



CITY OF KIRKLAND
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MEMORANDUM

Date: March 4, 2015

To: Kurt Triplett, City Manager

From: Janice Coogan, Senior Planner
Jeremy McMahan, Planning Supervisor
Paul Stewart, AICP, Deputy Planning Director
Eric Shields, AICP, Director

Subject: COMPREHENSIVE PLAN UPDATE BRIEFING, CAM13-00465, SUB-FILE #9

I. RECOMMENDATION

Staff recommends that the City Council provides comments to staff on the Planning Commission's preliminary recommendations on the draft Neighborhood Plan Chapters and Citizen Amendment Requests (CAR's) reviewed so far. For this briefing the following items will be discussed:

- Draft Neighborhood Plans:
 - Moss Bay
 - Juanita (North and South)
 - South Rose Hill
 - Bridle Trails
 - NE 85th ST Subarea Plan
- Citizen Amendment Requests:
 - Nelson/Cruikshank
 - Waddell
 - Newland

II. BACKGROUND

This is the second briefing to City Council on draft sections of the Comprehensive Plan Update and preliminary recommendations on the CAR's. The goal of these briefings is to allow more time for Council revisions and for the Planning Commission to review the Council feedback. Ideally, it will speed up the adoption process this fall. Below is a summary of the revisions to each Neighborhood Plan and preliminary recommendations on the Citizen Amendment Requests.

III. SUMMARY OF REVISIONS TO THE NEIGHBORHOOD PLAN CHAPTERS

Public Involvement Process

As part of the Comprehensive Plan update process, the City conducted a series of meetings with the neighborhoods to review their existing neighborhood plans and identify potential amendments that could be addressed within the scope of the overall Plan amendment process. These reviews were not intended to replace a full neighborhood plan update process or to address major policy changes. All comments received at the neighborhood meetings are available on the City's K2035 website under the Learning Center webpage under [Neighborhood Plan Sessions](#).

The City is also taking the opportunity to clean up the text of all the Plans to better reflect current conditions and fix inconsistencies, update maps, and figures. Where text references development standards for a site that is already developed and has no further developable options, it was deleted.

In preparing amendments to neighborhood plans, staff first hosted meetings with groups of neighborhoods soliciting ideas for neighborhood plan amendments, then hosted following up meetings, explaining those items that we felt could be incorporated in revised plans and obtaining further community feedback. Next, staff prepared draft changes to the plans and reviewed those with leaders from the neighborhoods. Often the neighborhood associations suggested additional amendments. At this point, draft amendments were reviewed by the entire membership of the neighborhood associations. Then, the revised plans were forwarded to the Planning Commission for review.

The attached plans show the resulting specific changes to the documents with explanatory text shown in the margins.

The Citizen Amendment Request (CAR) study areas are being evaluated concurrently with each neighborhood plan update. On January 8, 2015 the Planning Commission conducted a study session on the draft Moss Bay Neighborhood Plan, Waddell, Nelson and Cruikshank Citizen Amendment Requests. On February 12, 2015, the Planning Commission conducted a study session on the revisions to the Juanita, South Rose Hill, Bridle Trails, NE 85th ST Plan chapters of the Comprehensive Plan and the Newland Citizen Amendment Request. Packets from those meetings are available on the [Planning Commission webpage](#). The enclosed draft plans reflect this public involvement and initial Planning Commission direction. No decisions have yet been made and the preferred option or approach may be modified based on additional public comment particularly on the citizen amendment requests.

Proposed Changes to Neighborhood Plans including Citizen Amendment Requests

Below is an overview of the proposed changes to these chapters, key issues discussed and additional public comments expressed during the study sessions with the Planning Commission. Preliminary recommendations from the Planning Commission for each citizen amendment request are also included. *The enclosed Attachments show the existing chapter with ~~strikeout~~/underlined text and clean versions of the chapters.*

A. Revisions to Moss Bay Neighborhood Plan (see Attachments 1 and 2)

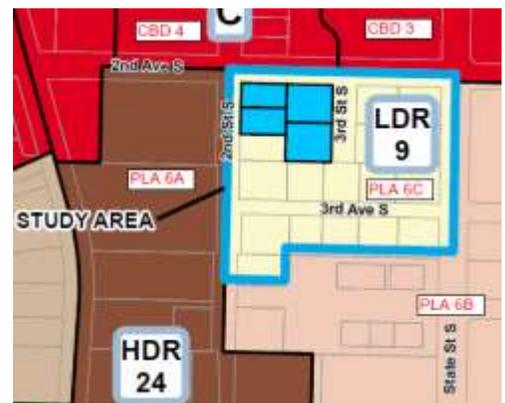
Following the neighborhood plan update meetings, staff met twice with the leadership of the Moss Bay Neighborhood Association (MBNA) to review draft amendments and attended the November 17th MBNA general meeting to discuss the process and solicit additional feedback. The attached draft amendments to the neighborhood plan (Attachments 1 and 2) reflect the results of this process, have been endorsed by the Moss Bay Neighborhood Association, and have been reviewed by the Planning Commission.

1. The following list summarizes the **key changes** incorporated into the Moss Bay Neighborhood Plan (see Attachment 1):
 - vision statement - reflect that downtown is now home for many residents in addition to a destination;
 - parking – broaden public/private opportunities to create shared parking to areas beyond north and south slopes as currently noted;
 - Planned area 6C CAR (Nelson Cruikshank request discussed below) – reconsider mitigations required in CBD zones if plan/zoning does change from single family to multifamily in PLA 6C;
 - Traffic diversion – delete the concept of shifting Lake Washington Blvd. traffic to 6th St S.;
 - RM development on 6th St S – pare down language since the area already entirely developed;
 - Mixed use/office on State St – delete inference that allowed height for offices should be lower than the allowed height for adjoining residential development.

2. **Nelson and Cruikshank Citizen Amendment Request and Study Area**

Proposal

Tom Cruikshank and France and Jason Nelson submitted applications for Citizen Amendments for their adjoining properties located in the Moss Bay Neighborhood. The Cruikshank request is for a change from low density single family to high density zoning and the Nelsons simply request multifamily zoning. The Cruikshanks own two properties in the area, one with four apartment units and the other with a single family home. The Nelsons also own two properties, both with single family homes. As part of the scoping process, the Planning Commission and City Council expanded the scope to include the entire PLA 6C zone, rather than just the four properties owned by the applicants.



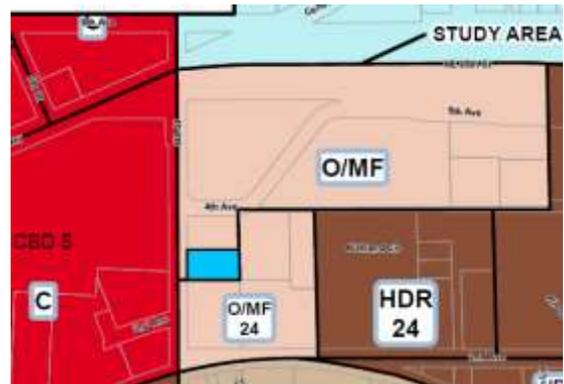
Planning Commission Recommendation

The Planning Commission has not yet made a recommendation on this proposal, pending the public hearing later this spring. However, the Commission has considered options to change the density for study area from low density residential to either medium density (similar to areas to the south and east), or high density (similar to the areas to the west). For purposes of the public hearing on the CARs, the Commission decided to consider the high density option. This would allow for consideration of the maximum density that may be considered and preserve the latitude to recommend adoption of something less if warranted.

3. **Waddell Common Rec. Open Space Citizen Amendment Request**

Proposal

Doug Waddell submitted an application for a Citizen Amendment Request for the Planned Area 5C properties located in the Moss Bay Neighborhood in the vicinity of the Post Office. The request is to eliminate requirements for common recreational open space in the PLA 5C area, consistent with other zones where density is determined by building height and bulk (such as the CBD, JBD and Totem Lake). Mr. Waddell owns the property located at 220 6th Street.



Planning Commission Position

The Planning Commission has not yet made a recommendation on this proposal pending the public hearing later this spring. The Commission discussed the options of eliminating or retaining the common recreational open space requirement. Staff recommended elimination of the requirement to make the PLA 5C zone consistent with all similar zones in the City. The Commission discussed how the requirement may potentially preclude redevelopment at the planned intensity and asked staff to study a sliding scale option where the requirement would not be as impactful on redevelopment of smaller sites. Further review is needed before the Commission has a draft for consideration at the public hearing.

B. Revisions to the Juanita Neighborhood Plan (North and South) (see Attachments 3 and 4)

With the Juanita Neighborhood Plan, it was necessary to fold in new text describing the annexation area with the existing sections of South Juanita, Juanita Heights, Juanita Slough and Juanita Business District. Therefore, staff completely reformatted and reorganized the current

Chapters XVI and XVJ of the Comprehensive Plan and added new plan narrative for the annexation consistent with existing land use and zoning. No substantive changes were made to the Juanita Business District.

1. The following list summarizes the new policies requested by the neighborhood and incorporated into the Juanita Neighborhood Plan (see Attachment 3):
 - increase the number of parks and enhance parks so that they are actively utilized by residents;
 - link parks to surrounding neighborhoods with sidewalks, trails and bike ways;
 - acquire pedestrian easements or land through conditioning new development;
 - install a new emergency/pedestrian/bike overpass at 140th Ave & HWY 405. This will connect Juanita, Totem Lake and Kingsgate neighborhoods and 2 elementary schools
 - remodel the existing North Kirkland Community Center site (*described in PROS Plan*);
 - provide incentives for redevelopment of the old Albertson's site. (*General text was added stating that future design guidelines and zoning development standards should be addressed as part of a future Neighborhood Plan update*);
 - add a gateway feature near NE 145th Street and 100th Avenue NE such as a neighborhood entryway sign;
 - improve pedestrian and bicycle connections from Juanita to Cross Kirkland Corridor;
 - text was added to encourage developing design guidelines and development regulations for the North Juanita Commercial area. The specific design principles such as height and building setbacks for this commercial area are beyond the scope of this update and appropriate for a future work program with more extensive public participation;
 - development of a continuous trail from Juanita Bay Park to the Cross Kirkland Corridor through the Forbes Creek Valley wetlands; (*staff had initially proposed to delete the text given discussions with the Parks Department and previous studies conducted several years ago. The concept was not pursued because of public concerns regarding environment impact and cost. Rather it was decided to use Forbes Creek Drive right of way as the public connection. The existing text has been retained (see page 30).*)
 - rezone the Newland CAR study area from RSX 7.2(2) to RM 3.6 and delete the text related to the study area as discussed below.

2. During the public meetings and discussions with the Juanita Neighborhood Association **three Neighborhood Boundary changes were discussed**:
 - Eliminate the boundary line between North and South Neighborhoods to become one Juanita Neighborhood. The neighborhood association and staff support this change. The draft plan figures eliminates the north-south boundary.

Limiting vehicular access and consolidating access along 100th Avenue NE is ideal, however this restriction as now stated in the neighborhood plan would result in building a bridge over Juanita Creek in order to access the west side of the parcels. Another option would be to gain access from the west through the single family neighborhood.

General development standards for medium and high density residential throughout the neighborhood are also listed on page 11 of the draft Juanita Neighborhood Plan. These standards address site design, vegetative buffering, pedestrian connections, vehicular access points combined and orient to collector or arterial streets.

Planning Commission Recommendation

The CAR study area evaluated three density options: Keep existing zoning as RSX 7.2, or rezone to RM 5.0 or RM 3.6. Redevelopment potential at RSX 7.2 would be approximately 10 homes; at RM 5.0, 18 units; and at RM 3.6, 23 units.

Pending the public hearing later this spring, the Planning Commission has preliminarily concurred with staff's recommendation to rezone three of the four parcels to RM 3.6 and keep the fourth parcel, located at 9835 NE 128th Street, at RSX 7.2 zoning (see figure above). The evaluation concluded that the parcels are no longer desirable for single family residential given the traffic on 100th Avenue NE. The proposed rezone is consistent with surrounding multifamily development to the south and east. RM zoning allows for greater flexibility in site design (rather than a standard subdivision) opportunities for lot consolidation and affordable housing. The Planning Commission recommended strengthening the driveway consolidation text in the Comprehensive Plan for the area.

Staff is also recommending removal of the notations on the Zoning and Comprehensive Plan maps which incorporate as regulations development standards listed in the Comprehensive Plan. The City Attorney has advised that using the Comprehensive Plan to regulate development is not appropriate. Existing zoning regulations already address the issues discussed in the Comprehensive Plan so there is no need to add new regulations.

C. Revisions to the South Rose Hill Neighborhood Plan (See Attachments 5 and 6)

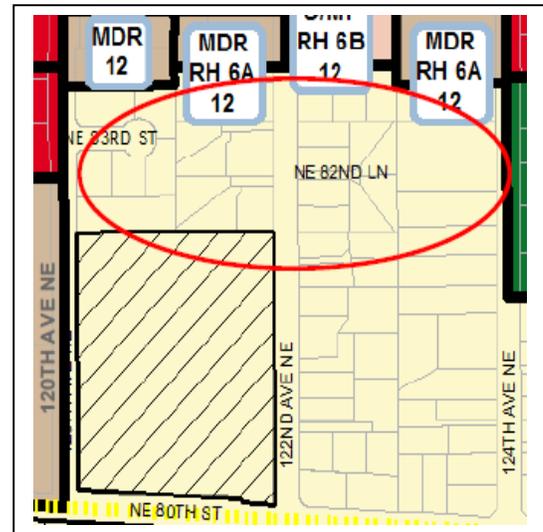
Following the neighborhood plan update meetings, planning staff met with leadership of the South Rose Hill Neighborhood Association to discuss draft edits to the South Rose Hill and Bridle Trails Neighborhood Plans. The group responded with suggested edits to the South Rose Hill, Bridle Trails Neighborhood Plans and NE 85th Street Subarea Plan (discussed below).

1. The following list summarizes the new policies incorporated into the **South Rose Hill Neighborhood Plan**:
 - focus traffic onto the arterial and collector streets to avoid cut-through traffic on local streets;

- high priorities are safe bicycle and pedestrian access in the neighborhood, a bicycle and pedestrian overpass at NE 60th ST over I-405, connections to the Cross Kirkland Corridor and North Rose Hill neighborhood;
- edits to text describing the stream, wetlands, moderate and seismic hazard areas;

2. **Additional public comments** were received at the February 12, 2015 Planning Commission study session:

- A few property owners submitted text changes that would result in a rezoning an area from low density residential RS 7.2 to medium density nine dwelling units per acre (RM 5.0 zoning) and/or change an existing RM 3.6 area from 12 dwelling units per acre to office/mixed use at 24 dwelling units per acre or RM 1.8 (see February 3, 2015 email sent from Martin Morgan to the City Council). Other than the email and proposed text changes, no letter detailing the proposal, map or who was making the request. The area is located south of NE 85th Street (between 120th Avenue NE and 124th Avenue NE, north of the cemetery) (see figure to the right). This request would also affect land use in the NE 85th Street Subarea Plan.



The Planning Commission discussed that the proposal should have been submitted as a Citizen Amendment Request. The Commission concluded that the proposed change in land use is beyond the scope of work for this stage in the Comprehensive Plan/Neighborhood Plan update process and therefore, should not be included in the draft plan. The proposal could be considered with a future private amendment request or more in depth Neighborhood Plan update process at a future time.

- Another person commented that all neighborhood plans should have a common minimum level of specification for bicycle and pedestrian systems.

D. Revisions to the Bridle Trails Neighborhood Plan (see Attachments 7 and 8)

1. The following summarizes new policies incorporated into the Bridle Trails Plan (see Attachment 7):
 - revised text should the City's water tower be redeveloped;
 - clarified that with subdivisions noise mitigation measures may be required;
 - Washington Department of Transportation should include sound walls and planting of trees with highway expansions;
 - a community garden or off leash dog park is desired at the King County Transfer station when it is redeveloped;

- Bridle Trails shopping center (see discussion below) - There was a fair amount of discussion on whether or how the Bridle Trails shopping center should develop if the property owners choose to do so. The existing Plan contains a list of policies for future redevelopment of the subject property.

Early on in the Comprehensive Plan update process, Brian Gaines, with Tech City Bowl discussed with the neighborhood about wanting to redevelop his property but later withdrew the idea. Don Wells representing the Bridle Trails shopping center owners later approached the Planning Commission on the issue (see below). He clarified that there are currently no plans to redevelop the shopping center but would like the City to consider allowing an increase in building height, reduced landscape buffers and eliminating the restriction to use the driveway on 130th Avenue NE (currently use now).

Based on discussions with the Neighborhood Association and neighborhood update meetings, text changes were made to clarify the following: while redevelopment of the shopping center may occur in the future, expansion of commercial boundaries are not desired. Other text changes included encouraging a grocery store at the location, providing wide sidewalks with new development and clarifying the term "scale" by stating that building modulation and pedestrian oriented design should be incorporated into new development. Based on direction from the Planning Commission (discussed below) new text is added to support developing new development standards and design guidelines for the commercial area with a future neighborhood plan update and public involvement process (see Attachment 7 page 14).

2. Additional public comments received at the February 12, 2015 Planning Commission study session:

- Don Wells spoke on behalf of property owners of the Bridle Trails Shopping Center and Totem Bowl and Investment and sent an email. Mr. Wells was under the impression that with this current Bridle Trails Neighborhood Plan update, the City was going to study the private amendment request they submitted in 2008. The 2008 proposal requested the City study increasing building height for the property.

The Planning Commission responded that the neighborhood plan had been through several reviews by the neighborhood and that it is late in the process to be considering the request. The Commission discussed the need to revisit several of the commercial centers throughout the City. However, the Commission directed staff to craft some language for the neighborhood plan that would call for future study and the development of design guidelines for redevelopment of the commercial area (see Attachment 7, 13).

- Andy Held, resident of the Bridle Trails Neighborhood, requested the City not take up the request by Mr. Morgan for South Rose Hill at this time and that the Planning Commission prioritize conducting a more in depth update of the Bridle Trails Neighborhood Plan as soon as possible.

E. Revisions to the NE 85th Street Subarea Plan (Attachments 9 and 10)

1. The following summarizes the following new policies incorporated into the revised Subarea Plan (see Attachment 9):
 - reference the Rose Hill Business District, Design Guidelines and Design Regulations adopted after the Subarea Plan;
 - revised outdated text referring to the need for street improvements that are currently under construction;
 - depending on outcome of the Griffis CAR, text or map changes may be necessary;
 - figures related to sensitive areas, geologically hazardous areas, street classifications, transit routes, description of Parks were deleted and referred to in the North and South Rose Hill Neighborhood Plans;
 - reference to NE 85th ST as a state route, reference to Sound Transit express route or Department of DOT no longer applicable,
 - the Planning Commission directed staff to add text to encourage property owners along NE 85th ST to provide reciprocal shared vehicular access easements to allow cars to travel between parking lots;

IV. COMPREHENSIVE PLAN UPDATE SCHEDULE

The Planning Commission's goal is complete the study sessions in time to hold public hearings on the Draft Plan, including the Citizen Amendment Requests and the neighborhood plan revisions, in June before the bulk of summer vacations begin for the public, complete its deliberations in July and have a Final Draft Plan transmitted to City Council in early September.

The State deadline for completion of the Comprehensive Plan Update is June 30, 2015, which may be extended provided that a jurisdiction has made progress on the Plan Update. Staff anticipates completion of many of the element by mid-summer with public hearings sequenced over June, July and August. The Council review would occur beginning in October.

The tentative schedule for **future Council briefings** on the element chapters and CAR's are:

April 7-	Environment Element
May 5-	Highlands and North Rose Hill Neighborhood Plans, Public Services and Utilities Elements and Griffis, Basra and Walen CAR's
May 19-	Transportation and Park Elements, Everest and Norkirk Neighborhood Plans, MRM and Norkirk Light Industrial CAR's
June 2-	Human Services Element, Implementation Strategies and Kingsgate Neighborhood Plan
June 16-	Totem Lake Neighborhood Plan and CAR's, Capital Facilities Element continued

Attachments:

1. Draft Moss Bay Plan
2. Clean copy of Moss Bay Plan
3. Draft Juanita Plan

4. Clean copy of Juanita Plan
5. Draft South Rose Hill
6. Clean South Rose Hill
7. Draft Bridle Trails
8. Clean copy of Bridle Trails
9. Draft NE 85th ST Subarea Plan
10. Clean NE 85th ST Subarea Plan

MOSS BAY NEIGHBORHOOD PLAN

DRAFT for Public Hearing

Note: The Moss Bay Neighborhood Plan had its last major update in 1987. Therefore, references in this chapter to goals, policies, or specific pages in other chapters may be inaccurate if the other chapters have since been updated.

Commented [JM1]: All good with this update

1. INTRODUCTION

In terms of land use, the Moss Bay Neighborhood is Kirkland’s most complex area. Situated on the shores of Lake Washington, the area contains a wide variety of land uses, including Downtown retail businesses, ~~a freeway interchange,~~ industrial activities, offices, well established single-family areas, large-scale multifamily development, a ~~marina,~~ a baseball facility, a post office, and ~~a railroad~~the Cross Kirkland Corridor.

Commented [JM2]: Inaccurate

Moss Bay Neighborhood boundaries are illustrated in Figure MB-1.

While the neighborhood is dominated by the commercial activities associated with Kirkland’s downtown, there are considerable opportunities for residential development. A major policy emphasis for the Moss Bay Neighborhood is to encourage commercial activities in the Downtown, and to expand “close-in” housing opportunities by encouraging medium to high density residential uses in the perimeter of the Downtown (Figure MB-1). A mix of residential densities exists in the remainder of the Moss Bay Neighborhood, generally stepping down with increased distance from commercial activities.

For properties within the shoreline jurisdiction, the policies in the Shoreline Area chapter and shoreline management regulations in the Kirkland Zoning Code should be observed.

2. NATURAL ENVIRONMENT

The functional integrity of watercourses should be maintained or improved.

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

~~1. The name of this neighborhood was changed from Central to Moss Bay in December 2001.~~

Flood insurance is required in identified flood hazard zones.

~~Portions of the Downtown area and lands to the east have been designated as flood hazard zones by the Federal Insurance Administration. Federal law requires that flood insurance be obtained before any federally insured lending institution may approve a loan for development within an identified flood hazard zone.~~

Commented [JM3]: Irrelevant - Only NW corner of PK Park is mapped

Possible drainage problems exist in the eastern portion of Moss Bay Neighborhood.

In the eastern portion of the Moss Bay Neighborhood, the water table is at, or very near, the surface. In this area, the topsoil is wet and soggy and there could be drainage problems associated with development. Future proposals for development in this area must take these hydrologic conditions into consideration.

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

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

Figure MB-1: Moss Bay Area Boundaries

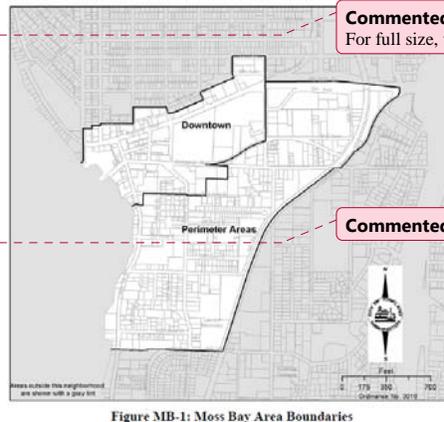
Commented [JM4]: Small maps inserted for reference. For full size, view plan on city webpage

Figure MB-2: Moss Bay Area Land Use

Commented [JM5]: Large size attached

3. DOWNTOWN PLAN

A. VISION STATEMENT



Downtown Kirkland provides a strong sense of community identity for all of Kirkland. This identity is derived from Downtown’s physical setting along the lakefront, its distinctive topography, and the human scale of existing development. This identity is reinforced in the minds of Kirkland’s residents by Downtown’s historic role as the cultural and civic heart of the community. Downtown Kirkland is also a vibrant, walkable community where many choose to live and work!

Commented [JM6]: Better reflect the growing population and employment base that calls it home

Future growth and development of the Downtown must recognize its unique identity, complement ongoing civic activities, clarify Downtown’s natural physical setting, enhance the open space network, and add pedestrian amenities. These qualities will be encouraged by attracting economic development that emphasizes diversity and quality within a hometown setting of human scale.

B. LAND USE

A critical mass of retail uses and services is essential to the economic vitality of the Downtown area.

The Downtown area is appropriate for a wide variety of permitted uses. The area’s economic vitality and identity as a commercial center will depend upon its ability to establish and retain a critical mass of retail uses and services, primarily located west of 3rd Street. If this objective is not reached, it relegates the Downtown to a weaker and narrower commercial focus (i.e., restaurants and offices only) and lessens the opportunities and reasons for Kirkland’s residents and employees to frequent the Downtown.

The enhancement of the area for retail and service businesses will best be served by concentrating such uses in the pedestrian core and shoreline districts and by encouraging a substantial increase in the amount of housing and office floor area either within or adjacent to the core. In implementing this land use concept as a part of Downtown’s vision, care must be taken to respect and enhance the existing features, patterns, and opportunities discussed in the following plan sections on urban design, public facilities, and circulation.

Land use districts in the Downtown area are identified in Figure MB-3.

Figure MB-3 identifies five land use districts within the Downtown area. The districts are structured according to natural constraints such as topographical change, the appropriateness of pedestrian and/or automobile-oriented uses within the district, and linkages with nearby residential neighborhoods and other commercial activity centers.

CORE AREA

Pedestrian activity in the core area is to be enhanced.

The core area should be enhanced as the pedestrian heart of Downtown Kirkland. Land uses should be oriented to the pedestrian, both in terms of design and activity type. Appropriate uses include retail, restaurant, office, residential, cultural, and recreational.

Restaurants, delicatessens, and specialty retail shops, including fine apparel, gift shops, art galleries, import shops, and the like constitute the use mix and image contemplated in the Vision for Downtown. These uses provide visual interest and stimulate foot traffic and thereby provide opportunities for leisure time strolling along Downtown walkways for Kirklanders residents, employees and visitors alike.

Figure MB-3: Downtown Land Use Districts

Drive-through facilities and ground-floor offices are prohibited.

The desired pedestrian character and vitality of the core area requires the relatively intensive use of land and continuous compact retail frontage. Therefore, automobile drive-through facilities should be prohibited. Similarly, office uses should not be allowed to locate on the ground level. These uses generally lack visual interest, generate little foot traffic, and diminish prime ground floor opportunities for the retail uses that are crucial to the ambiance and economic success of the core area.

The attractiveness of the core area for pedestrian activity should be maintained and enhanced. Public and private efforts toward beautification of the area should be promoted. Mitigation measures should be undertaken where land uses may threaten the quality of the pedestrian environment. ~~For example, in areas where take-out eating facilities are permitted, a litter surcharge on business licenses should be considered as a means to pay for additional trash receptacles or cleaning crews.~~

The creation and enhancement of public open spaces is discussed.

Public open spaces are an important component of the pedestrian environment. They provide focal points for outdoor activity, provide refuge from automobiles, and stimulate foot traffic which in turn helps the retail trade. The establishment and use of public spaces should be promoted. Surface parking lots should be eliminated in favor of structured parking. In the interim, their presence should be mitigated ~~role as one form of open area in the Downtown should be improved with landscaped buffers adjacent to rights-of-way and between properties.~~ Landscaping should also be installed where rear sides of buildings and service areas are exposed to pedestrians.

~~A high-priority policy objective should be for developers to include only enough parking stalls in their projects within the core area to meet the immediate need and to locate the majority of their parking in the core frame. This approach would reserve the majority of core land area for pedestrian movement and uses and yet recognize that the adjacent core frame is within a very short walk.~~

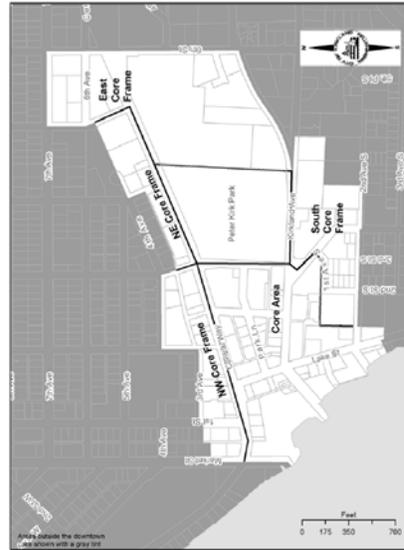


Figure MB-3: Downtown Land Use Districts

Commented [JM7]: Has not been an issue. If so, City-wide issue, not just one part of CBD

Commented [JM8]: Don't celebrate parking lots as open space.

Commented [JM9]: Most core frame sites have been developed and this policy objective has not come to pass. May not want to discourage the opportunity if an opportunity for shared parking occurred in the core area.

The City should generally avoid vacating alleys and streets in the core area. The existing network of street and alleys provides a fine-grained texture to the blocks which allows service access and pedestrian shortcuts. The small blocks also preclude consolidation of properties which might allow larger developments with less pedestrian scale. Vacations may be considered when they will not result in increased building mass and there is a substantial public benefit. Examples of public benefit might include superior pedestrian or vehicular linkages, or superior public open space.

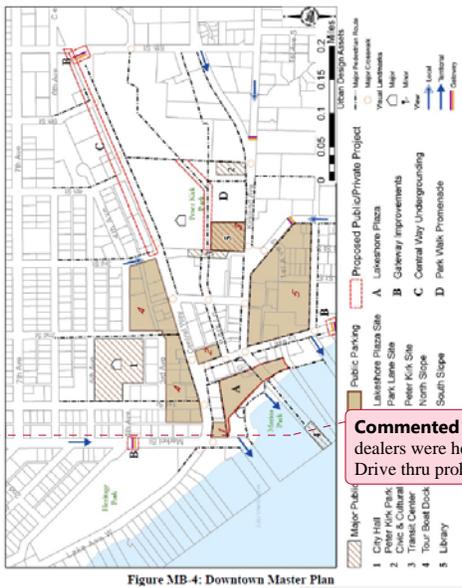
NORTHWEST CORE FRAME

Office and office/multifamily mixed-use projects are appropriate in the Northwest Core Frame.

The Northwest Core Frame includes the area south of City Hall and north of the core area. This area should develop with office, or office/multifamily mixed-use projects, whose occupants will help to support the commercial establishments contained in the core. Retail and restaurant uses are desirable; provided, that they have primary access from Central Way.

This area presents an excellent opportunity for the development of perimeter parking for the core area and is so shown in the Downtown Master Plan (Figure MB-4). Developers should be encouraged to include surplus public parking in their projects, or to incorporate private parking “transferred” from projects in the core or funded by the fee-in-lieu or other municipal source. ~~While pedestrian pathways are not as critical in this area as they are in the core, to maintain the pedestrian character of this area, drive-through facilities should be prohibited nevertheless be encouraged to locate elsewhere, to the east of 3rd Street.~~

Figure MB-4: Downtown Master Plan



NORTHEAST CORE FRAME

A broad range of commercial uses should be encouraged in the Northeast Core Frame.

The Northeast Core Frame currently contains the bulk of the Downtown area's automobile oriented uses. Redevelopment or new development in this area should be encouraged to represent a broader range of commercial uses with an increased emphasis on pedestrian character.

Commented [JM11]: Is transitioning, not a good vision for area

Future development should set the bulk of structures back from the street while providing low, one-story retail shops at the edge of the sidewalk. Development should also incorporate underground utilities, and incorporate parking lot landscaping and a reduction in lot coverage in site design. This will present an open, green face to Central Way and, in conjunction with Peter Kirk Park on the south side of the street, create a tree-lined boulevard effect as one approaches the core area from the east.

Commented [JM12]: done

Commented [JM13]: parking lots not happening with redevelopment

EAST CORE FRAME

Development in the East Core Frame should be in large, intensively developed mixed-use projects.

The East Core Frame is located east of Peter Kirk Park, extending from Kirkland Way northerly to 7th Avenue. The area includes the Kirkland Parkplace shopping center as well as several large office buildings and large residential complexes. South of Central Way, the area is largely commercial and provides significant opportunities for redevelopment. Because this area provides the best opportunities in the Downtown for creating a strong employment base, redevelopment for office use should be emphasized. Within the Parkplace Center site, however, retail uses should be a significant component of a mixed-use complex.

Limited residential use should be allowed as a complementary use.

The north side of Central Way, within the East Core Frame, has been redeveloped to nearly its full potential with high density residential uses.

SOUTH CORE FRAME

Retail, office, and office/multifamily mixed-use projects are suitable for the South Core Frame.

The South Core Frame immediately abuts the southern boundary of the core area. This area is suitable for retail, office, and office/multifamily mixed-use projects.

Public parking may be provided in the South Core Frame.

The South Core Frame, like the Northwest Core Frame, presents an excellent opportunity for the development of close-in public parking. Developers should be allowed to include surplus public parking in their projects in this area or to accommodate private parking transferred from the core or funded by fee-in-lieu or other municipal source.

The western half of the South Core Frame should develop more intensively than the eastern half of this area, due to its proximity to the Downtown core. ~~The vacation of 1st Avenue South, west of 2nd Street South, and 1st Street South should be considered as a means of concentrating more intensive development to the west.~~

Commented [JM14]: done

Mitigation measures to reduce impacts on single-family residences may be required.

As this area lies just north of an established single-family neighborhood, mitigation measures may be required to minimize the impacts of any new nonresidential development on these single-family homes. These measures may include the restriction of vehicle access to projects within the South Core Frame to nonresidential streets. Public improvements, such as physical barriers to restrict traffic flow in these areas, may be considered. The architectural massing of projects ~~in this area~~ should be modulated both horizontally and vertically to reduce their visual bulk and to reflect the topography which presently exists.

Commented [JM15]: Single family area subject of Citizen Amendment Request

C. URBAN DESIGN

The urban design of Downtown Kirkland consists of many disparate elements which, together, define its identity and “sense of place.” This document provides policy guidelines for the design of private development and a master plan for the development of the public framework of streets, pedestrian pathways, public facilities, parks, public buildings, and other public improvements (see Figure MB-4).

The following discussion is organized into three sections:

- A. Downtown Design Guidelines and Design Review;
- B. Building Height and Design Districts; and
- C. The Image of the City: Urban Design Assets.

DOWNTOWN DESIGN GUIDELINES AND DESIGN REVIEW

Mechanics of Design Review are described.

The ~~booklet entitled~~ “Design Guidelines for Pedestrian-Oriented Business Districts,” which ~~is are~~ adopted in Chapter 3.30 of the Kirkland Municipal Code, contains policy guidelines and concepts for private development in Downtown Kirkland. ~~The booklet includes an explanation of the mechanics of the Design Review process to be used for all new development and major renovations in the Downtown area.~~ The ~~booklet entitled~~ “Master Plan and Design Guidelines for Kirkland Parkplace” contains guidelines for the master planned development of the Kirkland Parkplace site (Design District 5A). Discretion to deny or condition a design proposal is based on specific Design Guidelines or a master plan adopted by the City Council and administered by the Design Review Board and Planning Department. Design Review enables the City to apply the Guidelines in a consistent, predictable, and effective manner.

The Guidelines are intended to balance the desired diversity of project architecture with the equally desired overall coherence of the Downtown’s visual and historic character. This is to be achieved by injecting into each project’s creative design process a recognition and respect of design

principles and methods which incorporate new development into Downtown’s overall pattern. ~~The Guidelines would be applied to any specific site in conjunction with the policy guidance provided by the Downtown Master Plan and the following text regarding Design Districts.~~

Commented [JM16]: not accurate for development review

The Design Review Process enables the City to require new development to implement the ~~policy guidance contained in the Guidelines, the Master Plan for Downtown,~~ and to protect and enhance the area’s urban design assets. ~~A more complete description of how Design Review should operate is found in the Zoning Code.~~

BUILDING HEIGHT AND DESIGN DISTRICTS

Figure MB-5 identifies eight height and design districts within Downtown Kirkland. The boundaries of these districts are determined primarily by the topographical characteristics of the land and the area’s proximity to other noncommercial uses.

Design District 1

Maximum building height in Design District 1 is between two and five stories, depending on location and use.

This district is bordered by Lake Street, Central Way, 3rd Street, and generally 1st Avenue South. When combined with District 2, this area corresponds to the ~~e~~Core ~~a~~Area as shown in Figure MB-3.

The maximum building height in this area should be between two and five stories with no minimum setback from property lines. Stories above the second story should be set back from the street. ~~To preserve the existing human scale of this area, development over two stories requires review and approval by the Design Review Board based on the priorities set forth in this plan.~~

Commented [JM17]: This is true of all of downtown

Buildings should be limited to two stories along all of Lake Street South to reflect the scale of development in Design District 2. Along Park Lane west of Main Street, Third Street, and along Kirkland Avenue, a maximum height of two stories along street frontages will protect the existing human scale and pedestrian orientation. Buildings up to three stories in height may be appropriate along Central Way to reflect the scale of development in Design District 8 and as an intermediate height where adequately set back from the street. A continuous three-story street wall should be avoided by incorporating vertical and horizontal modulations into the design of buildings.

The portions of Design District 1 designated as 1A in Figure MB-5 should be limited to a maximum height of three stories. As an incentive to encourage residential use of upper floors and to strengthen the retail fabric of the Core Area, a fourth story of height may be allowed. This additional story may be considered by the Design Review Board for projects where at least two of the upper stories are residential, the total height is not more than four feet taller than the height that would result from an office project with two stories of office over ground floor retail, stories above the second story are set back significantly from the street and the building form is stepped back at the third and fourth stories to mitigate the additional building mass, and the project provides superior retail space at the street level. Rooftop appurtenances and related screening should not exceed the total allowed height, and should be integrated into the height and design of any peaked roofs or parapets.

The portions of Design District 1 designated as 1B in Figure MB-5 provide the best opportunities for new development that could contribute to the pedestrian fabric of the Downtown. Much of the existing development in these areas consists of older auto-oriented uses defined by surface parking lots and poor pedestrian orientation. To provide incentive for redevelopment and because these larger sites have more flexibility to accommodate additional height, a mix of two to four stories in height is appropriate. East of Main Street, development should combine modulations in building heights with modulations of facade widths to break large buildings into the appearance of multiple smaller buildings. South of Kirkland Avenue, building forms should step up from the north and west with the tallest portions at the base of the hillside to help moderate the mass of large buildings on top of the bluff. Buildings over two stories in height should generally reduce the building mass above the second story.

As with Design District 1A, an additional story of height may be appropriate in 1B to encourage residential use of the upper floors and to strengthen the retail fabric in the Core Area. This additional story may be considered by the Design Review Board for projects where at least three of the upper stories are residential, the total height is not more than one foot taller than the height that would result from an office project with three stories of office over ground floor retail, stories above the second story are set back significantly from the street and the building form is stepped back at the third, fourth, and fifth stories to mitigate the additional building mass, and the project provides superior retail space at the street level. Rooftop appurtenances and related screening should not exceed the total allowed height, and should be integrated into the height and design of any peaked roofs or parapets.

Design considerations of particular importance in this area are those related to pedestrian scale and orientation. Building design at the street wall should contribute to a lively, attractive, and safe pedestrian streetscape. This should be achieved by the judicious placement of windows, multiple entrances, canopies, awnings, courtyards, arcades, and other pedestrian amenities. Service areas, surface parking, and blank facades should be located away from the street frontage.

Figure MB-5: Downtown Height and Design Districts

Design District 2

One to three stories in building height above Central Way or Lake Street are appropriate in Design District 2, depending on location.

This area is bordered by the shoreline, Central Way, Lake Street, and 3rd Avenue South. This area serves as the link between Downtown and the lake and helps define the traditional pedestrian-oriented retail environment. In addition, the existing low development allows public views of the Lake from many vantages around the Downtown and allows evening sun into the Downtown core. To emphasize this link and the traditional role, building heights in this area should remain low. Two stories above the street are appropriate along Central Way and south of Kirkland Avenue. Along Lake Street South between Kirkland Avenue and Central Way, buildings should be limited to one story above the street. Two stories in height may be allowed in this area where the impacts of the additional height are offset by substantial public benefits, such as through-block public pedestrian access or view corridors. Buildings over one story in this area should be reviewed by the Design Review Board for both design and public benefit considerations. These benefits could also be provided with the development of the Lakeshore Plaza project identified in the Downtown Master Plan (see Figure MB-4). Building occurring in conjunction with that project or thereafter should be reviewed in relation to the new context to determine whether two stories are appropriate. South of Second Avenue South, buildings up to three stories above Lake Street South are appropriate. Buildings over two stories should be reviewed by the Design Review Board to ensure an effective transition along the street and properties to the south.

As in District 1, pedestrian orientation is an equally important design consideration in District 2. In addition, improvements related to the visual or physical linkage between building in this area and the lake to the west should be incorporated in building design.

The public parking lot located near Marina Park at the base of Market Street is well suited for a parking structure of several levels, due to its topography. Incentives should be developed to encourage the use of this site for additional public parking.

Design Districts 3 and 7

Maximum building height is three stories in Design Districts 3 and 7.

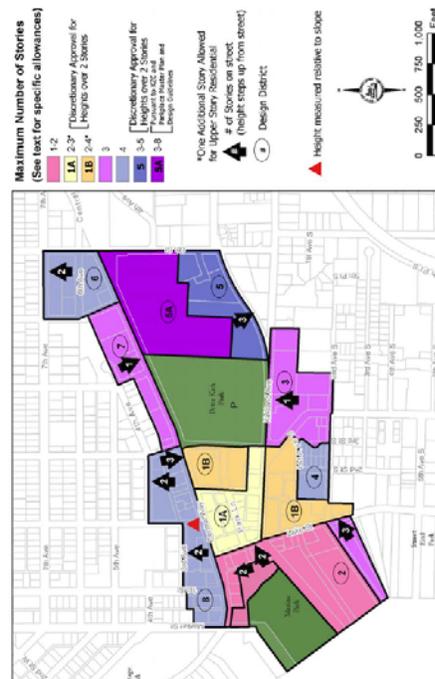


Figure MB-5: Downtown Height and Design Districts

These districts are east of 3rd Street, north of Central Way, and south of Peter Kirk Park. Maximum building height should be three stories, with a minimum front yard setback of 20 feet and maximum lot coverage of 80 percent. Lower portions of projects with a pedestrian orientation should be allowed to encroach into the setbacks to stimulate pedestrian activity and links to eastern portions of the Downtown. Street trees and ground cover are appropriate along Kirkland Avenue and Central Way. By keeping structures in this area relatively low-rise and set back from the street, views from upland residences can be preserved and the openness around Peter Kirk Park enhanced.

In Design District 3, the restriction of access points to nonresidential streets may be necessary in order to prevent a negative impact of development in this area on the single-family enclave which exists to the south.

Design District 4

Maximum building height to be four stories.

This district is located south of 1st Avenue South, east of 1st Street South. Land in this area is appropriate for developments of four stories in height.

The method for calculating building height should be modified for this area as described in the discussion of height calculation for structures in District 8. The opportunity to take advantage of substantial grade changes with terraced building forms also exists in the western half of District 4.

Vehicular circulation will be an important consideration in project design in this area. The restriction of access points to nonresidential streets in order to prevent a negative impact of development in this area on the single-family enclave which exists to the south may be necessary.

Design District 5

Building heights of two to five stories are appropriate in Design District 5.

This district lies at the east side of Downtown between Design District 5A and Kirkland Way. Maximum building height should be between three and five stories. The existing mix of building heights and arrangement of structures within the district preserves a sense of openness within the district and around the perimeter. Placement, size, and orientation of new structures in this district should be carefully considered to preserve this sense of openness. Buildings over two stories in height should be reviewed by the Design Review Board for consistency with applicable policies and criteria. Within the district, massing should generally be lower toward the perimeter and step up toward the center. Portions of buildings facing Kirkland Way and Peter Kirk Park should be limited to between two and three stories, with taller portions of the building stepped back significantly. Buildings over three stories in height should generally reduce building mass above the third story.

Buildings fronting Peter Kirk Park and the Performance Center should be well modulated, both vertically and horizontally, to ease the transition to this important public space. Buildings should not turn their backs onto the park with service access or blank walls. Landscaping and pedestrian linkages should be used to create an effective transition.

Design considerations related to vehicular and pedestrian access, landscaping, and open space are particularly important in this area. Within the district, a north-south vehicular access between Central Way and Kirkland Way should be preserved and enhanced with pedestrian improvements.

Design District 5A

Building heights of three to eight stories are appropriate in Design District 5A.

This district lies at the east side of Downtown between Central Way and Design District 5 and is commonly known as Parkplace. This property is distinguished from the remainder of Design District 5 by the following factors: it is a large parcel under common ownership; it is topographically distinct based on previous excavation to a level that is generally lower than Central Way and abutting properties to the south and east; it has frontage on Central Way; and it contains a mix of uses not found on other office or residential only properties in District 5. Design considerations related to vehicular and pedestrian access, landscaping, and open space are particularly important in this area. Within the district a north-south vehicular access between Central Way and Kirkland Way should be preserved and enhanced with pedestrian improvements.

Redevelopment of this area should be governed by the Kirkland Parkplace Master Plan and Design Guidelines as set forth in the Kirkland Municipal Code. Heights of up to eight stories are appropriate as an incentive to create a network of public open spaces around which is organized a dynamic retail destination. Development under the Master Plan and Design Guidelines should guide the transformation of this district from an auto-oriented center surrounded by surface parking into a pedestrian-oriented center integrated into the community by placing parking underground; activating the streets with retail uses; and creating generous pedestrian paths, public spaces and gathering places. Pedestrian connections to adjoining streets, Peter Kirk Park, and adjoining developments should be incorporated to facilitate the integration of the district into the neighborhood. Residential development could be designed to integrate into both the office/retail character of the zone and the active urban nature of Peter Kirk Park. Special attention to building design, size, and location should be provided at three key locations: at the intersection of Central Way and Sixth Street to define and enhance this important downtown gateway; along Central Way to respond to the context along the north side of the street; and facing Peter Kirk Park to provide a transition in scale to Downtown’s central greenspace.

Because of the intensity of land use in 5A, the design of the buildings and site should incorporate aggressive sustainability measures, including low impact development measures, deconstruction, green buildings, and transportation demand management.

Design District 6

Maximum building heights of two to four stories are appropriate for Design District 6.

~~This large block of land located between 5th Street and 6th Street, north of Central Way, and south of 7th Avenue, is identified as a major opportunity site for redevelopment elsewhere in this document.~~—Figure MB-6 contains a schematic diagram of design and circulation considerations

that should be incorporated in the redevelopment of this district. Development of this district should be relatively intensive and should be physically integrated through pedestrian access routes, design considerations, and intensive landscaping.

~~Safe, convenient, and attractive pedestrian connections across the district should be provided. This path should be designed under a covered enclosure or arcade along the storefronts in this area. Visual interest and pedestrian scale of these storefronts will contribute to the appeal of this walkway to the pedestrian. A connection of this pathway to Central Way should be made, with a continuation of the overhead enclosure to unify this pedestrian route.~~

Design considerations related to vehicular and pedestrian access, landscaping, and open space are particularly important in this area. The intersection of 6th Street and Central Way is a prominent gateway to the Downtown. ~~New~~ Development in this area should have a positive impact on the image of Kirkland and should be designed to enhance this entry.

~~A substantial building setback or mitigating design such as the site configuration on the south side of Central Way is necessary in order to preserve openness at this important gateway site. The northeast and southeast corners of this block should be set aside and landscaped to provide public open spaces or miniparks at these gateways. Side yard setbacks, however, should be minimal to reduce the appearance of a building surrounded by a parking area.~~

The northern portion of this district should be developed in uses that are residential both in function and scale. Access to this portion of the site may be either from 7th Avenue or from one of the adjacent side streets. Some of the significant trees along 7th Avenue should be incorporated into the site design as a means of softening the apparent mass of any new structures and to provide additional elements of continuity facing the single-family residences along 7th Avenue. In addition, building mass should step down toward 7th Avenue and design consideration should be given to the massing and form of single-family homes to the north.

Design District 8

Building heights of two to four stories are appropriate, depending on location.

This district is located north of Central Way and south of 4th Avenue, between Market Street and 3rd Street. Maximum building height should be three stories abutting Central Way and two stories at 3rd and 4th Avenues. Structures which do not abut either of these streets should be allowed to rise up to four stories.

Figure MB-6: Design Districts 5 and 6 - Circulation and Gateways

Building height calculation should require terracing of building forms on sloped sites.

Where dramatic elevation changes exist in this district, an innovative method of calculating height is appropriate. In order to encourage the terracing of building forms on the hillside, building height should be calculated relative to the ground elevation above which the individual planes of the structure lie. Additional bulk controls should apply to restrict the height within 100 feet of noncommercial neighborhoods to the same height allowed in the adjacent zone. Heights on the north side should step down to ease the transition to the core area and moderate the mass on top of the hillside.

Vehicular circulation to nonresidential portions of projects within this area should not occur on primarily residential streets. In addition, design elements should be incorporated into developments in this area which provide a transition to the residential area to the north.

THE IMAGE OF THE CITY: URBAN DESIGN ASSETS

Many of Downtown's urban design assets are mapped on the Master Plan (Figure MB-4) or are discussed explicitly in the text of the Height and Design Districts or the Downtown Design Guidelines. The following text should read as an explanation and amplification of references made in those two parts of the Downtown Plan.

Visual Landmarks

Lake Washington is a major landmark in Downtown Kirkland.

The most vivid landmark in Downtown Kirkland is Lake Washington. The lake provides a sense of openness and orientation and is a prominent feature from two of the three main approaches to the Downtown. Many residents and visitors to Kirkland form their impressions of the community from these important vantage points. The preservation and enhancement of views from the eastern (NE 85th Street) and northern (Market Street) approaches is a high-priority policy objective.

Despite the prominence from these vantage points, the core area is not well oriented to capitalize on its waterfront setting. The existing activity centers of the retail core and the lake are separated by large surface parking lots. The City and property owners around Marina Park should aggressively pursue opportunities to correct this deficiency by structuring the existing surface parking below a public plaza. This open space amenity could redefine the Downtown and become the focal point of the community.

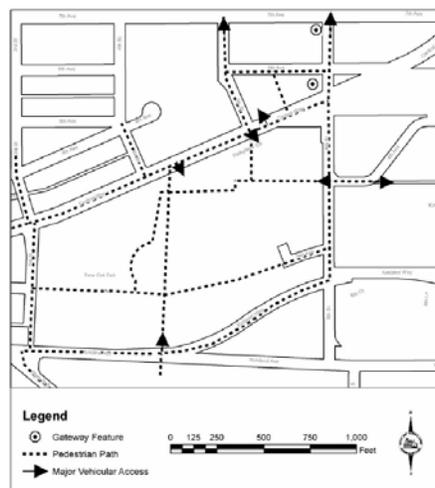


Figure MB-6: Design Districts 5 and 6 - Circulation and Gateways

Other outstanding visual landmarks include the large green expanse of Peter Kirk Park, which provides an open space relief to the densely developed Downtown core to the west. The Peter Kirk Park civic and cultural facilities (Library, Municipal Garage, Peter Kirk Pool, Kirkland Performance Center, Peter Kirk Community Center, Teen Union Building) located at the south edge of Peter Kirk Park, as well as the METRO transit center at the western boundary of the park, are also well-known local landmarks.

The City Hall facility provides an important visual and civic landmark on the northern slope above the Downtown. Marina Park and the pavilion structure situated there are also symbolic reference points of community, recreational, and cultural activities.

There are a number of features in and nearby the Downtown area with historic significance which add to its visual character and historic flavor. These landmarks include the historic buildings on Market Street and the old ferry clock on Lake Street at Kirkland Avenue. These structures should be recognized for their community and historic value, and their preservation and enhancement should have a high priority. In contrast to the bland architecture of many of the buildings in the Downtown constructed since the 1940s, some of the older structures help define the character of the Downtown. The City will consider preserving this character through a process of inventorying these structures and adopting historic protection regulations. New regulations could range from protecting the character of designated historic buildings to protecting the actual structure. Some form of preservation would provide continuity between the Downtown vision and its unique past.

Public Views

Important Downtown views are from the northern, southern, and eastern gateways.

A number of dramatic views exist in the Downtown and its immediate vicinity due to the hills, the valley, and the sloping land areas which form the bowl-like topography characterizing the City's center. One of the views most often associated with Downtown Kirkland is from NE 85th Street just west of Interstate 405. From this vantage point, the hills north and south of the core area form a frame for a sweeping view of Lake Washington in the distance and the Olympic mountain range beyond.

Another striking view, identified in Figure MB-4, is from the Market Street entry into Downtown. This approach is met with a view of the lake, Marina Park and its pavilion, and the City's shoreline. This view could be enhanced with redevelopment of the [GTE-telecommunications](#) site, where the existing massive building substantially diminishes this broad territorial view.

Where the Kirkland Avenue and 2nd Avenue South rights-of-way cross Lake Street and continue to Lake Washington, an unobstructed view of open water is visible to pedestrians and people traveling in vehicles. These views are very valuable in maintaining the visual connection and perception of public accessibility to the lake. These views should be kept free of obstruction.

Gateways

Topographic changes define gateways into the Downtown area.

The gateways into Downtown Kirkland are very clear and convey a distinct sense of entry. Two of the Downtown's three major gateways make use of a change in topography to provide a visual entry into the area.

At the eastern boundary of the Downtown area, Central Way drops toward the lake, and the core area comes clearly into view. This gateway could be enhanced by an entry sign, similar to one located farther up the hill to the east, or some other distinctive structure or landscaping feature.

A second major gateway is the Downtown's northern entrance where Market Street slopes gradually down toward Marina Park. The historic buildings at 7th Avenue begin to form the visual impression of Downtown's character and identity, and the landscaped median adds to the boulevard feeling of this entryway. Some type of sign or other feature could be incorporated into the improvements to ~~the Waverly site~~[Heritage Park](#).

At the Downtown's southern border, the curve of Lake Street at about 3rd Avenue South provides a very clear gateway into the commercial core. It is at this point that the transition from residential to retail uses is distinctly felt. Here, also, is an opportunity to enhance this sense of entry by creation of literal gateposts, signs, or landscape materials.

Pathways

An extensive network of pedestrian pathways covers the Downtown area.

The size and scale of Downtown Kirkland make walking a convenient and attractive activity. An extensive network of pedestrian pathways covers the Downtown area, linking residential, recreational, and commercial areas. Downtown Kirkland is a pedestrian precinct unlike virtually any other in the region. It is almost European in its scale and quality.

The core of the shopping district, with its compact land uses, is particularly conducive to pedestrian traffic. Both sides of Lake Street, Park Lane, [Central Way](#), and Kirkland Avenue are major pedestrian routes. Many residents and visitors also traverse the land west of Lake Street to view and participate in water-oriented activities available there.

The Downtown area's major east/west pedestrian route links the lake with Peter Kirk Park, the Kirkland Parkplace shopping center, and areas to the east. For the most part, this route is a visually clear pathway, with diversity and nearby destinations contributing to its appeal to the pedestrian. Enhancement and improved definition of this important east-west pedestrian corridor would help link Parkplace with the rest of the shopping district. [East/west pedestrian routes along Central Way and Kirkland Way should continue to be improved with a strong pedestrian emphasis as new development and street improvements occur.](#)

Minor pedestrian routes link the residential areas north of Central Way and south of Kirkland Avenue. These linkages need to be strengthened in order to accommodate the residential and office populations walking from the Norkirk Neighborhood and core frames, respectively. Additional improvements, such as brick paver crosswalks, pedestrian safety islands, and signalization, are methods to strengthen these north-south linkages.

Enhancement of Downtown pedestrian routes should be a high-priority objective.

Enhancement of the Downtown area’s pedestrian routes should be a high-priority policy and design objective. For example, minor architectural features and attractive and informative signs should be used to identify public pathways. Public and private efforts to make pedestrian walkways more interesting, functional, convenient, and safe, should be strongly supported. Figure MB-4 highlights a number of projects proposed for this purpose. These projects are discussed in detail elsewhere in this text.

D. PUBLIC FACILITIES

OPEN SPACE/PARKS

Four major park sites are critical to the Downtown’s feeling of openness and greenery. These parks weave a noncommercial leisure-time thread into the fabric of the area and provide a valuable amenity, enhancing Downtown’s appeal as a destination. Each of the major approaches to the Downtown is met with a park, with ~~the Waverly site~~ Heritage Park and Marina Park enhancing the northern entry, Marina Park enhancing both the northern entry and western entry via Lake Washington, and Peter Kirk Park and Dave Brink Park augmenting the eastern and southern approaches. Physical improvements in and near these parks should strengthen their visual prominence and prevent view obstruction.

Marina Park and Peter Kirk Park in particular are well-used by families and recreational groups. Public facilities at these parks should continue to expand opportunities for residents, such as the installation of permanent street furniture, ~~and play equipment for children at Marina Park.~~

Commented [JM18]: Delete per Michael Cogle

Pedestrian improvements should be made to improve connections between parks and nearby facilities.

~~Downtown projects which are not directly related to the parks should continue to locate adjacent to the parks, and in some cases, should share access or parking.~~ Impacts from projects, such as the tour boat dock at Marina Park and the METRO transit center at Peter Kirk Park, should be minimized. Efforts to provide continuity between these facilities and the parks through the use of consistent walkway materials, landscaping, and other pedestrian amenities will help to reduce the appearance of a separation of uses at these locations.

Commented [JM19]: Delete, meaning unclear

The boat launch ramp ~~which exists~~ at Marina Park is an important amenity in the community. It should be retained until another more suitable location is found.

OTHER PUBLIC FACILITIES

City Hall and the Peter Kirk Park civic and cultural center add to the community atmosphere and civic presence in the Downtown area. The plan for Downtown developed in 1977 recommended that the City Hall facility be moved from its previous location in the core area to its present site overlooking the Downtown from the northern slope. Relocated in 1982~~In its new location~~, City

Hall is close enough to Downtown to contribute workers to the retail and restaurant trade, as well as to provide a visually prominent and symbolic landmark when viewed from the Downtown.

Public efforts to assist the Downtown business district should be continued.

The City should help to foster economic vitality in the Downtown by working with the private sector and by encouraging independent efforts toward economic development by the private sector. Such assistance to the business community might include supporting efforts to establish local improvement or business improvement districts. This could take the form of seed money for preliminary studies and the dissemination of information.

Other public efforts to strengthen the Downtown business climate should include the continued promotion of public projects such as the tour boat dock, in addition to continued support for public and/or private projects such as the Lakeshore Plaza at Marina Park Boardwalk, which would help to implement public policy goals.

E. CIRCULATION

PEDESTRIAN

Pedestrian routes should have equal priority to vehicular routes in Downtown circulation.

Pedestrian amenities and routes should continue to be improved, and should be given equal priority with that of vehicular routes for circulation within the Downtown. Modifications to the street network and traffic patterns should not be allowed to disrupt Downtown pedestrian activity and circulation.

~~To be a truly successful walking environment, the core area of the Downtown must be safe, convenient, and pleasant for the pedestrians of all ages. Pedestrian safety should continue to be a high priority in the placement and design of intersections, crosswalks, and sidewalks, would be increased greatly by reducing opportunities for conflicts with cars. The reprogramming of crosswalk signals to favor the pedestrian would discourage jaywalking and allow sufficient time for slower walkers to cross the street.~~

Commented [JM20]: Simplify, this is a citywide emphasis. Reflect the diverse age groups that use the ped system in downtown

Convenience to the pedestrian will be enhanced by improving the directness and ease of pedestrian routes. “Shortcuts” between streets, or even between buildings, can link pedestrian routes over large distances where vehicles cannot circulate. Coordinated public directory signs and maps of walkways should be developed to clearly identify public pathways for the pedestrian.

A system of overhead coverings should be considered to improve the quality of pedestrian walkways year-round.

The pleasures of walking in the Downtown area would be enhanced by the installation of minor public improvements, such as street furniture (benches, planters, fountains, sculptures, special paving treatments), flower baskets, and coordinated banners and public art. The creation of a system of overhead coverings such as awnings, arcades, and marquees would provide protection to

the pedestrian during inclement weather, allowing for pedestrian activity year-round. All of these features would add visual interest and vitality to the pedestrian environment.

~~Brick crosswalks have been installed at 3rd Street and Park Lane in conjunction with the METRO transit center facility. The expansion of the use of brick for crosswalks throughout the Downtown should be considered. In any case, additional restriping of crosswalks in the Downtown area should be actively pursued.~~

Commented [JM21]: Out of date. Crosswalk direction occurs below

The establishment and improvement of pedestrian pathways between activity centers should be a high-priority policy objective. Major pedestrian routes within the Downtown area are identified in Figure MB-4. Major pathways include the extensive east-west “spine” or “Park Walk Promenade,” which links the lake with points east of 6th Street and the shoreline public access trail.

Commented [JM22]: Need to update and fix gaps

The Downtown Master Plan also identifies other important pedestrian routes which provide north-south pedestrian access. Improvements to these pathways should be promoted, particularly at the intersection of 6th Street and Central Way. ~~Elevated crosswalks should be considered among the alternatives reviewed for pedestrian access across Central Way. Disadvantages to elevated crosswalks which should be considered are potential view blockage and the loss of on street pedestrian traffic.~~

Commented [JM23]: Not effective, not desired

~~The portion of the Park Walk Promenade spanning Peter Kirk Park was installed by the City during renovation of the park facilities. The walk serves the Peter Kirk Park civic and cultural center, as well as commercial areas to the east and west. This walkway should be expanded upon when the remaining land south of Kirkland Parkplace develops.~~

Commented [JM24]: Clean up and integrate with section below

~~The Park Walk Promenade identified on the Downtown Master Plan should consist of a series of minor structures placed at prominent locations along the walkway in order to clearly identify the pathway throughout its length, as well as to provide some protection during wet weather. The walk serves the Peter Kirk Park civic and cultural center, as well as commercial areas to the east and west. This walkway should be expanded upon when the remaining land south of Kirkland Parkplace develops to complete a connection between Central Way and Kirkland Avenue. The plexiglas and metal “space frames” used at Mercer Island’s Luther Burbank Park and at the Seattle Center are possible design options for protective structures. The concrete and metal gateway feature where Parkplace abuts Peter Kirk Park is a good model for visual markers along the east-west pedestrian spine.~~

Commented [JM25]: Dated design direction, we’ll want something unique to Kirkland and contemporary

Figure MB-4 illustrates pedestrian system improvements for the two major routes which are intended to serve several purposes. These projects would improve the safety, convenience, and attractiveness of foot traffic in the Downtown, provide shelter from the weather, and create a unifying element highlighting the presence of a pedestrian linkage.

