be discouraged from using the Lake Washington Street corridor for their evening commute trip. This can be done by adding several minutes to the northbound trip through the core area. This can be achieved by reprogramming the traffic signals, realigning Lake Street to a more curvilinear shape, and providing "knuckles" and other devices to slow the traffic down. Speed limit signs should be posted north of 2nd Avenue South along Lake Street which state that the speed limit is 25 miles per hour.

- (8) Encourage through commuter traffic to use Central Way, Interstate 405, and State Route 520 rather than the Lake Street corridor. Remove Lake Street and Central Way, where they traverse the Downtown, from the State system.

Discussion: Motorists do not buy goods and services. Pedestrians do. Therefore, the downtown must become a more amenable place for shopping, not just another bottleneck in a commute route. Accordingly, Lake Street should become more than a machine for moving cars - it must become a shopping/parking collector street with a slower, more cautious traffic geometry.

- (9) Realign Lake Street between Kirkland Avenue and Central Way to a curvilinear arrangement more in character with a parking/shopping function than a straight high velocity, high volume arterial.

Discussion: By realigning the roadway and creating pedestrian crossing "knuckles or islands" it will be possible to slow traffic down and achieve a pedestrian character for the core area. This will discourage through commute traffic and provide for a safer, more relaxed vehicular circulation pattern for shoppers in search of parking.

- (10) Provide street graphics oriented to the motorist that will call attention to significant public information such as the location of parking lots, entrances, and time limitations.

Discussion: These signs will be an aid in maximizing the efficiency of stalls. They should be clear, simple, and attractive and located prominently in the motorist's field of vision.

- (11) Re-sign Commercial Avenue so that east-west traffic has priority over north-south movement on Main Street.

Discussion: North-south through traffic should use Third Street, not Main. Also, people using Commercial should be able to go east and easily tie into this north-south route.

- (12) Reduce inefficient "cruise time" that motorists must spend looking for an available stall. Off-street parking lots that are easily visible from the street should be provided as well as signs directing motorists to same.

Discussion: The small and congested nature of Kirkland's downtown dictates that motorists must be able to find off-street

parking easily and quickly. This will depend on creation of new stalls, careful location and signing for entrances to lots, and clear visibility from outside the lot.

- (13) Incorporate public access into private development along the shoreline.

Discussion: Development Area "D" along the lake is subject to the policy and regulations of the Shoreline Master Program. A major element to be specifically recognized is public pedestrian access to and along the lake.

#### PARKING DESIGN PATTERS:

- (1) Pursue the acquisition and/or the development of public use parking lots on the sites identified on the Master Plan map (Figure 23.B.).

Discussion: The current short fall of parking on the CBD is more acute in some areas than others. Increased turnover for existing stalls will lessen this problem, but a need exists for new stalls as well. Moreover, some of the land now committed to short term (private) parking, if not acquired for public parking facilities, will likely be removed in the future in favor of new structures. This development would serve to worsen the parking shortfall as well as foreclose on any opportunities to provide a significant amount of new off-street parking in the CBD.

- (2) Increase the number of on-street and off-street parking stalls available to shoppers west of Third Street.

Discussion: Studies have indicated that a net gain of between 100 and 200 parking stalls can be achieved through the more efficient utilization of land and the creation of new stalls in the downtown.

- (3) Remove the all-day parkers from the downtown core area.

Discussion: Designate and sign the Peter Kirk lot for permit parking only and implement a "sticker" program for employee and merchant all-day parking there. Commuters should be directed to park outside of the downtown altogether.

- (4) Maximize the efficient turnover of on-street and off-street parking stalls.

Discussion: Highly visible signs should be erected indicating a two-hour maximum for on-street stalls and a three-hour maximum for off-street stalls. Some provision should also be made for 15-minute stalls in strategic locations in the downtown. Provision should also be made for the strict enforcement of these parking limits.

- (5) Maintain the free parking status of parking stalls in the downtown with the possible exception of the Peter Kirk lot.

Discussion: There are no parking meters anywhere on the east side, and to install them would put the Kirkland downtown at a severe economic disadvantage.

- (6) Insure that new development or the intensification of uses in existing floor area are held

accountable for the provision of the commensurate amount of parking resource.

Discussion: In the interest of equity, as well as to assure that parking and congestion do not get worse before they get better, new floor area should bear the responsibility for meeting any new load it creates.

- (7) Do not undertake off-street parking projects which would require major structural efforts.

Discussion: The economies of scale for large parking structures in a downtown area cannot be justified in Kirkland's CBD. Short to medium term efforts (5 to 10 years) should be targeted on off-street parking projects that involve improvements at grade only.

- (8) Insure that the design of new parking lots and renovated existing lots includes landscaping that will prevent the creation of large unrelieved asphalt areas but which will not hinder the ability of a motorist to look into the lot and see if a stall is available there.

Discussion: Careful site design with attention to fields of vision, sight distances, and plat materials and construction can enable the provisions of efficient and effective, yet attractive, off-street parking facilities.

- (9) Maximize the efficiency of off-street parking lots through site design features such as 60-degree angle stalls, double-loaded one-way interior

loops, and a minimum number of ingress and egress points.

Discussion: If valuable real estate in the CBD is to be devoted to parking lots at grade, then great care should be taken that a maximum number of stalls are accommodated. In maximizing the efficiency of such lots, their design must rely on comprehensive sign programs, clearly delineated entryways, and double-loaded circulation lanes.

