

ORDINANCE NO. 4078

AN ORDINANCE OF THE CITY OF KIRKLAND RELATING TO COMPREHENSIVE PLANNING AND LAND USE AND AMENDING THE COMPREHENSIVE PLAN, ORDINANCE 3481 AS AMENDED, THE KIRKLAND ZONING CODE (TITLE 23 OF THE KIRKLAND MUNICIPAL CODE), AND THE KIRKLAND ZONING MAP, ORDINANCE 3710 AS AMENDED TO IMPLEMENT THE NORKIRK NEIGHBORHOOD PLAN UPDATE AND APPROVING A SUMMARY FOR PUBLICATION, FILE NO IV-03-27 .

WHEREAS, the City Council has received a recommendation from the Kirkland Planning Commission to amend certain portions of the Comprehensive Plan for the City, Ordinance 3481 as amended, and to amend certain portions of the Kirkland Zoning Code (Title 23 of the Kirkland Municipal Code), all as set forth in that certain report and recommendation of the Planning Commission dated October 23, 2006 and bearing Kirkland Department of Planning and Community Development File No. IV-03-27; and

WHEREAS, prior to making said recommendation the Planning Commission, following notice thereof as required by RCW 35A.63.070, held public hearings on September 21, 2006 and October 12, 2006, on the amendment proposals and considered the comments received at said hearings; and

WHEREAS, pursuant to the State Environmental Policy Act (SEPA), there has accompanied the legislative proposal and recommendation through the entire consideration process, a SEPA Addendum to Existing Environmental Documents, issued by the responsible official pursuant to WAC 197-11-600; 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; and

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

Section 1. Comprehensive Plan Text, Tables, and Graphics amended: The following specific portions of the text of the Comprehensive Plan, Ordinance 3481 as amended, be and they hereby are amended to read as follows:

- A. Section I. Introduction:
Map amendment to Figure I-3 City of Kirkland Neighborhoods as set forth in **Exhibit A** attached to this ordinance and incorporated by reference.
- B. Section VI. Land Use Element:
Map amendment to the City of Kirkland Comprehensive Land Use Map as set forth in **Exhibit B** attached to this ordinance and incorporated by reference.

- C. Section VI. Land Use Element:
Table amendment to Table LU-3 Residential Densities and Comparable Zones as set forth in **Exhibit C** attached to this ordinance and incorporated by reference.
- D. Section VIII. Economic Development Element:
Text amendment to Policy ED-3:1 as set forth in **Exhibit D** attached to this ordinance and incorporated by reference.
- E. Section IX. Transportation Element:
Figure amendment to Figure T-3: Pedestrian Corridor System – Existing and Proposed as set forth in **Exhibit E** attached to this ordinance and incorporated by reference.
- F. Section XV. North/South Juanita Neighborhood Plan:
Figure amendment to Figure J-2b: South Juanita Neighborhood Land Use Map as set forth in **Exhibit F** attached to this ordinance and incorporated by reference.
- G. Section XV. Norkirk Neighborhood Plan:
Repeal existing Norkirk Neighborhood Plan chapter and replacement with a new Norkirk Neighborhood Plan chapter as set forth in **Exhibit G** attached to this ordinance and incorporated by reference.

Section 2. Zoning Text amended: The following specified sections of the text of the Kirkland Zoning Code (Title 23 of the Kirkland Municipal Code) are amended as follows:

- H. Chapter 5. Definitions:
Text amendments to Definitions Sections 5.485, 5.490, 5.785, and 5.960 as set forth in **Exhibits H, I, and J** attached to this ordinance and incorporated by reference.
- I. Chapter 15. Single Family Residential (RS) Zones:
Text amendments to Sections 15.10.010, 15.10.020, 15.10.030, and 15.10.040 as set forth in **Exhibit K** attached to this ordinance and incorporated by reference.
- J. Chapter 48. Light Industrial Technology (LIT) Zones:
Text amendments to Sections 48.10, 48.15.100, 48.15.190 and the addition of a new Section 48.10.195 as set forth in **Exhibit L** attached to this ordinance and incorporated by reference.
- K. Chapters 60.109, 60.114, and 60.119 Planned Area 7A, Planned Area 7B and Planned Area 7C (PLA 7A, PLA 7B and PLA 7C) Zones, respectively:
Repeal of existing Chapters 60.109, 60.114, and 60.119 Planned Area 7A, 7B and 7C and replacement with a new consolidated Section Planned Area 7A, 7B and 7C as set forth in **Exhibit M** attached to this ordinance and incorporated by reference.

Section 3. Zoning Map amended: The following specified zones of Ordinance 3710 as amended, the Kirkland Zoning Map, are amended as follows:

As set forth in **Exhibit N**, which by this reference is incorporated herein.

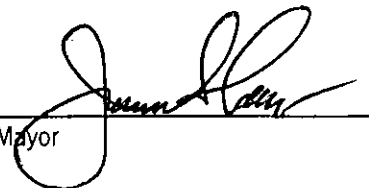
Section 4. If any section, subsection, sentence, clause, phrase, part or portion of this ordinance, including those parts adopted by reference, is for any reason held to be invalid or unconstitutional by any court of competent jurisdiction, such decision shall not affect the validity of the remaining portions of this ordinance.

Section 5. This ordinance shall be in full force and effect five days from and after its passage by the City Council and publication pursuant to Kirkland Municipal Code 1.08.017, in the summary form attached to the original of this ordinance and by this reference approved by the City Council as required by law.

Section 6. A complete copy of this ordinance shall be certified by the City Clerk, who shall then forward the certified copy to the King County Department of Assessments.

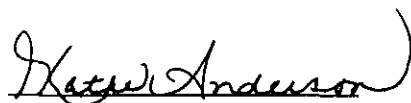
Passed by majority vote of the Kirkland City Council in open meeting this 12th day of December, 2006.

SIGNED IN AUTHENTICATION THEREOF this 12th day of December, 2006.



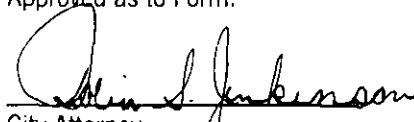
Mayor

Attest:



City Clerk

Approved as to Form:



City Attorney

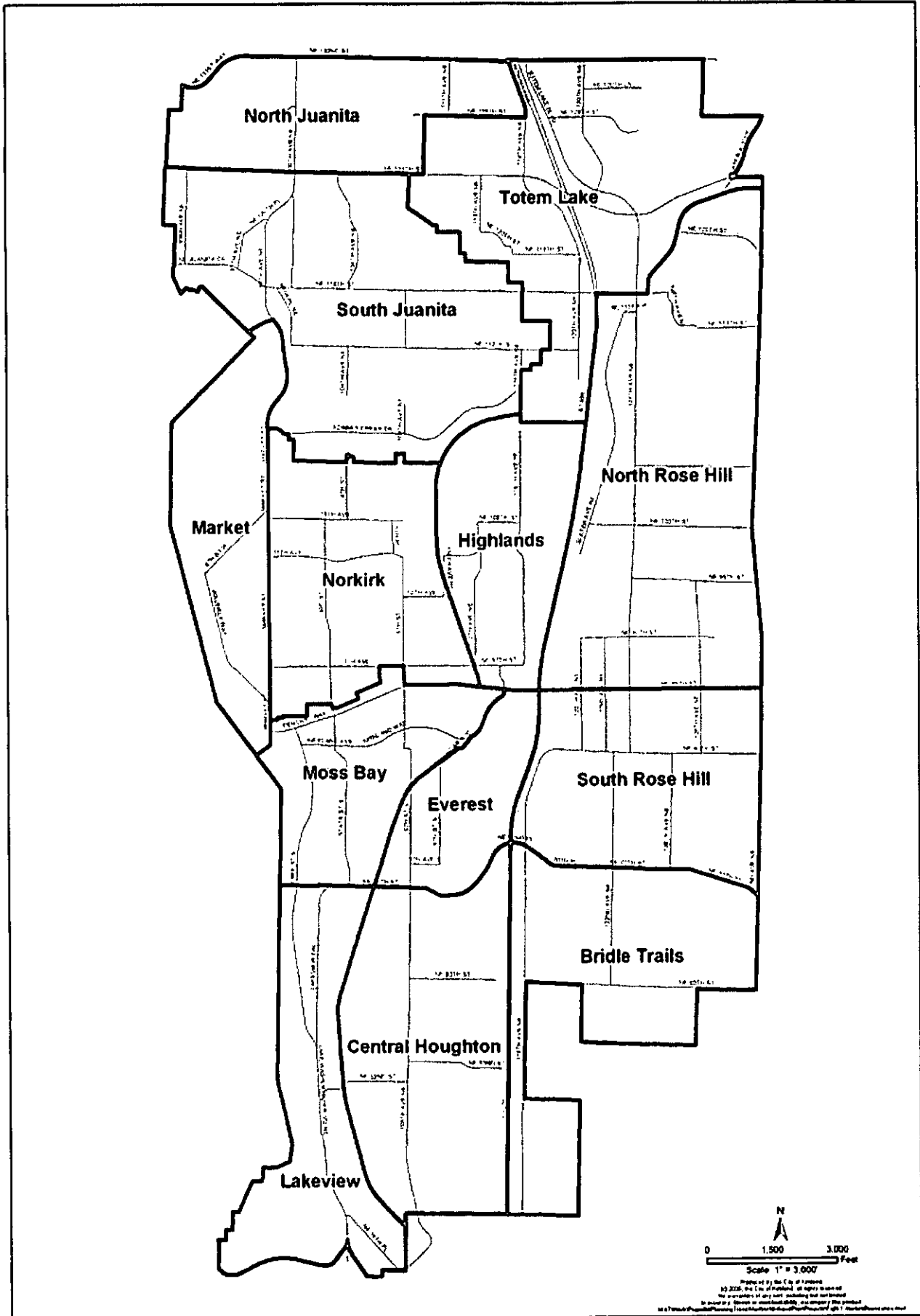
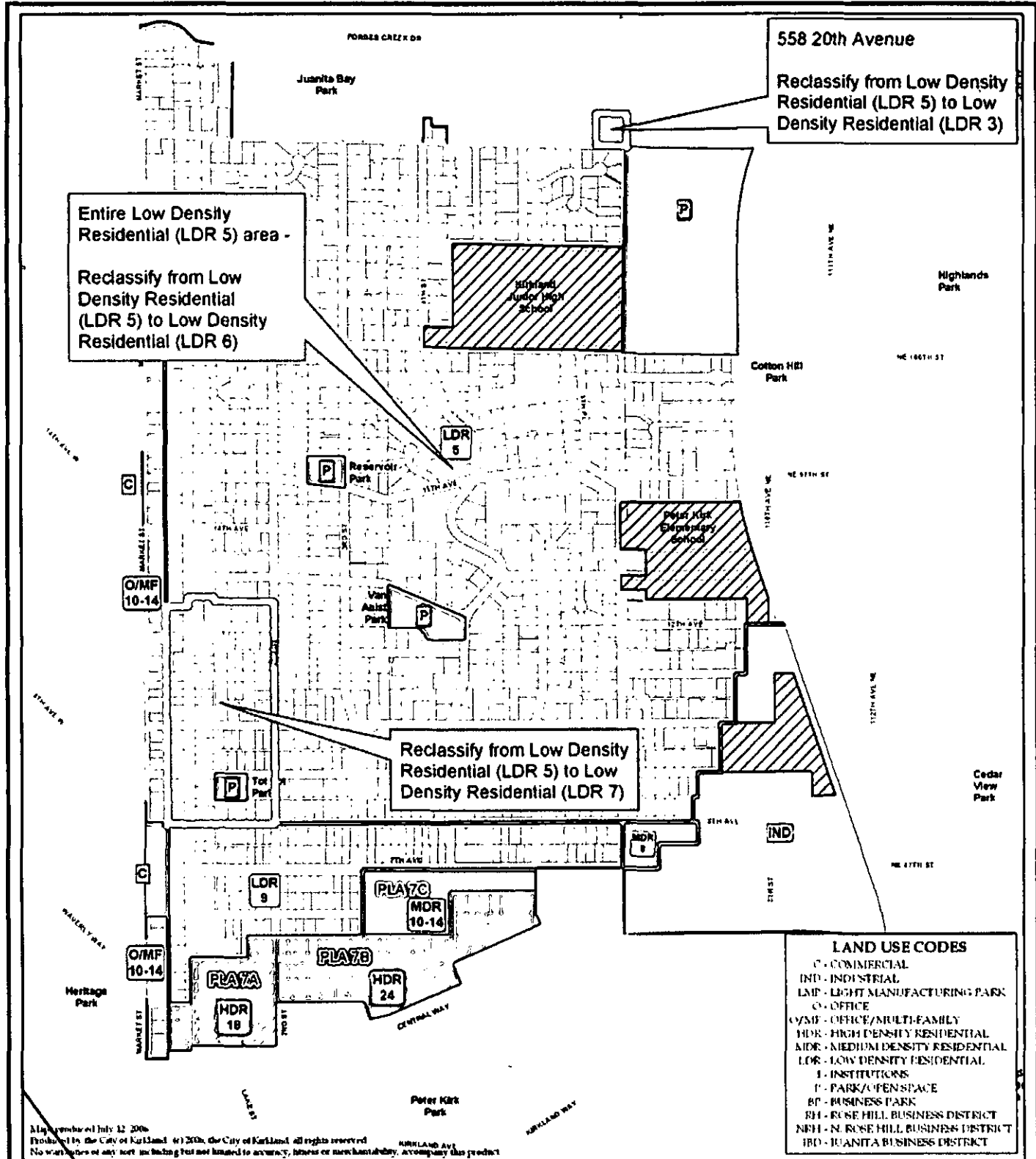


Figure I-3: City of Kirkland Neighborhoods

EXHIBIT A



Map prepared July 12, 2006.
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 No warranty or any sort is being put on this map or its accuracy, timeliness or merchantability. Anyways this product.

Proposed Changes to Comprehensive Land Use Map & Norkirk Neighborhood Land Use Map

Norkirk Neighborhood
Figure N-4: Land Use
 ORDINANCE NO. 4024
 ADOPTED by the Kirkland City Council
 December 13, 2005

<p> LAND USE BOUNDARIES</p> <p> SUBAREA BOUNDARY</p> <p> PUBLIC FACILITIES</p>	<p> PARCEL BOUNDARIES</p> <p> PLANNED AREA NUMBER</p> <p> LAND USE CODE</p> <p> DENSITY (UNITS/ACRE)</p> <p><small>NOTE: WHERE NOT SHOWN, NO DENSITY SPECIFIED</small></p> <p><small>* INDICATES CLUSTERED L</small></p>
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EXHIBIT B

VI. LAND USE

0-4078

Table LU-3 below provides a range of residential densities described in the Comprehensive Plan with comparable zoning classifications.

**Table LU-3
Residential Densities and Comparable Zones**

General Residential Densities	Residential Densities as Specified in Comprehensive Plan in Units per Net Acres (d/a)	Comparable Zoning Classification
LOW DENSITY	Up to 1 d/a	RS - 35,000
	Up to 3 d/a	RS - 12,500
	4 - 5 d/a	RS - 8,500 RS - 7,200
	6 - 8 d/a	RS - 7,200
	7 d/a	RS - 6,300
MEDIUM DENSITY	8 - 9 d/a	RS - 5,000
	10 - 14 d/a	RM - 5,000 RM - 3,600
HIGH DENSITY	15 - 18 d/a	RM - 2,400
	19 - 24 d/a	RM - 1,800

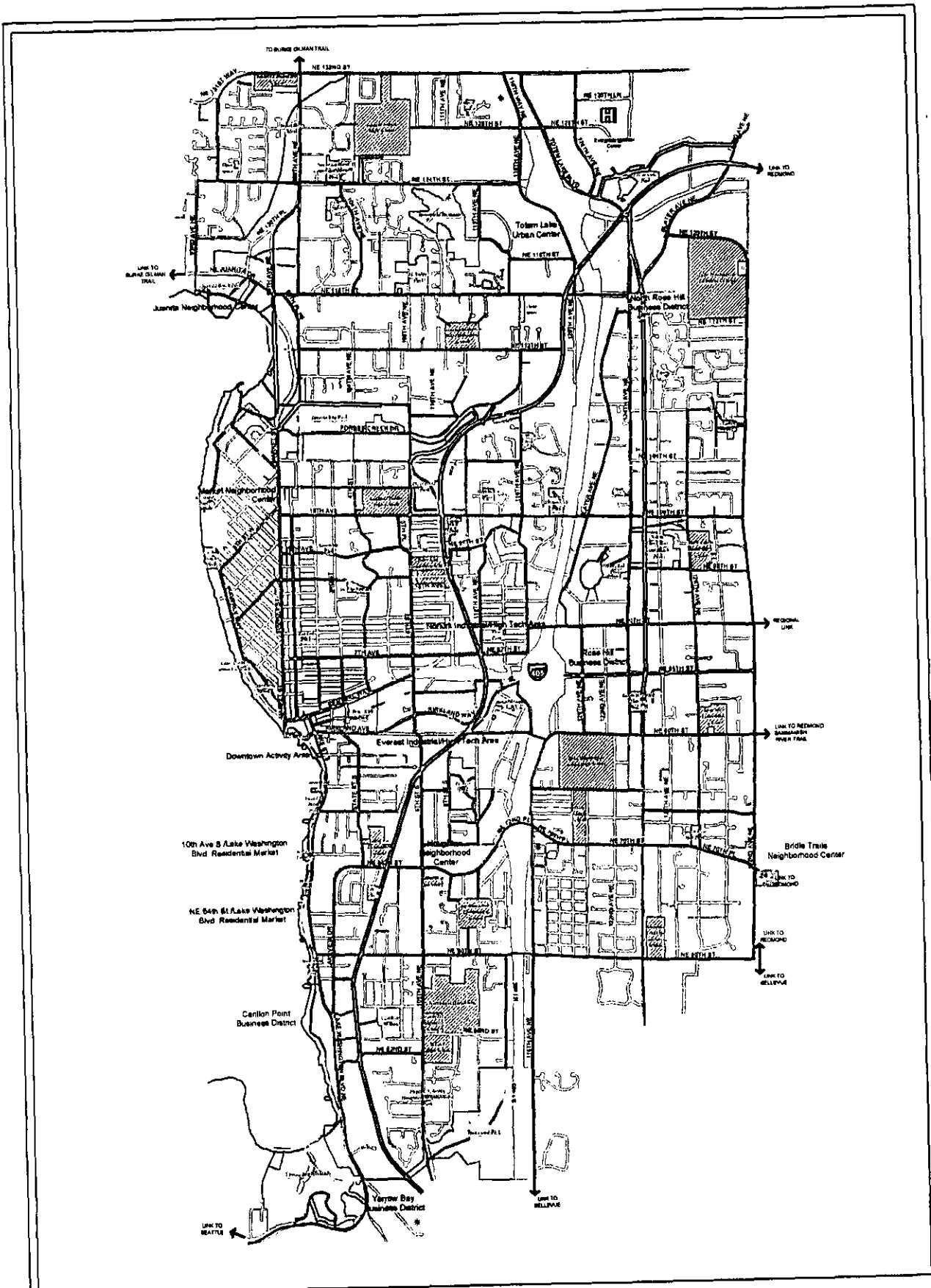
Higher unit per acre counts may occur within each classification if developed under the City's PUD, innovative or affordable housing programs.

Goal ED-3: Strengthen the unique role and economic success of Kirkland's commercial areas

Policy ED-3:1. Promote economic success within Kirkland's commercial areas.