A large public plaza should be constructed west of buildings on Lake Street to enhance the Downtown’s lakefront setting (See Figure MB-4).

The Lakeshore Plaza shown on the Downtown Master Plan envisions a large public plaza constructed over structured parking. Ideally, the plaza would be developed through public/private partnerships to provide a seamless connection between the Downtown and the lake. The plaza

would be at the same grade as Lake Street and would provide visual and pedestrian access from a series of at-grade pedestrian connections from Central Way and Lake Street.

~~The Park Walk Promenade identified on the Downtown Master Plan should consist of a series of minor structures placed at prominent locations along the walkway in order to clearly identify the pathway throughout its length, as well as to provide some protection during wet weather. The plexiglas and metal “space frames” used at Mercer Island’s Luther Burbank Park and at the Seattle Center are possible design options for protective structures. The concrete and metal gateway feature where Parkplace abuts Peter Kirk Park is a good model for visual markers along the east-west pedestrian spine.~~

Commented [JM26]: Out of place, section moved up

VEHICULAR

Automobiles and public transit are still the modes of transportation which move most people in and out of the Downtown, ~~and often between the core area and the frame. Within the Downtown, pedestrian circulation should be given equal priority with vehicular circulation.~~ A primary circulation goal should be to ~~emphasize pedestrian circulation within the Downtown, while facilitating~~ vehicle and transit access into and out of the Downtown, ~~while emphasizing pedestrian circulation and supporting alternative transportation choices into and around the Downtown.~~

Commented [JM27]: Not sure this is true

Commented [ES28]: Redundant

~~**Alternate traffic routes should be considered.**~~

Commented [JM29]: This concept dropped long ago

Lake Street should be designated to function as a major pedestrian pathway. The objectives for land use and pedestrian circulation should be seriously considered during any plans for traffic and roadway improvements on Lake Washington Boulevard. The goal to discourage commuter traffic on the boulevard should not be viewed independently from the need to retain vehicle access for tourists, shoppers, and employees to the Downtown.

State Street should continue to serve as a major vehicular route, bringing shoppers and workers into the Downtown area. Sixth Street should be developed to accommodate additional vehicles. ~~Future plans for Lake Street and Lake Washington Boulevard may include the diversion of cars from the Downtown area, and 6th Street would provide the most appropriate north/south alternative route. The existence of commercial development on this street renders it more appropriate than State Street to handle substantial commuter traffic.~~

Commented [JM30]: Idea never got traction. Must have been popular in Moss Bay, but less so in Everest, Central Houghton...

The use of public transportation to the Downtown should be encouraged.

Third Street has been designed for the pedestrian and public transit user, with the METRO transit center located on this street. The use of public transportation as an alternative for people who work or shop in the Downtown should be encouraged. Increased use of this mode of transportation would help to reduce traffic congestion and parking problems in the core area.

The number of vehicular curb cuts in the Downtown area should be limited. Both traffic flow in the streets and pedestrian flow on the sidewalks are disrupted where driveways occur. In the core frame in particular, the placement of driveways should not encourage vehicles moving to and from commercial areas to travel through residential districts.

PARKING

The core area is a pedestrian-oriented district, and the maintenance and enhancement of this quality should be a high priority. Nevertheless, it should be recognized that many pedestrians most often arrive in the core via an automobile which must be parked within easy walking distance of shops and services. To this end, as discussed elsewhere in this chapter, private projects which include a substantial amount of surplus parking stalls in their projects should be encouraged to locate these parking stalls in the core frame.

The Downtown area contains a variety of parking opportunities. ~~Four~~Three public parking lots exist in the Downtown area (~~at the west side of Peter Kirk Park,~~ the street-end of Market Street at Marina Park, in Lakeshore Plaza, and at the intersection of Central Way and Lake Street) and one public parking structure (the Library garage). These ~~lots~~facilities are shown on the Downtown Master Plan (Figure MB-4).

Public parking to be a permitted use on private properties ~~north and south of the core area.~~

Commented [JM31]: Few opportunities left, broaden the policies to explore all partnership opportunities

~~Other sites that would be appropriate for public parking include the north and south slope of the Downtown as shown in Figure MB-4. Public parking in these areas would help to serve core-area businesses, while but should not detracting from the dense pattern of development critical to the pedestrian environment there.~~

More intensive development of existing parking areas should be considered as a way to provide more close-in public parking. Certain sites, such as The Market Street-End lot and the Peter Kirk lot, would adapt well to structured parking due to the topography in the immediate vicinity of these lots. Structuring parking below Lakeshore Plaza could make more efficient use of the available space and result in a dramatic increase in the number of stalls available.

The fee-in-lieu of parking alternative allows developers in the core area to contribute to a fund instead of providing required parking on site. The City’s authority to spend the monies in this fund should be expanded to include the use of the funds on private property in conjunction with parking facilities being provided by private developers.

~~Another option for off-site parking should be considered which would allow developers to provide the parking required for their projects elsewhere in the core area or core frame. This alternative should include the construction of parking stalls in conjunction with another developer, if it can be shown that the alternative parking location will be clearly available to the public and is easily accessible to the core area.~~

Commented [JM32]: Intent unclear. Public parking encouraged above. Off site private parking already allowed by KZC under certain circumstances

The City’s parking management and enforcement program should be maintained. The program should be evaluated periodically to assess its effectiveness, with revisions made when necessary.

4. PERIMETER AREAS

A. LIVING ENVIRONMENT LAND USE

Residential

The Moss Bay Neighborhood contains a wide variety of housing types, including many single-family residences and multifamily units. It is the intent of the Comprehensive Plan to provide a range of housing opportunities, and a continued broad range is planned for the Moss Bay Neighborhood (Figure MB-1).

Considerations for low-density residential development are discussed.

The various residential densities designated for land in the Moss Bay Neighborhood, and particularly for the areas lying south of Kirkland Avenue, will be compatible if certain concerns are addressed. For example, a low-density designation is appropriate in any area developed predominantly in single-family homes, if the likelihood exists that these structures will be maintained for the lifetime of this Plan. Similarly, an area should remain committed to low-density uses if a higher-density development in the area could not be adequately buffered from single-family houses.

Considerations for medium- and high-density residential development are discussed.

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

Medium-density residential development permitted in block between Kirkland Avenue and Kirkland Way, along 6th Street South, as well as south and west of Planned Area 6.

The block of land lying east of 6th Street, between Kirkland Way and Kirkland Avenue, is largely developed in a mix of single-family and multifamily uses. Medium-density residential development at a density of 12 dwelling units per acre is appropriate for this area [as indicated on the Land Use Map](#), to serve as a transition between high-density development to the north and low-to medium-density development to the south.

Several small offices have developed near the intersection of Kirkland Avenue and Kirkland Way, west of 6th Street. Multifamily residential development is also permitted in this area [as shown on the Land Use Map](#) at a density of 18 dwelling units per acre. This area lies both north and south of land with the potential for high-density residential development.

Land is designated for a density of 12 dwelling units per acre between Planned Area 6D and 6th Street South as shown on the Land Use Map. Here, in-fill housing opportunities exist close to the Downtown. Redevelopment should blend in with small lot single-family development to the west along 3rd Avenue South. To ensure compatibility with the existing single-family character of the area, to protect the Everest creek and ravine, and to provide a transition between the existing single-family development to the north along 6th Street South and the industrial uses to the south, the following standards should apply:

- (1) ~~Single family d~~Detached units, rather than attached or stacked, should be developed.
- (2) ~~Peaked (pitched) roofs are desired design elements.~~
- (3) ~~The ravine and stream should be protected in perpetuity with greenbelt easements.~~
- (4) ~~Development should follow the recommendations of a geotechnical engineer approved by the City with regard to building setbacks from the ravine on the north side of these lots.~~
- (25) No vehicular connection should be established between State Street and 5th Place South or 6th Street South from 2nd or 3rd Avenue South.
- (36) No vehicular connection should be established between 2nd and 3rd Avenue South.
- (47) Pedestrian connection should be provided in lieu of vehicular connection.
- (8) ~~A maximum Floor Area Ratio of 65 percent should be allowed in order to encourage smaller and presumably less expensive homes.~~

Commented [JM33]: Citywide policies and regulations address these issues

Commented [JM34]: 6th street condo units assessed value = 628-713K

Commented [JM35]: This area has been fully developed. Eliminate map suffix and incorporate regs in KZC if needed.

A density of 12 dwelling units per acre is also designated for properties along State Street, south of Planned Area 6 (see Figure MB-2). This designation is consistent with densities of existing development as well as with densities permitted along State Street to the north and south. Lands on the east side of Lake Washington Boulevard, south of 7th Avenue South and west of the midblock between First and Second Streets South (see Figure MB-2), are also appropriate for multifamily uses at a density of 12 dwelling units per acre. This designation is consistent with permitted densities to the north and south along Lake Washington Boulevard.

The area situated east of the midblock between First and Second Streets South, west of the midblock between State Street and Second Place South, and south of 7th Avenue South (see Figure MB-2), contains a well-established enclave of single-family homes. Existing development in this area should be preserved.

Development along the shoreline is discussed.

As specified in the Shoreline Area Chapter of this Plan, new residential structures constructed waterward of the high water line are not permitted. Density and additional standards governing new multifamily development can be found in the Shoreline Area Chapter of this Plan and in the shoreline management regulations in the Kirkland Zoning Code.

B. ECONOMIC ACTIVITIES

Commercial and Mixed Use

Economic Activities in the Moss Bay Neighborhood occur primarily in the Downtown area, and in Planned Areas 5 and 6. The boundaries of these three major activity areas are shown in Figure MB-2.

Economic Activities in Planned Area 5 are discussed.

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

Limited economic activities presently exist in State Street area.

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

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

Most of the land on the east side of Lake Street South appears to be unsuitable for commercial use because of steep slope conditions, as well as problems concerning vehicular ingress and egress. The southeast quadrant of the 10th ~~Avenue~~ [Street](#) South and Lake Street intersection, however, is developed with a market which serves as a convenience to the surrounding residences. Limited commercial use of this location ([see Figure MB-2](#)), therefore, should be allowed to remain.

To mitigate impacts to the adjoining residential area, new development should be subject to the following standards:

- (1) Commercial uses should be oriented to serving the neighborhood. Uses should not include vehicle service stations, drive-in or drive-through businesses, auto service and sales, or storage facilities.
- (2) As part of mixed-use development, upper floors should be limited to residential uses rather than office uses and residential should be limited to a density of 48 units per acre.
- (3) Design review should be used to address scale, context, and pedestrian orientation of new development.

Industrial activities east of the ~~railroad tracks~~ [Cross Kirkland Corridor](#) described.

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

~~as the one currently located in this gateway area, are inappropriate.~~ Development along the Cross Kirkland Corridor should include an attractive orientation to the Corridor in terms of well modulated buildings and avoidance of blank walls. Finally, it is noted in the Everest Neighborhood Plan that there is a major territorial view at the intersection of NE 85th Street and Kirkland Way. This view of Lake Washington, Seattle, the Olympic Mountains and Downtown Kirkland falls over property in this area.

Commented [JM36]: Pole sign gone, KZC prohibits in all LIT zones already

CB. PLANNED AREA 5

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

The eastern portion of the Moss Bay Neighborhood has been designated as Planned Area 5. Due to topographic conditions and circulation patterns, land in Planned Area 5 is relatively secluded. The area has been designated for high-density residential and office uses because of the ability to buffer such high-density development from other uses in the area. The area is developed primarily in high-density residential development while limited office uses exist in the northwestern portion of the area. This planned area is divided into five subareas, based on the unique conditions for development within each area.

Central A Subarea

The Central A subarea of PLA 5 should be permitted to develop with high-density residential uses (up to 24 dwellings/acre).

West B Subarea

The southern portion of Subarea B is adjacent to 6th Street and the entire subarea is south of 4th Avenue. Subarea B is heavily impacted by traffic, as well as existing and future commercial uses and offices to the west. The noise and traffic make this area inappropriate for single-family use, while its ease of access and proximity to the Downtown makes it appropriate for both offices and multifamily uses at a density of up to 24 dwelling units per acre. New development in this subarea should minimize access points directly onto 6th Street. Access for offices, however, should be provided exclusively from 6th Street or 4th Avenue and precluded from Kirkland Way. Structures should be limited to three stories in height.

North C Subarea

Subarea C, located north of Subareas B and A, and north and west of Subarea D, contains office development and the U.S. Post Office facility serving Greater Kirkland. Remaining land should develop as professional office or multifamily residential with no designated density limit. Structures up to five or six stories in height are appropriate in the area north of Subareas B and A for developments containing at least one acre. The adjacent steep hillside limits potential view obstruction from tall buildings. At the same time, taller than normal structures could themselves take advantage of views to the west while maintaining greater open area on site and

enhancing the greenbelt spine. Structures up to four stories in height are appropriate in the eastern portion near Subarea 5D for developments containing at least one acre, if additional building setbacks are provided from residential development to the east in Subarea 5D.

East D Subarea

The easternmost third of PLA 5 is identified as Subarea D. This area has developed in high-density multifamily uses. Any future development should be multifamily residential at a density of up to 24 dwelling units per acre.

South E Subarea

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

DC. PLANNED AREA 6

Concept of “Subareas” discussed.

The bulk of the land south of Kirkland Avenue is contained in Planned Area 6 (Figure MB-2). Within this planned area, land is divided into a number of subareas, based on unique conditions including use conflicts, various parcel ownerships, traffic problems, lack of utilities, and other factors which may influence future development of the land. Due to its location, this planned area also has a special relationship with the Downtown.

Land use in Subarea A discussed.

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

Land use in Subarea B discussed.

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

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

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

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

Commented [JM37]: Height limits are the same as adjoining residential & city-wide regulations limit building massing adjoining single family

Land use in Subarea C discussed.

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

Commented [JM38]: very poor rationale. new homes are about \$1 mil

Commented [JM39]: Revisit with CAR

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

Subarea D is roughly bounded on the west by properties fronting on State Street, on the east by the ~~railroad~~ **Cross Kirkland Corridor**, on the north by the Downtown, and on the south by the midblock between 6th Avenue and 5th Avenue South (see Figure MB-2). The subarea is a residential area between a mixture of commercial and residential uses to the west and industrial activities to the east. There are single-family and multifamily units of varied densities intermingled. The area has been long designated for multifamily use and has been going through a period of transition.

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

Commented [JM40]: Reflect changed conditions

Commented [JM41]: Update and simplify

Natural constraints exist in northeast corner of Subarea D.

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

Subarea E to be limited to single-family residential.

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

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

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

Subarea G-1 to develop in light industrial uses.

Subarea G-1 should be reserved for light industrial and office uses. The presence of the existing industrial and office uses as well as the railroad tracks Cross Kirkland Corridor and other industrial uses to the east make a light industrial designation appropriate for this subarea.

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

While the railroad tracks Cross Kirkland Corridor borders Subarea G-1 to the east, residential developments lie to the west and north. Existing industrial uses are not adequately buffered from adjoining residential uses. Prior to any expansion of industrial development in this area, landscaped buffers and acoustical barriers should be installed where necessary with particular attention to mitigating noise and lighting impacts.

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

~~Subarea G-2, south of 7th Avenue South, is appropriate for light industrial and stand-alone office development. Office use here would be compatible with the existing light~~

Commented [JM42]: Merge G1 & G2 since residential is off the table for G2 (Google Phase 2)

~~industrial use in PLA 6-G 2.~~ Special precautions should be taken to buffer new light industrial or office uses from adjoining residential uses. Existing light industrial development is not adequately buffered from adjoining residential uses. Therefore, prior to any expansion, landscaped buffers and acoustical barriers should be installed where necessary with particular attention to mitigating noise and lighting impacts.

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

~~(1) Traffic from residential uses should gain access from the west, to avoid light industrial traffic along 5th Place South.~~

~~(2) Pedestrian access should be developed to the elementary school and available for public use.~~

Commented [JM43]: Site of Google Phase 2

Existing industrial traffic from uses in Subareas G 1 and 2 to be limited to 7th Avenue South in Subarea E should be routed to the east.

~~Single family development in Subarea E is also significantly affected by traffic generated in neighboring Subarea G. Truck traffic traveling from the industrial area to State Street should be restricted within Subarea E, in order to minimize its impact on single family uses. Industrial and office traffic should not be permitted on 2nd, 3rd, 4th, 5th, or 6th or 7th Avenue South, since thus, existing industrial traffic should be limited to 7th Avenue South. Even at present levels, however, this traffic it is not compatible with single-family homes in the area. If possible, therefore, existing industrial and office traffic should be routed to the east on 5th Place South. In addition, pedestrian and bicycle enhancements, including sidewalks, curbs, gutters, and crosswalks should be developed along 7th Avenue South to provide safe access to and from Lakeview Elementary School.~~

Commented [JM44]: Updated to reflect fact that 5th Pl S was opened after this policy was written.

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

~~Fifth Place South, adjacent to the Cross Kirkland Corridor, has been improved along the railroad Cross Kirkland Corridor, from 7th Avenue South to 6th Street South. It was opened in part to alleviate incompatible traffic impacts generated from light industrial uses onto residential uses to the west. Access directly across the railroad tracks from 7th Avenue South should also be considered, upon redevelopment of those properties located east of the tracks. Measures should be taken to prevent 7th Avenue South from becoming a through route between State Street and 6th Street South.~~

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

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

- (1) The height of structures associated with industrial or office activity should not exceed 25 feet near the perimeter of the development. Taller structures may be permitted if there is additional setback to compensate for the added height and bulk and if mountain views from 6th Street South, 5th Avenue South, and 9th Avenue South are not blocked.
- (2) Hours of operation should be restricted to normal daytime working hours. Industrial or office activities during evening or weekend hours may be permitted on a case-by-case basis, if they ~~are not noticeable from~~ do not disrupt nearby residential areas.
- (3) Industrial and office uses should not create excessive noise, glare, light, dust, fumes, and other adverse conditions which disrupt the residential character of the surrounding area.
- (4) Adequate fencing, landscaping, and/or other visual screening should be required between residential uses and adjacent industrial and office developments and their related parking.
- (5) New industrial and office uses or tenants should receive all access from the east, on 6th Street South, to mitigate traffic impacts on residential uses along 7th Avenue South.

Land use in Subarea H discussed.

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

Land use in Subarea I discussed.

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

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

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

Special considerations for development in Subarea J discussed.

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

Commented [JM45]: There is no PLA 6K text. PLA 6K Zone is essentially and RM 2.4 and existing condo is split zone between 6K and RM 3.6. Consider rezone to simplify PLA 6 and Zoning Code

ED. OPEN SPACE/PARKS

Marina Park and Peter Kirk Park are to be preserved.

The Moss Bay Neighborhood contains two parks of communitywide and perhaps regional significance. These facilities are Marina Park and Peter Kirk Park. These parks should be maintained not only because of their importance in terms of recreation, but also because of their contribution to open space in the Downtown area. In addition, Lakeview Elementary School helps meet some of the recreational needs of residents in the southern portion of the neighborhood. ~~Lake Street Landing Park and a small waterfront pocket park at the end of 5th Avenue~~ Street End Park, David Brink Park, and Settlers Landing Park also provide further recreational opportunities as well as a sense of openness along Lake Street South.

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

Commented [JM46]: not planned, not in PROS plan, low comparative need. Delete per Michael Cogle

Major pedestrian and bicycle pathways considered.

Pedestrian and bicycle pathways are also part of the park and open space system, in addition to providing a transportation function. Major pathways in the Moss Bay Neighborhood should be established according to the designations in Figure MB-7.

FE. PUBLIC SERVICES/FACILITIES

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

Sewer and water service is not adequate to support full development of the Moss Bay Neighborhood according to land use designations in Figure MB-2. Isolated problems have also arisen with regard to storm drainage in the Moss Bay Neighborhood. These system deficiencies should not necessarily prohibit additional development in the area. However, prior to the occupancy of new development, the water, sewer, and drainage facilities should be extended and/or upgraded as necessary to meet the requirements of designated land use for the area.

Water, sewer, and drainage facilities discussed.

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

Undergrounding of utilities is ~~to be actively~~ encouraged.

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

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

Vehicular circulation patterns are fairly well established in the Moss Bay Neighborhood area (see Figure MB-7). There is a relatively large flow of traffic through the area, in addition to traffic generated by activities within the Downtown. The major north/south traffic corridors include Lake Street, State Street, 3rd Street, and ~~108th Avenue NE (6th Street South)~~. The major east/west corridors include Central Way, Kirkland Avenue/Kirkland Way, and NE 68th Street. Future modifications to circulation patterns in the Moss Bay Neighborhood include the following provisions:

- (1) Dead-end streets between State Street and ~~railroad~~ the Cross Kirkland Corridor should be improved.

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

- (2) ~~Industrial traffic in residential areas to be minimized. Industrial access should occur along the railroad~~ 5th Place South, and

~~In order to minimize the impact of industrial traffic in residential areas, access to industrial uses should follow the routes so designated in Figure MB-7. If industrial access along the west side of the railroad is extended to 6th Street South, then 7th Avenue South should be~~

Commented [JM47]: Not needed, Basic GMA concurrency requirements

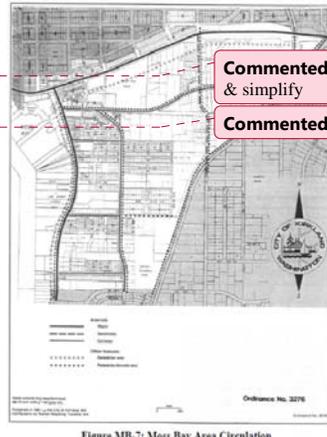
Commented [JM48]: MB 7 does not show routes

closed to industrial traffic. ~~As discussed in the Living Environment Section of this chapter, no expansion of industrial uses in this area should be permitted unless access to the east is provided.~~

- (3) Major pedestrian and bicycle pathways should be enhanced according to Figure MB-7.

~~Major pedestrian and bicycle pathways should be enhanced throughout the Moss Bay Neighborhood according to the designations shown in Figure MB-7. The proposed pathway along presently unopened segments of 4th Street South should be designed in such a way that access would be possible for emergency vehicles, while at the same time precluding other motor vehicles from using the pathways. Pedestrian and bicycle connections from the Cross Kirkland Corridor to the Downtown and other activity nodes in the neighborhood should be completed.~~ Bicycle lanes should be established along Lake Street South and along State Street. Pedestrian and bicycle access across Lake Street South should also be improved. Such improvements would facilitate safer access to the waterfront and could allow for some waterfront-related parking east of Lake Street South.

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



Commented [JM49]: Update to reflect current conditions & simplify

Commented [JM50]: Review

Figure MB-7: Moss Bay Area Circulation

Commented [JM51]: Review

MOSS BAY NEIGHBORHOOD PLAN

DRAFT for Public Hearing

1. INTRODUCTION

In terms of land use, the Moss Bay Neighborhood is Kirkland's most complex area. Situated on the shores of Lake Washington, the area contains a wide variety of land uses, including Downtown retail businesses, industrial activities, offices, well established single-family areas, large-scale multifamily development, a marina, a baseball facility, a post office, and the Cross Kirkland Corridor.

Moss Bay Neighborhood boundaries are illustrated in Figure MB-1.

While the neighborhood is dominated by the commercial activities associated with Kirkland's downtown, there are considerable opportunities for residential development. A major policy emphasis for the Moss Bay Neighborhood is to encourage commercial activities in the Downtown, and to expand "close-in" housing opportunities by encouraging medium to high density residential uses in the perimeter of the Downtown (Figure MB-1). A mix of residential densities exists in the remainder of the Moss Bay Neighborhood, generally stepping down with increased distance from commercial activities.

For properties within the shoreline jurisdiction, the policies in the Shoreline Area chapter and shoreline management regulations in the Kirkland Zoning Code should be observed.

2. NATURAL ENVIRONMENT

The functional integrity of watercourses should be maintained or improved.

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

Possible drainage problems exist in the eastern portion of Moss Bay Neighborhood.

In the eastern portion of the Moss Bay Neighborhood, the water table is at, or very near, the surface. In this area, the topsoil is wet and soggy and there could be drainage problems associated with

development. Future proposals for development in this area must take these hydrologic conditions into consideration.

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

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

Figure MB-1: Moss Bay Area Boundaries

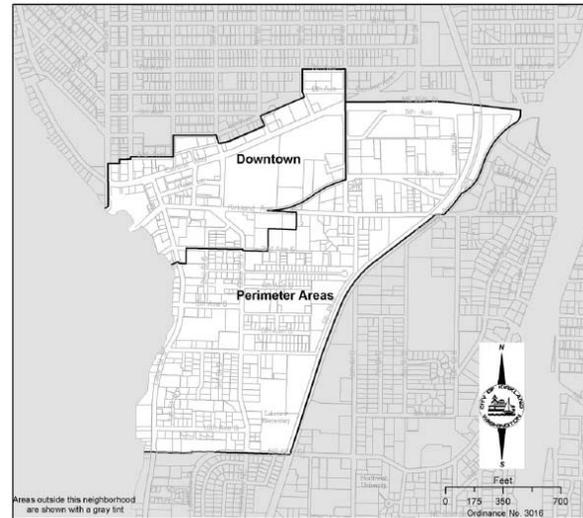


Figure MB-1: Moss Bay Area Boundaries

Figure MB-2: Moss Bay Area Land Use

3. DOWNTOWN PLAN

A. VISION STATEMENT

Downtown Kirkland provides a strong sense of community identity for all of Kirkland. This identity is derived from Downtown’s physical setting along the lakefront, its distinctive topography, and the human scale of existing development. This identity is reinforced in the minds of Kirkland residents by Downtown’s historic role as the cultural and civic heart of the community. Downtown Kirkland is also a vibrant, walkable community where many choose to live and work.

Future growth and development of the Downtown must recognize its unique identity, complement ongoing civic activities, clarify Downtown’s natural physical setting, enhance the open space network, and add pedestrian amenities. These qualities will be encouraged by attracting economic development that emphasizes diversity and quality within a hometown setting of human scale.

B. LAND USE

A critical mass of retail uses and services is essential to the economic vitality of the Downtown area.

The Downtown area is appropriate for a wide variety of permitted uses. The area's economic vitality and identity as a commercial center will depend upon its ability to establish and retain a critical mass of retail uses and services, primarily located west of 3rd Street. If this objective is not reached, it relegates the Downtown to a weaker and narrower commercial focus (i.e., restaurants and offices only) and lessens the opportunities and reasons for Kirkland residents and employees to frequent the Downtown.

The enhancement of the area for retail and service businesses will best be served by concentrating such uses in the pedestrian core and shoreline districts and by encouraging a substantial increase in the amount of housing and office floor area either within or adjacent to the core. In implementing this land use concept as a part of Downtown's vision, care must be taken to respect and enhance the existing features, patterns, and opportunities discussed in the following plan sections on urban design, public facilities, and circulation.

Land use districts in the Downtown area are identified in Figure MB-3.

Figure MB-3 identifies five land use districts within the Downtown area. The districts are structured according to natural constraints such as topographical change, the appropriateness of pedestrian and/or automobile-oriented uses within the district, and linkages with nearby residential neighborhoods and other commercial activity centers.

CORE AREA

Pedestrian activity in the core area is to be enhanced.

The core area should be enhanced as the pedestrian heart of Downtown Kirkland. Land uses should be oriented to the pedestrian, both in terms of design and activity type. Appropriate uses include retail, restaurant, office, residential, cultural, and recreational.

Restaurants, delicatessens, and specialty retail shops, including fine apparel, gift shops, art galleries, import shops, and the like constitute the use mix and image contemplated in the Vision for Downtown. These uses provide visual interest and stimulate foot traffic and thereby provide opportunities for leisure time strolling along Downtown walkways for Kirkland residents, employees and visitors.

Figure MB-3: Downtown Land Use Districts

Drive-through facilities and ground-floor offices are prohibited.

The desired pedestrian character and vitality of the core area requires the relatively intensive use of land and continuous compact retail frontage. Therefore, automobile drive-through facilities should be prohibited. Similarly, office uses should not be allowed to locate on the ground level. These uses generally lack visual interest, generate little foot traffic, and diminish prime ground floor opportunities for the retail uses that are crucial to the ambiance and economic success of the core area.

The attractiveness of the core area for pedestrian activity should be maintained and enhanced. Public and private efforts toward beautification of the area should be promoted. Mitigation measures should be undertaken where land uses may threaten the quality of the pedestrian environment.

The creation and enhancement of public open spaces is discussed.

Public open spaces are an important component of the pedestrian environment. They provide focal points for outdoor activity, provide refuge from automobiles, and stimulate foot traffic which in turn helps the retail trade. The establishment and use of public spaces should be promoted. Surface parking lots should be eliminated in favor of structured parking. In the interim, their presence should be mitigated with landscaped buffers adjacent to rights-of-way and between properties. Landscaping should also be installed where rear sides of buildings and service areas are exposed to pedestrians.

The City should generally avoid vacating alleys and streets in the core area. The existing network of street and alleys provides a fine-grained texture to the blocks which allows service access and pedestrian shortcuts. The small blocks also preclude consolidation of properties which might allow larger developments with less pedestrian scale. Vacations may be considered when they will not result in increased building mass and there is a substantial public benefit. Examples of public benefit might include superior pedestrian or vehicular linkages, or superior public open space.

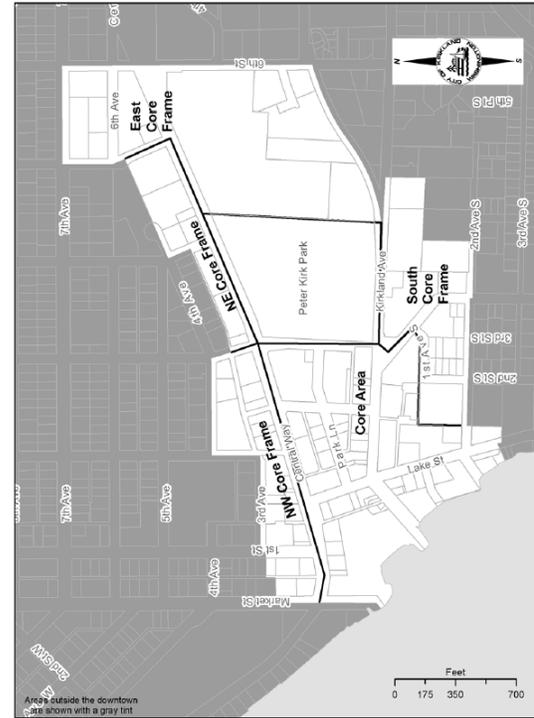


Figure MB-3: Downtown Land Use Districts

NORTHWEST CORE FRAME

Office and office/multifamily mixed-use projects are appropriate in the Northwest Core Frame.

The Northwest Core Frame includes the area south of City Hall and north of the core area. This area should develop with office, or office/multifamily mixed-use projects, whose occupants will help to support the commercial establishments contained in the core. Retail and restaurant uses are desirable; provided, that they have primary access from Central Way.

This area presents an excellent opportunity for the development of perimeter parking for the core area and is so shown in the Downtown Master Plan (Figure MB-4). Developers should be encouraged to include surplus public parking in their projects, or to incorporate private parking “transferred” from projects in the core or funded by the fee-in-lieu or other municipal source. To maintain the pedestrian character of this area, drive-through facilities should be prohibited.

Figure MB-4: Downtown Master Plan

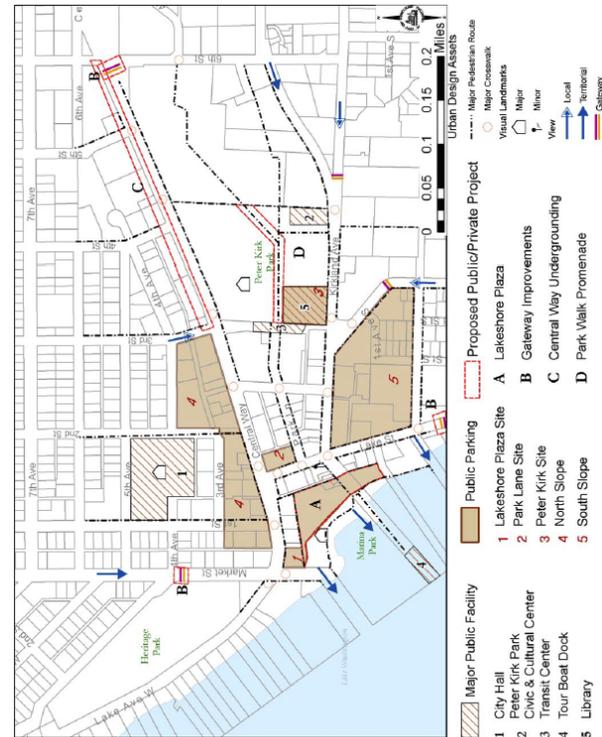


Figure MB-4: Downtown Master Plan

NORTHEAST CORE FRAME

A broad range of commercial uses should be encouraged in the Northeast Core Frame.

Redevelopment or new development in this area should be encouraged to represent a broad range of commercial uses with an increased emphasis on pedestrian character.

Future development should set the bulk of structures back from the street while providing low, one-story retail shops at the edge of the sidewalk. This will present an open, green face to Central Way and, in conjunction with Peter Kirk Park on the south side of the street, create a tree-lined boulevard effect as one approaches the core area from the east.

EAST CORE FRAME

Development in the East Core Frame should be in large, intensively developed mixed-use projects.

The East Core Frame is located east of Peter Kirk Park, extending from Kirkland Way northerly to 7th Avenue. The area includes the Kirkland Parkplace shopping center as well as several large office buildings and large residential complexes. South of Central Way, the area is largely commercial and provides significant opportunities for redevelopment. Because this area provides the best opportunities in the Downtown for creating a strong employment base, redevelopment for office use should be emphasized. Within the Parkplace Center site, however, retail uses should be a significant component of a mixed-use complex. Limited residential use should be allowed as a complementary use.

The north side of Central Way, within the East Core Frame, has been redeveloped to nearly its full potential with high density residential uses.

SOUTH CORE FRAME

Retail, office, and office/multifamily mixed-use projects are suitable for the South Core Frame.

The South Core Frame immediately abuts the southern boundary of the core area. This area is suitable for retail, office, and office/multifamily mixed-use projects.

Public parking may be provided in the South Core Frame.

The South Core Frame, like the Northwest Core Frame, presents an excellent opportunity for the development of close-in public parking. Developers should be allowed to include surplus public parking in their projects in this area or to accommodate private parking transferred from the core or funded by fee-in-lieu or other municipal source.

The western half of the South Core Frame should develop more intensively than the eastern half of this area, due to its proximity to the Downtown core.

Mitigation measures to reduce impacts on single-family residences may be required.

As this area lies just north of an established single-family neighborhood, mitigation measures may be required to minimize the impacts of any new nonresidential development on these single-family homes. These measures may include the restriction of vehicle access to projects within the South Core Frame to nonresidential streets. Public improvements, such as physical barriers to restrict traffic flow in these areas, may be considered. The architectural massing of projects should be

modulated both horizontally and vertically to reduce their visual bulk and to reflect the topography which presently exists.

C. URBAN DESIGN

The urban design of Downtown Kirkland consists of many disparate elements which, together, define its identity and “sense of place.” This document provides policy guidelines for the design of private development and a master plan for the development of the public framework of streets, pedestrian pathways, public facilities, parks, public buildings, and other public improvements (see Figure MB-4).

The following discussion is organized into three sections:

- A. Downtown Design Guidelines and Design Review;
- B. Building Height and Design Districts; and
- C. The Image of the City: Urban Design Assets.

DOWNTOWN DESIGN GUIDELINES AND DESIGN REVIEW

Mechanics of Design Review are described.

The “Design Guidelines for Pedestrian-Oriented Business Districts,” which are adopted in Chapter 3.30 of the Kirkland Municipal Code, contains policy guidelines and concepts for private development in Downtown Kirkland. The “Master Plan and Design Guidelines for Kirkland Parkplace” contain guidelines for the master planned development of the Kirkland Parkplace site (Design District 5A). Discretion to deny or condition a design proposal is based on specific Design Guidelines or a master plan adopted by the City Council and administered by the Design Review Board and Planning Department. Design Review enables the City to apply the Guidelines in a consistent, predictable, and effective manner.

The Guidelines are intended to balance the desired diversity of project architecture with the equally desired overall coherence of the Downtown’s visual and historic character. This is to be achieved by injecting into each project’s creative design process a recognition and respect of design principles and methods which incorporate new development into Downtown’s overall pattern.

The Design Review Process enables the City to require new development to implement the Guidelines and to protect and enhance the area’s urban design assets.

BUILDING HEIGHT AND DESIGN DISTRICTS

Figure MB-5 identifies eight height and design districts within Downtown Kirkland. The boundaries of these districts are determined primarily by the topographical characteristics of the land and the area’s proximity to other noncommercial uses.

Design District 1

Maximum building height in Design District 1 is between two and five stories, depending on location and use.

This district is bordered by Lake Street, Central Way, 3rd Street, and generally 1st Avenue South. When combined with District 2, this area corresponds to the Core Area as shown in Figure MB-3.

The maximum building height in this area should be between two and five stories with no minimum setback from property lines. Stories above the second story should be set back from the street.

Buildings should be limited to two stories along all of Lake Street South to reflect the scale of development in Design District 2. Along Park Lane west of Main Street, Third Street, and along Kirkland Avenue, a maximum height of two stories along street frontages will protect the existing human scale and pedestrian orientation. Buildings up to three stories in height may be appropriate along Central Way to reflect the scale of development in Design District 8 and as an intermediate height where adequately set back from the street. A continuous three-story street wall should be avoided by incorporating vertical and horizontal modulations into the design of buildings.

The portions of Design District 1 designated as 1A in Figure MB-5 should be limited to a maximum height of three stories. As an incentive to encourage residential use of upper floors and to strengthen the retail fabric of the Core Area, a fourth story of height may be allowed. This additional story may be considered by the Design Review Board for projects where at least two of the upper stories are residential, the total height is not more than four feet taller than the height that would result from an office project with two stories of office over ground floor retail, stories above the second story are set back significantly from the street and the building form is stepped back at the third and fourth stories to mitigate the additional building mass, and the project provides superior retail space at the street level. Rooftop appurtenances and related screening should not exceed the total allowed height, and should be integrated into the height and design of any peaked roofs or parapets.

The portions of Design District 1 designated as 1B in Figure MB-5 provide the best opportunities for new development that could contribute to the pedestrian fabric of the Downtown. Much of the existing development in these areas consists of older auto-oriented uses defined by surface parking lots and poor pedestrian orientation. To provide incentive for redevelopment and because these larger sites have more flexibility to accommodate additional height, a mix of two to four stories in height is appropriate. East of Main Street, development should combine modulations in building heights with modulations of facade widths to break large buildings into the appearance of multiple smaller buildings. South of Kirkland Avenue, building forms should step up from the north and west with the tallest portions at the base of the hillside to help moderate the mass of large buildings on top of the bluff. Buildings over two stories in height should generally reduce the building mass above the second story.

As with Design District 1A, an additional story of height may be appropriate in 1B to encourage residential use of the upper floors and to strengthen the retail fabric in the Core Area. This additional story may be considered by the Design Review Board for projects where at least three of the upper stories are residential, the total height is not more than one foot taller than the height that would result from an office project with three stories of office over ground floor retail, stories above the second story are set back significantly from the street and the building form is stepped back at the third, fourth, and fifth stories to mitigate the additional building mass, and the project provides superior retail space at the street level. Rooftop appurtenances and related screening should not exceed the total allowed height, and should be integrated into the height and design of any peaked roofs or parapets.

Design considerations of particular importance in this area are those related to pedestrian scale and orientation. Building design at the street wall should contribute to a lively, attractive, and safe pedestrian streetscape. This should be achieved by the judicious placement of windows, multiple entrances, canopies, awnings, courtyards, arcades, and other pedestrian amenities. Service areas, surface parking, and blank facades should be located away from the street frontage.

Figure MB-5: Downtown Height and Design Districts

Design District 2

One to three stories in building height above Central Way or Lake Street are appropriate in Design District 2, depending on location.

This area is bordered by the shoreline, Central Way, Lake Street, and 3rd Avenue South. This area serves as the link between Downtown and the lake and helps define the traditional pedestrian-oriented retail environment. In addition, the existing low development allows public views of the lake from many vantages around the Downtown and allows evening sun into the Downtown core. To emphasize this link and the traditional role, building heights in this area should remain low. Two stories above the street are appropriate along Central Way and south of Kirkland Avenue. Along Lake Street South between Kirkland Avenue and Central Way, buildings should be limited to one story above the street. Two stories in height may be allowed in this area where the impacts of the additional height are offset by substantial public benefits, such as through-block public pedestrian access or view corridors. Buildings over one story in this area should be reviewed by the Design Review Board for both design and public benefit considerations. These benefits could also be provided with the development of the Lakeshore Plaza project identified in the Downtown Master Plan (see Figure MB-4). Building occurring in conjunction with that project or thereafter should be reviewed in relation to the new context to determine whether two stories are appropriate. South of Second Avenue South, buildings up to three stories above Lake Street South are appropriate. Buildings over two stories should be reviewed by the Design Review Board to ensure an effective transition along the street and properties to the south.

As in District 1, pedestrian orientation is an equally important design consideration in District 2. In addition, improvements related to the visual or physical linkage between building in this area and the lake to the west should be incorporated in building design.

The public parking lot located near Marina Park at the base of Market Street is well suited for a parking structure of several levels, due to its topography. Incentives should be developed to encourage the use of this site for additional public parking.

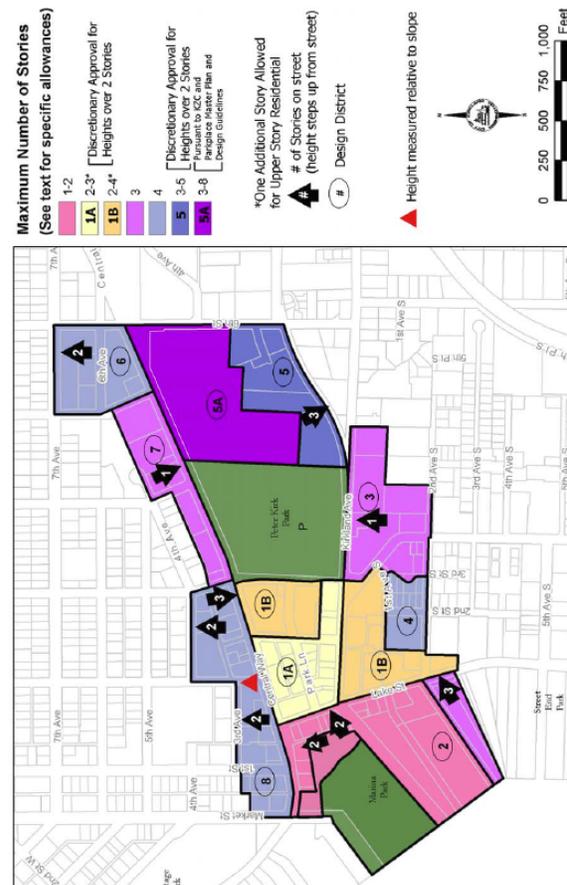


Figure MB-5: Downtown Height and Design Districts

Design Districts 3 and 7

Maximum building height is three stories in Design Districts 3 and 7.

These districts are east of 3rd Street, north of Central Way, and south of Peter Kirk Park. Maximum building height should be three stories, with a minimum front yard setback of 20 feet and maximum lot coverage of 80 percent. Lower portions of projects with a pedestrian orientation should be allowed to encroach into the setbacks to stimulate pedestrian activity and links to eastern portions of the Downtown. Street trees and ground cover are appropriate along Kirkland Avenue and Central Way. By keeping structures in this area relatively low-rise and set back from the street, views from upland residences can be preserved and the openness around Peter Kirk Park enhanced.

In Design District 3, the restriction of access points to nonresidential streets may be necessary in order to prevent a negative impact of development in this area on the single-family enclave which exists to the south.

Design District 4

Maximum building height to be four stories.

This district is located south of 1st Avenue South, east of 1st Street South. Land in this area is appropriate for developments of four stories in height.

The method for calculating building height should be modified for this area as described in the discussion of height calculation for structures in District 8. The opportunity to take advantage of substantial grade changes with terraced building forms also exists in the western half of District 4.

Vehicular circulation will be an important consideration in project design in this area. The restriction of access points to nonresidential streets in order to prevent a negative impact of development in this area on the single-family enclave which exists to the south may be necessary.

Design District 5

Building heights of two to five stories are appropriate in Design District 5.

This district lies at the east side of Downtown between Design District 5A and Kirkland Way. Maximum building height should be between three and five stories. The existing mix of building heights and arrangement of structures within the district preserves a sense of openness within the district and around the perimeter. Placement, size, and orientation of new structures in this district should be carefully considered to preserve this sense of openness. Buildings over two stories in height should be reviewed by the Design Review Board for consistency with applicable policies and criteria. Within the district, massing should generally be lower toward the perimeter and step up toward the center. Portions of buildings facing Kirkland Way and Peter Kirk Park should be limited to between two and three stories, with taller portions of the building stepped back

significantly. Buildings over three stories in height should generally reduce building mass above the third story.

Buildings fronting Peter Kirk Park and the Performance Center should be well modulated, both vertically and horizontally, to ease the transition to this important public space. Buildings should not turn their backs on the park with service access or blank walls. Landscaping and pedestrian linkages should be used to create an effective transition.

Design considerations related to vehicular and pedestrian access, landscaping, and open space are particularly important in this area. Within the district, a north-south vehicular access between Central Way and Kirkland Way should be preserved and enhanced with pedestrian improvements.

Design District 5A

Building heights of three to eight stories are appropriate in Design District 5A.

This district lies at the east side of Downtown between Central Way and Design District 5 and is commonly known as Parkplace. This property is distinguished from the remainder of Design District 5 by the following factors: it is a large parcel under common ownership; it is topographically distinct based on previous excavation to a level that is generally lower than Central Way and abutting properties to the south and east; it has frontage on Central Way; and it contains a mix of uses not found on other office or residential only properties in District 5. Design considerations related to vehicular and pedestrian access, landscaping, and open space are particularly important in this area. Within the district a north-south vehicular access between Central Way and Kirkland Way should be preserved and enhanced with pedestrian improvements.

Redevelopment of this area should be governed by the Kirkland Parkplace Master Plan and Design Guidelines as set forth in the Kirkland Municipal Code. Heights of up to eight stories are appropriate as an incentive to create a network of public open spaces around which is organized a dynamic retail destination. Development under the Master Plan and Design Guidelines should guide the transformation of this district from an auto-oriented center surrounded by surface parking into a pedestrian-oriented center integrated into the community by placing parking underground; activating the streets with retail uses; and creating generous pedestrian paths, public spaces and gathering places. Pedestrian connections to adjoining streets, Peter Kirk Park, and adjoining developments should be incorporated to facilitate the integration of the district into the neighborhood. Residential development could be designed to integrate into both the office/retail character of the zone and the active urban nature of Peter Kirk Park. Special attention to building design, size, and location should be provided at three key locations: at the intersection of Central Way and Sixth Street to define and enhance this important downtown gateway; along Central Way to respond to the context along the north side of the street; and facing Peter Kirk Park to provide a transition in scale to Downtown's central greenspace.

Because of the intensity of land use in 5A, the design of the buildings and site should incorporate aggressive sustainability measures, including low impact development measures, deconstruction, green buildings, and transportation demand management.

Design District 6

Maximum building heights of two to four stories are appropriate for Design District 6.

Figure MB-6 contains a schematic diagram of design and circulation considerations that should be incorporated in the redevelopment of this district. Development of this district should be relatively intensive and should be physically integrated through pedestrian access routes, design considerations, and intensive landscaping. Safe, convenient, and attractive pedestrian connections across the district should be provided. Design considerations related to vehicular and pedestrian access, landscaping, and open space are particularly important in this area. The intersection of 6th Street and Central Way is a prominent gateway to the Downtown. Development in this area should have a positive impact on the image of Kirkland and should be designed to enhance this entry.

The northern portion of this district should be developed in uses that are residential both in function and scale. Access to this portion of the site may be either from 7th Avenue or from one of the adjacent side streets. Some of the significant trees along 7th Avenue should be incorporated into the site design as a means of softening the apparent mass of any new structures and to provide additional elements of continuity facing the single-family residences along 7th Avenue. In addition, building mass should step down toward 7th Avenue and design consideration should be given to the massing and form of single-family homes to the north.

Design District 8

Building heights of two to four stories are appropriate, depending on location.

This district is located north of Central Way and south of 4th Avenue, between Market Street and 3rd Street. Maximum building height should be three stories abutting Central Way and two stories at 3rd and 4th Avenues. Structures which do not abut either of these streets should be allowed to rise up to four stories.

Figure MB-6: Design Districts 5 and 6 - Circulation and Gateways

Building height calculation should require terracing of building forms on sloped sites.

Where dramatic elevation changes exist in this district, an innovative method of calculating height is appropriate. In order to encourage the terracing of building forms on the hillside, building height should be calculated relative to the ground elevation above which the individual planes of the structure lie. Additional bulk controls should apply to restrict the height within 100 feet of noncommercial neighborhoods to the same height allowed in the adjacent zone. Heights on the north side should step down to ease the transition to the core area and moderate the mass on top of the hillside.

Vehicular circulation to nonresidential portions of projects within this area should not occur on primarily residential streets. In addition, design elements should be incorporated into developments in this area which provide a transition to the residential area to the north.

THE IMAGE OF THE CITY: URBAN DESIGN ASSETS

Many of Downtown's urban design assets are mapped on the Master Plan (Figure MB-4) or are discussed explicitly in the text of the Height and Design Districts or the Downtown Design Guidelines. The following text should read as an explanation and amplification of references made in those two parts of the Downtown Plan.

Visual Landmarks

Lake Washington is a major landmark in Downtown Kirkland.

The most vivid landmark in Downtown Kirkland is Lake Washington. The lake provides a sense of openness and orientation and is a prominent feature from two of the three main approaches to the Downtown. Many residents and visitors to Kirkland form their impressions of the community from these important vantage points. The preservation and enhancement of views from the eastern (NE 85th Street) and northern (Market Street) approaches is a high-priority policy objective.

Despite the prominence from these vantage points, the core area is not well oriented to capitalize on its waterfront setting. The existing activity centers of the retail core and the lake are separated by large surface parking lots. The City and property owners around Marina Park should aggressively pursue opportunities to correct this deficiency by structuring the existing surface parking below a public plaza. This open space amenity could redefine the Downtown and become the focal point of the community.

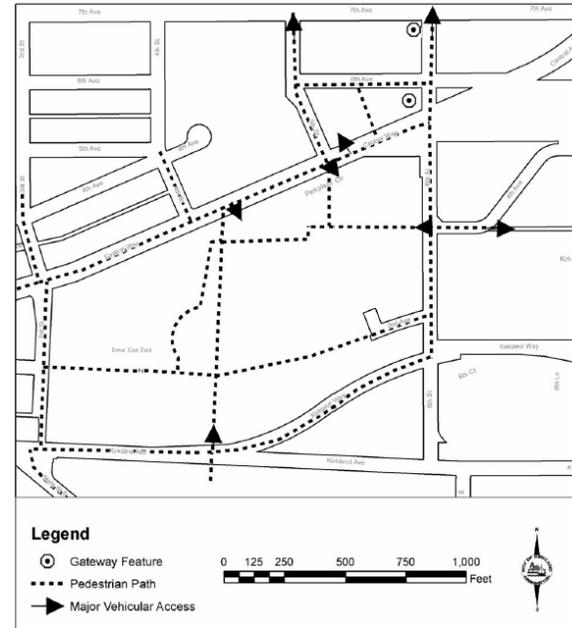


Figure MB-6: Design Districts 5 and 6 - Circulation and Gateways

Other outstanding visual landmarks include the large green expanse of Peter Kirk Park, which provides an open space relief to the densely developed Downtown core to the west. The Peter Kirk Park civic and cultural facilities (Library, Municipal Garage, Peter Kirk Pool, Kirkland Performance Center, Peter Kirk Community Center, Teen Union Building) located at the south edge of Peter Kirk Park, as well as the METRO transit center at the western boundary of the park, are also well-known local landmarks.

The City Hall facility provides an important visual and civic landmark on the northern slope above the Downtown. Marina Park and the pavilion structure situated there are also symbolic reference points of community, recreational, and cultural activities.

There are a number of features in and nearby the Downtown area with historic significance which add to its visual character and historic flavor. These landmarks include the historic buildings on Market Street and the old ferry clock on Lake Street at Kirkland Avenue. These structures should be recognized for their community and historic value, and their preservation and enhancement should have a high priority. In contrast to the bland architecture of many of the buildings in the Downtown constructed since the 1940s, some of the older structures help define the character of the Downtown. The City will consider preserving this character through a process of inventorying these structures and adopting historic protection regulations. New regulations could range from protecting the character of designated historic buildings to protecting the actual structure. Some form of preservation would provide continuity between the Downtown vision and its unique past.

Public Views

Important Downtown views are from the northern, southern, and eastern gateways.

A number of dramatic views exist in the Downtown and its immediate vicinity due to the hills, the valley, and the sloping land areas which form the bowl-like topography characterizing the City's center. One of the views most often associated with Downtown Kirkland is from NE 85th Street just west of Interstate 405. From this vantage point, the hills north and south of the core area form a frame for a sweeping view of Lake Washington in the distance and the Olympic mountain range beyond.

Another striking view, identified in Figure MB-4, is from the Market Street entry into Downtown. This approach is met with a view of the lake, Marina Park and its pavilion, and the City's shoreline. This view could be enhanced with redevelopment of the telecommunications site, where the existing massive building substantially diminishes this broad territorial view.

Where the Kirkland Avenue and 2nd Avenue South rights-of-way cross Lake Street and continue to Lake Washington, an unobstructed view of open water is visible to pedestrians and people traveling in vehicles. These views are very valuable in maintaining the visual connection and perception of public accessibility to the lake. These views should be kept free of obstruction.

Gateways

Topographic changes define gateways into the Downtown area.

The gateways into Downtown Kirkland are very clear and convey a distinct sense of entry. Two of the Downtown's three major gateways make use of a change in topography to provide a visual entry into the area.

At the eastern boundary of the Downtown area, Central Way drops toward the lake, and the core area comes clearly into view. This gateway could be enhanced by an entry sign, similar to one located farther up the hill to the east, or some other distinctive structure or landscaping feature.

A second major gateway is the Downtown's northern entrance where Market Street slopes gradually down toward Marina Park. The historic buildings at 7th Avenue begin to form the visual impression of Downtown's character and identity, and the landscaped median adds to the boulevard feeling of this entryway. Some type of sign or other feature could be incorporated into the improvements to Heritage Park.

At the Downtown's southern border, the curve of Lake Street at about 3rd Avenue South provides a very clear gateway into the commercial core. It is at this point that the transition from residential to retail uses is distinctly felt. Here, also, is an opportunity to enhance this sense of entry by creation of literal gateposts, signs, or landscape materials.

Pathways

An extensive network of pedestrian pathways covers the Downtown area.

The size and scale of Downtown Kirkland make walking a convenient and attractive activity. An extensive network of pedestrian pathways covers the Downtown area, linking residential, recreational, and commercial areas. Downtown Kirkland is a pedestrian precinct unlike virtually any other in the region. It is almost European in its scale and quality.

The core of the shopping district, with its compact land uses, is particularly conducive to pedestrian traffic. Both sides of Lake Street, Park Lane, Central Way, and Kirkland Avenue are major pedestrian routes. Many residents and visitors also traverse the land west of Lake Street to view and participate in water-oriented activities available there.

The Downtown area's major east/west pedestrian route links the lake with Peter Kirk Park, the Kirkland Parkplace shopping center, and areas to the east. For the most part, this route is a visually clear pathway, with diversity and nearby destinations contributing to its appeal to the pedestrian. Enhancement and improved definition of this important east-west pedestrian corridor would help link Parkplace with the rest of the shopping district. East/west pedestrian routes along Central Way and Kirkland Way should continue to be improved with a strong pedestrian emphasis as new development and street improvements occur.

Minor pedestrian routes link the residential areas north of Central Way and south of Kirkland Avenue. These linkages need to be strengthened in order to accommodate the residential and office populations walking from the Norkirk Neighborhood and core frames, respectively. Additional improvements, such as brick paver crosswalks, pedestrian safety islands, and signalization, are methods to strengthen these north-south linkages.

Enhancement of Downtown pedestrian routes should be a high-priority objective.

Enhancement of the Downtown area’s pedestrian routes should be a high-priority policy and design objective. For example, minor architectural features and attractive and informative signs should be used to identify public pathways. Public and private efforts to make pedestrian walkways more interesting, functional, convenient, and safe, should be strongly supported. Figure MB-4 highlights a number of projects proposed for this purpose. These projects are discussed in detail elsewhere in this text.

D. PUBLIC FACILITIES

OPEN SPACE/PARKS

Four major park sites are critical to the Downtown’s feeling of openness and greenery. These parks weave a noncommercial leisure-time thread into the fabric of the area and provide a valuable amenity, enhancing Downtown’s appeal as a destination. Each of the major approaches to the Downtown is met with a park, with Heritage Park enhancing the northern entry, Marina Park enhancing both the northern entry and western entry via Lake Washington, and Peter Kirk Park and Dave Brink Park augmenting the eastern and southern approaches. Physical improvements in and near these parks should strengthen their visual prominence and prevent view obstruction.

Marina Park and Peter Kirk Park in particular are well-used by families and recreational groups. Public facilities at these parks should continue to expand opportunities for residents, such as the installation of permanent street furniture. .

Pedestrian improvements should be made to improve connections between parks and nearby facilities.

Impacts from projects, such as the tour boat dock at Marina Park and the METRO transit center at Peter Kirk Park, should be minimized. Efforts to provide continuity between these facilities and the parks through the use of consistent walkway materials, landscaping, and other pedestrian amenities will help to reduce the appearance of a separation of uses at these locations.

The boat launch ramp at Marina Park is an important amenity in the community. It should be retained until another more suitable location is found.

OTHER PUBLIC FACILITIES

City Hall and the Peter Kirk Park civic and cultural center add to the community atmosphere and civic presence in the Downtown area. The plan for Downtown developed in 1977 recommended that the City Hall facility be moved from its previous location in the core area to its present site overlooking the Downtown from the northern slope. Relocated in 1982, City Hall is close enough to Downtown to contribute workers to the retail and restaurant trade, as well as to provide a visually prominent and symbolic landmark when viewed from the Downtown.

Public efforts to assist the Downtown business district should be continued.

The City should help to foster economic vitality in the Downtown by working with the private sector and by encouraging independent efforts toward economic development by the private sector. Such assistance to the business community might include supporting efforts to establish local improvement or business improvement districts. This could take the form of seed money for preliminary studies and the dissemination of information.

Other public efforts to strengthen the Downtown business climate should include the continued promotion of public projects such as the tour boat dock, in addition to continued support for public and/or private projects such as Lakeshore Plaza at Marina Park, which would help to implement public policy goals.

E. CIRCULATION

PEDESTRIAN

Pedestrian routes should have equal priority to vehicular routes in Downtown circulation.

Pedestrian amenities and routes should continue to be improved, and should be given equal priority with that of vehicular routes for circulation within the Downtown. Modifications to the street network and traffic patterns should not be allowed to disrupt Downtown pedestrian activity and circulation.

To be a truly successful walking environment, the core area of the Downtown must be safe, convenient, and pleasant for pedestrians of all ages. Pedestrian safety should continue to be a high priority in the placement and design of intersections, crosswalks, and sidewalks.

Convenience to the pedestrian will be enhanced by improving the directness and ease of pedestrian routes. “Shortcuts” between streets, or even between buildings, can link pedestrian routes over large distances where vehicles cannot circulate. Coordinated public directory signs and maps of walkways should be developed to clearly identify public pathways for the pedestrian.

A system of overhead coverings should be considered to improve the quality of pedestrian walkways year-round.

The pleasures of walking in the Downtown area would be enhanced by the installation of minor public improvements, such as street furniture (benches, planters, fountains, sculptures, special paving treatments), flower baskets, and coordinated banners and public art. The creation of a system of overhead coverings such as awnings, arcades, and marquees would provide protection to the pedestrian during inclement weather, allowing for pedestrian activity year-round. All of these features would add visual interest and vitality to the pedestrian environment.

The establishment and improvement of pedestrian pathways between activity centers should be a high-priority policy objective. Major pedestrian routes within the Downtown area are identified in

Figure MB-4. Major pathways include the extensive east-west “spine” or “Park Walk Promenade,” which links the lake with points east of 6th Street and the shoreline public access trail.

The Downtown Master Plan also identifies other important pedestrian routes which provide north-south pedestrian access. Improvements to these pathways should be promoted, particularly at the intersection of 6th Street and Central Way.

