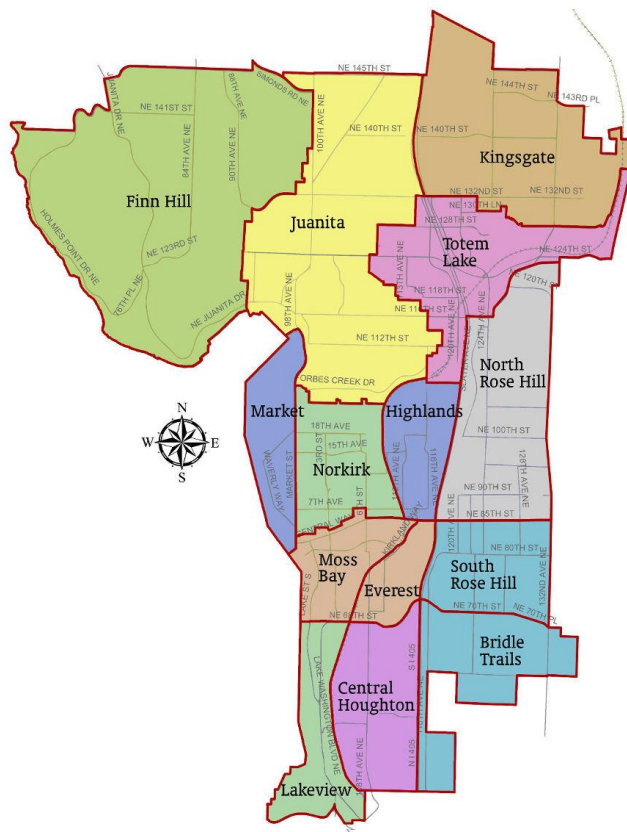


12.H. Lakeview Neighborhood Plan

1. OVERVIEW

The Lakeview Neighborhood is bounded by Lake Washington on the west and the Cross Kirkland Corridor and the Central Houghton Neighborhood to the east (See Figure L-1, Land Use Map). Lake Washington Boulevard and Lakeview Drive provide north-south vehicular, bicycle and pedestrian connections from the SR 520 interchange to Downtown Kirkland and adjacent neighborhoods. The Yarrow Bay Business District serves as a southern gateway to the city.

Kirkland Neighborhoods Map



The Marsh and Houghton Beach waterfront parks are recreational hubs for neighborhood residents and visitors, while Terrace Park serves as a neighborhood park. Yarrow Bay wetlands with its lush tree canopy functions as a pristine wetland and stream system and provides critical wildlife habitat while serving as a sanctuary from surrounding urban development.

Land uses within the neighborhood consist of a variety of residential intensities, offices, and neighborhood-oriented businesses. Carillon Point is an important employment center and regional tourism draw with its mix of offices, retail, hotel, restaurants, housing, and marina on the shores of Lake Washington. The Yarrow Bay Business District contains large office parks with limited services for businesses and freeway travelers.

The policy direction for the waterfront is established in the Shoreline Area Chapter of the Comprehensive Plan. The thrust of those shoreline policies is to support residential uses, permit water-dependent commercial uses where commercial uses presently exist, and place a high priority on public access to the water either through park acquisition or pedestrian easements.

2. VISION STATEMENT

The following vision statement is a description of the character and qualities of the Lakeview Neighborhood at a future time when the goals and policy direction expressed in this neighborhood plan are realized.

Located along the eastern shores of Lake Washington the Lakeview Neighborhood has a special waterfront town charm. The Lakeview community values the visual and physical connection to Lake Washington. Wide, expansive views of the lake and the Olympic Mountains have been sustained because of careful selection and placement of trees and vegetation, to avoid view obstruction of the lake from public streets and properties to the east. Over time the neighborhood has maintained its unique waterfront identity.

The neighborhood is a mix of residential areas, offices, neighborhood-oriented businesses and two commercial centers – Carillon Point and the Yarrow Bay Business District. Adequate parking is available on streets for easy access to neighborhood-oriented businesses in the center of the neighborhood.

Infill development on the Houghton and Yarrow Bay slopes continues while maintaining the physical features of the hillsides and retaining trees to the maximum extent. Overall, the neighborhood experiences low to medium intensity infill development.

The Yarrow Bay Business District is a vibrant pedestrian urban village with a mix of commercial uses, housing, hotels, and services for businesses, residents, visitors, as well as transit users and freeway travelers. The Business District has evolved over time to incorporate pedestrian oriented improvements such as landscaped green spaces and plazas for people to gather, public art, and improved street design with decorative pedestrian lighting.

The South Kirkland Park and Ride lot has transformed from a surface parking lot and transit center to a transit-oriented development with additional parking stalls to serve transit riders, a mix of housing for a range of incomes, commercial services, improved vehicular and pedestrian access to the site and is a well-designed architectural gateway to the city.

The street network in Lakeview is well established. A Corridor Plan for Lake Washington Boulevard has resulted in creating a streetscape design that includes wide sidewalks, landscaping, pedestrian decorative lighting, benches, and art. Improvements to both Lake Washington Boulevard and Lakeview Drive have increased pedestrian and bicycle safety and reduced traffic congestion.

Pedestrian and bicycle trails provide increased connections between the Yarrow Bay wetlands, Lake Washington Boulevard, Watershed Park, Carillon Woods Park, and the Cross Kirkland Corridor.

Lakeview's parks are clean, well maintained, and enjoyable for residents, students, employees, and visitors. The waterfront parks are a model for how shoreline areas can provide a soft, natural shoreline to improve habitat with the planting of native vegetation. Access to a majority of the water's edge has been maintained for all people to enjoy the lake.

Streams and wetlands of the neighborhood are protected through management of development, maintaining existing vegetation and restoration projects. At the Yarrow Bay wetlands, people may observe the scenic beauty of the wetlands and wildlife habitat from viewpoints.

3. HISTORICAL CONTEXT

See the History of Kirkland in the Appendix Section for a discussion of citywide historic context, inclusive of all previous inhabitants of the area (pre-and post-white/European settlement) especially along the culturally rich Lake Washington shoreline.

The Lakeview neighborhood is part of what was once the City of Houghton until 1968 when Houghton merged with Kirkland. As a result of the merger, the Houghton Community Council retained jurisdiction over land use decisions within the neighborhood until the Community Council was sunset by the Washington State Legislature in 2022.

Notable Houghton settlers were the Samuel French, the Jay O’Conner, the Curtis, the Fish and the Lute Marsh families. What is now known as the Orton House (Sutthoff House) at 4120 Lake Washington Boulevard was originally built in 1903 by realtor Charles Parrish for the Morris Orton family. The Orton house was then rented to a Dr. George Hudson Davis around 1910 and used as the area’s first hospital and dental office. The Herman Schuster house (grandfather of Louis Marsh) was built just north of the Orton home. The French house was moved from its original location at 10126 NE 63rd Street to its present location at 4130 Lake Washington Boulevard in 1978.

The French House in the Lakeview Neighborhood



Curtis Landing dock and the Houghton Post Office Location



In 1929, Louis Marsh built the Marsh Mansion on the property (6610 Lake Washington Boulevard) his parents purchased in 1905. Marsh Park, donated by Mr. Marsh, is on the land he acquired when Lake Washington was lowered in 1916. Harry French and other Houghton residents commuted to Seattle to work in Yesler's Mill either by rowing boats, by horse or by daily ferry service. Harry French built a frame cabin for his family which later became Pleasant Bay's (original name for Houghton) first classroom and its first Sunday school.

On Lake Washington Boulevard between NE 59th and 60th Streets, two older buildings exist that have been used as an antique store and offices. One was built in the 1900s and was the early site of the Houghton Post Office.

Where Carillon Point is today was the original location of the Lake Washington Shipyard, started in 1905 by two brothers-in-law – Bartsch and Tompkins. The shipyard was an employment hub, building wood ships during the First World War, then steel ships during the Second World War.

Near this location, NE 52nd Street (Curtis Road) was the first street in Houghton connecting Lake Washington Boulevard to 108th Avenue NE (Cort Road). After the shipyards closed in the late 1940s, the site was used for many years as a practice facility for the Seattle Seahawks football team.

The Lakeview Terrace neighborhood south of NE 68th Street and Lakeview Drive was built in 1942 to serve as housing for the Lake Washington Shipyard workers during the Second World War and many of the existing homes remain today. Terrace Park was originally the site for a community center for the Lakeview neighborhood during the war. Around 1955, the buildings were converted to house the Houghton City Hall, library, fire station and police station.

Lake Washington Shipyards during WWI and WWII



For more detail on the history of Houghton see the Central Houghton Neighborhood Plan, and the Land Use Element for goals and policies regarding the preservation and designation of historic buildings, structures, sites and objects of historical significance.

Goal L-1: Encourage preservation of structures, sites and objects of historical significance in the Lakeview Neighborhood.

Policy L-1.1: Encourage property owners to preserve buildings, structures, sites and objects of historical significance.

The Land Use Element list of Historic Buildings, Structures, Sites and Objects includes the structures and sites in the Lakeview Neighborhood: the Marsh Mansion at 6610 Lake Washington Boulevard, the French House at 4130 Lake Washington Boulevard, and the Orton House at 4120 Lake Washington Boulevard, the Shumway site at 510-528 Lake Street S. (structure was moved to Juanita), Lake Washington Shipyards site at Carillon Point and the Lake House site at 10127 NE 59th Street. The Marsh Mansion is recognized on the National and State Registers of Historic Places and contains a Historic Landmark zoning designation.

Notwithstanding the language regarding historic structures in the Goals and Policies Section of this Comprehensive Plan, it is the intent of the Kirkland City Council that only residential use should be permitted in either the Orton or French houses at their present site. The Marsh Mansion is the only historic structure which should be considered as possibly appropriate for nonresidential use.