The Land Use Element sets forth the general land-use development pattern for Kirkland's commercial areas. Consistent with each Neighborhood Plan there will be opportunities to strengthen commercial area in the types of businesses provided and redevelopment opportunities. Following is a summary of the role of each commercial area.

- Totem Lake's role is an Urban Center that serves as a community and regional center for destination retailing, health care, automobile sales, high technology, light industrial, professional offices and housing.
- Downtown's role is an Activity Area that serves as a community and regional center for professional and government services, specialty retail, tourism, arts and entertainment, neighborhood services and housing.
- The Yarrow Bay and Carillon Point Business Districts provide corporate headquarters, professional offices, professional services, restaurants and housing.
- The Rose Hill Business District along NE 85th Street provides regional and neighborhood services in general retail, automobile sales, high technology, small office parks and housing.
- The North Rose Hill Business District provides both regional and neighborhood services, retail stores and housing.
- The Market, Juanita, Houghton and Bridle Trails Neighborhood Centers provide neighborhood retail stores, professional services, recreation and housing.
- The Everest and Norkirk Industrial Areas provide opportunities for small businesses in light industrial, manufacturing, wholesale, office and high technology. Within the Norkirk Industrial Area, environmentally sustainable technology and clean energy commerce is encouraged.
- The Residential Markets along Lake Washington Blvd. provide convenience commercial goods and services.



- Legend**
- Existing
 - Shared Use Path
 - Pedestrian System
 - Proposed
 - Shared Use Path (Priority 1)
 - Pedestrian System (Priority 1)
 - Pedestrian System (Priority 2)
 - Transit Facility
 - Parks
 - Schools
 - Commercial Areas

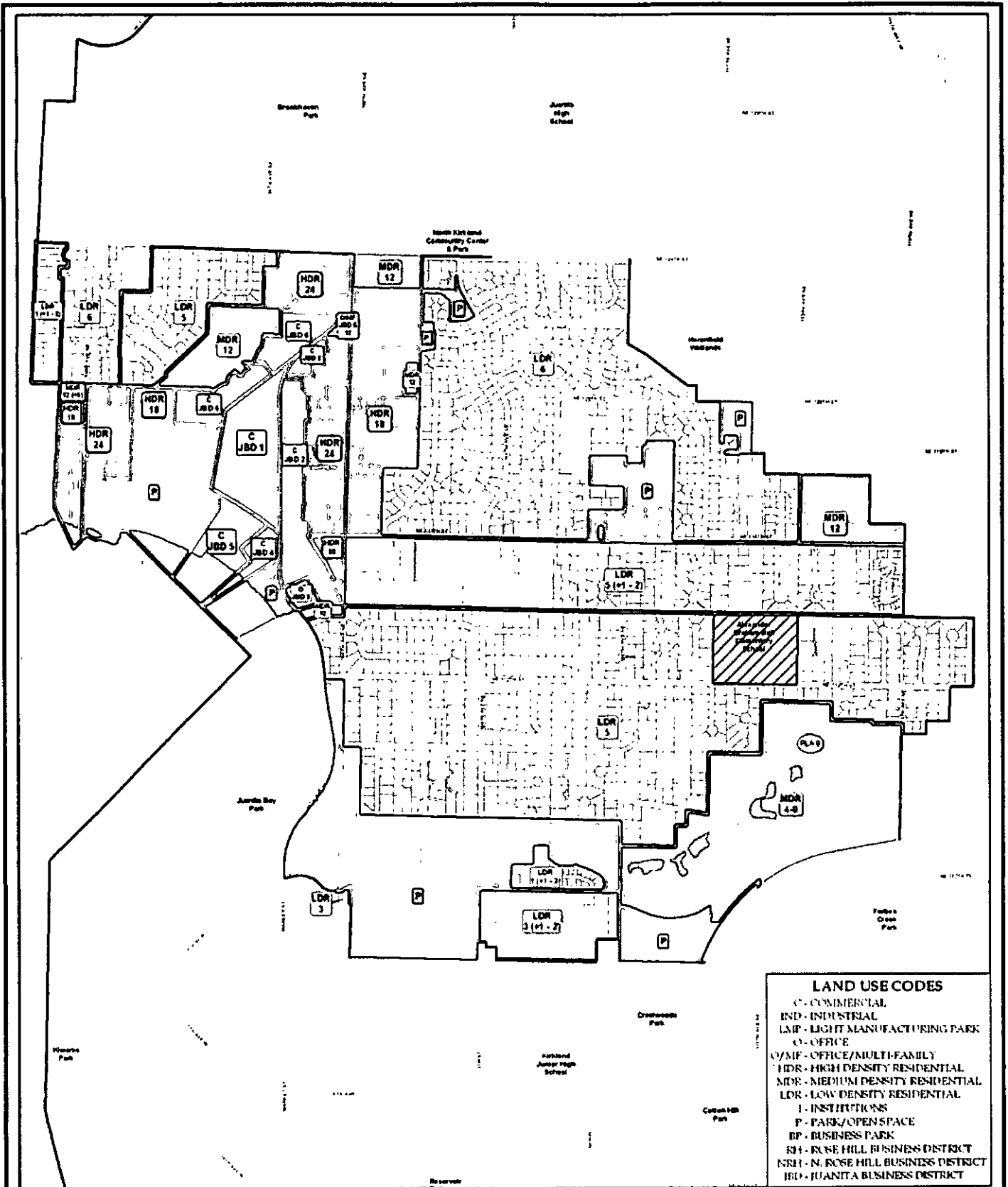
NOTE: This map is not intended to depict all potential pedestrian facilities. The Proposed Pedestrian System shows priority one and two corridors as identified in the 1995 NMT Plan to provide a framework for building a complete pedestrian network.

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1,050 525 0 Feet
1 inch equals 2,100 feet
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City of Kirkland Comprehensive Plan
11/13/2006

Figure T-3: Pedestrian Corridor System - Existing and Proposed

EXHIBIT E



LAND USE CODES

- C - COMMERCIAL
- IND - INDUSTRIAL
- LMP - LIGHT MANUFACTURING PARK
- O - OFFICE
- O/MF - OFFICE/MULTI-FAMILY
- HDR - HIGH DENSITY RESIDENTIAL
- MDR - MEDIUM DENSITY RESIDENTIAL
- LDR - LOW DENSITY RESIDENTIAL
- I - INSTITUTIONS
- P - PARK/OPEN SPACE
- BP - BUSINESS PARK
- RH - ROSE HILL BUSINESS DISTRICT
- NRH - N. ROSE HILL BUSINESS DISTRICT
- IRD - JUANITA BUSINESS DISTRICT

South Juanita Neighborhood Land Use Map

ORDINANCE NO. 4028
 ADOPTED by the Kirkland City Council
 December 13, 2015

LAND USE BOUNDARIES	PARCEL BOUNDARIES
SUBAREA BOUNDARY	PLANNED AREA NUMBER
TOTEM CENTER	LAND USE CODE
PUBLIC FACILITIES	DENSITY (UNITS/ ACRE)

NOTE: WHERE NOT SHOWN, NO DENSITY SPECIFIED
 INDICATES CLUSTERED LOW DENSITY

Map produced by July 12, 2016.
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 No warranties of any sort, including but not limited to accuracy, fitness or merchantability, accompany this map.

EXHIBIT

XV.J. NORKIRK NEIGHBORHOOD⁰⁻⁴⁰⁷⁸

1. NORKIRK OVERVIEW

The Norkirk Neighborhood lies between the Burlington Northern Santa Fe railroad tracks on the east, Market Street on the west, the Moss Bay Neighborhood, including downtown on the south, and the crest of the Juanita Slope at approximately 20th Avenue, on the north (see Figure N-1).

Most of the area is developed, and the land use pattern is well established. The neighborhood is predominately residential in character, and contains some of Kirkland's oldest homes. The neighborhood is also home to many civic and public uses including City Hall, the City Maintenance Center and the Kirkland Junior High School. The core of the neighborhood consists of low-density residential development, while medium and high-density residential uses are concentrated on the south end, transitioning to the commercial uses of the Central Business District. Commercial and multifamily residential development adjoins Market Street on Norkirk's western boundary. Light Industrial uses are located in the southeastern portion of the neighborhood.

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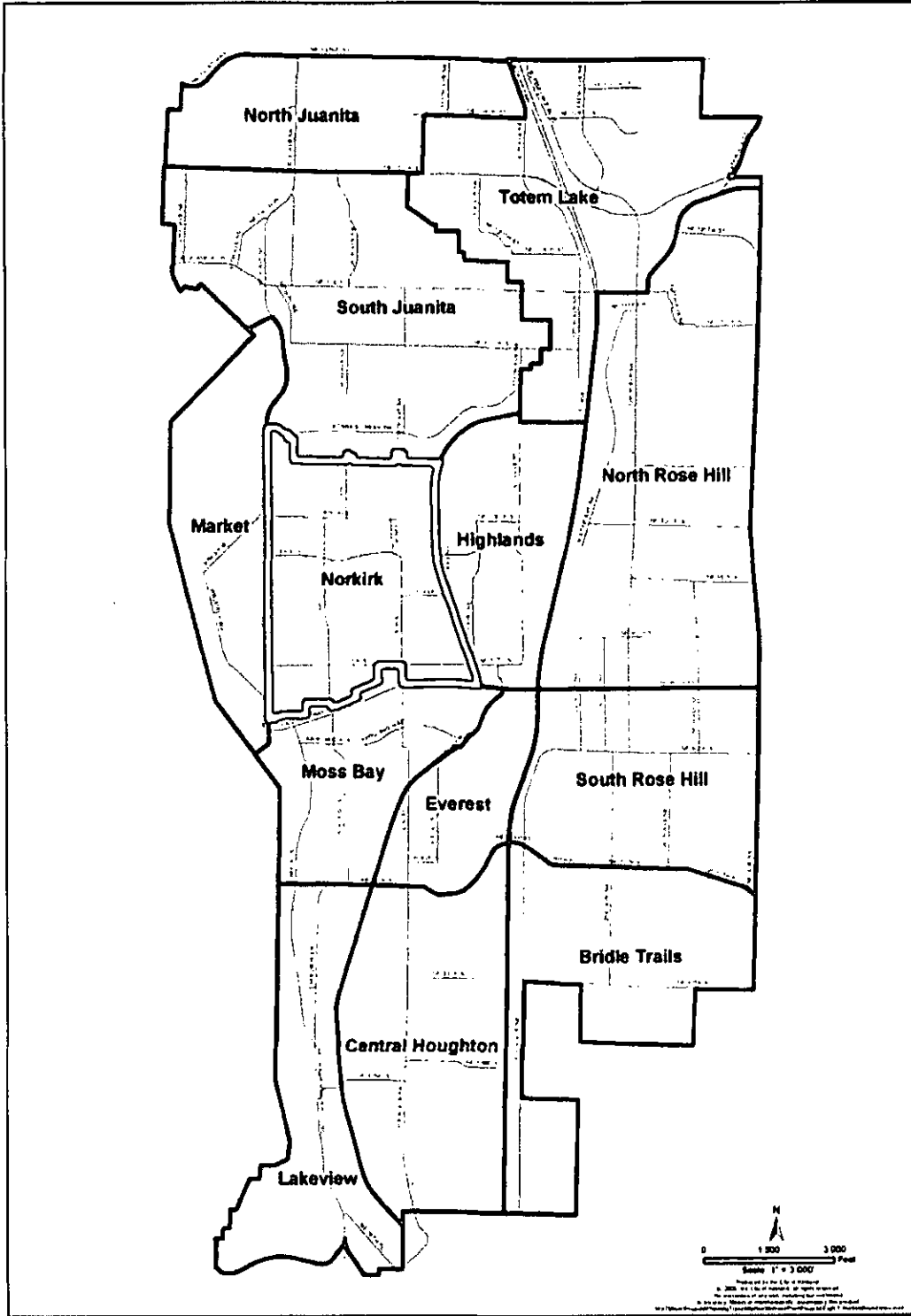


Figure N-1: Norkirk Boundaries

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2. VISION STATEMENT

The Norkirk Neighborhood in 2022 is a stable and tranquil community of neighbors who represent a range of ages, households, incomes, and backgrounds. Norkirk residents highly value the distinct identity of their own neighborhood as well as its proximity to downtown Kirkland.



Annual Norkirk Neighborhood Picnic, 2005

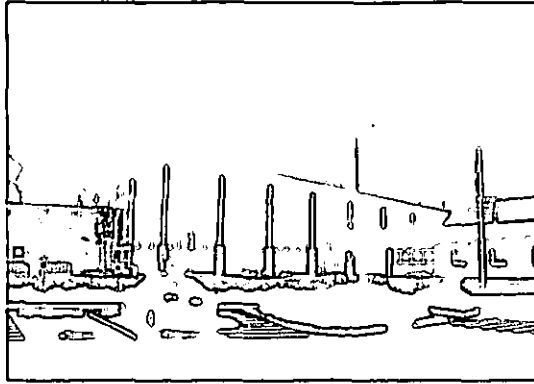
Norkirk residents are good neighbors because we know one another. That's because the Norkirk Neighborhood is a pleasant and safe place for walking. From the sidewalks, people greet neighbors who are working in their gardens or enjoying the quiet from their front porches. Children play in their yards and in the parks, or ride

their bikes along streets where they recognize their neighbors. Norkirk is linked to other Kirkland neighborhoods and commercial areas by safe bike and pedestrian routes and local transit.

Norkirk residents prize our beautiful surroundings. We benefit from open spaces and abundant trees. From numerous spots throughout the neighborhood one can view Lake Washington and its shoreline, the Olympics, or Mount Rainier. The parks, woodlands, and wetlands are considered the neighborhood's backyard, and residents care for those places.

The neighborhood has a unique civic presence and identity. Many city services and facilities are located here, attracting community members from outside the neighborhood. The Norkirk Neighborhood is home to both City Hall and the City Maintenance Center where the work of local government takes place. Kirkland Junior High School, situated next door to Crestwoods Park, serves the entire city. Norkirk is also home to Peter Kirk Elementary School, which draws its enrollment from not only the Norkirk Neighborhood but also from the Market and Highlands neighborhoods.

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Kirkland Junior High School

In 2022, the Norkirk Neighborhood is comprised mainly of single-family homes. Houses come in a variety of styles and sizes and, between houses, there is light and vegetation. The neighborhood feels uncrowded. Residents cherish many homes dating from early in the 20th century. Low-density residential areas successfully integrate alternative housing styles throughout the neighborhood, which provides choices for a diverse community.

Higher density multifamily development at the southern boundary of the neighborhood provides additional housing choice and a stable transition between the single-family core and the more intensive commercial and residential development in downtown Kirkland. Additional multifamily development and commercial activities are located along the Market Street Commercial Corridor. Here the alley and topographic break separate the single family area from the Market Street Commercial Corridor, minimizing conflicts between adjacent land uses and ensuring neighborhood integrity. These commercial areas provide important shopping and services for both neighborhood residents and the region. Design of new development within the Market Street Commercial Corridor is complementary to the adjacent residential portions of the Market and Norkirk Neighborhoods, helping to create seamless transitions to protect and enhance the residential core.

In 2022, industrial and office uses in the southeast portion of the neighborhood are compatible with the residential uses that surround them. Located near the railroad tracks, this area provides a central city location for technology, services, offices use, wholesale businesses and the City Maintenance Center. Landscape buffers, building modulation and traffic management help integrate this area into the neighborhood.

Norkirk in 2022 is an outstanding neighborhood in which to live.

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3. HISTORIC CONTEXT

Introduction

The Norkirk Neighborhood is one of the most historic in the City of Kirkland. Norkirk has had a significant role in the development of the City starting in the late 1880's when a majority of land was purchased to be part of Peter Kirk's new town. The area around the present City Hall was the Civic Center of Kirkland in the 1900's. The churches were the community meeting places and the Kirkland Woman's Club, the American Legion Hall and schools provided numerous community services. Central School was purchased by the City of Kirkland in 1977; it was vacated in 1978 and damaged by fire in 1980. The City of Kirkland reinforced Norkirk's importance as the civic center of the City by building the new City Hall on the Central School site in 1982.

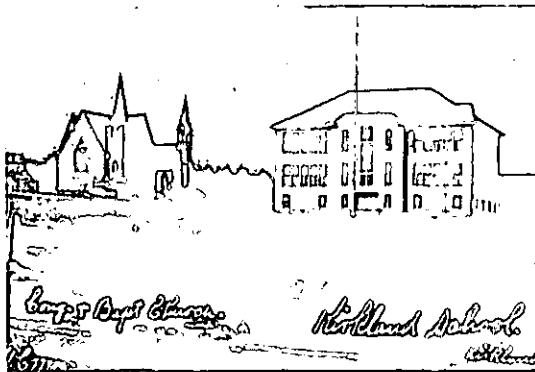


Photo of Congregational & Baptist Churches & Central School 1905

Arline Andre collection, Kirkland Heritage Society.

Homesteads in the 1880's

The land homesteaded in the 1880's by John DeMott and George Davey included most of the Norkirk Neighborhood and portions of downtown. These two homesteads extended from First Street to Sixth Street and from Kirkland Avenue up to 18th Avenue. The Carl Nelson and Martin Clarke Homesteads extended east of 6th Street up to 116th in the Highlands Neighborhood.

Kirkland Land and Improvement Company

Between 1888 and 1890, Peter Kirk's Kirkland Land and Improvement Company purchased many of the homesteads to begin the proposed new city, which would support the construction of the Steel Mill on Rose Hill near Forbes Lake. In 1890, the original plat was done with the street layout much as we see it today – particularly from Market to 3rd Street and south of 10th Avenue. The town center was to be at the intersection of Market Street and Piccadilly (7th Avenue). Piccadilly with its wide right-of-way was the connecting road to the mill on Rose Hill.

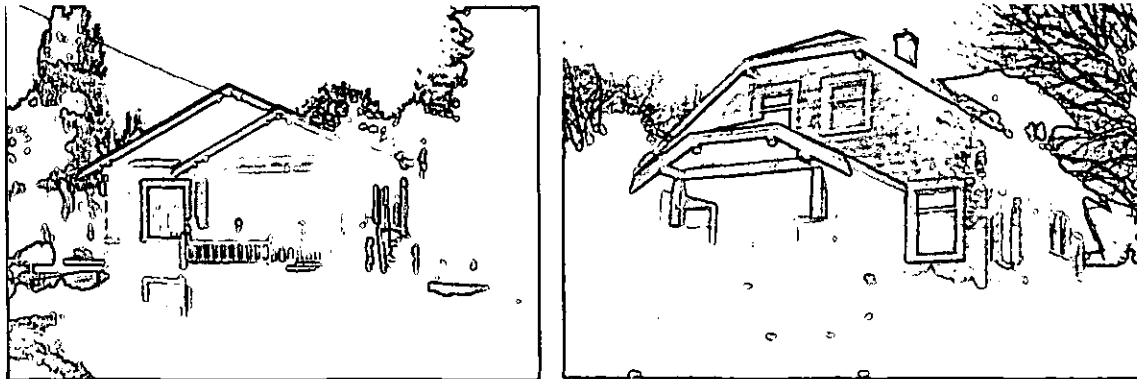
In 1893 the nationwide depression wiped out Kirk's dream of Kirkland becoming the "Pittsburgh of the West" as the financial backing stopped and the mill closed without ever having produced steel. Very little

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development occurred in Kirkland until after 1910. Even though times were tough, the citizens voted to incorporate in 1905.