- (10) Convert parallel parking on certain block faces to the more efficient angle parking configuration.

Discussion: Angle parking is over twice as efficient along a block face as parallel parking. It is easier for many motorists to negotiate.

- (11) Provide for a limited number of reserved parking stalls in the CBD to accommodate those uses that require such a service, for example, a real estate office.

Discussion: It is necessary for certain operations to have available a small number of nearby reserved stalls. In such cases, these should be set aside and clearly marked.

- (12) Limit ingress and egress for private parking facilities, located off-street in Development Area A, to Central Way, 3rd Street, or Kirkland Avenue.

Discussion: In order to protect the pedestrian character of the core area it will be necessary to prevent undue traffic impacts on Lake Street, Commercial Avenue,

and Main Street. Although some vehicular movement on those streets is desirable, it is inappropriate to allow an unlimited number of uncoordinated private lots to dump onto these interior streets.

- (13) Limit the provision of private off-street parking facilities at grade in Development Area "A" to 25 percent of the Code requirement. Provision of additional stalls above or below grade should be allowed subject to the other Design Patterns.

Discussion: While it may be reasonable to allow an individual to accommodate a portion of his requirement on-site the overall policy clearly has to remain to discourage nonpedestrian features and uses within the Core area. Although it is unlikely that someone would wish to provide stalls above or below grade, that option should remain open.

#### PUBLIC SPACES AND AMENITIES DESIGN PATTERNS:

- (1) Encourage the development of a public square at the intersection of Lake Street and Commercial Avenue.

Discussion: The small town character and friendliness often attributed to Midwestern and New England cities the size of Kirkland is largely due to the presence of a civic square or other centerpiece open space. The space at this intersection (Lake Street and Commercial Avenue) is highly visible from major roadways and centrally located at the heart of the CBD core.

- (2) Provide a series of areas throughout the downtown which can serve as resting spots as well as areas in which to stage assorted civic activities.

Discussion: The mixed private and public nature of Kirkland's downtown allows visitors to the CBD to be involved in shopping, service, civic, and recreational opportunities. These many activities can reinforce and complement one another if the proper functional and circulation arrangements are made. An important part of this is the provision of public spaces in which various amenities (benches, fountains, restrooms, etc.) can be located.

- (3) Encourage the provision of street furniture along pedestrian ways and in public spaces in the downtown. This may include lighting, benches, trash receptacles, information kiosks, mail boxes, newspaper stands, bus shelters, and the like. The design of such spaces should insure adequate clearance for pedestrian flow and accommodate all people, including the handicapped.

Discussion: These items make pedestrian shopper activities in the downtown more comfortable, convenient, and interesting. They add to the drawing and holding capacity of a retail area.

#### CITY FORM AND IMAGE DESIGN PATTERNS

- (1) Encourage the preservation and enhancement of artifacts and buildings which impart historical meaning and a sense of place.



Discussion: There are a number of items in the downtown such as the Webb Building, the old ferry clock, and the Wawona which have historical meaning and that add to the visual character and historical flavor of the downtown. These should be recognized as community values of a high order and measures taken to insure their preservation.

- (2) Provide needed public information in a centralized and easily accessible location.

Discussion: A directory of uses and activities in the CBD should be mapped and located in display cases or kiosks in prominent places. The Marina Park kiosk now serves this purpose while another one should be located in the proposed public square.

- (3) Develop a system of street graphics that will impart needed visual information while not adding to distraction or clutter. Make a distinction between smaller "information rich" signs oriented to pedestrian traffic as opposed to larger signs with less "copy" oriented to the motorist.

Discussion: The velocity, attention focus, and information-absorbing capacity of the motorist and the pedestrian are different. Accordingly, the signs oriented to each must be designed with this fact in mind. A coordinated system will provide information in an efficient, attractive manner and lessen confusion and blight. See Figure 30 on page 295.

- (4) Encourage the use of materials, shapes, and colors that are consistent with Kirkland's regional character, history, and small town scale.

Discussion: The use of brick, wood, and wrought iron illustrate the details that evoke the City's industrial and water-oriented history. Other treatments also could add to the area's quality.

- (5) Encourage the sensitive treatment of the existing system of spaces in the downtown that have T intersections which create both view corridors and natural visual focii.

Discussion: Unlike newer, larger downtowns, Kirkland has an irregular street network with lots of 'crossed T' intersections and jogs. This can be made an interesting visual asset by the proper treatment of these view corridors and natural focal points.

- (6) Emphasize the identity of the downtown by preserving and enhancing views of the lake and the hillsides to the north and the south of the downtown.

Discussion: The downtown's natural setting is a quality that gives Kirkland a distinct identity. Its borders are visible and definite and serve as not only a visual reference point but an aesthetic amenity.

- (7) Emphasize the strong sense of entering the downtown along Lake Street.

Discussion: The building on one side and the landform on the other create a "portal" or "gateway" that presents a strong visual image to people entering the downtown. This feeling can be reenforced by such devices as an entryway sign.