The Park Walk Promenade identified on the Downtown Master Plan should consist of a series of minor structures placed at prominent locations along the walkway in order to clearly identify the pathway throughout its length, as well as to provide some protection during wet weather. The walk serves the Peter Kirk Park civic and cultural center, as well as commercial areas to the east and west. This walkway should be expanded upon when the remaining land south of Kirkland Parkplace develops to complete a connection between Central Way and Kirkland Avenue.

Figure MB-4 illustrates pedestrian system improvements for the two major routes which are intended to serve several purposes. These projects would improve the safety, convenience, and attractiveness of foot traffic in the Downtown, provide shelter from the weather, and create a unifying element highlighting the presence of a pedestrian linkage.

A large public plaza should be constructed west of buildings on Lake Street to enhance the Downtown’s lakefront setting (See Figure MB-4).

The Lakeshore Plaza shown on the Downtown Master Plan envisions a large public plaza constructed over structured parking. Ideally, the plaza would be developed through public/private partnerships to provide a seamless connection between the Downtown and the lake. The plaza would be at the same grade as Lake Street and would provide visual and pedestrian access from a series of at-grade pedestrian connections from Central Way and Lake Street.

VEHICULAR

Automobiles and public transit are still the modes of transportation which move most people in and out of the Downtown. A primary circulation goal should be to, facilitate vehicle and transit access into and out of the Downtown, while emphasizing pedestrian circulation and supporting alternative transportation choices into and around the Downtown.

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Lake Street should be designated to function as a major pedestrian pathway. The objectives for land use and pedestrian circulation should be seriously considered during any plans for traffic and roadway improvements on Lake Washington Boulevard. The goal to discourage commuter traffic on the boulevard should not be viewed independently from the need to retain vehicle access for tourists, shoppers, and employees to the Downtown.

State Street should continue to serve as a major vehicular route, bringing shoppers and workers into the Downtown area. Sixth Street should be developed to accommodate additional vehicles

The use of public transportation to the Downtown should be encouraged.

Third Street has been designed for the pedestrian and public transit user, with the METRO transit center located on this street. The use of public transportation as an alternative for people who work or shop in the Downtown should be encouraged. Increased use of this mode of transportation would help to reduce traffic congestion and parking problems in the core area.

The number of vehicular curb cuts in the Downtown area should be limited. Both traffic flow in the streets and pedestrian flow on the sidewalks are disrupted where driveways occur. In the core frame in particular, the placement of driveways should not encourage vehicles moving to and from commercial areas to travel through residential districts.

PARKING

The core area is a pedestrian-oriented district, and the maintenance and enhancement of this quality should be a high priority. Nevertheless, it should be recognized that many pedestrians arrive in the core via an automobile which must be parked within easy walking distance of shops and services. To this end, as discussed elsewhere in this chapter, private projects which include a substantial amount of surplus parking stalls in their projects should be encouraged to locate these parking stalls in the core frame.

The Downtown area contains a variety of parking opportunities. Three public parking lots exist in the Downtown area (the street-end of Market Street at Marina Park, in Lakeshore Plaza, and at the intersection of Central Way and Lake Street) and one public parking structure (the Library garage). These facilities are shown on the Downtown Master Plan (Figure MB-4).

Public parking to be a permitted use on private properties.

Public parking would help to serve core-area businesses, but should not detract from the dense pattern of development critical to the pedestrian environment there.

More intensive development of existing parking areas should be considered as a way to provide more close-in public parking. Certain sites, such as The Market Street-End lot would adapt well to structured parking due to the topography in the immediate vicinity. Structuring parking below Lakeshore Plaza could make more efficient use of the available space and result in a dramatic increase in the number of stalls available.

The fee-in-lieu of parking alternative allows developers in the core area to contribute to a fund instead of providing required parking on site. The City's authority to spend the monies in this fund should include the use of the funds on private property in conjunction with parking facilities being provided by private developers.

The City's parking management and enforcement program should be maintained. The program should be evaluated periodically to assess its effectiveness, with revisions made when necessary.

4. PERIMETER AREAS

A. LAND USE

Residential

The Moss Bay Neighborhood contains a wide variety of housing types, including many single-family residences and multifamily units. It is the intent of the Comprehensive Plan to provide a range of housing opportunities, and a continued broad range is planned for the Moss Bay Neighborhood (Figure MB-1).

Considerations for low-density residential development are discussed.

The various residential densities designated for land in the Moss Bay Neighborhood, and particularly for the areas lying south of Kirkland Avenue, will be compatible if certain concerns are addressed. For example, a low-density designation is appropriate in any area developed predominantly in single-family homes, if the likelihood exists that these structures will be maintained for the lifetime of this Plan. Similarly, an area should remain committed to low-density uses if a higher-density development in the area could not be adequately buffered from single-family houses.

Considerations for medium- and high-density residential development are discussed.

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

Medium-density residential development permitted in block between Kirkland Avenue and Kirkland Way, along 6th Street South, as well as south and west of Planned Area 6.

The block of land lying east of 6th Street, between Kirkland Way and Kirkland Avenue, is largely developed in a mix of single-family and multifamily uses. Medium-density residential development at a density of 12 dwelling units per acre is appropriate for this area as indicated on the Land Use Map, to serve as a transition between high-density development to the north and low-to medium-density development to the south.

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

Land is designated for a density of 12 dwelling units per acre between Planned Area 6D and 6th Street South as shown on the Land Use Map. Here, infill housing opportunities exist close to the Downtown. Redevelopment should blend in with small lot single-family development to the west along 3rd Avenue South. To ensure compatibility with the existing single-family character of the area and to provide a transition between the existing single-family development to the north along 6th Street South and the industrial uses to the south, the following standards should apply:

- (1) Detached units, rather than attached or stacked, should be developed.
- (2) No vehicular connection should be established between State Street and 5th Place South or 6th Street South from 2nd or 3rd Avenue South.
- (3) No vehicular connection should be established between 2nd and 3rd Avenue South.
- (4) Pedestrian connection should be provided in lieu of vehicular connection.

A density of 12 dwelling units per acre is also designated for properties along State Street, south of Planned Area 6 (see Figure MB-2). This designation is consistent with densities of existing development as well as with densities permitted along State Street to the north and south. Lands on the east side of Lake Washington Boulevard, south of 7th Avenue South and west of the midblock between First and Second Streets South (see Figure MB-2), are also appropriate for multifamily uses at a density of 12 dwelling units per acre. This designation is consistent with permitted densities to the north and south along Lake Washington Boulevard.

The area situated east of the midblock between First and Second Streets South, west of the midblock between State Street and Second Place South, and south of 7th Avenue South (see Figure MB-2), contains a well-established enclave of single-family homes. Existing development in this area should be preserved.

Development along the shoreline is discussed.

As specified in the Shoreline Area Chapter of this Plan, new residential structures constructed waterward of the high water line are not permitted. Density and additional standards governing new multifamily development can be found in the Shoreline Area Chapter of this Plan and in the shoreline management regulations in the Kirkland Zoning Code.



Commercial and Mixed Use

Economic Activities in the Moss Bay Neighborhood occur primarily in the Downtown area, and in Planned Areas 5 and 6. The boundaries of these three major activity areas are shown in Figure MB-2.

Economic Activities in Planned Area 5 are discussed.

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

Limited economic activities presently exist in State Street area.

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

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

Most of the land on the east side of Lake Street South appears to be unsuitable for commercial use because of steep slope conditions, as well as problems concerning vehicular ingress and egress. The southeast quadrant of the 10th Avenue South and Lake Street intersection, however, is developed with a market which serves as a convenience to the surrounding residences. Limited commercial use of this location (see Figure MB-2), therefore, should be allowed to remain.

To mitigate impacts to the adjoining residential area, new development should be subject to the following standards:

- (1) Commercial uses should be oriented to serving the neighborhood. Uses should not include vehicle service stations, drive-in or drive-through businesses, auto service and sales, or storage facilities.
- (2) As part of mixed-use development, upper floors should be limited to residential uses rather than office uses and residential should be limited to a density of 48 units per acre.
- (3) Design review should be used to address scale, context, and pedestrian orientation of new development.

Industrial activities east of the Cross Kirkland Corridor described.

The strip of land located east of the Cross Kirkland Corridor, south of Central Way and west of Kirkland Way, contains an existing office and light industrial use. While the area's proximity to I-405 and NE 85th Street makes it attractive for commercial development, the area is also near

residential uses, and should be subject to greater restrictions than other industrial areas. Buildings should be well screened by a landscaped buffer, and loading and outdoor storage areas should be located away from residential areas. Development along the Cross Kirkland Corridor should include an attractive orientation to the Corridor in terms of well modulated buildings and avoidance of blank walls. Finally, it is noted in the Everest Neighborhood Plan that there is a major territorial view at the intersection of NE 85th Street and Kirkland Way. This view of Lake Washington, Seattle, the Olympic Mountains and Downtown Kirkland falls over property in this area.

B. PLANNED AREA 5

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

The eastern portion of the Moss Bay Neighborhood has been designated as Planned Area 5. Due to topographic conditions and circulation patterns, land in Planned Area 5 is relatively secluded. The area has been designated for high-density residential and office uses because of the ability to buffer such high-density development from other uses in the area. The area is developed primarily in high-density residential development while limited office uses exist in the northwestern portion of the area. This planned area is divided into five subareas, based on the unique conditions for development within each area.

Central A Subarea

The Central A subarea of PLA 5 should be permitted to develop with high-density residential uses (up to 24 dwellings/acre).

West B Subarea

The southern portion of Subarea B is adjacent to 6th Street and the entire subarea is south of 4th Avenue. Subarea B is heavily impacted by traffic, as well as existing and future commercial uses and offices to the west. The noise and traffic make this area inappropriate for single-family use, while its ease of access and proximity to the Downtown makes it appropriate for both offices and multifamily uses at a density of up to 24 dwelling units per acre. New development in this subarea should minimize access points directly onto 6th Street. Access for offices, however, should be provided exclusively from 6th Street or 4th Avenue and precluded from Kirkland Way. Structures should be limited to three stories in height.

North C Subarea

Subarea C, located north of Subareas B and A, and north and west of Subarea D, contains office development and the U.S. Post Office facility serving Greater Kirkland. Remaining land should develop as professional office or multifamily residential with no designated density limit. Structures up to five or six stories in height are appropriate in the area north of Subareas B and A for developments containing at least one acre. The adjacent steep hillside limits potential view obstruction from tall buildings. At the same time, taller than normal structures could

themselves take advantage of views to the west while maintaining greater open area on site and enhancing the greenbelt spine. Structures up to four stories in height are appropriate in the eastern portion near Subarea 5D for developments containing at least one acre, if additional building setbacks are provided from residential development to the east in Subarea 5D.

East D Subarea

The easternmost third of PLA 5 is identified as Subarea D. This area has developed in high-density multifamily uses. Any future development should be multifamily residential at a density of up to 24 dwelling units per acre.

South E Subarea

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

C. PLANNED AREA 6

Concept of “Subareas” discussed.

The bulk of the land south of Kirkland Avenue is contained in Planned Area 6 (Figure MB-2). Within this planned area, land is divided into a number of subareas, based on unique conditions including use conflicts, various parcel ownerships, traffic problems, lack of utilities, and other factors which may influence future development of the land. Due to its location, this planned area also has a special relationship with the Downtown.

Land use in Subarea A discussed.

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

Land use in Subarea B discussed.

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

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

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

- (1) The hours of operation should be limited if noise or other adverse conditions would impact nearby residential uses.
- (2) Building massing should be modulated to respond to the visual character of the residential neighborhood.
- (3) Parking should be visually screened from adjacent residential uses. Driveways are not to be located adjacent to residential uses.
- (4) Appropriate landscaping should be required to visually integrate office buildings with the residential character of the surrounding area.
- (5) Free-standing signs should not be allowed.

Land use in Subarea C discussed.

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

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

Subarea D is roughly bounded on the west by properties fronting on State Street, on the east by the Cross Kirkland Corridor, on the north by the Downtown, and on the south by the midblock between 6th Avenue and 5th Avenue South (see Figure MB-2). The subarea is a residential area between a mixture of commercial and residential uses to the west and industrial activities to the east. There are single-family and multifamily units of varied densities intermingled. The area has been long designated for multifamily use and has been going through a period of transition.

Subarea D is designated for medium-density residential (up to 12 dwelling units per acre). Because of its close proximity to existing high-density residential development, residential densities up to 24 dwelling units per acre may be appropriate. To support these higher densities, streets and sidewalks will need to be upgraded at the time of development. In addition, multifamily development should be regulated to ensure compatibility with existing single-family homes within and bordering this area.

Natural constraints exist in northeast corner of Subarea D.

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

Subarea E to be limited to single-family residential.

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

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

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

Subarea G to develop in light industrial uses.

Subarea G should be reserved for light industrial and office uses. The presence of the existing industrial and office uses as well as the Cross Kirkland Corridor make a light industrial designation appropriate for this subarea.

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

While the Cross Kirkland Corridor borders Subarea G to the east, residential developments lie to the west and north. Existing industrial uses are not adequately buffered from adjoining residential uses. Prior to any expansion of industrial development in this area, landscaped buffers and acoustical barriers should be installed where necessary with particular attention to mitigating noise and lighting impacts.

Special precautions should be taken to buffer new light industrial or office uses from adjoining residential uses. Existing light industrial development is not adequately buffered from adjoining residential uses. Therefore, prior to any expansion, landscaped buffers and acoustical barriers should be installed where necessary with particular attention to mitigating noise and lighting impacts.

Traffic from uses in Subarea G should be routed to the east.

Industrial and office traffic should not be permitted on 4th, 5th, 6th, or 7th Avenue South, since it is not compatible with single-family homes in the area. Industrial and office traffic should be routed to the east on 5th Place South. In addition, pedestrian and bicycle enhancements, including sidewalks, curbs, gutters, and crosswalks should be developed along 7th Avenue South to provide safe access to and from Lakeview Elementary School.

Access concerns for expansion of industrial development along the Cross Kirkland Corridor are discussed.

Fifth Place South, adjacent to the Cross Kirkland Corridor, has been improved from 7th Avenue South to 6th Street South. It was opened in part to alleviate incompatible traffic impacts generated from light industrial uses onto residential uses to the west. Measures should be taken to prevent 7th Avenue South from becoming a through route between State Street and 6th Street South.

Standards for industrial and office activities in Subarea G are listed.

In addition, industrial or office activities in Subarea G must conform with the following standards:

- (1) The height of structures associated with industrial or office activity should not exceed 25 feet near the perimeter of the development. Taller structures may be permitted if there is additional setback to compensate for the added height and bulk and if mountain views from 6th Street South, 5th Avenue South, and 9th Avenue South are not blocked.
- (2) Hours of operation should be restricted to normal daytime working hours. Industrial or office activities during evening or weekend hours may be permitted on a case-by-case basis, if they do not disrupt nearby residential areas.
- (3) Industrial and office uses should not create excessive noise, glare, light, dust, fumes, and other adverse conditions which disrupt the residential character of the surrounding area.
- (4) Adequate fencing, landscaping, and/or other visual screening should be required between residential uses and adjacent industrial and office developments and their related parking.
- (5) New industrial and office uses or tenants should receive all access from the east, on 6th Street South, to mitigate traffic impacts on residential uses along 7th Avenue South.

Land use in Subarea H discussed.

A transition of density, building, and other special design considerations are appropriate where Subarea H adjoins the established single-family enclave lying along 7th Avenue South, 1st Street South, and 2nd Street South. The density of development in this southernmost portion of the subarea should be no greater than nine dwelling units per acre. A higher density (12 units per acre) may be appropriate, provided that such development observes substantial setbacks from the

neighboring single-family units. The maintenance of existing vegetation and additional screening in the setback buffer also should be required. In any case, development within 100 feet of 7th Avenue South should be restricted to detached, single-family homes.

Land use in Subarea I discussed.

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

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

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

Special considerations for development in Subarea J discussed.

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

D. OPEN SPACE/PARKS

Marina Park and Peter Kirk Park are to be preserved.

The Moss Bay Neighborhood contains two parks of communitywide and perhaps regional significance. These facilities are Marina Park and Peter Kirk Park. These parks should be maintained not only because of their importance in terms of recreation, but also because of their contribution to open space in the Downtown area. In addition, Lakeview Elementary School helps meet some of the recreational needs of residents in the southern portion of the neighborhood. Street

End Park, David Brink Park, and Settlers Landing Park also provide further recreational opportunities as well as a sense of openness along Lake Street South.

Major pedestrian and bicycle pathways considered.

Pedestrian and bicycle pathways are also part of the park and open space system, in addition to providing a transportation function. Major pathways in the Moss Bay Neighborhood should be established according to the designations in Figure MB-7.

E. PUBLIC SERVICES/FACILITIES

Undergrounding of utilities is encouraged.

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

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

Vehicular circulation patterns are fairly well established in the Moss Bay Neighborhood area (see Figure MB-7). There is a relatively large flow of traffic through the area, in addition to traffic generated by activities within the Downtown. The major north/south traffic corridors include Lake Street, State Street, 3rd Street, and 6th Street South. The major east/west corridors include Central Way, Kirkland Avenue/Kirkland Way, and NE 68th Street. Future modifications to circulation patterns in the Moss Bay Neighborhood include the following provisions:

- (1) Dead-end streets between State Street and the Cross Kirkland Corridor should be improved. The dead-end streets between State Street and the Cross Kirkland Corridor are very narrow and, in some cases, are in need of resurfacing. In order to enhance access for residents and emergency vehicles, appropriate improvements to these streets should be made as new development occurs in the area. In some cases, developments should establish a vehicular connection between these narrow streets, provided this connection does not significantly increase traffic volumes on streets where predominantly single-family homes exist.
- (2) Industrial traffic in residential areas to be minimized. Industrial access should occur along 5th Place South and 7th Avenue South should be closed to industrial traffic.
- (3) Major pedestrian and bicycle pathways should be enhanced according to Figure MB-7. Major pedestrian and bicycle pathways should be enhanced throughout the Moss Bay Neighborhood according to the designations shown in Figure MB-7. Pedestrian and bicycle connections from the Cross Kirkland Corridor to the Downtown and other activity nodes in the neighborhood should be completed. Bicycle lanes should be established along Lake Street South and along State Street. Pedestrian and bicycle access across Lake Street South

should also be improved. Such improvements would facilitate safer access to the waterfront and could allow for some waterfront-related parking east of Lake Street South.

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

Figure MB-7: Moss Bay Area Circulation

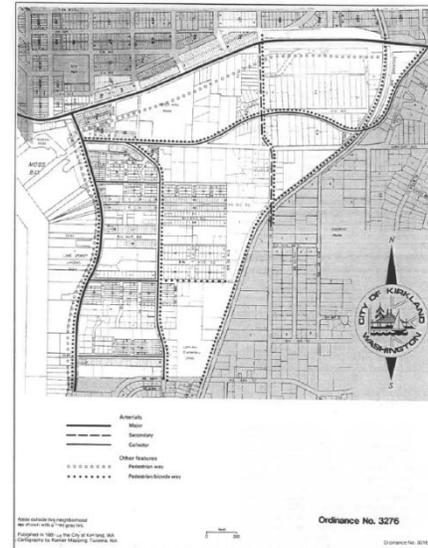


Figure MB-7: Moss Bay Area Circulation

Draft Juanita Neighborhood Plan *3-2-2015 Strikethrough and Underlined text version*
Includes Planning Commission Comments from 2-12-15 meeting

Neighborhood Association or public comment edits are highlighted in yellow.

Note: As part of the GMA Update in 2015 the Juanita Neighborhood Plan was reorganized to combine areas previously described as North and South Juanita, Juanita Slough, Juanita Heights and areas of North Juanita annexed in 2012.

1. OVERVIEW

The Juanita neighborhood is located in the central north portion of Kirkland. The neighborhood is bounded by the city limits of NE 145th ST on the north; generally 20th Avenue NE on the south; Interstate 405 and Totem Lake neighborhood to the east; and the lower slope of Finn Hill following the alignment of 91st Avenue NE on the west. The northern portion from NE 132nd ST to NE 145th ST was annexed in 2011 from unincorporated King County (See Figure J-1, Land Use Map).

100th Avenue NE and Juanita-Woodinville Way NE provide the main north-south vehicular, bicycle and pedestrian connections through the neighborhood, while NE 112th ST, Forbes Creek Drive, NE 116th ST, NE 124th ST, NE 132nd ST provide the main east-west connections.

The neighborhood contains many active and natural parks, a regional shoreline park, a recreational community center and various types of open spaces. Three elementary schools and one high school are located in the neighborhood.

Two neighborhood commercial areas provide business services, restaurants, banks, and grocery stores for nearby residents and businesses. The South Juanita Neighborhood Center is located on either side of 100th Avenue NE between NE 124th Street and just south of NE 116th Street. The North Juanita Neighborhood Center is located north of NE 132nd Street on the west side of Juanita-Woodinville Way NE. The area east of 100th Ave NE and north of NE 132nd Street contain office uses and two medical treatment facilities. See Juanita Business District section below and the Pedestrian Oriented Design Guidelines for the Juanita Business District for the long term vision for that area.

The majority of the land area is devoted to low density residential. Medium and high density residential surround the commercial areas and along main arterials as a transition to low density residential neighborhoods. Planned Area 9 on Forbes Creek Drive, now developed with multi family, was once the location for the Kirkland Sand and Gravel Company.

2. VISION STATEMENT

Juanita is a diverse neighborhood containing two mixed use neighborhood commercial centers (known as the South Juanita and North Juanita Neighborhood Centers) with nearby multifamily and substantial

single-family residential areas. The neighborhood centers are stable and provide goods and services to the surrounding community along with housing and local jobs. The South Juanita Neighborhood Center continues to redevelop with the initial development of Juanita Village. The North Juanita Neighborhood Center has great potential for redevelopment and improvement. The two neighborhood centers will evolve into cohesive pedestrian-oriented mixed-use neighborhood centers that incorporate innovative urban design features. **Gateways containing signs and landscaping are located in prominent location that identify the boundaries of the neighborhood.**

Pedestrian access and views to and along the shoreline within Juanita Bay of Lake Washington are primarily limited to Juanita Beach Park and Juanita Bay Park because most of the private development along the shoreline restricts access and views. Pedestrian access should be extended along the entire Juanita shoreline, provided that it does not impact the ecological function of the wetlands, streams and shoreline habitat. Juanita Bay and associated wetlands to the east are single most critical environmental feature of the neighborhood that must be protected and thus pedestrian access requires careful planning and design. **Whenever redevelopment occurs, major view corridors to the lake should be opened. Measures should be taken to significantly improve public views of the lake.** The City's Shoreline Master Program contains policies and regulations to ensure that the ecological function of the lake and shoreline will be maintained and even restored where possible and that public views and access are provided.

Juanita Creek drains into Juanita Bay. It is a major fish-bearing stream that has suffered from the impacts of urbanization. Development will not be allowed to interfere or negatively impact the Juanita Creek drainage system; in fact, the streams have been and will continue to be restored and enhanced in sections through future public and private action. The Juanita Bay Park and wetland areas along Forbes Creek Drive will continue to be preserved.

There are relatively few large vacant parcels within the neighborhood so most new development will be infill and redevelopment. A major policy direction for Juanita is to protect the low-density residential areas of the neighborhood. High-density residential development is to be contained within clear and stable boundaries.

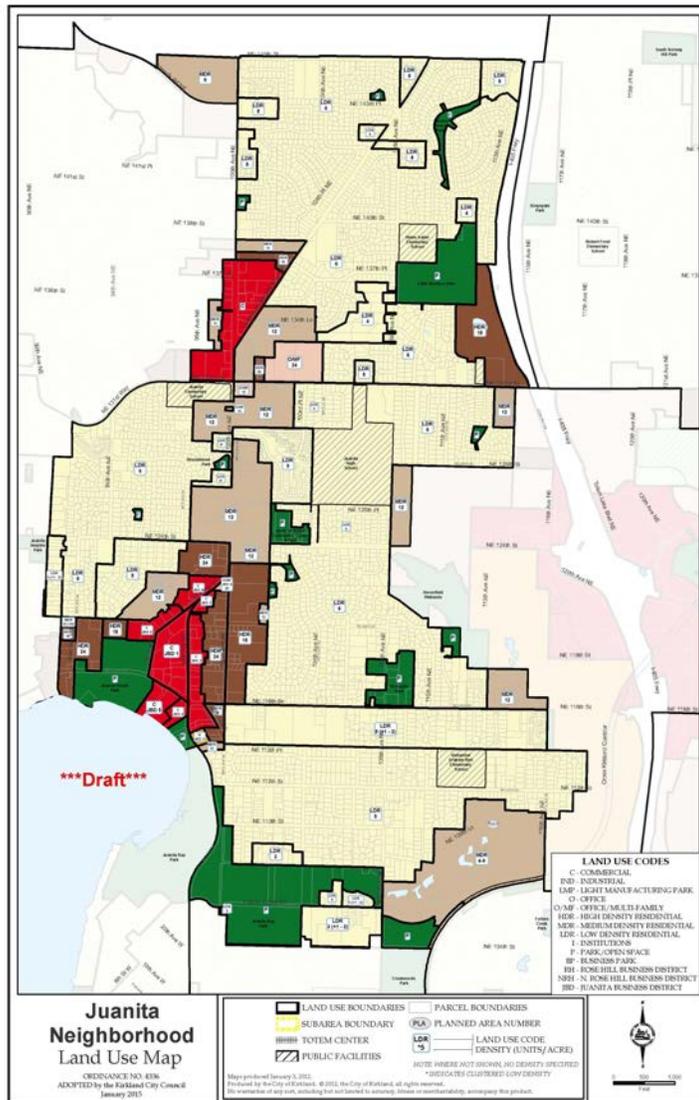
The Juanita neighborhood values its many historic structures that are landmarks to the neighborhood. The Langdon House and Homestead (1888), Ostberg Barn (1905), Dorr Forbes House (1906), Shumway Mansion (1909) and Johnson Residence (1928) are located in South Juanita. The Shumway Mansion was relocated from the Moss Bay Neighborhood when the property at its former location was redeveloped. The Malm House (1929) is located in North Juanita. If at all feasible, these structures should be preserved. See also the Community Character Element.

Public services and capital facilities will be required to implement the neighborhood plan and support the community. The traffic circulation system must acknowledge the needs of the region yet provide a safe and efficient network for the Juanita residents. The **expansion** and upgrading of park and recreation facilities will be necessary to be more accessible to the neighborhood.

Taken in total, these actions will create a "sense of place" for Juanita residents that **make Juanita unique from other neighborhoods.** The neighborhood will develop in the future aligned with its environment and strengths.

3. LAND USE

Specific land use designations for the Juanita neighborhood are illustrated in Figure J-1. These designations are based on several factors including natural environment (see Natural Environment section below), adjacent uses, traffic patterns, land use inventories, and other relevant concerns. For convenience, the following analysis of the land use areas are divided according to functional headings. The use of a particular piece of property is influenced by all applicable functional considerations (namely, natural and built environments, economic activities, open space, and public services).



Commented [JC1]: Regarding Neighborhood Boundaries:
 The Neighborhood Association supports the removal of the boundary between North and South Juanita. In discussions with the Planning Commission the Kingsgate Park and Ride and a multifamily parcel to the south would transfer to the Totem Lake Neighborhood. This map reflects these two changes. The Neighborhood Association discussed moving the western boundary further to the west into Finn Hill near the north Juanita commercial center. This would need further discussion with both neighborhoods.

Figure J-1: Land Use

Low Density Residential Areas

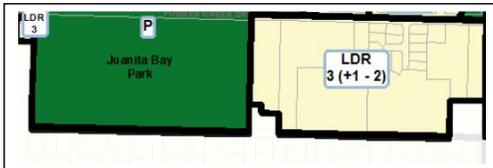
Most single-family residential areas in Juanita are designated at six units per acre.

Juanita is a varied neighborhood with significant and well-defined multifamily and single-family areas. The majority of the single-family residential areas in the neighborhood are designated for development at six units per acre (Figure J-1). There should be no encroachment of multifamily or commercial development into these low density areas except along the perimeter where properties are served by arterials, where transit, bike and pedestrian facilities are available. New development along collector or arterial streets should combine driveways whenever possible.

Forbes Creek Valley

Land use along Forbes Creek Drive is almost entirely of park and open space with some single-family detached homes, including a clustered small lot development. For seismic and flood hazard areas west of Planned Area 9 discussed in the Natural Environment Section, residential development should continue comparable to existing low densities at four to five dwelling units per acre.

Residential development on the unstable slope south of Forbes Creek Drive is to be limited to up to three dwelling units per acre subject to standards and development is permitted up to five units per acre if additional standards are met.



The natural and other development constraints discussed in the Natural Environment Section combine to limit residential densities to one to three dwelling units per acre. It is the cumulative effects resulting from full development at medium to high densities that are of greatest concern for increase in hazards of life and property. The wooded character of

the slope should be maintained regardless of the allowed density.

The base density for residential development on the unstable slope south of Forbes Creek Dr. is three dwelling units per acre subject to the following standards:

- (1) Soils analysis is required.
- (2) Clustering of structures is encouraged.
- (3) The maintenance of vegetative cover to the maximum extent feasible is required.
- (4) Watercourses are to be retained in a natural state.
- (5) Surface runoff is to be controlled at predevelopment levels.
- (6) Points of access are to be minimized.

Four to five dwelling units per acre are permitted according to additional standards.

Residential densities on the unstable slope may be increased by an extra one to two dwelling units per acre (up to five dwelling units per acre) depending on the degree to which the development proposal conforms to the following standards:

- (1) Soils and geologic analysis are required. The City will approve a qualified professional and establish reasonable study parameters. Analysis would cover the area of the site to be developed as well as adjacent sites.
- (2) The developer indemnifies and holds the City harmless.
- (3) Structures are clustered away from the steepest slopes and watercourses.
- (4) The vegetative cover is maintained to the maximum extent possible.
- (5) Watercourses are retained in a natural state.
- (6) Surface runoff is controlled at predevelopment levels.
- (7) Points of access to arterials are minimized.
- (8) The City has the ability to provide the necessary emergency services.
- (9) A minimum level of aggregation of land may be desirable in order to minimize adverse impacts.
- (10) There is a public review process of the development proposal, such as a Planned Unit Development or Rezone review process.

Medium Density Residential Planned Area 9

Medium density residential, commercial recreation, and limited small offices are permitted in Planned Area 9 subject to standards.

Planned Area 9 was designated for several reasons including previous location of the Kirkland Sand and Gravel, locational characteristics, and challenges associated with future development. Forbes Creek flows through the area. Surrounding this area are residential uses on the slopes as well as immediately adjacent in the Valley. To the east is Par Mac industrial area in Totem Lake (see Figure J-1).

The property is developed as stacked dwelling units at a medium density residential at a density of nine dwelling units per acre. A clubhouse or restaurant is permitted as part of a recreation facility. Small offices also may be permitted on a limited basis if well integrated into a predominantly residential or recreational facility.

Standards for commercial recreation uses in Planned Area 9 are listed.

The following standards apply to any commercial recreation facilities that would be permitted in this Planned Area.

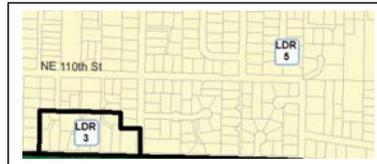
- (1) Noises produced from these activities are not to exceed levels normally found in a residential setting.
- (2) Visual buffering towards residential uses will be required to reduce the impacts of structures or parking areas.
- (3) Night lighting of outdoor areas should be limited and shielded in a manner that will not illuminate residential areas adjacent to the facility or elsewhere in the Valley.



North of NE 108th Street

Residential development may be limited on potentially unstable slopes north of NE 108th ST based on slope stability investigations.

Portions of the hillside north of NE 108th ST fall within a potentially hazardous slope area (see Figure J-4). Residential densities of five dwelling units per acre are permitted except for lower areas, at three dwelling units per acre. All permitted developments should be preceded by adequate slope stability investigations. The presence of an open unnamed stream, limited access, and a large groundwater supply impose limits on the feasible residential densities.



South of NE 116th Street

Medium density clustered housing at up to seven units per acre is allowed on the south side of NE 116th Street subject to conditions.



A number of properties fronting on the south side of NE 116th Street have been developed with common wall or clustered housing at a single-family density. Low-density development up to five units per acre is allowed, and slightly higher densities up to seven units per acre may be permitted subject to the following conditions:

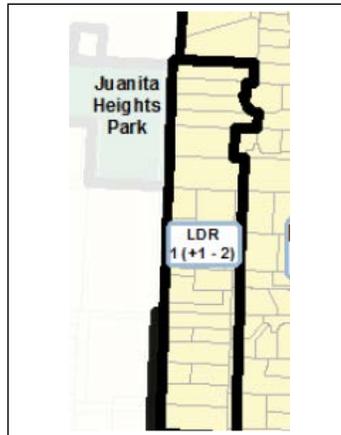
- (1) This added increment of density would only be allowed through a Planned Unit Development permit.
- (2) Visual buffering by a landscaped setback (normally 40 feet) should separate the slightly higher density development from adjacent single-family residences.
- (3) There is to be no direct access from individual dwelling units onto NE 116th Street. Access to NE 116th Street is to be limited to interior loop roads, cul-de-sacs, or similar streets. The added increment of density should not be available to properties where topographic conditions pose traffic hazards due to line-of-sight problems. Furthermore, access should be limited to NE 116th Street and not onto residential streets to the south.
- (4) Pedestrian access through the development should be required to facilitate access to schools or other public destinations.

- (5) Extensions of higher-density development should not penetrate into lower-density areas and should therefore, be permitted only within a specified distance from NE 116th Street (to the approximate alignment of NE 114th Street).
- (6) The height of structures should not exceed that of adjacent residential zones.
- (7) Some common open space usable for a variety of activities should be included on site.

Southeast slope of Finn Hill

Up to three units per acre should be permitted on the southeast slope of Finn Hill subject to additional standards.

The base density for residential development on the southeast slope of Finn Hill and the hillside northeast of NE 121st Place should be one unit per acre (See Land Use Figure J-1). As discussed in the Natural Environment section, limitations on development are necessary in these areas to preserve the natural features and to minimize potential hazards. Development in these areas should be subject to the following standards:



- (1) Preparation of geotechnical studies and slope stability analyses which address the site to be developed, as well as adjacent sites and the immediate drainage area;
- (2) Recording of a covenant which indemnifies and holds the City harmless for any damage resulting from slope instability;
- (3) Maintenance of maximum amount of vegetative cover and trees;
- (4) Retention of watercourses in a natural state; and
- (5) Establishment of Natural Greenbelt Protective Easements at a minimum around streams and in areas of greater than 40 percent slope.

Additional density up to three units per acre on the southeast slope of Finn Hill should be permitted subject to the following additional standards:

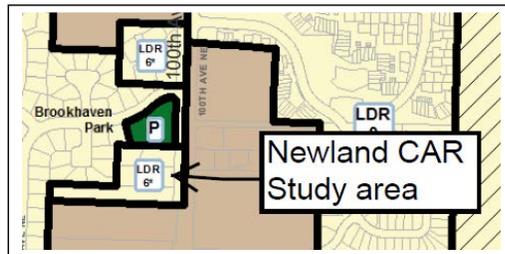
- (6) Control of surface runoff at predevelopment levels;
- (7) Limitation on the number of points of access;
- (8) A minimum level of aggregation of land in order to minimize adverse impacts;
- (9) Clustering of structures; and

- (10) Public review of the development proposal such as a Planned Unit Development or Rezone.

~~Clustered housing at single-family density should be allowed on properties along 100th Avenue designated on Figure J-1, subject to conditions.~~

~~Clustered housing at single-family residential density (six units per acre) should be allowed in the properties fronting on the west side of 100th Avenue NE north of NE 124th Street that is designated on Figure J-1. Lots in this area are limited because of presence of streams. Clustering should only be allowed given the following conditions:~~

- ~~(1) The proposal would be reviewed through a Planned Unit Development permit.~~
- ~~(2) Units should be clustered away from Juanita Creek.~~
- ~~(3) There is to be no direct access from individual dwelling units onto 100th Avenue NE. 100th Avenue NE is to be limited to interior loop roads, cul-de-sacs, or similar streets. Furthermore, access should be limited to 100th Avenue NE, and not onto residential streets to the west.~~
- ~~(4) Some common open space usable for a variety of activities should be included on site.~~



Commented [JC2]: The Newland CAR is in this area. The request is to change from RSX 7.2 (2) to multifamily. If the rezone is approved to RM 3.6 the development standards text in this section will no longer be needed and therefore would be deleted. See Newland CAR staff memo.

Commented [JC3R2]: The following general development policies for multifamily would still apply including encouraging shared driveways.

Medium and High Density Residential

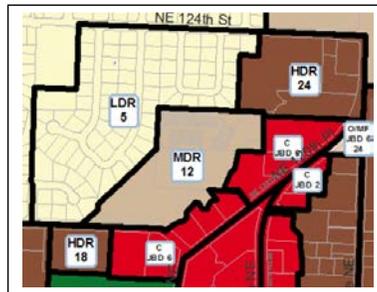
The densities shown in Figure J-1 for medium and high density residential areas either reflect the prevailing existing development levels or have standards to help protect sensitive areas, such as Juanita Creek, or to lessen traffic and parking problems in heavily congested areas, such as along 100th Avenue NE south of NE 124th or along 93rd Avenue NE.

General standards for multifamily development are as follows:

- (1) The site design and placement of multifamily units should take advantage of the topography and existing vegetation to minimize the visual impacts of the new structures.
- (2) Vegetative buffering (preferably with native, drought-tolerant plants) should be provided next to single-family areas.
- (3) Public pedestrian easements should be provided to connect to schools or other public destinations. Convenient access to King County METRO stops should be provided. Medium- and high-density development around the business district should provide public pedestrian access to the commercial area.
- (4) Vehicular access to multifamily projects should not negatively impact adjacent single-family areas. Vehicular access points should be combined and oriented to collector or arterial streets.
- (5) Guest parking should be provided in all new developments and with any substantial remodels.

Medium density residential development is allowed north of NE 120th Street and west of 93rd Avenue NE at a density of 12 units per acre with up to 18 units per acre allowed if affordable housing is provided and the following standards are met.

Northeast 120th Street west of Juanita Business District JBD 6 is a natural boundary line for the medium to high-density residential to the south and low-density residential to the north. Two properties directly south of NE 120th Street and west of 93rd Avenue NE are suitable for medium-density residential at 12 – 18 units per acre, subject to the following standards:



- (1) Dwelling units may be detached, attached or stacked.
- (2) Future development should compliment the adjacent single-family residential neighborhood. Building height, modulation, rooflines, separate exterior front entry doors to each unit and

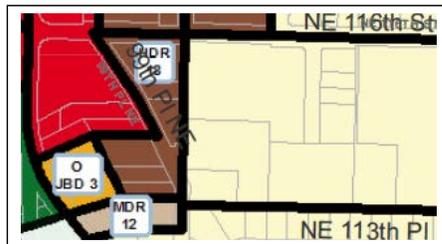
window treatments, and garages should reflect the design and character of single-family development as seen from the east, west or north. Each unit should have its own exterior front door. One common main door with interior corridor access to the units and/or a second level access with a common walkway to more than three units are not allowed. With the building permit application, the applicant shall provide the exterior building design showing compliance with the above elements for review by the Planning Official.

- (3) Enclosed garages are encouraged. On-site surface parking or carports with peaked roofs should be screened by buildings or dense evergreen vegetation from the west and north.
- (4) Buildings should be set back a minimum of 10 feet from the west property line adjoining the low-density residential development to the west.
- (5) Evergreen trees (preferably with native, drought-tolerant trees) should be planted along the west property line to provide a buffer between the medium-density development and the adjacent single-family residence to the west.
- (6) The property adjacent to 93rd Avenue NE should have vehicular access only from 93rd Avenue NE. If both properties are developed together at the same time, vehicular access should be combined and taken from 93rd Avenue NE and not from NE 120th Street to reduce traffic impacts for the single-family neighborhood to the north.

In addition, the properties may be developed at 18 units per acre if affordable housing is provided at one affordable unit for each three market rate housing units beyond the 12 units per acre.

Access to the high-density residential area south of NE 116th Street and west of 100th Avenue NE should be taken from NE 99th Place.

South of NE 116th Street and west of 100th Avenue NE is a high-density residential area. Although this area could receive access from NE 116th Street, 98th Avenue NE, or 99th Place NE, access should be limited to 99th Place NE because of limited sight distances, high traffic volumes along NE 116th Street and 98th Avenue NE and presence of streams and wetlands.



Other medium and high density areas north of NE 132nd ST are discussed- *New Section*

Medium and high density residential uses located north of NE 132nd ST reflects land use designations and zoning at the time of annexation and functions as a transition between the mixed use commercial North Juanita Neighborhood Center and low density residential development. Medium density residential on the north and south side of Simonds Road reflects existing uses and densities at the time of annexation from King County and allows for clustering around steep slope areas.

COMMERCIAL LAND USES

5. Juanita Neighborhood Centers

Existing conditions in both commercial neighborhood centers are discussed.

Juanita contains two mixed use commercial neighborhood centers: South Juanita Neighborhood Center located between NE 116th ST and NE 124th ST and North Juanita Neighborhood Center located north of NE 132nd Street as described below (see Figure J-1).

5.A. South Juanita Neighborhood Center

The mixed use South Juanita Neighborhood Center is the historic, commercial and activity center of South Juanita (see Figure J-1 and JBD Section below). The district lies at the hub of the community street network and transit corridor at NE 116th Street, Juanita Drive and 98th Ave NE anchored by Juanita Village. It encompasses several recreational amenities found at the Juanita Bay Park and Juanita Beach Park. Currently, the commercial district is not oriented to Juanita Bay and only limited views to Lake Washington are available through park land. The opportunity for the neighborhood center to function as a recreational focus is hampered by the lack of multiple access points to the shoreline, and the difficulty of crossing the busy arterials of NE 116th Street and 98th Ave NE.

Goals for the South Juanita Neighborhood Center are listed

The Center's Role in the Community is

- (1) To make the neighborhood center the heart of the community, reflecting its identity and serving as a local social, commercial, and recreation center.
- (2) To recognize that the neighborhood center contains a strong residential community.
- (3) To provide a full range of neighborhood commercial services.

***Relationship to Parks,
Lake Washington Shoreline, and Natural Features***

- (1) To take advantage of the lake, other natural features and the parks, and emphasize the recreation-oriented area with more pedestrian access and views to Lake Washington.
- (2) To enhance these features through cooperative community improvement actions.

Visual Character and Identity

- (1) To make the Juanita Bay shoreline a key aspect of the district's identity.
- (2) To emphasize the district's recreational assets as a major part of its identity.
- (3) To reduce visual clutter, such as non-conforming signs and overhead wires.
- (4) To visually enhance the center's streetscapes.
- (5) To protect the wooded hillsides surrounding the district.
- (6) To maintain the small scale building character, except where development of a larger building complex would result in substantial public benefit through excellence in design, provision of pedestrian amenities, and reduction of environmental impacts.
- (7) To utilize Juanita's history as a part of its identity.

Business Development

- (1) To serve the Juanita neighborhood's commercial needs as a first priority.
- (2) To improve retail sales through organized marketing, improved identity, and a greater spectrum of services.
- (3) To attract a variety of new businesses, such as clothing, hardware, or recreational retail stores.
- (4) To create its own identity distinguishable from the other Kirkland business districts.

Traffic Circulation and Parking

- (1) To provide sufficient parking for commercial and recreational activities. Parking management should strive for joint use of parking lots serving businesses on weekdays and recreational users and shoppers on weekends.
- (2) To make intersections safer and more efficient.
- (3) To establish bicycle facilities.

- (4) To have improved King County METRO service to the district through the establishment of additional transit shelters and stops.
- (5) To reduce the negative effects of traffic on pedestrian activity and street qualities where possible.
- (6) To consider the possibility of a water taxi connection to Moss Bay, Carillon Point, and other Lake Washington destinations.

Pedestrian Activity Goals

- (1) To provide a shoreline trail that connects Juanita Bay Park, Juanita Beach Park, and the business district.
- (2) To provide public trails from the surrounding residential areas to the district.
- (3) To provide pedestrian amenities such as crosswalks, sidewalks, street trees, and street furniture.

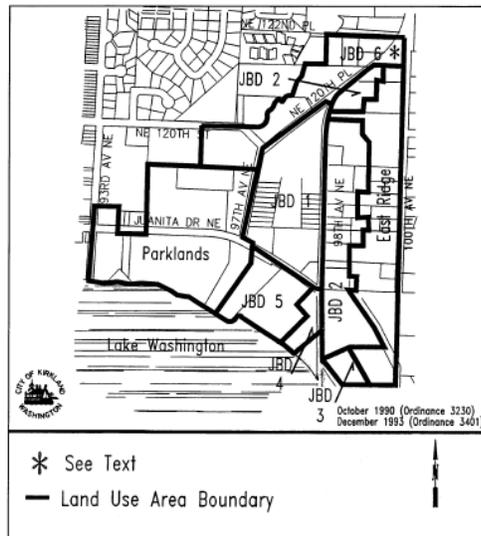


Figure J-2 Juanita Neighborhood Center Sub districts

Land Use Figure J-1 and Figure J-2 above identifies several subdistricts within the South Juanita Neighborhood Center.

Commented [JC4]: Delete chart because Zoning Code establishes requirements.

	JBD 1	JBD 2	JBD 3	JBD 4	JBD 5	JBD 6	East Ridge Parklands
USES							
Residential	• b • b	•	•	•	•	•	•
Retail	•	•	• c	• d	• d		
Office	•	•	•	• c	•	•	
HEIGHT (Stories)							
Max. Height Permitted Outright	2	2	2	2	2	2	3
Max. Height Permitted with Special Considerations	a	3	3			3	e
DESIGN REVIEW	•	•	•	•	•	•	



October 1990 (Ordinance 3230)
December 1993 (Ordinance 3401)

a: Master-planned development allowing more intensive use is encouraged, see text.
 b: Allowed on ground floor only if project is mixed use or facing 97th Avenue NE.
 c: Not allowed in wetlands.
 d: Restaurant, tavern or neighborhood-oriented retail only.
 e: To be determined with park masterplan.

Two primary types of development are permitted in JBD 1

JBD 1

Juanita Business District 1 subarea contains the mixed use Juanita Village Development with a variety of retail, services, restaurants, banks and residential uses to serve the surrounding neighborhood. There are two primary types of development available in this subarea: individual parcel development and master-planned mixed-use development.

Individual Parcel Development

Where a development is proposed on a site containing fewer than eight acres, retail, office, and/or multifamily are allowed. The maximum height for this development type is two stories, and the project

would be subject to Design Review. Individual projects should be designed to combine vehicular and pedestrian access points whenever possible.

Master-Planned Mixed-Use Development

The second type of development may require assembly of properties (of at least eight acres) to create a master-planned, mixed-use project which clusters development to the north part of the subdistrict. If almost the entire area of JBD 1 (eleven acres minimum) is assembled, then a development could be proposed with a maximum height of six stories on the north end stepping down to two stories toward the south end. If only eight acres are assembled, then the maximum height at the north end would be four stories. Proposals with a minimum of eight acres would be required to have vehicular access off at least two of the following streets: 98th Avenue NE, Juanita Drive, and 97th Avenue NE.

In the master-planned mixed-use development, the allowed uses would be retail, office, and multifamily. At least two of these uses would be required for the project to be considered mixed-use. Pedestrian-oriented businesses should be located on the ground floor of all buildings; however, some multifamily units could be located on the ground level if they are part of a mixed-use development, or if they face 97th Avenue NE. This type of master-planned development should be reviewed at a public hearing, be subject to Design Review and could be approved if it provides a high order of public amenities and urban design.

Design standards are discussed.

Design standards for both development types are further described in the Design Guidelines for the business district contained in the Kirkland Municipal Code. ~~Options should be explored for (i) establishing and maintaining the view corridor to the lake shown in Figure J-9 establishing and maintaining pedestrian connections across the block.~~ Appropriate types of pedestrian connections should include sidewalks along building fronts and landscaped public open spaces tied to a pedestrian system which connects the East Ridge multi-family area west through JBD 2 to Juanita Beach Park (see Figure J-3).

Commented [JC5]: Deleted because there are no views of the lake from Juanita Village.

In addition, the master-planned development should include a plan for the entire development parcel. Individual increments of development should show how they relate to adjacent developed properties in terms of common access, and a complementary arrangement of facilities, spaces, and linkages. For example, shared accesses and reciprocal vehicular easements should be established in order to reduce the number of curb cuts on the major streets to the minimum necessary. Similarly, shared parking/service areas are strongly encouraged. Signs should be coordinated.

Retail, office, and residential uses should be allowed in JBD 2.

JBD 2

In this area, retail, office, and residential uses should be allowed. As in JBD 1, residential units may be allowed on the ground floor of mixed-use projects except along streets. To provide convenience for shoppers, drive-through facilities should be allowed in JBD 2 as stand-alone uses. Buildings up to two stories should be allowed with buildings up to three stories if approved by the Design Review Board if views from East Ridge are preserved. More efficient parking lots, combined drives, and a more attractive streetscape along 98th Avenue should be encouraged. Pedestrian access easements should

be provided for connections between East Ridge and Juanita Beach Park through the business district (see Figure J-3 for approximate locations).

A gateway into the business district should be provided in JBD 3.

JBD 3

In this area, office or multifamily uses should be allowed, but restaurants, taverns, or any retail uses should not. Drive-through facilities should be prohibited. The maximum building height should be three stories. Since access onto 98th Avenue NE can be difficult in this area due to poor sight distances and high traffic volumes, access should be taken from 99th Place NE through East Ridge whenever possible. Additional setbacks and landscaping should be provided along 98th Avenue NE to create an attractive entrance or gateway into the business district.

Retail, office, and residential uses should be allowed in JBD 4.

JBD 4

Retail, office, and residential uses which are a maximum of two stories should be allowed in non-wetland areas. Driveways should be combined due to hazardous traffic conditions along 98th Avenue NE. Drive-through facilities should be prohibited. Buildings should be clustered to provide views of the lake when possible. The wetland area should be preserved and regulated in accordance with the shoreline management regulations in the Kirkland Zoning Code. Public access along or near the shoreline should be required as described in the Environment and Shoreline Area sections.

Continuous shoreline access between Juanita Bay Park and Juanita Beach Park is important; the missing link should be acquired provided that it does not negatively impact the sensitive areas.

JBD 5

Office and multifamily uses are allowed as should be restaurants, taverns, or neighborhood-oriented retail. Drive-through facilities should be prohibited. The maximum building height should be two stories. The most important objective in this area is to provide pedestrian access along the shoreline and views to the lake. The City should pursue acquisition of a footbridge or other structure waterward of the Bayview Condominiums. This stretch of shoreline is a critical pedestrian link needed to complete a Juanita Bay Shoreline Trail between Rose Point and Juanita Beach Park. **The shoreline trail should be completed** where possible and clearly signed for use by the public and maintained properly.

Pedestrian access easements along Juanita Creek should be acquired.

JBD 6

Appropriate uses in this area should be office and multifamily with restaurants, taverns, and neighborhood-oriented retail allowed. Drive-through facilities should be prohibited. Buildings should be a maximum of two stories. However, three-story buildings could be approved by the Design Review Board. Pedestrian access easements along Juanita Creek should be acquired which are designed to prohibit unrestricted access to the creek. All development should protect the creek as described in the

Natural Environment section. In the triangular parcel between 98th Avenue NE and 100th Avenue NE, office and multifamily should also be allowed, but not restaurant, tavern, or neighborhood-oriented retail due to its prominent location when entering the district and its proximity to the East Ridge area.

Pedestrian access between the business district and JBD 2/East Ridge should be improved.

JBD 2/East Ridge

Multifamily residential development should be permitted in this area at the densities established in Figure J-1. The maximum building height should be three stories. The most important objective for this area should be to provide public pedestrian easements for access to the business district. Potential locations for these easements are shown in Figure J-9; however, consideration for these important connections should be given when any site develops or remodels. Another important objective for East Ridge area should be to maintain the existing conifers which are located primarily at the south end of the subdistrict. These trees help to frame the business district, provide a visual buffer and give it the look of the Northwest.

Parklands

Juanita Beach Park

The vision for the Juanita Beach Park Master Plan is to provide a family friendly, multi-generational community park that fits the scale, character, and history of the park site and the surrounding neighborhood. The park is a focal point for the neighborhood center and provides waterfront access and a balanced mix of active and passive recreation opportunities while protecting and enhancing the natural environment.

Park Integration Goals:

- Link park to surrounding neighborhoods
- Unify north and south sides of the park
- Buffer parking lot views
- Encourage bike and pedestrian access

Recreation Goals:

- Create multi-use recreational facilities
- Provide recreation appropriate to the site character
- Balance development with environmental restoration and enhancement opportunities
- Balance active recreation and passive recreation activities

Environmental Stewardship Goals:

- Enhance Juanita Creek to create a healthy stream environment. (This could include the reach within the park and up-stream reaches)
- Create a salmon and wildlife friendly shoreline
- Enhance and restore wetlands
- Educate park visitors about habitat values
- Use low impact development and sustainability design principles

Community-Building Goals:

- Create community gathering areas

Aesthetic Goals:

- Buildings should not dominate the landscape
- Provide aesthetically pleasing night lighting
- Create naturalistic landforms
- Improve the visual quality of the shoreline
- Create framed views of the lake
- Incorporate art as an integrated element of landscape forms and built structures

Historical Resources Goals:

- Maintain and restore Forbes House and associated landscape
- Provide appropriate interpretation of area history

A Master Plan for Juanita Beach Park has been adopted and includes the long term plan for park development with improvements already made to the south portion. As funding is available the Master Plan should continue to be implemented to upgrade the park facilities, provide recreation activities and restore natural areas.

CIRCULATION

Figure J-__ graphically portrays pedestrian and bicycle circulation concepts for the neighborhood center. Policies for specific streets follow.

98th Avenue NE - The current lane configuration of 98th Avenue NE should remain with two traffic lanes in each direction and a center left-turn lane. Streetscape improvements to 98th Avenue NE should include:

- (1) Reducing curb cuts/consolidating driveways.
- (2) Installing large landscaped pedestrian islands at or near crosswalks.
- (3) Upgrading the street trees and choosing a variety which will not block the views of the businesses.
- (4) Installing a bicycle facility.

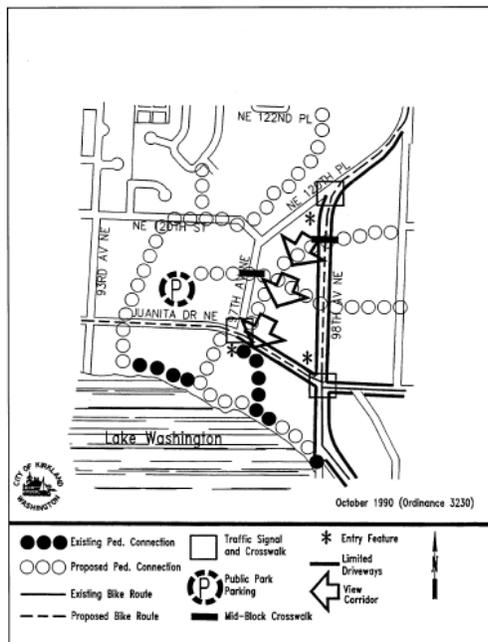


Figure J-3: Juanita Business District Circulation & Urban Design

Street improvements are recommended that will tie the neighborhood center with Juanita Beach Park.

NE 120th Place/97th Avenue NE - A critical component of the South Juanita Neighborhood Center plan is to tie the business district with the park. Sidewalk extensions, special paving, or other features should be used to allow for safe pedestrian crossing between the business district and Juanita Beach Park. Curb, gutter, sidewalk, and street trees also should be added.

Commented [JC6]: Figure J-3 will be updated to remove view corridor in JBD 1, update pedestrian connections and mid block crosswalks not complete.

Juanita Drive – The Juanita Drive Corridor Study was completed in 2014. The study developed a plan for future improvements to the Juanita Dr. corridor between Juanita Village and the northern city limits in Finn Hill. The improvements in the study should be implemented to improve pedestrian and bicycle connections including curb, gutter, sidewalks, street trees, lighted crosswalks, intersection improvements and traffic calming. The variety of street trees used should not block views of the lake.

URBAN DESIGN

Creation of a neighborhood scale pedestrian district is an underlying goal of redevelopment.

The underlying goal of redevelopment in the South Juanita Neighborhood Center is to create a neighborhood-scale pedestrian district which takes advantage of the amenities offered by Juanita Bay. Figure J-3 displays some important urban design features of the business district.

Pedestrian pathways from the surrounding residential areas to and through the business district and on to Juanita Beach Park should be acquired and improved. Currently there are some informal trails from JBD 2/East Ridge to the core area, but they are inadequate and cross private property. Residents wishing to walk to the district have to go out of their way as there are no direct routes.

View corridors to the lake should be established with new development in the business district. Several buildings in JBD 5 block the view of the lake, but view opportunities are available through Juanita Beach Park, down public streets, or potentially through JBD 4.

Entry features, such as signs or sculpture, should be established in the locations shown in Figure J-3. These features should be identity-giving elements which, for example, could reflect Juanita Bay. In addition, coordinated streetscape improvements should be used throughout the business district, including street trees, street furniture, and other amenities like flowers, banners, and signs.

Design regulations and Guidelines are established for the JBD.

Design regulations and Design Guidelines for Pedestrian-Oriented Business Districts are established for the Juanita Business District. The regulations will be implemented through a Design Review process in the Zoning Code. The Guidelines include policies and concepts for parking lot landscaping and layout, pedestrian linkages, through sites, public open space landscaping, signs, building materials, roof treatments, building placement, and other design elements.

5.B. North Juanita Neighborhood Center

New section 5.B.

The North Juanita Neighborhood Center is the commercial and activity center for north Juanita (see Figure J-1). It contains shops and businesses that serve the local residents, but redevelopment would provide more needed services and gathering places, and improve the vitality of the area. The center is split by the location of the two parallel main arterials (100th Ave NE and Juanita-Woodinville Way NE) serving the area and pass through traffic between I-405 and the Bothell Highway. **A corridor plan for 100th Avenue NE and adjacent uses should be prepared. The corridor plan could address such issues**

Commented [JC7]: Some public comments received expressed the desire for creating incentives for redevelopment of Albertson's property at 2-3 stories; some say higher.

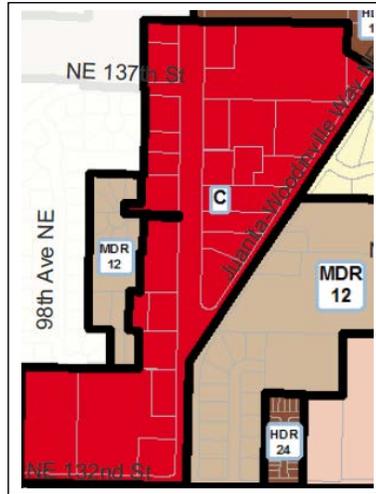
as street improvements, landscaping and lighting improvements, bicycle and pedestrian facilities to improve circulation, safety, and techniques to improve the visual appearance of the district similar to the Juanita Village development to the south.

Along 100th Avenue north of NE 132nd Street is a commercial neighborhood center area that contains a mix of commercial uses (see Figure J-1). The goal of this area is to create in the future, a mixed use, pedestrian oriented district that is similar to the South Juanita Business District in design but to a lesser degree in scale.

A mix of retail, office and upper floor residential uses is appropriate in this area. The variety of uses should be geared to serving the neighborhood including restaurants, groceries, hardware stores, health centers etc. However, a portion of the ground floor should be devoted to commercial uses with residential above. Commercial uses should be oriented to adjacent arterials and pedestrian pathways. Surface parking areas located to the side or rear of buildings. Pedestrian pathways should connect uses on site and with adjacent properties.

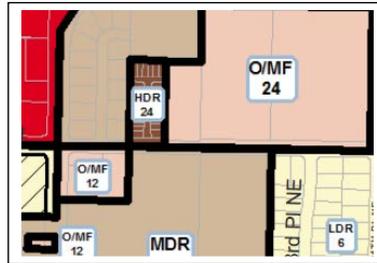
Design Guidelines and design review should be established for the Business District for all new, expanded or remodeled commercial, multi family or mixed use buildings.

See also the general Urban Design section.



Properties at the east and south corners of NE 132nd Street and 100th Avenue NE are designated for office/multifamily use.

Office/multifamily residential uses are appropriate for property on the east side of 100th Avenue NE at the intersection of NE 132nd Street and 100th Avenue NE shown in Figure J-1.



Such uses would be compatible with the surrounding multifamily developments and professional offices along NE 132nd Street. Commercial uses which are high traffic generators are not appropriate at on the south side of the intersection due to Juanita Elementary School to the west. Therefore, restaurant, tavern, or neighborhood-oriented retail uses should not be permitted on the south side of the intersection.

Special attention should be given to landscaping at the intersection to create a gateway and attractive entrance into the neighborhood and City. The City may require dedication of land for a sign.

The area along the north side of NE 132nd Street east of 100th Ave NE should be retain as office and multifamily uses. Existing development includes an office building, and two medical in-patient treatment facilities. Building height for the office area should be permitted up to 60 feet to accommodate the needs of these specialty facilities, including hospital standards for ventilation.

3. NATURAL ENVIRONMENT

Geologically Hazardous Areas

Juanita contains geologically hazardous soil areas shown on Figure J-4 which include moderate and high landslide slopes and seismic hazard soils. Juanita also contains Juanita and Forbes Creeks within the South Juanita Slope, Juanita Creek and Forbes Creek drainage basins which are subject to risk of earthquake damage as a result of seismically induced settlement.

