

ORDINANCE NO. 0-3276

Repealed by 3481

AN ORDINANCE OF THE CITY OF KIRKLAND RELATING TO COMPREHENSIVE PLANNING AND LAND USE AND AMENDING THE 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 Comprehensive Plan for the City, Ordinance 2346 as amended, all as set forth in that certain report and recommendation of the Planning Commission dated August 28, 1990 and bearing Kirkland Department of Planning and Community Development File No. IV-90-78; and

WHEREAS, prior to making said recommendation the Planning Commission, following notice thereof as required by RCW 35A.63.070, held on September 6, 1990, a public hearing on the amendment proposals and considered the comments received at said hearing; 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 nonsignificance (including supporting environmental documents) issued by the responsible official pursuant to WAC 197-11-340 and WAC 197-11-390; and

WHEREAS, in a study meeting of February 12, 1991 and 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 as well as written correspondence from interested parties.

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

Section 1. Text amended: The Comprehensive Plan, Ordinance 2346, as amended, be and is hereby amended by the deletion of the text of pages C-35 to C-39 under the heading "Planned Area 6," and by the addition of a new section entitled "PLA 6" to read as set forth in pages 1 to 6 attached hereto.

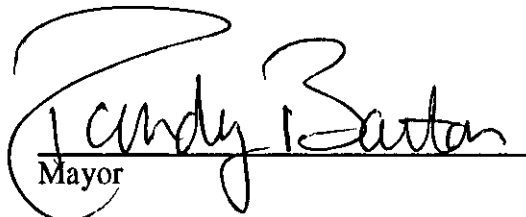
Section 2. Graphics amended: The Comprehensive Plan, Ordinance 2346, as amended, be and is hereby amended as to Figure C-2 as set forth in Exhibit A hereto and as to Figure C-7 as set forth in Exhibit B hereto.

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.

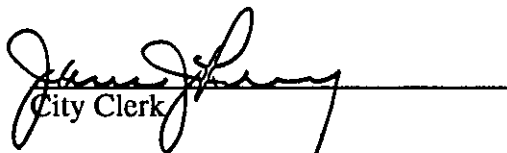
Passed by majority vote of the Kirkland City Council in regular, open meeting this 20th day of August, 1991.

SIGNED IN AUTHENTICATION THEREOF this 20th day of August, 1991.



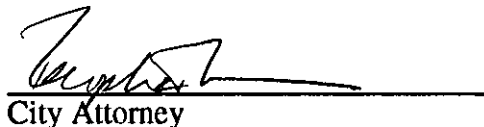
Mayor

Attest:



City Clerk

Approved as to Form:



City Attorney

PLANNED AREA 6

Concept of "Subareas" discussed.

The bulk of the land south of Kirkland Avenue is contained in Planned Area 6 (Figure C-2). 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 Downtown.

Land use in Subarea (A) discussed.

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

Land use in Subarea (B) 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.

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

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:

- (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.

Land use in Subarea (C) discussed.

Subarea (C) located east of State Street and south of the Downtown 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 Downtown for low and fixed income people.

High density residential uses to be permitted in Subarea (D) with improvements to public facilities.

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 Downtown, and on the south by the midblock between 6th Avenue and 5th Avenue South (see Figure C2). 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, multifamily development should be regulated to ensure compatibility with existing single-family homes within and bordering this area.

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

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.

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

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

Subarea (G) 1 to develop in light industrial uses.

Buffering of industrial development in Subarea (G) 1 from nearby residences is discussed.

Subarea (G) 2 to develop with light industrial and office uses, or if developed in its entirety. Subarea (G) 2 is appropriate for medium density (12 dwelling units per acre) residential development.

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) 1 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 Subarea (G) 1 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 and acoustical barriers should be installed where necessary with particular attention to mitigating noise and lighting impacts.~~

Subarea (G) 2, south of 7th Avenue South, is appropriate for light industrial and stand-alone office development. Office use here would be compatible with the existing light industrial use in PLA 6G 2. Special precautions should be taken to buffer new light industrial or office uses from adjoining residential uses. Existing light industrial development is not adequately buffered from adjoining residential uses. Therefore, prior to any expansion, landscaped buffers and acoustical barriers should be installed where necessary with particular attention to mitigating noise and lighting impacts.

