

RESOLUTION NO. R-2812

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF KIRKLAND APPROVING THE ISSUANCE OF A PRELIMINARY PLANNED UNIT DEVELOPMENT AS APPLIED FOR IN DEPARTMENT OF COMMUNITY DEVELOPMENT FILE NO. PP-80-90, BY BIRTCHER, McDONALD AND FRANK TO CONSTRUCT 26 OFFICE BUILDINGS, A SMALL RESTAURANT AND A BANK BUILDING, THE DEVELOPMENT BEING KNOWN AS "LINBROOK YARROW BAY", BEING WITHIN PROFESSIONAL RESIDENTIAL AND FREEWAY INTER-CHANGE DISTRICT ZONES, AND SETTING FORTH CONDITIONS TO WHICH SUCH PRELIMINARY PLANNED UNIT DEVELOPMENT SHALL BE SUBJECT.

WHEREAS, the Department of Community Development has received an application for a Preliminary Planned Unit Development filed by Birtcher, McDonald and Frank, the owner of said property described in said application and located within Professional Residential and Freeway Interchange District zones.

WHEREAS, the application has been submitted to the Houghton Community Council and Kirkland Planning Commission who held hearings thereon at their regular meetings of March 3, 1981 and March 19, 1981, respectively, and

WHEREAS, pursuant to City of Kirkland Ordinance No. 0-2473 concerning environmental policy and the State Environmental Policy Act, an environmental checklist has been submitted to the City of Kirkland, reviewed by the responsible official of the City of Kirkland and a negative declaration reached, and

WHEREAS, said environmental checklist and declaration have been available and accompanied the application through the entire review process, and

WHEREAS, the Houghton Community Council and Kirkland Planning Commission after their public hearings and consideration of the recommendations of the Department of Community Development and having available to them the environmental checklist and negative declaration did adopt certain Findings, Conclusions and Recommendations and did recommend approval of the Preliminary Planned Unit Development subject to the specific conditions set forth in said recommendations, and

WHEREAS, the City Council, in regular meeting, did consider the environmental documents received from the responsible official, together with the recommendation of the Planning Commission.

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

Section 1. The Findings, Conclusions and Recommendations of the Kirkland Planning Commission as signed by the Chairperson thereof and filed in the Department of Community Development File No. PP-80-90 are adopted by the Kirkland City Council as though fully set forth herein.

Section 2. The Preliminary Planned Unit Development shall be issued to the applicant subject to the conditions set forth in the Recommendations hereinabove adopted by the City Council

and the Preliminary Planned Unit Development approval is further conditioned upon the applicant submitting the same information for the intersection of N.E. 38th Place and Lake Washington Boulevard as is required by condition "4-d" for Lake Washington Boulevard..

Section 3. A certified copy of this Resolution, together with the Findings, Conclusions and Recommendations therein adopted shall be attached to and become a part of the Preliminary Planned Unit Development or evidence thereof delivered to the permittee.

Section 4. Nothing in this resolution shall be construed as excusing the applicant from compliance with any federal, state or local statutes, ordinances or regulations applicable to this project, other than expressly set forth herein.

Section 5. Failure on the part of the holder of the permit to initially meet or maintain strict compliance with the standards and conditions to which the Preliminary Planned Unit Development is subject shall be grounds for revocation in accordance with Ordinance No. 2183, the Kirkland Zoning Ordinance.

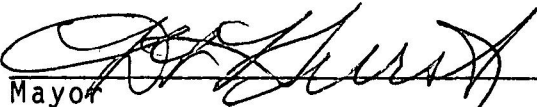
Section 6. Notwithstanding any recommendations heretofore given by the Houghton Community Council, the subject matter of this Resolution and the Preliminary Planned Unit Development herein granted are, pursuant to Ordinance 2001, subject to the disapproval jurisdiction of the Houghton Community Council, and therefore, this Resolution shall become effective only upon approval of the Houghton Community Council or the failure of said Community Council to disapprove this Resolution within 60 days of the date of the passage of this Resolution.