Primary areas at risk for moderate and high landslide include the southeast slope of Finn Hill, southwest of the Heronfield Wetlands, the South Juanita Slope on the east and west sides of 100th Ave NE and along the south and north side of Forbes Creek Drive.

Much of the area south of Forbes Creek Dr. lies on the part of the Juanita Slope identified as unstable. Slopes are steep at an average of 15 percent with some slopes up to 40 percent. There is a series of ravines which represent a particularly high hazard of sliding. There also is considerable amount of groundwater in the slope causing artesian pressure and many small streams. Some creep and sloughing indicate active slope movement. The instability of the sand layer greatly increases when wet or modified. The presence of clay in the lower portions of the slope and saturated sand and gravel can also be contributing factors to landslides when wet. The slope will also be particularly prone to sliding in a time of a low-intensity earthquake. Limitations on development in geologically hazardous areas are described below and in the Environment Chapter.

The moderate and high landslide hazard slopes are expected to remain stable if left in a natural condition. Construction on or adjacent to these slopes may cause or be subject to landslides, excessive erosion, drainage, or other problems associated with development on a slope. Moderate and High Landslide Hazard steep slopes can be stabilized by preserving vegetative cover and following recommendations of slope stability analysis. Development should be regulated on these slopes to avoid or minimize damage to life and property. Therefore, a slope stability analysis should be required prior to development on these slopes as well as seismic hazard areas identified in Figure J-4.

It is important to retain significant trees because they can help to maintain the visual character of the neighborhood and help to protect unstable areas. Where possible, new development should be required to retain visually prominent stands of significant trees. Development in slope areas these areas could result in extensive cut and fill and disturbance. The stability of the slope can be maintained by preserving vegetative cover. Maintenance of vegetative cover to the maximum extent feasible, in turn, helps to control the rate of surface water runoff which minimizes erosion and enhances water quality. See Environment Element and Utilities Element Chapters.

It should be noted that in slope areas, limitations on development are not due entirely to the existence of natural constraints. There may be additional reasons for limiting the type or density of development in slope areas, such as access, utility service, adjacent uses, and others.

Sensitive Areas

The Valley portion contains Forbes Creek and areas subject to uneven settlement and flooding due to wetlands, and streams (see Figure J-5). Much of the Forbes Creek Valley area has been identified as a Flood Hazard and Seismic Hazard Area. Analysis of proposed developments should be required to mitigate problems associated with these factors. These flood areas are designated by the Federal Emergency Management Agency (FEMA). Federal law requires that flood insurance be obtained before any federally insured lending institutions may approve a loan for the development within an identified flood hazard zone. Also, Forbes Creek and associated stream corridor should be maintained in a natural condition to allow for natural drainage as well as possible salmon spawning (see Environment Element).

The Finn Hill slope and hillsides north and south of Juanita Bay and Forbes Creek Drive also contain streams and ravines which flow into the Juanita Creek and Forbes Creek drainage basins. In order to ensure these streams, ravines and slopes are maintained in a natural condition and minimize disturbance of unstable slopes, Natural Greenbelt Protective Easements should be created over them. Significant trees are prominent on these slopes from many vantages and if retained, they will help to reduce erosion on steep slopes.

The Juanita Creek drainage basin has suffered from development impacts over the years. The gradual filling of Juanita Bay with eroded sediments is one indication of this as is the decreased fish population. Therefore, stringent erosion control measures and substantial stream setbacks should be imposed on new development during and after construction. Native riparian vegetation should be planted in the setbacks to improve fish habitat and discourage activity near the banks.

Many of the minor creeks feeding Juanita Creek have been culverted which speeds flow and eliminates natural filtration. Streams should be removed from culverts whenever possible, and new culverting should be prohibited as regulated in KZC Chapters 83 and 90. The City has made improvements to

portions of Juanita Creek to reduce erosion and restoration projects, such as at Juanita Beach Park. The City should continue efforts to rehabilitate Juanita Creek as a priority in its Capital Improvement Program. In addition, stream teams or volunteer citizen groups could work to enhance this resource.

Wetlands, like streams, should be protected with substantial buffers and erosion control measures. Public access through the Juanita Bay wetland and views of the lake should be provided if these actions will not impact the wetland. Public access should be developed along the Juanita Bay shoreline or through the wetland associated with the bay where appropriate and include interpretive centers. The interpretive centers should emphasize the biological importance of the wetland and the importance of protecting the resource. Measures should be taken to open significant public views of the lake whenever possible which will benefit the general public, provided the action will not negatively impact the wetland.

The portion of the Juanita Creek wetlands east of Juanita High School should be left in a natural state. Public access as described for the Juanita Bay wetlands should also be developed along this wetland.

The unnamed stream located east of the hillside above Juanita Bay (and associated wetlands along 98th Ave NE) should be preserved and maintained in its natural state not only to provide storage and flow for natural runoff, but to provide natural amenities in the area.

The policies found in the Environment and Shoreline Area Chapters should be observed along with the policies described in this section when reviewing development proposals in Juanita to ensure the protection of the drainage, habitat, and aesthetic functions of the natural resources.

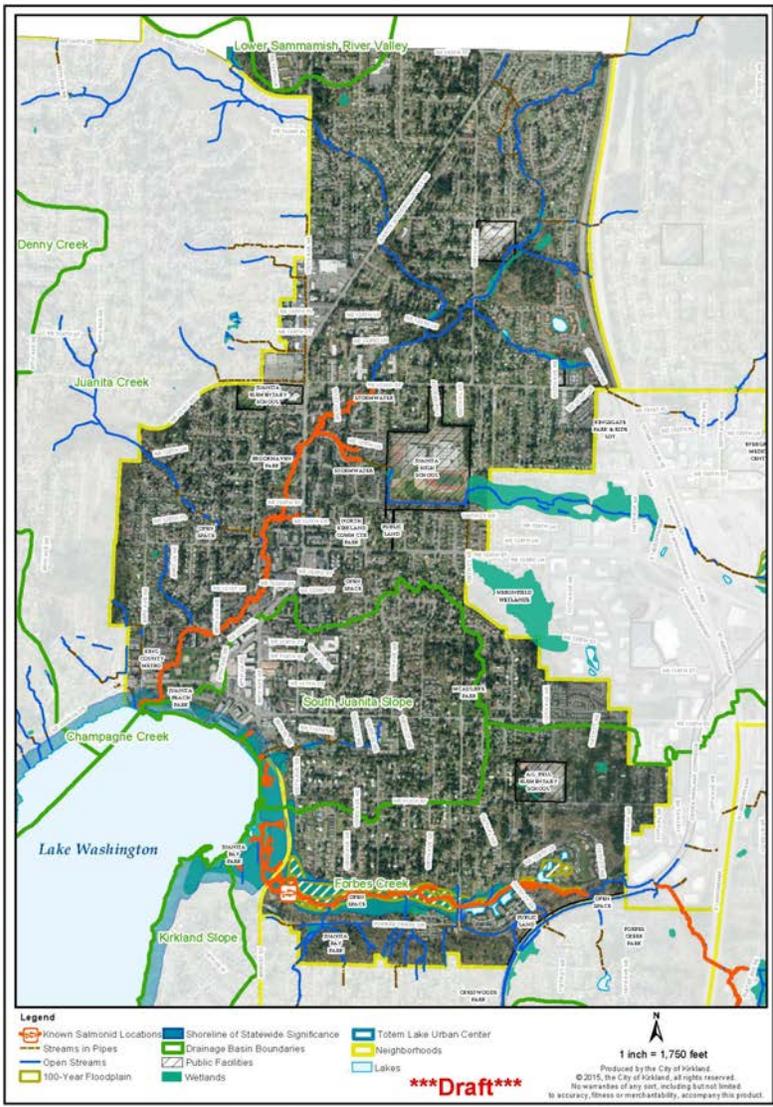


Figure J-5: Juanita Sensitive Areas

6. OPEN SPACE AND PARKS

Enhance parks within the Juanita neighborhood

There are approximately ten publicly owned parks in the Juanita Neighborhood that provide park, recreation and open space amenities, offer public access to the lake or protect sensitive and natural areas (see Figure J-1). The two regional parks include the Juanita Bay Park and the Juanita Beach Park. Juanita Bay Park, developed under a master plan, offers wildlife watching, a boardwalk, trails and passive recreation opportunities in around a large wetland system. Juanita Beach Park, also developed under a master plan, contains 25 acres and is developed with a swimming beach, play structures, restroom and launches for non-motorizing boats also under a master plan. Juanita Creek and associated wetlands located within the Park underwent restoration as part of the master plan. Continued implementation of the park master plan should occur, including new restrooms and concessions shelter near the shoreline, and a skatepark and playfield on the north side of Juanita Drive.

North Kirkland Community Center and Park is a recreation activity focal point for the neighborhood. The five acre site with a recreation center and playground has been identified in the Parks Recreation and Open Space Plan (PROS Plan) as in need of redevelopment to provide additional capacity and amenities. In light of this, effort should be taken to acquire public pedestrian easements over lands surrounding the park for safe access to it. In addition, the master plan should incorporate the following ideas:

- (1) Surrounding single-family residences should be buffered from major activity areas.
- (2) Vehicular traffic should be routed so as not to negatively impact the single-family residences to the east.

Other parks in the Juanita Neighborhood include:

- McAuliffe Park is 26.7 acres and developed for special outdoor events and enjoyment of the gardens.
- Juanita Heights Park is 6 acres. The PROS Plan identifies a need for pedestrian easements or access ways across private property to improve the entrance to the park.
- Brookhaven Park and Wiviott Property, and some unnamed small neighborhood parks of less than an acre in size provide additional recreational opportunities, and in some cases storm detention facilities and open space.
- Edith Moulton Park is 26.7 acres and partially developed. A park master plan will be developed for the park, including restoration of native vegetation along Juanita Creek as planned in the PROS Plan.
- Windsor Vista Park is 4.8 acres, is currently undeveloped and contains a creek through the property. A park master plan should be developed for the park for active and passive recreation as described in PROS Plan.

The southeast slope of Finn Hill, the slope northeast of NE 121st Place, and Forbes Valley are important open spaces for the neighborhood. Significant stands of trees should be preserved as described in the Natural Environment section. During development, tree cutting should be minimized.

The open space character of the Forbes Valley should be maintained.

The Forbes Valley area, extending from Lake Washington east to 116th Avenue NE, remains today as a large natural open space that is an extension of Juanita Bay Park. The Forbes Valley, with many wetland areas, is wooded with few existing homes. In the eastern section is Planned Area 9 which is developed as an attached and stacked residential project. The primary policy thrust for the Forbes Valley is to maintain it as a large open space along with low density residential development.

Wooded open spaces dominate the character of the Forbes Valley and should be maintained.

The dominant visual quality of the lower Forbes Valley is one of wooded areas and open space. This area is recognized as a significant regional open space and is preserved as an extension of Juanita Bay Park. The area's ecological and drainage connections to Lake Washington places it under the jurisdiction of the state Shoreline Management Act.

If development does occur, open space, particularly along the stream, must be maintained.

If private development of the lower Forbes Valley area does occur, the maintenance and preservation of the open space character will be required. In addition to maintaining the character of the area, specific requirements will include the preservation of open space within vegetative buffers adjacent to the creek with a possible pedestrian trail paralleling the stream. **A continuous trail through the Forbes Valley should be planned and completed.** Similar requirements of vegetative buffers and trails along the creek are discussed in the section dealing with the development of Planned Area 9.

Acquisition of parkland should be actively pursued.

Even with the acquisition of the McAuliffe Park, Juanita Beach Park and annexation of Edith Moulton Park, Juanita lacks park facilities and parkland given the size of the neighborhood. General areas where parks are needed are southwest and northeast portions of North Juanita as shown in Figure J-1 and as noted in the Parks Recreation and Open Space (PROS) Plan.

Juanita has open space tracts that were originally part of the subdivisions and subsequently purchased by King County. These are part of the City's Open Space System but are storm water facilities managed by the Public Works Department. Other open space parcels are private storm water facilities. The City maintains those facilities located in easement or tracts that are part of single family developments, but they are not part of the City's open space system.

The City should actively pursue acquisition of parkland when opportunities to preserve open space present themselves and when funding is available. Adequate funding for continued maintenance of parks and open spaces should be encouraged concurrent with new development of the parks and open spaces.

The City also partners with the Lake Washington School District to provide joint use of Juanita Elementary School recreational facilities that help meet the community's needs for recreation after school hours and during the summer. The City should continue a partnership with schools to provide recreational facilities to residents, including Juanita High School.

View corridors provided by the street system should be protected and enhanced.

One important open space of great community value is often overlooked. The street system provides Juanita with a number of excellent local and regional views. Such view corridors lie within the public domain and are valuable for the beauty, sense of orientation, and identity they impart. These view corridors are to be preserved and enhanced. One way to achieve this is through the undergrounding of utilities. See Community Character and Park, Recreation and Open Space Elements.

Other important goals and objectives for open space and parks are described in the Open Space/Parks Element chapter.

Major pedestrian/bicycle path system discussed.

Pedestrian and bicycle pathways are recognized as part of the open space system.

Pedestrian and bicycle pathways are also part of the park and open space system in addition to providing a transportation function. **Bicycle facilities separated from vehicles should be provided where feasible** on main arterials. Major pathways in the Juanita should be established according to the designations in the Transportation Element. See also Figure J- 8 in the Transportation Section below.

7. TRANSPORTATION

The Eastside has experienced increased traffic as a clear result of ongoing growth trends. Various transportation programs have set forth regional policies to handle this situation as it transcends any single jurisdiction. As with most of Kirkland, Juanita is located such that it is heavily impacted by the region's week day rush hour traffic.

The transportation system should serve local and regional needs.

The transportation system in Juanita should provide a network of safe streets to serve the residents, while recognizing and serving the regional needs. The neighborhood is divided by the following principal: 100th Avenue NE, NE 116th Street, NE 124th Street, NE 132nd Street (Figure J-6). These streets are heavily traveled by local residents and commuters from outside the neighborhood. These streets and Juanita Drive and Juanita-Woodinville Way NE, which are minor arterials, take commuters to and from I-405. Future improvements should recognize this situation and protect the integrity of the residential neighborhoods.

The following is a list of priorities desired for the transportation network in Juanita:

- **NE 132nd Street** - The City should improve this street to provide safe access to and from Finn Hill, particularly near Juanita Elementary
- **100th Avenue NE** north of NE 124th Street- A 100th Avenue NE Corridor Study for the street segment between NE 132nd ST and NE 145th ST recommended intersection, crosswalk, access control, lighting, signing, bike lanes and other street and stream improvements to the corridor. As funding is available these improvements should be implemented.
- **Juanita Drive** - see discussion in the Juanita Business District section and approved Juanita Dr. Master Plan.
- **NE 145th ST/100th Avenue NE intersection-** add a City or neighborhood gateway sign.
- Consideration should also be given to the use of native, drought-tolerant plant materials along streets. In addition, every effort should be taken to retain significant trees in the right-of-way during construction of streets.
- A new emergency, pedestrian and bike overpass across I-405 at approximately NE 140th ST connecting Juanita, Totem Lake and Kingsgate neighborhood is desired.
- Measures should be taken to reduce the speed of traffic on all Collector Streets through residential neighborhoods.

~~As King County METRO works to improve its public transportation system, consideration should be given to adding bus routes and scheduled times to serve the neighborhood. In addition, King County METRO or Washington State Department of Transportation (WSDOT) should consider additional park and ride facilities or mixed use transit oriented development at the Kingsgate Park and Ride facilities.~~

Further discussion of planned transportation improvements are described in the Transportation Element and Transportation Master Plan.

Commented [JC8]: This text is deleted because the Kingsgate Park and Ride property is proposed to be added to the Totem Lake Neighborhood.

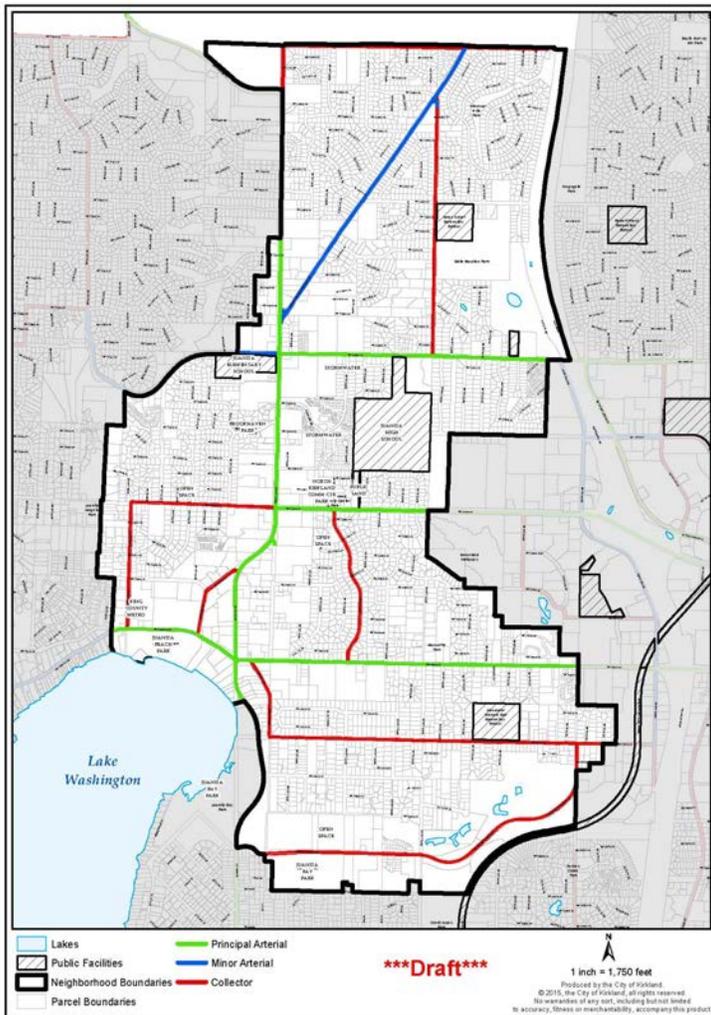


Figure J-6: Juanita Street Classifications

BICYCLE FACILITIES

Bicycles are permitted on all public streets, but several streets in Juanita are designated in Figure J-7 to be improved bicycle routes. Improvements for bicycles can include a separate lane, signs, or simply a wide shoulder. Improvements for specific streets are to be made as part of the City's Capital Improvement Program.

King County has a special bicycle route called the "Lake Washington Loop" so riders can ride around the lake. In Juanita, this route follows 98th Avenue and Juanita Drive.

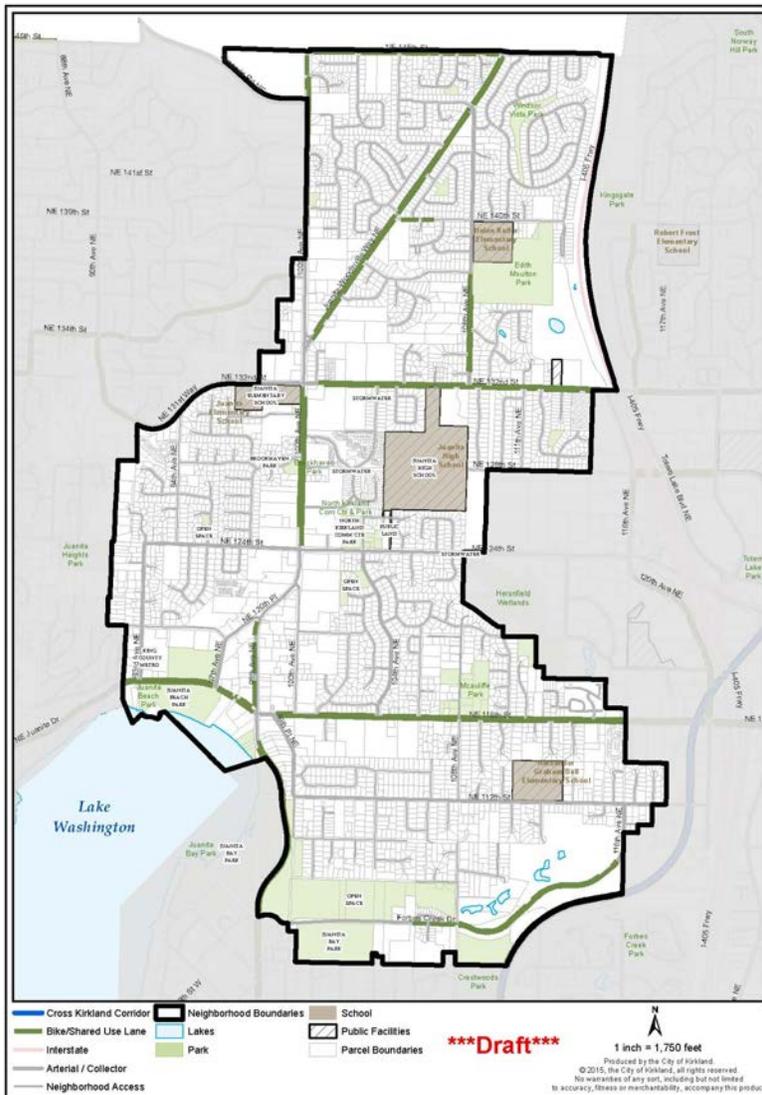
A designated bicycle route should be identified between Finn Hill, Juanita Beach Park, the Cross Kirkland Corridor and the Sammamish Valley Trail.

Similarly, the City should work to identify the best bicycle route between Finn Hill, Juanita Beach Park, Cross Kirkland Corridor and the Sammamish Valley Trail in Redmond. The route should be clearly marked and tied with facilities in the Totem Lake Neighborhood. [See also the Transportation Master Plan.](#)

Access easements are encouraged to connect with pedestrian and bicycle corridors.

The Parks, Recreation and Open Space Plan (PROS) identifies two signature bicycle and pedestrian routes for bicycles and pedestrians. The Juanita Bay to Valley Trail would connect Juanita Bay with North Rose Hill Woodlands Park and eventually to Sammamish Valley with a greenway bicycle and pedestrian route. The route generally follows Juanita Drive in Finn Hill south through Forbes Valley, and south along 18th Avenue NE/ NE 100th ST, connects to the Cross Kirkland Corridor and east to the Sammamish Trail in Redmond.

Public pedestrian and bicycle easements should be provided across properties to access these signature trails when development, redevelopment or platting occurs to complete the trail system. See the PROS Plan for further details. The City should work to improve routes for bicycles and pedestrians including clearly marked signs and connections to transit facilities, schools, parks and commercial activity areas.



PEDESTRIAN CIRCULATION

Areas targeted for improved pedestrian access are listed

There are several areas in Juanita where improved pedestrian access would be highly desirable to the residents. Figure J-8 shows existing and desired pedestrian. In the following areas, **pedestrian easements should be acquired either through conditioning new development or major redevelopment:**

- (1) Along the Lake Washington shoreline from Juanita Bay Park to Juanita Beach Park.
- (2) From 100th Avenue NE to 98th Avenue NE in the business district (see also South Juanita Business District Section).
- (3) From 95th Place NE to the South Juanita Business District.
- (4) Along Juanita Creek from Lake Washington to 100th Avenue NE and from 100th Avenue NE to the Totem Lake Business District if consistent with the Shoreline Area and Environment Chapters.
- (5) From the Idylwood neighborhood to NE 124th Street.
- (6) **From Finn Hill (such as from Juanita Heights Park) through Juanita to Cross Kirkland Corridor.**
- (7) **From the lakeshore to the Cross Kirkland Corridor by way of Forbes Creek Drive.**

When reviewing development proposals, attention should be given to improve and establish pedestrian connections from the developments to King County METRO stops **and parks**.

8. PUBLIC SERVICES AND FACILITIES

Water, sewer, and drainage facilities are adequate for planned development in the Juanita Neighborhood. The goals and policies contained in the Utilities, Capital Facilities and Public Services Chapters of the Comprehensive Plan provide the general framework for these services and facilities.

UTILITIES

The Northshore Utility District and the City both provide utility service to the neighborhood.

The Northshore Utility District provides water service generally north of NE 124th ST and sanitary sewer service north of NE 116th ST. The City of Kirkland serves the remaining areas (see the Utilities Element). Sewer and water main extensions are typically installed by developers as part of a development project.

Encourage undergrounding of overhead utilities.

Overhead utility lines often disrupt significant public views and require more maintenance than underlines. View corridors provided by street systems should be protected and enhanced by placing utilities underground.

STORM WATER

Natural storm drainage systems should be used as one measure to protect the Juanita Creek and Forbes Creek Drainage Basins.

Juanita is part of the Juanita and Forbes Creek Drainage Basins. New development should ensure protection of the creeks (see Natural Environment section). One way to accomplish this is through the use of low impact development techniques, such as biofiltration swales and natural systems. Therefore, future development in Juanita should use natural systems for storm drainage purposes as much as possible.

Forbes Creek and Juanita Creek should to be maintained or restored as functioning elements of the natural drainage system.

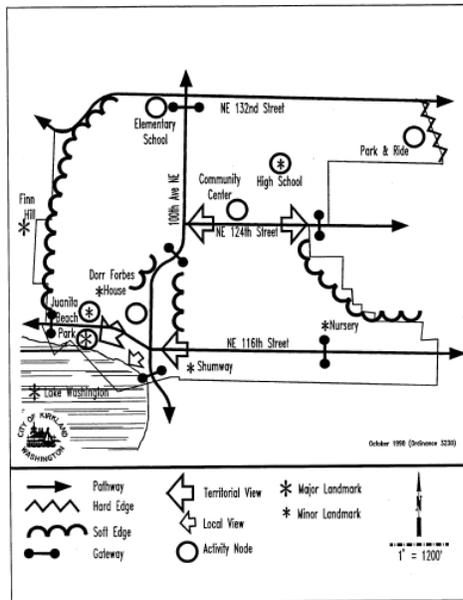
The restoration and maintenance of Forbes Creek and the associated wetlands is of special concern in order to serve drainage, aesthetic, educational, and biological functions (see Natural Environment Element).

Natural drainage systems are to be maintained.

The natural drainage system should be preserved and utilized according to the goals and policies in the Environment and Utilities Elements. Future development adjacent to streams should maintain the stream in an open, natural configuration or restore the stream if necessary.

9. URBAN DESIGN

The Urban Design Elements shown in Figure J-9 taken together create a visual identity for Juanita. Discussion of these elements follows. See the Juanita Business District section of this chapter and the Community Character Element chapter for more discussion of urban design.



Gateways to the neighborhood are identified on Figure J-9.

Gateways to the neighborhood provide an important first impression of the area's character and quality. Gateway locations are noted on Figure J-9 some of which have been previously described in this chapter. The locations were selected because they are prominent vantage points when entering the neighborhood. Each is located on a major pathway in the neighborhood. Improvement of these

Commented [JC9]: This graphic will be updated to include North Juanita.

gateways is recommended by the most available means. This may involve dedication of land or construction and maintenance of the gateways by private developers as part of project approval. Typical improvements include landscaping and signs which recognize Juanita not only as a unique neighborhood, but also as part of the City of Kirkland.

View corridors to the lake and to Finn Hill should be opened and enhanced.

Given Juanita's unique location on Juanita Bay, whenever there is development, major view corridors to the lake should be opened. Measures should be taken to improve significant public views. Public territorial views of the southeast slope of Finn Hill should be preserved and enhanced by removing elements which clutter the view, such as certain non-conforming signs and utility lines.

"Edges" created by landscaping or topographic change should be preserved.

Juanita is fortunate to have significant stands of trees which create a "soft edge" and provide containment for the South Juanita Business District (Figure J-___). Similarly the hillside in Totem Lake, once known as "Welcome Hill," helps to define the boundary between Totem Lake and Juanita. Interstate 405 in the northeast corner of the neighborhood provides a hard edge or distinct boundary between Juanita and Kingsgate. Future development should preserve these edge conditions and encourage additional landscaping or topographic change to demarcate different areas or provide organization.

Pathways, with directional signs, should be developed to connect to activity areas. Landmarks should be preserved and enhanced.

There are several important nodes in Juanita where activity is concentrated. Juanita Bay Park and the walking bridge east of 100th Ave NE, and Juanita Beach Park are nodes with regional significance. Other key focal points include schools, the North Kirkland Community Center and Park, and the two business neighborhood centers. Pathways and signs should be developed to lead to these nodes.

Finally, the landmarks and urban design features shown on Figure J-9 are significant, for they help to distinguish the neighborhood from other places and provide a point of reference and a sense of place for the residents. Efforts should be taken to preserve and enhance these identity-giving features.

Draft Juanita Neighborhood Plan *3-2-2015 Clean text version*

Includes Planning Commission Comments from 2-12-15 meeting

Note: As part of the GMA Update in 2015 the Juanita Neighborhood Plan was reorganized to combine areas previously described as North and South Juanita, Juanita Slough, Juanita Heights and areas of North Juanita annexed in 2012.

1. OVERVIEW

The Juanita neighborhood is located in the central north portion of Kirkland. The neighborhood is bounded by the city limits of NE 145th ST on the north; generally 20th Avenue NE on the south; Interstate 405 and Totem Lake neighborhood to the east; and the lower slope of Finn Hill following the alignment of 91st Avenue NE on the west. The northern portion from NE 132nd ST to NE 145th ST was annexed in 2011 from unincorporated King County (See Figure J-1, Land Use Map).

100th Avenue NE and Juanita-Woodinville Way NE provide the main north-south vehicular, bicycle and pedestrian connections through the neighborhood, while NE 112th ST, Forbes Creek Drive, NE 116th ST, NE 124th ST, NE 132nd ST provide the main east-west connections.

The neighborhood contains many active and natural parks, a regional shoreline park, a recreational community center and various types of open spaces. Three elementary schools and one high school are located in the neighborhood.

Two neighborhood commercial areas provide business services, restaurants, banks, and grocery stores for nearby residents and businesses. The South Juanita Neighborhood Center is located on either side of 100th Avenue NE between NE 124th Street and just south of NE 116th Street. The North Juanita Neighborhood Center is located north of NE 132nd Street on the west side of Juanita-Woodinville Way NE. The area east of 100th Ave NE and north of NE 132nd Street contain office uses and two medical treatment facilities. See Juanita Business District section below and the Pedestrian Oriented Design Guidelines for the Juanita Business District for the long term vision for that area.

The majority of the land area is devoted to low density residential. Medium and high density residential surround the commercial areas and along main arterials as a transition to low density residential neighborhoods. Planned Area 9 on Forbes Creek Drive, now developed with multi family, was once the location for the Kirkland Sand and Gravel Company.

2. VISION STATEMENT

Juanita is a diverse neighborhood containing two mixed use neighborhood commercial centers (known as the South Juanita and North Juanita Neighborhood Centers) with nearby multifamily and substantial single-family residential areas. The neighborhood centers are stable and provide goods and services to the surrounding community along with housing and local jobs. The South Juanita Neighborhood Center

continues to redevelop with the initial development of Juanita Village. The North Juanita Neighborhood Center has great potential for redevelopment and improvement. The two neighborhood centers will evolve into cohesive pedestrian-oriented mixed-use neighborhood centers that incorporate innovative urban design features. Gateways containing signs and landscaping are located in prominent location that identify the boundaries of the neighborhood.

Pedestrian access and views to and along the shoreline within Juanita Bay of Lake Washington are primarily limited to Juanita Beach Park and Juanita Bay Park because most of the private development along the shoreline restricts access and views. Pedestrian access should be extended along the entire Juanita shoreline, provided that it does not impact the ecological function of the wetlands, streams and shoreline habitat. Juanita Bay and associated wetlands to the east are single most critical environmental feature of the neighborhood that must be protected and thus pedestrian access requires careful planning and design. Whenever redevelopment occurs, major view corridors to the lake should be opened. Measures should be taken to significantly improve public views of the lake. The City's Shoreline Master Program contains policies and regulations to ensure that the ecological function of the lake and shoreline will be maintained and even restored where possible and that public views and access are provided.

Juanita Creek drains into Juanita Bay. It is a major fish-bearing stream that has suffered from the impacts of urbanization. Development will not be allowed to interfere or negatively impact the Juanita Creek drainage system; in fact, the streams have been and will continue to be restored and enhanced in sections through future public and private action. The Juanita Bay Park and wetland areas along Forbes Creek Drive will continue to be preserved.

There are relatively few large vacant parcels within the neighborhood so most new development will be infill and redevelopment. A major policy direction for Juanita is to protect the low-density residential areas of the neighborhood. High-density residential development is to be contained within clear and stable boundaries.

The Juanita neighborhood values its many historic structures that are landmarks to the neighborhood. The Langdon House and Homestead (1888), Ostberg Barn (1905), Dorr Forbes House (1906), Shumway Mansion (1909) and Johnson Residence (1928) are located in South Juanita. The Shumway Mansion was relocated from the Moss Bay Neighborhood when the property at its former location was redeveloped. The Malm House (1929) is located in North Juanita. If at all feasible, these structures should be preserved. See also the Community Character Element.

Public services and capital facilities will be required to implement the neighborhood plan and support the community. The traffic circulation system must acknowledge the needs of the region yet provide a safe and efficient network for the Juanita residents. The expansion and upgrading of park and recreation facilities will be necessary to be more accessible to the neighborhood.

Taken in total, these actions will create a "sense of place" for Juanita residents that make Juanita unique from other neighborhoods. The neighborhood will develop in the future aligned with its environment and strengths.

3. LAND USE

Specific land use designations for the Juanita neighborhood are illustrated in Figure J-1. These designations are based on several factors including natural environment (see Natural Environment section below), adjacent uses, traffic patterns, land use inventories, and other relevant concerns. For convenience, the following analysis of the land use areas are divided according to functional headings. The use of a particular piece of property is influenced by all applicable functional considerations (namely, natural and built environments, economic activities, open space, and public services).

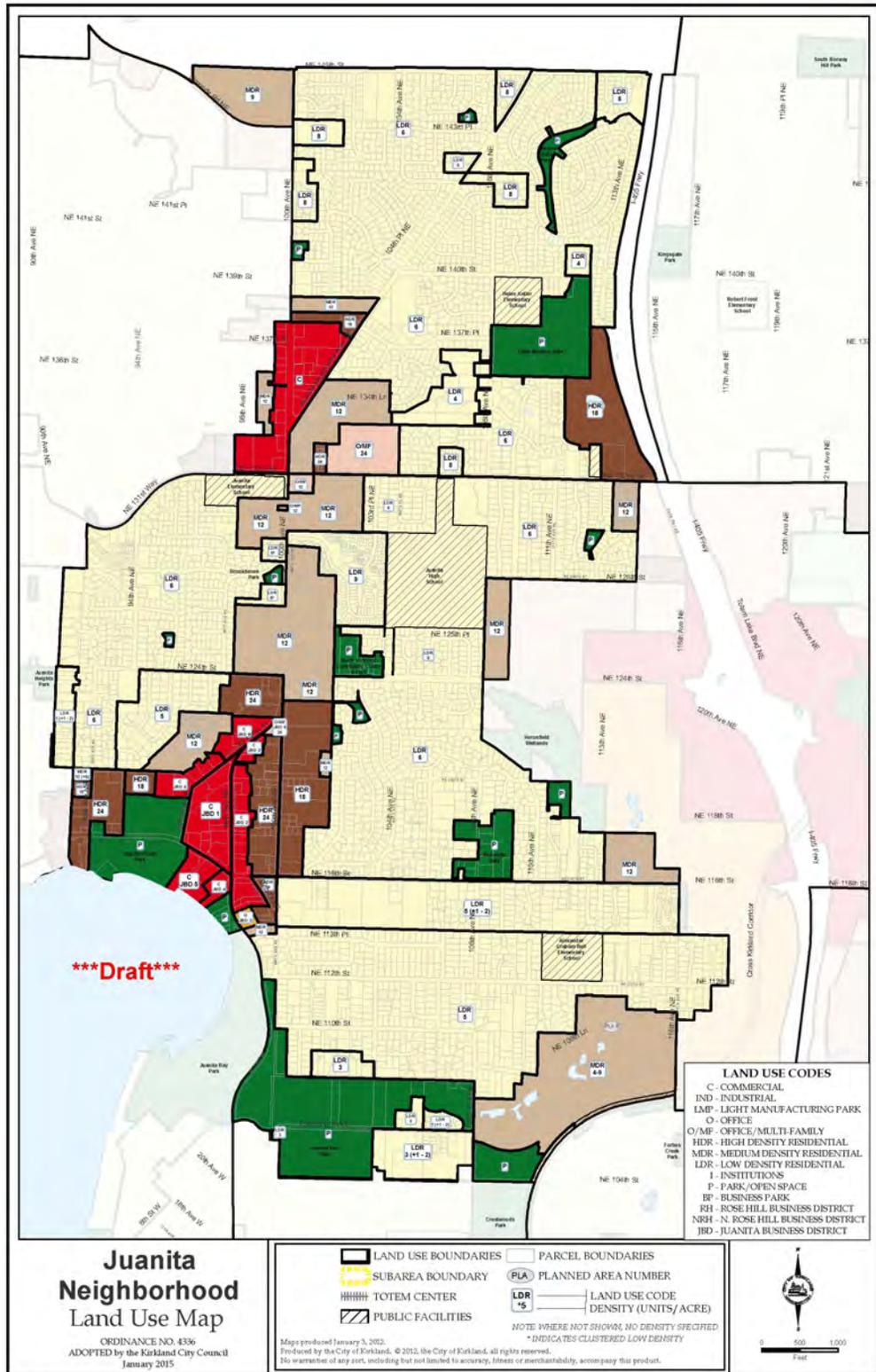


Figure J-1: Land Use

Low Density Residential Areas

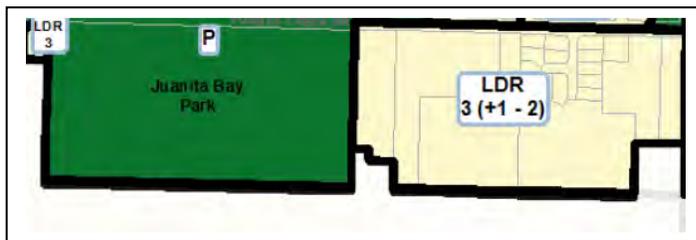
Most single-family residential areas in Juanita are designated at six units per acre.

Juanita is a varied neighborhood with significant and well-defined multifamily and single-family areas. The majority of the single-family residential areas in the neighborhood are designated for development at six units per acre (Figure J-1). There should be no encroachment of multifamily or commercial development into these low density areas except along the perimeter where properties are served by arterials, where transit, bike and pedestrian facilities are available. New development along collector or arterial streets should combine driveways whenever possible.

Forbes Creek Valley

Land use along Forbes Creek Drive is almost entirely of park and open space with some single-family detached homes, including a clustered small lot development. For seismic and flood hazard areas west of Planned Area 9 discussed in the Natural Environment Section, residential development should continue comparable to existing low densities at four to five dwelling units per acre.

Residential development on the unstable slope south of Forbes Creek Drive is to be limited to up to three dwelling units per acre subject to standards and development is permitted up to five units per acre if additional standards are met.



The natural and other development constraints discussed in the Natural Environment Section combine to limit residential densities to one to three dwelling units per acre. It is the cumulative effects resulting from full development at medium to high densities that are of greatest concern for increase in hazards of life and property. The wooded character of

the slope should be maintained regardless of the allowed density.

The base density for residential development on the unstable slope south of Forbes Creek Dr. is three dwelling units per acre subject to the following standards:

- (1) Soils analysis is required.
- (2) Clustering of structures is encouraged.
- (3) The maintenance of vegetative cover to the maximum extent feasible is required.
- (4) Watercourses are to be retained in a natural state.
- (5) Surface runoff is to be controlled at predevelopment levels.
- (6) Points of access are to be minimized.

Four to five dwelling units per acre are permitted according to additional standards.

Residential densities on the unstable slope may be increased by an extra one to two dwelling units per acre (up to five dwelling units per acre) depending on the degree to which the development proposal conforms to the following standards:

- (1) Soils and geologic analysis are required. The City will approve a qualified professional and establish reasonable study parameters. Analysis would cover the area of the site to be developed as well as adjacent sites.
- (2) The developer indemnifies and holds the City harmless.
- (3) Structures are clustered away from the steepest slopes and watercourses.
- (4) The vegetative cover is maintained to the maximum extent possible.
- (5) Watercourses are retained in a natural state.
- (6) Surface runoff is controlled at predevelopment levels.
- (7) Points of access to arterials are minimized.
- (8) The City has the ability to provide the necessary emergency services.
- (9) A minimum level of aggregation of land may be desirable in order to minimize adverse impacts.
- (10) There is a public review process of the development proposal, such as a Planned Unit Development or Rezone review process.

Medium Density Residential Planned Area 9

Medium density residential, commercial recreation, and limited small offices are permitted in Planned Area 9 subject to standards.

Planned Area 9 was designated for several reasons including previous location of the Kirkland Sand and Gravel, locational characteristics, and challenges associated with future development. Forbes Creek flows through the area. Surrounding this area are residential uses on the slopes as well as immediately adjacent in the Valley. To the east is Par Mac industrial area in Totem Lake (see Figure J-1).

The property is developed as stacked dwelling units at a medium density residential at a density of nine dwelling units per acre. A clubhouse or restaurant is permitted as part of a recreation facility. Small offices also may be permitted on a limited basis if well integrated into a predominantly residential or recreational facility.

Standards for commercial recreation uses in Planned Area 9 are listed.

The following standards apply to any commercial recreation facilities that would be permitted in this Planned Area.

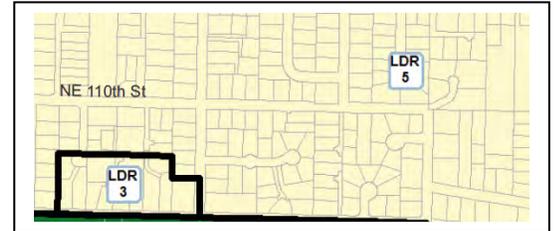
- (1) Noises produced from these activities are not to exceed levels normally found in a residential setting.
- (2) Visual buffering towards residential uses will be required to reduce the impacts of structures or parking areas.
- (3) Night lighting of outdoor areas should be limited and shielded in a manner that will not illuminate residential areas adjacent to the facility or elsewhere in the Valley.



North of NE 108th Street

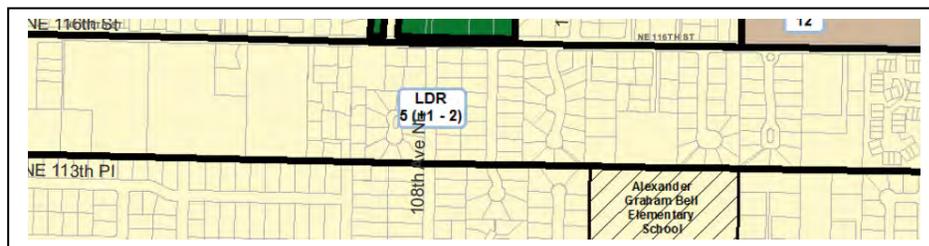
Residential development may be limited on potentially unstable slopes north of NE 108th ST based on slope stability investigations.

Portions of the hillside north of NE 108th ST fall within a potentially hazardous slope area (see Figure J-4). Residential densities of five dwelling units per acre are permitted except for lower areas, at three dwelling units per acre. All permitted developments should be preceded by adequate slope stability investigations. The presence of an open unnamed stream, limited access, and a large groundwater supply impose limits on the feasible residential densities.



South of NE 116th Street

Medium density clustered housing at up to seven units per acre is allowed on the south side of NE 116th Street subject to conditions.



A number of properties fronting on the south side of NE 116th Street have been developed with common wall or clustered housing at a single-family density. Low-density development up to five units per acre is allowed, and slightly higher densities up to seven units per acre may be permitted subject to the following conditions:

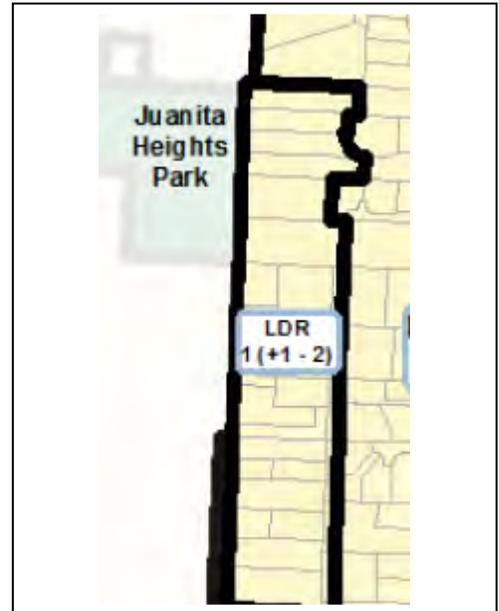
- (1) This added increment of density would only be allowed through a Planned Unit Development permit.
- (2) Visual buffering by a landscaped setback (normally 40 feet) should separate the slightly higher density development from adjacent single-family residences.
- (3) There is to be no direct access from individual dwelling units onto NE 116th Street. Access to NE 116th Street is to be limited to interior loop roads, cul-de-sacs, or similar streets. The added increment of density should not be available to properties where topographic conditions pose traffic hazards due to line-of-sight problems. Furthermore, access should be limited to NE 116th Street and not onto residential streets to the south.
- (4) Pedestrian access through the development should be required to facilitate access to schools or other public destinations.

- (5) Extensions of higher-density development should not penetrate into lower-density areas and should therefore, be permitted only within a specified distance from NE 116th Street (to the approximate alignment of NE 114th Street).
- (6) The height of structures should not exceed that of adjacent residential zones.
- (7) Some common open space usable for a variety of activities should be included on site.

Southeast slope of Finn Hill

Up to three units per acre should be permitted on the southeast slope of Finn Hill subject to additional standards.

The base density for residential development on the southeast slope of Finn Hill and the hillside northeast of NE 121st Place should be one unit per acre (See Land Use Figure J-1). As discussed in the Natural Environment section, limitations on development are necessary in these areas to preserve the natural features and to minimize potential hazards. Development in these areas should be subject to the following standards:



- (1) Preparation of geotechnical studies and slope stability analyses which address the site to be developed, as well as adjacent sites and the immediate drainage area;
- (2) Recording of a covenant which indemnifies and holds the City harmless for any damage resulting from slope instability;
- (3) Maintenance of maximum amount of vegetative cover and trees;
- (4) Retention of watercourses in a natural state; and
- (5) Establishment of Natural Greenbelt Protective Easements at a minimum around streams and in areas of greater than 40 percent slope.

Additional density up to three units per acre on the southeast slope of Finn Hill should be permitted subject to the following additional standards:

- (6) Control of surface runoff at predevelopment levels;
- (7) Limitation on the number of points of access;
- (8) A minimum level of aggregation of land in order to minimize adverse impacts;
- (9) Clustering of structures; and

- (10) Public review of the development proposal such as a Planned Unit Development or Rezone.

Medium and High Density Residential

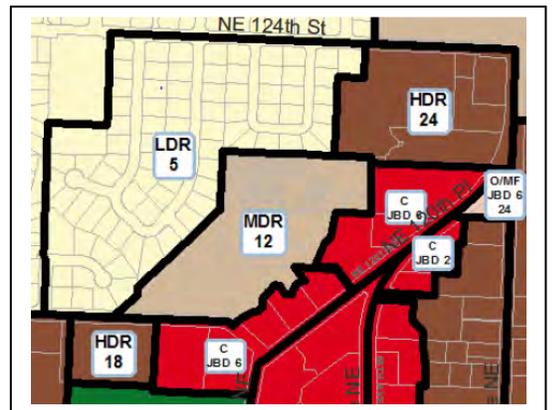
The densities shown in Figure J-1 for medium and high density residential areas either reflect the prevailing existing development levels or have standards to help protect sensitive areas, such as Juanita Creek, or to lessen traffic and parking problems in heavily congested areas, such as along 100th Avenue NE south of NE 124th or along 93rd Avenue NE.

General standards for multifamily development are as follows:

- (1) The site design and placement of multifamily units should take advantage of the topography and existing vegetation to minimize the visual impacts of the new structures.
- (2) Vegetative buffering (preferably with native, drought-tolerant plants) should be provided next to single-family areas.
- (3) Public pedestrian easements should be provided to connect to schools or other public destinations. Convenient access to King County METRO stops should be provided. Medium- and high-density development around the business district should provide public pedestrian access to the commercial area.
- (4) Vehicular access to multifamily projects should not negatively impact adjacent single-family areas. Vehicular access points should be combined and oriented to collector or arterial streets.
- (5) Guest parking should be provided in all new developments and with any substantial remodels.

Medium density residential development is allowed north of NE 120th Street and west of 93rd Avenue NE at a density of 12 units per acre with up to 18 units per acre allowed if affordable housing is provided and the following standards are met.

Northeast 120th Street west of Juanita Business District JBD 6 is a natural boundary line for the medium to high-density residential to the south and low-density residential to the north. Two properties directly south of NE 120th Street and west of 93rd Avenue NE are suitable for medium-density residential at 12 – 18 units per acre, subject to the following standards:



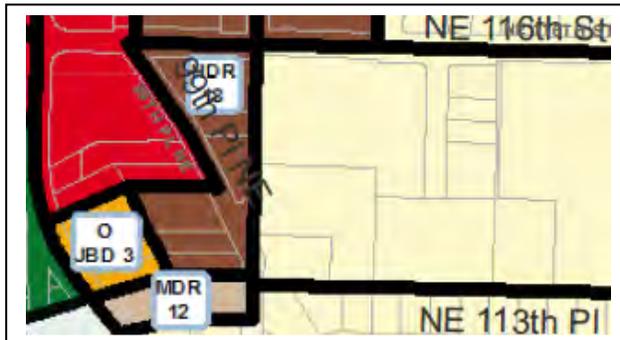
- (1) Dwelling units may be detached, attached or stacked.

- (2) Future development should compliment the adjacent single-family residential neighborhood. Building height, modulation, rooflines, separate exterior front entry doors to each unit and window treatments, and garages should reflect the design and character of single-family development as seen from the east, west or north. Each unit should have its own exterior front door. One common main door with interior corridor access to the units and/or a second level access with a common walkway to more than three units are not allowed. With the building permit application, the applicant shall provide the exterior building design showing compliance with the above elements for review by the Planning Official.
- (3) Enclosed garages are encouraged. On-site surface parking or carports with peaked roofs should be screened by buildings or dense evergreen vegetation from the west and north.
- (4) Buildings should be set back a minimum of 10 feet from the west property line adjoining the low-density residential development to the west.
- (5) Evergreen trees (preferably with native, drought-tolerant trees) should be planted along the west property line to provide a buffer between the medium-density development and the adjacent single-family residence to the west.
- (6) The property adjacent to 93rd Avenue NE should have vehicular access only from 93rd Avenue NE. If both properties are developed together at the same time, vehicular access should be combined and taken from 93rd Ave. NE and not from NE 120th Street to reduce traffic impacts for the single-family neighborhood to the north.

In addition, the properties may be developed at 18 units per acre if affordable housing is provided at one affordable unit for each three market rate housing units beyond the 12 units per acre.

Access to the high-density residential area south of NE 116th Street and west of 100th Avenue NE should be taken from NE 99th Place.

South of NE 116th Street and west of 100th Avenue NE is a high-density residential area. Although this area could receive access from NE 116th Street, 98th Avenue NE, or 99th Place NE, access should be limited to 99th Place NE because of limited sight distances, high traffic volumes along NE 116th Street and 98th Avenue NE and presence of streams and wetlands.



Other medium and high density areas north of NE 132nd ST are discussed

Medium and high density residential uses located north of NE 132nd ST reflects land use designations and zoning at the time of annexation and functions as a transition between the mixed use commercial North Juanita Neighborhood Center and low density residential development. Medium density residential on the north and south side of Simonds Road reflects existing uses and densities at the time of annexation from King County and allows for clustering around steep slope areas.

COMMERCIAL LAND USES

5. Juanita Neighborhood Centers

Existing conditions in both commercial neighborhood centers are discussed.

Juanita contains two mixed use commercial neighborhood centers: South Juanita Neighborhood Center located between NE 116th ST and NE 124th ST and North Juanita Neighborhood Center located north of NE 132nd Street as described below (see Figure J-1).

5.A. South Juanita Neighborhood Center

The mixed use South Juanita Neighborhood Center is the historic, commercial and activity center of South Juanita (see Figure J-1 and JBD Section below). The district lies at the hub of the community street network and transit corridor at NE 116th Street, Juanita Drive and 98th Ave NE anchored by Juanita Village. It encompasses several recreational amenities found at the Juanita Bay Park and Juanita Beach Park. Currently, the commercial district is not oriented to Juanita Bay and only limited views to Lake Washington are available through park land. The opportunity for the neighborhood center to function as a recreational focus is hampered by the lack of multiple access points to the shoreline, and the difficulty of crossing the busy arterials of NE 116th Street and 98th Ave NE.

Goals for the South Juanita Neighborhood Center are listed

The Center's Role in the Community is

- (1) To make the neighborhood center the heart of the community, reflecting its identity and serving as a local social, commercial, and recreation center.
- (2) To recognize that the neighborhood center contains a strong residential community.
- (3) To provide a full range of neighborhood commercial services.

***Relationship to Parks,
Lake Washington Shoreline, and Natural Features***

- (1) To take advantage of the lake, other natural features and the parks, and emphasize the recreation-oriented area with more pedestrian access and views to Lake Washington.
- (2) To enhance these features through cooperative community improvement actions.

Visual Character and Identity

- (1) To make the Juanita Bay shoreline a key aspect of the district's identity.
- (2) To emphasize the district's recreational assets as a major part of its identity.
- (3) To reduce visual clutter, such as non-conforming signs and overhead wires.
- (4) To visually enhance the center's streetscapes.
- (5) To protect the wooded hillsides surrounding the district.
- (6) To maintain the small scale building character, except where development of a larger building complex would result in substantial public benefit through excellence in design, provision of pedestrian amenities, and reduction of environmental impacts.
- (7) To utilize Juanita's history as a part of its identity.

Business Development

- (1) To serve the Juanita neighborhood's commercial needs as a first priority.
- (2) To improve retail sales through organized marketing, improved identity, and a greater spectrum of services.
- (3) To attract a variety of new businesses, such as clothing, hardware, or recreational retail stores.
- (4) To create its own identity distinguishable from the other Kirkland business districts.

Traffic Circulation and Parking

- (1) To provide sufficient parking for commercial and recreational activities. Parking management should strive for joint use of parking lots serving businesses on weekdays and recreational users and shoppers on weekends.
- (2) To make intersections safer and more efficient.
- (3) To establish bicycle facilities.

- (4) To have improved King County METRO service to the district through the establishment of additional transit shelters and stops.
- (5) To reduce the negative effects of traffic on pedestrian activity and street qualities where possible.
- (6) To consider the possibility of a water taxi connection to Moss Bay, Carillon Point, and other Lake Washington destinations.

Pedestrian Activity Goals

- (1) To provide a shoreline trail that connects Juanita Bay Park, Juanita Beach Park, and the business district.
- (2) To provide public trails from the surrounding residential areas to the district.
- (3) To provide pedestrian amenities such as crosswalks, sidewalks, street trees, and street furniture.

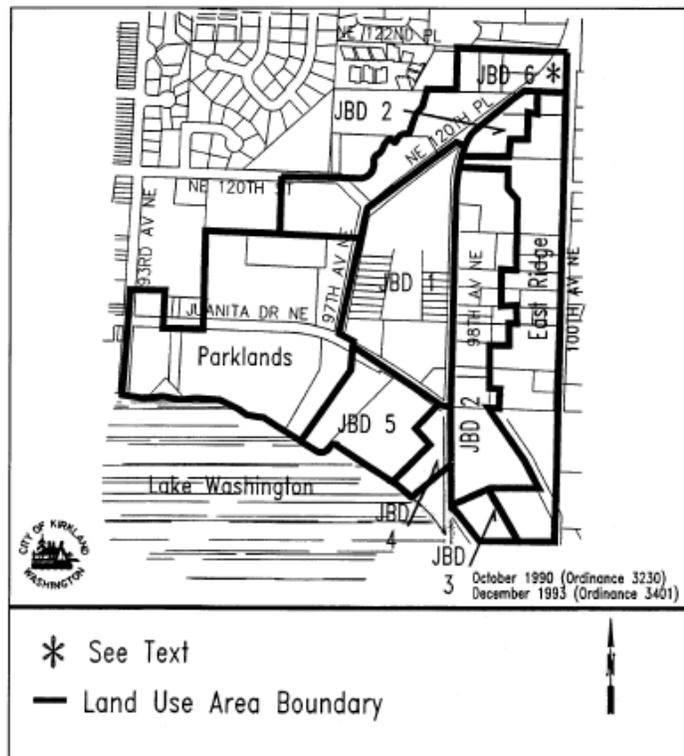


Figure J-2 Juanita Neighborhood Center Sub districts

Land Use Figure J-1 and Figure J-2 above identifies several subdistricts within the South Juanita Neighborhood Center.

Two primary types of development are permitted in JBD 1

JBD 1

Juanita Business District 1 subarea contains the mixed use Juanita Village Development with a variety of retail, services, restaurants, banks and residential uses to serve the surrounding neighborhood. There are two primary types of development available in this subarea: individual parcel development and master-planned mixed-use development.

Individual Parcel Development

Where a development is proposed on a site containing fewer than eight acres, retail, office, and/or multifamily are allowed. The maximum height for this development type is two stories, and the project would be subject to Design Review. Individual projects should be designed to combine vehicular and pedestrian access points whenever possible.

Master-Planned Mixed-Use Development

The second type of development may require assembly of properties (of at least eight acres) to create a master-planned, mixed-use project which clusters development to the north part of the subdistrict. If almost the entire area of JBD 1 (eleven acres minimum) is assembled, then a development could be proposed with a maximum height of six stories on the north end stepping down to two stories toward the south end. If only eight acres are assembled, then the maximum height at the north end would be four stories. Proposals with a minimum of eight acres would be required to have vehicular access off at least two of the following streets: 98th Avenue NE, Juanita Drive, and 97th Avenue NE.

In the master-planned mixed-use development, the allowed uses would be retail, office, and multifamily. At least two of these uses would be required for the project to be considered mixed-use. Pedestrian-oriented businesses should be located on the ground floor of all buildings; however, some multifamily units could be located on the ground level if they are part of a mixed-use development, or if they face 97th Avenue NE. This type of master-planned development should be reviewed at a public hearing, be subject to Design Review and could be approved if it provides a high order of public amenities and urban design.

Design standards are discussed.

Design standards for both development types are further described in the Design Guidelines for the business district contained in the Kirkland Municipal Code. Appropriate types of pedestrian connections should include sidewalks along building fronts and landscaped public open spaces tied to a pedestrian system which connects the East Ridge multi-family area west through JBD 2 to Juanita Beach Park (see Figure J-3).

In addition, the master-planned development should include a plan for the entire development parcel. Individual increments of development should show how they relate to adjacent developed properties in terms of common access, and a complementary arrangement of facilities, spaces, and linkages. For

example, shared accesses and reciprocal vehicular easements should be established in order to reduce the number of curb cuts on the major streets to the minimum necessary. Similarly, shared parking/service areas are strongly encouraged. Signs should be coordinated.

Retail, office, and residential uses should be allowed in JBD 2.

JBD 2

In this area, retail, office, and residential uses should be allowed. As in JBD 1, residential units may be allowed on the ground floor of mixed-use projects except along streets. To provide convenience for shoppers, drive-through facilities should be allowed in JBD 2 as stand-alone uses. Buildings up to two stories should be allowed with buildings up to three stories if approved by the Design Review Board if views from East Ridge are preserved. More efficient parking lots, combined drives, and a more attractive streetscape along 98th Avenue should be encouraged. Pedestrian access easements should be provided for connections between East Ridge and Juanita Beach Park through the business district (see Figure J-3 for approximate locations).

A gateway into the business district should be provided in JBD 3.

JBD 3

In this area, office or multifamily uses should be allowed, but restaurants, taverns, or any retail uses should not. Drive-through facilities should be prohibited. The maximum building height should be three stories. Since access onto 98th Avenue NE can be difficult in this area due to poor sight distances and high traffic volumes, access should be taken from 99th Place NE through East Ridge whenever possible. Additional setbacks and landscaping should be provided along 98th Avenue NE to create an attractive entrance or gateway into the business district.

Retail, office, and residential uses should be allowed in JBD 4.

JBD 4

Retail, office, and residential uses which are a maximum of two stories should be allowed in non-wetland areas. Driveways should be combined due to hazardous traffic conditions along 98th Avenue NE. Drive-through facilities should be prohibited. Buildings should be clustered to provide views of the lake when possible. The wetland area should be preserved and regulated in accordance with the shoreline management regulations in the Kirkland Zoning Code. Public access along or near the shoreline should be required as described in the Environment and Shoreline Area sections.

Continuous shoreline access between Juanita Bay Park and Juanita Beach Park is important; the missing link should be acquired provided that it does not negatively impact the sensitive areas.

JBD 5

Office and multifamily uses are allowed as should be restaurants, taverns, or neighborhood-oriented retail. Drive-through facilities should be prohibited. The maximum building height should be two stories. The most important objective in this area is to provide pedestrian access along the shoreline

and views to the lake. The City should pursue acquisition of a footbridge or other structure waterward of the Bayview Condominiums. This stretch of shoreline is a critical pedestrian link needed to complete a Juanita Bay Shoreline Trail between Rose Point and Juanita Beach Park. The shoreline trail should be completed where possible and clearly signed for use by the public and maintained properly.

Pedestrian access easements along Juanita Creek should be acquired.