Policy L-1.2: Provide directional signs, markers and interpretive information at structures, buildings, sites or objects of historical significance.

Individual historic properties are encouraged to add historic plaques and interpretive signs. Additional directional signs and interpretive centers at or near structures, buildings, sites or objects of historical significance around the neighborhood would help bridge Houghton's rich history with future generations. Most of the original historic street names have been changed over the years. As street signs are replaced, the original street names could be added to

recognize the neighborhood's history. The Land Use Element of this Comprehensive Plan lists other techniques to preserve the neighborhood's history.

4. NATURAL ENVIRONMENT

Goal L-2: Protect and enhance the natural environment in the Lakeview Neighborhood.

Natural Water Systems

Policy L-2.1: Protect and improve water quality and promote fish passage by undertaking measures to protect Lake Washington, and the wetlands and streams in the Carillon Creek, Yarrow Creek and Houghton Slope basins.

Four drainage basins and associated creeks flow through Lakeview toward Lake Washington: Yarrow Creek, Houghton Slope A, Houghton Slope B, Carillon Creek and Yarrow Bay wetlands (See Figure L-2, Lakeview Wetland, Streams and Lakes). These drainage systems provide important ecological functions such as flood and storm water conveyance, water quality, fish habitat, wildlife and riparian corridors, and open space benefits. Cutthroat trout inhabit Yarrow Creek. Cochran Springs Creek is considered a tributary to Yarrow Creek and also contains cutthroat trout, juvenile coho salmon and lamprey.

Where feasible, barriers within stream corridors should be removed to allow fish passage (such as through the SR 520 interchange, along Northup Way, and at the Cross Kirkland Corridor). Use of pesticides and fertilizer near stream and wetland areas is discouraged.

Policy L-2.2: Develop viewpoints and interpretive information around streams and wetlands if protection of the natural features and private property can be reasonably ensured.

Yarrow Bay wetlands function as a pristine natural wildlife reserve and water quality system filtering contaminants prior to discharge into Lake Washington. With improved access, the wetlands would also provide passive recreation and educational opportunities. Installation of publicly preserved and managed viewpoints would improve visual access to the wetlands and Lake Washington if they could be constructed to protect the natural system and rights of private property owners.

Soils and Geology

The Houghton and Yarrow Slopes contain soils susceptible to moderate to high landslide hazards particularly when wet or sliding as a result of earthquake activity (see Figures L-3a, Lakeview Landslide Susceptibility, and L-3b, Lakeview Liquefaction Potential).

Policy L-2.3: Manage development to protect potentially hazardous areas, such as landslide, erosion, and seismic areas.

Houghton Slope

The most sensitive portions of the Houghton Slope are generally south of NE 58th Street. The soil types there are prone to sliding and erosion, and the slopes are steep, averaging 15 percent with portions greater than 40 percent. There are several steep ravines which have a particularly high hazard of sliding because of the large amounts of groundwater in the slope causing

artesian pressure and many small streams. The trees and other vegetation on the slope help to provide slope stability. They also provide significant aesthetic value because of the wooded slopes, particularly for those who enter the city from the south on Lake Washington Boulevard.

Houghton Slope north of NE 58th Street, although less sensitive than the slopes further south, also bears careful scrutiny. This area is mostly developed with low and moderate intensity residential. Construction on or adjacent to these slopes may cause or be subject to land sliding, excessive erosion, and drainage or other problems associated with development on a slope.

Yarrow Slope

The Yarrow Slope, west and south of the Yarrow Bay Wetlands, has also been identified as having soils susceptible to moderate landslide hazards. Some landslides occurred in the early 1960s southward along the present location of SR 520. Nearby landslides, steep slopes, high water content, and peat deposits warrant additional geotechnical analysis to ensure slope stability. Locating structures on the site to minimize disruption to natural systems such as steep slopes, hillside streams and wetlands is preferred. Development on these slopes should consider the same development standards listed under the Houghton Slope land use sections below.

Some properties surrounding the Yarrow Bay Wetlands contain seismic hazard areas because the soil type is subject to risk of earthquake damage as a result of seismically induced settlement or soil liquefaction. Regulations governing development on geologically hazardous areas are located in the Kirkland Zoning Code.

Policy L-2.4: Protect wildlife throughout the neighborhood and encourage the creation of backyard sanctuaries for wildlife habitat.

The National Wildlife Federation has designated the City of Kirkland as a certified Community Wildlife Habitat. The Community Wildlife Habitat Program for the City began in the Central Houghton Neighborhood. Lakeview contains many wildlife corridors connecting parks in the Central Houghton neighborhood and along stream channels to Lake Washington and Yarrow Bay Wetlands. Home and business owners are encouraged to improve wildlife habitat on their private property by planting native vegetation, and providing food, water, shelter and space for wildlife.