Boom Development 1910 – 1930 - Burke & Farrar

The most significant era of development in Norkirk was from 1910 through the 1930's after Burke & Farrar, Seattle developers, purchased Peter Kirk's remaining holdings. The area north of 10th Avenue and east of 3rd Street was replatted in 1914 to better reflect the topography. This era coincided with the national popularity of the Arts and Crafts movement and the construction of bungalow and craftsman styles of homes. The Norkirk Neighborhood has the greatest number of bungalows in the City – it is very appropriate for the neighborhood logo to reflect that time period and architectural style.



Representative photographs of Bungalows.
Inventory Reports from Kirkland Heritage Society

Railroad

The Northern Pacific Railroad line that forms much of the eastern boundary of the Norkirk neighborhood was begun in 1903 and was completed in the summer of 1904 according to information from the Issaquah Depot Museum.

Change of Street Names

In the late 1920's the street names defined in the original Kirk Plat were changed to the present numbering system to facilitate public safety. The street signs installed in 1999 and 2000 reflect the original historic names. For example: 3rd Street was Jersey Street; 6th Street was Orchard Street; 7th Avenue was Piccadilly Avenue; and 18th Avenue was Portland Avenue.

Naming of the Neighborhood

The name likely came from geographic references to "North Kirkland" relative to downtown. This was formalized with the naming of the Norkirk Elementary School in 1955. The 6/23/55 East Side Journal newspaper had the following story:

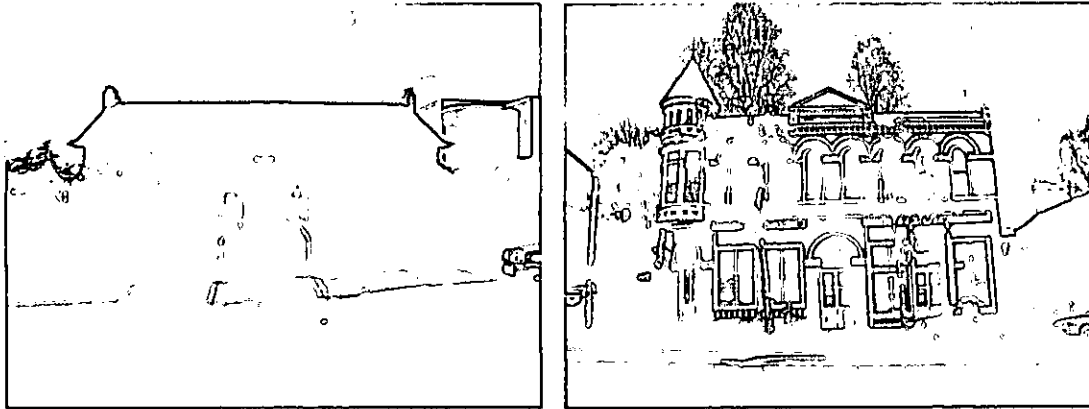
The name "Norkirk Elementary School" submitted by Donna Lee Owen, age 7 of Redmond was chosen by school board members as the name of the new

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Elementary school under construction in north Kirkland. Donna is the daughter of Mr. and Mrs. Alvin L. Owen, Jr. and is a student in the second grade.

Historic Properties

The Kirkland Heritage Society utilized a grant from the Kirkland City Council to conduct an inventory of properties meeting established historic criteria in 1999. The Norkirk Neighborhood had one-third of the buildings on the citywide inventory. Twenty percent of the highest priority structures are located in Norkirk. The Woman's Club, Trueblood House, Campbell building and Peter Kirk building are on the National Register of Historic Places. The cluster of historic properties at the intersection of Market Street and 7th Avenue form an important historical link and entrance to the Norkirk neighborhood.



Woman's Club and Peter Kirk Building -Recognized by City of Kirkland Inventory and Centennial Collections, Kirkland Heritage Society.

Goal N 1 – Encourage preservation of structures and locations that reflect the neighborhood's heritage.

Policy N 1.1:

Provide markers and interpretive information at historic sites.

Providing this information will identify these important sites and enable future residents to have a link with the history of the area.

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Policy N 1.2:

Provide incentives to encourage retention of identified buildings of historic significance.

Allow flexibility in lot size requirements for lots that contain historic buildings. This incentive will allow lots containing historic buildings to be subdivided into smaller lots than would otherwise be permitted if the historic buildings meet designated criteria and are preserved on site.

Minimum lot size in this situation would be 5,000 square feet in an RS 6.3 or 7.2 zone. This incentive would allow up to two smaller lots, including the one containing the historic building, if the recognized integrity of the historic building were preserved. If additional lots were created by the subdivision, they would have to meet the lot size requirements for the zone.

A particularly significant historic building in the neighborhood is the Kirkland Cannery. Located in the industrial area of Norkirk, some zoning flexibility to allow non-industrial uses such as live work lofts may be appropriate in order to preserve this building.

4. NATURAL ENVIRONMENT

Goal N 2 – Protect and enhance the natural environment in the Norkirk neighborhood.

Policy N 2.1:

Protect and improve the water quality and promote fish passage in the Forbes Creek and Moss Bay basins by undertaking measures to protect stream buffers and the ecological functions of streams, Lake Washington, wetlands and wildlife corridors.

The Norkirk Neighborhood is located within the Forbes Creek and Moss Bay drainage basins (Figure N-2). Various Moss Bay and Forbes Creek tributaries and several small wetlands constitute a valuable natural drainage system that flows into Lake Washington and provides the surface water, water quality, wildlife and fish habitat, and open space functions for the neighborhood.

In the Forbes Creek basin, there is extensive cutthroat trout habitat in the main stem of Forbes Creek downstream of Forbes Lake. Coho salmon are found west of the freeway in Forbes Creek. The various Norkirk Neighborhood tributaries leading into the Creek contribute to the water quality downstream prior to entering Lake Washington.

In the Moss Bay drainage basin, the open stream portion of the Peter Kirk Elementary Tributary near the elementary school appears to have good water quality although analysis has not been conducted. It is

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suspected that water quality rapidly degrades through the piped network downstream prior to entering Lake Washington. In this tributary, removal of invasive species and revegetation of the area with native vegetation, including trees and shrubs, is worth investigating. Additionally, the feasibility of re-introduction of resident cutthroat trout into the stream and daylighting the piped portion of this tributary upon redevelopment of the Industrial area are opportunities worth investigating. The small wetland and drainage area at Van Aalst Park provides an opportunity for enhancement on public property that could be accomplished as a neighborhood or school community service project.

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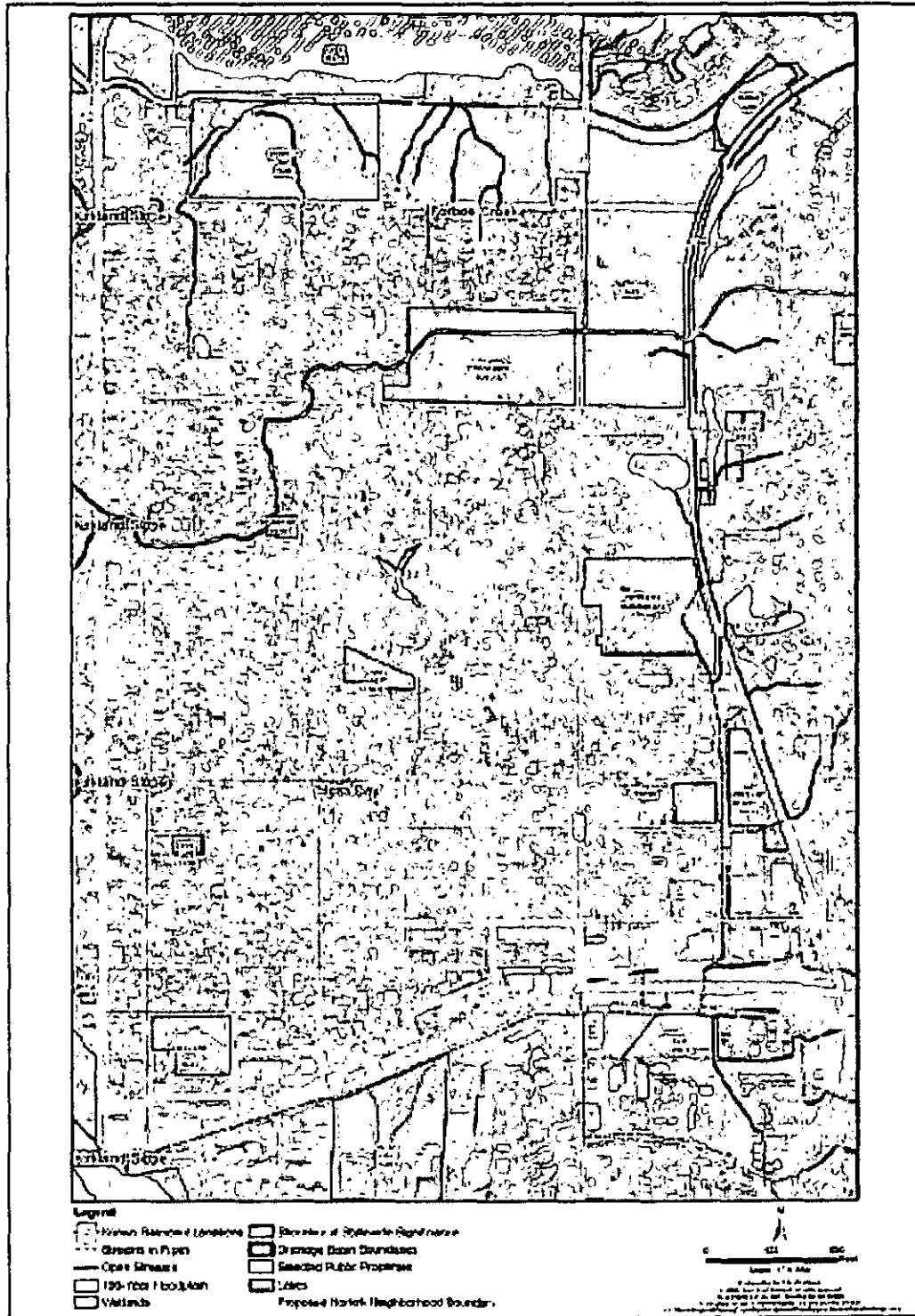


Figure N-2: Norkirk Sensitive Areas

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Policy N 2.2:

Develop viewpoints and interpretive information around streams and wetlands if protection of the natural features can be reasonably ensured.

Providing education about the locations, functions, and needs of sensitive areas will help protect these features from potentially negative impacts of nearby development, and could increase public appreciation and stewardship of these areas. When appropriate, the placement of interpretive information and viewpoints will be determined at the time of development on private property or through public efforts on City-owned land.

Policy N 2.3:

Protect, enhance and properly manage the urban forest by striving to retain and enhance the tree canopy including street trees, landmark and specimen trees, groves of trees and associated vegetation.



In the Norkirk neighborhood, protecting, enhancing, and retaining healthy trees and vegetation are key values and contribute to the quality of life. Where there are feasible and prudent alternatives to development of a site in which these trees can be preserved, the trees should be retained and protected.

Maintenance and removal of significant trees on developed private property will have a great impact to the overall urban forest. Proper pruning and reasonable reasons for removal of mature trees are strongly advised by the City, and appropriate tree replacements expected wherever possible. Where desirable, the tree canopy can be enhanced through street tree planting and in park and open space areas.

Policy N 2.4:

On properties containing high or moderate landslide or erosion hazards areas, ensure that development is designed to avoid damage to life and property.

The Norkirk Neighborhood contains areas with steep slopes including moderate and high landslide and/or erosion hazards. Moderate and high landslide hazard areas with development potential are primarily found north of Peter Kirk Elementary School near the railroad tracks (see Figure N-3). These areas are prone to landslides, which may be triggered by grading operations, land clearing, irrigation, or the load characteristics of buildings on hillsides.

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Clustering detached dwellings away from these hazard areas is encouraged when development occurs, in order to retain the natural topography and existing vegetation and to avoid damage to life and property. One way to accomplish clustering is through a Planned Unit Development, where retaining open space and the existing vegetation beyond the extent normally required would be a public benefit.

Policy N 2.5:

Avoid development of unimproved rights-of-way impacted by sensitive and landslide hazard areas: Those portions of 16th Avenue (east of 7th St.), that are found to have sensitive areas, should not be improved. A portion of unopened right-of-way is within a wetland area, and should remain in its natural condition. Additionally, those portions of 20th Avenue that are found to be in moderate and high landslide hazard areas should be analyzed to determine if street improvements can be safely made without significant impacts on the adjacent geologically hazardous areas or adjacent sensitive areas.

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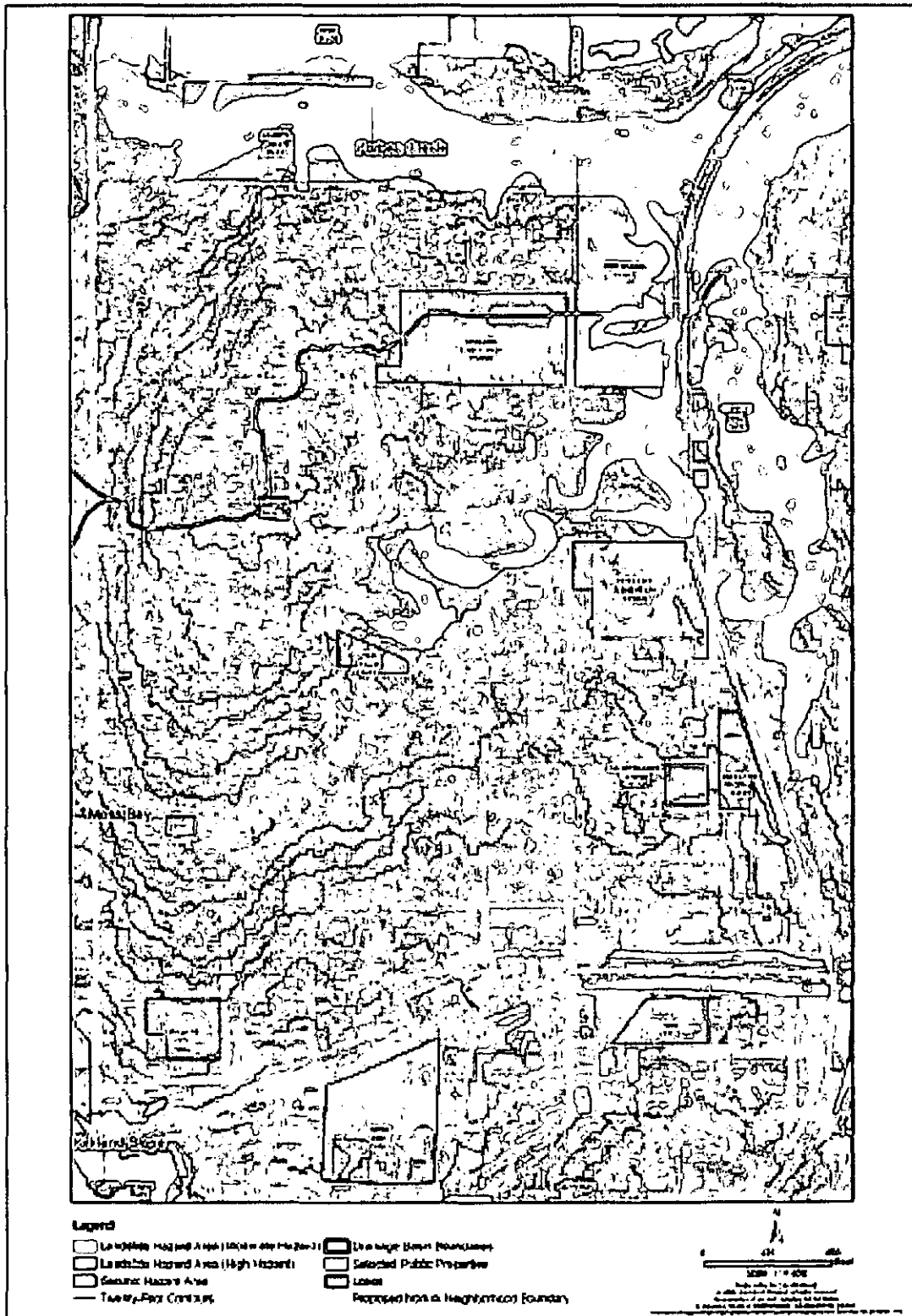


Figure N-3: Norkirk Landslide and Seismic Hazard Areas

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Policy N 2.6:

Protect wildlife throughout the neighborhood by encouraging creation of backyard sanctuaries for wildlife habitat in upland areas.

People living in the neighborhood have opportunities to attract wildlife and improve wildlife habitat on their private property. These areas provide food, water, shelter, and space for wildlife. The City, the State of Washington Department of Fish and Wildlife, and other organizations and agencies experienced in wildlife habitat restoration can provide assistance and help organize volunteer projects.

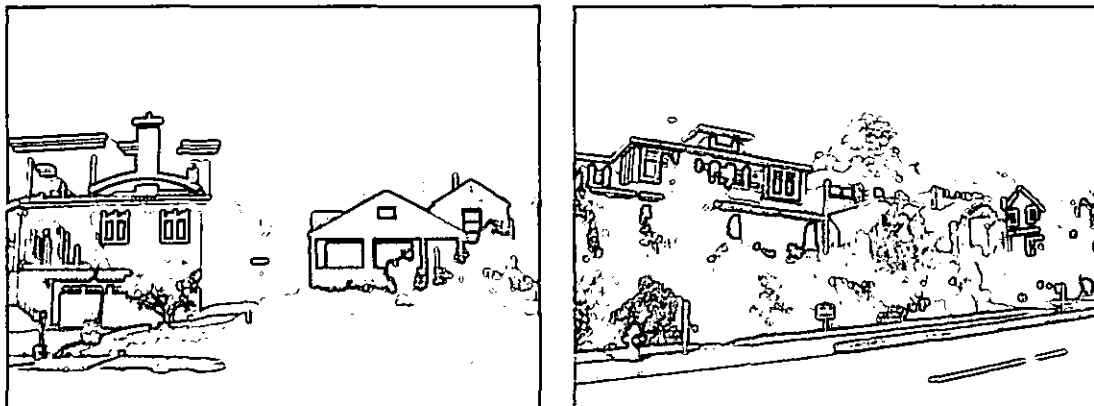
5. LAND USE

The Norkirk Neighborhood contains diverse land uses that are successfully integrated into the dominant single family residential land use pattern. Churches and schools are dispersed throughout the low-density residential core, while other public institutional uses such as Kirkland City Hall is located in Planned Area 7 and the City Maintenance Center is located in the industrial area of the neighborhood. Multifamily apartments and condominiums are in the southern portion of the neighborhood. Retail, commercial, office, multi-family and mixed uses are focused in the Market Street Commercial Corridor and office, light industrial, and service commercial are concentrated in the light industrial zone at the southeast corner of Norkirk.

RESIDENTIAL

Goal N 3 – Promote and retain the residential character of the neighborhood while accommodating compatible infill development and redevelopment.

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Policy N 3.1:

Retain the predominantly detached single-family housing style in the core of the Norkirk Neighborhood.

Norkirk is a well-established neighborhood that has predominately low-density (6 dwelling units per acre) traditional single-family residential development located generally north of 7th Avenue. The land use transitions from the single-family core to medium and high-density multifamily development at its south end. Preservation of the eclectic mix of housing styles and sizes is important to the neighborhood's distinct character.

Policy N 3.2:

Allow lot sizes that match the existing lot size and development pattern (see Figure N-4).