Section 7. Certified or conformed copies of this Resolution shall be delivered to the following:


- (a) Applicant
- (b) Department of Community Development of the City of Kirkland
- (c) Fire and Building Departments of the City of Kirkland
- (d) Public Service Department of the City of Kirkland
- (e) The Office of the Director of Administration and Finance (ex officio City Clerk) for the City of Kirkland.

Passed by majority vote of the Kirkland City Council on the 6th day of April, 1981.

SIGNED IN AUTHENTICATION THEREOF on the 6th day of April, 1981.


Mayor

ATTEST:


Director of Administration and Finance
Ex officio City Clerk

4634A



DEPARTMENT OF COMMUNITY DEVELOPMENT

ADVISORY REPORT
FINDINGS, CONCLUSIONS AND RECOMMENDATIONS

PREPARED BY DATE
XX RECOMMENDED BY DATE March 19, 1981
ADOPTED BY DATE

STAFF
BOARD OF ADJUSTMENT
HOUGHTON COMMUNITY COUNCIL
XX PLANNING COMMISSION Carol Goddard, Chairperson
CITY COUNCIL AS INCORPORATED IN

RESOLUTION ORDINANCE
NUMBER R-2819
DATE

FILE NUMBER PP-80-90
APPLICANT Bircher, McDonald and Frank
PROPERTY LOCATION N.E. 38th Pl., Lake Wa. Blvd. & 108th Ave. N.E.
SUBJECT PRELIMINARY PLANNED UNIT DEVELOPMENT OF "LINBROOK YARROW BAY"
HEARING/MEETING DATE April 6, 1981
BEFORE Kirkland City Council

EXHIBITS ATTACHED "A" through "M" listed on reverse

File No. PP-80-90

LINBROOK YARROW BAY

LIST OF EXHIBITS

"A" - Application Forms

"B" - Vicinity Map

"C" - Statement of Purpose

"D" - Environmental Checklist and Declarations

"E" - Architectural Perspective

"F" - Site Plan/Conceptual Landscaping

"G" - Dimensional Site Plan

"H" - Storm Sewer Plan and Preliminary Plat

"I" - Water and Sanitary Sewer Plan

"J1"- Elevations Bldg. A/D

"J2"- Elevations Bldg. B/D

"J3"- Elevations Bldg. C/D

"J4"- Elevations - Bank

"K1" - Creek Corridor Protection and Drainage Easement
Location (HCC)

"K2" - Creek Corridor Protection and Drainage Easement
Location (PC)

"L" - LUPP Figure 20

"M" - Colored Renderings

3996A/bk

I. SUMMARY

A. DESCRIPTION OF PROPOSED ACTION

Bircher, McDonald and Frank has applied for a Preliminary Planned Unit Development for 26 office buildings (13 two-unit modules), a sandwich shop, and a bank. The 9.46 acre site is located on the south side of N.E. 38th Place, and north of the Ramada Inn (see Exhibit "B" - Vicinity Map). The site is undeveloped, except for the existing Old National Bank, located south of Cochran Creek, which bisects the site. The proposal includes 50 foot building setbacks along each side of the creek; three access points from N.E. 38th Place; and a single access from Lake Washington Boulevard. The applicant has also applied for a subdivision, under separate application.

Major issues are: compliance with the State Environmental Policy Act (S.E.P.A.), compliance with the Land Use Policies Plan (L.U.P.P.), and public improvements.

B. RECOMMENDATIONS

Based on Statements of Fact, Conclusions and the attached Exhibits, we recommend approval of this Preliminary Planned Unit Development application subject to the following conditions:

1. Prior to Final P.U.D. review:

- a. The applicant and staff shall discuss a location for a public pedestrian walkway through the site connecting N.E. 38th Place and Lake Washington Boulevard and connecting the site to the adjacent restaurant uses. This access and its potential location shall be reviewed with Final P.U.D. The City may require the dedication and improvement of this public access easement as a condition of the Final P.U.D.
- b. A detailed landscaping plan shall be submitted showing species, size and locations. This plan shall include a narrative which explains how this plan serves to enhance the entry to the City in view of the policies in the Land Use Plan. Landscaping (shrubs, trees and groundcover) within the drainage easement shall be shown.