#### OPEN SPACE/PARKS

The Central Neighborhood contains two parks of community-wide and perhaps regional significance. These facilities are Marina Park and Peter Kirk Park. These parks should be maintained not only because of their importance in terms of recreation, but also because of their contribution to open space in the Central Business District (CBD). In addition, Lakeview Elementary School helps meet some of the recreational needs of residents in the southern portion of the Neighborhood. Lake Street Landing Park and a small waterfront pocket park at the end of 5th Avenue also provide further recreational opportunities as well as a sense of openness along Lake Washington Boulevard.

Marina Park and Peter Kirk Park are to be preserved.

South of Kirkland Avenue in the Central Neighborhood, there should be at least one aggregation of dedicated open space between Lake Street South and State Street for the development of a neighborhood park. The open space sites may be private use areas contained within private developments; or these sites could include public use as a result of land dedications, outright public purchase, or some combination of these methods.

Pedestrian and bicycle pathways are also part of the park and open space system, in addition to providing a transportation function. Major pathways in the Central Neighborhood should be established according to the designations in Figure C-2.

Major pedestrian and bicycle pathways considered.

## PUBLIC SERVICE/FACILITIES

Sewer and water service is not adequate to support full development of the Central Neighborhood according to land use designations in Figure C-1. Isolated problems have also arisen with regard to storm drainage in the Central Neighborhood. These system deficiencies should not necessarily prohibit additional development in the area. However, prior to the occupancy of new development, the water, sewer and drainage facilities should be extended and/or upgraded as necessary to meet the requirements of designated land use for the area.

One area in which sanitary sewer service is inadequate is located in Planned Area 6, on the east side of State Street. In some parts of this area, sanitary sewers do not exist. In other cases, existing sewer lines are old and will need to be replaced. Similarly, water service is absent or provides insufficient fire flow throughout much of the area. As discussed in the Living Environment Section of this chapter, the water, sewer and drainage lines must be upgraded and/or extended as necessary to meet the requirements for development at the maximum potential density, for the this area and not just the parcel being developed.

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

Vehicular circulation patterns are fairly well established in the Central Neighborhood area (see Figure C-2). There is a relatively large flow of

Adequate water, sewer and drainage facilities are to be provided prior to occupancy of new development.

Water, sewer and drainage facilities discussed.

Undergrounding of utilities is to be actively encouraged.

Vehicular circulation patterns described, and the following provisions are recommended:

traffic through the area, in addition to traffic generated by activities within the CBD. The major north/south traffic corridors include Lake Street, State Street, 3rd Street and 108th Avenue N.E. (6th Street). The major east/west corridors include Central Way, Kirkland Avenue/Kirkland Way, and N.E. 68th Street. Future modifications to circulation patterns in the Central Neighborhood include the following provisions:

(1) The dead-end streets between State Street and the railroad tracks are very narrow and, in some cases, are in need of resurfacing. In order to enhance access for residents and emergency vehicles, appropriate improvements to these streets should be made as new development occurs in the area. In some cases, developments should establish a vehicular connection between these narrow streets, provided this connection does not significantly increase traffic volumes on streets where predominantly single-family homes exist.

(2) In order to minimize the impact of industrial traffic in residential areas, access to industrial uses should follow the routes so designated in Figure C-2. If industrial access along the west side of the railroad is extended to 6th Street South, then 7th Avenue South should be closed to industrial traffic. As discussed in the Living Environment Section of this Chapter, no expansion of industrial uses in this area should be permitted unless access to the east is provided.

(1) Dead-end streets between State Street and railroad should be improved.

(2) Industrial traffic in residential areas to be minimized. Industrial access should occur along the railroad.

(3) Major pedestrian and bicycle pathways should be enhanced throughout the Central Neighborhood according to the designations shown in Figure C-2. The proposed pathway along presently unopened segments of 4th Street South should be designed in such a way that access would be possible for emergency vehicles, while at the same time precluding other motor vehicles from using the pathways. Bicycle lanes should be established along Lake Street South and along State Street. Pedestrian and bicycle access across Lake Street South should also be improved. Such improvements would facilitate safer access to the waterfront, and could allow for some water-front-related parking east of Lake Street South.

Sidewalks have not been installed in many of the residential areas in the Central Neighborhood. Sidewalks are particularly needed in the multifamily areas surrounding the Central Business District, to provide residents with safe and convenient pedestrian access to shops and activities.

#### INTRODUCTION

The Everest area contains a wide variety of land uses and a substantial amount of undeveloped land like the State Street area. Single-family development is located in the central and eastern portions of the Everest area, whereas multifamily development is concentrated toward the south. Nonresidential developments are clustered in the western part of the Everest area and extend northeast along the railroad. Thus, the

(3) Major pedestrian and bicycle pathways should be enhanced according to Figure C-2.

Description of land use in the Everest area. Emphasis on encouraging a range of residential uses and permitting limited economic activities.

blending of uses characteristic of the State Street area is not as evident in the Everest area where developments are somewhat clustered according to the type of land use. The policy emphasis for the Everest area is to encourage a range of residential densities while also permitting economic activities compatible with the character of surrounding uses.

Specific land use designations for the Everest area are illustrated in Figure C-1. 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 Everest 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

Potentially unstable slopes exist in the northern and eastern portions of the Everest area as illustrated in Figure 24. Due to the possibility of landslides, excessive erosion, or other problems associated with development on slopes, a slope stability analysis is required prior to development on these potentially unstable slopes. If landslide or drainage problems are likely to occur as a result of the proposed development, then the type, design, and/or density of land use should be restricted as necessary to avoid the problems (see Natural Elements Policy 1.b.). 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 5.b.).