A limited area, bounded on the east by 2nd Street, on the west by the alley between Market and 1st Streets, on the south 8th Avenue, and on the north by the alley between 12th and 13th Avenues, has a particularly large number of lots that are less than 7,200 square feet. Seven dwelling units per acre, which is comparable to the Single-Family Residential 6.3 zoning classification (6,300 square feet minimum lot size), are in context with the predominant platting pattern here. Similarly sized lots should be allowed in proximity to these smaller lots to be consistent with the lot pattern and to provide more housing capacity and home ownership opportunities.

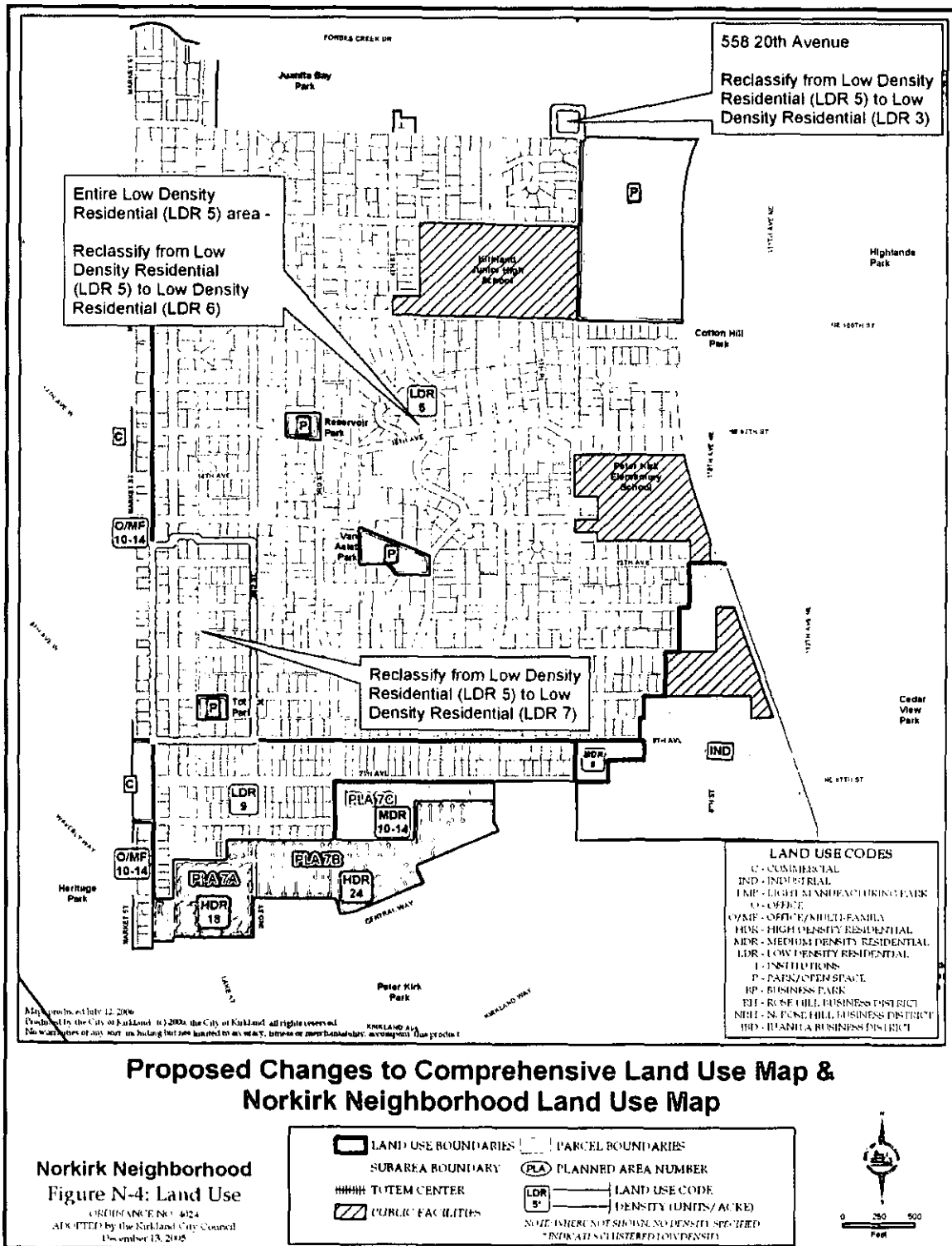
Policy N 3.3:

Allow attached or detached residential development at 9 dwelling units per acre as a transition from the industrial area to 6th Street, between 7th and 8th Avenues (see Figure N-4).

There is an existing pattern of detached houses in this area. Continuing to allow the option for attached housing provides a choice of housing styles.

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Goal N 4 – Allow alternative residential development options that are compatible with surrounding development.

Policy N.4.1:

Allow a variety of development styles that provide housing choice in low-density areas.

Providing housing options for a wide spectrum of households is an important value to support and encourage. Alternative housing provides more housing choice to meet changing housing demographics such as smaller households. Rising housing prices throughout the City and region require strategies to promote lower cost housing. Allowing design innovations can help lower land and development costs and improve affordability.

Compatibility with the predominant traditional detached single-family housing style in the neighborhood will determine the acceptance of housing alternatives. Architectural and site design standards to ensure compatibility with adjacent single-family homes are important to the successful integration of alternative housing into the neighborhood. Styles such as cottage, compact single-family, common wall (attached) homes, accessory dwelling units, and clustered dwellings are appropriate options to serve a diverse population and changing household size and composition. They also may help maintain the diversity of housing that characterizes Norkirk. Standards governing the siting and construction of alternative housing types in Norkirk should be consistent with citywide regulations.

Policy N.4.2:

Encourage diversity in size of dwelling units by preserving and/or promoting smaller homes on smaller lots.

Diversity can be achieved by allowing properties to subdivide into lots that are smaller than the minimum lot size allowed in the zone if at least one of the lots contains a small home. This incentive encourages diversity, maintains neighborhood character, and provides more housing choice.

Up to 50% of the lots to be subdivided should be allowed to be smaller than the zoning designation allows if a small home is retained or built on the small lots. The lots containing the small homes should be no less than 5,000 square feet in the RS 7.2 and RS 6.3 zones. The size of the homes on one or both lots would be strictly limited by a reduced floor area ratio and all other zoning regulations would apply.

PLANNED AREA 7

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Goal N 5 – Maintain effective transitional uses between the downtown and the low-density residential core of the neighborhood.

Policy N 5.1:

Allow a range of residential densities in Planned Area 7.

Planned Area 7 (PLA 7) is a transition zone, between the low-density residential core of the neighborhood and the downtown. A slope separates this area from commercial development in the downtown. Multifamily and single family dwellings, as well as institutional uses such as Kirkland City Hall, are appropriate here. Three Subareas within PLA 7 allow varying densities consistent with a hierarchy of increasing densities approaching the Central Business District (CBD). Medium-density is allowed south of 7th Avenue in PLA 7C, while higher densities are allowed in PLA 7A, located between the Market Street commercial corridor and 2nd Street and PLA 7B, located south of PLA 7C, between 2nd Street and the CBD. Future development throughout PLA 7 should be compatible with the scale of structures in adjacent single-family zones.



Condominiums on 4th Avenue and 2nd Street and Kirkland City Hall at 123 5th Avenue

PLA 7A – High Density Residential development up to 18 dwelling units per acre is allowed. Much of this area is owned or developed with Kirkland City facilities, including City Hall, and to a lesser extent, it is developed with medium and high-density residential uses.

PLA 7B – High Density Residential development up to 24 dwelling units per acre is allowed. Most of this area is developed with high and medium density residential uses. Office use is also appropriate for the lot located at the southwest corner of 4th Street and 4th Avenue.

PLA 7C – Medium density development up to 12 dwelling units per acre is allowed. Much of this area is developed with medium and some high-density residential uses, making future low-density residential development less appropriate. At the same time, high-density development is not appropriate due to the adjacency of a single-family residential area north of 7th Avenue and west of 3rd Street.

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COMMERCIAL

Goal N 6 – Focus commercial development in established commercial areas.

Policy N 6.1:

Locate new commercial development in the Market Street commercial corridor at the west boundary of the Norkirk Neighborhood.

Commercial development should remain in established commercial areas within the Market Street Commercial Corridor Subarea and not extend into the residential core of the neighborhood or north of 19th Avenue. A slope and alley parallel to Market Street provide a topographic and manmade break between the Market Street Commercial Corridor and the residential core of the neighborhood. Similarly, a slope running parallel to Central Way provides a topographic break between commercial development in the downtown and residential development in Planned Area 7. Commercial development is prohibited in low, medium, or high density residential areas (see Figure N-4)

Policy N 6.2:

Coordinate Planning for the Norkirk Neighborhood with the goals and policies found in the Market Street Commercial Corridor Subarea section of the Comprehensive Plan.

The western boundary of the Norkirk Neighborhood is located in the middle of Market Street. The Market Street Commercial Corridor Subarea is shared with the Market Neighborhood. It is important for both neighborhood plans to be coordinated with the subarea plan for the corridor.

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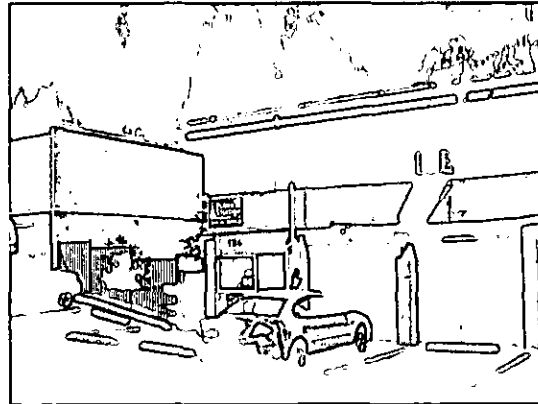
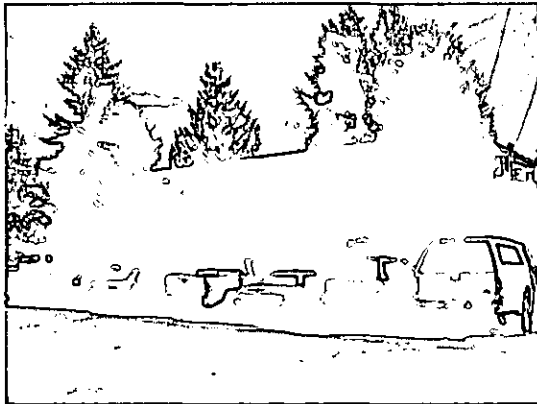
INDUSTRIAL

Goal N 7 – Maintain the light industrial area to serve the needs of the community.

Policy N 7.1:

Encourage limited light industrial uses, auto repair and similar service commercial uses, and offices to serve the neighborhood and surrounding community.

- South of 7th Avenue, between 6th and 8th Streets, office uses up to three stories are encouraged to serve as a transition between the downtown and the industrial area. Gateway features and landscaping at the intersection of 6th Street and 7th Avenue and 6th Street and Central soften the transition into this area.
- In the remainder of the area, limited light industrial, warehousing, city services, service commercial uses such as auto or furniture repair, and small offices are appropriate.



Policy N 7.2:

Encourage businesses that promote environmentally sustainable technologies.

Sustainable green technology provides benefits to Kirkland's economy and the neighborhood. The rapidly expanding new energy/clean technology industry sector promotes environmental stewardship and a vibrant economy.

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Goal N 8 – Ensure that adverse impacts associated with industrial uses are minimized.

Policy N 8.1:

Regulate industrial uses to ensure that impacts which may disrupt the residential character of the surrounding area are controlled.

Techniques to minimize noise, glare, light, dust, fumes and other adverse conditions, found in the policies in the Community Character Element of the Comprehensive Plan, and limiting hours of operation, should be used so that industrial activities do not create conflicts with surrounding residential development.

Policy N. 8.2

Industrial traffic should be controlled in order to protect the character, safety, and peace of the residential neighborhood.

Industrial truck traffic should avoid passing through residential areas. Industrial traffic should be directed to 8th Street south of 12th Avenue, 7th Avenue between 6th Street and the railroad tracks, 6th Street between 7th Avenue and Central Way, and the NE 87th Street/114th Avenue NE connection between the railroad tracks and NE 85th Street in the Highlands Neighborhood. There should be no access from 12th Avenue into the industrial area. Additionally, 11th Avenue should remain closed to industrial access.

6. TRANSPORTATION

STREETS

The street network in Norkirk is a grid pattern. Maintenance of this grid will promote neighborhood mobility and more equitable distribution of traffic on neighborhood streets. The streets that compose this grid network consist of collector and local streets and alleys, with one principal arterial located at the western boundary. There are no minor arterials in Norkirk. Streets are described below and shown on Figure N-5.

Market Street is a principal arterial that is the most traveled route into and through the neighborhood. Most of Market Street is fully improved with one lane in each direction, and a series of left turn pockets south of the mid-block between 20th and 19th Avenues. The street is fully developed with curbs, gutters, sidewalks, landscape strips and bike lanes. A landscape median provides additional green space while controlling left turn movements. A center turn lane north of 20th Avenue extends to Forbes Creek Drive.

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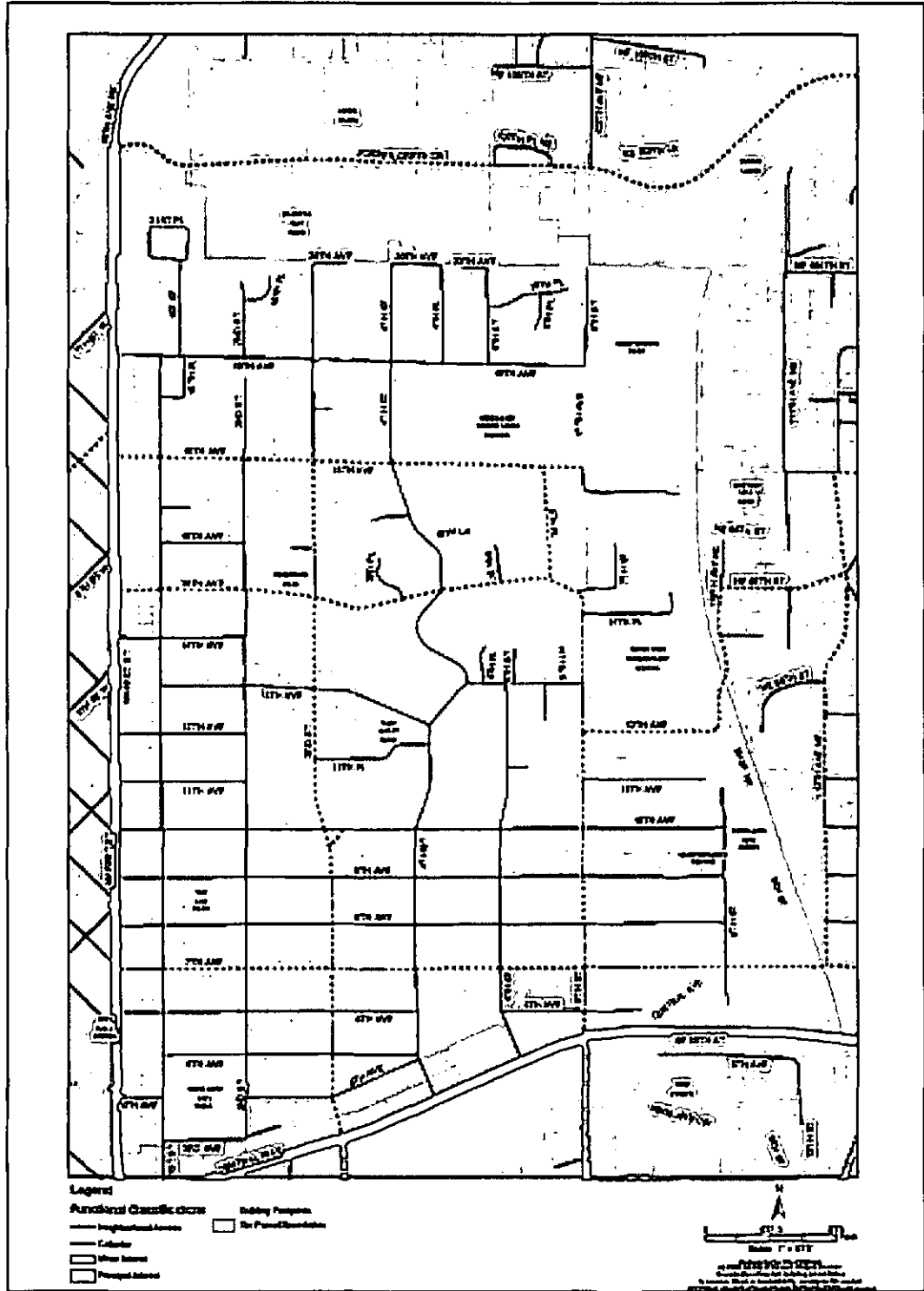


Figure N-5: Norkirk Functional Classifications

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Collectors: Numerous streets within the grid network of Norkirk serve as neighborhood collectors. These streets connect the neighborhood to the arterial system and provide primary access to adjacent uses. Design standards for these streets call for two traffic lanes, a parking lane, curbs, gutters, sidewalks, and landscape strips. The specific streets that serve this function are listed below and shown on Figure N-5.

- 18th Avenue, east of Market Street is a collector street up to 5th Place. It provides access to the northern portion of the neighborhood.
- 15th Avenue, east of Market Street is a collector street to 6th Street.
- 12th Avenue, east of 6th Street is a collector street that connects to the Highlands Neighborhood where it crosses the railroad tracks.
- 7th Avenue, east of Market Street is the only collector street that runs the entire width of the Norkirk Neighborhood from east to west. It connects to the Highlands neighborhood where it crosses the railroad tracks.
- 3rd Street, between Central Way and 18th Avenue is a collector that provides access into Norkirk north from downtown.
- 5th Place, is a collector street between 15th Avenue and 18th Avenue.
- 6th Street, between Central Way and 15th Avenue/5th Place is a collector street that provides access into Norkirk north from downtown.

Local Access: All of the streets not discussed above are classified as local access streets. These streets provide access to adjacent residences and connect to collectors. Full improvements on these streets typically include one traffic lane in each direction, two parking lanes, curbs, gutters, sidewalks, and landscape strips.

Alleys: Portions of Norkirk platted in the early part of the 20th century have a distinct alley grid.

Goal N 9 – Maintain and enhance the street network.

Policy N 9.1:

Maintain the street and alley grid in the Norkirk neighborhood.

The grid system enhances mobility within the neighborhood. Alleys provide access and a service route for the lots they abut, while the streets provide circulation through the neighborhood. Utilizing alleys minimizes the number of curb cuts needed to serve abutting uses, thus minimizing conflicts with pedestrian and vehicular traffic on the streets.

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Goal N 10 – Minimize cut through traffic and speeding.

Policy N 10.1:

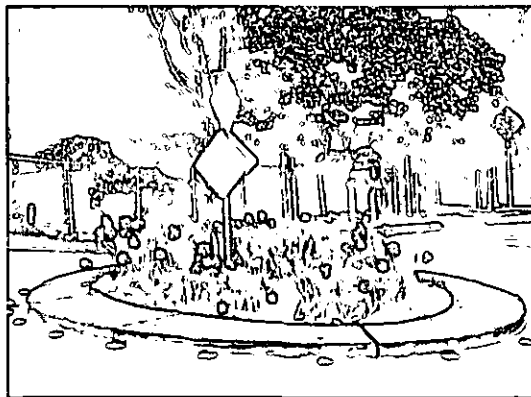
Reduce cut-through traffic and speeding.