- c. The applicant shall stake the drainage easement adjacent to Buildings 2, 3, 4 and 5. The Department of Community Development and hearing body members will then evaluate whether a 5 foot encroachment into the drainage easement should be allowed.
 - d. Staff shall recommend a mechanism to collect funds for future traffic signal improvements, as stipulated in Recommendation 4.e.
 - e. A drainage easement of 50 feet on either side of the creek shall be maintained from N.E. 38th Pl. to Lake Washington Boulevard.
 - f. The applicant and staff shall discuss methods to encourage transit use.
2. A cyclone or similar fence, with a silt barrier, along the creek corridor (as shown on Exhibit "K2") shall be erected concurrent with the installation of the temporary drainage erosion controls. The sanitary sewer line north of Building 26 shall not be located within the drainage easement area (Exhibit "K").
 3. At the time of Building Permit application bridge design shall be stamped by a qualified structural engineer, who shall address stream bank stability. Rip-rap under the bridge on stream banks shall only be allowed if necessary for bank stability and approved by the State Department of Fisheries. The bridge shall be capable of supporting 36,000 pounds.
 4. Prior to occupancy of any structures, the applicant shall:
 - a. Record a drainage easement for the area shown on Exhibit "K2", which states: "No construction, clearing or alterations shall be allowed to occur within the boundaries of this easement with the exception of landscaping, ordinary maintenance and repair." A pedestrian pathway within the drainage easement shall be included, if possible.

- b. Replace the existing asphalt sidewalk on Lake Washington Boulevard along the site frontage with a 5 foot wide concrete sidewalk. Landscaping requirements for Lake Washington Boulevard shall be adhered to.
 - c. Remove the planter island; provide for two 11 foot wide driving lanes; a 10 foot wide center left turn lane; a 5 foot wide concrete sidewalk with curb, gutter and underground drainage on the south side; and 4 foot wide asphalted bike lanes (with rumble bars) on each side; on N.E. 38th Place, abutting the site.
 - d. Submit a traffic signal design for the intersection of Lake Washington Boulevard and Northup Way for Public Services Department review and approval.
 - e. Work with the Public Services Department and the applicants traffic consultant to convert traffic impacts into a fair-share contribution toward signalization at impacted intersections. Cost of the signal design shall be credited toward the fair-share contribution for Lake Washington Boulevard/ Northup Way.
5. A comprehensive sign program shall be submitted as a Conditional Use Permit (or, part of the Final P.U.D.) for any signs on the site. The following criteria should be used:
- i. A single free-standing sign, not to exceed 15 feet in height and 33 sq. ft. in area (per sign face), should be allowed at the main entrance on N.E. 38th Place to identify the office complex.
 - ii. A single monument sign, not to exceed 5 feet in height and 23 square feet in area (per sign face), should be allowed at the Lake Washington Boulevard entrance to identify the office complex and bank. Space should be reserved on this sign for future use by the parcel north of the bank. The base should be landscaped.

3/19/81 (P.C.)
3/3/81 (HCC)
2/26/81/bk/3929A

R-2812

- iii. Directional signs, no greater than 4 square feet each, may be used to identify vehicular exits, entrances and traffic patterns.
 - iv. Free-standing and monument signs shall not be backlit.
 - v. Face-mounted signs should not exceed one per entrance and be limited in size to 10 sq. ft. (if entrance serves a single use) and 15 sq. ft. (if entrance serves multiple uses).
 - vi. Directory signs on site may be proposed identifying uses within buildings.
 - vii. All signs shall be coordinated in materials, colors and/or graphics.
6. Landscaping shall be installed in a manner agreed upon by the Department of Community Development staff and the applicant prior to issuance of a Building Permit. However, all landscaping shall be installed prior to occupancy of the final building.