Discussion of the format of analysis for the Everest area.

Potentially unstable slopes are identified. Slope stability analysis is required, and development will be regulated accordingly.

Several streams exist in the Everest area as illustrated in Figure 25. These streams are to be maintained or restored when feasible in a natural condition and allow for natural drainage (see Natural Elements Policy 1.c., Policy 3, and Policy 4).

The functional integrity of watercourses to be maintained or improved.

(leave space for photo)

In the southeast portion of the Everest area, the water table is at, or very near, the surface. In this vicinity the surface is wet and soggy, and there could be drainage problems associated with development (see Figure 25). Future proposals for development in this area should take these hydrologic conditions into consideration, and specific methods for drainage control, including maintenance of most of the wetland area, should be part of such development proposal.

Possible drainage problems identified in southeast portion of Everest area.



## LIVING ENVIRONMENT

Most of the Everest area is residential in character, including older single-family homes, which add variety to Kirkland's housing supply by providing alternatives to multifamily units and newer single-family homes (see Living Environment Goal 1). The residential land immediately west and south of Everest Park should be maintained at low residential densities (4 to 5 dwelling units per acre) in order to foster confidence in the area and, thereby, stimulate maintenance and improvements to existing homes (see Living Environment Policy 2 and Policy 3.a.). New single-family development could help stabilize and prolong single-family use in this area.

The hillsides in the eastern portion of the Everest Neighborhood contains several single-family homes and a comparable amount of undeveloped land. Vehicular access is limited, and, perhaps for this reason, there is a quiet and secluded character in this residential area. Due to the existing commitments to single-family use, and because of potential landslide and drainage hazards associated with intense development on the slope, the eastern portion of the Everest area should generally retain its low density residential classification (4 to 5 dwelling units per acre). Methods should be investigated for reducing the impact of freeway noise in these residential areas.

Several single-family homes exist near the southeast corner of the intersection of 6th Street South and Kirkland Avenue. The small parcels near the railroad, however, are presently zoned for relatively high density multifamily use. Due to the fact that these properties presently

Single-family densities to be maintained west and south of Everest Park.

Single-family designation on the hillside east of Everest Park is to be maintained.

Single-family designation around southeast corner of intersection of 6th Street South and Kirkland Avenue is to be maintained.

contain well-maintained single-family homes, and considering the single-family character of the surrounding uses, the cluster of properties near this intersection should remain in single-family use.

There are several places in the east Everest area where a slightly higher residential density is appropriate (see Figure C-1). This is due to special conditions such as topography, preexisting development, and the shape and location of the land.

The land in the southeast corner of the Kirkland Avenue/10th Street South intersection may be developed at up to 9 dwelling units per acre. Clustering and common-wall development is encouraged as a way to lessen the noise and visual impacts from the industrial area and railroad to the west.

To the north of Kirkland Avenue, there are slightly different conditions. The lands immediately east of Cedar Street and just north of Kirkland Avenue, as well as the narrow strip between Cedar Street and Kirkland Way, have certain development constraints. Topography is difficult, lots have an irregular shape, and there is the noise from the railroad to contend with. Internal access from Kirkland Avenue does not follow the dedicated Cedar Street right-of-way and circulation is awkward and limited. Also, single-family units are located to the east up the slope and along Kirkland Avenue.

Future multifamily in the area shall not extend further to the east than presently existing multifamily development (see Figure C-1). Medium density (9 dwelling units per acre) is appropriate for the land east of Cedar Street. Due to the narrow and deep

Slightly higher residential densities to be permitted in certain lands in the east Everest area.

Slightly higher density in southeast corner of Kirkland Avenue/10th Street South intersection.

Conditions in the area north of Kirkland Avenue between Cedar Street and Kirkland Way are described.

Future multifamily not to spread further east. Medium densities (9 and 10 to 14 dwelling units per acre) are permitted where indicated. Office use to be permitted at south end

shape of the parcels it would be necessary to service more intensive development from Cedar Street. The land west of Cedar Street may be developed at up to 10 to 14 dwelling units per acre because this land is more removed from the single-family at higher elevations and has direct access onto Kirkland Way. Office uses may be permitted on the southerly parcels of this strip of land since it is fairly wide and level and office uses would better tolerate the existing traffic and railroad impacts. Standards outlined on pages 272 to 273 of the State Street area would apply to office development on this site. At such time as modification is made to the location or quality of Cedar Street, it may be appropriate to consider some adjustment to densities in this general area.

of land parcel subject to standards.

The block fronting on 6th Street South (see Figure C-1) may develop as either office or multifamily. Multifamily is to be medium density (up to 9 dwelling units per acre). Such future development is not to extend beyond mid-block and access is to be restricted to 6th Street South.

Mid-block split of professional office/multifamily uses between 6th Street South and 7th Street South are discussed.

Those lands northeast of 9th Avenue South street-end (see Figure C-1) should also be at a slightly higher density (up to 9 dwelling units per acre). This area will serve as a transition between the single-family units to the north and the multifamily residential uses to the south. It also recognizes constraints on development such as the slope, the natural drainage system, and the access limited to 9th Avenue South. This land may be considered for 10 to 14 dwelling units per acre depending on the extent to which long-term buffering and protection of the single-family areas to the north and

Densities up to 9 dwelling units per acre to be permitted at the south end of 9th Avenue South.

west will offset additional traffic impacts on 9th Avenue South. Also, as this land is part of the N.E. 68th Street corridor, it is possible that the achievement of access directly onto that arterial could justify an added increment of density at some future date (see below). In any case, the stacking of units is encouraged because no upland views would be blocked and the disruption of the land could be minimized.