Monitor and evaluate traffic patterns and volumes in the Norkirk Neighborhood to minimize cut through traffic and speeding, especially between Market Street and Central Way. The evaluation should determine if additional strategies such as traffic calming, in cooperation with the Fire Department to accommodate emergency response needs and times, are needed. The neighborhood should be involved in this process.

Policy N 10.2:

Identify preferred routes through the neighborhood to and from City facilities.

The various city administration, public safety, and maintenance facilities located in the Norkirk Neighborhood generate both service and visitor trips. When practical, vehicles should be routed onto collector streets where improvements are in place to protect the pedestrian, rather than onto local access streets that serve the internal needs of residents.



The preferred routes for visitors coming from outside the neighborhood to City Hall and for other City vehicles leaving City Hall are along 7th Avenue via First Street and 5th Avenue, along 3rd Street via 4th and 5th Avenues, and along 1st Street via 3rd Avenue. Emergency vehicles responding or leaving City Hall or the Maintenance Center to respond to police, fire or medical emergencies take whatever route provides the most timely response. The preferred routes for service vehicles and visitors to the Maintenance Center are along 7th Avenue and 8th Street, internal to the industrial area in which it is located.

TRANSIT

In 2006, Metro transit routes 234, 236, and 255 serve the Norkirk Neighborhood. Route 234 connects Norkirk to Kirkland's Transit Center and with Kenmore and Bellevue and provides service along Market Street. Route 255, which also runs along Market Street, connects Norkirk to Kirkland's Transit Center, downtown Seattle,

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and the Brickyard Park and Ride lot. The 236-transit route provides service through Norkirk along 3rd Street and 18th Avenue, connecting to Kirkland's Transit Center and Market Street. This route connects to Woodinville.

The BNSF railroad right of way, located at the eastern boundary of the neighborhood, may provide regional rail service to commuters in the future.

PEDESTRIAN/BICYCLE CIRCULATION

The existing City of Kirkland Nonmotorized Transportation Plan (NTP) maps the planned bicycle and pedestrian facilities planned for a 10-year horizon. Those projects mapped in the Norkirk Neighborhood Plan that are not shown in the NTP should be added. Figures N-6 and N-7 show the planned bike and pedestrian system in the Norkirk neighborhood.

City street standards require that all through-streets have pedestrian improvements. Generally, these improvements include curbs, gutters, landscape strips, and sidewalks. As new development occurs, pedestrian improvements are usually installed by the developer. In developed areas without sidewalks, the City should identify areas of need and install sidewalks through the capital improvement budget process.

Bicycles are permitted on all City streets. Bike facilities may include a shared roadway; a designated bike lane with a painted line; or a shared use path for bicycle and pedestrian use. Those routes identified for proposed bicycle improvements are shown in Figure N-6.

Goal N 11 – Encourage nonmotorized mobility by providing improvements for pedestrians and bicyclists throughout the Norkirk Neighborhood.

Policy N 11.1:

Enhance and maintain pedestrian and bicycle infrastructure within the Norkirk Neighborhood, especially on routes to schools, activity nodes and adjacent neighborhoods.

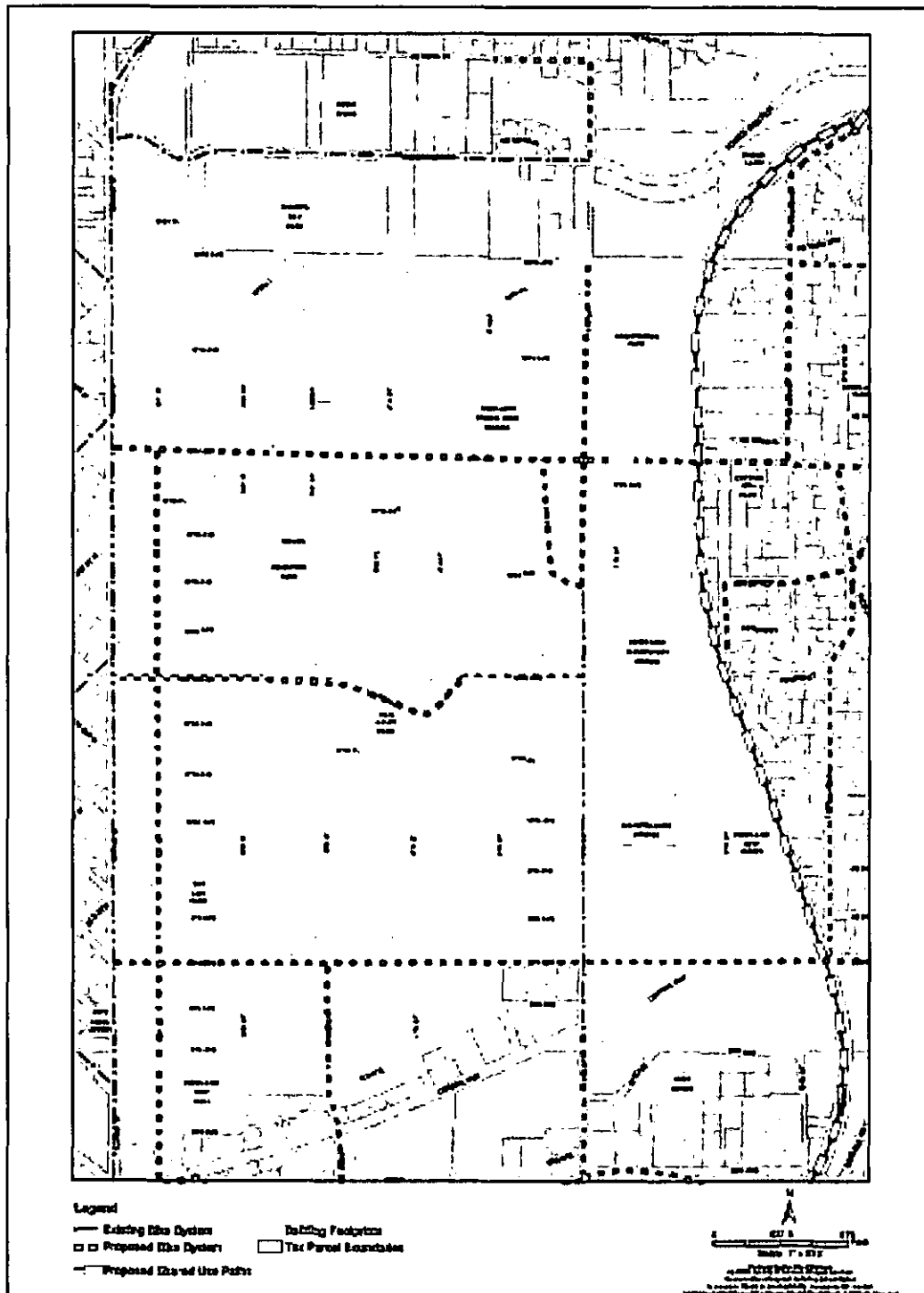
The following routes should be added to the Nonmotorized Transportation Plan. The Capital Improvement budget process prioritizes when routes identified in NTP will receive funding for improvements. If funded, these routes should be improved with sidewalks, curbs, gutters, and landscape strips and lighting as needed:

- 19th Avenue, between Market and 6th Street leads to Kirkland Junior High School and Crestwoods Park.
- 7th Avenue, between Market and the Highlands Neighborhood provides a centrally located east/west pedestrian and bike route.

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- 4th Street, between Central Way and 19th Avenue provides a centrally located north/south pedestrian route.
- 6th Street, between 20th Avenue and Forbes Creek Drive connects the Norkirk and South Juanita Neighborhoods.
- 20th Avenue, between 3rd Street and 5th Street, provides an east/ west pedestrian route at the northern boundary of the Norkirk Neighborhood.

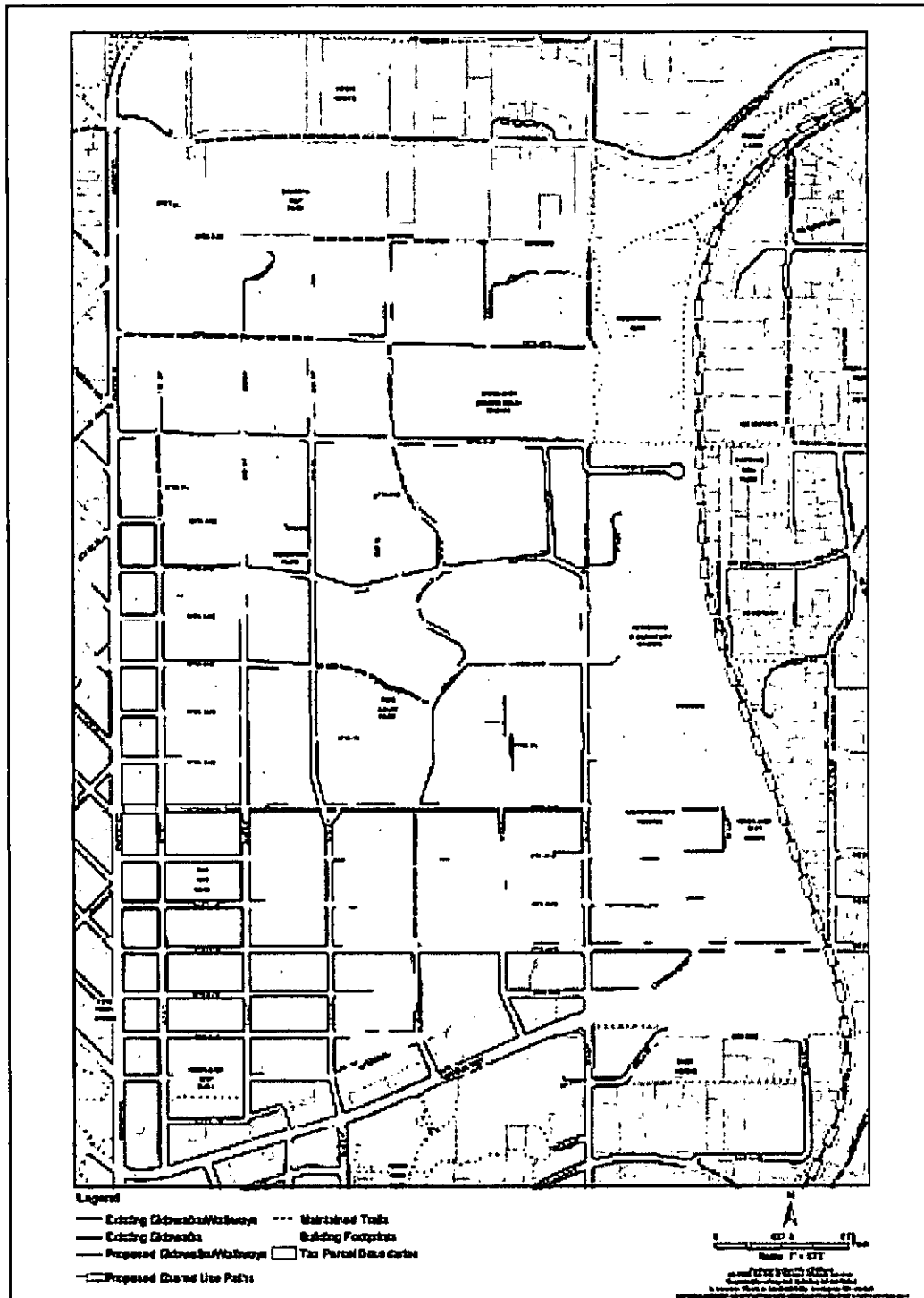
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City of Idaho Falls, Idaho
617-234-1100

Figure N-6: Norkirk Bicycle System

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City of Chicago Department of Planning and Economic Development
817/321-5141

Figure N-7: Norkirk Pedestrian System

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Policy N 11.2:

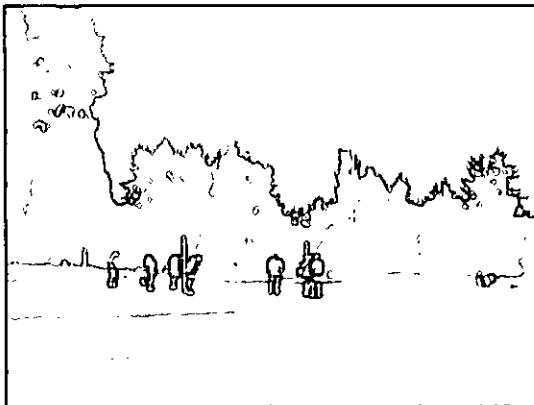
Support development of the Cross Kirkland Trail.

Develop a shared use path for bicyclists and pedestrians along the railroad right-of-way as described in the Nonmotorized Transportation Plan (NTP) and the Comprehensive Park, Open Space and Recreation Plan. Referred to as the Cross Kirkland Trail, the proposed path along the railroad right-of-way is part of a larger trail network to link neighborhoods within Kirkland to other cities. This route has been identified within the NPT as a Priority 1 corridor.

7. OPEN SPACE/PARKS

There are a number of publicly owned parks in the Norkirk Neighborhood that currently provide park and open space amenities. Some also protect sensitive and natural areas. In addition, Kirkland Junior High and Peter Kirk Elementary serve the neighborhood with recreation facilities through a city/school district partnership program that fosters mutual use and development of parks and recreation facilities. The use of school district facilities enables the city to provide a much higher level of service to the neighborhood than would otherwise be possible.

PARKS



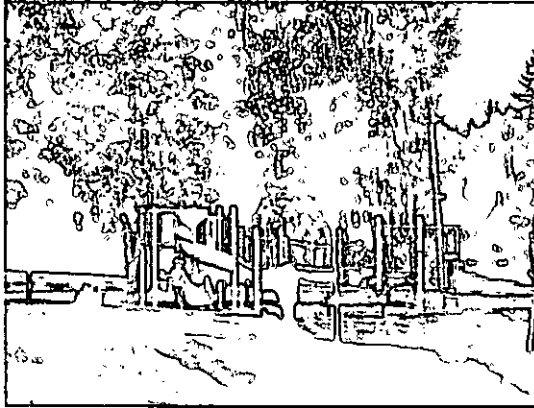
Crestwoods Park is a twenty seven-acre community park, twenty acres of which are located in the Norkirk neighborhood.

The remainder is located in South Juanita. This park is located east of 6th Street, north of 18th Avenue. Improvements in this park include paved and unpaved trails, two adult softball fields, one regulation little league field, one soccer field, children's playground, public restrooms, picnic tables, basketball court, parking, wildlife habitat and natural areas.

Reservoir Park is a .6-acre neighborhood park located at the northwest corner of 3rd Street and 15th Avenue. It includes a children's playground.

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Tot Lot Park is a .6-acre neighborhood park located at 9th Avenue and 1st Street. This fenced park features playground equipment for young children and a community garden.



Van Aalst Park is a 1.6 acre neighborhood park located in the middle of the Norkirk Neighborhood at 13th Avenue and 4th Street. It includes a children's playground, basketball court, sand volleyball pit and open space for informal recreation activity.

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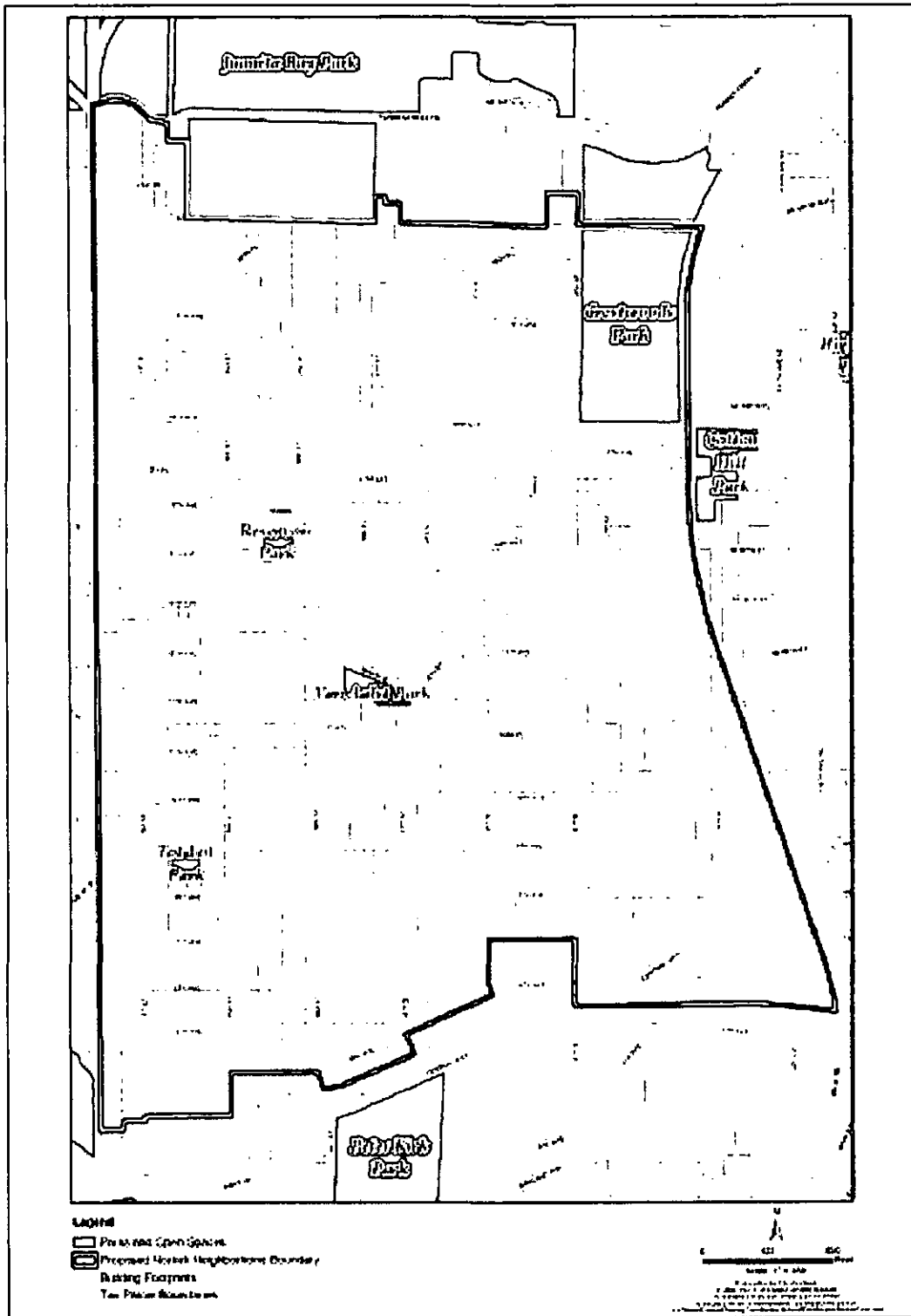


Figure N-8: Norkirk Parks and Open Spaces

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PUBLIC SCHOOLS

Kirkland Junior High School is over fifteen acres and is located adjacent and to the west of Crestwoods Park. It complements the park in size and supplies valuable open space for the neighborhood. The school grounds are improved with one baseball/softball field, one small nonregulation practice softball field, a quarter mile running track, one football field, and four outdoor unlighted tennis courts. The school's fieldhouse provides indoor recreation space for the City's community-wide recreation program.

Peter Kirk Elementary School is an eleven-acre site located on 6th Street at approximately 13th Avenue. The site provides playfields for youth sports, as well as space for informal recreation activities for nearby residents. Additionally, the school provides children's playground equipment and indoor recreation space on a limited basis.

Goal N 12 – Improve existing parks, open space, and shared school facilities in the neighborhood.