II. MAJOR ISSUES, FACTS AND CONCLUSIONS

A. COMPLIANCE WITH THE STATE ENVIRONMENTAL POLICY ACT (S.E.P.A.) (Exhibit "D").

1. Statements of Fact

- a. On December 4, 1980, the City's Responsible Official issued a Declaration of Significance for this project. This action was based on three significant adverse impacts:

- i. A major access point was proposed just north of Building 26. This entry would have created a hazardous traffic pattern due to its proximity to the Lake Washington Boulevard/Northup Way intersection.
- ii. Traffic volumes added by the project at three intersections; N.E. 38th Pl. at Lake Washington Boulevard; N.E. 38th Place at 108th Ave. N.E.; and Northup Way at Lake Washington Boulevard.

3/19/81 (P.C.)
3/3/81 (HCC)
2/26/81/bk/3929A

- iii. Building setbacks of 25 feet from Cochran Creek (City policy calls for 50 foot setbacks from major streams), which would impact water quality and future fish habitat.
- b. SEPA Withdrawal. Washington Administrative Code Section 197-10-370 states: "If at any time after the issuance of a declaration of significance, the proponent modifies the proposal so that, in the judgment of the lead agency, all significant adverse environmental impacts which might result are eliminated, the declaration of significance shall be withdrawn and a declaration of non-significance issued instead."
- c. On December 22, the applicant submitted the following revisions which eliminated all significant adverse impacts:
 - i. The hazardous access north of Building 26 was eliminated.
 - ii. New information on traffic volumes and existing conditions at the three intersections discussed above caused the Responsible Official to conclude that this project will not have a significant adverse traffic impact.
 - iii. Building setback from Cochran Creek was revised to show 50 feet. Encroachments for a bridge over the creek and a stacking lane for the bank drive-in will not have a significant adverse impact on water quality or future fish habitat.
- d. Following a thorough review of the revisions, the responsible official issued a Proposed Declaration of Non-Significance on December 24, 1980.

3/19/81 (P.C.)
3/3/81 (HCC)
2/26/81/bk/3929A

- e. Comments from various agencies were received and are included in Exhibit "D". Based on comments from the City of Bellevue, additional traffic studies were conducted.
- f. A Final Declaration of Non-Significance was issued on February 6, 1981.

2. Conclusions

The applicant and the City have complied with the requirements of the State Environmental Policy Act.

B. COMPLIANCE WITH THE LAND USE POLICIES PLAN (LUPP).

1. Statements of Fact

- a. Natural Elements Goal 2: To recognize the amenity and utilitarian functions provided by natural elements, and to incorporate these functions into developments.
- b. Natural Elements Goal 3: To preserve or rehabilitate natural areas and natural systems that are unique, scenic and/or aesthetically significant.
- c. Natural Elements Policy 1.c. and Discussion:

Policy: Regulate the location of structures near watercourses and smaller wetlands in order to reduce the impact of flooding and allow for natural drainage.

Discussion: Structures located near watercourses may be subject to flooding or may alter the natural drainage pattern... Natural drainage patterns should be protected by requiring that structures be set back from the high water line of all watercourses. The purpose of this setback requirement is to preserve watercourses, their banks and associated vegetation.