Figure L-2: Lakeview Wetlands, Streams, and Lakes

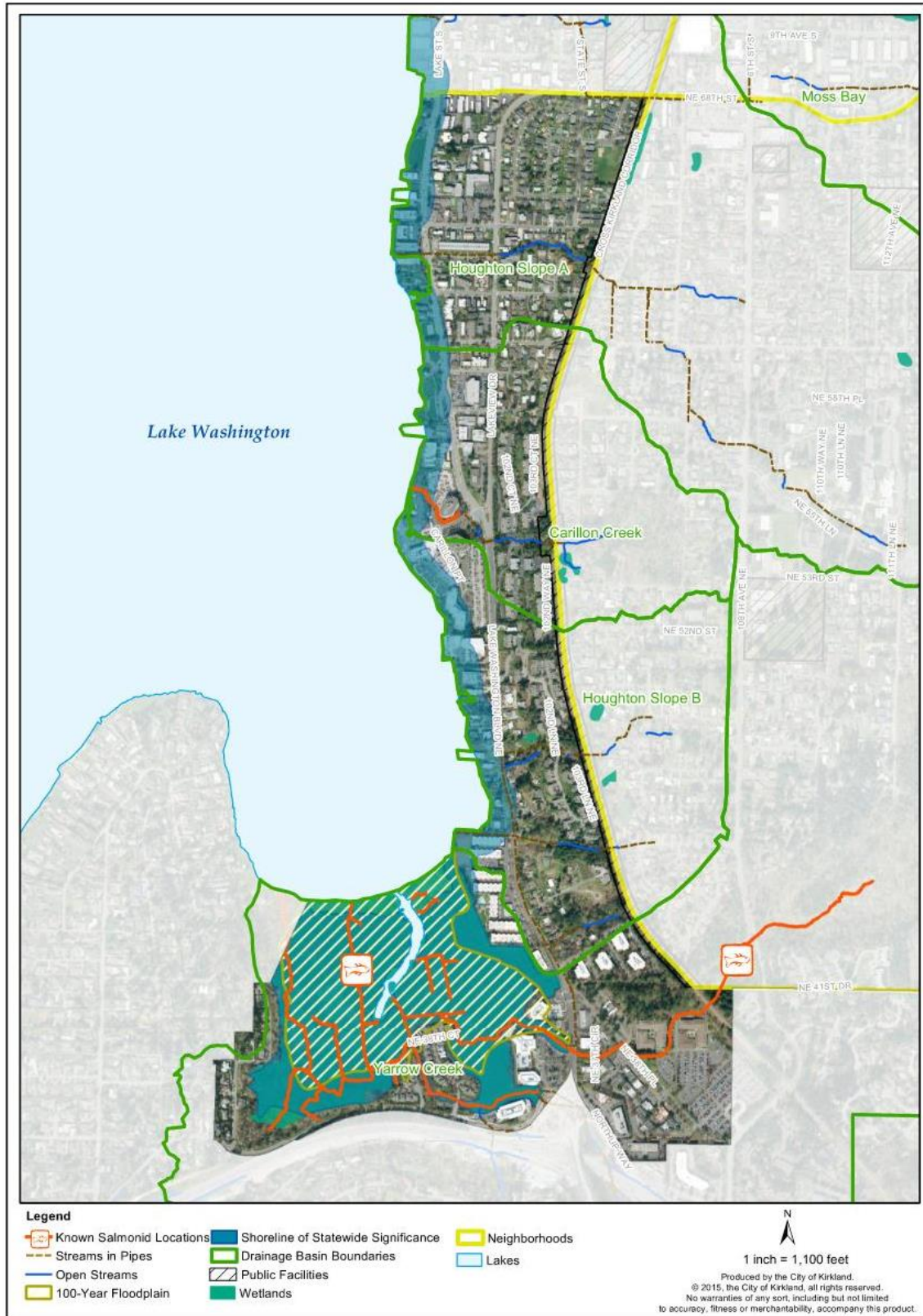


Figure L-3a: Lakeview Landslide Susceptibility

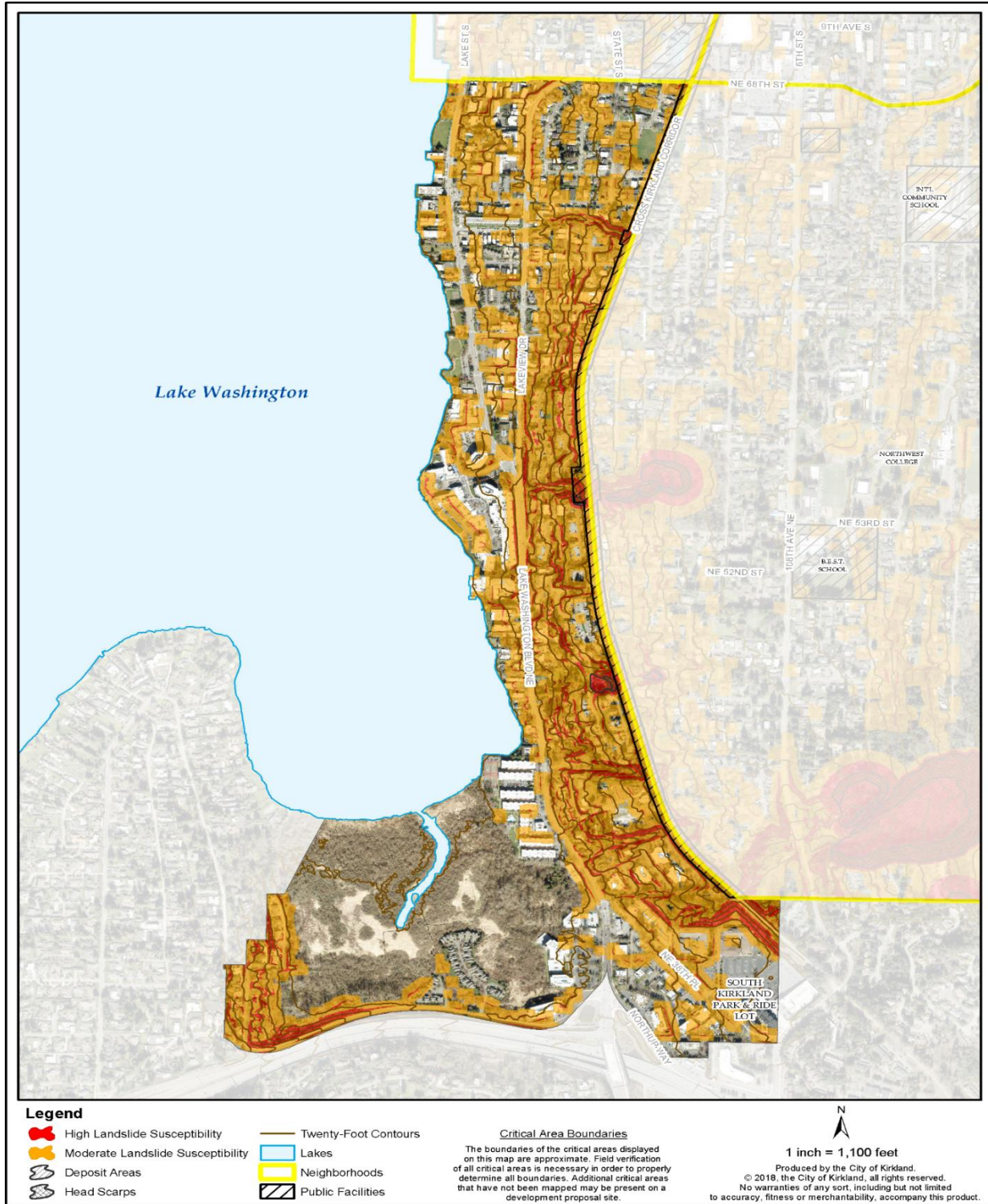
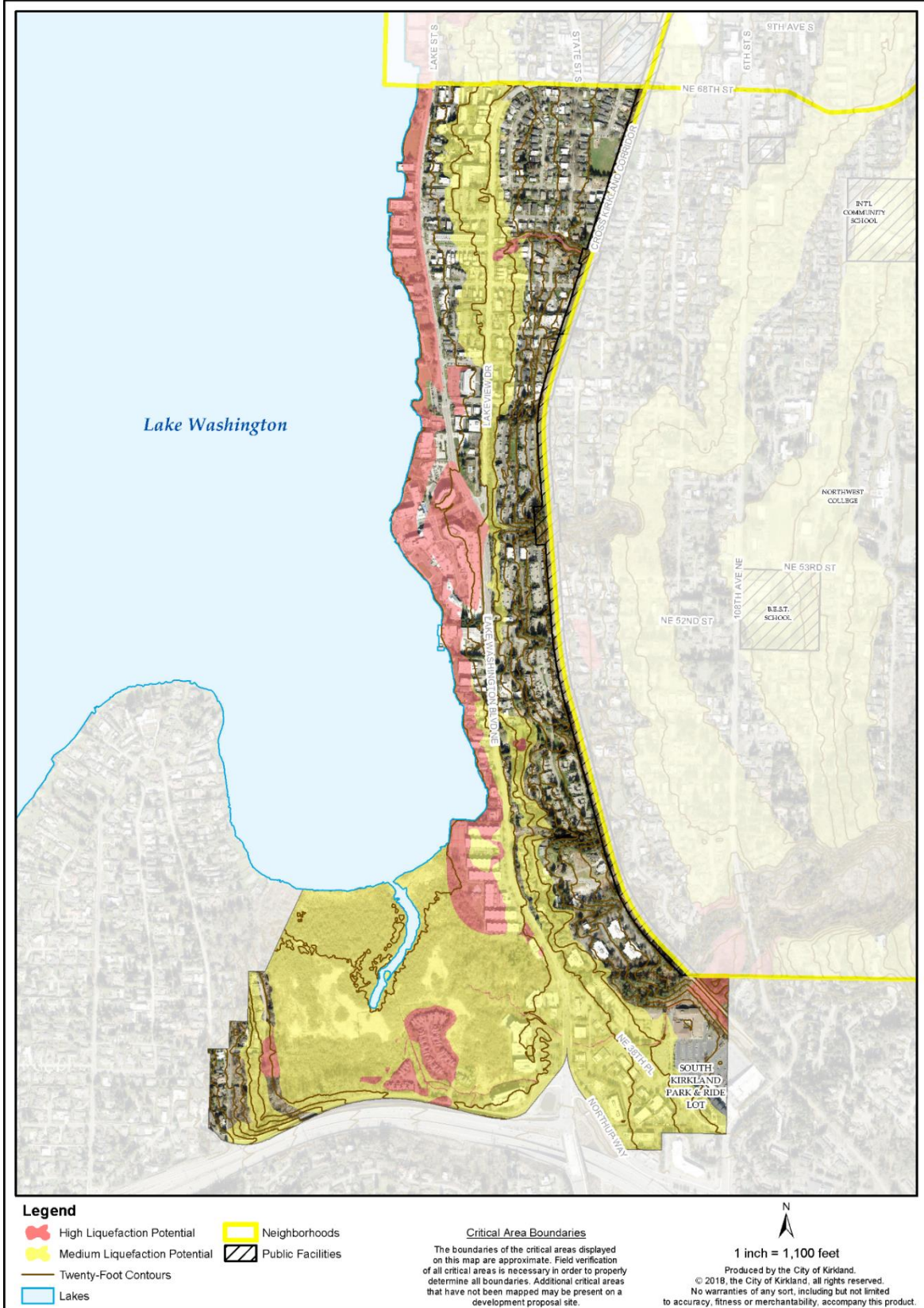


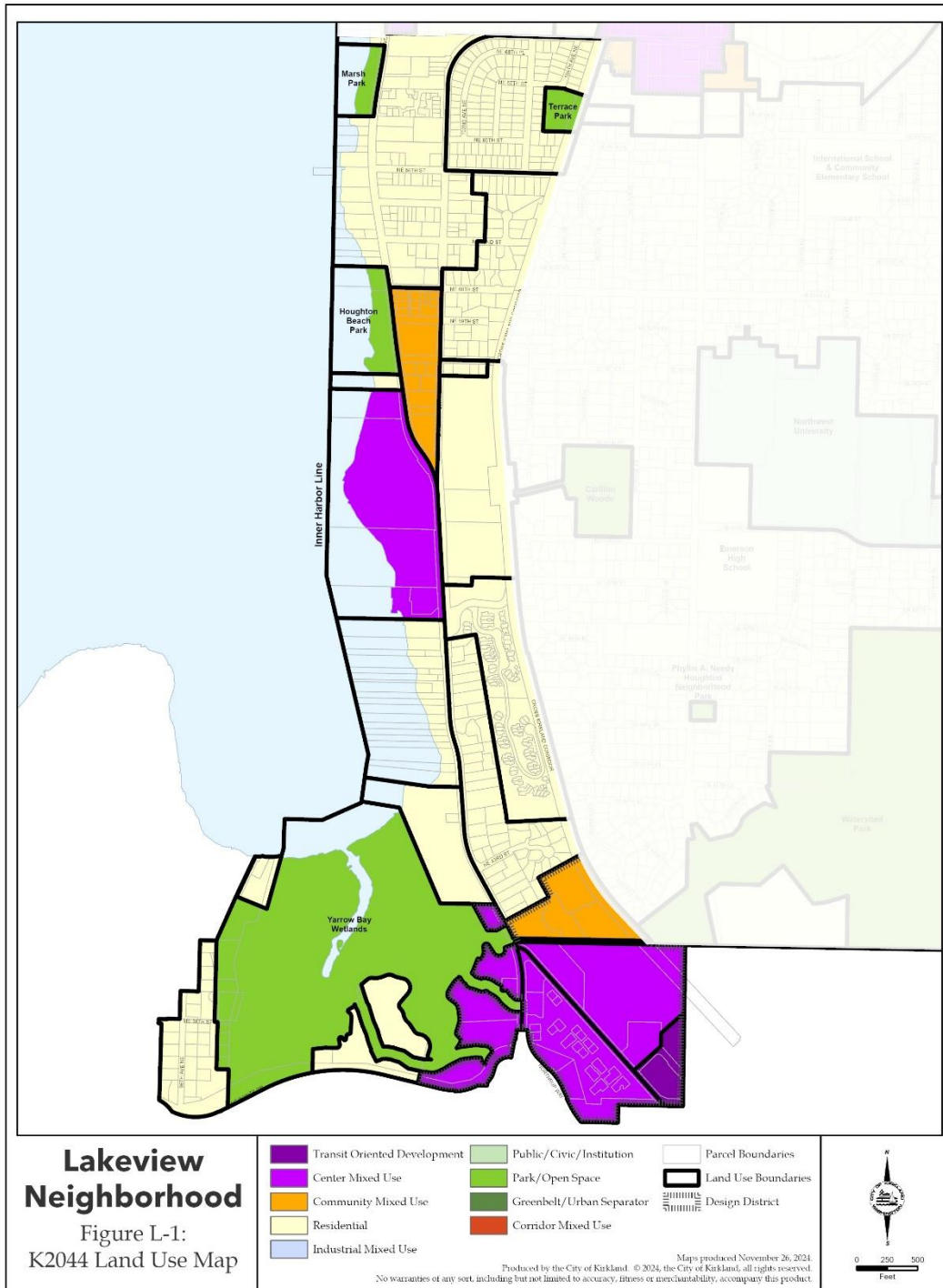
Figure L-3b: Lakeview Liquefaction Potential



5. LAND USE

Figure L-1 describes the land use designations throughout the Lakeview Neighborhood.