JBD 6

Appropriate uses in this area should be office and multifamily with restaurants, taverns, and neighborhood-oriented retail allowed. Drive-through facilities should be prohibited. Buildings should be a maximum of two stories. However, three-story buildings could be approved by the Design Review Board. Pedestrian access easements along Juanita Creek should be acquired which are designed to prohibit unrestricted access to the creek. All development should protect the creek as described in the Natural Environment section. In the triangular parcel between 98th Avenue NE and 100th Avenue NE, office and multifamily should also be allowed, but not restaurant, tavern, or neighborhood-oriented retail due to its prominent location when entering the district and its proximity to the East Ridge area.

Pedestrian access between the business district and JBD 2/East Ridge should be improved.

JBD 2/East Ridge

Multifamily residential development should be permitted in this area at the densities established in Figure J-1. The maximum building height should be three stories. The most important objective for this area should be to provide public pedestrian easements for access to the business district. Potential locations for these easements are shown in Figure J-9; however, consideration for these important connections should be given when any site develops or remodels. Another important objective for East Ridge area should be to maintain the existing conifers which are located primarily at the south end of the subdistrict. These trees help to frame the business district, provide a visual buffer and give it the look of the Northwest.

Parklands

Juanita Beach Park

The vision for the Juanita Beach Park Master Plan is to provide a family friendly, multi-generational community park that fits the scale, character, and history of the park site and the surrounding neighborhood. The park is a focal point for the neighborhood center and provides waterfront access and a balanced mix of active and passive recreation opportunities while protecting and enhancing the natural environment. Park Integration Goals:

- Link park to surrounding neighborhoods
- Unify north and south sides of the park
- Buffer parking lot views
- Encourage bike and pedestrian access

Recreation Goals:

- Create multi-use recreational facilities
- Provide recreation appropriate to the site character
- Balance development with environmental restoration and enhancement opportunities
- Balance active recreation and passive recreation activities

Environmental Stewardship Goals:

- Enhance Juanita Creek to create a healthy stream environment. (This could include the reach within the park and up-stream reaches)
- Create a salmon and wildlife friendly shoreline
- Enhance and restore wetlands
- Educate park visitors about habitat values
- Use low impact development and sustainability design principles

Community-Building Goals:

- Create community gathering areas

Aesthetic Goals:

- Buildings should not dominate the landscape
- Provide aesthetically pleasing night lighting
- Create naturalistic landforms
- Improve the visual quality of the shoreline
- Create framed views of the lake
- Incorporate art as an integrated element of landscape forms and built structures

Historical Resources Goals:

- Maintain and restore Forbes House and associated landscape
- Provide appropriate interpretation of area history

A Master Plan for Juanita Beach Park has been adopted and includes the long term plan for park development with improvements already made to the south portion. As funding is available the Master Plan should continue to be implemented to upgrade the park facilities, provide recreation activities and restore natural areas.

CIRCULATION

Figure J-__ graphically portrays pedestrian and bicycle circulation concepts for the neighborhood center. Policies for specific streets follow.

98th Avenue NE - The current lane configuration of 98th Avenue NE should remain with two traffic lanes in each direction and a center left-turn lane. Streetscape improvements to 98th Avenue NE should include:

- (1) Reducing curb cuts/consolidating driveways.
- (2) Installing large landscaped pedestrian islands at or near crosswalks.
- (3) Upgrading the street trees and choosing a variety which will not block the views of the businesses.
- (4) Installing a bicycle facility.

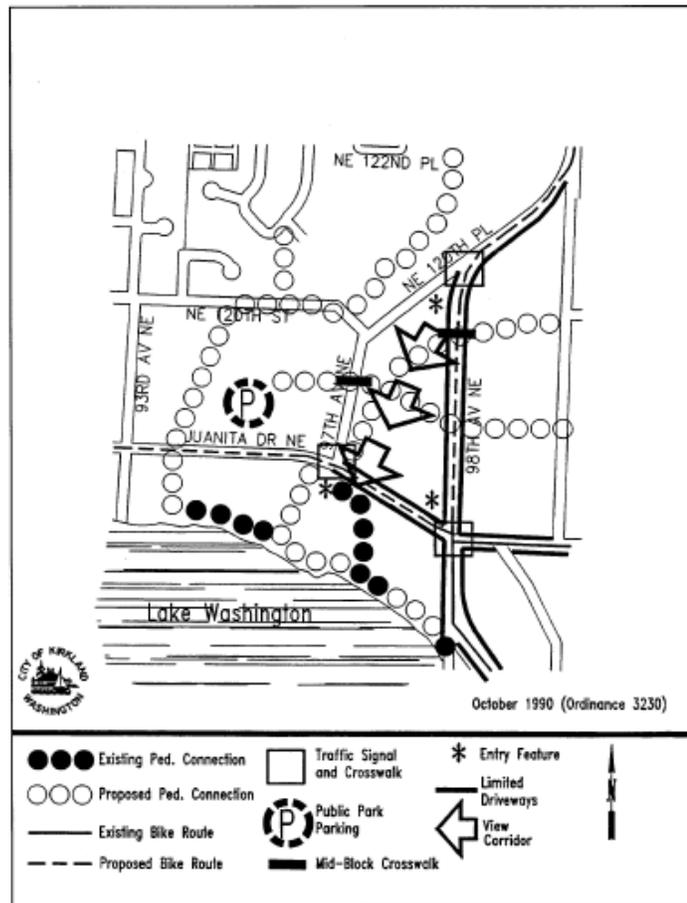


Figure J-3: Juanita Business District Circulation & Urban Design

Street improvements are recommended that will tie the neighborhood center with Juanita Beach Park.

NE 120th Place/97th Avenue NE - A critical component of the South Juanita Neighborhood Center plan is to tie the business district with the park. Sidewalk extensions, special paving, or other features should be used to allow for safe pedestrian crossing between the business district and Juanita Beach Park. Curb, gutter, sidewalk, and street trees also should be added.

Juanita Drive – The Juanita Drive Corridor Study was completed in 2014. The study developed a plan for future improvements to the Juanita Dr. corridor between Juanita Village and the northern city limits in Finn Hill. The improvements in the study should be implemented to improve pedestrian and bicycle connections including curb, gutter, sidewalks, street trees, lighted crosswalks, intersection improvements and traffic calming. The variety of street trees used should not block views of the lake.

URBAN DESIGN

Creation of a neighborhood scale pedestrian district is an underlying goal of redevelopment.

The underlying goal of redevelopment in the South Juanita Neighborhood Center is to create a neighborhood-scale pedestrian district which takes advantage of the amenities offered by Juanita Bay. Figure J-3 displays some important urban design features of the business district.

Pedestrian pathways from the surrounding residential areas to and through the business district and on to Juanita Beach Park should be acquired and improved. Currently there are some informal trails from JBD 2/East Ridge to the core area, but they are inadequate and cross private property. Residents wishing to walk to the district have to go out of their way as there are no direct routes.

View corridors to the lake should be established with new development in the business district. Several buildings in JBD 5 block the view of the lake, but view opportunities are available through Juanita Beach Park, down public streets, or potentially through JBD 4.

Entry features, such as signs or sculpture, should be established in the locations shown in Figure J-3. These features should be identity-giving elements which, for example, could reflect Juanita Bay. In addition, coordinated streetscape improvements should be used throughout the business district, including street trees, street furniture, and other amenities like flowers, banners, and signs.

Design regulations and Guidelines are established for the JBD.

Design regulations and Design Guidelines for Pedestrian-Oriented Business Districts are established for the Juanita Business District. The regulations will be implemented through a Design Review process in the Zoning Code. The Guidelines include policies and concepts for parking lot landscaping and layout, pedestrian linkages, through sites, public open space landscaping, signs, building materials, roof treatments, building placement, and other design elements.

5.B. North Juanita Neighborhood Center

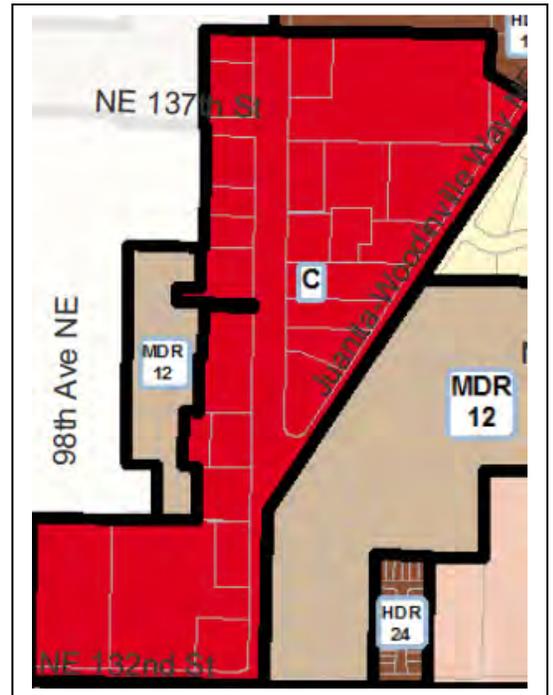
The North Juanita Neighborhood Center is the commercial and activity center for north Juanita (see Figure J-1). It contains shops and businesses that serve the local residents, but redevelopment would provide more needed services and gathering places, and improve the vitality of the area. The center is split by the location of the two parallel main arterials (100th Ave NE and Juanita-Woodinville Way NE) serving the area and pass through traffic between I-405 and the Bothell Highway. A corridor plan for 100th Avenue NE and adjacent uses should be prepared. The corridor plan could address such issues as street improvements, landscaping and lighting improvements, bicycle and pedestrian facilities to improve circulation, safety, and techniques to improve the visual appearance of the district similar to the Juanita Village development to the south.

Along 100th Avenue north of NE 132nd Street is a commercial neighborhood center area that contains a mix of commercial uses (see Figure J-1). The goal of this area is to create in the future, a mixed use, pedestrian oriented district that is similar to the South Juanita Business District in design but to a lesser degree in scale.

A mix of retail, office and upper floor residential uses is appropriate in this area. The variety of uses should be geared to serving the neighborhood including restaurants, groceries, hardware stores, health centers etc. However, a portion of the ground floor should be devoted to commercial uses with residential above. Commercial uses should be oriented to adjacent arterials and pedestrian pathways. Surface parking areas located to the side or rear of buildings. Pedestrian pathways should connect uses on site and with adjacent properties.

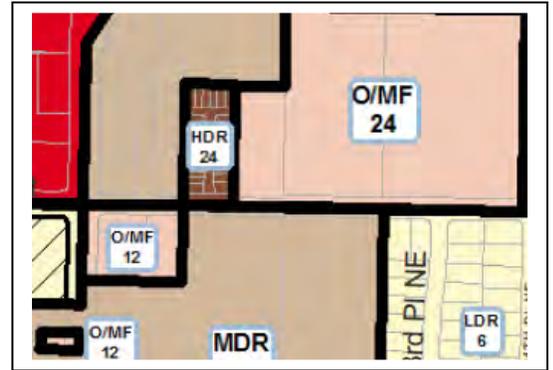
Design Guidelines and design review should be established for the Business District for all new, expanded or remodeled commercial, multi family or mixed use buildings.

See also the general Urban Design section.



Properties at the east and south corners of NE 132nd Street and 100th Avenue NE are designated for office/multifamily use.

Office/multifamily residential uses are appropriate for property on the east side of 100th Avenue NE at the intersection of NE 132nd Street and 100th Avenue NE shown in Figure J-1.



Such uses would be compatible with the surrounding multifamily developments and professional offices along NE 132nd Street. Commercial uses which are high traffic generators are not appropriate at on the south side of the intersection due to Juanita Elementary School to the west. Therefore, restaurant, tavern, or neighborhood-oriented retail uses should not be permitted on the south side of the intersection.

Special attention should be given to landscaping at the intersection to create a gateway and attractive entrance into the neighborhood and City. The City may require dedication of land for a sign.

The area along the north side of NE 132nd Street east of 100th Ave NE should be retain as office and multifamily uses. Existing development includes an office building, and two medical in-patient treatment facilities. Building height for the office area should be permitted up to 60 feet to accommodate the needs of these specialty facilities, including hospital standards for ventilation.

3. NATURAL ENVIRONMENT

Geologically Hazardous Areas

Juanita contains geologically hazardous soil areas shown on Figure J-4 which include moderate and high landslide slopes and seismic hazard soils. Juanita also contains Juanita and Forbes Creeks within the South Juanita Slope, Juanita Creek and Forbes Creek drainage basins which are subject to risk of earthquake damage as a result of seismically induced settlement.

Primary areas at risk for moderate and high landslide include the southeast slope of Finn Hill, southwest of the Heronfield Wetlands, the South Juanita Slope on the east and west sides of 100th Ave NE and along the south and north side of Forbes Creek Drive.

Much of the area south of Forbes Creek Dr. lies on the part of the Juanita Slope identified as unstable. Slopes are steep at an average of 15 percent with some slopes up to 40 percent. There is a series of ravines which represent a particularly high hazard of sliding. There also is considerable amount of groundwater in the slope causing artesian pressure and many small streams. Some creep and sloughing indicate active slope movement. The instability of the sand layer greatly increases when wet or modified. The presence of clay in the lower portions of the slope and saturated sand and gravel can also be contributing factors to landslides when wet. The slope will also be particularly prone to sliding in a time of a low-intensity earthquake. Limitations on development in geologically hazardous areas are described below and in the Environment Chapter.

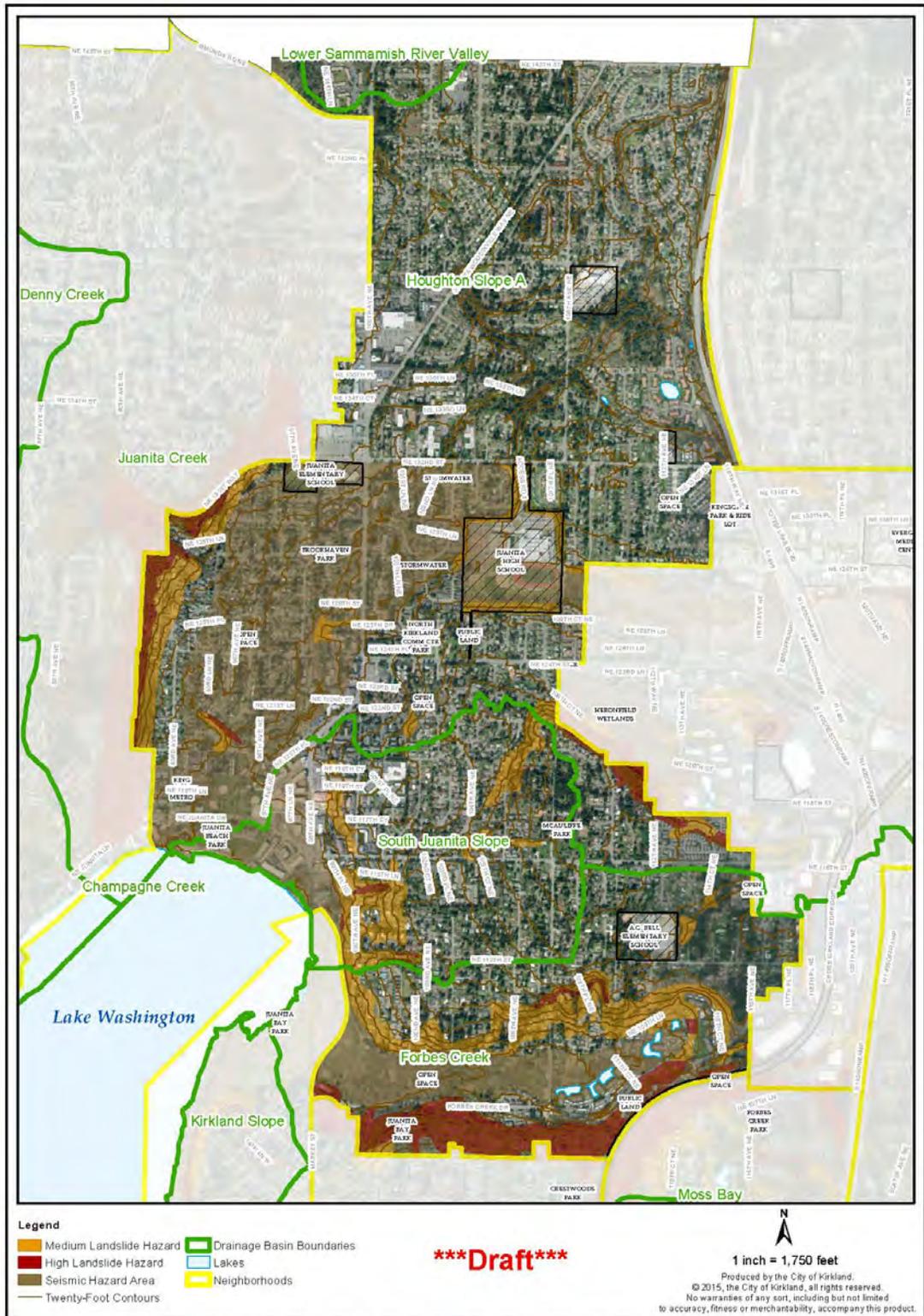


Figure J-4: Juanita Geologically Hazardous Areas

The moderate and high landslide hazard slopes are expected to remain stable if left in a natural condition. Construction on or adjacent to these slopes may cause or be subject to landslides, excessive erosion, drainage, or other problems associated with development on a slope. Moderate and High Landslide Hazard steep slopes can be stabilized by preserving vegetative cover and following recommendations of slope stability analysis. Development should be regulated on these slopes to avoid or minimize damage to life and property. Therefore, a slope stability analysis should be required prior to development on these slopes as well as seismic hazard areas identified in Figure J-4.

It is important to retain significant trees because they can help to maintain the visual character of the neighborhood and help to protect unstable areas. Where possible, new development should be required to retain visually prominent stands of significant trees. Development in slope areas these areas could result in extensive cut and fill and disturbance. The stability of the slope can be maintained by preserving vegetative cover. Maintenance of vegetative cover to the maximum extent feasible, in turn, helps to control the rate of surface water runoff which minimizes erosion and enhances water quality. See Environment Element and Utilities Element Chapters.

It should be noted that in slope areas, limitations on development are not due entirely to the existence of natural constraints. There may be additional reasons for limiting the type or density of development in slope areas, such as access, utility service, adjacent uses, and others.

Sensitive Areas, Streams and Wetlands

The Valley portion contains Forbes Creek and areas subject to uneven settlement and flooding due to wetlands, and streams (see Figure J-5). Much of the Forbes Creek Valley area has been identified as a Flood Hazard and Seismic Hazard Area. Analysis of proposed developments should be required to mitigate problems associated with these factors. These flood areas are designated by the Federal Emergency Management Agency (FEMA). Federal law requires that flood insurance be obtained before any federally insured lending institutions may approve a loan for the development within an identified flood hazard zone. Also, Forbes Creek and associated stream corridor should be maintained in a natural condition to allow for natural drainage as well as possible salmon spawning (see Environment Element).

The Finn Hill slope and hillsides north and south of Juanita Bay and Forbes Creek Drive also contain streams and ravines which flow into the Juanita Creek and Forbes Creek drainage basins. In order to ensure these streams, ravines and slopes are maintained in a natural condition and minimize disturbance of unstable slopes, Natural Greenbelt Protective Easements should be created over them. Significant trees are prominent on these slopes from many vantages and if retained, they will help to reduce erosion on steep slopes.

The Juanita Creek drainage basin has suffered from development impacts over the years. The gradual filling of Juanita Bay with eroded sediments is one indication of this as is the decreased fish population. Therefore, stringent erosion control measures and substantial stream setbacks should be imposed on new development during and after construction. Native riparian vegetation should be planted in the setbacks to improve fish habitat and discourage activity near the banks.

Many of the minor creeks feeding Juanita Creek have been culverted which speeds flow and eliminates natural filtration. Streams should be removed from culverts whenever possible, and new culverting should be prohibited as regulated in KZC Chapters 83 and 90. The City has made improvements to

portions of Juanita Creek to reduce erosion and restoration projects, such as at Juanita Beach Park. The City should continue efforts to rehabilitate Juanita Creek as a priority in its Capital Improvement Program. In addition, stream teams or volunteer citizen groups could work to enhance this resource.

Wetlands, like streams, should be protected with substantial buffers and erosion control measures. Public access through the Juanita Bay wetland and views of the lake should be provided if these actions will not impact the wetland. Public access should be developed along the Juanita Bay shoreline or through the wetland associated with the bay where appropriate and include interpretive centers. The interpretive centers should emphasize the biological importance of the wetland and the importance of protecting the resource. Measures should be taken to open significant public views of the lake whenever possible which will benefit the general public, provided the action will not negatively impact the wetland.

The portion of the Juanita Creek wetlands east of Juanita High School should be left in a natural state. Public access as described for the Juanita Bay wetlands should also be developed along this wetland.

The unnamed stream located east of the hillside above Juanita Bay (and associated wetlands along 98th Ave NE) should be preserved and maintained in its natural state not only to provide storage and flow for natural runoff, but to provide natural amenities in the area.

The policies found in the Environment and Shoreline Area Chapters should be observed along with the policies described in this section when reviewing development proposals in Juanita to ensure the protection of the drainage, habitat, and aesthetic functions of the natural resources.

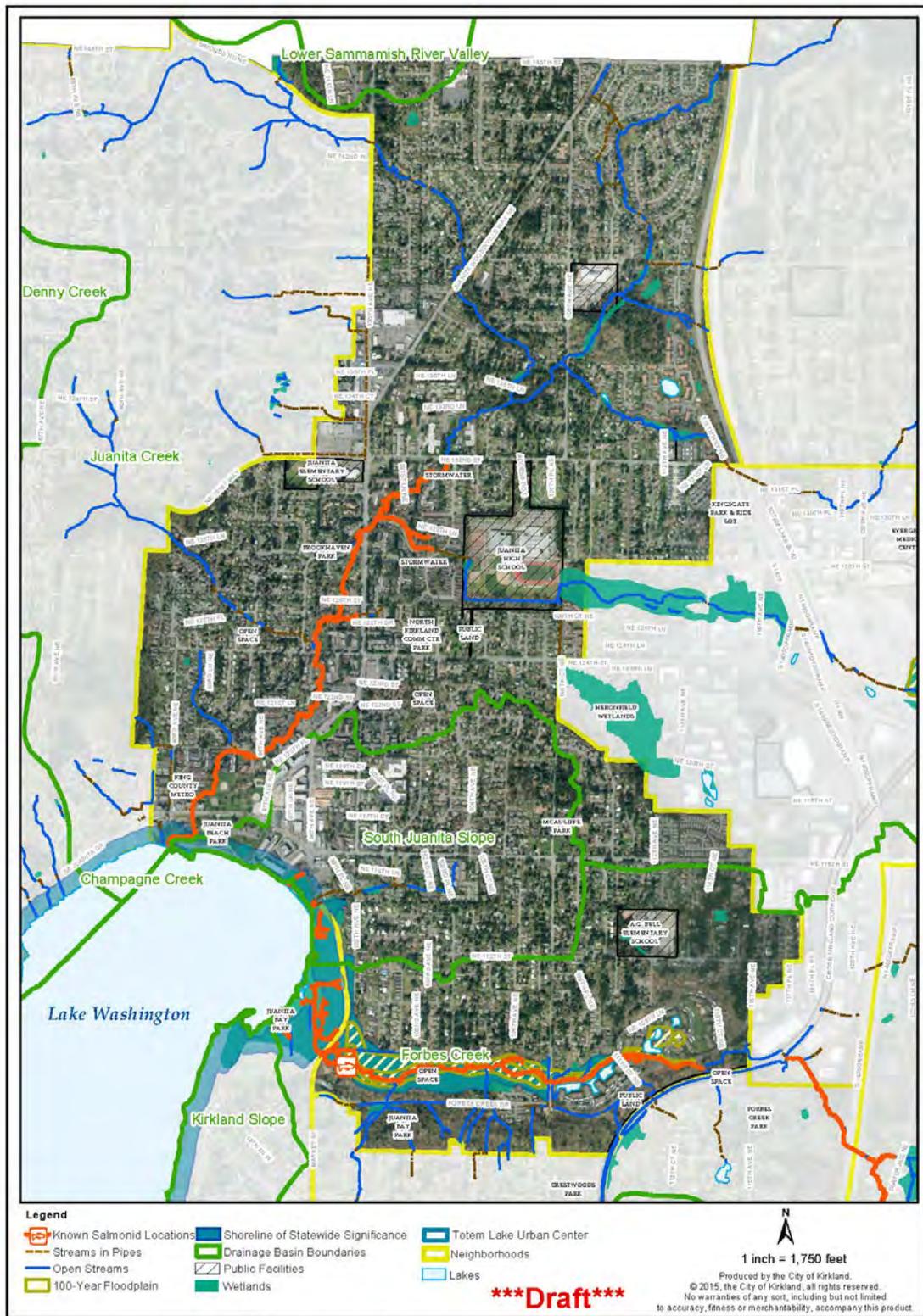


Figure J-5: Juanita Sensitive Areas

6. OPEN SPACE AND PARKS

Enhance parks within the Juanita neighborhood

There are approximately ten publicly owned parks in the Juanita Neighborhood that provide park, recreation and open space amenities, offer public access to the lake or protect sensitive and natural areas (see Figure J-1). The two regional parks include the Juanita Bay Park and the Juanita Beach Park. Juanita Bay Park, developed under a master plan, offers wildlife watching, a boardwalk, trails and passive recreation opportunities in around a large wetland system. Juanita Beach Park, also developed under a master plan, contains 25 acres and is developed with a swimming beach, play structures, restroom and launches for non-motorizing boats also under a master plan. Juanita Creek and associated wetlands located within the Park underwent restoration as part of the master plan. Continued implementation of the park master plan should occur, including new restrooms and concessions shelter near the shoreline, and a skatepark and playfield on the north side of Juanita Drive.

North Kirkland Community Center and Park is a recreation activity focal point for the neighborhood. The five acre site with a recreation center and playground has been identified in the Parks Recreation and Open Space Plan (PROS Plan) as in need of redevelopment to provide additional capacity and amenities. In light of this, effort should be taken to acquire public pedestrian easements over lands surrounding the park for safe access to it. In addition, the master plan should incorporate the following ideas:

- (1) Surrounding single-family residences should be buffered from major activity areas.
- (2) Vehicular traffic should be routed so as not to negatively impact the single-family residences to the east.

Other parks in the Juanita Neighborhood include:

- McAuliffe Park is 26.7 acres and developed for special outdoor events and enjoyment of the gardens.
- Juanita Heights Park is 6 acres. The PROS Plan identifies a need for pedestrian easements or access ways across private property to improve the entrance to the park.
- Brookhaven Park and Wiviott Property, and some unnamed small neighborhood parks of less than an acre in size provide additional recreational opportunities, and in some cases storm detention facilities and open space.
- Edith Moulton Park is 26.7 acres and partially developed. A park master plan will be developed for the park, including restoration of native vegetation along Juanita Creek as planned in the PROS Plan.
- Windsor Vista Park is 4.8 acres, is currently undeveloped and contains a creek through the property. A park master plan should be developed for the park for active and passive recreation as described in PROS Plan.

The southeast slope of Finn Hill, the slope northeast of NE 121st Place, and Forbes Valley are important open spaces for the neighborhood. Significant stands of trees should be preserved as described in the Natural Environment section. During development, tree cutting should be minimized.

The open space character of the Forbes Valley should be maintained.

The Forbes Valley area, extending from Lake Washington east to 116th Avenue NE, remains today as a large natural open space that is an extension of Juanita Bay Park. The Forbes Valley, with many wetland areas, is wooded with few existing homes. In the eastern section is Planned Area 9 which is developed as an attached and stacked residential project. The primary policy thrust for the Forbes Valley is to maintain it as a large open space along with low density residential development.

Wooded open spaces dominate the character of the Forbes Valley and should be maintained.

The dominant visual quality of the lower Forbes Valley is one of wooded areas and open space. This area is recognized as a significant regional open space and is preserved as an extension of Juanita Bay Park. The area's ecological and drainage connections to Lake Washington places it under the jurisdiction of the state Shoreline Management Act.

If development does occur, open space, particularly along the stream, must be maintained.

If private development of the lower Forbes Valley area does occur, the maintenance and preservation of the open space character will be required. In addition to maintaining the character of the area, specific requirements will include the preservation of open space within vegetative buffers adjacent to the creek with a possible pedestrian trail paralleling the stream. A continuous trail through the Forbes Valley should be planned and completed. Similar requirements of vegetative buffers and trails along the creek are discussed in the section dealing with the development of Planned Area 9.

Acquisition of parkland should be actively pursued.

Even with the acquisition of the McAuliffe Park, Juanita Beach Park and annexation of Edith Moulton Park, Juanita lacks park facilities and parkland given the size of the neighborhood. General areas where parks are needed are southwest and northeast portions of North Juanita as shown in Figure J-1 and as noted in the Parks Recreation and Open Space (PROS) Plan.

Juanita has open space tracts that were originally part of the subdivisions and subsequently purchased by King County. These are part of the City's Open Space System but are storm water facilities managed by the Public Works Department. Other open space parcels are private storm water facilities. The City maintains those facilities located in easement or tracts that are part of single family developments, but they are not part of the City's open space system.

The City should actively pursue acquisition of parkland when opportunities to preserve open space present themselves and when funding is available. Adequate funding for continued maintenance of parks and open spaces should be encouraged concurrent with new development of the parks and open spaces.

The City also partners with the Lake Washington School District to provide joint use of Juanita Elementary School recreational facilities that help meet the community's needs for recreation after school hours and during the summer. The City should continue a partnership with schools to provide recreational facilities to residents, including Juanita High School.

View corridors provided by the street system should be protected and enhanced.

One important open space of great community value is often overlooked. The street system provides Juanita with a number of excellent local and regional views. Such view corridors lie within the public domain and are valuable for the beauty, sense of orientation, and identity they impart. These view corridors are to be preserved and enhanced. One way to achieve this is through the undergrounding of utilities. See Community Character and Park, Recreation and Open Space Elements.

Other important goals and objectives for open space and parks are described in the Open Space/Parks Element chapter.

Major pedestrian/bicycle path system discussed.

Pedestrian and bicycle pathways are recognized as part of the open space system.

Pedestrian and bicycle pathways are also part of the park and open space system in addition to providing a transportation function. Bicycle facilities separated from vehicles should be provided where feasible on main arterials. Major pathways in the Juanita should be established according to the designations in the Transportation Element. See also Figure J- 8 in the Transportation Section below.

7. TRANSPORTATION

The Eastside has experienced increased traffic as a clear result of ongoing growth trends. Various transportation programs have set forth regional policies to handle this situation as it transcends any single jurisdiction. As with most of Kirkland, Juanita is located such that it is heavily impacted by the region's week day rush hour traffic.

The transportation system should serve local and regional needs.

The transportation system in Juanita should provide a network of safe streets to serve the residents, while recognizing and serving the regional needs. The neighborhood is divided by the following principal: 100th Avenue NE, NE 116th Street, NE 124th Street, NE 132nd Street (Figure J-6). These streets are heavily traveled by local residents and commuters from outside the neighborhood. These streets and Juanita Drive and Juanita-Woodinville Way NE, which are minor arterials, take commuters to and from I-405. Future improvements should recognize this situation and protect the integrity of the residential neighborhoods.

The following is a list of priorities desired for the transportation network in Juanita:

- **NE 132nd Street** - The City should improve this street to provide safe access to and from Finn Hill, particularly near Juanita Elementary
- **100th Avenue NE** north of NE 124th Street- A 100th Avenue NE Corridor Study for the street segment between NE 132nd ST and NE 145th ST recommended intersection, crosswalk, access control, lighting, signing, bike lanes and other street and stream improvements to the corridor. As funding is available these improvements should be implemented.
- **Juanita Drive** - see discussion in the Juanita Business District section and approved Juanita Dr. Master Plan.
- **NE 145th ST/100th Avenue NE intersection**- add a City or neighborhood gateway sign.
- Consideration should also be given to the use of native, drought-tolerant plant materials along streets. In addition, every effort should be taken to retain significant trees in the right-of-way during construction of streets.
- A new emergency, pedestrian and bike overpass across I-405 at approximately NE 140th ST connecting Juanita, Totem Lake and Kingsgate neighborhood is desired.
- Measures should be taken to reduce the speed of traffic on all Collector Streets through residential neighborhoods.

Further discussion of planned transportation improvements are described in the Transportation Element and Transportation Master Plan.

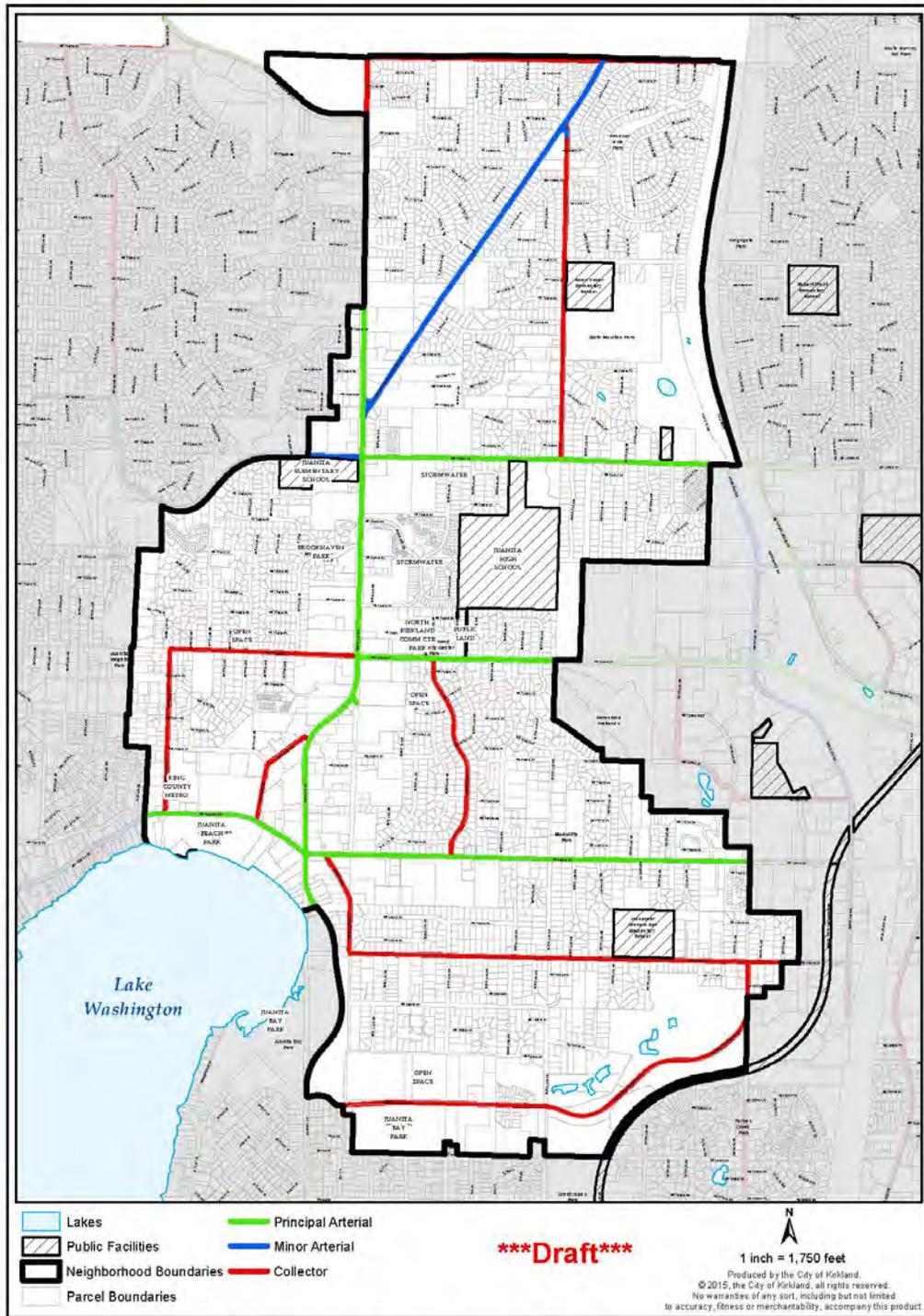


Figure J-6: Juanita Street Classifications

BICYCLE FACILITIES

Bicycles are permitted on all public streets, but several streets in Juanita are designated in Figure J-7 to be improved bicycle routes. Improvements for bicycles can include a separate lane, signs, or simply a wide shoulder. Improvements for specific streets are to be made as part of the City's Capital Improvement Program.

King County has a special bicycle route called the "Lake Washington Loop" so riders can ride around the lake. In Juanita, this route follows 98th Avenue and Juanita Drive.

A designated bicycle route should be identified between Finn Hill, Juanita Beach Park, the Cross Kirkland Corridor and the Sammamish Valley Trail.

Similarly, the City should work to identify the best bicycle route between Finn Hill, Juanita Beach Park, Cross Kirkland Corridor and the Sammamish Valley Trail in Redmond. The route should be clearly marked and tied with facilities in the Totem Lake Neighborhood. See also the Transportation Master Plan.

Access easements are encouraged to connect with pedestrian and bicycle corridors.

The Parks, Recreation and Open Space Plan (PROS) identifies two signature bicycle and pedestrian routes for bicycles and pedestrians. The Juanita Bay to Valley Trail would connect Juanita Bay with North Rose Hill Woodlands Park and eventually to Sammamish Valley with a greenway bicycle and pedestrian route. The route generally follows Juanita Drive in Finn Hill south through Forbes Valley, and south along 18th Avenue NE/ NE 100th ST, connects to the Cross Kirkland Corridor and east to the Sammamish Trail in Redmond.

Public pedestrian and bicycle easements should be provided across properties to access these signature trails when development, redevelopment or platting occurs to complete the trail system. See the PROS Plan for further details. The City should work to improve routes for bicycles and pedestrians including clearly marked signs and connections to transit facilities, schools, parks and commercial activity areas.

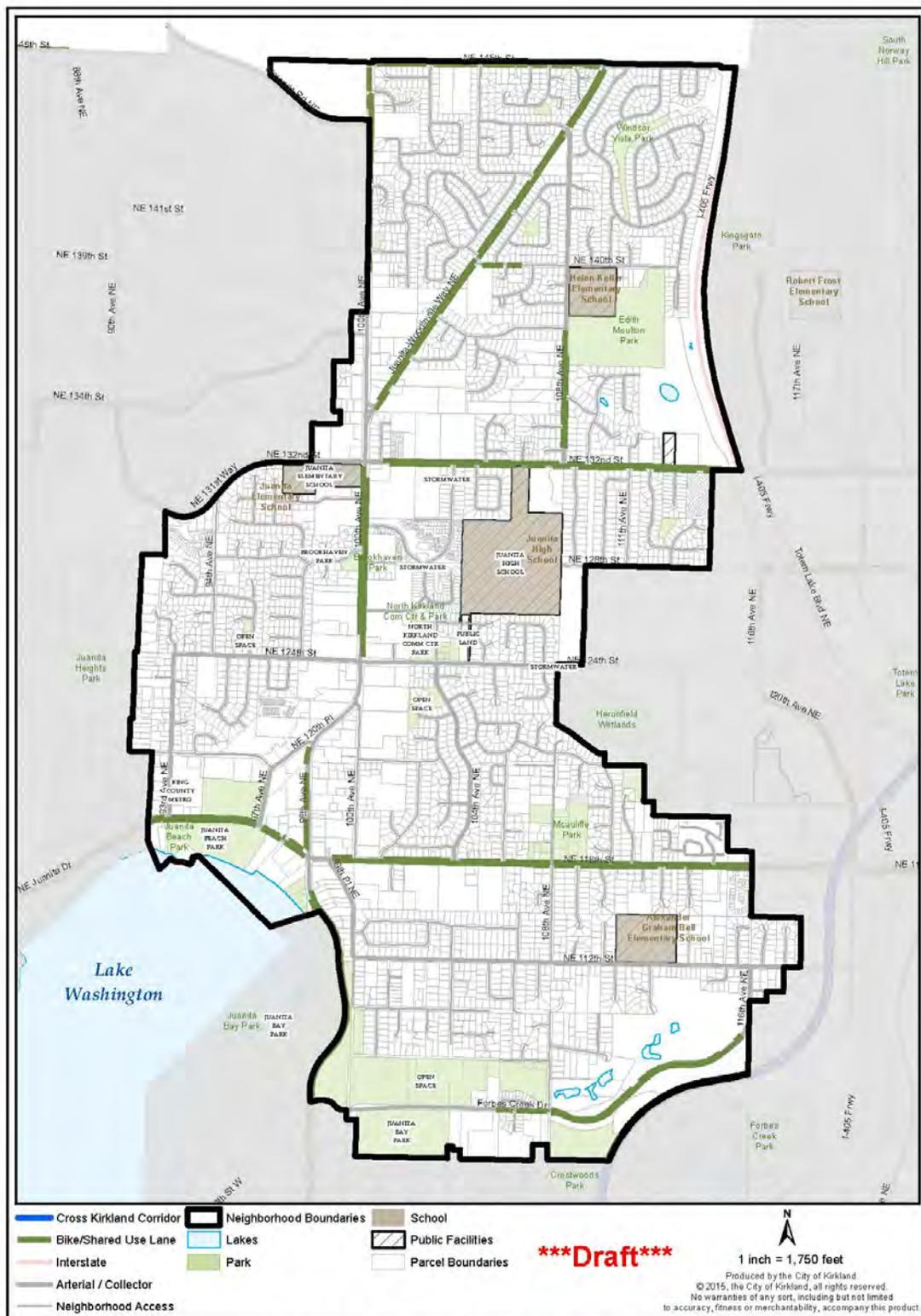


Figure J-7: Juanita Bicycle System

PEDESTRIAN CIRCULATION

Areas targeted for improved pedestrian access are listed

There are several areas in Juanita where improved pedestrian access would be highly desirable to the residents. Figure J-8 shows existing and desired pedestrian. In the following areas, pedestrian easements should be acquired either through conditioning new development or major redevelopment:

- (1) Along the Lake Washington shoreline from Juanita Bay Park to Juanita Beach Park.
- (2) From 100th Avenue NE to 98th Avenue NE in the business district (see also South Juanita Business District Section).
- (3) From 95th Place NE to the South Juanita Business District.
- (4) Along Juanita Creek from Lake Washington to 100th Avenue NE and from 100th Avenue NE to the Totem Lake Business District if consistent with the Shoreline Area and Environment Chapters.
- (5) From the Idylwood neighborhood to NE 124th Street.
- (6) From Finn Hill (such as from Juanita Heights Park) through Juanita to Cross Kirkland Corridor.
- (7) From the lakeshore to the Cross Kirkland Corridor by way of Forbes Creek Drive.

When reviewing development proposals, attention should be given to improve and establish pedestrian connections from the developments to King County METRO stops and parks.

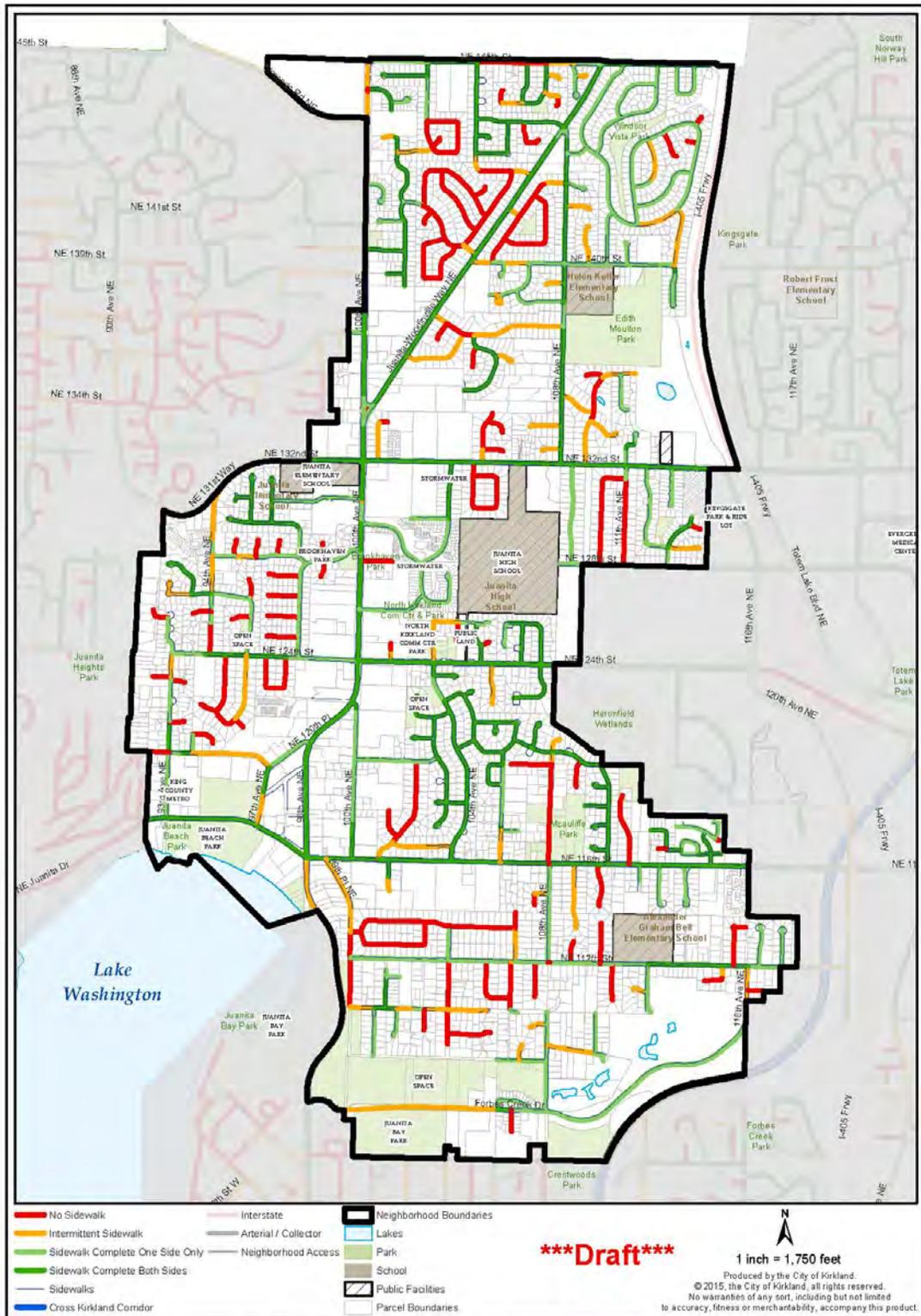


Figure J-8: Juanita Pedestrian System

8. PUBLIC SERVICES AND FACILITIES

Water, sewer, and drainage facilities are adequate for planned development in the Juanita Neighborhood. The goals and policies contained in the Utilities, Capital Facilities and Public Services Chapters of the Comprehensive Plan provide the general framework for these services and facilities.

UTILITIES

The Northshore Utility District and the City both provide utility service to the neighborhood.

The Northshore Utility District provides water service generally north of NE 124th ST and sanitary sewer service north of NE 116th ST. The City of Kirkland serves the remaining areas (see the Utilities Element). Sewer and water main extensions are typically installed by developers as part of a development project.

Encourage undergrounding of overhead utilities.

Overhead utility lines often disrupt significant public views and require more maintenance than underlines. View corridors provided by street systems should be protected and enhanced by placing utilities underground.

STORM WATER

Natural storm drainage systems should be used as one measure to protect the Juanita Creek and Forbes Creek Drainage Basins.

Juanita is part of the Juanita and Forbes Creek Drainage Basins. New development should ensure protection of the creeks (see Natural Environment section). One way to accomplish this is through the use of low impact development techniques, such as biofiltration swales and natural systems. Therefore, future development in Juanita should use natural systems for storm drainage purposes as much as possible.

Forbes Creek and Juanita Creek should to be maintained or restored as functioning elements of the natural drainage system.

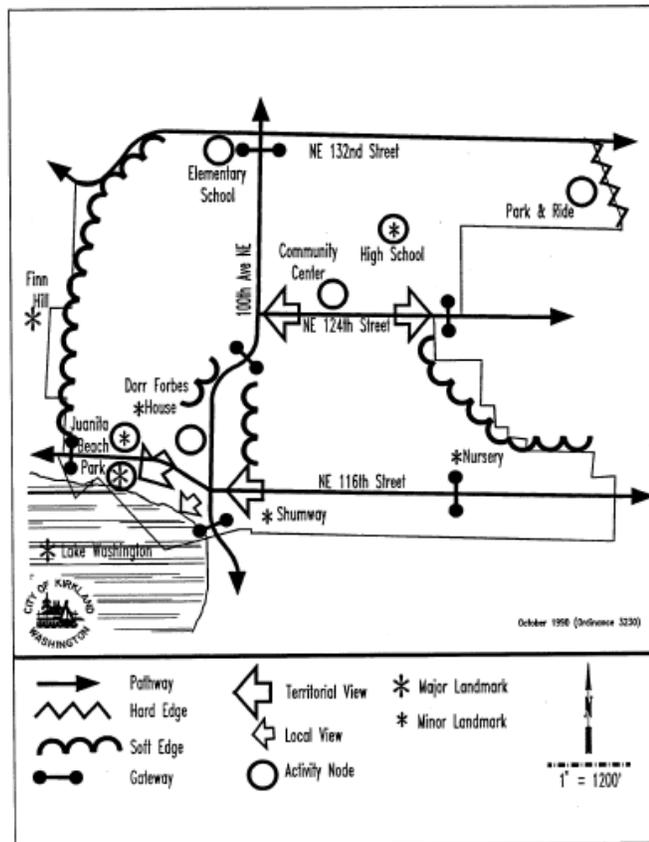
The restoration and maintenance of Forbes Creek and the associated wetlands is of special concern in order to serve drainage, aesthetic, educational, and biological functions (see Natural Environment Element).

Natural drainage systems are to be maintained.

The natural drainage system should be preserved and utilized according to the goals and policies in the Environment and Utilities Elements. Future development adjacent to streams should maintain the stream in an open, natural configuration or restore the stream if necessary.

9. URBAN DESIGN

The Urban Design Elements shown in Figure J-9 taken together create a visual identity for Juanita. Discussion of these elements follows. See the Juanita Business District section of this chapter and the Community Character Element chapter for more discussion of urban design.



Gateways to the neighborhood are identified on Figure J-9.

Gateways to the neighborhood provide an important first impression of the area's character and quality. Gateway locations are noted on Figure J-9 some of which have been previously described in this chapter. The locations were selected because they are prominent vantage points when entering the neighborhood. Each is located on a major pathway in the neighborhood. Improvement of these

gateways is recommended by the most available means. This may involve dedication of land or construction and maintenance of the gateways by private developers as part of project approval. Typical improvements include landscaping and signs which recognize Juanita not only as a unique neighborhood, but also as part of the City of Kirkland.

View corridors to the lake and to Finn Hill should be opened and enhanced.

Given Juanita's unique location on Juanita Bay, whenever there is development, major view corridors to the lake should be opened. Measures should be taken to improve significant public views. Public territorial views of the southeast slope of Finn Hill should be preserved and enhanced by removing elements which clutter the view, such as certain non-conforming signs and utility lines.

"Edges" created by landscaping or topographic change should be preserved.

Juanita is fortunate to have significant stands of trees which create a "soft edge" and provide containment for the South Juanita Business District (Figure J-___). Similarly the hillside in Totem Lake, once known as "Welcome Hill," helps to define the boundary between Totem Lake and Juanita. Interstate 405 in the northeast corner of the neighborhood provides a hard edge or distinct boundary between Juanita and Kingsgate. Future development should preserve these edge conditions and encourage additional landscaping or topographic change to demarcate different areas or provide organization.

Pathways, with directional signs, should be developed to connect to activity areas. Landmarks should be preserved and enhanced.

There are several important nodes in Juanita where activity is concentrated. Juanita Bay Park and the walking bridge east of 100th Ave NE, and Juanita Beach Park are nodes with regional significance. Other key focal points include schools, the North Kirkland Community Center and Park, and the two business neighborhood centers. Pathways and signs should be developed to lead to these nodes.

Finally, the landmarks and urban design features shown on Figure J-9 are significant, for they help to distinguish the neighborhood from other places and provide a point of reference and a sense of place for the residents. Efforts should be taken to preserve and enhance these identity-giving features.

South Rose Hill Neighborhood Plan Draft 1/20/15

Includes review by Planning Commission on 2/12/2015

Note: The South Rose Hill Neighborhood Plan had its last major update in 1991 with a partial update in 2002. A minor update was made in 2015 as part of the GMA Update. See also NE 85th ST Subarea Plan Chapter. ~~Therefore, references in this chapter to goals, policies, or specific pages in other chapters may be inaccurate if the other chapters have since been updated.~~

Neighborhood Association or public comment edits are highlighted in yellow.

1. VISION STATEMENT

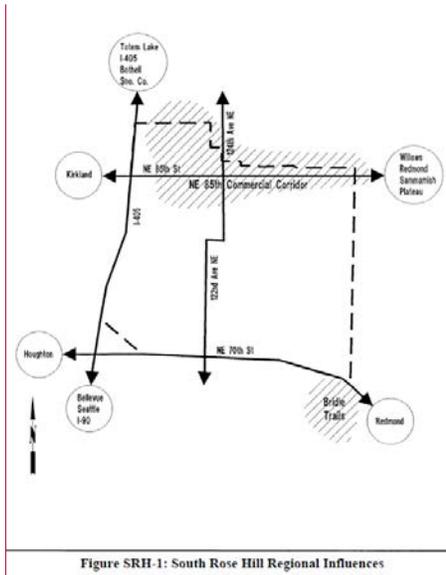
The South Rose Hill Neighborhood should continue to retain its character as a stable residential neighborhood. The neighborhood should be enhanced to emphasize its human scale, pedestrian orientation, and economic vitality. Strong emphasis should be placed on providing pedestrian and bicycle pathways. These nonmotorized corridors should provide safe passageways for school, educational/institutional uses as well as to the commercial district. The expansion, upgrading, and acquisition of park and recreation facilities (including “pocket parks”) will be necessary to make them more accessible to the neighborhood and its residents. The neighborhood does offer some limited options for higher-density development at appropriate locations to provide housing diversity.

The South Rose Hill Neighborhood is ~~heavily~~ influenced by I-405 on the west and the NE 85th Street commercial corridor to the north. This corridor is a major entranceway to Kirkland on the east and provides a view of Lake Washington, Seattle, and the Olympic mountains to the west. With the adoption of the NE 85th Street Subarea Plan, the north boundary of the South Rose Hill Neighborhood is the centerline of NE 85th Street.

Although, ~~r~~retail and auto-oriented commercial development will probably continue to cluster around the interchange, over time the commercial corridor will become more mixed use with residential above ground floor commercial. While serving some of the needs of both the South Rose Hill and North Rose Hill Neighborhoods, the NE 85th Street corridor known as the Rose Hill Business District also provides community and regional commercial shopping and retail and personal services (see Figure SRH-1). Multi family and office uses serve as a transition between the NE 85th Street corridor and single family neighborhoods. See the NE 85th Street Subarea Plan for more information about the corridor.

Public services and facilities should be planned to adequately meet the needs of existing and future demands and strive to achieve a high level of service for South Rose Hill. The traffic circulation system should be designed so that traffic is focused onto the arterial and collector roads to avoid cut-through traffic on local streets. ~~is equitably distributed throughout the neighborhood and not channeled to impact certain streets.~~ New street improvements and undergrounding of overhead utility lines along NE 85th Street will improve the pedestrian experience and attractiveness of the commercial area. NE 70th Street provides a significant east-west connection to Redmond and Houghton. ~~Extension of the sanitary sewer system into areas currently not served should occur prior to further development.~~

Moved this text up. As part of the NE 85th Street Subarea Plan, the north boundary of the South Rose Hill Neighborhood was ~~is~~ has been adjusted to the centerline of NE 85th Street.



Commented [JC1]: This figure will be deleted because it is not necessary

2. NATURAL ENVIRONMENT

Sensitive Areas

Wetland and stream areas should be rehabilitated, if necessary, and preserved for future protection.

The South Rose Hill Neighborhood contains a stream associated with the Forbes Lake drainage basin as shown in Figure SRH-2. The stream originates north of NE 80th Street between 124th and 126th Avenue NE and travels in a northwestern direction to NE 85th Street. The South Rose Hill Neighborhood is primarily a broad plateau with only two small identified wetland areas, shown in Figure SRH-1. The neighborhood's only open stream originates at the wetlands in Rose Hill Meadows Park and flows to the northwest, where it is mostly piped until it reaches NE 90th Street where the stream daylights in the wetland area draining to Forbes Lake. The other small wetland area sits behind houses in the block just east of Holy Family School. The stream and wetlands should be left in ~~its~~ their natural state and rehabilitated where possible when new development occurs. The policies found in the Natural Environment chapter ~~and~~ Zoning Code should be observed including buffer setbacks. ~~In addition, setbacks should be provided,~~ and natural greenbelt easements ~~should~~ be recorded to preserve these sensitive areas.



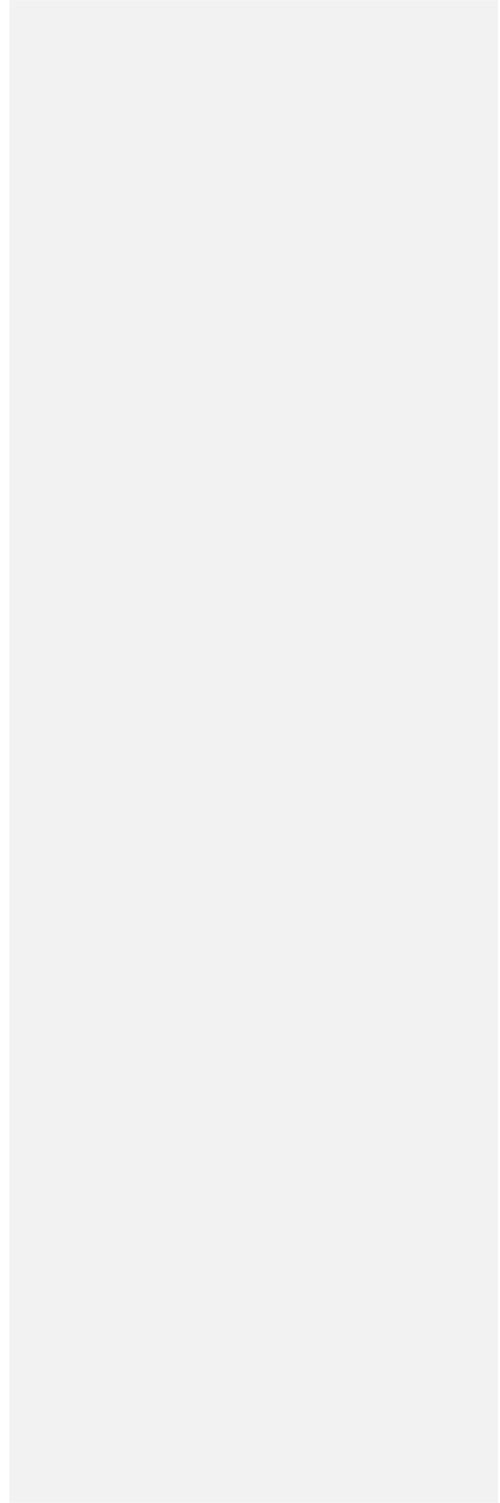
Figure SRH-1: South Rose Hill Sensitive Areas

Moderate landslide hazard and seismic hazard areas are identified. New development in these areas should be in accordance with geotechnical analysis.

~~The South Rose Hill Neighborhood also contains seismic hazards in its northwest quadrant due to soil types and conditions as shown in Figure SRH-2.~~ The South Rose Hill Neighborhood contains two moderate landslide areas in its north and west due to soil types and slope conditions. The small wetland in the block east of Holy Family School is the only identified seismic hazard area in South Rose Hill. These areas are shown in Figure SRH-2. Seismic ~~The~~ soils are saturated or sometimes flooded formations of organic materials and fine-textured alluvial deposits subject to liquefaction. Moderate landslide soils are underlain by permeable soils consisting of sand, gravel or glacial till. The policies found in the ~~Natural~~ Environment chapter of this Plan and the Zoning Code should be observed. In addition, recommendations of a geotechnical engineering study should be followed when new development is proposed.



Figure SRH-2: South Rose Hill Geologically Hazardous Areas



3. LIVING ENVIRONMENT LAND USE

Residential

Low-density detached residential housing is the predominant land use, except in the NE 85th ST commercial corridor and portions of NE 70th ST.

Except for the north and south perimeter of the neighborhood commercial corridor, the predominant land use in the South Rose Hill Neighborhood is ~~predominantly a~~ low-density single-family detached residential housing. ~~The lack of a~~ Sanitary sewer service into the neighborhood continues to be expanded as development occurs, will likely slow the development rate. Outside of the designated commercial ~~district areas~~, future development should remain predominantly low-density residential at six dwelling units per acre with limited pockets of medium-density development as a transition between single family and commercial areas the two districts or at locations which have access to transportation corridors, transit service, and commercial facilities (see Figure SRH-3).