Medium density residential development at 12 dwelling units per acre is appropriate within Subarea (G) 2 if the entire subarea is developed at one time, thereby eliminating any chance for incompatible uses or impacts to remain. Multifamily development should be regulated to ensure compatibility with nearby single family development. Lakeview Elementary School as well as light industrial uses.

1. Traffic from residential uses should gain access from the west, to avoid light industrial traffic along 5th Place South.
2. Pedestrian access should be developed to the elementary school and available for public use.

Existing industrial traffic from uses in Subareas (G) 1 and 2 to be limited to 7th Avenue South in Subarea (E).

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

Standards for industrial and office activities in Subarea (G) 1 and 2 are listed.

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), 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, existing industrial traffic should be routed to the east. In addition, pedestrian and bicycle enhancements, including sidewalks, curbs, gutters, and crosswalks, should be developed along Seventh Avenue South to provide safe access to and from Lakeview Elementary School.

5th Place South has been improved. An unopened right-of-way exists along the railroad, from 7th Avenue South to 6th Street South. The entire right-of-way should be It was opened in part to alleviate present incompatible 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 generated from light industrial uses onto residential uses to the west. 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 or office development be allowed unless access to the east is provided.

In addition, industrial or office activities in Subarea (G) 1 and 2 must conform with the following standards:

- (1) The height of structures associated with industrial or office activity should not exceed 25 feet near the perimeter of the development. Taller structures may be permitted if there is additional setback to compensate for the added height and bulk and if mountain views from 6th Street South, 5th Avenue South, and 9th Avenue South are not blocked.

- (2) Hours of operation should be restricted to normal daytime working hours. Industrial or office 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 and office 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 and office developments and their related parking.
- (5) New industrial and office uses or tenants should receive all access from the east, on 6th Street South, to mitigate traffic impacts on residential uses along 7th Ave South.

*Land use in Subarea (H)
discussed.*

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 (I)
discussed.*

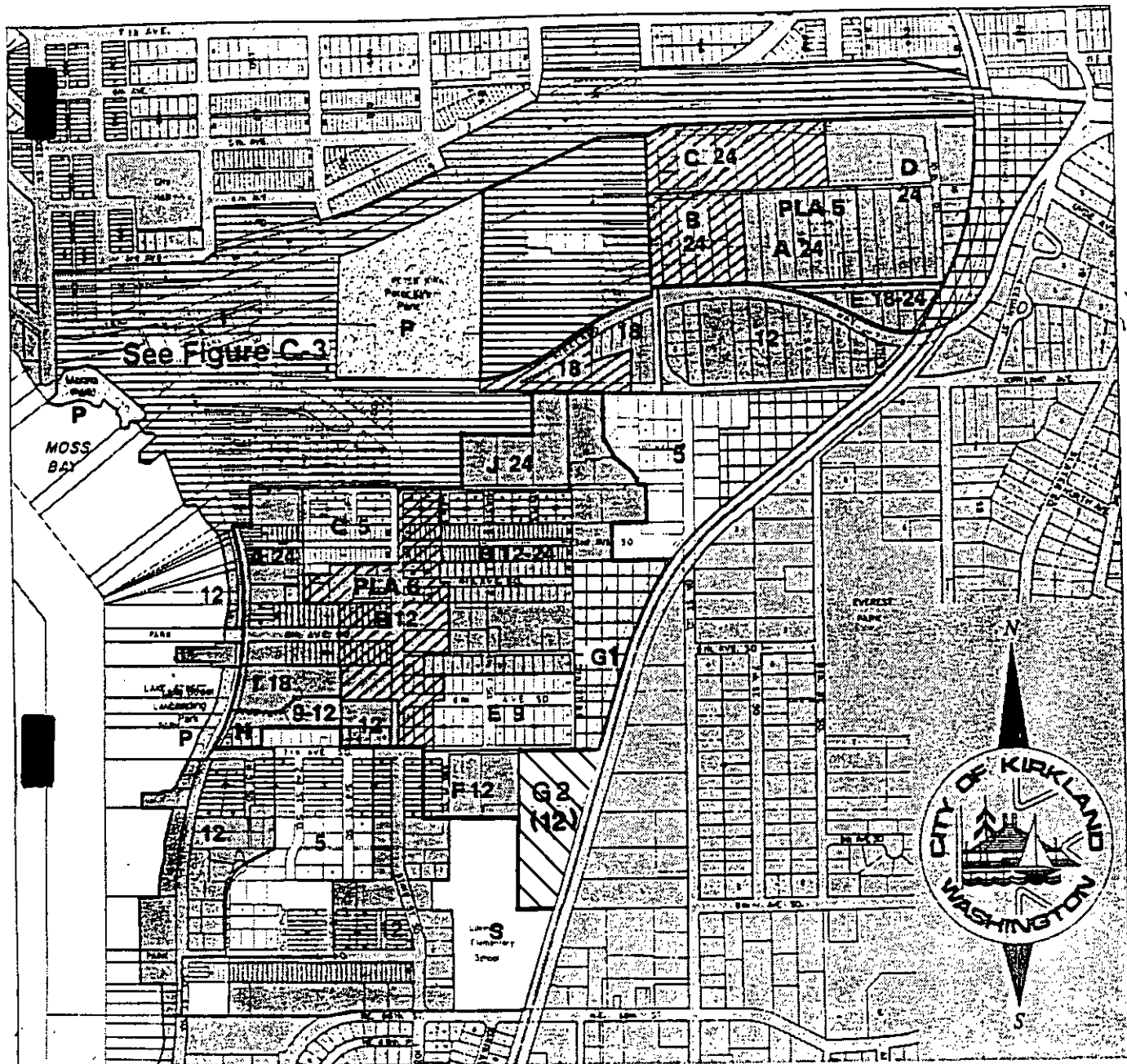
The property in Subarea (I) which lies between Subarea (H) (9 units per acre) and Subarea (A) (24 units per acre) is appropriate for up to 18 units per acre (see Figure C-2). This would represent an intermediate density between the lands to the north and the south.