Figure L-1: Lakeview Land Use Map

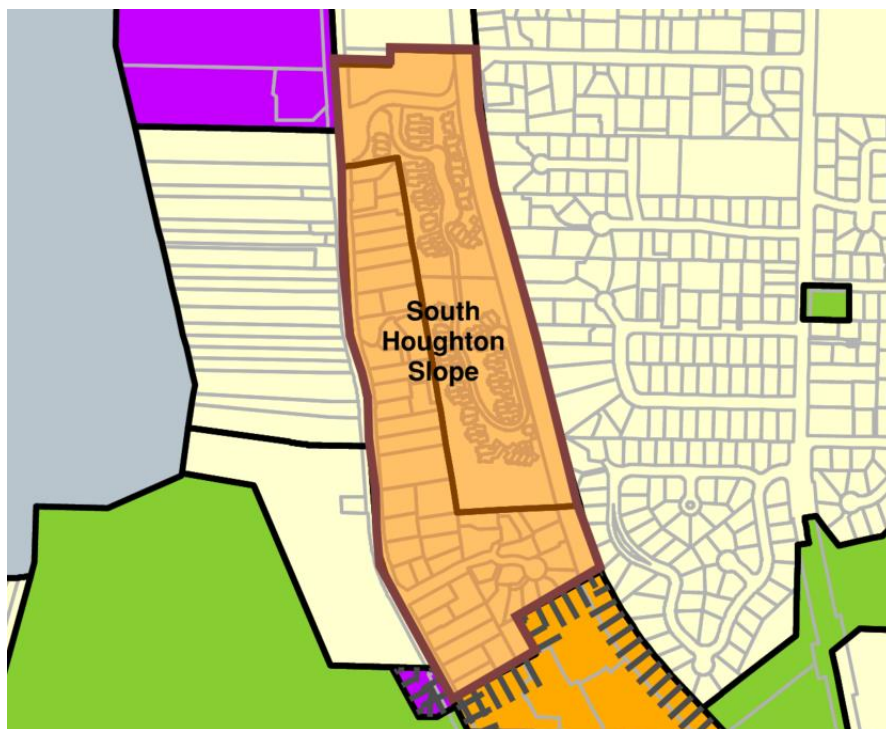


Residential

Goal L-3: Ensure that all people have access to a high quality of life and have affordable, accessible, and secure housing by encouraging infill development.

South Houghton Slope

The entire residential area south of NE 58th Street lies on the part of the Houghton Slope identified as containing High Landslide Hazard soils (see the Natural Environment section). Several underground springs, watercourses and forested ravines located along the hillside may contribute to slope instability.



The east portion of the slope is developed with the Yarrow Hill housing development. The majority of the lots in Planned Area 3C are long and narrow, and have steep sloped driveways making vehicular and emergency access to Lake Washington Boulevard challenging. In many instances, the line of sight distances for automobiles entering and leaving the flow are generally too short to be safe. For these reasons consolidating driveways and limiting vehicular access points along Lake Washington Boulevard should be a priority in the design of new development.

Policy L-3.1: Establish and monitor development standards on the South Houghton and Yarrow Bay slopes.

Given the unique physical constraints of the west portion of the South Houghton slope, the area should be treated as a planned area to allow for flexibility in site design, the location of structures and lot layout to protect steep slopes, existing water courses, and the retention of vegetation. Such techniques as aggregation of lots, smaller lots or clustering of units away from steep slopes should be encouraged.

Along the slope west of the Yarrow Bay wetlands, because of the presence of geological, wetland and stream constraints found in the area, residential development along the slope should also follow the development standards located in the Kirkland Zoning Code.

Goal L-4: Foster alternative residential development options that are complementary and exist cohesively with surrounding development while also reducing the cost of building housing.

Policy L-4.1: Promote a variety of development styles that provide housing choice in areas with lower residential intensities.

Providing housing options for a wide spectrum of households is an important objective to support and encourage. Alternative housing provides more housing choice to meet changing housing demographics, such as smaller households and an aging population. Allowing design innovations can help lower land development costs and improve affordability. Alternative housing styles such as cottage, compact single-family, and common wall (attached) homes, accessory dwelling units, and clustered dwellings are appropriate options to serve a diverse population and changing household size and composition.

Policy L-4.2: Encourage diversity in the size of dwelling units by preserving and/or promoting small homes on small 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, and provides more housing choice. Allowing smaller lots can also be an option for property containing environmentally sensitive areas.

Policy L-4.3: Encourage more intensive residential development intensity in the northern portion of the neighborhood west of Lakeview Drive.

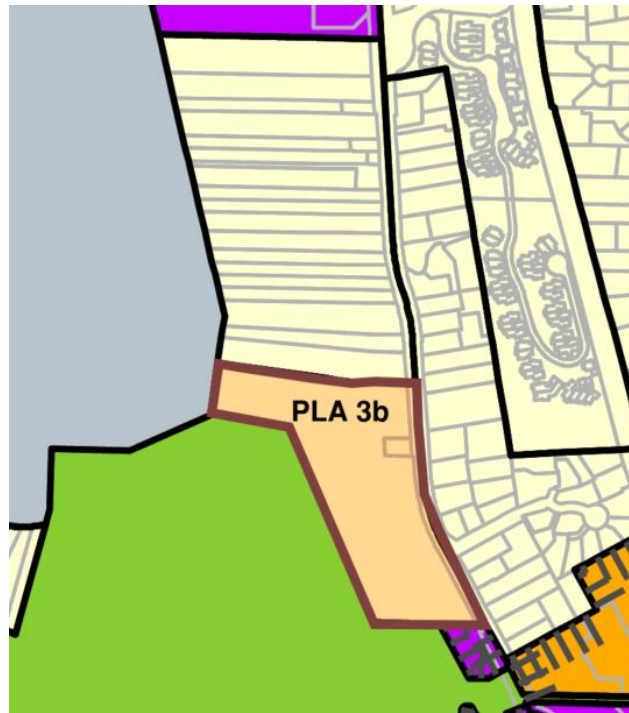
In the northern portion of the neighborhood west of Lakeview Drive, more intensive residential development is appropriate. Some parcels have stacked and attached unit development that is nonconforming under the current zoning. The Zoning Code contains the regulations governing nonconforming density.

Policy L-4.4: In the upland area of Planned Area 2 adjacent to Points Drive encourage development with higher intensities.

Planned Area 2 is located adjacent to the Yarrow Bay wetlands. Any development in this area should maintain the functional integrity of the wetlands and the biologic functions of storage and cleansing of runoff waters (see Shoreline Area Chapter and Natural Environment section). In 1987, the majority of the Yarrow Bay wetlands were dedicated to the City of Kirkland to ensure protection. The wetlands have also been identified as an area subject to uneven settlement problems. For the land west of the Yarrow Bay wetlands and along the shoreline, densities should be extremely limited. Upland portions of PLA 2, outside the shoreline boundary and adjacent to or with direct access to Points Drive, have been developed as multiunit residential development with increased intensity.

Policy L-4.5: Allow residential, hotel/motel, and limited marina use within Planned Area 3B.

Planned Area 3B



Planned Area 3B is fully developed with more intensive residential units in the form of apartments and condominiums. Because of its adjacency to existing single detached housing and more intensive residential uses on the east and north, the development of office or other similar nonresidential uses in Subarea B would not be desirable. Use of existing residential development for overnight lodging, however, would be acceptable.

North of Yarrow Bay, existing development on the shoreline is primarily residential. As discussed in the Shoreline Area Chapter of this Comprehensive Plan, residential uses should continue to be permitted along the shoreline.

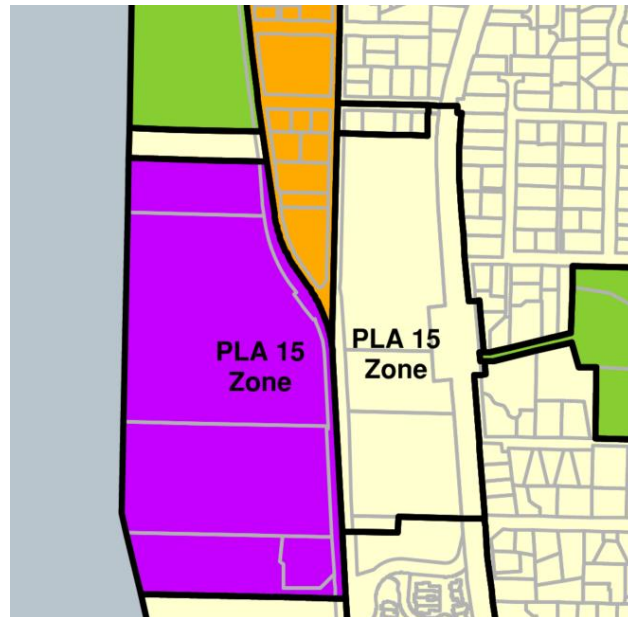
Policy L-4.6: Prohibit commercial uses along the shoreline south of Planned Area 15.