Policy N 12.1:

Enhance parks within the Norkirk Neighborhood as needed.

A possible improvement to Peter Kirk Elementary School field would enhance neighborhood recreation opportunities. Improvements would likely include turf renovation as well as new irrigation and drainage systems.

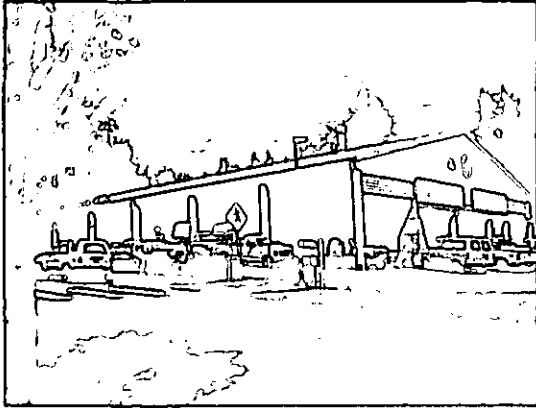
8. PUBLIC SERVICES/FACILITIES

The Norkirk Neighborhood is home to City Hall and the Maintenance Center. These public facilities are where citywide governmental services are administered. City Hall, in particular, attracts citizens from outside of the neighborhood to participate in the many functions and services of the municipality.

The City provides water and sewer and surface water service to its citizens. Gas, telephone, internet and cable service are private utilities provided by private purveyors.

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*City of Kirkland Public Works
Maintenance Center Extension*

Goal N 13– Assure water, sewer and surface water management facilities for the neighborhood.

Policy N 13.1:

Provide potable water and sanitary sewers and surface water management facilities to new and existing development in accordance with the Water Comprehensive Plan, the Sanitary Sewer Comprehensive Plan, the Surface Water Master Plan, the Kirkland Municipal Code, and currently adopted storm water design requirements.

New development is required to install water and sewer service as a condition of development. It must also meet storm water requirements. Although most homes are on sanitary sewer service, a few remain on septic systems. When redevelopment or further subdivision occurs, or an addition or alteration is proposed that increases the use of an existing septic system, connection to the public sewer system is required by Title 15 of the Kirkland Municipal Code.

Goal N 14 – Manage parking for public facilities in the neighborhood.

Policy N 14.1

Provide adequate parking for civic buildings, either on-site, on adjacent local streets, or in nearby parking lots.

Civic activities such as voting, public meetings and other community events, as well as day to day use, create a high parking demand, particularly at Kirkland City Hall. During periods of elevated public use, parking may spill over onto nearby residential streets, beyond those adjoining City Hall. To mitigate the impacts of on-

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street parking on local residents during these periods of peak use, the City should arrange for alternate employee parking locations, for example, by securing shared parking agreements with local private institutions such as churches to use their parking lots.

9. URBAN DESIGN

Goal N 15– Provide transitions between the low-density residential core and adjacent higher intensity uses.

Policy N 15.1:

Establish development regulations for the Industrial area, Planned Area 7, and the Market Street Commercial Corridor to address transitions and protect neighborhood character.

Landscape buffers should be used to soften and separate uses by creating a transition zone. In addition, the building mass and height of higher density structures should be restricted to prevent overwhelming adjoining low-density uses.

Goal N 16 – Provide streetscape, gateway and public art improvements that contribute to a sense of neighborhood identity and enhanced visual quality.

Policy N 16.1:

Construct and improve gateway features at the locations identified in Figure N-9.

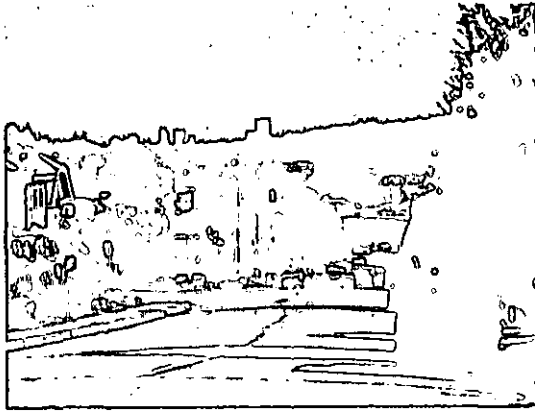
An existing gateway sign is located on 6th Street north of 7th Avenue. Other desired locations are shown in Figure N-9. The City should pursue opportunities to work with private property owners to install gateway features as part of future development. In other instances, public investment will be necessary. Depending on the location, improvements such as landscaping, signs, public art, structures, or other features that identify the neighborhood could be included.

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Goal N 17 – Preserve public view corridors within the neighborhood, especially those of Lake Washington, and the Olympic Mountains.

Policy N 17.1:

Preserve the public view corridors of Lake Washington, Seattle, and the Olympic Mountains from 1st, 2nd and 3rd Streets (Figure N-9).



View from intersection at 9th Avenue and 1st Street

The street system provides Kirkland neighborhoods with a number of local and regional views. View corridors that lie within the public domain are valuable for the beauty, sense of orientation, and identity that they impart to neighborhoods. The Norkirk public view corridors should be preserved and enhanced for the enjoyment of current and future residents. One means of doing this may be the undergrounding of utilities.

Goal N 18 – Encourage residential design that builds community.

Policy N 18.1:

Establish development standards that contribute to a vibrant neighborhood.

Building and site design should respond to both the conditions of the site and the surrounding neighborhood. A variety of forms and materials result in homes with their own individual character, thus reducing monotony. Appropriate building setbacks, garage treatments, sidewalks, alley access, and architectural elements, such as entry porches, help foster a pedestrian orientation and encourage greater interaction between neighbors.

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Policy N 18.2:

Establish multi-family building and site design standards to enhance neighborhood compatibility.

Building and site design standards should address issues such as building placement on the site, site access and on-site circulation by vehicles and pedestrians, building scale, site lighting, signs, landscaping, (including that for parking lots), preservation of existing vegetation, and buffers between multi-family developments and single-family housing.

Policy N 18.3:

Encourage the appropriate scale for single-family development.

Appropriate scale results in the perception that new houses are in proportion with their lots. Setbacks, building mass, lot coverage, landscaping and building height all contribute to houses that successfully fit into the neighborhood.

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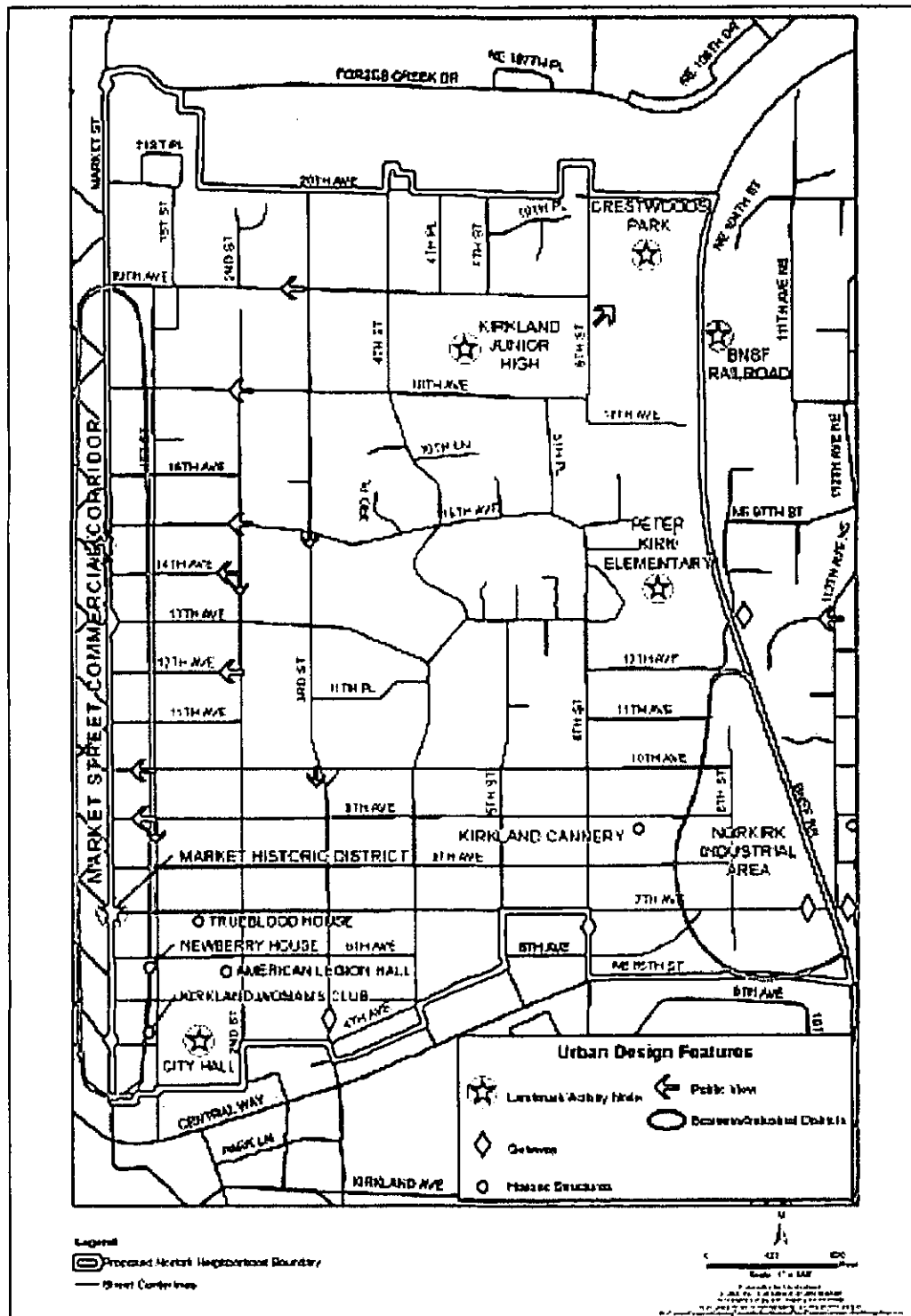


Figure N-9: Neighborhood Character/Urban Design

hanging vegetation and fire hazards as specified in Chapter 9.12 KMC shall not be deemed to be land surface modifications.

- .465 Landscaping – The planting, removal and maintenance of vegetation along with the movement and displacement of earth, topsoil, rock, bark and similar substances done in conjunction with the planting, removal and maintenance of vegetation.
- .467 Landslide Hazard Areas – As defined in Chapter 85 KZC.
- .470 Landward – Toward dry land.
- .475 Linear Frontage of Subject Property – The frontage of the subject property adjacent or parallel to all open improved public rights-of-way. Frontage adjacent to I-405 is not applicable except for properties within FC I, FC II, and PLA 10 Zones. If the subject property does not have frontage on an open improved right-of-way, the frontage of any public access easements which serve the subject property and unopened rights-of-way which front on the subject property is the linear frontage of the subject property.
- .480 Lot – A parcel of land having fixed boundaries, sufficient in area and dimension to meet zoning requirements for width and area, having common ownership and not severed by an existing public right-of-way.
- .482 Lot size – The total area of the subject property minus the area of vehicular access easements or tracts serving more than one lot not abutting a right-of-way.
- .485 Low Density Use – A detached dwelling unit on a subject property that contains at least ^{5,000}~~7,200~~ square feet.
- .490 Low Density Zones – The following zones: ^{RS 6.3;} RS 35; RSX 35; RS 12.5; RSX 12.5; RS 8.5; RSX 8.5; RS 7.2; RSX 7.2; RS 5.0; RSX 5.0; PLA 6C, 6E; PLA 16; WD II; and comparable zones in other adjoining jurisdictions, except properties with approved intent to rezone to zoning designations other than low density.
- .491 Low Income Household – One or more adults and their dependents whose income does not exceed 50 percent of the median household income for King County, adjusted for household size, as published by the United States Department of Housing and Urban Development.
- .492 Low Income Unit – A housing unit for which the monthly housing expense, including an appropriate utility allowance, is no greater than 30 percent of the median monthly income for a low income household.
- .500 Marquee Sign – Any sign which forms part of, or is integrated into, a marquee or canopy and which does not extend horizontally beyond the limits of such marquee or canopy.
- .505 Master Plan – A complete development plan for the subject property showing placement, dimensions and uses of all structures as well as streets and other areas used for vehicular circulation.
- .510 Maximum Lot Coverage – The maximum percentage of the surface of the subject property that may be covered with materials which will not allow for the percolation of water into the underlying soils.
- .515 Medium Density Use – Detached, attached, or stacked dwelling units on a subject property which contains at least 3,600 square feet per unit but not more than 7,199 square feet per unit.

EXHIBIT	H

- .780 Residential Use – Developments in which persons sleep and prepare food, other than developments used for transient occupancy.
- .785 Residential Zone – The following zones: RS 35; RSX 35; RS 12.5; RSX 12.5; RS 8.5; RSX 8.5; RS 7.2; RSX 7.2; RS 5.0; RSX 5.0; RM 5.0; RM 3.6; RM 2.4; RM 1.8; WD I; WD II; WD III; PLA 2; PLA 3B; PLA 5A, D, E; PLA 6A, C, D, E, F, H, I, J, K; PLA 7A, B, C; PLA 9; PLA 15B; PLA 16; and PLA 17.
- .790 Restaurant or Tavern – Commercial use (excluding fast food restaurants) which sells prepared food or beverages and generally offers accommodations for consuming the food or beverage on the premises, and where the seating and associated circulation areas exceed 10 percent of the gross floor area of the use.
- .795 Retail Establishment – A commercial enterprise which provides goods and/or services directly to the consumer, whose goods are available for immediate purchase and removal from the premises by the purchaser and/or whose services are traditionally not permitted within an office use. The sale and consumption of food are included if: (a) the seating and associated circulation area does not exceed more than 10 percent of the gross floor area of the use, and (b) it can be demonstrated to the City that the floor plan is designed to preclude the seating area from being expanded.
- .800 Retention of Storm Water – The collection of water, due to precipitation, in a given area and the dispersal of these waters through the natural process of groundwater recharge and evaporation or the incorporation of this collection area into a natural stream and lake system and setting.
- .805 Right-of-Way – Land dedicated primarily to the movement of vehicles and pedestrians and providing for primary access to adjacent parcels. Secondary, the land provides space for utility lines and appurtenances and other publicly owned devices.
- .810 Right-of-Way Realignment – The changing of the horizontal position of the right-of-way.
- .815 Roofline – The line formed by the outside of the gable of the roof, or if the roof is flat or mansard, the top of the roof or mansard.
- .817 Rooftop Appurtenances – HVAC equipment, mechanical or elevator equipment and pent-houses, roof access stair enclosures, and similar equipment or appurtenances that extend above the roofline of a building, but not including personal wireless service facilities as defined by KZC 117.05.10.
- .820 Runoff – The overland or subsurface flow of water.
- .823 Salmonid – As defined in Chapter 90 KZC.
- .824 School – A school operation with 13 or more attendees at any one time, not including immediate family members who reside in the school or employees.
- .825 School Operation – Any institution of learning, excluding those offering post-secondary education, offering instruction in the several branches of learning and study required by the Basic Education Code of the State of Washington to be taught in the public, private and parochial schools.
- .826 Secure Community Transition Facility (SCTF) – A facility as defined by RCW 71.09.020, now or as hereafter amended.
- .827 Seismic Hazard Areas – As defined in Chapter 85 KZC.
- .830 SEPA – The State Environmental Policy Act, Chapter 43.210 RCW.

.960 Use Zone – The zoning designations on the Zoning Map as follows:

RS 35	FC I	NRH 1A	PLA 6C
RSX 35	FC II	NRH 1B	PLA 6D
RS 12.5	FC III	NRH 2	PLA 6E
RSX 12.5		NRH 3	PLA 6F
RS 8.5	BN	NRH 4	PLA 6G
RSX 8.5	BC	NRH 5	PLA 6H
RS 7.2	BCX	NRH 6	PLA 6I
RS 5.0			PLA 6J
RSX 5.0	LIT	TL 1A	PLA 6K
	P	TL 1B	PLA 7A
RM 5.0		TL 2	PLA 7B
RM 3.6	CBD 1	TL 3	PLA 7C
RM 2.4	CBD 2		PLA 8
RM 1.8	CBD 3	ILC	PLA 9
	CBD 4		PLA 10A
WD I	CBD 5	PLA 1	PLA 10B
WD II	CBD 6	PLA 2	PLA 10C
WD III	CBD 7	PLA 3A	PLA 11
	CBD 8	PLA 3B	PLA 13A
PR 8.5		PLA 5A	PLA 13B
PR 5.0	JBD 1	PLA 5B	PLA 15A
PR 3.6	JBD 2	PLA 5C	PLA 15B
PR 2.4	JBD 3	PLA 5D	PLA 16
PR 1.8	JBD 4	PLA 5E	PLA 17
	JBD 5	PLA 6A	PLA 17B
PO	JBD 6	PLA 6B	PLA 17C

.965 Vehicle Service Station – A commercial use supplying petroleum products that are for immediate use in a vehicle.

.970 Vehicle Storage Area – An outside area which is used for the storage of operational vehicles.

.973 Vehicular Access Easement or Tract – A privately owned right-of-way, but not including a driveway easement.

.974 View Corridor – An open area that provides an unobstructed view across the subject property to and beyond Lake Washington from the adjacent right-of-way.

.975 Wall Sign – A sign attached to and extending not more than 18 inches from the facade or face of a building with the exposed face of the sign parallel to the facade or face of the building.

.980 Waterward – Toward the body of water.

.985 Wetland – As defined in Chapter 90 KZC.

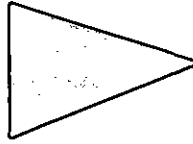
.990 Wholesale Trade – A commercial establishment which sells to retail establishments.

.995 Zones – Use zones.

.1000 Zoning Map – The map designated as such and adopted by the City showing the geographical location of use zones within the municipal boundaries.

EXHIBIT	J

Section 15.10



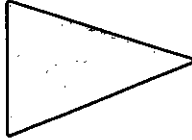
ZONE RS USE ZONE CHART

DIRECTIONS: FIRST, read down to find use... THEN, across for REGULATIONS

Section 15.10	USE ↓ REGULATIONS →	Required Review Process	MINIMUMS					MAXIMUMS		Landscape Category (See Ch. 95)	Sign Category (See Ch. 100)	Req'd Parking Spaces (See Ch. 105)	Special Regulations (See also General Regulations)
			Lot Size	REQUIRED YARDS (See Ch. 115)			Lot Coverage	Height of Structure					
				Front	Side	Rear							
.01 0	Detached Dwelling Unit	None	As established on the Zoning Map. See Spec. Reg. 1.	20' See Spec. Reg. 3.	5', but 2 side yards must equal at least 15 feet.	10'	50% See Spec. Reg. 5.	25' above average building elevation.	E	A	2.0 per dwelling unit.	<ol style="list-style-type: none"> Minimum lot size per dwelling unit is as follows: <ol style="list-style-type: none"> In RS 35 zones, the minimum lot size is 35,000 square feet. In RS 12.5 zones, the minimum lot size is 12,500 square feet. In RS 8.5 zones, the minimum lot size is 8,500 square feet. In RS 7.2 zones, the minimum lot size is 7,200 square feet. In RS 6.3 zones, the minimum lot size is 6,300 square feet. In RS 5.0 zones, the minimum lot size is 5,000 square feet. In RS 35, 12.5, 8.5, 7.2, <u>6.3</u> and 5.0 zones, not more than one dwelling unit may be on each lot, regardless of the size of each lot. Floor Area Ratio (F.A.R.) allowed for the subject property is as follows: <ol style="list-style-type: none"> In RS 35 zones, F.A.R. is 20 percent of lot size. In RS 12.5 zones, F.A.R. is 35 percent of lot size. In RS 8.5 zones, F.A.R. is 50 percent of lot size. In RS 7.2 zones, F.A.R. is 50 percent of lot size. In RS 6.3 zones, F.A.R. is 50 percent of lot size. In RS 5.0 zones, F.A.R. is 60 percent of lot size. <i>This special regulation is not effective within the disapproval jurisdiction of the Houghton Community Council.</i> See KZC 115.42, Floor Area Ratio (F.A.R.) Calculation for Detached Dwelling Units in Low Density Residential Zones, for additional information. On corner lots with two required front yards, one may be reduced to the average of the front yards for the two adjoining properties fronting the same street as the front yard to be reduced. The applicant may select which front yard will be reduced (see Plate 24). Chapter 115 KZC contains regulations regarding home occupations and other accessory uses, facilities and activities associated with this use. Residential lots in RS 35 zones within the Bridle Trails neighborhood north of Bridle Trails State Park must contain a minimum area of 10,000 permeable square feet, which shall comply with Special Regulation 6 for large domestic animals in KZC 115.20(4) (chart). 	