3/19/81 (P.C.)
3/3/81 (HCC)
2/26/81/bk/3929A

- d. Natural Elements, Policy 4: Maintain or improve the functional integrity of watercourses, wetlands and small bodies of water by keeping them in a natural condition and by placing appropriate restrictions on dredging, filling and other land surface modifications.
- e. Natural Elements Policy 5.b.: Maintain existing vegetative cover to the greatest extent feasible.
- f. Economic Activities Policy 3.a.: Large offices are to be concentrated where other intensive land uses exist or in designated interchange areas.
- g. Economic Activities Policy 4: Permit freeway oriented commercial activities at some freeway interchanges so as not to permit commercial strip development. (Discussion: New developments near the interchanges should seek to mitigate freeway related impacts... through appropriate signing and safe ingress-egress design).
- h. Economic Activities Policy 5.e. and Discussion
Policy: Control the use of signs.
Discussion: There should be control of the use of free-standing signs and the size and number of wall mounted signs. In the competition to achieve increased visibility, commercial activity usually creates a confused array of advertising signs. Strip signing should be restricted to a manner in which the signs inform the motorist of available services without competing for attention or detracting from traffic safety signing.
- i. Economic Activities Policy 5.f. and Discussion.
Policy: Minimize visual impacts.

3/19/81 (P.C.)
3/3/81 (HCC)
2/26/81/bk/3929A

Discussion: Visual impacts should be minimized in order to maintain the character of adjacent uses, shield outdoor storage areas and remove onsite debris and wastes. The development of large asphalt areas that are visually and physically unbroken should not be permitted. Landscaping both within and around the edges of such areas can serve to provide visual relief and sharpen the identity of spaces, as well as help to decrease surface runoff.

- j. Transportation Policy 3.e.: Minimize the visual impact of large parking areas by requiring landscaped buffers. Large parking areas should be visually broken with landscaped areas.

- k. Lakeview Area - Economic Activities. Much of the northeast quadrant of the SR-520/Lake Washington Boulevard interchange has already been committed to certain economic activities including large office structures and a restaurant. Due to the availability of adequate public services, easy access to major arterials and to the freeway, and the overall compatibility with adjacent land uses, the northeast quadrant of this interchange can be devoted to commercial activities. The most appropriate use of this land could include such activities as office structures, and some freeway oriented uses, such as motel facilities. Limited convenience commercial facilities may be included as part of the office structures or with freeway oriented uses, but not as a primary use. Retail commercial facilities beyond the scope of convenience facilities are not considered appropriate because these kinds of activities should be concentrated in existing major commercial centers (the Central Business District or Totem Lake Shopping Center) as well as neighborhood shopping centers. Commercial uses are to be ancillary to other uses at this location. All developments, especially along Lake Washington Boulevard, should include landscaping and other elements to enhance this interchange as an entry to the City.

1. "Land: Natural Elements" was published by the Department of Community Development in 1970. This study contained recommendations to guide future land use planning. It is used today to supplement the Natural Element related LUPP policies. A recommendation is: "Major stream tributaries, including smaller streams, ravines, and drainage ways, are also to be considered part of the natural drainage system... No new structures should be constructed closer than fifty (50) feet from the center of the natural stream... A drainage easement, for maintaining natural water flow, would be required fifty feet on each side of the small watercourse."

Buildings 2, 3, 4 and 5 are placed against the proposed 50 foot drainage easement and buffer. This leaves little area for construction on the corners of the buildings, without encroaching into the buffer.

2. Conclusions

- a. Natural Elements Goals 2 and 3; Policies 1c, 4; Land: Natural Elements: These goals and policies discuss retention of natural systems. The applicant has proposed 50 foot building setbacks on each side of Cochrane Creek. This allows for retention of vegetation surrounding the creek, facilitating the natural drainage pattern.

The existing asphalt south of the creek (within the 50 foot buffer) will be unused and should be removed and replaced with vegetation. Species and size of vegetation should be approved with the Final P.U.D.

The applicant is proposing a maximum 25 foot encroachment into the northern 50 foot buffer for the bank drive-up stacking area. This encroachment should not be permitted, to provide more green space along Lake Washington Boulevard - an entry to the City. Also, the 6 drive-up lanes proposed by the bank may not be necessary.

3/19/81 (P.C.)
3/3/81 (HCC)
2/26/81/bk/3929A

R-2812

Another encroachment into the buffer is for a bridge over the creek, providing internal site access. The bridge provides a connection between the bank and the majority of the offices - an item encouraged by LUPP Lakeview Area - Economic Activities policies.