Commercial uses should not be permitted along the shoreline south of Planned Area 15 due to site access and visibility limitations. North of Planned Area 15, commercial activities should be permitted if public access to and use of the shoreline is enhanced. Other standards for shoreline activities are specified in the Shoreline Master Program.

Planned Area 15

Planned Area 15 is comprised of Subarea A located west of Lake Washington Boulevard and Subarea B east of Lake Washington Boulevard and Lakeview Drive.

Planned Area 15



For many years, most of Subarea 15A was the site of the Lake Washington Shipyards, which ceased production in the late 1940s. The site was used as the Seattle Seahawks training facility until the late 1980s. The site is now developed as Carillon Point, a mixed-use commercial center containing office, retail, hotel, restaurant, marina and residential uses.

South of Carillon Point is the Yarrow Bay Marina containing over-water covered moorage facilities, dry dock boat storage, boat launch, boat sales and service, a pump-out facility and accessory office buildings. The marina has been in existence since the 1950s. In 2008, it was remodeled and added a shoreline public use area and public walkway connection to Carillon Point and the condominiums to the south. An office building exists on the parcel fronting Lake Washington Boulevard.

The majority of Subarea 15B is developed with moderate to high residential intensity, developed in conjunction with the Carillon Point Development to the west. Slopes in Subarea B are designated as containing moderate to high landslide hazard areas. Carillon Creek flows from Carillon Woods down the hillside through Carillon Point on its way to Lake Washington. With the development of Carillon Point the stream was enhanced with native plantings to improve fish habitat and serves as a natural amenity along the shoreline pedestrian walkway in Subarea A.

Goal L-5: Ensure development in PLA 15 continues to provide water-oriented uses, visual and direct access to the lake, and maintains the natural characteristics and amenities of the stream and Houghton Slope.

Policy L-5.1: Within PLA 15A, provide a mix of uses with priority to water-dependent, water-related and water enjoyment uses located along the shoreline. Allow residential development.

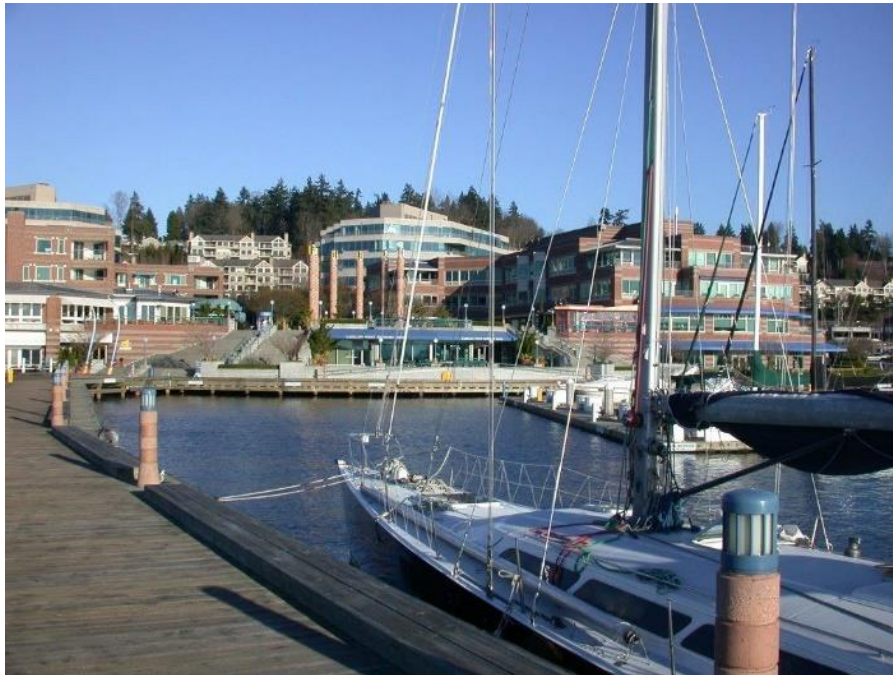
Subarea 15A west of Lake Washington Boulevard is developed with a mixture of uses. The City's Shoreline regulations, Chapter 83 KZC, govern the types of uses and activities allowed in PLA 15A. Shoreline regulations designate the area as an Urban Mixed shoreline environment. Like the shoreline areas lying immediately to the north and south, residential development in Subarea A is allowed.

Policy L-5.2: Retain water-dependent uses and the view corridor south of Carillon Point.

The marina development south of Carillon Point provides water-dependent uses, recreational activities, and services. It incorporates a waterfront public use area and public shoreline pedestrian walkway connection to Carillon Point to the north and residential property to the south. A public view corridor from Lake Washington Boulevard to the water should be maintained across the southern portion of both sites including maintaining the height of vegetation to not obscure the view of Lake Washington.

Goal L-6: Recognize and enhance Carillon Point as a mixed-use employment center and tourism destination.

Carillon Point



In the hierarchy of commercial areas in Kirkland, the Land Use Element designates Carillon Point as a business district with its mix of office, retail, restaurants, housing, hotel, service businesses and marina. Carillon Point serves not only as a regional employment center, but visitors and local communities frequent the area as a waterfront tourism destination.

Policy L-6.1: Govern development and uses at Carillon Point by an approved Development Plan.

Carillon Point was developed under a development plan (formerly referred to as a Master Plan), with an extensive public review and City approval process. Any future major change to the development should be reviewed to ensure Plan compliance.

The Development Plan and Zoning Code regulations for PLA 15A ensure that development will minimize impacts to existing uses in the vicinity including view obstruction, traffic volume and movement, noise, and glare from uses of higher intensity, and compatibility of building scale. The Development Plan includes specific design guidelines for the site plan, circulation plan, and architectural design for the buildings.

The following is a summary of the key principles of the Development Plan to guide uses and development of the area (see KZC PLA 15A and 15B for more detail):

- Within the shoreline area water-dependent, water-related, and water-oriented commercial uses should be included, such as marinas, fueling and sewage pump-out facilities, and possibly tour boat operations, float plane service, passenger only ferry or water taxi facility, and public amenities access to piers for fishing, strolling or other pedestrian activities;
- Public access to and along the water's edge and waterfront public use areas should be maintained including public access signs;
- Public improvements adjacent to Lake Washington Boulevard are also desirable, such as wide sidewalks;
- Visual access to Lake Washington from Lake Washington Boulevard should be maintained. To achieve greater visual access, building height, setback and view corridor requirements may be varied;
- Manage parking on site to avoid impact to adjacent properties;
- Traffic impacts to Lake Washington Boulevard should be minimized including limiting vehicular access points; and
- Subarea B has been fully developed as part of a development plan, including an allowed transfer of density from the PLA 15A Subarea.

Neighborhood Oriented Commercial, Professional Office and Multiunit Residential

Goal L-7: Accommodate a mix of uses south of NE 60th Street between Lakeview Drive and Lake Washington Boulevard supportive of the current and future development pattern in the neighborhood.

Policy L-7.1: South of NE 60th Street between Lakeview Drive and Lake Washington Boulevard NE, encourage professional offices and residential use.

Allow small neighborhood oriented retail businesses; provided, that:

- a. Vehicular access is not directly from Lakeview Drive; and
- b. Internally lit signs are not located along Lakeview Drive and NE 60th St.

Policy L-7.2: Provide a historic interpretive sign on the site of the old Houghton Post Office.

On the east side of Lake Washington Boulevard between NE 60th and NE 59th Streets, two older single-family house style buildings and a fast food restaurant exist. One of the older buildings was constructed in the early 1900s and was the early site of the Houghton Post Office. Both of the older buildings clearly do not meet zoning standards for building setbacks, parking, and other zoning nonconformances are likely. The other structure was built in the 1940s. The

restaurant meets most or all of the current zoning standards for such uses. ~~All three buildings are of a scale and design which are compatible with neighboring residential uses.~~



These parcels are appropriate for higher intensity multiunit residential, office, and small, limited in size, and neighborhood oriented commercial uses discussed in Policy L-7.1. Continuation of existing office and commercial uses within the existing nonconforming structures should be allowed and reviewed administratively.

Because of the nonconforming conditions of both properties discussed above, some flexibility in applying normal zoning standards should be allowed provided certain development standards are met. If a change of use is proposed that requires more parking than the current use, the proposal should be evaluated for consistency with the following standards:

1. The use should provide a strong pedestrian orientation;
2. The number of required additional stalls for the new use should be determined based on the actual parking demand. New on-street parking on NE 60th Street may be counted toward a portion of the required parking with necessary improvements to the right-of-way provided at the developer's expense;
3. New parking areas should be placed, screened, and buffered to mitigate impacts to nearby residential uses;
4. A historic interpretive sign should be erected on the site of the old Houghton Post Office; and
5. Redevelopment of the properties should comply with all applicable zoning standards.

Policy L-7.3: Along neighborhood streets, parking associated with commercial development and waterfront parks should be monitored to avoid parking congestion.

Over time the area south of NE 60th Street has transitioned from an area with predominantly single detached homes and industrial uses to primarily office and multiunit uses. Increased parking congestion along streets in the neighborhood from summer use of Houghton Beach Park and nearby businesses can also be a problem limiting access to surrounding businesses

or the park. Therefore, parking on surrounding streets should be monitored to ensure access to parks and businesses.