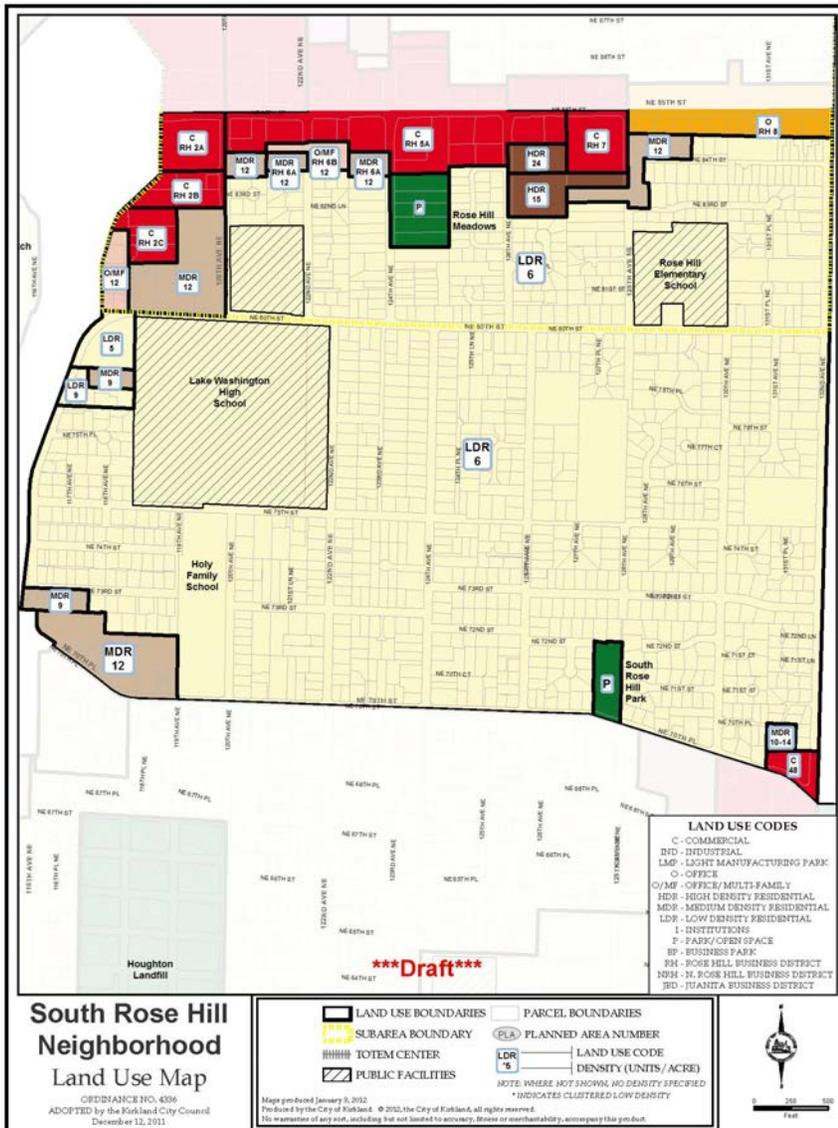


Figure 3 South Rose Hill Land Use Map

Limited opportunities exist in certain areas for medium-density, multifamily development.

Commented [JC2]: See comments from a group of residents in South Rose Hill who propose two changes in land use from low density residential to multi family in the area south of NE 85th ST.

Opportunities for medium-density development ~~in the residential district of South Rose Hill~~ are limited to parcels around the perimeter of the Rose Hill Business district ~~and east and west ends of NE 70th ST.~~ Medium-density development should include design standards that ensure compatibility with the low-density single-family development that dominates the character of the residential core. Areas where multifamily development is appropriate are described below.

Along NE 70th Street and west of 119th Avenue NE, multifamily development at 9-12 dwelling units per acre should be permitted subject to standards which reduce impacts on single-family areas and preserve vegetation.

Property adjoining NE 70th Street, and between the alignment of 119th Avenue NE on the east and ~~116th Avenue NE the eastern boundary of the multifamily use on the west, south of approximately NE 72nd Street if extended,~~ consists of existing multi family and large, further developable lots. Future development of multifamily housing at 9 to 12 dwelling units per acre is appropriate ~~where shown on Land Use Map Figure 1 at this location~~ due to ~~its~~ the proximity to the NE 70th Street, Houghton park and ride, access to a secondary arterial and transit routes along NE 70th Street, and the existing multifamily and institutional land uses to the east and west. In order to reduce the impacts on adjoining single-family areas to the north and to preserve existing significant vegetation on the western slope and along the northern boundary of this area, the following standards should be followed for multifamily development:

- (1) Multifamily development should consist of attached rather than stacked dwelling units. This standard would allow duplex or townhouse development.
- (2) ~~Horizontal facade setback modulation~~ Setbacks between units and building modulation should be incorporated into the design of the units ~~to diminish solid lines adjoining NE 70th Street.~~
- (3) Structure size and heights should be limited abutting low density zone or uses to be visually compatible with adjoining single-family development.
- (4) Structures should be clustered to preserve significant groupings of trees and provide open space.
- (5) Natural Greenbelt Protective Easements should be established to perpetually retain the significant trees adjoining the single-family property ~~iesy~~ to the north and along the slope separating the Willow Run and Lakeview Estates multifamily developments ~~and the High School from the subject property.~~
- (6) Properties should be consolidated where feasible ~~The entire site should be developed as a whole~~ to ensure one access point along NE 70th Street as far to the east as possible to avoid turning movements and backups at the NE 70th Street park and ride, the intersection at 116th Avenue NE and NE 70th Street, and the Willow Run apartments.

~~Medium-density development at 12 dwelling units per acre is appropriate in areas north of NE 70th Street and east of 116th Avenue NE.~~

~~The land located north of NE 70th Street and east of 116th Avenue NE is currently developed with multifamily housing. The land is oriented toward the freeway and the NE 70th Street Houghton park and ride. Multifamily housing is appropriate at 12 dwelling units per acre at this location due to its adjacency to transit service along NE 70th Street, 116th Avenue NE, and the park and ride, as well as to adjoining properties that are similarly designated. Therefore, medium-density development at 12 dwelling units per acre is appropriate.~~

~~The area south of NE 73rd Street and east of 116th Avenue NE is appropriate for a transitional density of nine dwelling units per acre. Guidelines for detached units are discussed.~~

~~A half-block area, adjoining the south side of NE 73rd Street and east of 116th Avenue NE, is bordered on the south by multifamily uses. Proximity to the NE 70th Street Houghton park and ride, orientation to bus routes along 116th Avenue NE, and the lower elevation of this area which buffers it from single-family homes to the east, make this area well-suited for a transitional density of nine dwelling units per acre. In order to reduce impacts on adjoining single-family homes to the north, across NE 73rd Street, detached residences should be allowed, subject to the following standards:~~

- ~~(1) Water pressure must be sufficient to serve existing homes and any additional density.~~
- ~~(2) Development improvements to NE 73rd Street along the property frontage should occur prior to occupancy.~~

~~Further development potential for nine dwelling units per acre exists north along 116th Avenue NE from NE 78th Street to the southern boundary of Lakeview Estates. Standards should be followed to ensure compatibility and vegetation preservation.~~

~~In the northwest corner of the residential district, extending north along 116th Avenue NE from the alignment of NE 78th Street to the southern boundary of Lakeview Estates, the land consists of vacant and large lots with further development potential. This area is close to the park and ride, is oriented toward a transit route along 116th Avenue NE, and is between Lake Washington High School, 1405, and south of existing multifamily housing. These factors combine to make this land well-suited for multifamily uses at a density of nine dwelling units per acre. Future multifamily development should be subject to the following standards to ensure compatibility with detached dwelling units to the south and the preservation of significant vegetation:~~

Commented [JC3]: This section deleted because it is redundant with section above.

- ~~(1) Multifamily development should consist of attached rather than stacked dwelling units. This standard would allow duplex or townhouse development.~~
- ~~(2) Horizontal facade setback modulation. Setbacks between units and building modulation should be required design elements.~~
- ~~(3) Structures size and heights should be limited abutting low density zones or uses to be visually compatible with adjoining single family development.~~
- ~~(4) Clustering of structures should be clustered to help preserve significant groupings of trees and provide open space.~~
- ~~(5) Establishment of Natural Greenbelt protective easements should be established to perpetually retain the significant trees adjoining the Lakeview Estates parcel and the high school.~~
- ~~(6) Access to multifamily uses should not impact adjacent single family areas.~~
- ~~(7) Pedestrian access through the development should be required to facilitate access to Lake Washington High School.~~
- ~~(8) Vegetative buffering (preferably with native, drought tolerant plants) should be provided next to single family areas.~~

~~Existing multifamily areas south of NE 80th Street and east of 116th Avenue NE should remain zoned as low density development due to impacts north of NE 80th ST. Redevelopment should focus on vegetation preservation and access.~~

~~Existing multifamily housing located south of NE 80th Street and east of 116th Avenue NE is impacted by existing Planned Area 13 office and multifamily uses to the north across NE 80th Street, the freeway, and Lake Washington High School. Its designation of low density development to a maximum of seven dwelling units per acre should continue. If redevelopment occurs, the existing vegetative buffer along the southern border should be preserved. Access should be located so as to maximize sight distances along 116th Avenue NE and NE 80th Street by keeping the access away from the curve formed by their junction. Therefore, the access should be aligned with 118th Avenue NE.~~

Commented [JC4]: This section below is deleted because it is developed with Lakeview Estates PUD (is zoned RS 7.2). Property north of NE 80th ST is zoned PR 3.6 and contains a mix of offices and residential (no longer PLA 13).

4. ECONOMIC ACTIVITIES COMMERCIAL

Commercial

NE 85th Street is a mixed use regional transportation and commercial corridor, featuring retail, office, ~~and business park~~ and medium to uses. ~~Some medium- and high-density multifamily development is also present.~~

The ~~only area of economic activity in South Rose Hill is within the commercial~~ Rose Hill Business district along NE 85th Street (see Figure SRH-3). ~~It is recognized as both a regional transportation and~~ mixed use commercial corridor. ~~This area includes with~~ retail, office, and business park uses, and; ~~to a lesser degree, some~~ medium- and high-density multifamily development. From I-405 east to the Kirkland city limits, the commercial corridor generally tapers from a depth of over 1,100 feet to about 150 feet at 132nd Avenue NE on both sides of NE 85th Street. See the NE 85th Street Subarea Plan for more information about the commercial corridor.

Neighborhood cCommercial development is permitted on the north side of NE 70th Street, across from the Bridle Trails Shopping Center. Medium-density detached single-family residential development is also appropriate in the immediate vicinity.

The northwest corner of NE 70th Street and 132nd Avenue NE contains a small-scale neighborhood commercial development. Development should not extend into the surrounding low-density residential neighborhood, ~~however~~.

The northern boundary of the commercial area lies south of the existing single-family development along 132nd Avenue NE (see Figure). The western boundary lies east of the existing single-family development along NE 70th Street. In the northwestern portion of the site, the boundary generally follows the toe of the existing slope.

To mitigate impacts to the adjoining residential area, development is subject to the following standards:

- (1) Commercial uses should be oriented to serving the neighborhood. Uses should not include vehicle service stations, drive-in businesses, auto service and sales, or storage facilities.
- (2) Building height, bulk, modulation, and roofline design should reflect the scale and character of single-family development. Blank walls should be avoided.

- (3) New structures should be substantially buffered from nearby low-density residential uses. Such buffering should consist of an earthen berm a minimum of 20 feet wide and five feet high at the center. In some places, the existing slope may replace the berm. The berm or slope should be planted with trees and shrubbery in sufficient size, number, and spacing to achieve a reasonable obstruction of views of the subject property. Alternatively, an equal or superior buffering technique may be used.
- (4) Businesses must be oriented to NE 70th Street or 132nd Avenue NE and must be directly connected, with on-site sidewalks, to sidewalks in adjacent rights-of-way.
- (5) Commercial access must be taken only from NE 70th Street and/or 132nd Avenue NE. Turning movements may be restricted to promote public safety.
- (6) Parking areas should be landscaped and visually screened from adjoining residential development.
- (7) The number and size of signs should be minimized to avoid a cluttered, intensive, commercial appearance. A master sign plan should be implemented. Back-lit or internally-lit translucent awnings should be prohibited. Only wall- or ground-mounted signs should be permitted.
- (8) Noise impacts to surrounding residential development should be minimized.
- (9) Hours of operation of businesses on the site should be limited to no more than 16 hours per day, ending at 10 p.m.

Immediately to the north of the commercial area ~~is an existing~~, medium-density residential development ~~is appropriate~~. ~~Units should be small lot detached single family residences, however.~~

5-3 OPEN SPACE/PARKS

South Rose Hill has a number of publicly owned areas that currently provide park and open space opportunities for neighborhood residents. They are briefly described below. In addition, the City has a joint use agreement with the Lake Washington School District to use the Rose Hill Elementary school for recreation.

South Rose Hill Neighborhood Park is a 2.5-acre site that was purchased as a result of a successful Park Bond in 1989. This park is located on NE 70th Street, at approximately 128th Avenue NE (see Figure SRH-4). Improvements in this park are typical of a neighborhood park facility, including pedestrian access, basketball area and restroom.

Lake Washington High School is a 38.31-acre site located at NE 80th Street and 122nd Avenue NE. Improvements to this site include school buildings, a playfield, tennis courts, and track.

Rose Hill Elementary School is a 9.75-acre site located at NE 80th Street and 128th Avenue NE. Improvements to this site include school buildings and a playground.

Kirkland Cemetery is a 5.75-acre site located at NE 80th Street and 122nd Avenue NE. The cemetery is an important public historic landmark and open space feature in the neighborhood. ~~Future funded improvements include irrigation, planting, relocation and improvement of cemetery entry, additional parking, new cemetery services, improved pedestrian and vehicular circulation, and expansion to the southeast corner of the property.~~

Rose Hill Meadows is a 4.10 acre park located south of NE 85th ST on 124th Avenue NE. Park improvements were completed in 2009 and include a play area, walking trails, picnic areas and shelter, and wetland restoration.

Figure SRH-4: South Rose Hill Parks and Open Space

Efforts should be made to acquire additional parkland for this neighborhood, including smaller parcels.

Despite these parks and open space facilities, the neighborhood is deficient in parkland especially in the western portion of the neighborhood based on the standard of 15 acres per 1,000 population, because much of this land is owned by the Lake Washington School District. As a result, every effort should be made to acquire additional parkland for this neighborhood, including smaller parcels for use as “pocket parks.” These parks serve limited park needs where neighborhood park opportunities are lacking. Pocket parks are typically less than one acre in size and developed with amenities like picnic tables and playground facilities. They serve a smaller user group and service area than neighborhood parks. See the Parks Recreation and Open Space Plan and Element for the status of park development in the South Rose Hill neighborhood.

~~*The broadcasting tower site should be acquired, if possible.*~~

~~North of NE 75th Street and west of 128th Avenue NE, the 6.4-acre broadcasting tower property has been identified as a potential park site. However, since the site has a long term lease, acquisition is unlikely in the near term. If acquisition becomes possible, it should be pursued.~~

Lake Washington School District should maintain open space and recreation facilities for public access.

To the maximum extent possible, the Lake Washington School District should allow public access and maintain and enhance open space and recreation facilities, like ballfields, when redevelopment or expansion occurs at the high school or elementary school.

~~Community and regional park needs will also be met outside of the South Rose Hill Neighborhood. Community parks that serve South Rose Hill include Peter Kirk Park, Everest Park, and Crestwoods Park. Regional parks that serve the neighborhood include the Kirkland waterfront parks, Juanita Beach Park, and Marymoor Park.~~

Commented [JC5]: Property is being developed for 35 lot subdivision

Commented [JC6]: No need for reference to regional park need outside neighborhood.

6. PUBLIC SERVICES/FACILITIES

Public Services/Facilities include street improvements, bicycle and pedestrian facilities, and utilities such as water, sewer, and storm drainage. Specific policies for these topics as they relate to South Rose Hill follow. Citywide policies can be found in the Public Services/Facilities [and Transportation](#) chapters.

STREETS

Street system should provide and maintain integrity of the residential district.

The underlying goal of the transportation system in South Rose Hill is to provide efficient and safe [circulation of vehicles, bicycles and pedestrians movement](#) within and through the neighborhood. At the same time, the street system should promote and maintain the integrity of the residential district. [Street classifications for the streets and needed sidewalks, street and intersection improvements for the South Rose Hill Neighborhood](#) are found in the Transportation Element.

~~Changes to street system may occur in accordance to City and regional decisions mandated by the GMA.~~

Commented [JC7]: Discussion will be included in the Transportation Element.

~~Like all neighborhoods in Kirkland, this neighborhood is experiencing increased traffic. Much of the projected traffic increase is based on regional growth and is felt to some degree by every neighborhood in the City and on the Eastside. As such, the issue of traffic and use of single occupancy vehicles requires a broader response. The City side policies addressing the transportation system will be formulated and discussed as part of the Transportation Element to be included in a subsequent update of the Comprehensive Plan that was mandated by recent Statewide Growth Management Act (GMA) legislation. As City, State and regional decisions are made, changes to the Kirkland street system may be necessary. A balance between safe and efficient circulation of vehicles, bicycles, and pedestrians, and maintenance of the integrity of the residential neighborhood should be sought.~~



Figure SRH-4: South Rose Hill Street Classifications

~~Transportation management programs should be required for all commercial and medium-to-high density residential developments.~~

Commented [JC8]: TMP's regulations are contained in the Kirkland Municipal Code.

~~Transportation demand management is a concept that attempts to control traffic by reducing the overall number of trips generated by a specific use. Successful use of this concept may help reduce the need for future capital improvements. Components of a typical transportation management program are discussed in the Public Services/Facilities chapter in Policy 4.2.~~

The original circulation pattern in South Rose Hill was laid out in a grid pattern. Maintenance and enhancement of this grid system will promote neighborhood mobility and will provide for equitable distribution of traffic on neighborhood streets. Traffic should be managed to keep I-405 destination traffic on arterials and discourage its use of neighborhood streets. Figure SRH-4 shows the Street Classification System for South Rose Hill.

Principal ~~major~~ Arterials

NE 85th Street is a ~~primary-principal~~ arterial that is the most traveled route into and through the neighborhood.

124th Avenue NE north of NE 85th Street is a primary arterial leading in the North Rose Hill Neighborhood. See discussion in the North Rose Hill Neighborhood chapter.

Secondary-Minor Arterials

132nd Avenue NE is a ~~secondary-minor~~ arterial along the eastern boundary of the neighborhood. Metro provides bus service along this route.

Collector Streets

124th Avenue NE between NE 85th Street and NE 80th Street ~~is a collector arterial.~~

122nd Avenue NE south of NE 80th Street ~~is a collector arterial.~~

NE 80th Street ~~is a collector arterial.~~ This is a Metro bus route.

116th Avenue NE is a collector ~~arterial-street~~ and is served by Metro transit. A sidewalk along the east side of 116th Avenue NE to connect the NE 70th Street Houghton park and ride with the high school is desirable when possible to increase safety.

BICYCLE FACILITIES

Bicycles are permitted on all public streets. Bicycle routes in South Rose Hill are designated in Figure SRH-6. South Rose Hill residents place a high priority on safe bicycle access through the neighborhood due to its proximity to the NE 80th ST pedestrian/bicycle overpass over I-405, and distance to the Bridle Trails Shopping Center and the NE 85th ST commercial district. However, the principle and secondary and collector arterials major, that bound the neighborhood are an impediment to safe and comfortable bicycle access for many residents. —Desired improvements for bicyclings include providing protected bicycle lanes on arterial or collector streets and improved safe crossings particularly NE 85th ST, 116th Ave NE and NE 70th ST. Maintenance or improvements to pedestrian, bicycle and equestrian facilities should be made, striped and marked bicycle lanes, and posted signs—See the Transportation Management Plan in the Transportation Element for the bicycle facilities network Map.

The bicycle and pedestrian overpass located at NE 60th ST and I-405 provides a vital link between downtown Kirkland, the Cross Kirkland Corridor and Redmond. Providing comfortable bicycle facilities to connect to this overpass and to the schools in and around the neighborhood is a priority. In particular, a safe crossing of 116th Avenue NE at the NE 80th ST pedestrian and bicycle bridge to connect to downtown and the Cross Kirkland Corridor is desired. Good bicycle access should be provided to key destinations via neighborhood greenway streets that include safe crossings of the arterials. An additional priority should include providing safe and comfortable bicycle connections across NE 85th ST to connect to the North Rose Hill neighborhood.

PEDESTRIAN CIRCULATION

Developed areas in need of sidewalks should be identified, and then installed through the capital facilities budget process.

~~Within the South Rose Hill Neighborhood, the existing and proposed pedestrian trail system shown in Figure SRH-7 includes only the major pedestrian paths and sidewalks. Improvements to public rights of way include curb, landscape strip, and sidewalk. As new development occurs, pedestrian improvements are usually installed by the developer. In developed areas, the City has identified should identify areas where of need and install sidewalks are needed such as along 116th Avenue NE and in the Transportation and Public Facilities Elements through the capital improvement plan facilities budget process.~~

Other areas targeted for pedestrian access are listed.

~~South of NE 80th Street, 128th Avenue NE should be upgraded with a pedestrian route connecting to the South Rose Hill Neighborhood Park and beyond to NE 70th Street. This route would go through the potential park site at the radio broadcasting tower property. The unimproved portion of the right-of-way between NE 80th Street and the potential park site should be developed as a pedestrian path until future development eventually requires sidewalk improvements. When redevelopment occurs at the radio tower site, either as a park or as another use, a trail should develop there to complete the connection between the North Rose Hill and Bridle Trails Neighborhoods along the 128th Avenue NE street alignment.~~

Within the residential district, NE 75th Street and NE 80th Street provide east/west pedestrian links between the schools and surrounding residential development. The unopened portion of the NE 75th Street right-of-way located between 126th and 127th Avenues NE should be developed-improved and signed as a pedestrian path until future development requires sidewalk improvements.

The Seattle City Light Transmission Line Easement which extends across the entire South Rose Hill Neighborhood from north to south east of 124th Avenue provides a future potential opportunity to create a greenway pedestrian and bicycle trail through the neighborhood. Here another opportunity exists to link the North Rose Hill and Bridle Trails Neighborhoods.

~~A potential future pedestrian path connecting NE 76th Street to 132nd Avenue NE should be developed in cooperation with the church when opportunities arise to implement this trail.~~

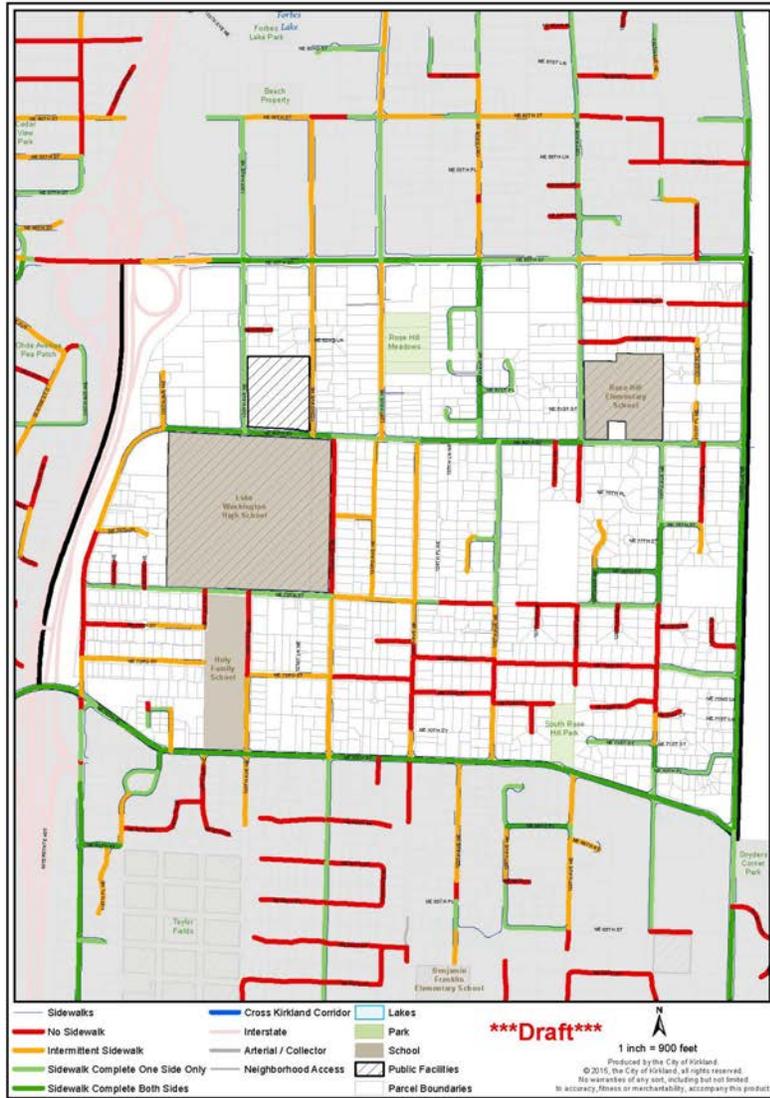
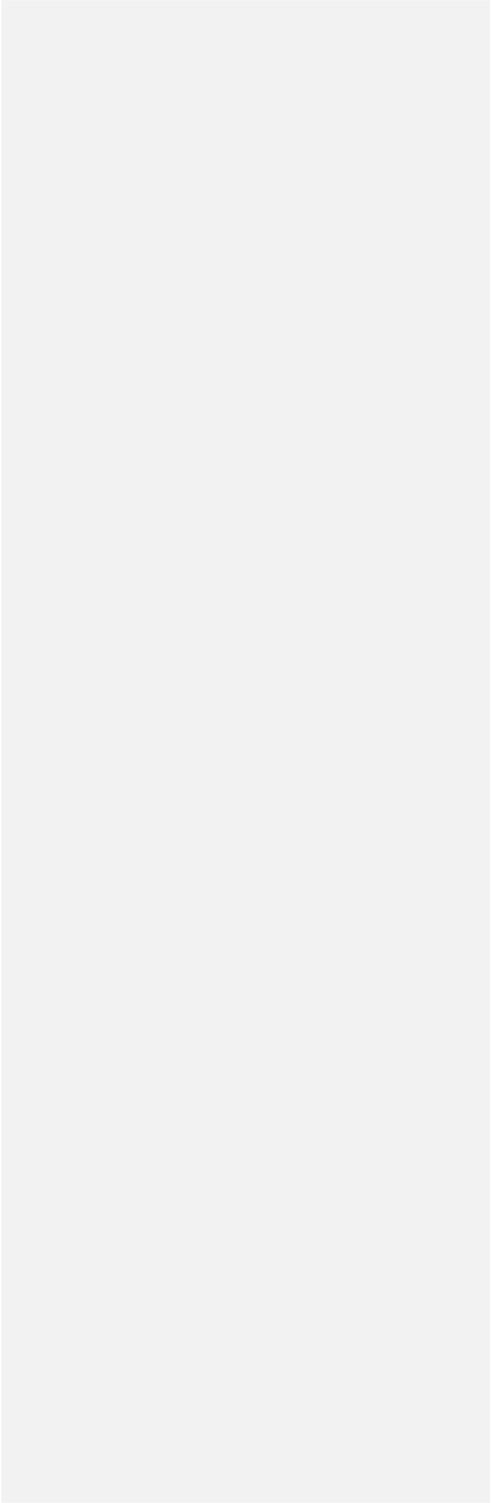


Figure SRH-5: South Rose Hill Street Pedestrian System



UTILITIES

~~Rose Hill Water District provides water, and The City provides water and sewer service to the neighborhood.~~

~~The Rose Hill Water District provides water service to the entire South Rose Hill Neighborhood. The City of Kirkland provides water and sewer service to the neighborhood. Many properties still use. Currently, the majority of the neighborhood uses septic systems. Sanitary Sewer mains and connections should be provided to these areas before new development can occur. Sewer main extensions are typically installed by developers as part of a development project.~~

~~New development must ensure protection of Forbes Lake and Creek and Lake Washington.~~

North of NE 780th Street and east of approximately 122nd Avenue NE, South Rose Hill is part of the Forbes Creek Lake drainage basin. South of NE 80th Street, west of 122nd Avenue NE is part of the Moss Bay drainage basin, drainage flows into Lake Washington via underground storm sewers that cross I-405. New development ~~should~~ must ensure protection of Forbes Lake and Creek as well as Lake Washington. To this end, the best available stormwater management practices should be utilized. These include preservation and use of natural, rather than mechanical, drainage systems.

With redevelopment of the NE 85th Street sections of the overhead utility lines were undergrounded improving the public views to the west significantly and attractiveness of the commercial district. When possible, the remainder the undergrounding of overhead utility lines is encouraged, especially along NE 85th Street should be undergrounded, where significant public views are interrupted.

7. URBAN DESIGN

The urban design ~~elements-features~~ shown in Figure SRH-8 give the South Rose Hill Neighborhood its visual image and identity. These are central in establishment of the character of the neighborhood. Discussion of these urban design ~~elements-features~~ follows.

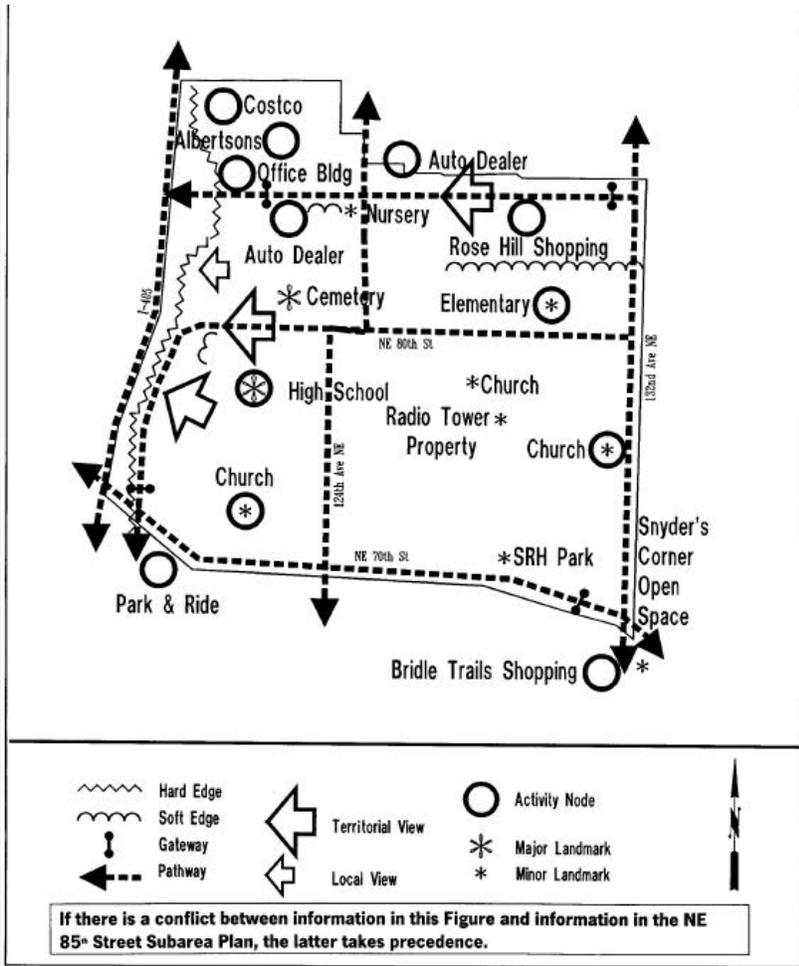


Figure SRH-8: South Rose Hill Urban Design Elements

Commented [JC9]: Note: Update Figure below to delete Albertsons, Nursery, Radio Tower property, add Rose Hill Meadows, neighborhood commercial, activity band along NE 85th Street, other religious organizations at 81/132nd Ave, 13000/NE 84th ST

Four gateways to South Rose Hill are identified, as are recommendations for installation of signs and landscaping.

The first impression of a neighborhood's character is derived from its entrances or gateways. Four gateways have been identified in South Rose Hill, all of them located along major streets or pathways leading into the neighborhood. The gateways on NE 85th Street mark the major entrances to the Rose Hill Business commercial district ~~in South Rose Hill~~, while those at 116th Avenue NE and NE 70th Street mark entrances into the residential district. A neighborhood ~~(or City)~~ gateway sign and landscaping should be installed near the intersection of NE 70th Street and 132nd Avenue NE, along NE 70th Street ~~and east and west ends of NE 85th ST. -A City gateway sign and landscaping should be installed at the intersection of NE 85th Street and 132nd Avenue NE, along NE 85th Street.~~ These should be developed either as a part of or in combination with private development, through land acquisition, or as part of street improvement projects, ~~such as the NE 70th Street Improvement Project.~~

Activity nodes are identified.

The neighborhood contains both major and minor activity nodes. Lake Washington High School, the Houghton park and ride, two parks and shopping areas both in and outside the neighborhood are major activity centers for residents in South Rose Hill. The various churches and ~~Mark Twain~~Rose Hill Elementary School are viewed as minor activity centers.

Landmarks of visual or historical significance are discussed.

Visual landmarks such as the Cemetery and Lake Washington High School contribute to the residential character of South Rose Hill. They also help distinguish this neighborhood from others. In addition, yet to be identified historical landmarks may also be located within South Rose Hill such as the Landry House. Creation of easements for the installation of historical interpretive signs that identify sites of historical value should be encouraged. ~~Possible locations may include, but not be limited to, the Cemetery and Cemetery caretaker's residence, Rose Hill Community Club, and the Great Western Iron and Steel Works in Rose Hill.~~

Major public views should be enhanced and preserved.

Major public views of Lake Washington, the Seattle skyline, and the Olympic Mountains beyond should be enhanced and preserved.

Landscaping and site design techniques should be used in future development to create "edges" to separate various land uses.

Interstate 405 constitutes a “hard edge” or boundary on the west edge of the South Rose Hill Neighborhood. Existing trees and residential uses form a “soft edge” between the commercial and residential districts. Finally, existing clusters of trees along the slope to the west of the high school separate the institutional land use from residential uses to the west. Where appropriate, future development should use landscape materials or site design techniques to help create these edges between different land uses, in order to help stabilize development patterns within the South Rose Hill Neighborhood.

South Rose Hill Neighborhood Plan *Draft 1/20/15-Clean Copy*

Includes review by Planning Commission on 2/12/2015. No changes made.

Note: The South Rose Hill Neighborhood Plan had its last major update in 1991 with a partial update in 2002. A minor update was made in 2015 as part of the GMA Update. See also NE 85th ST Subarea Plan Chapter.

1. VISION STATEMENT

The South Rose Hill Neighborhood should continue to retain its character as a stable residential neighborhood. The neighborhood should be enhanced to emphasize its human scale, pedestrian orientation, and economic vitality. Strong emphasis should be placed on providing pedestrian and bicycle pathways. These nonmotorized corridors should provide safe passageways for school, educational/institutional uses as well as to the commercial district. The expansion, upgrading, and acquisition of park and recreation facilities (including “pocket parks”) will be necessary to make them more accessible to the neighborhood and its residents. The neighborhood does offer some limited options for higher-density development at appropriate locations to provide housing diversity.

The South Rose Hill Neighborhood is influenced by I-405 on the west and the NE 85th Street commercial corridor to the north. This corridor is a major entranceway to Kirkland on the east and provides a view of Lake Washington, Seattle, and the Olympic mountains to the west. With the adoption of the NE 85th Street Subarea Plan, the north boundary of the South Rose Hill Neighborhood is the centerline of NE 85th Street.

Although, retail and auto-oriented commercial development will probably continue to cluster around the interchange, over time the commercial corridor will become more mixed use with residential above ground floor commercial. While serving some of the needs of both the South Rose Hill and North Rose Hill Neighborhoods, the NE 85th Street corridor known as the Rose Hill Business District also provides community and regional commercial shopping and retail and personal services (see Figure SRH-1). Multifamily and office uses serve as a transition between the NE 85th Street corridor and single family neighborhoods. See the NE 85th Street Subarea Plan for more information about the corridor.

Public services and facilities should be planned to adequately meet the needs of existing and future demands and strive to achieve a high level of service for South Rose Hill. The traffic circulation system should be designed so that traffic is focused onto the arterial and collector roads to avoid cut-through traffic on local streets. New street improvements and undergrounding of overhead utility lines along NE 85th Street will improve the pedestrian experience and attractiveness of the commercial area. NE 70th Street provides a significant east-west connection to Redmond and Houghton.

2. NATURAL ENVIRONMENT

Sensitive Areas, Wetlands and Streams

Wetland and stream areas should be rehabilitated, if necessary, and preserved for future protection.

The South Rose Hill Neighborhood is primarily a broad plateau with only two small identified wetland areas, shown in Figure SRH-1. The neighborhood’s only open stream originates at the wetlands in Rose Hill Meadows Park and flows to the northwest, where it is mostly piped until it reaches NE 90th Street where the stream daylights in the wetland area draining to Forbes Lake. The other small wetland area sits behind houses in the block just east of Holy Family School. The stream and wetlands should be left in their natural state and rehabilitated where possible when new development occurs. The policies found in the Natural Environment chapter and Zoning Code should be observed including buffer setbacks and natural greenbelt easements recorded to preserve these sensitive areas.

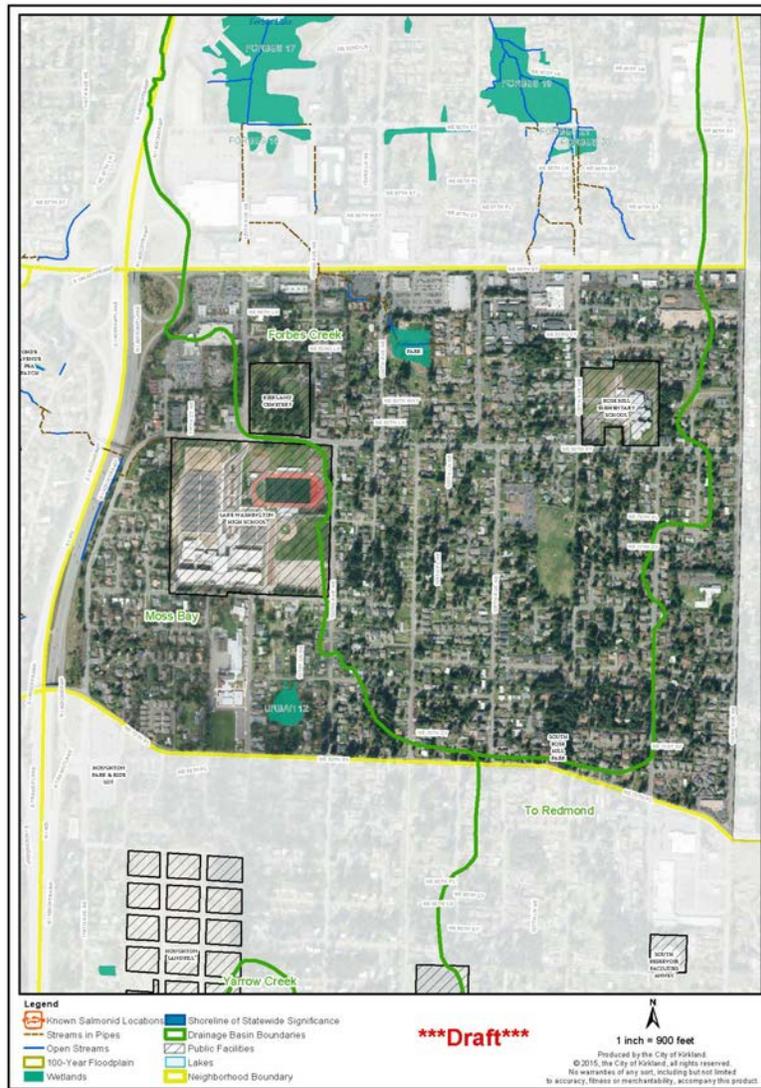


Figure SRH-1: South Rose Hill Sensitive Areas

Moderate landslide hazard and seismic hazard areas are identified. New development in these areas should be in accordance with geotechnical analysis.

The South Rose Hill Neighborhood contains two moderate landslide areas in its north and west due to soil types and slope conditions. The small wetland in the block east of Holy Family School is the only identified seismic hazard area in South Rose Hill. These areas are shown in Figure SRH-2. Seismic soils are saturated or sometimes flooded formations of organic materials and fine-textured alluvial deposits subject to liquefaction. Moderate landslide soils are underlain by permeable soils consisting of sand, gravel or glacial till. The policies found in the Environment chapter of this Plan and the Zoning Code should be observed. In addition, recommendations of a geotechnical engineering study should be followed when new development is proposed.



Figure SRH-2: South Rose Hill Geologically Hazardous Areas

3. LAND USE

Residential

Low-density detached residential housing is the predominant land use, except in the NE 85th ST commercial corridor and portions of NE 70th ST.

Except for the north and south perimeter of the neighborhood the predominant land use in the South Rose Hill Neighborhood is low-density single-family detached residential housing. Sanitary sewer service into the neighborhood continues to be expanded as development occurs. Outside of the designated commercial areas, future development should remain predominantly low-density residential at six dwelling units per acre with limited pockets of medium-density development as a transition between single family and commercial areas or at locations which have access to transportation corridors, transit service, and commercial facilities (see Figure SRH-3).

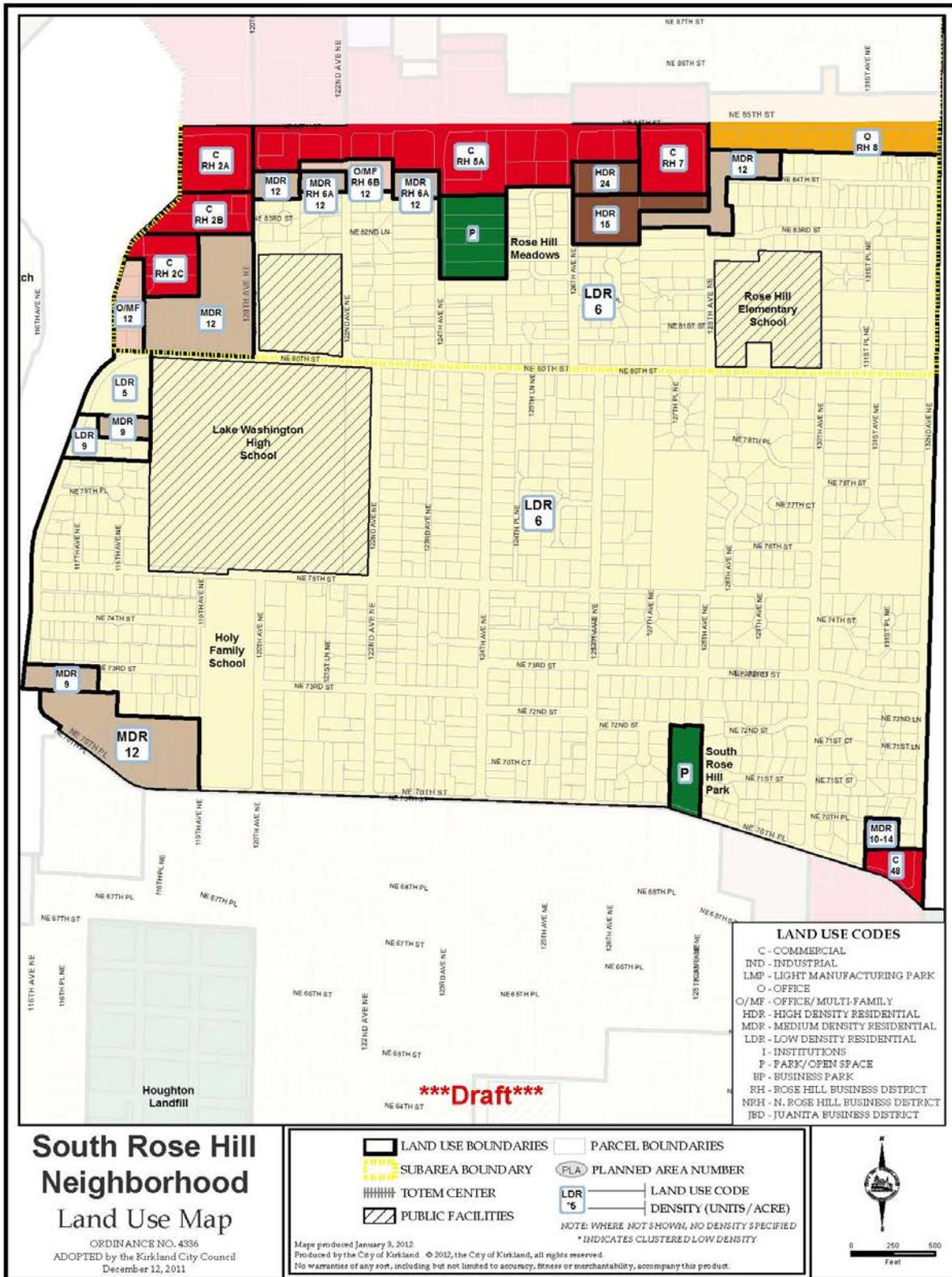


Figure 3 South Rose Hill Land Use Map

Limited opportunities exist in certain areas for medium-density, multifamily development.

Opportunities for medium-density development are limited to parcels around the perimeter of the Rose Hill Business district and east and west ends of NE 70th ST. Medium-density development should include design standards that ensure compatibility with the low-density single-family development that dominates the character of the residential core. Areas where multifamily development is appropriate are described below.

Along NE 70th Street and west of 119th Avenue NE, multifamily development at 9-12 dwelling units per acre should be permitted subject to standards which reduce impacts on single-family areas and preserve vegetation.

Property adjoining NE 70th Street, and between the alignment of 119th Avenue NE on the east and 116th Avenue NE consists of existing multifamily and large, further developable lots. Future development of multifamily housing at 9 to 12 dwelling units per acre is appropriate where shown on Land Use Map Figure 1 due to the proximity to the NE 70th Street, Houghton park and ride, access to a secondary arterial and transit routes along NE 70th Street, and the existing multifamily and institutional land uses to the east and west. In order to reduce the impacts on adjoining single-family areas to the north and to preserve existing significant vegetation on the western slope and along the northern boundary of this area, the following standards should be followed for multifamily development:

- (1) Multifamily development should consist of attached rather than stacked dwelling units. This standard would allow duplex or townhouse development.
- (2) Setbacks between units and building modulation should be incorporated into the design of the units.
- (3) Structure size and height should be limited abutting low density zone or uses to be visually compatible with single-family development.
- (4) Structures should be clustered to preserve significant groupings of trees and provide open space.
- (5) Natural Greenbelt Protective Easements should be established to perpetually retain the significant trees adjoining the single-family properties to the north and along the slope separating the Willow Run and Lakeview Estates multifamily developments and the High School.
- (6) Properties should be consolidated where feasible to ensure one access point along NE 70th Street as far to the east as possible to avoid turning movements and backups at the NE 70th Street park and ride, the intersection at 116th Avenue NE and NE 70th Street, and the Willow Run apartments.

Commercial

NE 85th Street is a mixed use regional transportation and commercial corridor, featuring retail, office, business park and medium to high-density multifamily development.

The Rose Hill Business district along NE 85th Street (see Figure SRH-3) is recognized as both a regional transportation and mixed use commercial corridor with retail, office, and business park uses, and medium- and high-density multifamily development. From I-405 east to the Kirkland city limits, the commercial corridor generally tapers from a depth of over 1,100 feet to about 150 feet at 132nd Avenue NE on both sides of NE 85th Street. See the NE 85th Street Subarea Plan for more information about the commercial corridor.

Neighborhood commercial development is permitted on the north side of NE 70th Street, across from the Bridle Trails Shopping Center. Medium-density detached single-family residential development is also appropriate in the immediate vicinity.

The northwest corner of NE 70th Street and 132nd Avenue NE contains a small-scale neighborhood commercial development. Development should not extend into the surrounding low-density residential neighborhood.

The northern boundary of the commercial area lies south of the existing single-family development along 132nd Avenue NE (see Figure 3). The western boundary lies east of the existing single-family development along NE 70th Street. In the northwestern portion of the site, the boundary generally follows the toe of the existing slope.

To mitigate impacts to the adjoining residential area, development is subject to the following standards:

- (1) Commercial uses should be oriented to serving the neighborhood. Uses should not include vehicle service stations, drive-in businesses, auto service and sales, or storage facilities.
- (2) Building height, bulk, modulation, and roofline design should reflect the scale and character of single-family development. Blank walls should be avoided.
- (3) New structures should be substantially buffered from nearby low-density residential uses. Such buffering should consist of an earthen berm a minimum of 20 feet wide and five feet high at the center. In some places, the existing slope may replace the berm. The berm or slope should be planted with trees and shrubbery in sufficient size, number, and spacing to achieve a reasonable obstruction of views of the subject property. Alternatively, an equal or superior buffering technique may be used.
- (4) Businesses must be oriented to NE 70th Street or 132nd Avenue NE and must be directly connected, with on-site sidewalks, to sidewalks in adjacent rights-of-way.

- (5) Commercial access must be taken only from NE 70th Street and/or 132nd Avenue NE. Turning movements may be restricted to promote public safety.
- (6) Parking areas should be landscaped and visually screened from adjoining residential development.
- (7) The number and size of signs should be minimized to avoid a cluttered, intensive, commercial appearance. A master sign plan should be implemented. Back-lit or internally-lit translucent awnings should be prohibited. Only wall- or ground-mounted signs should be permitted.
- (8) Noise impacts to surrounding residential development should be minimized.
- (9) Hours of operation of businesses on the site should be limited to no more than 16 hours per day, ending at 10 p.m.

Immediately to the north of the commercial area is an existing medium-density residential development.

3. OPEN SPACE/PARKS

South Rose Hill has a number of publicly owned areas that currently provide park and open space opportunities for neighborhood residents. They are briefly described below. In addition, the City has a joint use agreement with the Lake Washington School District to use the Rose Hill Elementary school for recreation.

South Rose Hill Neighborhood Park is a 2.5-acre site that was purchased as a result of a successful Park Bond in 1989. This park is located on NE 70th Street, at approximately 128th Avenue NE (see Figure SRH-4). Improvements in this park are typical of a neighborhood park facility, including pedestrian access, basketball area and restroom.

Lake Washington High School is a 38.31-acre site located at NE 80th Street and 122nd Avenue NE. Improvements to this site include school buildings, a playfield, tennis courts, and track.

Rose Hill Elementary School is a 9.75-acre site located at NE 80th Street and 128th Avenue NE. Improvements to this site include school buildings and a playground.

Kirkland Cemetery is a 5.75-acre site located at NE 80th Street and 122nd Avenue NE. The cemetery is an important public historic landmark and open space feature in the neighborhood.

Rose Hill Meadows is a 4.10 acre park located south of NE 85th ST on 124th Avenue NE. Park improvements were completed in 2009 and include a play area, walking trails, picnic areas and shelter, and wetland restoration.

Efforts should be made to acquire additional parkland for this neighborhood, including smaller parcels.

Despite these parks and open space facilities, the neighborhood is deficient in parkland especially in the western portion of the neighborhood. As a result, every effort should be made to acquire additional parkland for this neighborhood, including smaller parcels for use as “pocket parks.” These parks serve limited park needs where neighborhood park opportunities are lacking. Pocket parks are typically less than one acre in size and developed with amenities like picnic

tables and playground facilities. They serve a smaller user group and service area than neighborhood parks. See the Parks Recreation and Open Space Plan and Element for the status of park development in the South Rose Hill neighborhood.

Lake Washington School District should maintain open space and recreation facilities for public access.

To the maximum extent possible, the Lake Washington School District should allow public access and maintain and enhance open space and recreation facilities, like ball fields, when redevelopment or expansion occurs at the high school or elementary school.

6. PUBLIC SERVICES/FACILITIES

Public Services/Facilities include street improvements, bicycle and pedestrian facilities, and utilities such as water, sewer, and storm drainage. Specific policies for these topics as they relate to South Rose Hill follow. Citywide policies can be found in the Public Services/Facilities and Transportation chapters.

STREETS

Street system should provide and maintain integrity of the residential district.

The underlying goal of the transportation system in South Rose Hill is to provide efficient and safe circulation of vehicles, bicycles and pedestrians within and through the neighborhood. At the same time, the street system should promote and maintain the integrity of the residential district. Street classifications for the streets and needed sidewalks, street and intersection improvements for the South Rose Hill Neighborhood are found in the Transportation Element. A balance between safe and efficient circulation of vehicles, bicycles, and pedestrians, and maintenance of the integrity of the residential neighborhood should be sought



Figure SRH-4: South Rose Hill Street Classifications

The original circulation pattern in South Rose Hill was laid out in a grid pattern. Maintenance and enhancement of this grid system will promote neighborhood mobility and will provide for equitable distribution of traffic on neighborhood streets. Traffic should be managed to keep I-405 destination traffic on arterials and discourage its use of neighborhood streets. Figure SRH-4 shows the Street Classification System for South Rose Hill.

Principal Arterials

NE 85th Street is a principal arterial that is the most traveled route into and through the neighborhood.

124th Avenue NE north of NE 85th Street is a primary arterial leading in the North Rose Hill Neighborhood. See discussion in the North Rose Hill Neighborhood chapter.

Minor Arterial

132nd Avenue NE is a minor arterial along the eastern boundary of the neighborhood. Metro provides bus service along this route.

Collector Streets

124th Avenue NE between NE 85th Street and NE 80th Street

122nd Avenue NE south of NE 80th Street

NE 80th Street. This is a Metro bus route.

116th Avenue NE is a collector street and is served by Metro transit. A sidewalk along the east side of 116th Avenue NE to connect the Houghton Park and Ride with the high school is desirable when possible to increase safety.

BICYCLE FACILITIES

Bicycles are permitted on all public streets. Bicycle routes in South Rose Hill are designated in Figure SRH-6. South Rose Hill residents place a high priority on safe bicycle access through the neighborhood due to its proximity to the NE 80th ST pedestrian/bicycle overpass over I-405, distance to the Bridle Trails Shopping Center and the NE 85th ST commercial district. However, the principle and secondary and collector arterials that bound the neighborhood are an impediment to safe and comfortable bicycle access for many residents. Desired improvements for bicycling include providing protected bicycle lanes on arterial or collector streets and improved safe crossings particularly NE 85th ST, 116th Ave NE and NE 70th ST. Maintenance or improvements to pedestrian, bicycle and equestrian facilities should be made. See the Transportation Management Plan in the Transportation Element for the bicycle facilities network Map.

The bicycle and pedestrian overpass located at NE 60th ST and I-405 provides a vital link between downtown Kirkland, the Cross Kirkland Corridor and Redmond. Providing comfortable bicycle facilities to connect to this overpass and to the schools in and around the neighborhood is a priority. In particular, a safe crossing of 116th Avenue NE at the NE 80th ST, and a pedestrian and bicycle bridge to connect to downtown and the Cross Kirkland Corridor is desired. Good bicycle access should be provided to key destinations via neighborhood greenway streets that include safe crossings of the arterials. An additional priority should include providing safe and comfortable bicycle connections across NE 85th ST to connect to the North Rose Hill neighborhood.

PEDESTRIAN CIRCULATION

Developed areas in need of sidewalks should be identified, and then installed through the capital facilities budget process.

As new development occurs, pedestrian improvements are usually installed by the developer. The City has identified areas where sidewalks are needed such as along 116th Avenue NE and in the Transportation and Public Facilities Elements through the capital improvement plan budget process.

Within the residential district, NE 75th Street and NE 80th Street provide east/west pedestrian links between the schools and surrounding residential development. The unopened portion of the NE 75th Street right-of-way located between 126th and 127th Avenues NE should be improved and signed as a pedestrian path until future development requires sidewalk improvements.

The Seattle City Light Transmission Line Easement which extends across the entire South Rose Hill Neighborhood from north to south east of 124th Avenue provides a future potential opportunity to create a pedestrian and bicycle trail through the neighborhood. Here another opportunity exists to link the North Rose Hill and Bridle Trails Neighborhoods.

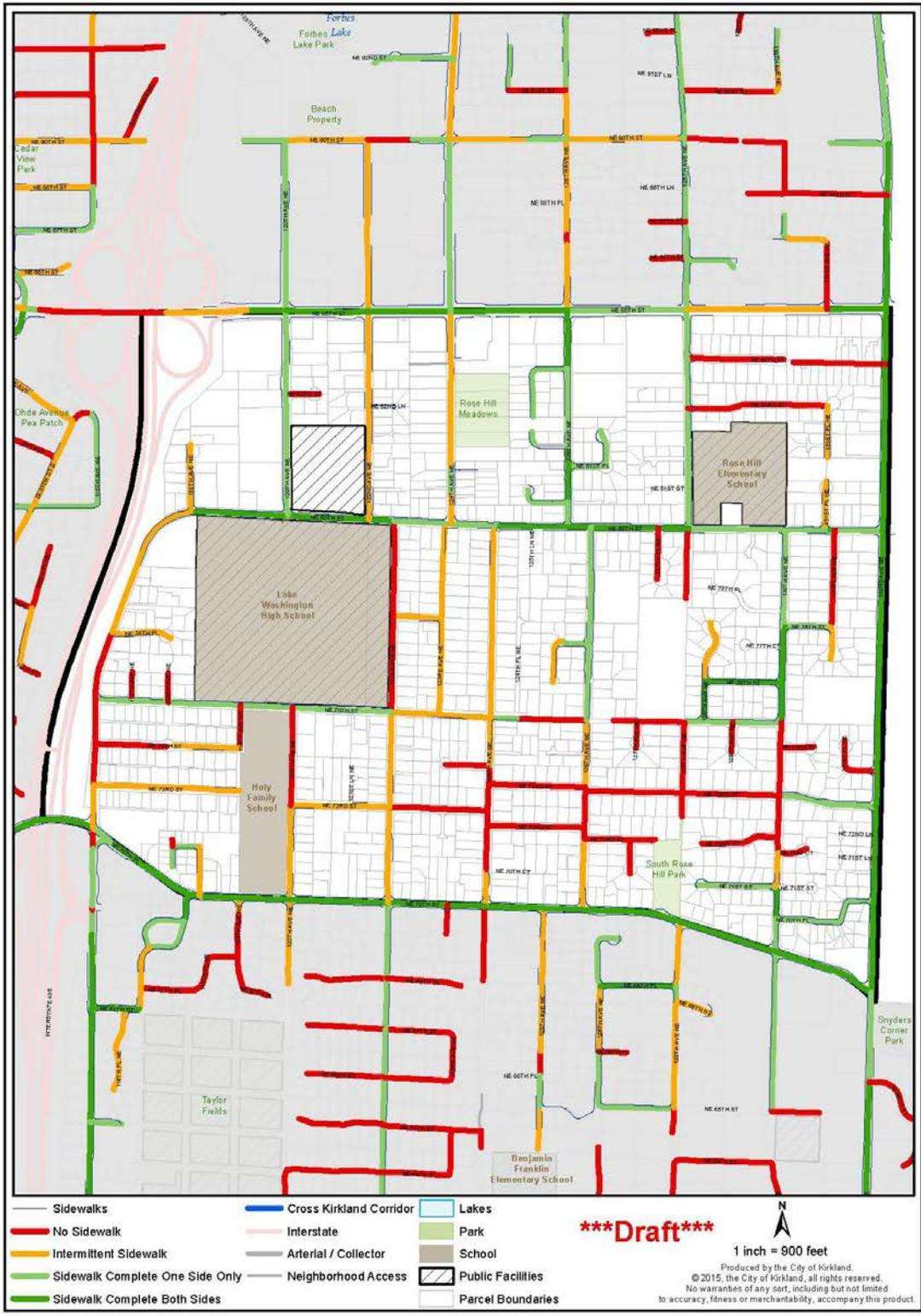


Figure SRH-5: South Rose Hill Street Pedestrian System

UTILITIES

The City provides water and sewer service to the neighborhood.

The City of Kirkland provides water and sewer service to the neighborhood. Many properties still use septic systems. Sanitary Sewer mains and connections should be provided to these areas before new development can occur.

New development must ensure protection of Forbes Lake and Creek and Lake Washington.

North of NE 70th Street and east of approximately 122nd Avenue NE, South Rose Hill is part of the Forbes Creek Drainage Basin. South of NE 80th Street, west of 122nd Avenue NE is part of the Moss Bay drainage basin, drainage flows into Lake Washington via underground storm sewers that cross I-405. New development should ensure protection of Forbes Lake and Creek as well as Lake Washington. To this end, the best available storm water management practices should be utilized. These include preservation and use of natural, rather than mechanical, drainage systems.

With redevelopment of the NE 85th Street sections of the overhead utility lines were undergrounded improving the public views to the west significantly and attractiveness of the commercial district. When possible, the remainder of overhead utility lines along NE 85th Street should be undergrounded. .

7. URBAN DESIGN

The urban design features shown in Figure SRH-8 give the South Rose Hill Neighborhood its visual image and identity. These are central in establishment of the character of the neighborhood. Discussion of these urban design features follows.