The applicant has requested that the 50 foot buffer near Buildings 2, 3, 4 and 5 be reduced to 45 feet to enable construction on the corners of these buildings. The applicant should stake the 50 foot buffer prior to Final P.U.D. review to enable Department of Community Development staff and hearing body members to evaluate whether a 5 foot encroachment would have an adverse effect on existing vegetation protection, creek protection, drainage and water quality.

The sanitary sewer line north of Bldg. 26 encroaches into the drainage easement area (Exhibit "K2") and should not be allowed within the easement.

To protect the creek corridor during construction, a cyclone or similar fence (with a silt barrier) should be erected as shown on Exhibit "K2", concurrent with the installation of temporary drainage erosion controls. This type of barrier has been very successful on other sites for keeping silt, people, materials and machinery out of sensitive areas.

Prior to occupancy of any structures, to protect the creek corridor following construction, a 50 foot wide drainage easement each side of the creek should be recorded for the area shown on Exhibit "K2", which states: "No construction, clearing or alterations shall be allowed to occur within the boundaries of this easement with the exception of landscaping, ordinary maintenance and repair." A pedestrian pathway within the drainage easement should be included, if possible (see Section II.C. of this report).

The Department of Fisheries requires a Hydraulic Permit for the bridge crossing. They recommend use of riprap under the bridge if necessary for stability. The Kirkland Fire Department requires that this bridge be capable of supporting 36,000 pounds. At the time of Building Permit application, bridge design should be stamped by a qualified structural engineer, who should address stream bank stability.

- b. Natural Elements Policy 5.b. Significant vegetation (trees 6" or greater in caliper) does not exist on the site, except within the creek corridor, which will be retained in its natural state. Vegetation is being maintained to the greatest extent feasible.
- c. Economic Activities Policy 3.A. This portion of the SR-520/Lake Washington Boulevard interchange is designated for office and freeway oriented commercial use in the LUPP.
- d. Economic Activities Policies 4, 5E; and Lakeview Area - Economic Activities Policies. The location of the new bank on the site does not constitute commercial strip development. The entire project makes use of combined access points - a characteristic not found in strip development. Unlike strip development, all buildings can be accessed via the internal circulation system - one does not need to travel the public rights-of-way to go from building to building. The freeway-oriented bank use is only 5% of the gross building square footage on the site (clearly ancillary to the office uses as required by the LUPP).

3/19/81 (P.C.)
3/3/81 (HCC)
2/26/81/bk/3929A

The LUPP identifies this intersection as "an entry to the City" and calls for "landscaping and other elements to enhance this interchange". A detailed landscaping plan should be submitted prior to Final PUD, showing species, size and location. A narrative should be included which recognizes this entryway to the City and explains how the plan proposed will achieve this objective. The City's Lake Washington Boulevard landscaping standards should be adhered to. This plan should also include shrubs, trees and groundcover to be used in the drainage easement to supplement existing vegetation.

Finally, these policies encourage controlled signage. A characteristic of strip development is a "confused array of advertising signs". Individual business signs should be limited on this site. Permitted signs should inform motorists of entrances and exits to the site; a directory of the many uses on-site; and limited face-mounted signage. Therefore, a comprehensive sign program should be submitted as a Conditional Use Permit (or, part of the Final P.U.D.) for any signs on the site. The following criteria should be used:

- i. A single free-standing sign, not to exceed 15 feet in height and 33 sq. ft. in area per sign face, should be allowed at the main entrance on N.E. 38th Place to identify the office complex.
- ii. A single monument sign, not to exceed 5 feet in height and 23 sq. ft. in area per sign face, should be allowed at the Lake Washington Boulevard entrance to identify the office complex and bank. Space should be reserved on this sign for future use by the parcel north of the bank. The base should be landscaped.