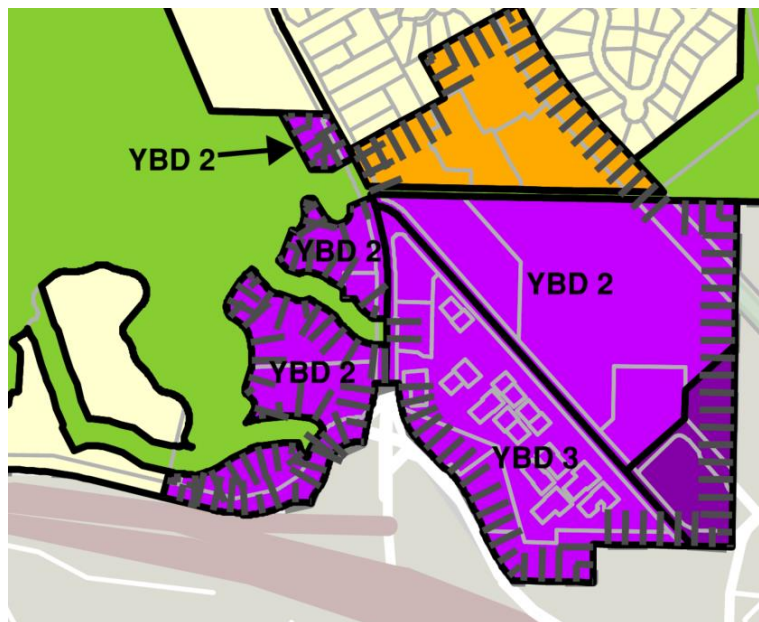
Policy L-7.4: Encourage neighborhood serving commercial activities north of NE 64th Street east of Lake Washington Boulevard.

A convenience commercial grocery store located on Lake Washington Boulevard and NE 64th Street serves a localized need by providing limited grocery service to the surrounding residential neighborhood. Limited neighborhood commercial uses should be allowed to remain at this site and improvements should be encouraged to enhance its compatibility with surrounding residential uses.

Yarrow Bay Business District

The Yarrow Bay Business District serves as an employment center containing corporate headquarters, large office complexes, restaurants, a motel, schools, and convenience services for local office workers and freeway travelers along SR 520. The Business District is divided into subareas primarily because of differences in topography and maximum building height.

Yarrow Bay Business District Zoning



Goal L-8: Promote the vitality of the Yarrow Bay Business District as a coordinated, mixed-use district.

The policies in this section are intended to support and strengthen the business district to evolve into a greater mix of retail, office, services, and housing to provide a more vibrant commercial district with greater pedestrian orientation and connections to transit facilities. Focus will be on integration of businesses and residents with a potential redevelopment of the area into a mixed-use transit-oriented district.

Due to the availability of adequate public services, easy access to major arterials, the freeway, and the overall compatibility with adjacent land uses, the predominate use should be devoted to

commercial activities. Retail uses may be included as part of office structures but not as stand-alone large structures. Incorporating residential uses with commercial development would strengthen the area into a 24-hour active community. All developments should include landscaping and other elements to enhance this interchange as a gateway to the city.

See also the Urban Design section regarding design policies for the Yarrow Bay Business District.

Yarrow Bay Business District 1 – YBD 1

The South Kirkland Park and Ride and transit facility has equal portions of the site lying within the cities of Kirkland and Bellevue. The site is generally level, but has a steep slope along the eastern and southeastern boundaries within the City of Bellevue section of the site. Tall trees and heavy vegetation are present within the hillside areas.

The park and ride facility was redeveloped as a transit-oriented development, adding a parking garage, a mix of affordable and market rate housing, and commercial uses. The City of Kirkland has identified transit-oriented development at the South Kirkland Park and Ride as a key affordable housing strategy. The City supports multiunit residential as the predominant use of the site in a transit-oriented development project, with a variety of other uses to be allowed as well as described in the policies below.

Policy L-8.1: Provide for affordable housing.

Ensure that transit-oriented development provides for mixed-income housing, including a minimum of 20 percent of total units to be affordable to low and/or moderate-income households.

Development should strive to achieve greater affordability for at least 20 percent of its units, with an additional 25 percent to be affordable to median income households, through the use of as many funding sources and other mechanisms as are necessary.

Policy L-8.2: Maximize effectiveness of transit-oriented development (TOD).



- Create Transit-Oriented Development (TOD) at the site through the development of standards and regulations that support necessary densities;
- Expand opportunities for retail development, incidental office development, and childcare facilities at the site to serve users of the park and ride, site residents and others;
- Provide opportunities for all types of users of the site to access the Cross Kirkland Corridor along the eastern boundary of the Park and Ride site;
- Reduce the need for parking at the site through regulations that promote shared parking between uses, and incentives to support alternatives such as shared car services and electric cars; and
- Mitigate traffic, noise and other impacts from more intensive development of the Park and Ride to the surrounding street network and residential areas.

Policy L-8.3: Coordination with the City of Bellevue.

- Coordinate an approach for the review and approval of any future development proposals for the site with the City of Bellevue; and
- Manage emergency services to the site through agreements with the City of Bellevue.

Yarrow Bay Business District 2 and 3 – YBD 2 and YBD 3

Policy L-8.4: In YBD 2 and YBD 3 encourage a mix of office, retail, hotels, restaurants, housing, and services and limit the size of freestanding retail establishments.

Development in YBD 2 and YBD 3 is appropriate for a mix of uses such as offices, specialty retail banks, hotel, motel, restaurants, schools or day care facilities, residential and grocery stores to serve offices and other employment nearby, or the freeway traveler. Individual freestanding retail establishments should be limited in size unless they are part of a mixed-use project to avoid large scale, stand-alone retail uses more appropriate for other business districts. Drive-through facilities should not be permitted in the Yarrow Bay Business District because they discourage pedestrian-oriented development.

The clustering of development away from wetlands and streams is encouraged. Cochran Springs Creek requires protection. Because of the prominent location of the development as a southern gateway to the city, a gateway feature, art, superior landscaping, and pedestrian amenities should be provided along Lake Washington Boulevard (see Urban Design Section).

Policy L-8.5: Increase maximum building height and building mass in YBD 2 and YBD 3 zones to reduce the cost of building housing and increase sustainability.

Building height should be set to achieve a walkable, mixed use, and transit-oriented district with allowed heights slightly lower in YBD 3 than YBD 2 to accentuate the rise in the topography of the district from west to east.

Policy L-8.6: Encourage professional offices and multiunit residential uses at the southern end of the Houghton Slope.

An existing office development is located at the south portion of the Houghton slope. The office land use designation should not extend further northward into the residential area on the southern end of the Houghton Slope. The offices provide a desirable transition to the residential area to the north and east. Accessory commercial uses are only permitted to serve the offices.

Policy L-8.7: Establish urban design standards for commercial and mixed-use residential development in the Yarrow Bay Business District.

Design guidelines encourage pedestrian-oriented development in this gateway to the city. The design standards encourage greater pedestrian orientation and pedestrian connections to other businesses, to the South Kirkland Park and Ride and other transportation facilities. Along the perimeter of the district, new buildings should be stepped back vertically from the street and designed to be compatible with adjacent residential development.

Goal L-9: Provide transitions between residential uses and commercial uses.

Policy L-9.1: Minimize potential adverse impacts of commercial development on residential

When locating more intensive commercial uses along the perimeter of commercial activity nodes, techniques should be used to minimize impacts on adjacent residential areas such as minimizing noise in evening hours, and minimizing glare from commercial lighting. Regulating building height, building mass, building placement, and vehicular access and providing landscape buffers are effective transition techniques to bridge differing uses.

6. TRANSPORTATION

The circulation patterns in the Lakeview Neighborhood are well established and permit through traffic to flow north and south on both Lakeview Drive and Lake Washington Boulevard. Northrup Way, NE 52nd Street and NE 68th Street provide the east-west connections to the Central Houghton neighborhood.

Goal L-10: Improve vehicle, pedestrian, and bicycle mobility along Lake Washington Boulevard NE.

Lake Washington Boulevard is designated as a principal arterial and provides the major north-south route through Kirkland south of the Central Business District and west of I-405 (See Figure L-4). The Boulevard also provides local access for a substantial number of residential developments and businesses. A significant proportion of existing traffic, however, is probably attracted to the Boulevard as much because of the scenic vistas of Lake Washington and ease of convenience or necessity. The scenic qualities of the Boulevard also contribute to making it a major pedestrian and bicycle corridor, serving waterfront park users, joggers, strollers, and Downtown shoppers.