EXHIBIT
K

Section 15.10

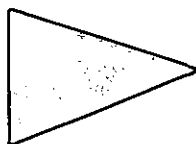


ZONE RS USE ZONE CHART

DIRECTIONS: FIRST, read down to find use... THEN, across for REGULATIONS

Section 15.10	USE ↓ REGULATIONS →	Required Review Process	Lot Size	MINIMUMS			MAXIMUMS		Landscape Category (See Ch. 95)	Sign Category (See Ch. 100)	Req'd Parking Spaces (See Ch. 105)	Special Regulations (See also General Regulations)
				REQUIRED YARDS (See Ch. 115)			Lot Coverage	Height of Structure				
				Front	Side	Rear						
.020	Church	See Spec. Reg. 3.	As established on the Zoning Map. See Spec. Reg. 1.	20'	20' on each side	20'	70%	25' above average building elevation.	C	B	1 for every 4 people based on maximum occupancy load of any area of worship. See Spec. Reg. 4.	<ol style="list-style-type: none"> Minimum lot size is as follows: <ol style="list-style-type: none"> In RS 35 zones, the minimum lot size is 35,000 square feet. In RS 12.5 zones, the minimum lot size is 12,500 square feet. In RS 8.5 zones, the minimum lot size is 8,500 square feet. In RS 7.2 zones, the minimum lot size is 7,200 square feet. In RS 6.3 zones, the minimum lot size is 6,300 square feet. In RS 5.0 zones, the minimum lot size is 5,000 square feet. The property must be served by a collector or arterial street. The required review process is as follows: <ol style="list-style-type: none"> If the subject property, including all contiguous property owned by the applicant and held by others for future use by the applicant, is less than five acres, the required review process is Process IIA, Chapter 150 KZC; provided, however, that within the jurisdiction of the Houghton Municipal Corporation, the required review process is Process IIB, Chapter 152 KZC. If the subject property, including all contiguous property owned by the applicant and held by others for future use by the applicant, is five or more acres, a Master Plan, approved through Process IIB, Chapter 152 KZC, is required. The Master Plan must show building placement, building dimensions, roadways, utility locations, land uses within the Master Plan area, parking location, buffering, and landscaping. No parking is required for day-care or school ancillary to the use.

Section 15.10



ZONE RS USE ZONE CHART

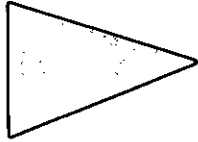
DIRECTIONS: FIRST, read down to find use... THEN, across for REGULATIONS

Section 15.10	USE ↓	REGULATIONS →	Required Review Process	MINIMUMS			Lot Coverage	MAXIMUMS		Landscape Category (See Ch. 95)	Sign Category (See Ch. 100)	Req'd Parking Spaces (See Ch. 105)	Special Regulations (See also General Regulations)
				REQUIRED YARDS (See Ch. 115)				Height of Structure					
				Front	Side	Rear							
.030	School or Day-Care Center	See Spec. Reg. 10.	As established on the Zoning Map. See Spec. Reg. 1.	If this use can accommodate 50 or more students or children, then: 50' 50' on each side 50'	If this use can accommodate 13 to 49 students or children, then: 20' 20' on each side 20'	70%	25' above average building elevation. See Spec. Reg. 12.	D	B See Spec. Reg. 8.	See KZC 105.25.	<ol style="list-style-type: none"> Minimum lot size is as follows: <ol style="list-style-type: none"> In RS 35 zones, the minimum lot size is 35,000 square feet. In RS 12.5 zones, the minimum lot size is 12,500 square feet. In RS 8.5 zones, the minimum lot size is 8,500 square feet. In RS 7.2 zones, the minimum lot size is 7,200 square feet. <u>In RS 6.3 zones, the minimum lot size is 6,300 square feet.</u> In RS 5.0 zones, the minimum lot size is 5,000 square feet. May locate on the subject property only if: <ol style="list-style-type: none"> It will not be materially detrimental to the character of the neighborhood in which it is located. Site and building design minimizes adverse impacts on surrounding residential neighborhoods. The property is served by a collector or arterial street. A six-foot-high fence along the side and rear property lines is required only along the property lines adjacent to the outside play areas. Hours of operation and maximum number of attendees at one time may be limited to reduce impacts on nearby residential uses. Structured play areas must be setback from all property lines as follows: <ol style="list-style-type: none"> 20 feet if this use can accommodate 50 or more students or children. 10 feet if this use can accommodate 13 to 49 students or children. An on-site passenger loading area must be provided. The City shall determine the appropriate size of the loading area on a case-by-case basis, depending on the number of attendees and the extent of the abutting right-of-way improvements. Carpooling, staggered loading/unloading time, right-of-way improvements or other means may be required to reduce traffic impacts on nearby residential uses. The location of parking and passenger loading areas shall be designed to reduce impacts on nearby residential uses. Electrical signs shall not be permitted. May include accessory living facilities for staff persons. The required review process is as follows: <ol style="list-style-type: none"> if the subject property, including all contiguous property owned by the applicant and held by others for future use by the applicant, is less than five acres, the required review process is Process IIA, Chapter 150 KZC; provided, however, that within the jurisdiction of the Houghton Municipal Corporation, the required review process is Process IIB, Chapter 152 KZC. 		

REGULATIONS CONTINUED ON NEXT PAGE

.030	School or Day-Care Center (continued)		<p style="text-align: center;">REGULATIONS CONTINUED FROM PREVIOUS PAGE</p> <p>b. If the subject property, including all contiguous property owned by the applicant and held by others for future use by the applicant, is five or more acres, a Master Plan, approved through Process IIB, Chapter 152 KZC, is required. The Master Plan must show building placement, building dimensions, roadways, utility locations, land uses within the Master Plan area, parking location, buffering, and landscaping.</p> <p>11. These uses are subject to the requirements established by the Department of Social and Health Services (WAC Title 388).</p> <p>12. For school use, structure height may be increased, up to 35 feet, if:</p> <p>a. The school can accommodate 200 or more students; and</p> <p>b. The required side and rear yards for the portions of the structure exceeding the basic maximum structure height are increased by one foot for each additional one foot of structure height; and</p> <p>c. The increased height is not specifically inconsistent with the applicable neighborhood plan provisions of the Comprehensive Plan.</p> <p>d. The increased height will not result in a structure that is incompatible with surrounding uses or improvements.</p> <p><i>This special regulation is not effective within the disapproval jurisdiction of the Houghton Community Council.</i></p>

Section 15.10



ZONE RS USE ZONE CHART

DIRECTIONS: FIRST, read down to find use... THEN, across for REGULATIONS

Section 15.10	USE ↓ REGULATIONS →	Required Review Process	Lot Size	MINIMUMS			Lot Coverage	MAXIMUMS		Landscape Category (See Ch. 95)	Sign Category (See Ch. 100)	Req'd Parking Spaces (See Ch. 105)	Special Regulations (See also General Regulations)
				REQUIRED YARDS (See Ch. 115)				Height of Structure					
				Front	Side	Rear							
.040	Mini-School or Mini-Day-Care Center	Process I, Chapter 145 KZC.	As established on the Zoning Map. See Special Regulation 1.	20'	5' but 2 side yards must equal at least 15'.	10'	50%	25' above average building elevation.	E	B See Special Regulation 8.	See KZC 105.25	<ol style="list-style-type: none"> 1. Minimum lot size is as follows: <ol style="list-style-type: none"> a. In RS 35 zones, the minimum lot size is 35,000 square feet. b. In RS 12.5 zones, the minimum lot size is 12,500 square feet. c. In RS 8.5 zones, the minimum lot size is 8,500 square feet. d. In RS 7.2 zones, the minimum lot size is 7,200 square feet. e. In RS 6.3 zones, the minimum lot size is 6,300 square feet. ef. In RS 5.0 zones, the minimum lot size is 5,000 square feet. 2. May locate on the subject property if: <ol style="list-style-type: none"> a. It will not be materially detrimental to the character of the neighborhood in which it is located. b. Site design must minimize adverse impacts on surrounding residential neighborhoods. 3. A six-foot-high fence is required along the property lines adjacent to the outside play areas. 	

REGULATIONS CONTINUED ON NEXT PAGE

Chapter 48 – LIGHT INDUSTRIAL TECHNOLOGY (LIT) ZONES¹

48.05 User Guide.

The charts in KZC 48.15 contain the basic zoning regulations that apply in the LIT zones of the City. Use these charts by reading down the left hand column entitled Use. Once you locate the use in which you are interested, read across to find the regulations that apply to that use.

Section 48.10

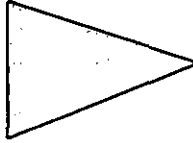
Section 48.10 – GENERAL REGULATIONS

The following regulations apply to all uses in this zone unless otherwise noted:

1. Refer to Chapter 1 KZC to determine what other provision of this code may apply to the subject property.
2. If any portion of a structure is adjoining a low density zone, then either:
 - a. The height of that portion of the structure shall not exceed 20 feet above average building elevation, or
 - b. The horizontal length of any facade of that portion of the structure which is parallel to the boundary of the low density zone shall not exceed 50 feet in width.See KZC 115.30, Distance Between Structures Regarding Maximum Horizontal Facade Regulation, for further details.
(Does not apply to Hazardous Waste Treatment and Storage Facilities uses).
3. Except if adjoining a low density zone, structure height may be increased above 35 feet in height through a Process IIA, Chapter 150 KZC, if:
 - a. It will not block local or territorial views designated in the Comprehensive Plan;
 - b. The increased height is not specifically inconsistent with the applicable neighborhood plan provisions of the Comprehensive Plan; and
 - c. The required yard of any portion of the structure may be increased up to a maximum of one foot for each foot that any portion of the structure exceeds 35 feet above average building elevation. The need for additional setback yards will be determined as part of the review of any request to increase structure height.(Does not apply to Hazardous Waste Treatment and Storage Facilities and Public Parks uses).
4. If the property is located in the NE 85th Street Subarea, the applicant shall install a pedestrian pathway connecting to an east-west pathway designated in the Comprehensive Plan between 124th Avenue NE to 120th Avenue NE.
5. Retail uses are prohibited unless otherwise allowed in the use zone charts.

EXHIBIT

Section 48.15

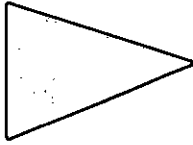


ZONE LIT USE ZONE CHART

DIRECTIONS: FIRST, read down to find use... THEN, across for REGULATIONS

Section 48.15	USE ↓ REGULATIONS →	Required Review Process	MINIMUMS					MAXIMUMS		Landscape Category (See Ch. 95)	Sign Category (See Ch. 100)	Req'd Parking Spaces (See Ch. 105)	Special Regulations (See also General Regulations)
			Lot Size	REQUIRED YARDS (See Ch. 115)			Lot Coverage	Height of Structure					
				Front	Side	Rear							
.100	Office Use	Within the NE 85th Street Subarea, D.R., Chapter 142 KZC. Otherwise, none.	None	20'	0'	0'	70%	If adjoining a low density zone other than RSX, then 25' above average building elevation. Otherwise, 35' above average building elevation with a maximum of two stories, exclusive of parking levels. <u>Except as specified in Spec. Reg. 2.</u>	C See also Spec. Reg. 1a.	E	If a medical, dental, or veterinary office, then 1 per each 200 sq. ft. of gross floor area. Otherwise, 1 per each 300 sq. ft. of gross floor area.	<ol style="list-style-type: none"> 1. The following regulations apply only to veterinary offices: <ol style="list-style-type: none"> a. If there are outdoor runs or other outdoor facilities for the animals, then use must comply with Landscape Category A. b. Outside runs and other outside facilities for the animals must be set back at least 10 feet from each property line and must be surrounded by a fence or wall sufficient to enclose the animals. See KZC 115.105, Outdoor Use, Activity and Storage, for further regulations. 2. a. <u>If adjoining a low density zone other than RSX, then 25' above average building elevation; and</u> b. <u>In the Norkirk Neighborhood, south of 7th Avenue and west of 8th Street maximum height is 40 feet above average building elevation, with no limit on number of stories.</u> 	

Section 48.15

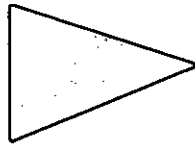


USE ZONE CHART

DIRECTIONS: FIRST, read down to find use... THEN, across for REGULATIONS

Section 48.15	USE ↓ REGULATIONS →	Required Review Process	MINIMUMS					MAXIMUMS		Landscape Category (See Ch. 95)	Sign Category (See Ch. 100)	Req'd Parking Spaces (See Ch. 105)	Special Regulations (See also General Regulations)
			Lot Size	REQUIRED YARDS (See Ch. 115)			Lot Coverage	Height of Structure					
				Front	Side	Rear							
.190	Vehicle or Boat Sales, Repair, Services, or Washing or Rental See Spec. Reg. 4.	Within the NE 85th Street Subarea, D.R., Chapter 142 KZC. Otherwise, none	None	20'	0'	0'	80%	If adjoining a low density zone other than RSX, then 25' above average building elevation. Otherwise, 35' above average building elevation with a maximum of two stories, exclusive of parking levels.	A	E	See KZC 105.25	<ol style="list-style-type: none"> 1. Vehicle or boat sales or rental uses are only permitted if the property has direct vehicle access from NE 116th Street or 120th Avenue NE. 2. Outdoor vehicle or boat parking or storage areas must be buffered as required for a parking area in KZC 95.40(6) and (7), landscaping regulations. 3. Access from drive-through facilities must be approved by the Public Works Department. Drive-through facilities must be designed so that vehicles will not block traffic in the right-of-way while waiting in line to be served. 	

Section 48.15



USE ZONE CHART

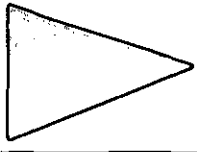
DIRECTIONS: FIRST, read down to find use... THEN, across for REGULATIONS

Section 48.15	USE ↓ REGULATIONS →	Required Review Process	MINIMUMS					MAXIMUMS		Landscape Category (See Ch. 95)	Sign Category (See Ch. 100)	Req'd Parking Spaces (See Ch. 105)	Special Regulations (See also General Regulations)
			Lot Size	REQUIRED YARDS (See Ch. 115)			Lot Coverage	Height of Structure					
				Front	Side	Rear							
.195	Automobile Sales	Process ↓ Chapter 145 KZC	None	20'	0'	0'	80%	If adjoining a low-density zone other than RSX, then 25' above average building elevation. Otherwise, 35' above average building elevation with a maximum of two stories, exclusive of parking levels.	A	C See Spec. Reg. 7	See KZC 105.25	<ol style="list-style-type: none"> 1. This use is permitted only on properties that adjoin 8th Street or 7th Avenue in the Norkirk Neighborhood. 2. Outdoor automobile sales, storage, and display are not permitted. 3. Outdoor sound systems are not permitted. 4. Outdoor balloons, streamers, and inflatable objects are not permitted. 5. Test drives must be accompanied by an employee through the LIT zone and limited to 8th Street, 7th Avenue, and either 6th Street or 114th Avenue NE enroute to Central Way/NE 85th Street. 6. Hours of operation are limited to 7 AM - 8 PM. 7. Cabinet signs are not permitted. 8. This use primarily entails the sale of alternative fuel vehicles such as biodiesel, ethanol and electric vehicles. 	

~~60.114, 60.119, 60.109~~ User Guide.

The charts in KZC 60.117 contain the basic zoning regulations that apply in Planned Area 7A, 7B, and 7C including sub-zones. Use these charts by reading down the left hand column entitled Use. Once you locate the use in which you are interested, read across to find the regulations that apply to that use.

Section
60.115, 60.120,
60.110



~~Section 60.110, 60.115, 60.120~~ -- GENERAL REGULATIONS

The following regulations apply to all uses in this zone unless otherwise noted:

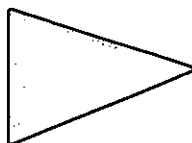
1. Refer to Chapter 1 KZC to determine what other provision of this code may apply to the subject property.
2. ~~If any portion of a structure is adjoining a low density zone or detached dwelling unit in Planned Area 7C, then either:~~
 - a. The height of that portion of the structure shall not exceed 15 feet above average building elevation, or
 - b. The horizontal length of any facade of that portion of the structure which is parallel to the boundary of the low density zone or detached dwelling unit shall not exceed 50 feet in width.