3/19/81 (P.C.)
3/3/81 (HCC)
2/26/81/bk/3929A

- iii. Directional signs, no greater than 4 sq. ft. each, may be used to identify vehicular exits, entrances and traffic patterns.
 - iv. Free-standing and monument signs should not be back-lit.
 - v. Face-mounted signs should not exceed one per entrance and be limited in size to 10 sq. ft. (if entrance serves a single use) and 15 sq. ft. (if entrance serves multiple uses).
 - vi. Directory signs on-site may be proposed, identifying uses within buildings.
 - vii. All signs should be coordinated in materials, colors and/or graphics.
- e. Economic Activities Policy 5.f., Transportation Policy 3.E. These policies call for landscaping around and within parking areas to minimize visual impacts. A detailed landscaping plan should be submitted prior to Final PUD review.

C. PUBLIC IMPROVEMENTS

1. Statements of Fact

- a. Lake Washington Boulevard, a major arterial and state highway, is presently fully improved. However, City standards call for concrete sidewalks, rather than asphalt (as presently exists).
- b. N.E. 38th Place presently has 32' of asphalt abutting the site, with curb, gutter and a 5 foot wide concrete sidewalk on the north side (previously installed by the Yarrow Bay offices). A planter sits in the center of the asphalt. The south side (abutting the site) is unimproved.

3/19/81 (P.C.)
3/3/81 (HCC)
2/26/81/bk/3929A

- c. A Metro Park and Ride lot is located N.E. of the site, across N.E. 38th Pl. Metro has embarked on a bicycle/transit program, where bicycles may be attached to some buses. N.E. 38th Place is a flat roadway, ideal for bicycle travel from Lake Washington Boulevard to the Park and Ride or 108th N.E.
- d. According to the applicant's traffic study, this project will have some traffic impact on intersections surrounding the project (Exhibit "D"). Signals are presently warranted at Northup Way/Lake Washington Blvd., and signals were recently installed at Northup Way/108th N.E. According to the traffic study (p. 6), signals are not presently warranted at 108th N.E./N.E. 38th Place and Lake Washington Boulevard/N.E. 38th Pl., but may be needed between 1982-85. The new signal (installed by City of Bellevue) at 108th N.E./Northup Way, may be inadequate by 1985.
- e. The L.U.P.P. (figure 20 shown as Exhibit "L") recommends a pedestrian connection through the site. This will connect to a walkway through Yarrow Bay leading to Lake Washington and the shoreline trail.

2. Conclusions

- a. The existing asphalt sidewalk on the east side of Lake Washington Boulevard abutting the site should be replaced with a 5 foot wide concrete sidewalk. This will provide a permanent improvement rather than a temporary asphalt walkway. This improvement should be installed or bonded for prior to occupancy.

3/19/81 (P.C.)
3/3/81 (HCC)
2/26/81/bk/3929A

- b. N.E. 38th Place is presently underdeveloped. City standards call for two 11 foot wide driving lanes, separated by a 10 foot wide two-way left turn lane. Also, 5 foot wide concrete sidewalks on both sides of the street (existing on north side already), and 4 foot wide asphalted bike lanes (with rumble bars) on each side. This type of improvement will provide for adequate driving lanes; safe left-turning movements for both Linbrook and the existing Yarrow Bay Office Park; and pedestrian and bicycle circulation between the two office developments, the Metro Park and Ride, Lake Washington Boulevard, and 108th Ave. N.E. these improvements should be installed or bonded for prior to occupancy. A public pedestrian walkway and easement should be provided across the site, from N.E. 38th Pl. to Lake Washington Boulevard and connecting the site to the adjacent restaurant uses. Prior to Final PUD approval; the staff and applicant should discuss a location for the walkway. The City may require this public access easement with the Final P.U.D.
- c. Signals are presently warranted or may be warranted by 1985 at the following intersections: Northup Way/Lake Washington Blvd., Northup Way/108th N.E., Lake Washington Boulevard/N.E. 38th Pl., 108th N.E./N.E. 38th Pl. Traffic from Linbrook will be accelerating the need for signalization improvements at these intersections. The applicant should contribute to the cost of these signals, based on the project's impact on affected intersections. A contribution mechanism should be recommended with the Final P.U.D. While impacts are known, contribution amounts have not yet been determined. Therefore, prior to occupancy, the applicant should work with the Public Services Department and the applicant's traffic consultant to convert traffic impacts into a fair-share contribution toward signalization at impacted intersections.