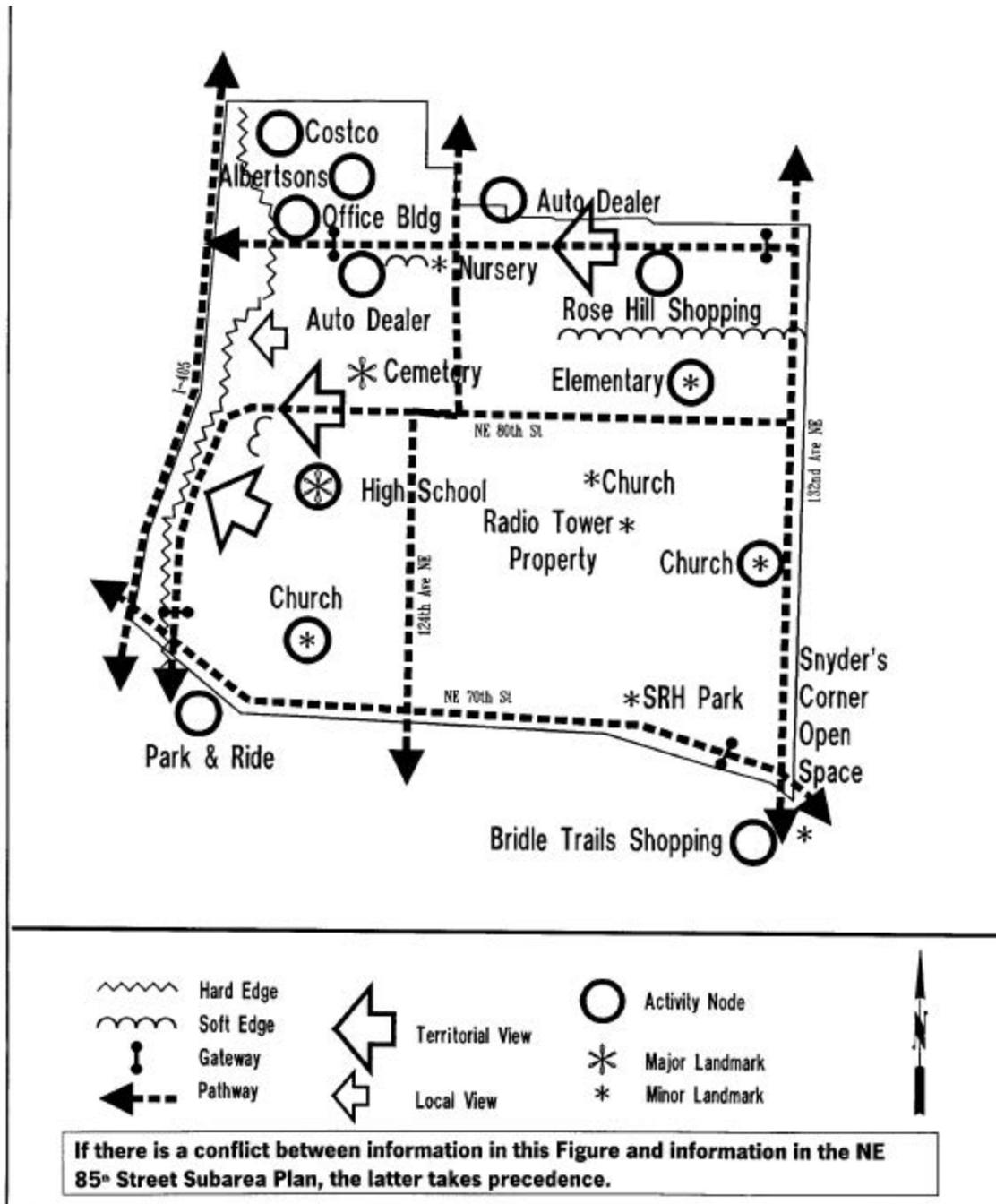


Figure SRH-8: South Rose Hill Urban Design Elements

Note: Figure SRH-8 will be updated.

Four gateways to South Rose Hill are identified, as are recommendations for installation of signs and landscaping.

The first impression of a neighborhood's character is derived from its entrances or gateways. Four gateways have been identified in South Rose Hill, all of them located along major streets or pathways leading into the neighborhood. The gateways on NE 85th Street mark the major entrances to the Rose Hill Business district, while those at 116th Avenue NE and NE 70th Street mark entrances into the residential district. A neighborhood (or City) gateway sign and landscaping should be installed near the intersection of NE 70th Street and 132nd Avenue NE, along NE 70th Street and east and west ends of NE 85th ST. These should be developed either as a part of or in combination with private development, through land acquisition, or as part of street improvement projects.

Activity nodes are identified.

The neighborhood contains both major and minor activity nodes. Lake Washington High School, the Houghton Park and Ride, two parks and shopping areas both in and outside the neighborhood are major activity centers for residents in South Rose Hill. The various churches and Rose Hill Elementary School are viewed as minor activity centers.

Landmarks of visual or historical significance are discussed.

Visual landmarks such as the Cemetery and Lake Washington High School contribute to the residential character of South Rose Hill. They also help distinguish this neighborhood from others. In addition, yet to be identified historical landmarks may also be located within South Rose Hill such as the Landry House. Creation of easements for the installation of historical interpretive signs that identify sites of historical value should be encouraged.

Major public views should be enhanced and preserved.

Major public views of Lake Washington, the Seattle skyline, and the Olympic Mountains beyond should be enhanced and preserved.

Landscaping and site design techniques should be used in future development to create "edges" to separate various land uses.

Interstate 405 constitutes a "hard edge" or boundary on the west edge of the South Rose Hill Neighborhood. Existing trees and residential uses form a "soft edge" between the commercial and residential districts. Finally, existing clusters of trees along the slope to the west of the high school separate the institutional land use from residential uses to the west. Where appropriate, future development should use landscape materials or site design techniques to help create these edges between different land uses, in order to help stabilize development patterns within the South Rose Hill Neighborhood.

City of Kirkland Comprehensive Plan Bridle Trails Neighborhood Plan Update

Draft 2/27/2015

Includes staff changes from Planning Commission comments on 2-12-15.

Yellow highlighted text denotes public or neighborhood association comment.

The last major update to the Bridle Trails Neighborhood Plan occurred in 1986 with a minor update in 2015 as part of the GMA Update.

1. VISION STATEMENT

The low-density residential character of the neighborhood should be maintained.

The Bridle Trails Neighborhood can be characterized as a predominantly single-family area with large open spaces. The primary policy direction for this neighborhood is to maintain the low-density residential character with some areas containing large lots capable of keeping horses.

Discussion of format for the analysis of the Bridle Trails Neighborhood.

Specific land use designations for the Bridle Trails Neighborhood are illustrated in Figure BT-3. ~~These designations are based on several factors including natural elements, adjacent uses, traffic patterns, land use inventories, and other relevant concerns. For convenience, the following analysis of the~~ Bridle Trails Neighborhood Plan has been divided according to functional headings. The use of a particular piece of property is influenced by all applicable functional considerations (namely, natural environment, living environment, economic activities, open space/parks, public services, and urban design).

2. NATURAL ENVIRONMENT

~~Landslide and seismic hazard~~ Environmentally-sensitive slopes areas are identified. Slope stability analysis should be required and

development regulated accordingly.

~~Moderate and high landslide slopes and seismic hazardous soils exist An environmentally sensitive and potentially hazardous slope in the Bridle Trails Neighborhood occurs mostly on publicly owned land in the State Park and on the transfer station site between 116th Avenue NE and Bridle Trails State Park (see Figure BT-1). No severe problems appear to exist for many types of park development, although~~ Some areas of the transfer site may be subject to uneven settlement and contamination problems due to past landfill activities. Residential development is possible on ~~this the~~ slope ~~area south between 116th Avenue NE and Bridle Trail~~ of the State Park. A slope stability analysis should be required prior to any development on this slope. If landslide or drainage problems or excessive erosion are likely to occur as a result of proposed development, the type, design, and density of land use should be restricted as necessary to avoid the problems (see Natural Environment chapter).



Figure BT1: Bridle Trails Geologically Hazardous Areas

The functional integrity of watercourses should be maintained or improved.

The open watercourses in this area, specifically Yarrow Creek and wetlands, should be maintained in, or restored to, their natural state, not only to provide storage and flow for natural runoff but to provide natural amenities for the neighborhood (See Figure BT-2). Structures should not be located near streams and wetlands where such structures may cause damage by flooding or impeding water flows.



Figure BT-2: Bridle Trails Sensitive Areas

3. LIVING ENVIRONMENT LAND USE

Residential

Low-density residential uses are to be maintained east of I-405.

~~For the~~ The residential ~~area developments~~ east of I-405 ~~are relatively new with the exception of a few older homes.~~ ~~The~~ the major policy direction ~~for this area~~ is to maintain the low-density residential quality of the neighborhood, except as described below. New residential development should be low density (up to five dwelling units per acre) ~~and conform with existing development based on Figure BT-3.~~

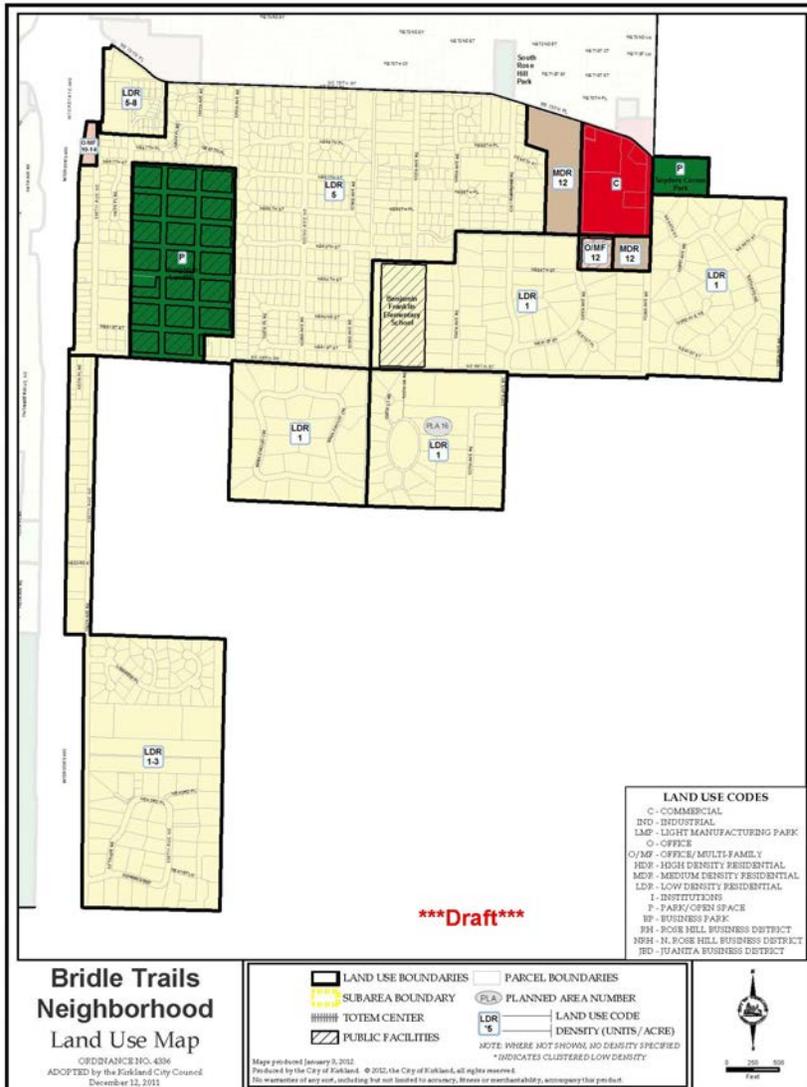


Figure BT-3: Bridle Trails Land Use

The single-family area ~~north of surrounding~~ Bridle Trails State Park and south of NE 70th Street contains some large lots capable of keeping horses. Residential sites on large lots within equestrian oriented areas of the Bridle Trails Neighborhood should be designed to allow sufficient space to provide a sanitary and healthy living environment for horses, and ~~to appropriately buffer development bordering equestrian areas. setbacks for barns, paddocks and manure piles.~~

In equestrian areas, standards for public improvements, such as paths, sidewalks, roadway improvements, transit connections and signage, consistent with Kirkland's Active Transportation Plan shall reflect and support the character and equestrian use of the neighborhood.

Clustered or common-wall housing at up to eight dwelling units per acre is allowed on the south side of NE 70th Street and east of the park and ride lot subject to standards.

The south side of NE 70th Street, east of the park and ride lot and west of existing single-family residential development is developed with common-wall housing under a Planned Unit Development. The standards of the approved Planned Unit Development are required for any future redevelopment of the site. ~~Medium density of up to eight dwelling units per acre is allowed, subject to the following standards:~~

- ~~(1) — The site (identified in the Land Use Map in Figure BT-1) is developed as a whole under a Planned Unit Development, with clustering or common-wall housing.~~
- ~~(2) — The existing natural vegetation is maintained to the greatest possible extent.~~
- ~~(3) — Access is primarily through 117th Avenue NE and NE 67th Street to 116th Avenue NE with limited access via NE 70th Street.~~
- ~~(4) — The scale of all buildings is in accord with the scale of adjoining single family development.~~
- ~~(5) — Large setbacks with a substantial vegetative buffer are maintained adjoining the existing single family areas and along the abutting arterials.~~
- ~~(6) — Parking areas are aggregated and visually landscaped from the surrounding single family areas.~~

Medium density should be permitted on lands west and south of the Bridle Trails commercial center.

Commented [JC1]: Property is developed as Lakeview Park

~~Existing vacant~~ land to the west and south of the Bridle Trails commercial center should be allowed to develop at a medium density (12 dwelling units per acre) to provide a transition between adjacent low-density residential areas and the commercial center. ~~Such development should be subject to the following performance standards:~~

~~(1) The scale of all buildings is in accord with the scale of adjoining single-family development.~~

~~(2) Large setbacks with a substantial vegetative buffer are maintained adjoining the existing single-family development.~~

~~* South of the Bridle Trails commercial center, a development with a density higher than recommended by this Plan has been approved by King County. The development, however, has been designed to cluster units away from the single-family residences to the south and, therefore, should not be construed to be in conflict with the intent of this Plan.~~

~~(3) The existing natural vegetative cover is maintained to the greatest extent possible.~~

~~(4) Access for development west of the shopping center is primarily via 130th Avenue NE and not towards the west or south through the adjacent single-family development nor north via NE 70th Street. Access for the southern parcel should be primarily via NE 65th Street towards the east to 132nd Avenue NE and not west or south towards the adjoining single-family development.~~

~~(5) Parking areas are aggregated, landscaped, and visually screened from adjoining single-family development.~~

Commented [JC2]: Property is already developed.

City's water tower and administrative facility should be permitted to remain.

The City's water tower ~~and an administrative building are~~ located south of NE 65th Street and the Bridle Trails commercial center and east of 130th Avenue NE. ~~The City's water tower facility is an important public facility that exists in the neighborhood. Any expansion required to continue level of service standards must go through a public review process and provide should be permitted to remain, since it is necessary to permit effective service to the area. Expansion of the City's facility should be permitted if adequate setbacks and buffering are provided, and if future buildings are compatible in scale and in design with adjoining single-family development. It should be a priority to maintain a public pedestrian and bicycle pathway along the west side of the water tower property. This is currently unimproved but a very popular local pathway.~~

Bridlewood Circle, Silver Spurs Ranch, and Bridle View should remain at a very low residential density.

Bridlewood Circle, Silver Spurs, and Bridle View areas should remain very low density (one dwelling unit per acre) with private stable facilities permitted on these large lots.

Low-density development and equestrian facilities should be permitted along 116th Avenue NE southwest of Bridle Trails State Park.

Southwest of Bridle Trails State Park and adjacent to 116th Avenue NE is an area which contains low-density residential development (one to three dwelling units per acre) and large stable facilities. Existing equestrian access to Bridle Trails State Park from this area should be preserved and new access should be provided with future development.

~~***Problems with utilities and traffic are discussed for the area.***~~

~~Present utility service levels throughout this area are inadequate to support the prescribed residential development. Sewer service is presently unavailable and will have to be provided by cross-agreement with the City of Bellevue. Water services are available from the north or south by cross-agreements with either the City of Kirkland or the City of Bellevue. In all instances (water and sewer services) developer extensions should be a condition of development with the potential of a latecomer agreement to charge benefited properties which defer development. Access is limited to 116th Avenue NE. Besides utility concerns, traffic is an important consideration. Higher density residential uses would increase traffic volumes, noise, and hazards in the area committed to low density residences.~~

~~***Higher density residential development should not be permitted—limited to low density in this area.***~~

~~Based upon the above considerations Due to the equestrian nature of the area, development in the vicinity this area should be limited to low-density equestrian-oriented residential (one to~~

Commented [JC3]: Water and sewer lines were extended along 116th Ave with Sablewood. Some properties on septic which is no different than other parts of the City and discussed later in chapter

three dwelling units per acre) (see Figure BT-3). In addition, the existing commercial stable facilities should be encouraged to remain, and new equestrian facilities should be allowed as appropriate to complement Bridle Trails State Park. Such facilities should be maintained in a condition compatible with surrounding residential uses.

Noise impacts adjacent to the Interstate should be minimized.

Bordering the Bridle Trails Neighborhood on the west, I-405 creates noise impacts on adjacent land uses. All developments, particularly residential, adjacent to the Interstate should seek to reduce these noise impacts. Residential subdivisions developments of two dwelling units or more should be required to protect against noise through site, building, sound walls, and landscaping design or construction techniques.

4. PLANNED AREA 16

Planned Area 16

Planned Area 16 Central Park Area is designated as a planned area because of its mix of equestrian, residential, and commercial recreation.

The area lying east of Bridlewood Circle and south of NE 60th Street has been designated as a "planned area." This area, commonly referred to as Central Park, contains a master plan approved for mix of a commercial equestrian stables facility and an indoor arena, surrounded by low residential density development (two dwelling units per acre) in the western portion of the site, very low residential density development (one dwelling unit per acre) with associated equestrian stables and pastures in the eastern portion, and a commercial tennis club facility with indoor and outdoor courts and a clubhouse in the center of the planned area. The Central Park aArea has been designated as a planned area due to this mix of uses and the potential impacts of the uses on the surrounding residential development and the Bridle Trails State Park equestrian park. The planned area designation will permit the application of special development procedures and standards to allow for full development of the area subject to standards while maintaining the equestrian character including. However, future development in this area should not be permitted to adversely affect the unique equestrian and natural environment of the State Ppark, and its uses by the general public.

Commented [JC4]: Note: Now Kirkland Hunt Club. PLA 16 zoning sets forth specific requirements.

~~Very-Low- density development should be maintained, and commercial equestrian facilities should be permitted in Planned Area 16 in the Central Park Area.~~

To be compatible with nearby residential ~~density-uses~~ and the adjacent ~~Bridle Trails State Park equestrian park~~ permitted development should include very-low-density residential (one dwelling unit per acre) ~~in the eastern portion of the area along with ancillary private stables and pastures. Low density residential development (two dwelling units per acre) is permitted in the western portion of the site as part of the master plan that includes a commercial equestrian facility. Retaining a commercial equestrian facility in the western portion of the planned area is a requirement of the master plan. and equestrian facilities. The equestrian facilities could include private or commercial stables, pastures, arenas, and appropriate ancillary equestrian activities.~~ Private and commercial equestrian ~~stables-facilities and arena buildings~~ should be permitted if the following performance standards are met:

- (1) To the extent possible, commercial equestrian buildings are placed ~~partially~~ below existing grade, have large yard setbacks, and are screened by vegetated earthen berms.
- (2) ~~Commercial p~~arking areas are aggregated and visually screened from adjoining single-family development.
- (3) ~~Equestrian f~~acilities are designed and maintained in a manner compatible with nearby residential uses.
- (4) Existing equestrian access to Bridle Trails State Park, ~~the master plan site and right-of-ways from this area~~ should be preserved.

~~Slightly more than one dwelling unit per acre should be permitted in the planned area subject to standards.~~

~~To encourage a more creative development and still be in character with the surrounding very-low density equestrian oriented residential development, low density residential uses (slightly more than one dwelling unit per acre, but no less than a minimum lot size of 26,000 square feet) should be permitted in the planned area if the following performance standards are met:~~

- (1) ~~A master plan for a development of at least 16 contiguous acres is reviewed through a public hearing process.~~
- (2) ~~Each residential lot contains an area of sufficient size and location for a horse paddock area, exclusive of any residential and equestrian structures.~~

- ~~(3) Each residential lot is designed to allow truck access for equestrian services, such as hay delivery and manure disposal.~~
- ~~(4) A public equestrian access trail with appropriate identification signs is provided between NE 60th Street and the Bridle Trails State and King County Parks.~~
- ~~(5) A coordinated vehicular and pedestrian system is provided for the property and the surrounding area.~~
- ~~(6) An equestrian facility, available to the public, is provided on the property.~~

Expansion of the existing ~~Central Park~~ Tennis Club along NE 60th Street should be permitted.

The existing ~~Central Park~~ Tennis Club has been generally compatible with the surrounding residential and equestrian uses. The tennis club should be permitted to expand to the degree that the following performance standards are met:

- (1) Development is reviewed through a public hearing process.
- (2) To the extent possible, commercial buildings are placed partially below existing grade, have large setbacks, and are screened by vegetated earthen berms.
- (3) Large setbacks with a substantial vegetative buffer should be required along the south and west borders of the subject property.
- (4) Parking areas are aggregated and visually screened from adjoining single-family development.
- (5) Vehicular and pedestrian circulation to and from the property should be coordinated with other properties in the vicinity.
- (6) Right-of-way improvements along NE 60th Street, including a sidewalk and equestrian trail, should be completed with any future expansion of buildings, parking lot or outdoor courts.

Commented [JC5]: This was a requirement of the expansion of the Tennis Club.

5. COMMERCIAL-ECONOMIC- ACTIVITIES

Commercial

The existing Bridle Trails commercial center should be the primary commercial center for the Bridle Trails Neighborhood. ~~The~~ and boundaries of the commercial area should not be expanded.

The primary site of economic activity in the Bridle Trails Neighborhood is at the southwest corner of NE 70th Street and 132nd Avenue NE where there are over 12 acres of commercially-zoned land. ~~Some of the 12 acres is undeveloped which allows for some commercial expansion.~~

Staff suggested text as a result of comments from Planning Commission on February 12, 2015:

A mix of retail, office and upper floor residential uses is appropriate in this area. The variety of uses should be geared to serving the neighborhood including restaurants, grocery stores, hardware stores, health centers etc. However, a portion of the ground floor should be devoted to commercial uses with residential above. Commercial uses should be oriented to adjacent arterials and pedestrian pathways. Surface parking areas should be located to the side or rear of buildings. Pedestrian pathways should connect uses on site and with adjacent properties.

Develop a plan for future development of the commercial center that involves both the South Rose Hill and Bridle Trails neighborhoods. The plan should include establishing new design guidelines for the commercial center for all new, expanded or remodeled commercial, multi family or mixed use buildings.

To mitigate impacts for the adjoining residential areas, future redevelopment should be subject to the following performance standards:

- (1) ~~Building modulation is used to reduce the scale and massing of buildings into smaller sections and pedestrian oriented design elements are incorporated into the development. The scale of all buildings is in accord with the scale of adjoining residential development.~~
- (2) Large setbacks with a substantial vegetative buffer are provided adjoining the residential development.
- (3) Access is provided via NE 70th Street and 132nd Avenue NE and not via 130th Avenue NE and NE 65th Street.

Commented [JC6]: Inserted after 2-12-15 PC meeting

Commented [JC7]: Text change to try to better define what scale of buildings should be adjoining residential development. Planning Commission should determine if this is considered a policy change.

- (4) Parking areas are aggregated ~~and~~, landscaped ~~or place underground to~~, ~~and~~ visually screened from adjoining residential development.
- (5) The number and size of signs are minimized to avoid a cluttered, intensive commercial appearance. A comprehensive sign program should be implemented.
- (6) ~~C~~commercial uses in the Bridle Trails commercial center should be oriented to the needs of the neighborhood ~~and include a grocery store. More intensive commercial activities should locate in the Central Business District, on NE 85th Street, and in the Totem Lake commercial center.~~
- (7) **Wide sidewalks are provided adjacent to the shopping center.**
- (8) **Gateway feature is provided with redevelopment.**

Office and/or medium-density residential development should be permitted in the southeast corner of the I-405 interchange with NE 70th Street.

Property on the west side of 116th Avenue NE, across from the park and ride lot ~~and along I-405~~, is suitable for office and/or medium-density residential development. ~~The property contains an existing office building.~~, subject to the following standards:

- (1) ~~Building height, bulk and modulation, window treatments, and roofline design should reflect the scale and character of single family development to the south and east.~~
- (2) ~~To preserve a vegetated setback along 116th Avenue NE, surface parking should be limited to the northern, western, or southern portions of the site, and should not be located between buildings and 116th Avenue NE.~~
- (3) ~~Significant trees on the site should be retained to the maximum extent possible.~~
- (4) ~~A 15-foot heavily landscaped buffer should separate new development from adjacent single family residences to the east and south.~~

Commercial recreation facilities should be permitted to expand.

The other ~~major~~ economic activity in the Bridle Trails Neighborhood is commercial recreation. Commercial equestrian stables and tennis courts are located south of NE 60th Street between the Bridle Trails ~~King County~~State Park and the Bridlewood Circle area. ~~In addition, Other~~

Commented [JC8]: Property is developed with an office building. Delete #1 on zoning map that directs reader to neighborhood plan development standards.

commercial equestrian stables are located along 116th Avenue NE. These facilities should be permitted to expand if certain performance standards are met (see page C-).

46. OPEN SPACE/PARKS

Bridle Trails State Park serves both local and regional open space/park needs.

Bridle Trails State Park comprises a 480-acre facility that provides primarily equestrian recreational facilities on a regional scale. In addition, the park serves a broader public interest as it is used by joggers, hikers, nature groups, and picnickers. This large, mostly wooded tract also serves as a significant open space for local residents. Equestrian and pedestrian access to the parks should be made available from adjacent properties where appropriate and feasible. Signing which identifies access to the parks should be provided. This park should remain essentially as a large wooded open space.

In the future, the City should consider a joint agreement if the State seeks to share management of the park.

Commented [JC9]: Recommended in the PROS Plan.

Development of Snyder’s Corner Park should be completed.

The Snyder’s Corner Park site is currently undeveloped. This 4.5-acre property is located at the southeast corner of NE 70th Street and 132nd Avenue NE. A storm water detention area comprises a portion of the site. Development of the park site should be completed.

Ben Franklin Elementary School and playfield provides important neighborhood park and recreation opportunities.

In 2007 the City of Kirkland invested in civic improvements to Ben Franklin Elementary School, including expansion of the school playground, improvements to the playfield, a new picnic shelter, group seating areas, and interpretive trails. These amenities are maintained by the City’s Parks and Community Services Department. Per the City’s agreement with the School District, these amenities are available for community use during non-school hours, including evenings, weekends, and summer months. Neighborhood use of the school site during these

times should be ensured as it helps meet many important park and recreation needs particularly for those residing in the southwest portion of the neighborhood.

Impacts from the King County Transfer Station and sports fields should be minimized.

North of NE 60th Street and east of 116th Avenue NE is the King County transfer station for solid waste distribution with baseball and soccer fields located north of the transfer station. Most of the approximately 25 acres were once used as a landfill. The sports fields are self-contained with separate access roads and on-site parking. The traffic for the transfer station and sports fields should be managed to minimize impacts on the surrounding neighborhoods. The northeast area of the site contains a wooded undeveloped area appropriate for passive recreational use, such as a community garden and off leash dog park.

Pedestrian and bicycle pathways are discussed.

Pedestrian and bicycle pathways are also part of the park and open space system, in addition to providing a transportation function. Major pathways in the Bridle Trails Neighborhood should be established according to the designations in Figure BT-42.

57. PUBLIC SERVICES/FACILITIES

Sewer Service

Adequate water and sewer service should be required in all new developments. New septic tanks are prohibited.

Developers should be required to make adequate service extensions before new developments are occupied. These required public service extensions should be adequate to meet the requirements of designated land uses in the area. The use of septic tanks in new developments, including single family homes, should be prohibited. Existing uses relying on septic tanks, when sewer services are available, should be

~~required to hook up to sanitary sewers. Of particular concern is a large parcel southwest of the State Park. Due to the topography, sewers will have to be extended from the south for a distance of a mile. The developer of this property should bear the responsibility and cost for this extension before the property can be developed~~

Commented [JC10]: Note: City wide, with redevelopment use of septic tanks is prohibited and sewer lines extensions required.

Storm Water

Storm water runoff should be limited. The natural drainage system should be maintained or restored.

The problems associated with urban runoff should be dealt with on site where the problems are usually created. Streams and other natural watercourses should be maintained or restored, if necessary, to a natural, stable condition with the use of low impact development and other techniques. Storm water runoff from developed sites should be limited to predevelopment levels (see Environment Chapter).

Overhead Power Lines

Undergrounding of overhead utilities is to be actively encouraged.

In order to enhance views, promote a sense of neighborhood identity, and increase public safety, the undergrounding of overhead utility lines should be actively encouraged (see Public Services/Facilities/Utilities Element, Community Goals and Policies chapters).

Transportation

~~***Modifications to major roadways in the Bridle Trails area are listed. Pedestrian, bicycle and equestrian facilities should be made maintained and upgraded according to the Active Transportation Plan.***~~

Commented [JC11]: In this section the street classifications are deleted because they are addressed in the Transportation Element and CIP.

Vehicular circulation patterns in the Bridle Trails Neighborhood are fairly well established. NE 70th Street is the primary east/west corridor for through traffic. Other arterials, 116th Avenue NE, NE 60th Street, 122nd Avenue NE, and 132nd Avenue NE facilitate access from most residential uses to the main arterials (see Figure BT-42).

~~**(1) NE 60th Street and 122nd Avenue
NE are collector arterials.**~~

~~NE 60th Street, 122nd Avenue NE, and 132nd Avenue NE should remain as collector arterials. No change in the road configuration should be necessary. However, there should be maintenance or improvements to pedestrian/bicycle/equestrian trails facilities should be made, especially on NE 60th Street, 116th Avenue NE and 132nd Avenue NE where provisions for a trail system separated from traffic should be included. Also, the removal of the transfer station would minimize reduce adverse impacts associated with trucks and vehicles utilizing this facility via the major roadways in the Bridle Trails area.~~

~~**(2) NE 70th Street should be
designated as a secondary
arterial.**~~

~~NE 70th Street should remain as a secondary arterial. This roadway provides through access from south Kirkland to Redmond. Future improvements to NE 70th ST this traffic corridor should include a three lane road, bicycle lanes, sidewalks, and provisions for the Metro bus system.~~

~~**(3) 116th Avenue NE should remain
as a collector arterial.**~~

Commented [JC12]: The Neighborhood Association reworked this section regarding pedestrian and bicycle facilities below.

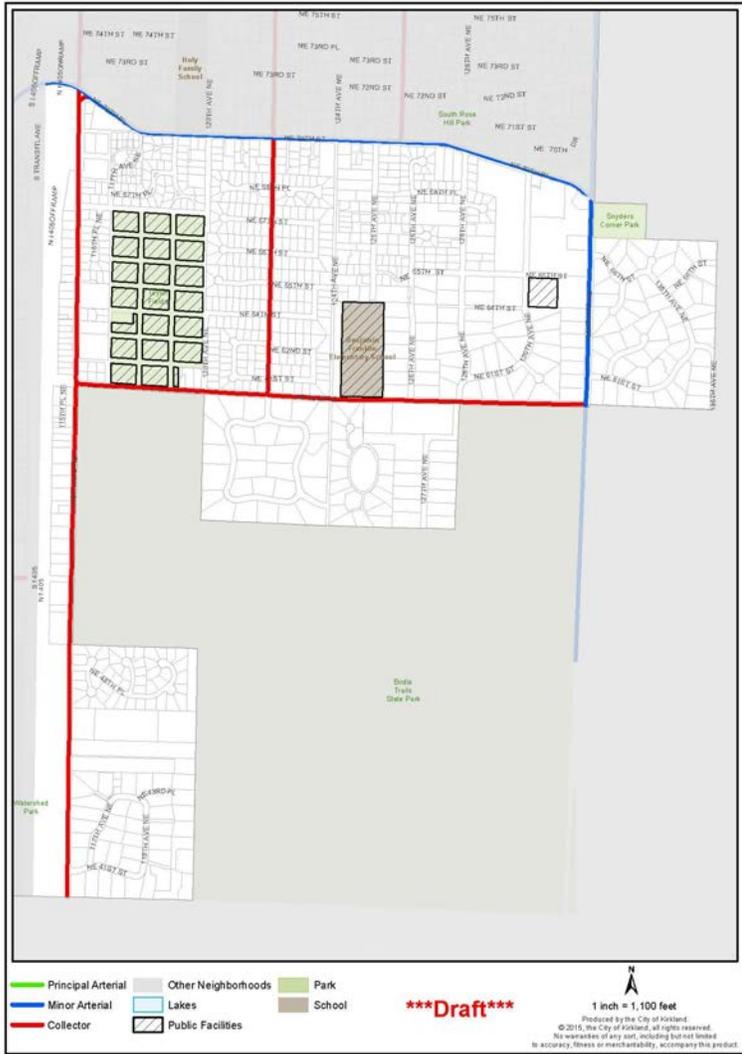


Figure BT-4: Bridle Trails Street Classifications

One hundred sixteenth Avenue NE is designated as a collector arterial which provides access to Bellevue. Along most of 116th Avenue NE this arterial are single family residences as well as access to Bridle Trails State Park. Additional traffic should not be generated on this roadway due to the many adjacent residences. Provisions for a

~~pedestrian/bicycle/equestrian trail separated from traffic should be included.~~

Within the Bridle Trails Neighborhood, ~~bicycle and pedestrian paths the path system are shown in the Transportation Element and Active Transportation Plan.~~ Figure BT_5 does not include all existing and future sidewalks and paths but merely the major elements.

~~The A~~ bicycle/pedestrian overpass located at NE 60th Street and I-405 provides a vital link in the County trail system from Seattle to Marymoor Park in Redmond, ~~as well as a connection to the Houghton commercial district and the Cross Kirkland Corridor.~~ Any proposed right-of-way improvements to 116th Avenue NE and NE 60th Street should include provisions for a bicycle/pedestrian/equestrian trail separated from traffic ~~with high-comfort crossings of arterials to connect to this overpass.~~

~~Bridle Trails due to its proximity to the NE 60th St pedestrian/bicycle overpass over I-405 as well as the fact that all residents in the neighborhood live within 2 relatively flat miles of the Bridle Trails Shopping Center, places a high priority on safe bicycle access within and through the neighborhood. Bicycles are permitted on all public streets. However, the major, minor and collector arterials that bound the neighborhood are an impediment to safe and comfortable bicycle access for many residents. Potential improvements for bicycling include providing protected bicycle lanes on arterial/collector streets and providing improved safe crossings of arterials, particularly 132nd Ave NE, 116th Ave NE and NE 70th St. Maintenance or improvements to pedestrian/bicycle/equestrian facilities should be made. The removal of the transfer station would reduce adverse impacts associated with trucks and vehicles utilizing this facility via the major roadways in the Bridle Trails area. If the removal of the transfer facility occurs, improving the trails through the park to connect to the NE 60th St pedestrian/bicycle bridge should be considered a priority.~~

The bicycle pedestrian overpass located at NE 60th St and I-405 provides a vital link in the County trail system from Seattle to Marymoor Park in Redmond. Any proposed right of way improvements to 116th Ave NE and NE 60th St should include provisions for a bicycle/pedestrian/equestrian trail separated from traffic ~~with high-comfort crossings of arterials to connect to this overpass.~~

On the west side of Ben Franklin Elementary School under the high voltage power lines, there is an unimproved pedestrian/bicycle path. This path provides a convenient safe link between the ~~neighborhoods to the north to the NE 60th ST pedestrian/bicycle overpass. This path should be improved for use by bicycles/pedestrians surrounding residences and the school and should be improved with public signs provided~~ to designate the path.

The ~~Washington State Department of Transportation Highway Department~~ should ~~seek to~~ mitigate existing and possible future impacts of I-405.

The Interstate 405 highway borders this area on the west and creates severe noise impacts on adjacent uses. ~~As if~~ the State ~~Department of Transportation Highway Department~~ makes ~~further future~~ improvements to this facility, the City should encourage certain mitigating actions by the State. This would include the purchase of existing and undevelopable lots adjacent to the right-of-way, extension of the sound walls, and planting of trees, and an extensive program of berm or other noise deflector construction.

Commented [JC13]: Note: Sound walls in but not the entire length.

Impacts from the Houghton ~~Kirkland~~ Park and Ride lot should be minimized.

The State Department of Transportation owns a park and ride facility at the southeast corner of NE 70th Street and 116th Avenue NE to serve the needs of commuters in and around the Bridle Trails Neighborhood. ~~Any future~~ redevelopment expansion of the facility ~~should~~ be carefully designed to protect the adjacent residences to the east and south. If the site is identified for a Transit Oriented Development, the City and State should work closely with the community to establish design guidelines and development standards for the site. Such standards should include appropriate building scale and massing for the site and adjacent residential uses, mitigate traffic, visual, noise and other impacts of the park and ride to the surrounding streets and residential areas. Vehicular Points of access points should be minimized to avoid congestion and safety problems. Pedestrian and bicycle access should be enhanced. Improvements to adjacent streets should be made to facilitate through traffic as well as traffic to and from the park and ride lot.

Commented [JC14]: Planning Commission should discuss if adding text is considered a policy change beyond the scope of update.



Figure BT:6 Bridle Trails Bicycle System

6.8. URBAN DESIGN

Urban design assets are identified.

On the whole, the Bridle Trails Neighborhood has a clear and vivid visual image and identity. The neighborhood has a limited number of urban design assets, but they are very important in establishing neighborhood character (see Figure BT-7).

'Edges' and 'visual landmarks' are discussed.

The neighborhood's western border is vividly and effectively provided by a 'hard edge' Interstate 405. Major visual landmarks are the Bridle Trails State Park, the Bridle Trails Commercial Center, and the high voltage power lines. The dominant visual landmark of the wooded State Park creates a 'soft edge' which in turn reflects and reinforces the wooded and equestrian image of the neighborhood. This image is quite apparent from the major 'pathways' through the neighborhood, NE 70th Street, NE 60th Street, 116th Avenue NE, and 132nd Avenue NE.

As an activity 'node,' the Bridle Trails commercial center is a focus of daily local commercial needs. The high voltage power lines and 124th Avenue NE, an unopened right-of-way, run north and south dividing the neighborhood in half and are used as a point of reference.

'Major view' is discussed.

~~A major view in this neighborhood is identified on Figure BT 36 Urban Design. NE 70th Street and 116th Avenue NE present sweeping territorial views of Lake Washington, Seattle, and the Olympic Mountain range. The NE 70th view can be protected by limiting building heights of future structures directly west of I 405 in the northeast portion of Central Houghton and southeast portion of Everest Neighborhoods and by undergrounding utility power lines.~~

Commented [JC15]: Views no longer exist because of existing trees at Everest Park

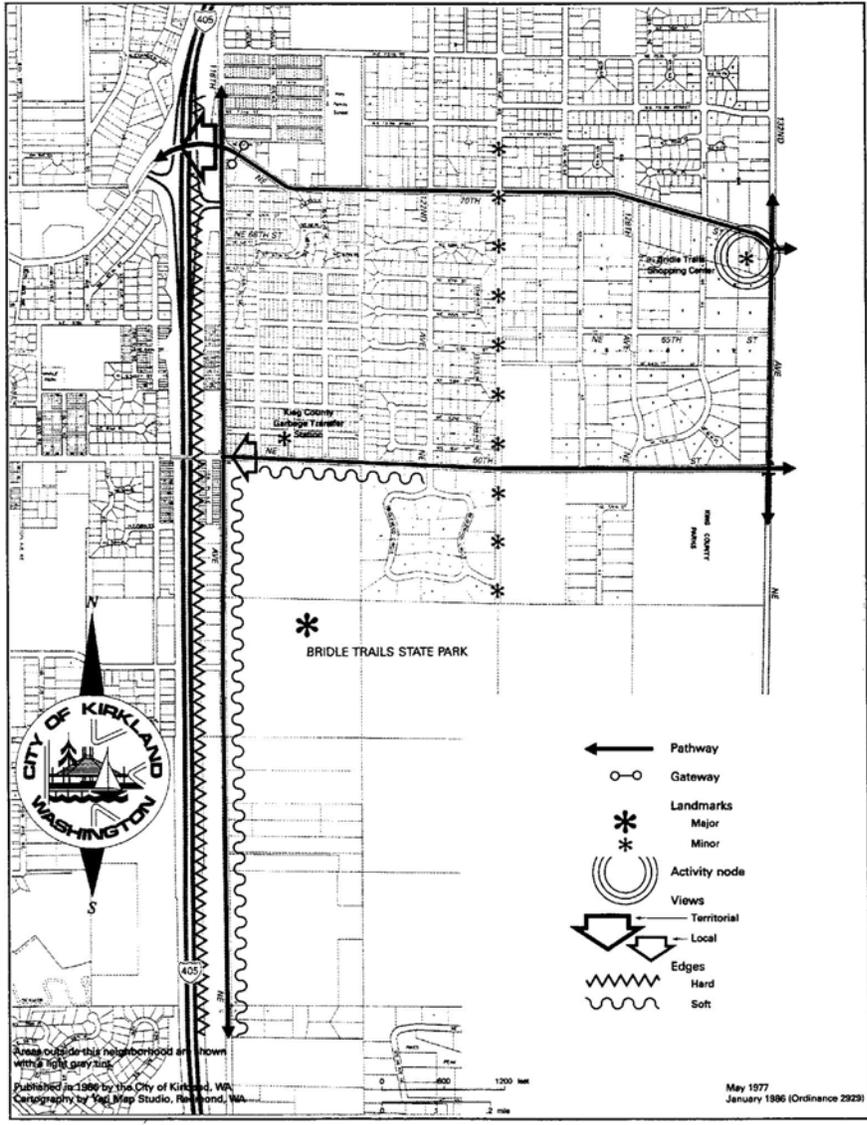


Figure BT-7: Bridle Trails – Urban Design Elements *(insert revised figure)*

City of Kirkland Comprehensive Plan Bridle Trails Neighborhood Plan Update-Clean Copy

Draft 2/27/2015

Includes staff changes from Planning Commission comments on 2-12-15.

The last major update to the Bridle Trails Neighborhood Plan occurred in 1986 with a minor update in 2015 as part of the GMA Update.

1. VISION STATEMENT

The low-density residential character of the neighborhood should be maintained.

The Bridle Trails Neighborhood can be characterized as a predominantly single-family area with large open spaces. The primary policy direction for this neighborhood is to maintain the low-density residential character with some areas containing large lots capable of keeping horses.

Discussion of format for the analysis of the Bridle Trails Neighborhood.

Specific land use designations for the Bridle Trails Neighborhood are illustrated in Figure BT-3. The Bridle Trails Neighborhood Plan has been divided according to functional headings. The use of a particular piece of property is influenced by all applicable functional considerations (namely, natural environment, living environment, economic activities, open space/parks, public services, and urban design).

2. NATURAL ENVIRONMENT

Landslide and seismic hazard areas are identified. Slope stability analysis should be required and development regulated accordingly.

Moderate and high landslide slopes and seismic hazardous soils exist on the transfer station site between 116th Avenue NE and Bridle Trails State Park (see Figure BT-1). Some areas of the transfer site may be subject to uneven settlement and contamination

problems due to past landfill activities. Residential development is possible on the slope area between 116th Avenue NE and Bridle Trails State Park. A slope stability analysis should be required prior to any development on this slope. If landslide or drainage problems or excessive erosion are likely to occur as a result of proposed development, the type, design, and density of land use should be restricted as necessary to avoid the problems (see Natural Environment chapter).

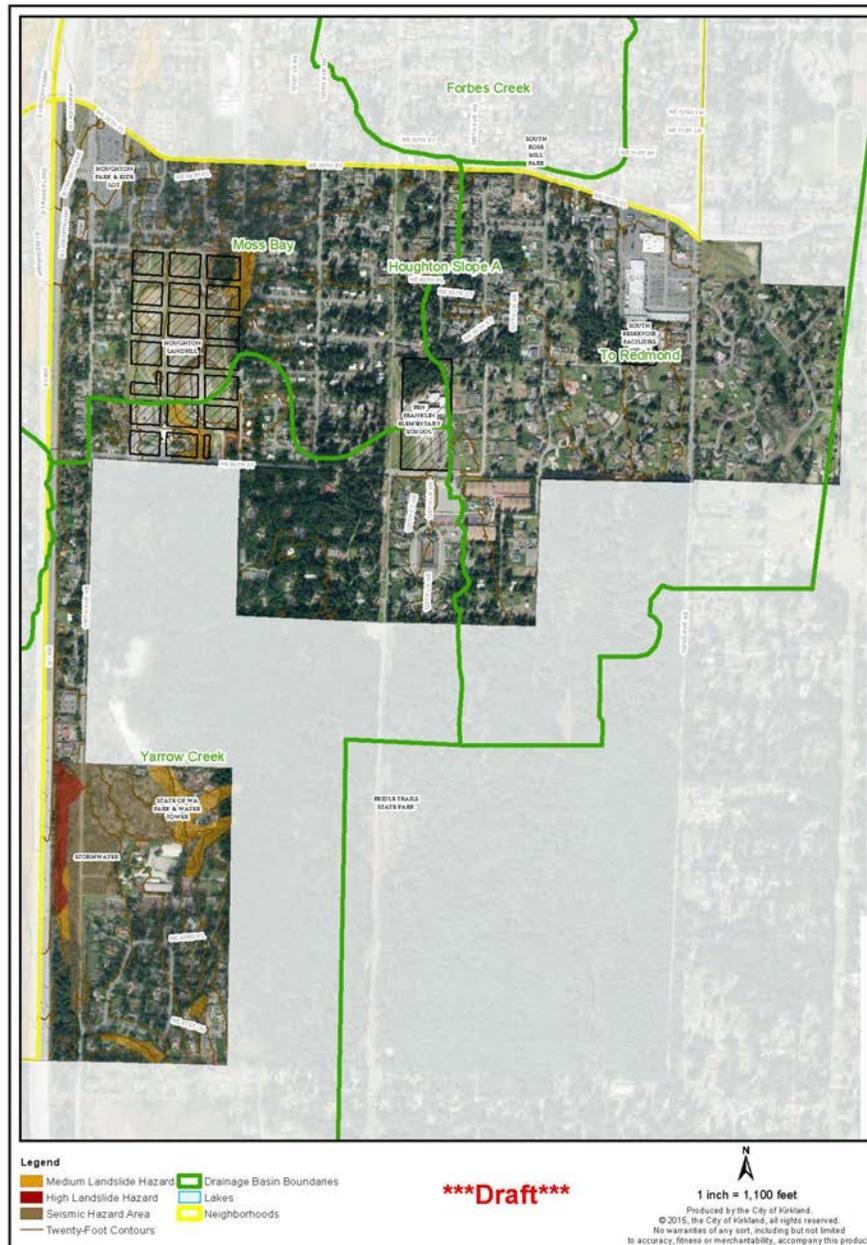


Figure BT1: Bridle Trails Geologically Hazardous Areas

The functional integrity of watercourses should be maintained or improved.

The open watercourses in this area, specifically Yarrow Creek and wetlands, should be maintained in, or restored to, their natural state, not only to provide storage and flow for natural runoff but to provide natural amenities for the neighborhood (See Figure BT-2). Structures should not be located near streams and wetlands where such structures may cause damage by flooding or impeding water flows.



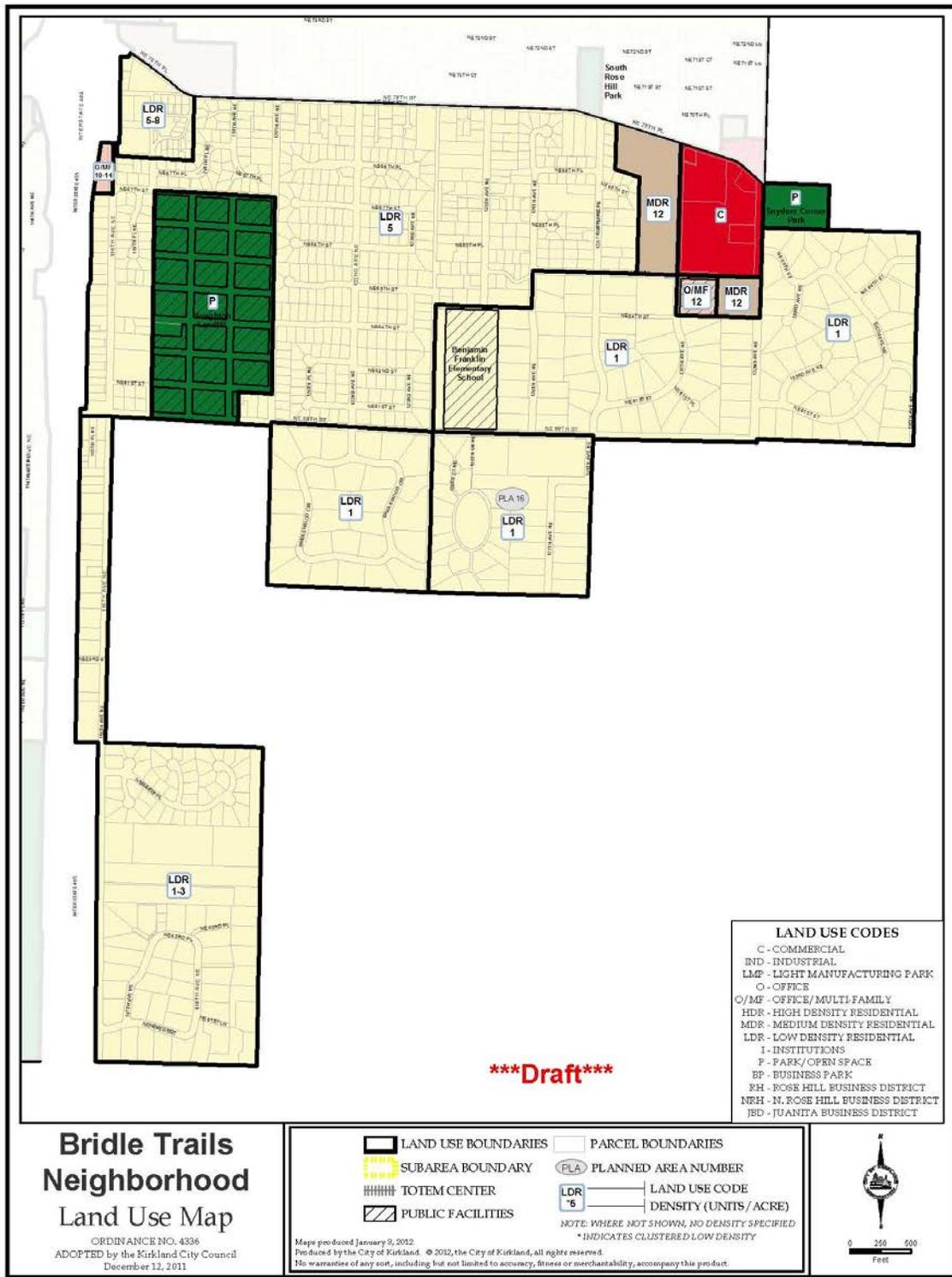
Figure BT-2: Bridle Trails Sensitive Areas

3. LAND USE

Residential

Low-density residential uses are to be maintained east of I-405.

For the residential area east of I-405 the major policy direction is to maintain the low-density residential quality of the neighborhood, except as described below. New residential development should be low density (up to five dwelling units per acre) based on Figure BT-3.



Bridle Trails Neighborhood Land Use Map

ORDINANCE NO. 4336
ADOPTED by the Kirkland City Council
December 12, 2011

Figure BT-3: Bridle Trails Land Use

The single-family area surrounding Bridle Trails State Park and south of NE 70th Street contains some large lots capable of keeping horses. Residential sites on large lots within equestrian oriented areas of the Bridle Trails Neighborhood should be designed to allow sufficient space to provide a sanitary and healthy living environment for horses, and setbacks for barns, paddocks and manure piles. In equestrian areas, standards for public improvements, such as paths, sidewalks, roadway improvements, transit connections and signage, consistent with Kirkland's Active Transportation Plan shall reflect and support the character and equestrian use of the neighborhood.

Clustered or common-wall housing at up to eight dwelling units per acre is allowed on the south side of NE 70th Street and east of the park and ride lot subject to standards.

The south side of NE 70th Street, east of the park and ride lot and west of existing single-family residential development is developed with common-wall housing under a Planned Unit Development. The standards of the approved Planned Unit Development are required for any future redevelopment of the site.

Medium density should be permitted on lands west and south of the Bridle Trails commercial center.

Land to the west and south of the Bridle Trails commercial center should be allowed to develop at a medium density (12 dwelling units per acre) to provide a transition between adjacent low-density residential areas and the commercial center.

City's water tower should be permitted to remain.

The City's water tower is located south of NE 65th Street and the Bridle Trails commercial center and east of 130th Avenue NE. The water tower is an important public facility that exists in the neighborhood. Any expansion required to continue level of service standards must go through a public review process and provide adequate setbacks and buffering. It should be a priority to maintain a public pedestrian and bicycle pathway along the west side of the water tower property. This is currently unimproved but a very popular local pathway.

Bridlewood Circle, Silver Spurs Ranch, and Bridle View should remain at a very low residential density.

Bridlewood Circle, Silver Spurs, and Bridle View areas should remain very low density (one dwelling unit per acre) with private stable facilities permitted on these large lots.

Low-density development and equestrian facilities should be permitted along 116th Avenue NE west of Bridle Trails State Park.

West of Bridle Trails State Park and adjacent to 116th Avenue NE is an area which contains low-density residential development (one to three dwelling units per acre) and large stable facilities. Existing equestrian access to Bridle Trails State Park from this area should be preserved and new access should be provided with future development.

Development should be limited to low density in this area.

Due to the equestrian nature of the area, development in the vicinity should be limited to low-density equestrian-oriented residential (one to three dwelling units per acre) (see Figure BT-3). In addition, the existing commercial stable facilities should be encouraged to remain, and new equestrian facilities should be allowed as appropriate to complement Bridle Trails State Park. Such facilities should be maintained in a condition compatible with surrounding residential uses.

Noise impacts adjacent to the Interstate should be minimized.

Bordering the Bridle Trails Neighborhood on the west, I-405 creates noise impacts on adjacent land uses. All developments, particularly residential, adjacent to the Interstate should seek to reduce these noise impacts. Residential subdivisions should be required to protect against noise through site, building, sound walls, landscaping design or construction techniques.

Planned Area 16

Planned Area 16 is designated as a planned area because of its mix of equestrian, residential, and commercial recreation.

The area lying east of Bridlewood Circle and south of NE 60th Street has been designated as a "planned area." This area, contains a master plan approved for a commercial equestrian facility, surrounded by low residential density development (two dwelling units per acre) in the western portion of the site, very low residential density development (one dwelling unit per acre) with associated equestrian stables and pastures in the eastern portion, and a commercial tennis club facility with indoor and outdoor courts and a clubhouse in the center of the planned area. The area has been designated as a planned area due to this mix of uses and the potential impacts of the uses on the surrounding residential development and the Bridle Trails State Park. The planned area designation allows for full development of the area subject to standards while maintaining the equestrian character including the State Park.

Low- density development should be maintained, and commercial equestrian facilities should be permitted in Planned Area 16

To be compatible with nearby residential uses and the adjacent Bridle Trails State Park permitted development should include very-low-density residential (one dwelling unit per acre) in the eastern portion of the area along with ancillary private stables and pastures. Low density residential development (two dwelling units per acre) is permitted in the western portion of the site as part of the master plan that includes a commercial equestrian facility. Retaining a commercial equestrian facility in the western portion of the planned area is a requirement of the master plan. Private and commercial equestrian facilities should be permitted if the following performance standards are met:

- (1) To the extent possible, commercial equestrian buildings are placed partially below existing grade, have large yard setbacks, and are screened by vegetated earthen berms.
- (2) Commercial parking areas are aggregated and visually screened from adjoining single-family development.
- (3) Equestrian facilities are designed and maintained in a manner compatible with nearby residential uses.
- (4) Existing equestrian access to Bridle Trails State Park, the master plan site and right-of-ways should be preserved.

Expansion of the existing Tennis Club along NE 60th Street should be permitted.

The existing Tennis Club has been generally compatible with the surrounding residential and equestrian uses. The tennis club should be permitted to expand to the degree that the following performance standards are met:

- (1) Development is reviewed through a public hearing process.
- (2) To the extent possible, commercial buildings are placed partially below existing grade, have large setbacks, and are screened by vegetated earthen berms.
- (3) Large setbacks with a substantial vegetative buffer should be required along the south and west borders of the subject property.
- (4) Parking areas are aggregated and visually screened from adjoining single-family development.
- (5) Vehicular and pedestrian circulation to and from the property should be coordinated with other properties in the vicinity.
- (6) Right-of-way improvements along NE 60th Street, including a sidewalk and equestrian trail, should be completed with any future expansion of buildings, parking lot or outdoor courts.

Commercial

The existing Bridle Trails commercial center should be the primary commercial center for the Bridle Trails Neighborhood. The boundaries of the commercial area should not be expanded.

The primary site of economic activity in the Bridle Trails Neighborhood is at the southwest corner of NE 70th Street and 132nd Avenue NE where there are over 12 acres of commercially-zoned land.

A mix of retail, office and upper floor residential uses is appropriate in this area. The variety of uses should be geared to serving the neighborhood including restaurants, grocery stores, hardware stores, health centers etc. However, a portion of the ground floor should be devoted

to commercial uses with residential above. Commercial uses should be oriented to adjacent arterials and pedestrian pathways. Surface parking areas should be located to the side or rear of buildings. Pedestrian pathways should connect uses on site and with adjacent properties.

Develop a plan for future development of the commercial center that involves both the South Rose Hill and Bridle Trails neighborhoods. The plan should include establishing new design guidelines for the commercial center for all new, expanded or remodeled commercial, multi family or mixed use buildings.

To mitigate impacts for the adjoining residential areas, future redevelopment should be subject to the following performance standards:

- (1) Building modulation is used to reduce the scale and massing of buildings into smaller sections and pedestrian oriented design elements are incorporated into the development.
- (2) Large setbacks with a substantial vegetative buffer are provided adjoining the residential development.
- (3) Access is provided via NE 70th Street and 132nd Avenue NE and not via 130th Avenue NE and NE 65th Street.
- (4) Parking areas are aggregated and landscaped or placed underground to visually screen from adjoining residential development.
- (5) The number and size of signs are minimized to avoid a cluttered, intensive commercial appearance. A comprehensive sign program should be implemented.
- (6) Commercial uses in the Bridle Trails commercial center should be oriented to the needs of the neighborhood and include a grocery store.
- (7) Wide sidewalks are provided adjacent to the shopping center.
- (8) Gateway feature is provided with redevelopment.

Office and/or medium-density residential development should be permitted in the southeast corner of the I-405 interchange with NE 70th Street.

Property on the west side of 116th Avenue NE, across from the park and ride lot and along I-405, is suitable for office and/or medium-density residential development. The property contains an existing office building.

Commercial recreation facilities should be permitted to expand.

The other economic activity in the Bridle Trails Neighborhood is commercial recreation. Commercial equestrian stables and tennis courts are located south of NE 60th Street between the Bridle Trails State Park and the Bridlewood Circle area. Other commercial equestrian stables are located along 116th Avenue NE. These facilities should be permitted to expand if certain performance standards are met (see page C-).

4. OPEN SPACE/PARKS

Bridle Trails State Park serves both local and regional open space/park needs.

Bridle Trails State Park comprises a 480-acre facility that provides primarily equestrian recreational facilities on a regional scale. In addition, the park serves a broader public interest as it is used by joggers, hikers, nature groups, and picnickers. This large, mostly wooded tract also serves as a significant open space for local residents. Equestrian and pedestrian access to the parks should be made available from adjacent properties where appropriate and feasible. Signing which identifies access to the parks should be provided. This park should remain essentially as a large wooded open space.

In the future, the City should consider a joint agreement if the State seeks to share management of the park.

Development of Snyder's Corner Park should be completed.

The Snyder's Corner Park site is currently undeveloped. This 4.5-acre property is located at the southeast corner of NE 70th Street and 132nd Avenue NE. A storm water detention area comprises a portion of the site. Development of the park site should be completed.

Ben Franklin Elementary School and playfield provides important neighborhood park and recreation opportunities.

In 2007 the City of Kirkland invested in civic improvements to Ben Franklin Elementary School, including expansion of the school playground, improvements to the playfield, a new picnic shelter, group seating areas, and interpretive trails. These amenities are maintained by the City's Parks and Community Services Department. Per the City's agreement with the School District, these amenities are available for community use during non-school hours, including evenings, weekends, and summer months. Neighborhood use of the school site during these times should be ensured as it helps meet park and recreation needs of the neighborhood.

Impacts from the King County Transfer Station and sports fields should be minimized.

North of NE 60th Street and east of 116th Avenue NE is the King County transfer station for solid waste distribution with baseball and soccer fields located north of the transfer station. Most of the approximately 25 acres were once used as a landfill. The sports fields are self-contained with separate access roads and on-site parking. The traffic for the transfer station and sports fields should be managed to minimize impacts on the surrounding neighborhoods. The northeast area of the site contains a wooded undeveloped area appropriate for passive recreational use, such as a community garden and off leash dog park.

Pedestrian and bicycle pathways are discussed.

Pedestrian and bicycle pathways are also part of the park and open space system, in addition to providing a transportation function. Major pathways in the Bridle Trails Neighborhood should be established according to the designations in Figure BT-4.

5. PUBLIC SERVICES/FACILITIES

Storm Water

Storm water runoff should be limited. The natural drainage system should be maintained or restored.

The problems associated with urban runoff should be dealt with on site where the problems are usually created. Streams and other natural watercourses should be maintained or restored, if necessary, to a natural, stable condition with the use of low impact development and other

techniques. Storm water runoff from developed sites should be limited to predevelopment levels (see Environment Chapter).

Overhead Power Lines

Undergrounding of overhead utilities is to be actively encouraged.

In order to enhance views, promote a sense of neighborhood identity, and increase public safety, the undergrounding of overhead utility lines should be actively encouraged (see Utilities Element,).

Transportation

Pedestrian, bicycle and equestrian facilities should be maintained and upgraded according to the Active Transportation Plan.

Vehicular circulation patterns in the Bridle Trails Neighborhood are fairly well established. NE 70th Street is the primary east/west corridor for through traffic. Other arterials, 116th Avenue NE, NE 60th Street, 122nd Avenue NE, and 132nd Avenue NE facilitate access from most residential uses to the main arterials (see Figure BT-4).