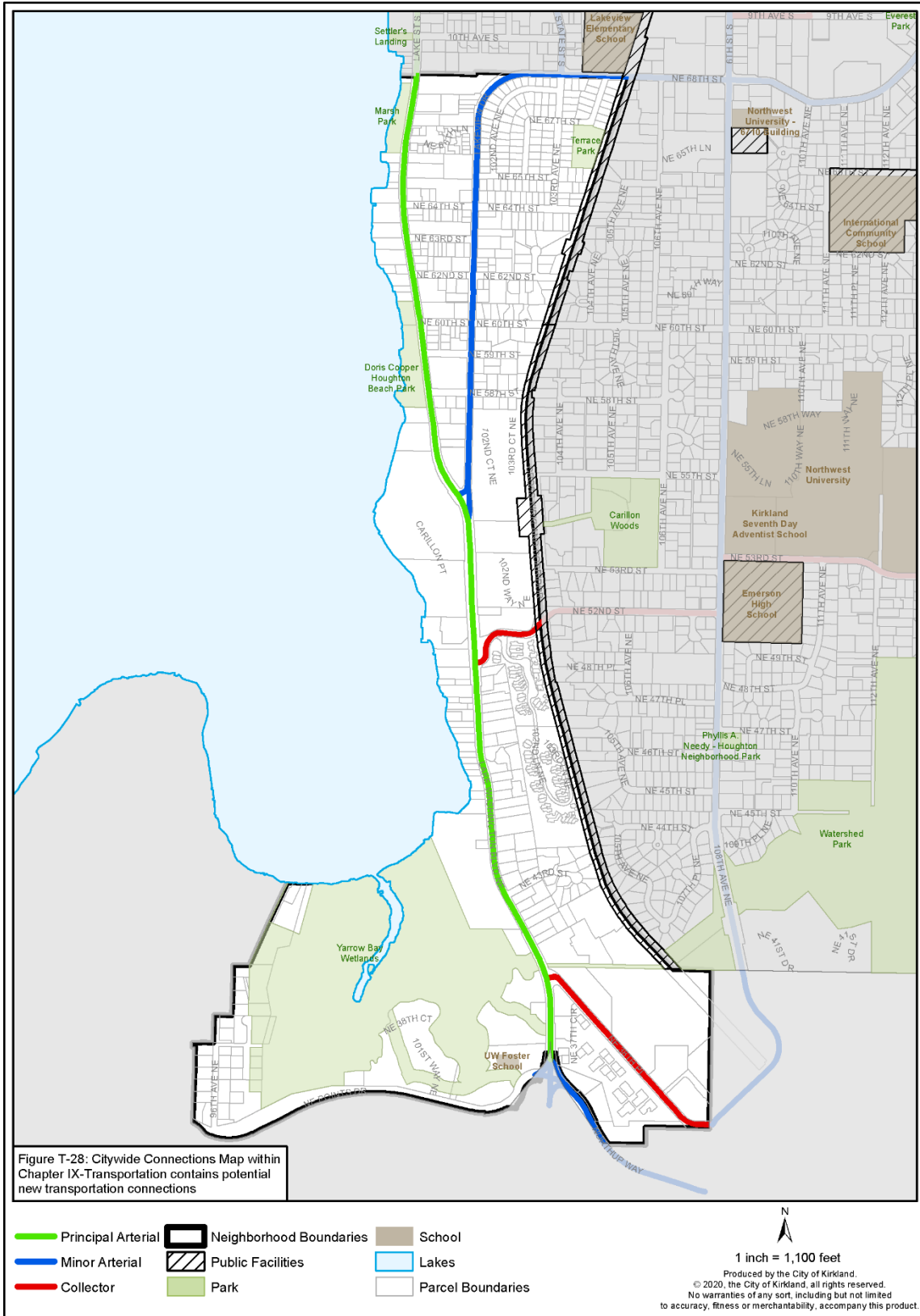
Traffic on Lake Washington Boulevard has greatly increased, particularly during morning and evening commute periods. This congestion restricts local access to and from the Boulevard and has created noise, safety problems, and conflicts for pedestrians, bicyclists, and adjacent residents.

Policy L-10.1: Enhance Lake Washington Boulevard NE as a scenic, recreational, open space and transportation corridor.

Improvements to the Boulevard would enhance the safety of all the Boulevard's diverse users. Accordingly, a development plan or set standards for Lake Washington Boulevard should be established through a public process that considers the following objectives:

1. Widen sidewalks to improve pedestrian circulation;
2. Improve pedestrian crossings at intersections and adjacent to waterfront parks where safety considerations allow such installation;
3. Improve the safety and comfort of existing bicycle lanes with additional buffers or protective barrier treatments;
4. Manage on-street parking in areas of high parking demand; and
5. Installation of streetscape amenities such as public art, pedestrian lighting, street furniture, and low level landscaping that will not obscure views of the Lake and will enhance the pedestrian experience along the street.

Figure L-4: Lakeview Street Classifications



Policy L-10.2: Implementation of the above street improvements should be considered through the City's Capital Improvement Program process and site specific with private redevelopment.

The means for implementing these improvements should be both on a comprehensive area-wide basis and, to the extent possible, on an incremental basis by encouraging or requiring them to be incorporated into private development.

Policy L-10.3: Support regional transportation solutions that will reduce commuter or pass through traffic through the neighborhood and along Lake Washington Boulevard NE.

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

1. Alternatives to the single-occupancy vehicle for commuting purposes, such as increased use of Metro Transit, commuter pool, high-occupancy vehicles (HOV), and the investigation of future modes, such as light rail; and
2. Improvements to the I-405/SR 520 corridors.

Policy L-10.4: Maintain Lakeview Drive as a minor arterial and alternative route to Lake Washington Boulevard NE through the neighborhood.

Lakeview Drive is designated as a minor arterial and fully developed with two through lanes, bicycle lanes, sidewalks, and street trees. From its intersection with Lake Washington Boulevard, Lakeview Drive provides the primary route to the Houghton Business District and to State Street, which in turn provides access to the Central Business District. Lakeview Drive/ State Street provide an alternative north-south vehicular route from Lake Washington Boulevard during peak commute times. Future traffic levels should be monitored, and necessary measures undertaken to mitigate impacts.

Policy L-10.5: Improve pedestrian and bicycle circulation systems as both recreation amenities and as active transportation connections to neighborhood as well as City and regional destinations.

The path/trail system shown in Figures L-5 and L-6 indicates the major elements of the pedestrian and bicycle circulation network in the neighborhood. Walking, biking and rolling pathways provide a recreation as well as transportation function. Potential new connections are shown in Figure T-28 within the Transportation Element. The following walking and rolling connections should be priorities within the neighborhood:

1. From Lake Washington Boulevard east to the future Cross Kirkland Corridor on the railroad right-of-way and the Central Houghton Neighborhood;
2. Between properties in the Yarrow Bay Business District and to the South Kirkland Park and Ride and future transit-oriented development;
3. Along the Lake Washington shoreline with connections to Lake Washington Boulevard as required by the shoreline regulations. Existing signs marking the location of public shoreline pedestrian walkways should be maintained by private development;

4. From Yarrow Bay Wetlands to Watershed Park;
5. Along NE 60th Street trail from Houghton Beach Park east through the City to connect to the regional trail at Marymoor Park in Redmond; and
6. From SR 520, the Eastrail, and Bellevue to the south.

These trails will cross a combination of City parklands, City rights-of-way, and public access easements. The trails should be part of the City's Active Transportation Plan and implemented through the Capital Improvement Program or private development. The trails will improve neighborhood access and enhance the unique areas they traverse.

Figure L-5: Lakeview Neighborhood Pedestrian System

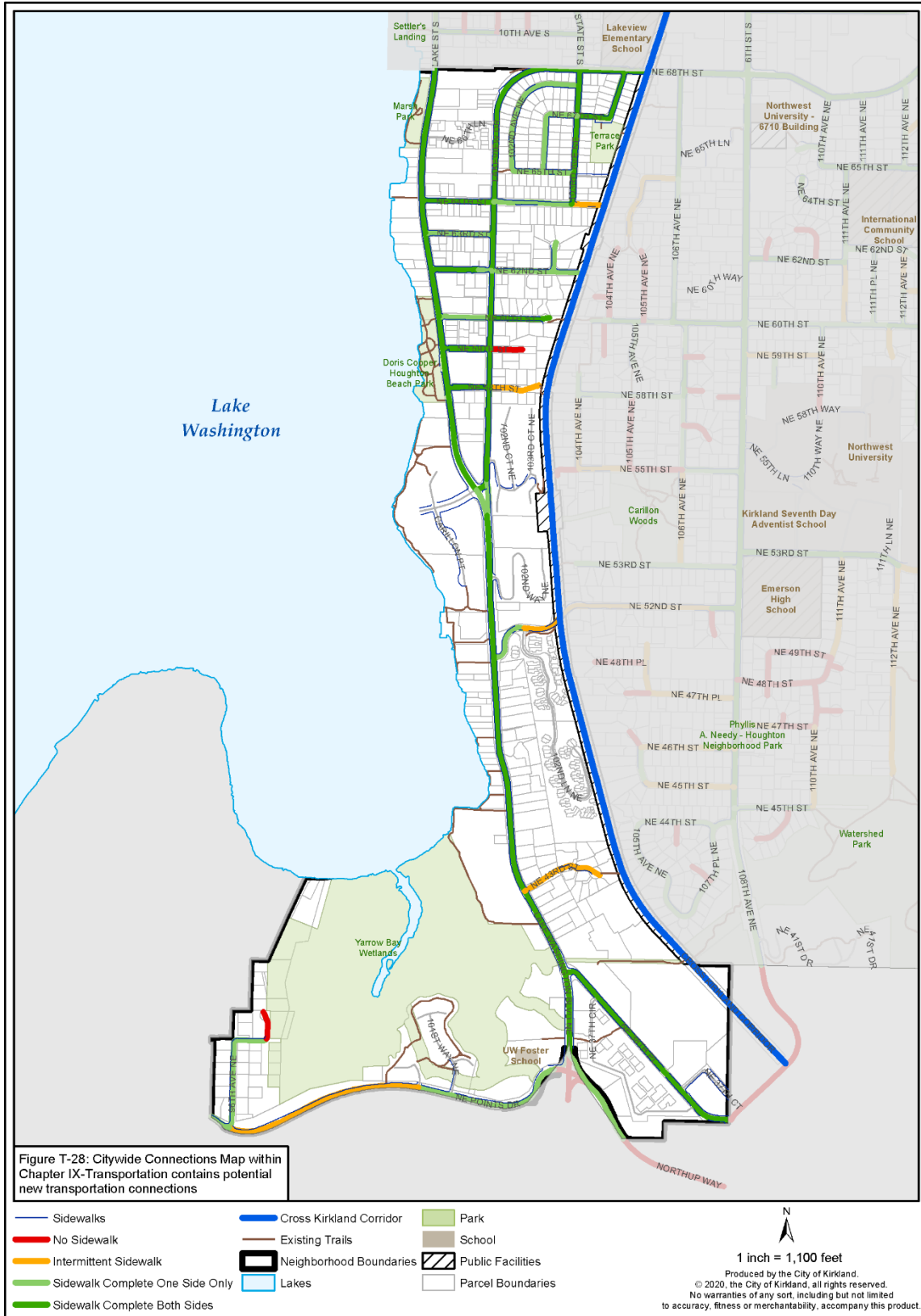
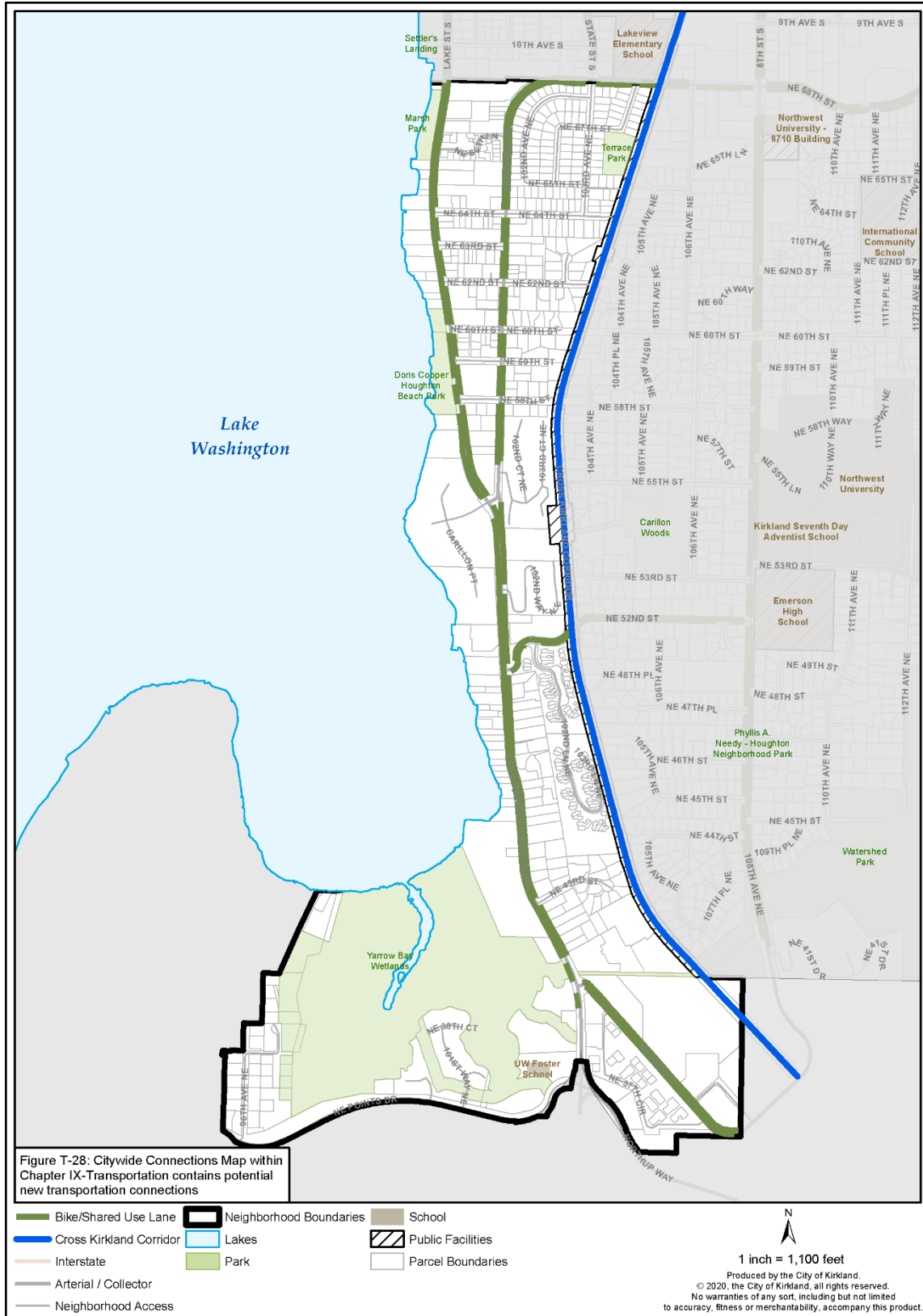