An immediate problem exists at Northup Way/Lake Washington Boulevard, where a signal is presently warranted. As the surrounding area grows, this intersection will become more congested, and it will be more difficult for cars to enter Lake Washington Boulevard from Northup Way. According to the applicant's traffic consultant, this project will contribute an additional 16.5% traffic, toward the need for a signal.

The first step in signal installation is signal design. Without the design, Federal or State matching funds cannot be obtained (if available). Since the cost of signal design is approximately 10% of total signal cost, and Linbrook's impact (and therefore, fair-share percentage) is 16.5%, the applicant should submit a traffic signal design for the intersection of Lake Washington Boulevard/Northup Way, for Public Services Department review and approval, prior to occupancy. Cost of the signal design should be credited toward the total fair-share monetary contribution for this intersection.

- d. Proximity to a park and ride may increase transit use by patrons and employees thereby reducing traffic impacts. Prior to Final PUD review, the applicant and staff should discuss methods to encourage transit use.

III. BACKGROUND

A. Neighborhood and Zoning

Exhibit "B" (Vicinity Map) shows the area zoning, which ranges from Low Density Residential to Commercial. The Ramada Inn, Denny's and Huwiler's are adjacent to the south. To the west is Planned Area 3, containing two professional office structures. To the north is a Texaco Service Station, the Plankhouse Restaurant and the Yarrow Bay Offices. To the east is the Metro Park and Ride. To the southeast, in Bellevue, are a few single-family residences.

3/19/81 (P.C.)
3/3/81 (HCC)
2/26/81/bk/3929A

B. HISTORY

The site was originally to be Phase 2 of the Yarrow Bay Office P.U.D., and was never acted upon. Staff has worked closely with the present applicant since Summer, 1980 on design changes to comply with City policies. This series of changes has evolved into the attached set of plans.

IV. ALTERNATIVES

The major use alternative is residential. The site could be developed into 114 dwelling units, as allowed by the PR zoning. Other design alternatives exist: taller buildings (allowing more open space); less parking; removal of the proposed bridge, etc.

V. DEVELOPMENT STANDARDS

A. Kirkland Zoning Ordinance

1. Section 23.14.060. No building in the PR zone may exceed the height of thirty (30) feet. (Proposed heights range approximately from 21 feet to 27 feet).

2. Section 23.14.050(3).

Lot Area: 7200 sq. ft. (site is 9.46 acres. Individual building lots are less than 7200 sq. ft. - see File No. SP-80-89).

Lot Width: 60 feet (site is greater than 60 feet wide. Individual building lots are less than 60 feet in width for building type A - see File No. SP-80-89).

Front Yard: 20 feet (buildings comply).

Side Yards: 5 feet, 15 feet total (buildings comply).

Rear Yard: 10 feet (buildings comply)

Lot Coverage: 35% (27.5% proposed).

3. Section 23.34.020 (Parking). Retail Commercial, Business or Professional Offices: One stall per 300 square feet gross floor area (367 stalls required; 398 stalls proposed).

3/19/81 (P.C.)
3/3/81 (HCC)
2/26/81/bk/3929A

B. Building Department

Buildings must comply with the U.B.C., State Handicapped Code and State Energy Code.

C. Fire Department

All curves in parking lot must have a 45 foot minimum radius. Driving areas must not exceed 15% grade.

VI. APPENDICES

Exhibits "A" through "M" are attached.

3/19/81 (P.C.)
3/3/81 (HCC)
2/26/81/bk/3929A