The southern portion of the Everest area is impacted by the existence of a freeway interchange and by heavy traffic volumes along N.E. 68th Street. The land south of 9th Avenue South is primarily in some sort of residential use. There are both large and small multifamily complexes as well as older single-family homes and some undeveloped land. Future multifamily development in this area could be considered at a maximum of 10 to 14 dwelling units per acre. Nearness to the freeway may make higher densities appropriate at the east end of the N.E. 68th Street corridor. Such densities east of 112th Avenue N.E. could only be considered if future engineering traffic analysis and improvements support such a designation.

Multifamily development along N.E. 68th Street and east of 6th Street South (up to 10 to 14 dwelling units per acre) is to be continued).

#### ECONOMIC ACTIVITIES

The Houghton Shopping Center is an important commercial development serving the Everest area. The entire shopping area, including land south of N.E. 68th Street, contains ten acres which are zoned for commercial use. Presently only 70 percent of this land is being used for commercial purposes (see Economic Activities Table 1). Since there is already land available for commercial expansion, additional commercial zoning in this vicinity is

The Houghton Shopping Center to be contained within its present boundaries.

not necessary. Also, commercial uses in this area should satisfy neighborhood needs rather than include intensive uses which would be located more appropriately in the CBD or other major commercial centers (see Economic Activities Policies 1 and 2).

Property along 6th Street South is impacted by heavy traffic volumes and by the existence of industrial activities. These influences detract from the desirability of this area for residential use. Convenient access, however, makes this area suitable for a variety of economic activities. Most of the land along the east side of the street is designated for professional office use. Such development should be oriented toward 6th Street South and must not extend into the single-family area along 7th Street South (see Economic Activities Goal 4 and Policy 5). Furthermore, office development must comply with the standards outlined on page 272 of the State Street analysis.

Light industry is a permitted use on the west side of 6th Street South and along the railroad toward the northeast (see Figure C-1). Industrial areas located near residential uses have been designated for "planned light industry" and are, therefore, subject to greater restrictions than other industrial areas. Industrial use standards outlined on page 273 of the State Street area also apply to industrial development in the Everest area. The area of the Puget Power Pole Yard also should be "planned light industry" with the additional conditions that off-site parking be phased out and increased visual buffering be developed.

Two freeway interchanges exist within the Everest area. In many cases, commercial activities are located near

Professional office uses permitted east of 6th Street South subject to standards outlined in State Street area analysis.

Light industry permitted west of 6th Street South and along railroad subject to standards outlined in State Street area analysis.

Commercial activities are not permitted in the western quadrant of the

freeway interchanges to take advantage of high visibility and easy automobile access. In the vicinity of the N.E. 70th Street interchange, however, topographic conditions greatly restrict visibility from the freeway. Furthermore, access is difficult for potential commercial use in this area. Commercial activities may also create conflicts with residential uses near the N.E. 70th Street interchange.

N.E. 70th Street freeway interchange.

Conditions in the vicinity of the N.E. 85th Street freeway interchange are somewhat different. Although much of the surrounding land is developed for single-family use, convenient access to SR-908 and Interstate 405 makes this area attractive for commercial activity. The topography and existing vegetation partially buffer the site from adjacent properties. Limited commercial activities may be permitted in this area, provided special precautions are taken to buffer such use from nearby single-family homes, and if the existing site amenities, such as trees and small stream, are preserved. Special development procedures may be necessary to insure conformance with these standards.

Limited commercial activities permitted in N.E. 85th Street freeway interchange, provided adequate buffering is included and site amenities are maintained.

#### OPEN SPACE/PARKS

Everest park is a community facility which is a focal point in the Everest neighborhood. This facility should continue to serve community-wide recreation needs. However, the park itself has posed some problems for nearby residents in terms of vehicular access and parking. Access to Everest Park could be improved by providing a paved connection between 8th Street South and 10th Street South in the vicinity of the parking area in the northern portion of the Park. Additional parking facilities should

Everest Park serves community-wide needs and creates localized problems regarding access and parking. Pedestrian/bicycle pathways and paved connection between 8th Street South would improve access. Additional off-street parking should be provided.

also be provided to reduce the amount of on-street parking on residential streets. Access to Everest Park could be enhanced further by providing pedestrian/bicycle pathways as illustrated in Figure 26.

One important open space of great community value is often overlooked. The street system provides Kirkland's neighborhoods with a number of excellent local and regional views. Such "view corridors" lie within the public domain and are valuable for the beauty, sense of orientation and identity they impart (see Community Goals and Policies Policy 2 and Open Space/Park Policy 2). Such view corridors are to be identified, preserved, and enhanced. One means to this end may be the undergrounding of utilities (see Public Services/Facilities: Quasi-Public Utilities Policy 2).

Residents in the eastern portion of the Everest area rely on Everest Park for a variety of recreational needs. Therefore, it is essential to insure that access to the park will be available, particularly from the east and southeast. New developments in these areas should incorporate such access into their design.