See KZC 115.30, Distance Between Structures Regarding Maximum Horizontal Facade Regulation, for further details.
(Does not apply to Detached Dwelling Unit and Development Containing Attached or Stacked Dwelling Units, and any Retail Establishment Selling Goods or Providing Services Including Banking and Related Financial Services or Office Uses uses).
3. ~~If development will result in the isolation of a low density use, site design, building design, and landscaping must mitigate the impact of that isolation (does not apply to Detached Dwelling Unit, Public Utility, Development Containing Attached or Stacked Dwelling Units, and any Retail Establishment Selling Goods or Providing Services Including Banking and Related Financial Services or Office Uses, and Public Park uses).~~
4. ~~Development on the subject property must be designed to minimize view obstruction from the north (does not apply to Detached Dwelling Unit and Public Park uses).~~
5. ~~May not access directly onto 2nd, 3rd, 4th, 5th or 6th Streets unless no other access is available (does not apply to Detached Dwelling Unit~~

EXHIBIT

M

Section 60.117,
60.122 60.112



ZONE PLANNED AREA 7A, 7B, AND 7C USE ZONE CHART

DIRECTIONS: FIRST, read down to find use... THEN, across for REGULATIONS

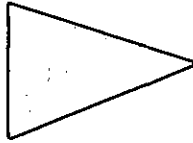
Section 60.112	USE ↓ REGULATIONS →	Required Review Process	MINIMUMS					MAXIMUMS		Landscape Category (See Ch. 95)	Sign Category (See Ch. 100)	Req'd Parking Spaces (See Ch. 105)	Special Regulations (See also General Regulations)
			Lot Size	REQUIRED YARDS (See Ch. 115)			Lot Coverage	Height of Structure					
				Front	Side	Rear							
.01 0	Detached Dwelling Unit	None	3,600 sq. ft.	20'	5', but 2 side yards must equal at least 15'.	10'	60%	If adjoining a low density zone other than RSX, or detached dwelling unit in Planned Area 7C, then 25' above average building elevation. Otherwise, 30' above average building elevation.	E	A	2.0 per unit.	<ol style="list-style-type: none"> For this use, only one dwelling unit may be on each lot regardless of lot size. Chapter 115 KZC contains regulations regarding home occupations and other accessory uses, facilities and activities associated with this use. 	
.02 0	Detached, Attached, or Stacked Dwelling Units	If development will result in a low density use being bordered on two sides by higher density uses, then Process Chapter 145-KZC. Otherwise	3,600 sq. ft. with at least 1,800 sq.-ft. per unit.						D		1.7 per unit.	<ol style="list-style-type: none"> May not access directly onto 2nd-, 3rd-, 4th-, 5th or 6th Streets unless no other access is available. <ol style="list-style-type: none"> Minimum amount of lot area per dwelling unit is as follows: <ol style="list-style-type: none"> In the PLA 7A zone, the minimum lot area per unit is 2,400 sq. ft. In the PLA 7B zone, the minimum lot area per unit is 1,800 sq. ft. In the PLA 7C zone, the minimum lot area per unit is 3,600 sq. ft. If the subject property contains four or more units, then it must contain at least 200 square feet per unit of common recreational open space usable for many activities. This required common recreational open space must have the following minimum dimensions: <ol style="list-style-type: none"> For four to 20 units, the open space must be in one or more pieces each having at least 800 square feet and having a length and width of at least 25 feet. For 21 units or more, the open space must be in one or more pieces having a length and width of at least 40 feet. The required common recreational open space may be reduced to 150 square feet per unit if permanent outdoor furniture, pool, cooking facilities, playground equipment and/or a recreation building are provided in the common open space. The City shall determine if these outdoor provisions provide comparable recreational opportunities as would the 	

		e, None.	
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			<p>open space that is reduced, based on the number of residents that they would serve at one time. Also, the required minimum dimension for the open space containing these outdoor provisions may also be reduced in proportion to the reduced open space area.</p> <p>3. Chapter 115 KZC contains regulations regarding home occupations and other accessory uses, facilities and activities associated with this use.</p>
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Section 60.117,
60.122,60.112



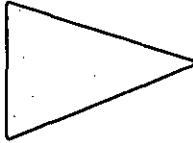
ZONE PLANNED AREA 7A, 7B, AND 7C USE ZONE CHART

DIRECTIONS: FIRST, read down to find use... THEN, across for REGULATIONS

Section 60.112	USE ↓ ↑ REGULATIONS	Required Review Process	Lot Size	MINIMUMS			Lot Coverage	MAXIMUMS Height of Structure	Landscape Category (See Ch. 95)	Sign Category (See Ch. 100)	Req'd Parking Spaces (See Ch. 105)	Special Regulations (See also General Regulations)
				REQUIRED YARDS (See Ch. 115)								
				Front	Side	Rear						
.030	Development containing Attached or Stacked Dwelling Units, and any Retail Establishment selling goods or providing services including banking and related financial services, or office Office Uses (Stand Alone or Mixed with Detached, Attached, or Stacked Dwelling Units) See Spec. Regs. 1 and 2.	Process HB, Chapter 152-KZC None.	3,600 sq. ft. with at least 1,800 sq. ft. per unit	20'	5', but 2 side yards must equal at least 15'.	10'	80%	The roofline may not exceed 30' above the crown of 4th Avenue lying adjacent to the subject property average building elevation.	BC	D	See KZC 105.25.	<ol style="list-style-type: none"> 1. This use is permitted only in PLA 7B, extending 50 feet west of the property line adjoining 4th Street, south of 4th Avenue and only if developed in conjunction with property in the CBD-7 zone. 2. A veterinary office is not permitted in any development containing dwelling units. 2. The following regulations apply to veterinary offices only: <ol style="list-style-type: none"> a. May only treat small animals on the subject property. b. Outside runs and other outside facilities for the animals are not permitted. c. Site must be designed so that noise from this use will not be audible off the subject property. A certification to this effect, signed by an Acoustical Engineer, must be submitted with the development permit application. d. A veterinary office is not permitted in any development containing dwelling units 3. Dwelling units may not access directly onto Central Way. 4. Retail establishment may not access directly onto 4th Avenue. 5. Drive-in and drive-through fast-food restaurant facilities are not permitted in this zone. 6. Vehicle service stations are not permitted in this zone. 7. Chapter 115-KZC contains regulations regarding home occupations and other accessory uses, facilities and activities associated with this use. 8.3. Ancillary assembly and manufacture of goods on the premises of this use are permitted only if: <ol style="list-style-type: none"> a. The ancillary assembled or manufactured goods are subordinate to and dependent on this use. b. The outward appearance and impacts of this use with ancillary assembly or manufacturing activities must be no different from other office uses. 9. Ancillary assembly and manufacture of goods on the premises of this use are permitted only if: <ol style="list-style-type: none"> a. The assembled or manufactured goods are directly related to and are dependent on this use, and are available for purchase and removal from the premises. b. The outward appearance and impacts of this use with ancillary assembly or manufacturing activities must be no different from other retail uses. 10. A delicatessen, bakery, or other similar use may include, as part of the use, accessory seating if:

- a. The seating and associated circulation area does not exceed more than 10 percent of the gross floor area of the use; and
 - b. It can be demonstrated to the City that the floor plan is designed to preclude the seating area from being expanded.
41. Access from drive-through facilities must be approved by the Public Works Department. Drive-through facilities must be designed so that vehicles will not block traffic in the right-of-way while waiting in line to be served.

Section 60.117,
60.122, 60.112

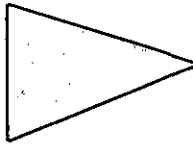


ZONE PLANNED AREA 7A, 7B AND 7C USE ZONE CHART

DIRECTIONS: FIRST, read down to find use... THEN, across for REGULATIONS

Section 60.112	USE ↓ REGULATIONS →	Required Review Process	Lot Size	MINIMUMS			Lot Coverage	MAXIMUMS		Landscape Category (See Ch. 95)	Sign Category (See Ch. 100)	Req'd Parking Spaces (See Ch. 105)	Special Regulations (See also General Regulations)
				REQUIRED YARDS (See Ch. 115)				Height of Structure					
				Front	Side	Rear							
.04 0	Church	Process IIA, Chapter 150 KZC.	7,200 sq ft.	20'	20' on each side	20'	70%	If adjoining a low density zone other than RSX, or detached dwelling unit in Planned Area 7C, then 25' above average building elevation. Otherwise, 30' above average building elevation.	C	B	1 for every 4 people based on maximum occupancy load of any area of worship. See Spec. Reg. 2.	<ol style="list-style-type: none"> 1. May not access directly onto 2nd, 3rd, 4th, 5th, or 6th Streets unless no other access is available. 2. No parking is required for day-care or school ancillary to this use. 	

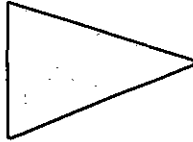
Section 60.117,
60.122, 60.112



ZONE PLANNED AREA 7A, 7B, AND 7C USE ZONE CHART

DIRECTIONS: FIRST, read down to find use... THEN, across for REGULATIONS													
Section 60.112	USE ↓ REGULATIONS →	Required Review Process	Lot Size	MINIMUMS			Lot Coverage	MAXIMUMS		Landscape Category (See Ch. 95)	Sign Category (See Ch. 100)	Req'd Parking Spaces (See Ch. 105)	Special Regulations (See also General Regulations)
				REQUIRED YARDS (See Ch. 115)				Height of Structure					
				Front	Side	Rear							
.07 0	Assisted Living Facility	If development will result in a low density use being bordered on two sides by higher density uses; then Process Chapter 145-KZC. Otherwise, None.	3,600 sq. ft.	20'	5', but 2 side yards must equal at least 15'.	10'	60%	If adjoining a low density zone other than RSX, or detached dwelling unit in Planned Area 7C, then 25' above average building elevation. Otherwise, 30' above average building elevation.	D	A	1.7 per independent unit. 1 per assisted living unit.	<ol style="list-style-type: none"> 1. A facility that provides both independent dwelling units and assisted living units shall be processed as an assisted living facility. 2. If a nursing home use is combined with an assisted living facility use in order to provide a continuum of care for residents, the required review process shall be the least intensive process between the two uses. 3. For density purposes, two assisted living units shall constitute one dwelling unit. Total dwelling units may not exceed the number of Stacked Dwelling Units allowed on the subject property. Through Process IIB, Chapter 152 KZC, up to 1 1/2 times the number of Stacked Dwelling Units allowed on the subject property may be approved if the following criteria are met: <ol style="list-style-type: none"> a. Project is of superior design, and b. Project will not create impacts that are substantially different than would be created by a permitted multifamily development. 4. The assisted living facility shall provide usable recreational space of at least 100 square feet per unit, in the aggregate, for both assisted living units and independent dwelling units, with a minimum of 50 square feet of usable recreational space per unit located outside. 5. Chapter 115 KZC contains regulations regarding home occupations and other accessory uses, facilities and activities associated with this use. 	

Section 60.117,
60.122, 60.112

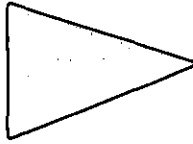


ZONE PLANNED AREA 7A, 7B, AND 7C USE ZONE CHART

DIRECTIONS: FIRST, read down to find use... THEN, across for REGULATIONS

Section 60.112	USE ↓	REGULATIONS ↔	Required Review Process	MINIMUMS			Lot Coverage	MAXIMUMS Height of Structure	Landscape Category (See Ch. 95)	Sign Category (See Ch. 100)	Req'd Parking Spaces (See Ch. 105)	Special Regulations (See also General Regulations)
				REQUIRED YARDS (See Ch. 115)								
				Lot Size	Front	Side						
.080	Convalescent Center or Nursing Home	Process IIA, Chapter 150 KZC.	7,200 sq. ft.	20'	10' on each side	10'	70%	If adjoining a low density zone other than RSX, or detached dwelling unit in Planned Area 7C, then 25' above average building elevation. Otherwise, 30' above average building elevation.	C	B	1 for each bed.	<ol style="list-style-type: none"> May not access directly onto 2nd, 3rd, 4th, 5th or 6th Streets unless no other access is available. If a nursing home use is combined with an assisted living facility use in order to provide a continuum of care for residents, the required review process shall be the least intensive process between the two uses.
.090	Public Utility		None		20' on each side				A		See KZC 105.25.	
.100	Government Facility or Community Facility				10' on each side				C See Spec. Reg. 2.			

Section 60.117,
60.122, 60.112

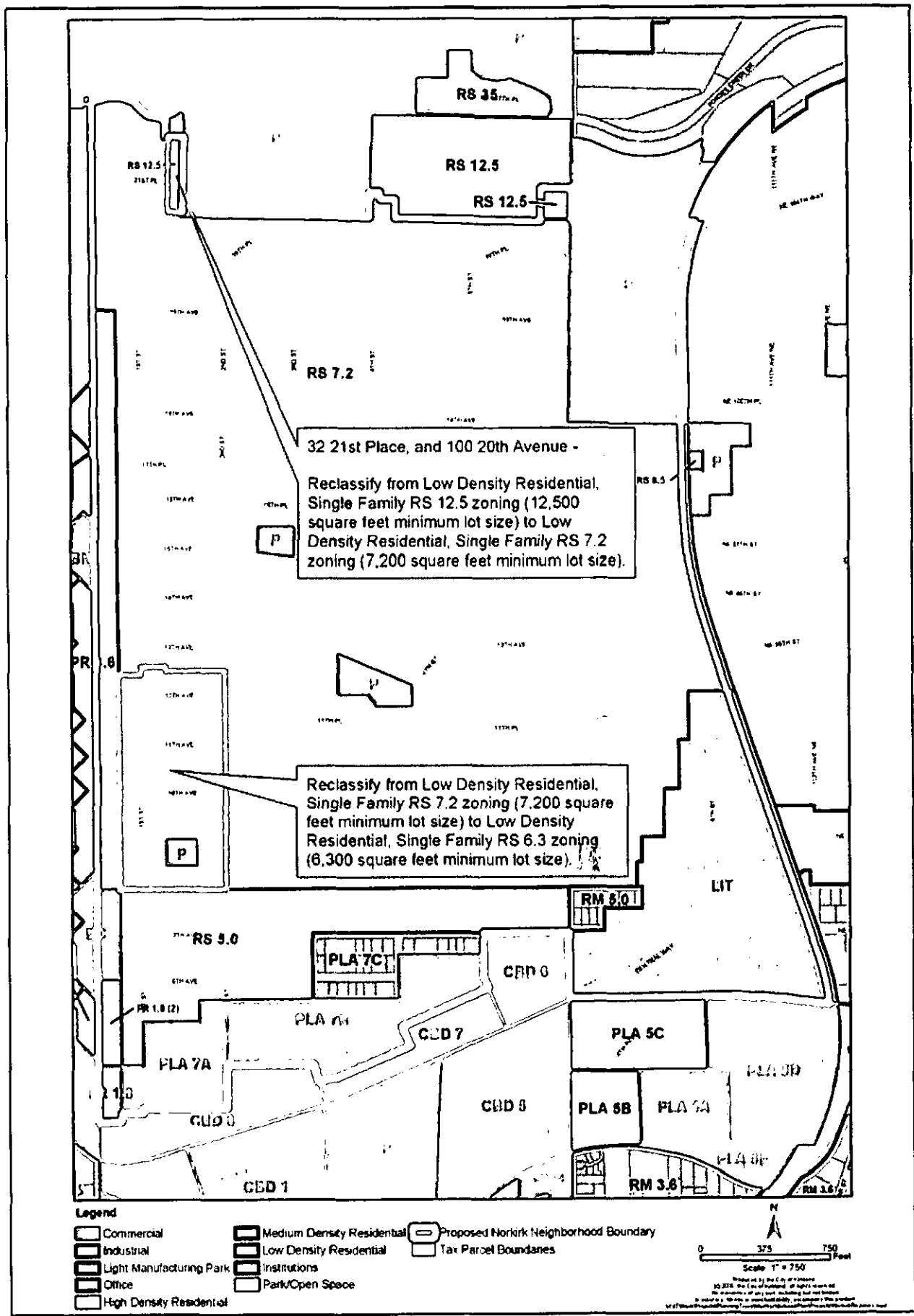


ZONE PLANNED AREA 7A, 7B, AND 7C USE ZONE CHART

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Section 60.112	USE ↓ REGULATIONS →	Required Review Process	Lot Size	MINIMUMS			Lot Coverage	MAXIMUMS		Landscape Category (See Ch. 95)	Sign Category (See Ch. 100)	Req'd Parking Spaces (See Ch. 105)	Special Regulations (See also General Regulations)
				REQUIRED YARDS (See Ch. 115)				Height of Structure					
				Front	Side	Rear							
.110	Public Park	See Special Regulations 1 and 2.	None	Will be determined on a case-by-case basis.					—	B	See KZC 105.25	<ol style="list-style-type: none"> 1. Except as provided for in Special Regulation 2 below, any development or use of a park must occur consistent with a Master Plan. A Master Plan shall be reviewed through a community review process, established by the Parks and Community Services Director, which shall include at a minimum: <ol style="list-style-type: none"> a. One formal public hearing, conducted by the Parks Board, preceded by appropriate public notice. b. The submittal of a written report on the proposed Master Plan from the Parks Board to the City Council, containing at least the following: <ol style="list-style-type: none"> 1) A description of the proposal; 2) An analysis of the consistency of the proposal with adopted Comprehensive Plan policies, including the pertinent Park and Recreation Comprehensive Plan policies; 3) An analysis of the consistency of the proposal with applicable developmental regulations, if any; 4) A copy of the environmental record, if the proposal is subject to the State Environmental Policy Act; 5) A summary and evaluation of issues raised and comments received on the proposed Master Plan; and 6) A recommended action by the City Council. c. City Council review and approval. The City Council shall approve the Master Plan by resolution only if it finds: <ol style="list-style-type: none"> 1) It is consistent with all applicable development regulations and, to the extent there is no applicable development regulation, the Comprehensive Plan; and 2) It is consistent with the public health, safety, and welfare. In addition to the features identified in KZC 5.10.505, the Master Plan shall identify the following: <ol style="list-style-type: none"> a. Location, dimensions, and uses of all active and passive recreation areas; b. Potential users and hours of use; c. Lighting, including location, hours of illumination, lighting intensity, and height of light standards; d. Landscaping; e. Other features as appropriate due to the character of the neighborhood or characteristics of the subject property. 	
REGULATIONS-CONTINUED ON NEXT PAGE													
<ol style="list-style-type: none"> 2. Development and use of a park does not require a Master Plan under this code if it will not involve any of the following: <ol style="list-style-type: none"> a. Lighting for outdoor nighttime activities; b. The construction of any building of more than 4,000 square feet; 													

											c. The construction of more than 20 parking stalls; d. The development of any structured sports or activity areas, other than minor recreational equipment including swing sets, climber toys, slides, single basketball hoops, and similar equipment.
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City of Ferndale Norkirk Neighborhood Plan
 7/12/2006 Draft

Proposed Changes to Kirkland Zoning Map

EXHIBIT N

PUBLICATION SUMMARY
OF ORDINANCE NO. 4078

AN ORDINANCE OF THE CITY OF KIRKLAND RELATING TO COMPREHENSIVE PLANNING AND LAND USE AND AMENDING THE COMPREHENSIVE PLAN, ORDINANCE 3481 AS AMENDED, THE KIRKLAND ZONING CODE (TITLE 23 OF THE KIRKLAND MUNICIPAL CODE), AND THE KIRKLAND ZONING MAP, ORDINANCE 3710 AS AMENDED TO IMPLEMENT THE NORKIRK NEIGHBORHOOD PLAN UPDATE, FILE NO IV-03-27.)

SECTION 1. Amends the following specific portions of the Kirkland Comprehensive Plan:

- A. Amends City of Kirkland Neighborhoods Map in the Introduction;
- B. Amends City of Kirkland Comprehensive Land Use Map in the Land Use Element;
- C. Amends Table LU-3 Residential Densities and Comparable Zones in the Land Use Element;
- D. Amends Policy ED-3:1 in the Economic Development Element;
- E. Amends Figure T-3: Pedestrian Corridor System – Existing and Proposed in the Transportation Element;
- F. Amends Figure J-2b: South Juanita Neighborhood Land Use Map in the North/South Juanita Neighborhood Plan; and
- G. Repeals existing Norkirk Neighborhood Plan and replaces it with a new Norkirk Neighborhood Plan.

SECTION 2. Amends the following specific portions of the Kirkland Zoning Code:

- H. Amends text in the Definitions Chapter;
- I. Amends text in the Definitions Chapter;
- J. Amends text in the Definitions Chapter;
- K. Amends text in the Single Family Residential (RS) Zones Chapter;
- L. Amends text in the Light Industrial Technology (LIT) Zones Chapter; and
- M. Repeals the Planned Area 7A, Planned Area 7B and Planned Area 7C Zones Chapters and replaces it with a new Planned Area 7A, 7B and 7C Chapter.

SECTION 3. Amends the Kirkland Zoning Map as set forth in Exhibit N.

SECTION 4. Provides a severability clause for the ordinance.

SECTION 5. Authorizes publication of the ordinance by summary, which summary is approved by the City Council pursuant to Kirkland Municipal

Code 1.08.017 and establishes the effective date as five days after publication of summary.

SECTION 6. Establishes certification by City Clerk and notification of King County Department of Assessments.

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 meeting on the 12th day of December, 2006.

I certify that the foregoing is a summary of Ordinance 4078 approved by the Kirkland City Council for summary publication.

Ketel Anderson
City Clerk