Figure L-6: Lakeview Bicycle System



Policy L-10.6: Support new projects along the Cross Kirkland Corridor (CKC) that support the CKC's multi-use function, increase access points along the corridor, and expand recreational and transit opportunities.

The CKC provides an opportunity for walking, biking, and rolling along a future potential high-capacity transit corridor. With development, public access easements should be provided for properties adjacent to the Cross Kirkland Corridor consistent with City regulations, and the CKC Master Plan.

7. OPEN SPACE AND PARKS

Goal L-11: Ensure adequate park and recreation facilities in the Lakeview Neighborhood.

Current park needs for the Lakeview Neighborhood are being met by existing facilities. Terrace Park is a neighborhood park. Marsh and Houghton Beach Parks are waterfront parks, and Yarrow Bay Wetlands is a passive natural area (see Figure L-1).

Policy L-11.1: The City should continue to acquire property in Lakeview for recreation purposes wherever possible.

As properties adjacent to existing parks become available, the City should seek opportunities to acquire land for expansion. In addition, shoreline street ends should be accessible and enhanced for public enjoyment.

Policy L-11.2: Restore the shoreline within waterfront parks. Replace hard shoreline armoring with native plants and soft armoring techniques while ensuring erosion protection and public access to Lake Washington.

A goal in the Shoreline Area Chapter is to replace hard armoring such as bulkheads and rockeries with softer, natural shorelines planted with native plants to improve shoreline habitat including along waterfront parks. Park restoration can be used as a model for how private property owners can restore their shoreline.

Policy L-11.3: Maintain public views of Lake Washington through waterfront parks.

Ongoing maintenance of existing vegetation at parks to retain views of Lake Washington and beyond from Lake Washington Boulevard is a priority. Shoreline regulations also encourage planting of shoreline vegetation and trees. A balance must be achieved between planting of vegetation for shoreline restoration and maintaining public views.

Policy L-11.4: Seek opportunities to improve wildlife habitat, and increase pedestrian and nonmotorized boat access, if ecological functions can be enhanced at Yarrow Bay wetland.

Yarrow Bay wetlands are one of the largest remaining wetlands on Lake Washington and serve as valuable wildlife habitat, water quality functions as well as aesthetic open space for the community. Public access is available by existing public rights-of-way but is limited. Improving access for viewing wildlife and environmental education through constructing a series of boardwalks should be evaluated provided ecological functions are protected. Wildlife habitat may be improved by removing upland and underwater invasive plants in and near the wetlands. Any future development of the park should be undertaken following a community-based development planning (formerly referenced as master planning) process. Considerations for a future park development plan should include protection and enhancement of natural resources while providing appropriate public access. Opportunities for further acquisition of adjacent land in order to preserve and protect the wetlands and associated wetland buffers should also be pursued.

9. URBAN DESIGN

Lakeview's unique urban design assets are identified on Figure L-7 and described below.

Lakeview's north-south orientation and west facing Houghton slope allow for the community to take advantage of the views of Lake Washington, Seattle and the Olympic Mountains. Lake Washington and the Yarrow Bay Wetlands are two visual landmarks that provide a sense of openness and natural beauty. Preserving public views of Lake Washington and beyond from Lake Washington Boulevard is a high priority. Other landmarks in this neighborhood include the waterfront parks and the historic places. The Lakeview Neighborhood serves as the southwestern gateway to the City at SR 520 and Lake Washington Boulevard and 108th intersections.

Goal L-12: Preserve public view corridors and natural features that contribute to Lakeview's visual identity.

Policy L-12.1: Preserve public scenic views and view corridors of Lake Washington, Seattle and the Olympic Mountains from public rights-of-way and waterfront parks.

Public view corridors along Lake Washington's shoreline are important assets and should continue to be enhanced as new development occurs. Wide, expansive views of Lake Washington looking west from public rights-of-way and waterfront parks should be maintained, while accommodating new development that helps promote City goals and policies. Street trees along rights-of-way and trees in public parks that offer local and territorial views should be of a variety that will not block views as trees mature.

Policy L-12.2: Preserve natural landforms, vegetation, and scenic areas such as the Houghton and Yarrow Bay Slopes and Yarrow Bay Wetlands.

Lakeview's natural landforms, such as steep slopes and ravines, contain significant woodlands, streams, open space and wildlife that help create a sense of place and identity. These natural landforms should be preserved, restored, and incorporated into the design of new development.

Goal L-13: Enhance neighborhood gateways to celebrate and showcase the unique cultural, architectural, and natural attributes of the neighborhood.

Policy L-13.1: Establish gateway features at the locations identified in Figure L-7 through public and private efforts.

Gateway features welcome people into the city and help define the neighborhood. Gateway features can be in the form of natural features, such as landscaping, or structures, such as signs or buildings. The northern gateway to the neighborhood is at NE 68th Street where views of Lake Washington are prominent. At the "Y" intersection at Lake Washington Boulevard and Lakeview Drive, the triangular median with the sculpture serves as a gateway to the Carillon Point development, neighborhood businesses and shoreline parks.

The intersections at SR 520 and Lake Washington Boulevard and at 108th Avenue NE provide two southern gateways to the City. These intersections provide opportunities to enhance the gateways with future private development or through community efforts. For example, the

existing gateway sign located on the east side of Lake Washington Boulevard at NE 38th Place by Cochran Springs Creek could be enhanced by relocating the sign to a more prominent location, removing the clutter of street signs and utility poles, screening the adjacent utility box or highlighting the stream crossing and coordinating with a similar gateway treatment on the west side of the boulevard.

The City should pursue opportunities to work with private property owners to install gateway features as part of future development. Improvements such as signs, public art, structures, lighting, and landscaping could be included.

Policy L 13.2: Provide public improvements that contribute to a sense of belonging and enhanced visual quality.

Lake Washington Boulevard is a major pedestrian shoreline promenade connecting Downtown points south and north. Within the Yarrow Bay Business District, design standards for NE 38th Place, Lake Washington Boulevard and Northup Way should be developed to ensure a consistent design including wider sidewalks, landscape strips, decorative street lighting and street furniture. As redevelopment occurs, sections of the sidewalk on both sides of the street should be improved to meet these standards. Opportunities to install public art and street furniture along arterials throughout the neighborhood should also be pursued.

Figure L-7: Lakeview Urban Design Features