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

Due to the steep hillside which rises above Lake Street South, 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.

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 Downtown area 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.

LUPP\L-PLA6G/JLB:cw

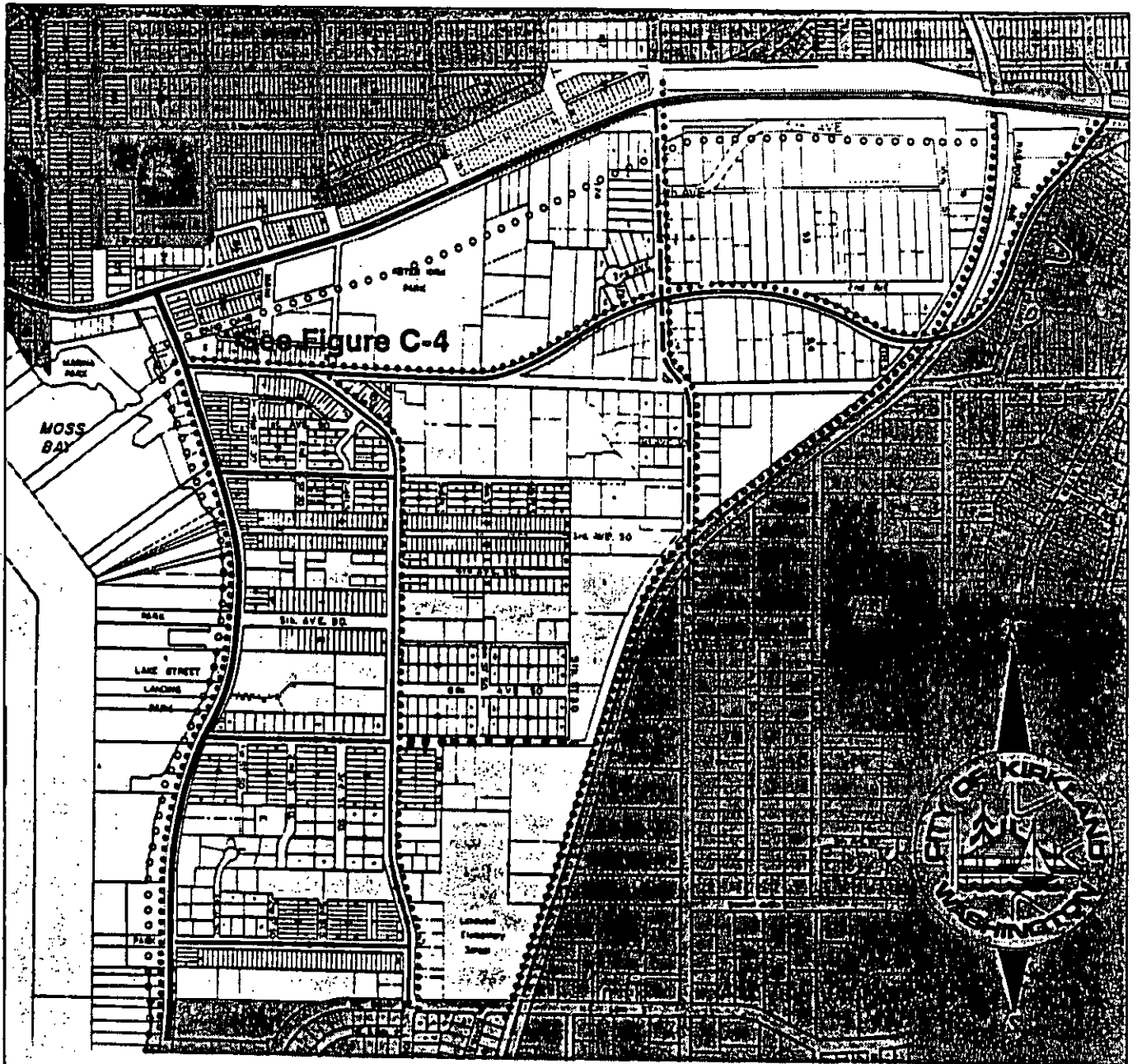


- | | |
|---|-------------------------|
| Residential | Commercial |
| Low density | Industrial |
| Medium and high density | School |
| Maximum allowable dwelling unit density | Park |
| Office/Multi-family | Industrial/Multi-family |
| Planned area | |

EXHIBIT A
FIGURE C-2
O-3016

is outside this neighborhood
shown with a light gray tint.
Published in 1989 by the City of Kirkland, WA
Cartography by Rainier Mapping, Tacoma, WA





- Arterials**
- Major
 - Secondary
 - Collector
- Other features**
- ○ ○ ○ ○ Pedestrian way
 - ● ● ● ● Pedestrian/bicycle way

Areas outside this neighborhood are shown with a light gray tint.

Published in 1981 by the City of Kirkland, WA
Cartography by Rainier Mapping, Tacoma, WA