Also, publicly-owned property along Ohde Avenue could serve as a small neighborhood facility for residents in the norther portion of the Everest area.

The preservation of open space can be significant in terms of maintaining the stability of the slope and minimizing erosion. For these reasons, developments should preserve vegetation to the greatest extent feasible on the potentially unstable slope in the eastern portion of the Everest area.

Open space value of streets is to be recognized.

Recommendation for assuring access to Everest Park, particularly to the east and southeast to meet neighborhood needs.

Recommendation for converting public land along Ohde Avenue to neighborhood park facility.

Open space is important in terms of minimizing problems on potentially unstable slopes.

## PUBLIC SERVICES/FACILITIES

In parts of the Everest area, water and sewer service is not adequate to support full development according to land use designations in Figure C-1. 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 prohibit development in the Everest area. However, prior to occupancy of new development, the water, sewer, or drainage facilities should be extended and/or upgraded to meet the requirements of designated land use for the area (see Public Services/Facilities: Water/Sewage Systems Policy 1). Furthermore, methods must be implemented to maintain surface runoff at predevelopment levels (see Public Services/Facilities: Drainage Policy 2).

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 and Open Space/Parks Policy 2).

The circulation pattern in the Everest area is fairly well established and allows for convenient travel through the neighborhood with minimal impacts on the majority of residential uses (see Figure 27). Kirkland Way and N.E. 68th Street serve as major north/south corridors for through traffic. Interstate 405 is located along the eastern part of the Everest area and generates noise impacts on nearby residential developments. Future modifications to circulation patterns in the Everest area should conform with the following provisions:

Water, sewer, and drainage facilities are discussed. System deficiencies must be corrected or upgraded prior to occupancy of new development. Runoff to be minimized.

Undergrounding of utilities is to be actively encouraged.

Circulation patterns described and the following provisions are recommended.



- |   |   |
|---|---|
| <p>(1) To minimize the impact of industrial traffic in residential areas, industrial access is to conform with the designated routes in Figure 27.</p>  | <p>(1) Industrial traffic in residential areas is to be minimized.</p>  |
| <p>(2) Although Kirkland Way presently accommodates a significant amount of traffic, this route poses several problems. Numerous accidents have occurred in the vicinity of the railroad crossing. The City should continue to find ways to solve these traffic problems. Since Kirkland Avenue is an east-west connector, it will continue as a collector arterial.</p>  | <p>(2) Kirkland Avenue to be a collector arterial.</p>  |
| <p>(3) Existing and anticipated uses along N.E. 68th Street often require motorists to make left-hand turns across an oncoming flow of traffic. A center "holding lane" for left hand turns could be established in the N.E. 68th Street right-of-way to help alleviate this problem.</p>   | <p>(3) Improvements are to be made to N.E. 68th Street to facilitate through traffic and minimize ingress/ egress problems.</p> |
| <p>(4) Major pedestrian and bicycle pathways should be built through the area according to the designations shown in Figure 26. The proposed pathways along unopened segments of 10th Street South and Alexander Avenue should be designated in such a way that access would be possible for emergency vehicles, while at the same time precluding other motor vehicles from using the pathways. An additional east/west pedestrian corridor is needed between the Everest area and the State Street area. The proposed trail along the railroad would help meet this need.</p> | <p>(4) Major pedestrian/bicycle pathways recommended according to Figure 26.</p>  |

- (5) The 10th Street South right-of-way is presently designated as a collector arterial street. However, the proposed use for most of this right-of-way is a pedestrian/bicycle trail suitable for emergency vehicle access (see Figure 26). Through traffic is not to be permitted on 10th Street South. Therefore, 10th Street South should be deleted from the list of arterial streets.
- (6) Ninth Avenue South is presently designated as a collector arterial street. Since much of 10th Street South is unopened, and since this unopened right-of-way has been proposed for pedestrian/bicycle use, and since relatively low density uses have been designated in the area, there is no apparent need to designate 9th Avenue South as a collector arterial street. Accordingly, 9th Avenue South should be redesignated as a neighborhood collector street. If the status of 10th Street South changes or if densities in the area increase, 9th Avenue South could be elevated to arterial status.
- (5) Tenth Street South is to be deleted from the list of arterial streets, and the right-of-way is to be used as a pedestrian/bicycle trail.
- (6) Ninth Avenue South is to be redesignated as a neighborhood collector street from its present designation as a collector arterial.

It should be noted that an "arterial" designation qualifies a street for state matching funds when improvements are undertaken. Improvements to smaller, non-arterial streets must be funded entirely by local government and/or adjacent property owners. Also, the arterial designation does not necessarily mean excessively wide or through streets.