EXHIBIT B
FIGURE C-7
O-3016

Ordinance No. 3016

SUMMARY OF ORDINANCE NO. O-3276

AN ORDINANCE OF THE CITY OF KIRKLAND RELATING TO COMPREHENSIVE PLANNING AND LAND USE AND AMENDING THE COMPREHENSIVE PLAN ORDINANCE 2346 AS AMENDED.

Section 1. Amends text of Comprehensive Plan relating to Planned Area 6G.

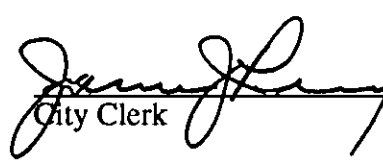
Section 2. Amends graphics of Comprehensive Plan relating to Central Neighborhood.

Section 3. Creates a savings clause.

Section 4. Authorizes publication of the Ordinance by summary, which summary is approved by the City Council pursuant to Section 1.08.017 Kirkland Municipal Code and establishes the effective date as five days after publication of summary.

The full text of this Ordinance will be mailed without charge to any person upon request made to the City Clerk for the City of Kirkland. The Ordinance was passed by the Kirkland City Council at its regular meeting on the 20th day of August, 1991.

I certify that the foregoing is a summary of Ordinance 3276 approved by the Kirkland City Council for summary publication.



City Clerk