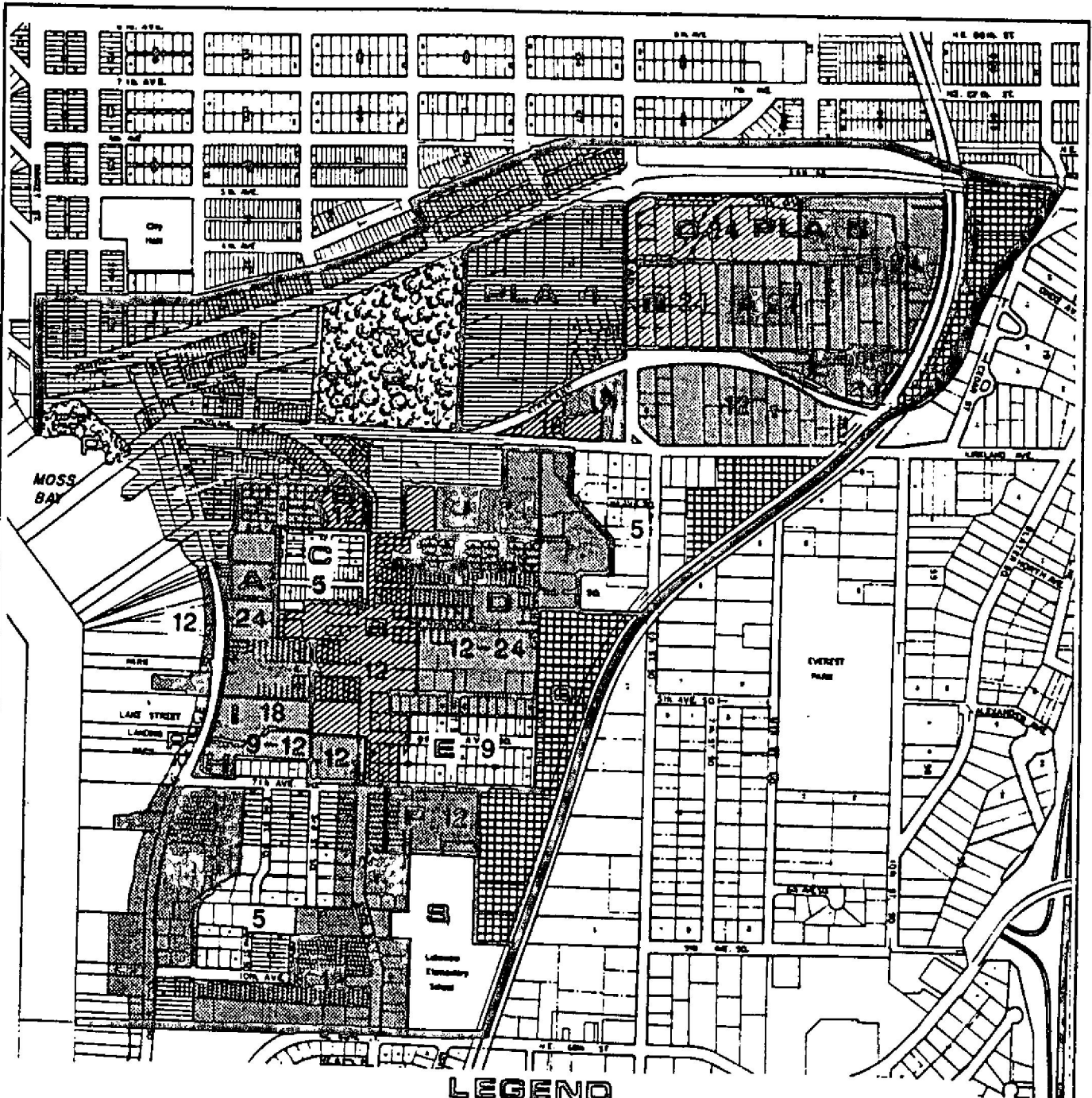
According to Kirkland's Fire Station Location Plan, a new Fire Station is scheduled for development somewhere in the south Kirkland/north Houghton area

The relocation of a Fire Station to a site somewhere between 6th Street, the railroad, and











(see Figure 15). A specific site has not yet been selected. Due to favorable street patterns and compatible land use, the area bounded by 6th Street South, N.E. 68th Street, and the railroad should be considered as a possible location for a new Fire Station.

N.E. 68th Street should be considered.

6450C/6451C/37A/DC:br



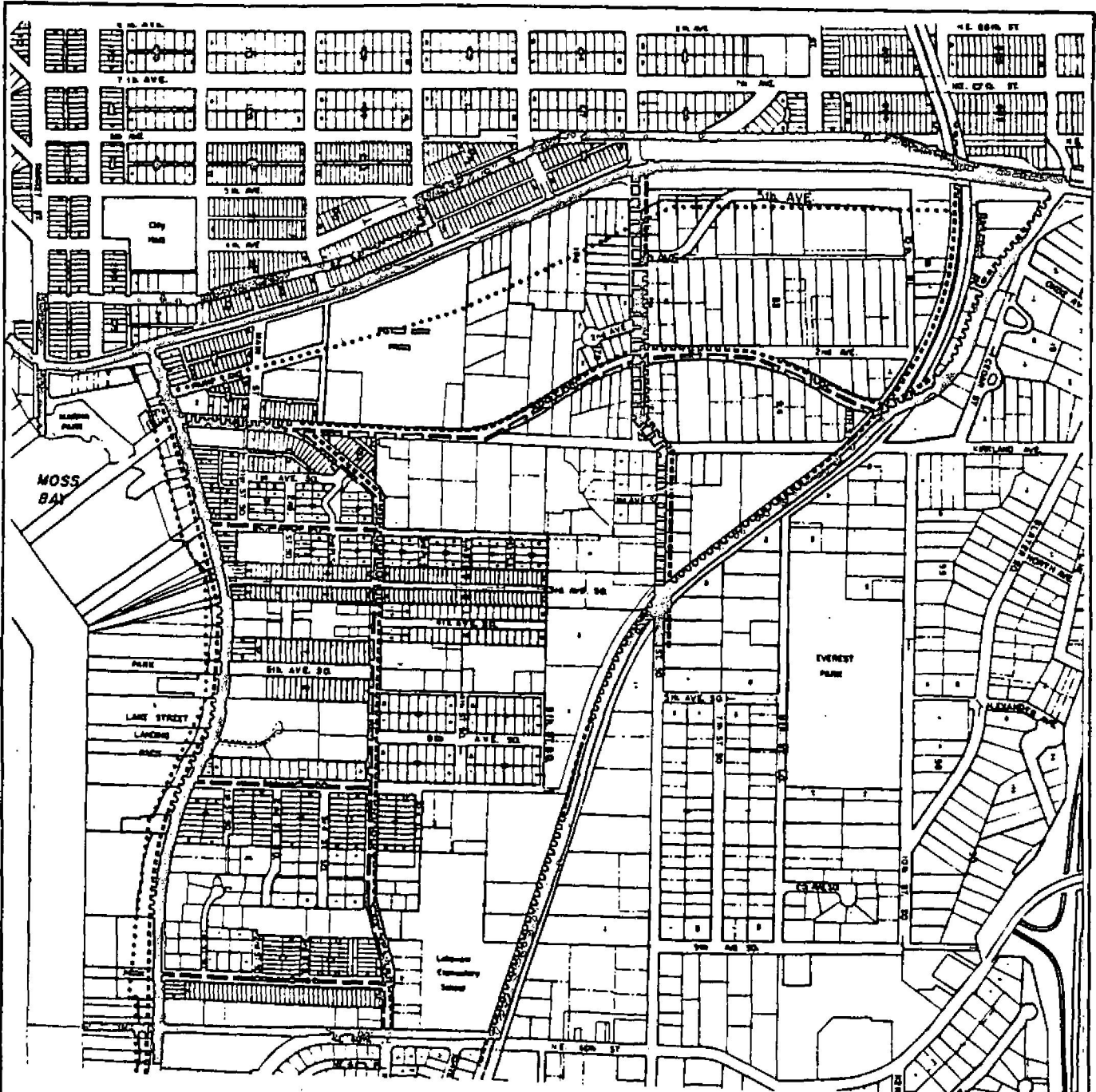
LEGEND

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

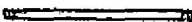





CENTRAL NEIGHBORHOOD

LAND USE

Figure C-1



### LEGEND

- |   |                       |  |                    |
|---|-----------------------|--|--------------------|
|  | NEIGHBORHOOD BOUNDARY |  | COLLECTOR ARTERIAL |
|  | MAJOR ARTERIAL        |  | PED/BIKE WAY       |
|  | SECONDARY ARTERIAL    |  | PEDESTRIAN WAY     |

## CENTRAL NEIGHBORHOOD CIRCULATION

Figure C-2



SUMMARY OF ORDINANCE No. 3016

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.

Section 1: Amends by repeal and reenactment the Central/~~State~~/Everest Neighborhood Chapter of the Land Use Policies Plan, with the following modifications:

- a. Removal of the provision for office uses on State Street south of 7th Avenue South in order to encourage a compact office corridor and prevent development incompatible with existing residential uses.
- b. Restriction of residential development to single family, detached dwellings in Planned Area 6E in order to stabilize this single-family neighborhood.
- c. A provision for increased densities in Planned Area 6D up to 24 dwelling units per acre if substantial improvements to public facilities in the area are made.
- d. Prohibition of any expansion or new development of light industrial uses in Planned Area 6G until access to the east is provided.
- e. Removal of the provision for multifamily development in the northern portion of Planned Area 6G in order to prevent the development of residential uses incompatible with existing industrial development.
- f. Removal of the minimum aggregation requirement of one acre in order to achieve the highest allowable density (24 dwelling units per acre) in Planned Area 5A.
- g. Removal of the provision for office uses in mixed use developments in Planned Area 5D. Such development has not occurred in the area and any future development of office uses could be incompatible with the existing multifamily projects.
- h. As a result of the above amendments, several of the letter designations for sub areas in Planned Area 6 have changed.

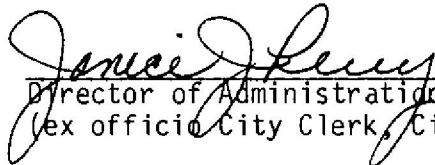
Section 2. Graphics amended: Graphic figures 22, 23, 23a, ~~23d~~, 24, appearing in the Land Use Policies Plan are amended and replaced by graphics identified as figures C-1 and C-2 attached as exhibits to the Ordinance.

Section 3. Provides that if any section or portion of the Ordinance is found to be invalid, such declaration shall not invalidate the remaining provisions of the Ordinance.

Section 4. Authorizes publication by this Summary, approves the Summary to be published, and establishes the effective date of the Ordinance as five (5) days after passage and publication of the Summary.

The full text of this Ordinance will be mailed without charge to any person upon request made to the Director of Administration and Finance for the City of Kirkland. The Ordinance was passed by the Kirkland City Council at its regular meeting on the 18th day of May, 1987.

I certify that the foregoing is the Summary of Ordinance 3016 approved by the Kirkland City Council for Summary.

  
DEPUTY  
CLERK  
\_\_\_\_\_  
Director of Administration and Finance  
(ex officio City Clerk, City of Kirkland)

6594C/23A/BK:np