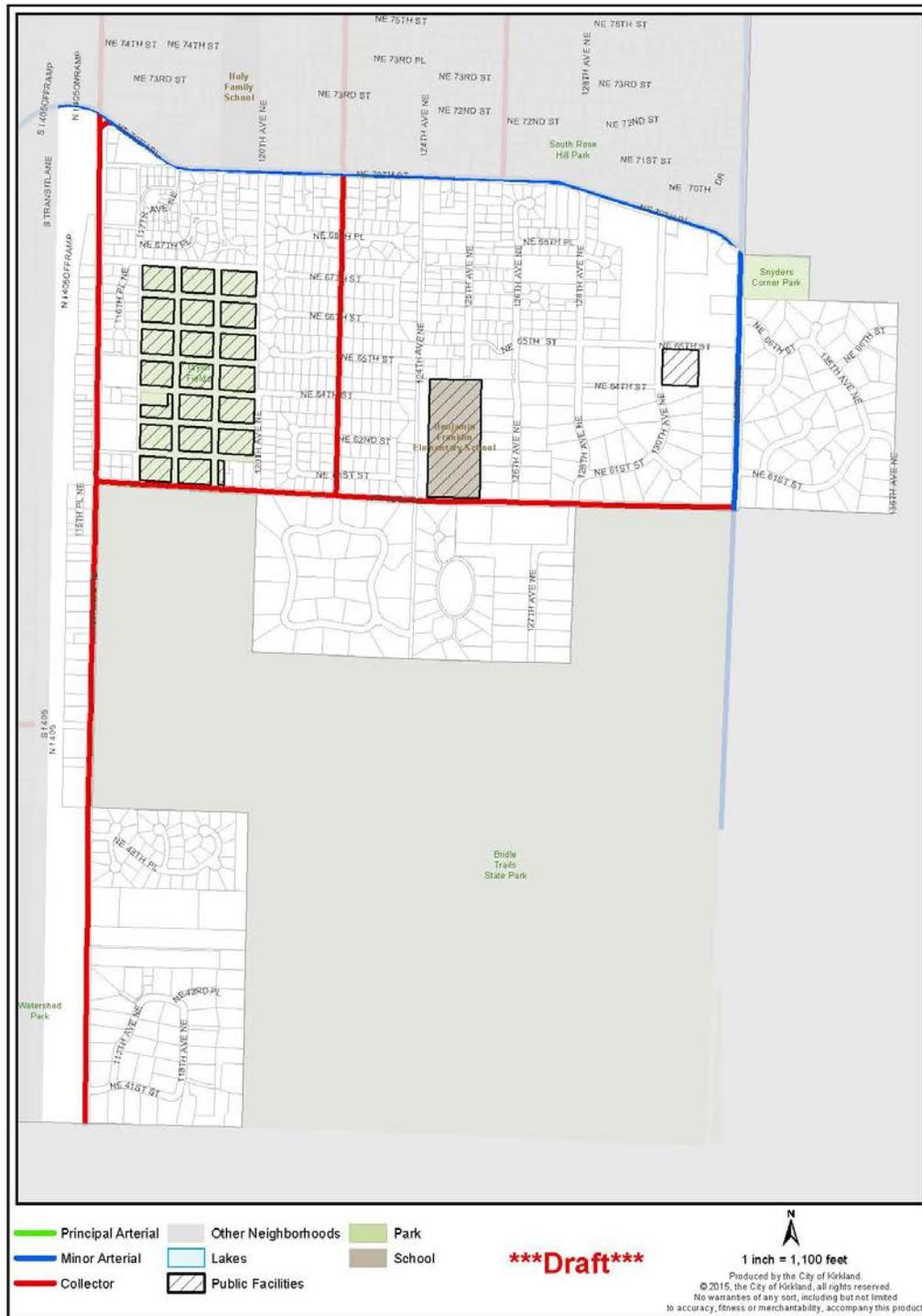


Figure BT-4: Bridle Trails Street Classifications

Within the Bridle Trails Neighborhood, bicycle and pedestrian paths are shown in the Transportation Element and Active Transportation Plan. Figure BT-5 does not include all existing and future sidewalks and paths but merely the major elements.

The bicycle/pedestrian overpass located at NE 60th Street and I-405 provides a vital link in the County trail system from Seattle to Marymoor Park in Redmond, as well as a connection to the Houghton commercial district and the Cross Kirkland Corridor. Any proposed right-of-way improvements to 116th Avenue NE and NE 60th Street should include provisions for a bicycle/pedestrian/equestrian trail separated from traffic with high-comfort crossings of arterials to connect to this overpass.

Bridle Trails due to its proximity to the NE 60th St pedestrian/bicycle overpass over I-405 as well as the fact that all residents in the neighborhood live within 2 relatively flat miles of the Bridle Trails Shopping Center, places a high priority on safe bicycle access within and through the neighborhood. Bicycles are permitted on all public streets. However, the major, minor and collector arterials that bound the neighborhood are an impediment to safe and comfortable bicycle access for many residents. Potential improvements for bicycling include providing protected bicycle lanes on arterial/collector streets and providing improved safe crossings of arterials, particularly 132nd Ave NE, 116th Ave NE and NE 70th St. Maintenance or improvements to pedestrian/bicycle/equestrian facilities should be made. The removal of the transfer station would reduce adverse impacts associated with trucks and vehicles utilizing this facility via the major roadways in the Bridle Trails area. If the removal of the transfer facility occurs, improving the trails through the park to connect to the NE 60th St pedestrian/bicycle bridge should be considered a priority.

The bicycle pedestrian overpass located at NE 60th St and I-405 provides a vital link in the County trail system from Seattle to Marymoor Park in Redmond. Any proposed right of way improvements to 116th Ave NE and NE 60th St should include provisions for a bicycle/pedestrian/equestrian trail separated from traffic with high-comfort crossings of arterials to connect to this overpass.

On the west side of Ben Franklin Elementary School under the high voltage power lines, there is an unimproved pedestrian/bicycle path. This path provides a convenient safe link between the neighborhoods to the north to the NE 60th ST pedestrian/bicycle overpass. This path should be improved for use by bicycles/pedestrians and improved with public signs to designate the path.

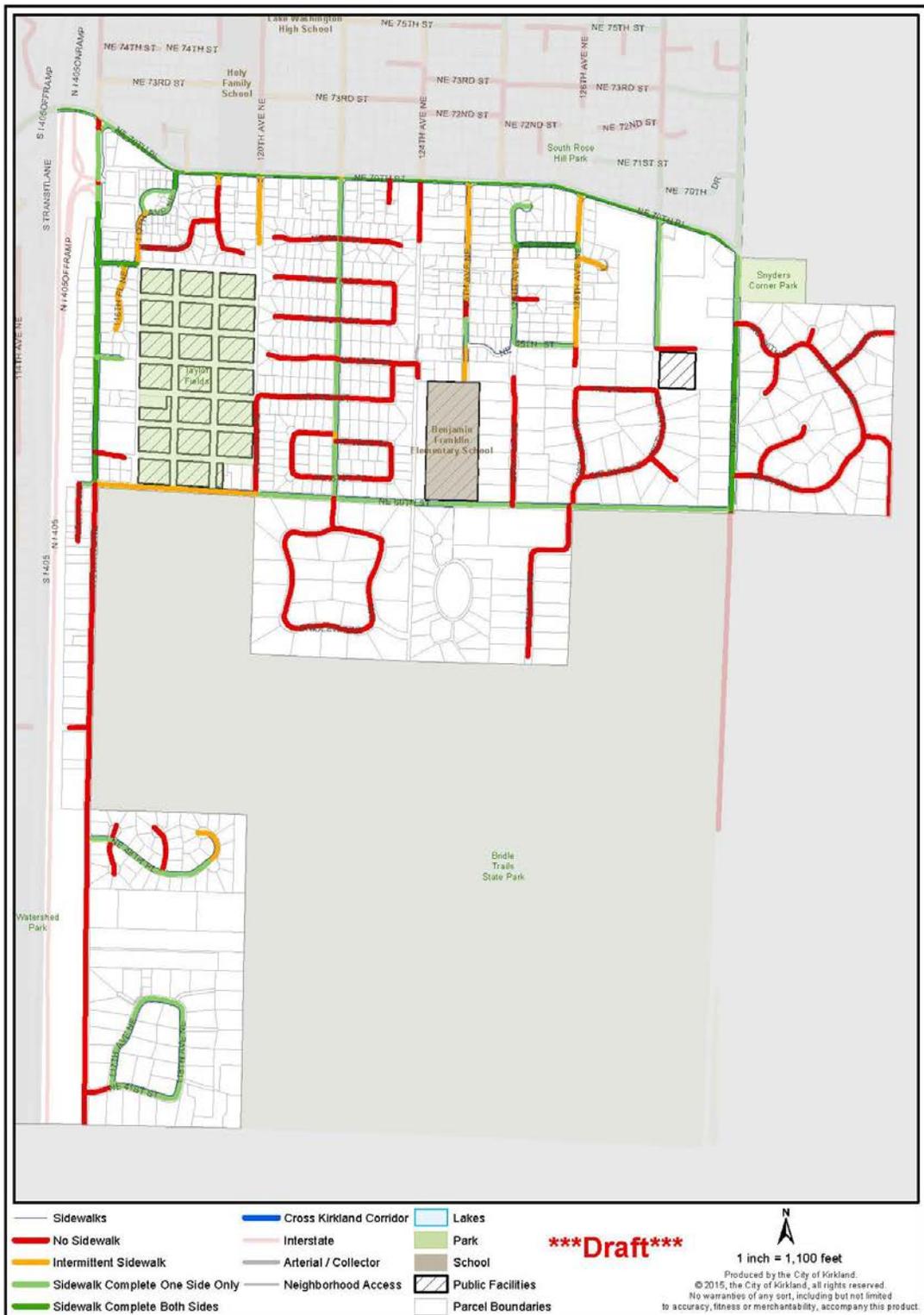


Figure BT:5 Bridle Trails Pedestrian System

The Washington State Department of Transportation should mitigate existing and possible future impacts of I-405.

Interstate 405 borders this area on the west and creates severe noise impacts on adjacent uses. As the State Department of Transportation makes future improvements to this facility, the City should encourage certain mitigating actions by the State. This would include the purchase of existing and undevelopable lots adjacent to the right-of-way, extension of the sound walls, and planting of trees.

Impacts from the Houghton Park and Ride lot should be minimized.

The State Department of Transportation owns a park and ride facility at the southeast corner of NE 70th Street and 116th Avenue NE to serve the needs of commuters in and around the Bridle Trails Neighborhood. Future redevelopment of the facility should be carefully designed to protect the adjacent residences to the east and south. If the site is identified for a Transit Oriented Development, the City and State should work closely with the community to establish design guidelines and development standards for the site. Such standards should include appropriate building scale and massing for the site and adjacent residential uses, mitigate traffic, visual, noise and other impacts of the park and ride to the surrounding streets and residential areas. Vehicular access points should be minimized to avoid congestion and safety problems. Pedestrian and bicycle access should be enhanced. Improvements to adjacent streets should be made to facilitate through traffic as well as traffic to and from the park and ride lot.



Figure BT:6 Bridle Trails Bicycle System

6. URBAN DESIGN

Urban design assets are identified.

On the whole, the Bridle Trails Neighborhood has a clear and vivid visual image and identity. The neighborhood has a limited number of urban design assets, but they are very important in establishing neighborhood character (see Figure BT-7).

'Edges' and 'visual landmarks' are discussed.

The neighborhood's western border is vividly and effectively provided by a 'hard edge' Interstate 405. Major visual landmarks are the Bridle Trails State Park, the Bridle Trails commercial center, and the high voltage power lines. The dominant visual landmark of the wooded State Park creates a 'soft edge' which in turn reflects and reinforces the wooded and equestrian image of the neighborhood. This image is quite apparent from the major 'pathways' through the neighborhood, NE 70th Street, NE 60th Street, 116th Avenue NE, and 132nd Avenue NE.

As an activity 'node,' the Bridle Trails commercial center is a focus of daily local commercial needs. The high voltage power lines/124th Avenue NE, an unopened right-of-way, run north and south dividing the neighborhood in half and are used as a point of reference.

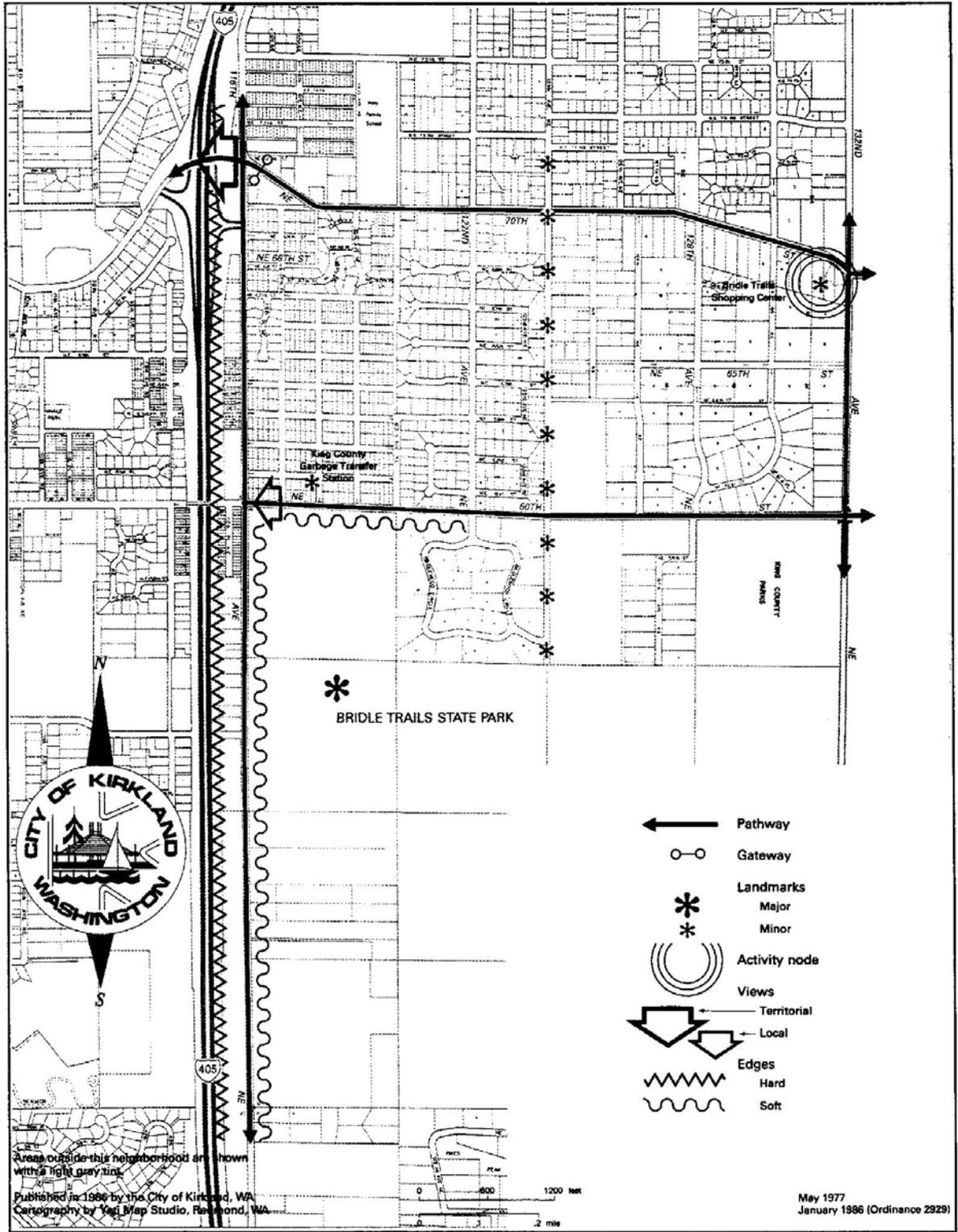


Figure BT-7: Bridle Trails – Urban Design Elements *(insert revised figure)*

NE 85TH STREET SUBAREA PLAN

*Includes staff changes from Planning Commission comments on 2-12-2015
Yellow highlighted text denotes suggested edits as a result of public or
neighborhood association comments.*

*The NE 85th Street Subarea Plan was originally adopted in 2001 by O-3787 and a
minor update in 2015 as part of the GMA Update.*

1. INTRODUCTION OVERVIEW

The NE 85th Street Subarea Plan covers an area (~~Figure NE85-1, “NE 85th Subarea and Neighborhood Boundaries”~~) centered on the NE 85th Street commercial area, including residential areas to the north and south. The area covered by the Subarea Plan extends from I-405 on the west to 132nd Avenue NE (the Kirkland City limits and common boundary with the City of Redmond) on the east. The north plan area boundary extends along NE 90th Street west from 132nd Avenue NE until it reaches 124th Avenue NE, where it jogs north to NE 92nd Street and then turns west to I-405. The south boundary extends along NE 80th Street. The Subarea extends less than one mile east to west, and about six-tenths of a mile north to south. ~~At the end of 1999, the estimated residential population of the Subarea was about 1600 people; in the same year, the Subarea contained approximately 39,400 square feet of office floor space, and 520,400 square feet of retail floor space.~~

AB. PLANNING CONTEXT

The NE 85th Street Subarea Plan includes areas that are part of the North Rose Hill and the South Rose Hill Neighborhood Plans. Portions of these larger areas were combined in the NE 85th Street Subarea Plan in recognition of the influence that NE 85th Street and the surrounding commercial district (~~known as the Rose Hill Business District~~) exerts on its neighbors to the north and south. Development of a Subarea Plan makes it easier for the City to plan in an effective, coordinated way for future land use, transportation improvements, and urban design enhancements in this important area. The North Rose Hill and South Rose Hill Neighborhood Plans stay in effect, and continue to provide policy direction for their respective neighborhoods, exclusive of the NE 85th Street Subarea. ~~If there is a conflict between one of the earlier neighborhood plans and a goal or policy in this more recent NE 85th Street Subarea Plan, the latter goal or policy takes precedence.~~

However, both neighborhoods are still affected by City decisions in the NE 85th Street Subarea and both should continue to be consulted about plans for the Subarea in the future. In recognition of this, the boundary between the North Rose and South Rose Hill Neighborhoods was moved to the middle of NE 85th Street as part of the Subarea planning process. Previously, the boundary between the neighborhoods followed the north edge of the commercial district. Both neighborhood associations have committed to work together and to have an equal voice in decisions that affect the Subarea.

The NE 85th Street area originally developed in unincorporated King County. The City of Kirkland annexed the commercial area closest to Interstate 405 in 1970. In the 1970s and early

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1980s, there were a number of additional, small annexations in the study area. The remainder of the North Rose Hill and South Rose Hill neighborhoods ~~were~~ annexed in 1988 ~~per resident requests~~. ~~The City already provided sewer and water to some of the potential annexation area. In addition, many area residents expressed a desire to be annexed to the City because of their concern with the type of land uses (such as used car sales and auto repair) that were being permitted along NE 85th Street by King County and which they felt were beginning to characterize the area.~~

BC. PHYSICAL CONTEXT

NE 85th Street is recognized as both a commercial area and transportation corridor serving regional and local users. The western portion of the Subarea (nearest I-405) features major regional retail uses, ~~including Costco~~ and several automobile dealerships. From I-405 east to the Kirkland city limits, the commercial area generally narrows north to south (tapering from a depth of over 1,100 feet at I-405, to about 150 feet at 132nd Avenue NE), and generally becomes less intensively developed as you move west to east. Other land uses in the area include retail stores, offices, and business parks, single-family homes, and ~~some~~ multifamily housing.

~~Figure NE85-1: NE 85th Subarea and Neighborhood Boundaries~~

~~NE 85th Street is designated State Route Number 908. In addition to serving the businesses located on it, and the businesses and residences nearby to the north and south, NE 85th Street serves as an important transportation link between Redmond and Kirkland, and between both communities and I-405.~~

Visually, NE 85th Street is characterized by a variety of older strip commercial development, some newer buildings and, particularly at the east end of the Subarea, some former single-family residential structures converted to commercial use. Most of these retail and commercial buildings include little or no landscaping, and little in the way of pedestrian access. ~~There are few adequate sidewalks along NE 85th Street, or elsewhere in the study area, and crossing the busy arterial can be a daunting task due to a lack of well-marked crosswalks and pedestrian-friendly signals.~~

2. VISION STATEMENT

The NE 85th Street Subarea ~~in the year 2012~~ is an attractive, economically healthy, commercial area combining regional, community, and local retailers. These latter are more prevalent along the east end of NE 85th Street. Large retailers continue to dominate the western half of the business district. Generally, the land uses are more intensive on the west end of the Subarea (near the freeway) and less intensive (more neighborhood oriented) on the east end. The City has maintained the line between single-family residential areas, multifamily residential areas, and adjacent office/retail/commercial areas.

The Rose Hill business district is surrounded on the north and south with stable, attractive residential neighborhoods. These areas are predominantly single-family, although there are several areas adjacent to the business core with multifamily housing. The newer multifamily

Commented [JC1]: This graphic is not needed. The Subarea boundaries are shown on the land use map.

Commented [JC2]: New street improvements will include wider sidewalks where they do not exist, landscape strips with street trees, decorative lighting and improved crosswalks. New sidewalks were added to 124th Avenue NE

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developments have been designed to be compatible in scale and architectural features with their single-family neighbors.

NE 85th Street itself continues to serve as a primary transportation link between Kirkland, Redmond, and a reconfigured I-405/NE 85th Street interchange. ~~However, M~~modifications to NE 85th Street have improved its ability to be used by pedestrians and transit, while maintaining or slightly increasing its capacity for ~~single-occupant passenger cars~~vehicles. Included in these modifications are wide new sidewalks with street trees, and ~~a landscaped-curbed~~ median designed to control left turns across on-coming traffic while continuing to provide access to local businesses. Steps also have been taken to minimize “cut-through” traffic and other traffic impacts in the residential areas north and south of the business district. In addition to the new, wider sidewalks on NE 85th Street, sidewalks throughout the area have been improved, with new sidewalks added where none previously existed.

The appearance of the business district, as it has evolved, has benefited from a coordinated effort by the City, business owners and property owners to improve the image of the area. ~~In addition to the wider sidewalks, street trees and landscaped median already noted, this has included new, more attractive street lights and traffic signals, better public signage, and new benches, crosswalk markings, and other public improvements. It also has included better looking buildings throughout the area, as the~~As properties redevelop architectural and landscape design standards for new or remodeled retail, commercial and multifamily residential buildings have ~~improved the appearance of the district~~an ever-increasing impact as properties redevelop. These standards require ample landscaping or other techniques to ease the transition between different adjacent land uses. These standards also generally require new commercial or mixed-use buildings to be oriented to the sidewalks (with parking behind or to the side), and encourage the aggregation of smaller properties into larger, more coordinated developments with coordinated signage and less of a “strip mall” feel.

Commented [JC3]: The NE 85th Street improvements are under construction and are scheduled to be completed by the time the Comprehensive Plan update is adopted in Fall 2015.

3. LAND USE

A. INTRODUCTION

The NE 85th Street Subarea is characterized by a wide range of land uses, from single-family residences to large regional stores ~~such as the Costco membership warehouse~~ and several car dealerships. Commercial (retail, office, and service) land uses are located along and adjacent to NE 85th Street itself. Generally speaking, the largest and most intensive of these uses are in the west end of the Subarea, nearest I-405. In this area, the commercial uses also extend farther north and south than they do in the east end of the Subarea, where the retail and commercial uses are generally smaller and less intensive. North and south of the NE 85th Street commercial area, the Subarea is almost exclusively residential, with the exception of the Kirkland Cemetery and Rose Hill Elementary School. Lake Washington High School is located immediately south of NE 80th Street, just out of the Subarea.

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The Subarea includes ~~some~~ multifamily housing, generally on properties adjacent to commercial uses. Much of the Subarea was developed in unincorporated King County prior to annexation by the City of Kirkland. Following annexation, the City of Kirkland adopted a dual set of zoning categories that recognized the earlier King County standards in the annexation areas and facilitated the transition of these areas to City of Kirkland standards. Eventually, new and remodeled commercial structures in these areas should meet the same standards as those that apply in similar zones throughout the City.

B-RESIDENTIAL

Outside of the NE 85th Street commercial area, most of the NE 85th Street Subarea is designated for, and developed as, residential use. There are several ~~limited~~ areas designated for multifamily residential (medium-density, up to 12 units per acre, and high density, between 12 and 24 units per acre) development south of NE 85th Street, and one area to the north. (See Figure NE85-12, NE 85th Subarea Land Use).

With the exception of these multifamily areas (most of which have already been developed with multifamily housing), and the Kirkland Cemetery and Rose Hill Elementary School, all of the areas north of the NE 85th Street commercial area and east of 124th Avenue NE, and south of the commercial area and east of 120th Avenue NE, are designated for and developed in single-family (low density residential) use. Although there are a few older single-family homes (such as in the area south of NE 85th Street between 122nd and 126th Avenues NE) there also are several areas of newly constructed homes.

New residential development in the low-density residential areas should be compatible with the current character of the neighborhood. New multifamily development or redevelopment should incorporate architectural and site design features to assure compatibility with adjacent single-family areas.

Goal NE85-1: Maintain and enhance the predominantly single-family residential character of the neighborhoods adjacent to the north and south of the NE 85th Street commercial area.

Policy NE85-1.1:

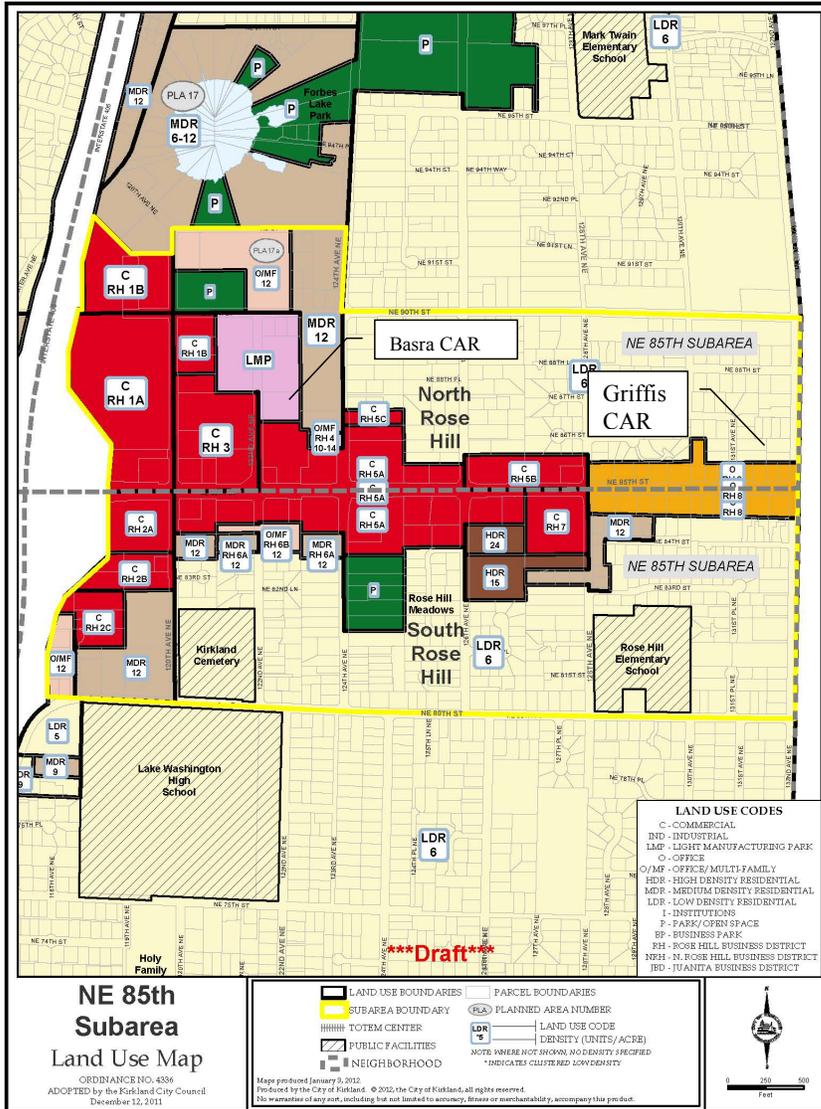
Maintain low-density detached residential housing as the primary land use in the areas north of the NE 85th Street commercial area, ~~and~~ east of 124th Avenue NE, ~~and~~ south of the commercial area and east of 120th Avenue NE.

Policy NE85-1.2:

Encourage the efficient use of larger lots within the Subarea at the maximum densities allowed by the underlying zoning.

Commented [JC4]: See comments from a few residents in South Rose Hill who may want to change low density to medium density residential.

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Commented [JC5]: Depending on the outcome of the Basra and Griffis Citizen Amendment Requests being considered with the update of the North Rosehill Plan the land use map and text may need changing.

Figure NE85-21: NE 85th Subarea Land Use

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Goal NE85-2: Assure an effective transition between single-family and multifamily areas by establishing architectural and site design standards for new and remodeled multifamily development.

Policy NE85-2.1:

~~Implement~~ ~~Develop and adopt~~ Subarea-wide architectural and site design standards for medium-density residential development as described in the Urban Design section of this Subarea Plan. See Rose Hill Business District Design Guidelines and Zoning Code Chapter 92 Design Regulations.

~~C. COMMERCIAL (RETAIL, OFFICE, AND LIGHT MANUFACTURING PARK)~~

Much of the NE 85th Street Subarea, including all the land along NE 85th Street itself, currently is designated ~~either~~ for commercial (retail, office, and service), office, light manufacturing park, or ~~mixed commercial office and~~ multifamily uses. These designations extend north-south from NE 92nd Street to NE 80th Street (the full north-south dimension of the Subarea) at the west end of the Subarea (adjacent to I-405), and gradually taper down to include only the properties fronting on NE 85th Street itself at the east end of the Subarea.

Commented [JC6]: The light industrial manufacturing park designation may change depending on the decision of the Basra CAR request

The Subarea contains a wide range of commercial land uses. The west end of the Subarea (nearest I-405) includes several large freeway-oriented businesses with community-wide or regional markets, ~~such as Costco membership warehouse~~ and several automobile dealerships. The central and east end of the Subarea also includes smaller retail stores and services with more local markets. In addition to the car dealers, there are a number of auto-oriented stores and services (gas stations, car washes, tire stores, etc.) in the Subarea. The Subarea also includes a small but growing amount of office space, particularly in the blocks between 120th and 124th Avenues NE.

Commercial developments in the Subarea vary widely in age and condition. A ~~new~~ grocery store and drug store have been built on the south side of NE 85th Street, between 124th and 126th Avenues NE. ~~However,~~ there are a number of smaller, older strip mall developments, some of which are partially vacant or underutilized. In several cases these older developments have poor visibility and/or poor access from NE 85th Street. On NE 85th Street between 130th and 132nd Avenues NE there are several single-family structures converted to office or retail uses.

Subarea Plan policies ~~should~~ recognize the economic significance to the City of the major regional retail uses located in the NE 85th Street commercial area, and enhance the area's commercial viability while minimizing impacts on adjacent residential neighborhoods to the north, south and east. These policies ~~should~~ also designate appropriate locations for various types and intensities of commercial uses, with the most intensive development adjacent to the NE 85th

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Street/I-405 interchange, and a scaling down of development to the north, south and east. Policies ~~should prohibit~~ discourage large retail or wholesale uses (except where currently located or explicitly allowed) in order to avoid new uses that generate excessive traffic, are massive, and can displace smaller, locally owned businesses. Policies ~~should~~ encourage redevelopment of older commercial properties and converted single-family structures. ~~All~~ New and remodeled commercial development ~~should be~~ is subject to appropriate architectural and site design standards, in order to improve the appearance of the commercial area, and to assure appropriate transition and buffering between the commercial area and adjacent residential areas. Commercial development should not be permitted to spread beyond the existing NE 85th Street commercial area into adjacent residential areas.

Commented [JC7]: The last sentence relates to the Griffiths CAR and expanded commercial boundaries

Goal NE 85-3: Enhance the commercial viability of the NE 85th Street Subarea, while minimizing impacts on adjacent residential neighborhoods to the north, south and east.

Policy NE85-3.1:

Recognize the economic significance to the City of the major retail uses located in the NE 85th Street Subarea, and cooperate with these business owners to help assure their continued viability, consistent with the other goals and policies of this Subarea Plan.

Policy NE85-3.2:

Prohibit individual retail or wholesale uses that occupy more than 65,000 gross square feet in the NE 85th Street Subarea. Note, however, exceptions for Area RH-1a and Area RH-2a as described in Policies NE85-4.1a and NE85-4.2a.

Policy NE85-3.3:

Limit commercial development to the NE 85th Street commercial area as defined by the land use designations in Figure NE85-12, NE 85th Subarea Land Use. Except as provided in Policy NE85-3.7, do not allow such development to spread into the adjoining residential neighborhoods.

Commented [JC8]: Policy 3.3 relates to the Griffiths CAR.

Policy NE85-3.4:

Require that all new and remodeled commercial ~~and multi-family~~ development be subject to appropriate architectural and site design standards, in order to improve the appearance of the commercial area, and to assure appropriate transition and buffering between the commercial area and the adjacent residential areas.

Policy NE85-3.5:

Utilize zoning incentives or other techniques to encourage commercial redevelopment in the Subarea.

Policy NE85-3.6:

Upgrade public infrastructure to support commercial redevelopment in the Subarea.

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Policy NE85-3.7:

The parcel fronting on 124th Avenue NE and located immediately north of the existing automobile dealership on the northeast corner of NE 85th Street and 124th Avenue NE is appropriate for conversion from low-density residential use to commercial use due to the following factors:

- (1) The parcel fronts on a principal arterial; and
- (2) The parcel abuts and would functionally serve an established commercial use fronting on NE 85th Street; and
- (3) The size of the parcel is less than 25 percent of the size of the established commercial uses it would serve; and
- (4) The site lies within close proximity (less than 1/2 mile) of the I-405 interchange; and
- (5) Development standards contained in Policy NE85-4.5 will ensure that the potential impacts on surrounding uses resulting from commercial use of this parcel will be minimized.

Goal NE85-4: Using the RH (Rose Hill) prefix, designate areas within the Subarea that need site-specific development standards.

Policy NE85-4.1a:

Area RH-1a:

~~This area contains a well established, Support large regional retailer to . Allow this use to continue.~~

Policy NE85-4.1b:

Area RH-1b:

Limit new development to accessory parking for the commercial development in Area RH-1a, or alternatively to light industrial uses that generate minimal traffic. Do not allow uses that have high traffic generation, such as most retail uses. Observe wetland constraints and observe all applicable wetland and sensitive area regulations. Allow retail sale of fuel on the north side of NE 90th Street if ancillary to commercial development in RH-1a.

Policy NE85-4.2a:

Area RH-2a:

- **Land use:**

Require retail uses (including car dealer), and permit office and/or residential uses. Require retail use to be the predominant ground level use. However, discourage large, singular retail or wholesale uses through establishment of a size limitation that, in recognition of convenient access to I-405, may be greater than in the rest of the Subarea.

- **Building bulk:**

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Establish a maximum building height that allows for a maximum of five stories if offices above retail or a maximum of six stories if residential above retail. The maximum height should be 67 feet with additional height allowed for a sloping roof form (five feet) and roof top appurtenances. Provide openness by limiting the total floor area, separating the buildings and including ample building modulation. Step back upper stories from NE 85th Street.

- **Traffic and access:**

Recognizing that redevelopment will generate additional traffic compared to traffic generated by existing development, require mitigation for traffic impacts from the redevelopment. Allow vehicular access to NE 85th Street and 120th Avenue NE. Permit emergency vehicles only to access from 118th Avenue NE.

- **Design considerations:**

Buffer new structures from nearby residential uses through the use of substantial landscaping, fences, and/or berms. Mitigate noise and light and glare impacts on adjacent residential properties. Encourage underground or structured parking (discourage large ground level parking lots).

Policy NE85-4.2b:

Area RH-2b:

- **Land Use:**

Permit retail (including car dealer) if developed in conjunction with RH-2a, office and/or residential uses.

- **Building bulk:**

Establish a maximum building height that allows for a maximum of four stories if office above retail or a maximum of five stories if residential above retail. The maximum height should be 55 feet with additional height allowed for a sloping roof form (five feet) and roof top appurtenances. Provide openness by limiting the total floor area, separating the buildings and including ample building modulation. Step back upper stories from 120th Avenue NE.

- **Traffic and access:**

Same as RH-2a.

- **Design considerations:**

Same as RH-2a. Limit the impacts of new signs for residents across 120th Avenue NE.

Policy NE85-4.2c:

Area RH-2c:

- **Land use:**

Permit a car dealer use if developed in conjunction with RH-2a and RH-2b, office and/or residential uses.

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- **Building bulk:**

Allow buildings to step up to three stories with lower heights starting next to existing residences. Provide openness by limiting the total floor area, separating the buildings and including ample building modulation.

- **Traffic and access:**

Recognizing that redevelopment will generate additional traffic compared to traffic generated by existing development, require mitigation for traffic impacts from the redevelopment. Allow vehicular access for the car dealer use from NE 85th Street or 120th Avenue NE. Permit traffic from office and residential uses to access from 118th Avenue NE that is equal to traffic that could be generated from office/residential development at 12 units per acre. Any traffic in excess of this amount should access from NE 85th or 120th Avenue NE.

- **Design considerations:**

Buffer new structures from nearby residential uses through the use of substantial landscaping, fences, and/or berms. Design new signs facing onto 118th Avenue NE to be compatible with nearby properties. Mitigate noise and light and glare impacts on adjacent residential properties. Encourage underground or structured parking (discourage large ground level parking lots).

Policy NE85-4.3:

Area RH-3:

Allow this area to redevelop with mixed-use development up to five stories in height on the northern part of the site (where the ground elevation is lower) if the area is developed as a single, coordinated project with ground-level retail and pedestrian amenities. This mixed-use development may be phased to include office, retail, hotel and multifamily residential. Emphasize transit access in any such redevelopment. Require redevelopment to include an east-west pedestrian connection near the north end of the site, between 120th to 122nd Avenues NE. Encourage infill or “liner” retail along NE 85th Street as an interim alternative to complete site redevelopment. Reduce the number of vehicular access points onto NE 85th Street in any redevelopment, and encourage existing development to consolidate driveways and curb cuts.

Policy NE85-4.4:

Area RH 4:

Allow office or medium-density multifamily residential uses in this area. Alternately, allow the site to be developed as parking and access for the commercial use to the south. Do not allow Area RH-4 to be developed as a self-contained commercial use.

Policy NE85-4.5:

Areas RH-5a, 5b, and 5c:

Continue to allow general commercial uses in this core portion of the NE 85th Street commercial area, subject to district-wide design guidelines. Require new development to

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limit the number of driveways on NE 85th Street, and encourage existing development to consolidate driveways and curb cuts. In addition, observe the following transition standards:

- (1) Set vehicular access points located on north-south side streets back from adjacent residential properties as much as possible without creating problems for traffic turning to and from NE 85th Street. Allow only one driveway for access to commercial property on the east side of 124th Avenue NE.
- (2) Locate a heavily landscaped buffer strip along any boundary with residential properties or along streets separating commercial development from residential properties.
- (3) Retain existing significant trees and vegetation within the buffer. Preclude this landscaped area from further development by the creation of a greenbelt protective easement.
- (4) Keep sources of noise and light to a minimum and directed away from adjacent residential properties.
- (5) Area RH-5b: On the north side of NE 85th Street east of 126th Avenue NE, restrict permitted uses to those that generate limited noise, light and glare, odor, and traffic impacts. Examples of uses that would be appropriate in this area include medical/dental offices, insurance offices, dry cleaners, and coffee shops. Examples of uses that would not be appropriate in this location include gas stations, car washes, uses with drive-through windows, and uses with extended hours of operation.
- (6) Area RH-5c: In addition to standards (1) through (4) above, development in Area RH-5c should observe the following development standards:
 - (a) Allowable uses should be limited to the following:
 - i. Any use permitted in an RS zone, subject to the applicable use regulations of KZC 15.10; and
 - ii. Parking serving an established commercial use fronting on NE 85th Street. No new above-grade structures should be allowed; and
 - (b) A landscape buffer meeting the requirements of Buffering Standard 1 (KZC 95.2542+) should be provided along any property line adjoining low-density residential use. If Buffering Standard 1, Option b, is proposed, the required fence should be allowed to meander through the buffer or otherwise be placed so as to minimize impacts on adjoining property. The landscape buffer should be contained in an easement, and the easement language should prohibit relocation, alteration, or relinquishment of the easement without a majority affirming vote of the City Council.

In addition, the buffers should include the following:

- i. Trees within the north and east buffers should be 10 to 12 feet in height at the time of planting; and

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- ii. The planting strip between the parking area and 124th Ave. NE should be at least 10 feet wide; and
- iii. The east buffer should include raised topography, either in the form of fill or a berm at least three feet in height, but taller if feasible, if the raised topography:
 - (a) Is approved in writing by Seattle City Light; and
 - (b) Does not worsen existing drainage conditions; and
 - (c) Does not, in and of itself, result in the loss of on-site significant trees; and
- (c) Landscape islands should be provided in the parking lot interior and designed and oriented to help shield surrounding properties from light and glare; and
- (d) The following significant tree shall be retained: The large conifer tree adjacent the north property line; and
- (e) The use of this property should not result in any new driveways along 124th Avenue NE. However, existing driveways should be allowed to be widened or relocated to improve ingress to and egress from the site if such widening or relocation is consistent with City-adopted engineering standards; and
- (f) Prior to issuance of construction permits, the applicant should provide an acoustical study prepared by a qualified acoustical engineer demonstrating that the project will comply with City-adopted noise level standards; and
- (g) Site lighting should minimize off-site light and glare impacts by (i) utilizing state-of-the-art technology, (ii) incorporating low-glare and low-wattage luminaires, and (iii) being located to minimize off-site light and glare impacts. Higher wattage and higher mounted lights should be turned off no later than 10:00 p.m. Monday through Friday and no later than 8:00 p.m. Saturday and Sunday. Existing sources of light should be removed or replaced with new fixtures where such would effectively reduce off-site light intrusion; and
- (h) Changes to the existing site topography should be minimized; and
- (i) Prior to issuance of construction permits, the applicant should demonstrate through appropriate civil engineering drawings and data that the project will comply with City-adopted standards for storm water runoff control and treatment. Storm water control should, at a minimum, accomplish the following:
 - (i) Collect all new storm water runoff from newly-introduced impervious surfaces in on-site catch basins;
 - (ii) Detain collected storm water runoff on-site;
 - (iii) Treat collected storm water runoff through approved filtration devices;

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- (iv) Release detained and treated storm water runoff into the City system in 124th Avenue NE; and
- (v) Demonstrate that the existing drainage along the east edge of the subject parcel will not be reduced, increased, or redirected.

Policy NE85-4.6:

Area RH-6a:

Allow multifamily residential uses at a density of 12 units per acre. Allow a greater density if affordable housing is a component of the development.

Area RH-6b:

Allow multifamily residential and office uses only.

Area RH-6a and 6b:

Establish design standards to make new buildings compatible in scale and character with the single-family residential development to the south. To the extent possible, save existing significant trees to buffer new development from adjacent single-family homes.

Policy NE85-4.7:

Area RH-7:

Encourage mixed-use development. Allow additional building heights as an incentive to develop the areas as a single, coordinated project with ground-level retail and pedestrian amenities. Include office, retail, and multifamily residential in any such development; orient the multifamily to the south and east (i.e., towards existing adjacent multifamily-designated areas). Encourage the development of the area as a neighborhood center with a cluster of smaller, primarily neighborhood-oriented businesses. Limit permitted uses to those that generate limited noise, light and glare, odor, and traffic impacts. Examples of uses that would be appropriate in this area include medical/dental offices, insurance offices, dry cleaners, and coffee shops. Examples of uses that would not be appropriate in this location include gas stations, car washes, uses with drive-through windows, and uses with extended hours of operation. Encourage infill or “liner” retail along NE 85th Street as an interim alternative to complete site redevelopment. Require new development to reduce the number of driveways on NE 85th Street, and encourage existing development to consolidate driveways and curb cuts.

Policy NE85-4.8:

Area RH-8:

Allow a range of less intensive office, neighborhood retail, and neighborhood service uses on both sides of NE 85th Street from 128th Avenue NE to 132nd Avenue NE. Limit permitted uses to those that generate limited noise, light and glare, odor, and traffic impacts. Examples of uses that would be appropriate in this area include medical/dental offices, insurance offices, dry cleaners, and coffee shops. Examples of uses that would not be appropriate in this location include gas stations, car washes, uses with drive-through windows, and uses with extended hours of operation. Encourage property owners to aggregate their properties to allow more efficient redevelopment with fewer access points onto NE 85th Street, by providing incentives including increased building heights up to three stories with decreased

Commented [JC9]: See comments from group in South Rose Hill who may want to expand boundary of this area to the south.

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front setbacks. Encourage new buildings to be located at the front of the lots, with parking underneath, at the rear of buildings, or between adjacent buildings. Encourage mixed-use buildings to have residential units on upper levels. Discourage single-story retail buildings.

Goal NE85-5: Assure an effective transition between residential and commercial areas by establishing architectural and site design standards for new and remodeled commercial (office, retail, and light manufacturing park) development.

4. TRANSPORTATION

NE 85th Street is an important transportation link between Redmond and Kirkland, and between both communities and I-405. It also provides access to the many large and small businesses and offices within the commercial area that includes NE 85th Street and extends varying distances to the north and south. In addition, NE 85th Street serves the residents of the adjoining neighborhoods to the north and south. ~~Finally, a new Sound Transit express bus linking Redmond and the University of Washington will run along NE 85th Street. Sound Transit also considered transit and carpool improvements to the NE 85th Street/I-405 interchange, but these improvements will not be part of Sound Transit's first phase of work.~~

~~However, NE 85th Street does not now accommodate a balanced mix of transportation modes. NE 85th Street currently is oriented almost exclusively to serving the private automobile (see Figure NE85-3, "NE 85th Subarea Street Classification"). The street has no bicycle, transit, or carpool facilities, and only the most minimal pedestrian facilities. At various points along the street, sidewalks are narrow or nonexistent, and pedestrian crossings are perceived as inadequate at best, dangerous at worst. Because of ever increasing traffic volumes, even automobile traffic is experiencing increasingly frequent and severe delays during peak traffic periods. NE 85th Street currently has uncontrolled left turns from the center lane.~~

Many agencies in addition to the City of Kirkland have ~~contributed in a voice in~~ shaping the future of NE 85th Street. It is a main arterial route linking the City of Redmond to I-405. ~~In addition, NE 85th Street is designated State Route Number 908, providing the Washington State DOT a role in any improvements to be made to the arterial; options for interchange reconfiguration (such as a direct access off ramp or road serving the commercial area in the northeast quadrant of the interchange) will be considered. that travels along NE 85th Street (see Figure NE85-4, "NE 85th Subarea Transit Routes").~~

The City of Kirkland should cooperate with these various agencies to identify and implement the various improvements to NE 85th Street that are needed to serve a more balanced mix of transportation modes, including bicycles, transit, carpools, and pedestrians. Ideally, these improvements can be made while maintaining or enhancing NE 85th Street's overall vehicular capacity, and if possible without adding to the overall width of the street. Finally, proposed

Commented [JC10]: Griffiths CAR requests expanding the north boundary of RH 8.

Commented [JC11]: No longer part of the express bus program.

Commented [JC12]: Again NE 85th Street and intersection improvements should help this situation. No bike lanes are planned for NE 85th ST according to Public Works. Bicycle network system is being planned and prioritized in Transportation Master Plan and Active Transportation Plan.

Commented [JC13]: NE 85th Street is no longer a State Route.

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improvements need to recognize and reinforce NE 85th Street's dual role of a regional transportation corridor, and a street serving local businesses and adjacent neighborhoods. The impact of proposed transportation improvements, such as ~~the median, center curbing to control left turn lanes and driveway locations~~ on existing businesses should be acknowledged and carefully considered in evaluating such changes to the street. See the North and South Rose Hill Neighborhood Plan chapters for figures related to classification of streets, pedestrian and bicycle networks within the Subarea.

Goal NE85-6: Transform NE 85th Street from a transportation system dominated by the use of automobiles to a system having a balance among the transportation modes.

Policy NE85-6.1:

Encourage the use of nonmotorized transportation modes by providing adequate facilities for pedestrians and bicyclists throughout the NE 85th Street Subarea.

Policy NE85-6.2:

~~Eliminate~~ Minimize traffic bottlenecks and ~~minimize~~ traffic delays on NE 85th Street and other arterial streets.

Policy NE85-6.3:

Develop a transportation system network that adequately supports the existing and planned land uses in the Subarea.

Policy NE85-6.4:

Encourage transit use by providing adequate transit facilities in the corridor.

Goal NE85-7: Enhance opportunities for local access to NE 85th Street from adjacent residential areas while discouraging bypass traffic into the residential neighborhoods.

Policy NE85-7.1:

Place neighborhood traffic control devices at appropriate locations near the Rose Hill Elementary School, to discourage bypass traffic through this portion of the South Rose Hill Neighborhood.

Policy NE85-7.2:

Make transportation system improvements to maintain vehicular capacity on NE 85th Street, and to minimize traffic bottlenecks and delays, and to discourage short cuts through the neighborhoods.

NE 85TH STREET SUBAREA PLAN

Goal NE85-8: Minimize traffic congestion and hazards by implementing access management improvements.

Policy NE85-8.1:

Pursue conversion of the two-way center left turn lanes on NE 85th Street to landscaped medians (where feasible) and curbing from I-405 to 132nd Avenue NE, while providing adequate left turn opportunities, and U-turn vehicle storage space at each intersection. ~~The final decision on the conversion shall be made by the City Council by ordinance or resolution.~~

Commented [JC14]: As it turns out with the design of NE 85th Street an entire landscape boulevard was not feasible to maintain left turn opportunities to businesses and U turns or BAT lanes no longer planned.

DRAFT

NE 85TH STREET SUBAREA PLAN

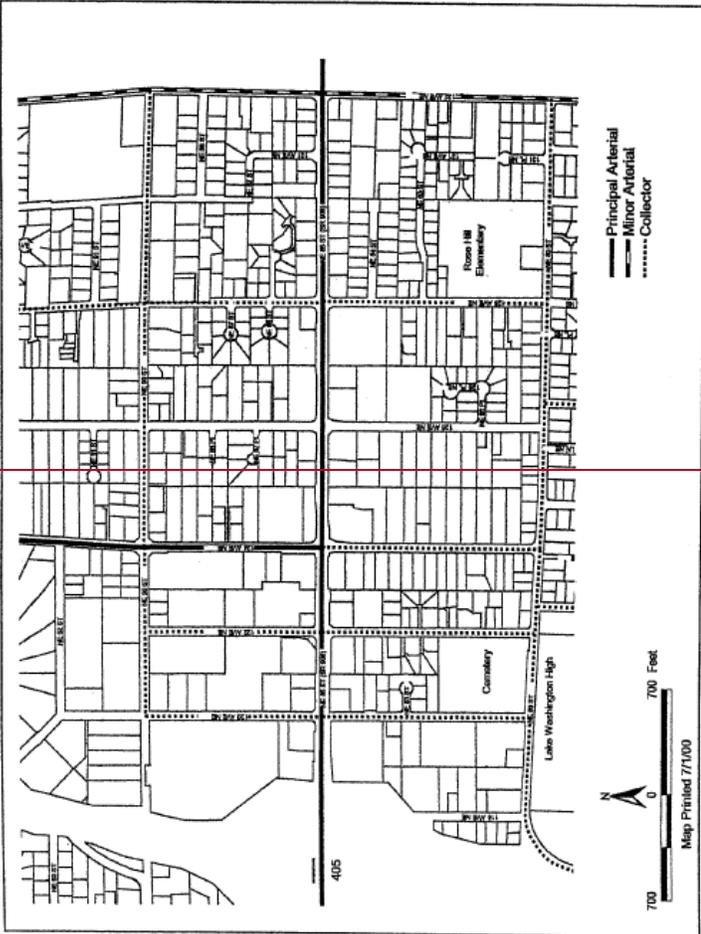


Figure NE85-32: NE 85th Subarea Street Classification (refer to [figure in North and South Rose Hill Plans](#))

NE 85TH STREET SUBAREA PLAN

Policy NE85-8.12: Note: staff suggested changes as a result of Planning Commission comments on 2-12-15:

~~Eliminate~~ Minimize multiple driveways on NE 85th Street when properties redevelop. Encourage properties on NE 85th Street to consolidate their existing driveways prior to redevelopment or provide reciprocal shared vehicular access easements between properties.

Policy NE85-8.23:

Clearly delineate and keep free of sight obstructions, all access points onto NE 85th Street.

Goal NE85-9: Improve pedestrian safety and enhance the pedestrian environment throughout the Subarea, with particular attention to NE 85th Street itself.

Policy NE85-9.1:

Protect pedestrians on NE 85th Street by providing wider sidewalks (at least seven feet), planting strips separating street from sidewalks, and streetlights.

Policy NE85-9.2:

Increase the safety of pedestrians who cross NE 85th Street by designing signalized intersections with special paving materials and street furniture. ~~Install a new traffic signal at 126th Avenue NE and 128th Avenue NE with an emphasis for pedestrian crossing.~~

Commented [JC15]: According to Public Works no signal is planned at 126th Avenue NE because one was added at 128th Avenue NE

Policy NE85-9.3:

Place high priority for constructing sidewalks on the local streets on which children walk to go to schools.

Policy NE85-9.4:

Install pedestrian improvements at appropriate locations, including sidewalks on the north/south streets leading to NE 85th Street.

Policy NE85-9.5:

Install pedestrian improvements at developer expense as new development occurs. In developed areas, the City should identify areas of need and install sidewalks through the capital facilities budget process.

Policy NE85-9.6:

Add east-west pedestrian pathways in the Subarea as redevelopment occurs. When developing these pathways, retain existing significant trees where possible.

NE 85TH STREET SUBAREA PLAN

Goal NE85-10: Provide designated bicycle routes throughout the NE 85th Street Subarea, in accordance with the City's [Transportation Master ~~Nonmotorized~~ Plan](#).

Policy NE85-10.1:

Develop a new bicycle connection between Slater Avenue in the North Rose Hill Neighborhood and NE 80th Street. The route would connect to the existing NE 80th Street overpass which leads to downtown Kirkland, with the exact route to be determined in the context of the City's [Nonmotorized Transportation Master Plan](#).

Goal NE85-11: Encourage transit ~~and consider high-occupancy vehicle (HOV)~~ usage on NE 85th Street to improve local and regional mobility.

Commented [JC16]: High occupancy vehicle lanes on NE 85th Street were determined to not be beneficial or feasible.

Policy NE85-11.1:

Work with Sound Transit and King County to provide transit facilities that would improve speed and reliability of bus operation on NE 85th Street. Provide preferential treatments for buses and possibly carpools at congested intersections. Install transit improvements and consider carpool improvements at appropriate locations.

Policy NE85-11.2:

Seek funding support from Sound Transit for facility improvements that would enhance the regional express operation on NE 85th Street.

Figure NE85-4: NE 85th Subarea Transit Routes

Commented [JC17]: Delete Transit Route Figure because it is in Transportation Element and the routes change.

Goal NE85-12: Pursue ongoing and effective inter-jurisdictional coordination on transportation issues affecting the NE 85th Street Subarea.

Policy NE85-12.1:

Coordinate transportation facility improvements with the City of Redmond, particularly in the area of 132nd Avenue NE.

Policy NE85-12.2:

Work with Sound Transit and King County to develop solutions to public transportation issues.

NE 85TH STREET SUBAREA PLAN

Policy NE85-12.23:

Coordinate with WSDOT to ensure effective improvements to ~~Highway 908 (NE 85th Street) in Kirkland, as well as to~~ the NE 85th Street/I-405 interchange. Encourage WSDOT to thoroughly evaluate access to the commercial properties in the northeast quadrant of the interchange during the course of the I-405 corridor study.

~~Goal NE85-13: Require transportation management programs for major commercial developments.~~

Policy NE85-13.1:

~~Observe transportation management policies in the Transportation and Public Services Chapters.~~

5. PARKS/OPEN SPACE

The City of Kirkland has a number of publicly owned areas in the NE 85th Street Subarea that provide parks and open space opportunities such as the Rose Hill Elementary School and Kirkland Cemetery. These are discussed in the North and South Rose Hill Neighborhood Plans and Parks, Recreation and Open Space Element. They are briefly described below:

~~Lake Washington High School is a 38.31-acre site located directly south of the Subarea at NE 80th Street and 122nd Avenue NE. Improvements to this site include school buildings, a playfield, tennis courts, and a track.~~

~~Rose Hill Elementary School is a 9.75-acre site located in the Subarea at NE 80th Street and 128th Avenue NE. Improvements to this site include school buildings and a playground.~~

~~Kirkland Cemetery is a 5.75-acre site located at NE 80th Street and 122nd Avenue NE. The cemetery is an important public historic landmark and open space feature in the neighborhood. Future funding improvements include irrigation, planting, relocation and improvement of the cemetery entry, improved pedestrian and vehicular circulation, and expansion adjacent to the northwest corner of the property.~~

~~In addition, Forbes Lake is located immediately north of the Subarea. Although largely in private ownership, Forbes Lake is an important public landmark and open space feature in the vicinity of the neighborhood. The City owns a 5.5-acre future park site on the lake. There are wetlands associated with Forbes Lake that are within the NE 85th Street Subarea. These wetlands serve as an important reminder of the natural resources that serve the area.~~

~~Seattle City Light has a power line that runs north and south just east of the alignment of 124th Avenue NE. Public pedestrian and bicycle easements should be provided under the Seattle City Light power easement when development, redevelopment or platting occurs to complete the trail system. See Parks Recreation Open Space Plan for further details.~~

Commented [JC18]: TMP's are required for major commercial developments city wide as regulated by the KMC. Policies are also in the Transportation Master Plan.

Commented [JC19]: Deleted no need to be redundant. Parks are discussed in the North and South Rose Hill Neighborhood Plans and Parks Elements.

Commented [JC20]: Public comments regarding this and listed as desired in the PROS Plan.

NE 85TH STREET SUBAREA PLAN

Despite these facilities and open spaces, every effort should be made to acquire property for park use in the southern portion of the Subarea or as described in the South Rose Hill plan where there is a lack of neighborhood parkland. In addition, public pedestrian access easements should be provided across properties abutting Forbes Lake Park when development, redevelopment or platting occurs to improve access to the Park. This need has been identified in the Park Recreation and Open Space Plan (PROS). See the PROS Plan for further details.

~~Goal NE85-14: Pursue acquisition of property for a neighborhood park and public pedestrian access easements to Forbes Lake Park.~~

Commented [JC21]: Park property has been acquired near lake and discussed in the North Rose Hill Plan.

6. NATURAL ENVIRONMENT

~~Goal NE85-1513: Observe all citywide sensitive areas policies and development regulations when developing or redeveloping properties in the Subarea.~~

The NE 85th Street Subarea contains areas with erosion hazards, seismic hazard areas (see ~~Figure NE85-53, "NE 85th Subarea Landslide and Seismic Hazards"~~), wetlands, and streams. These sensitive areas are primarily found in the northwest portion of the Subarea closest to Forbes Lake. Another wetland is located in the north central portion of the Subarea;

NE 85TH STREET SUBAREA PLAN

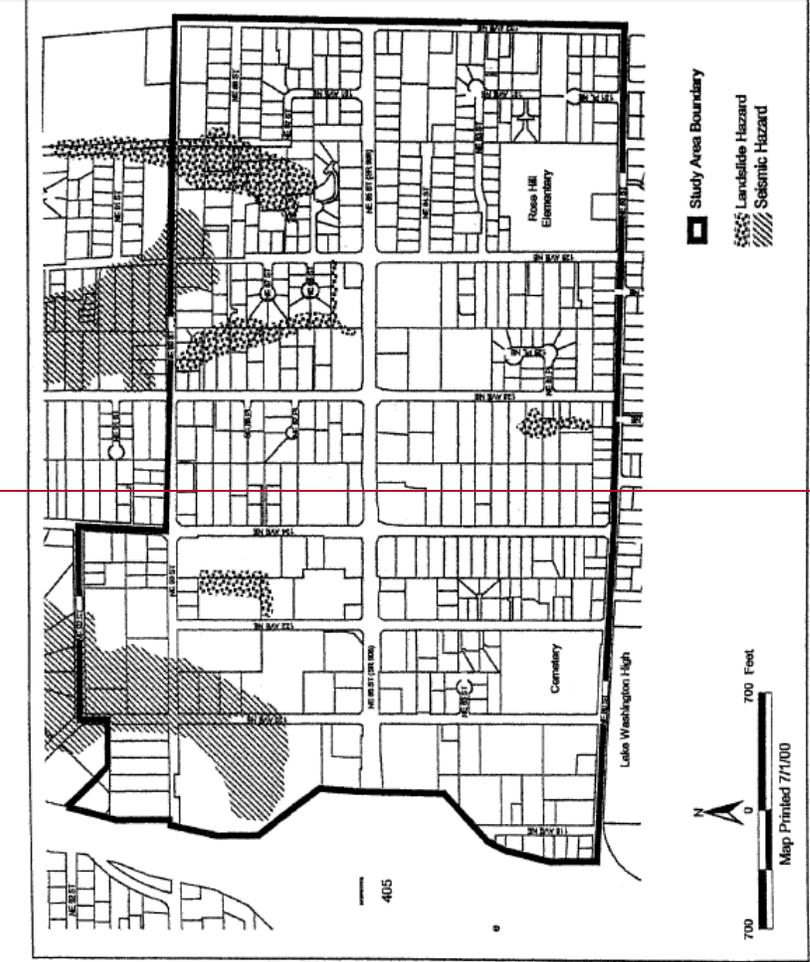


Figure NE85-53: NE 85th Subarea Landslide and Seismic Hazards

Commented [JC22]: Not needed because figures are located in North and South Rose Hill neighborhoods.

NE 85TH STREET SUBAREA PLAN

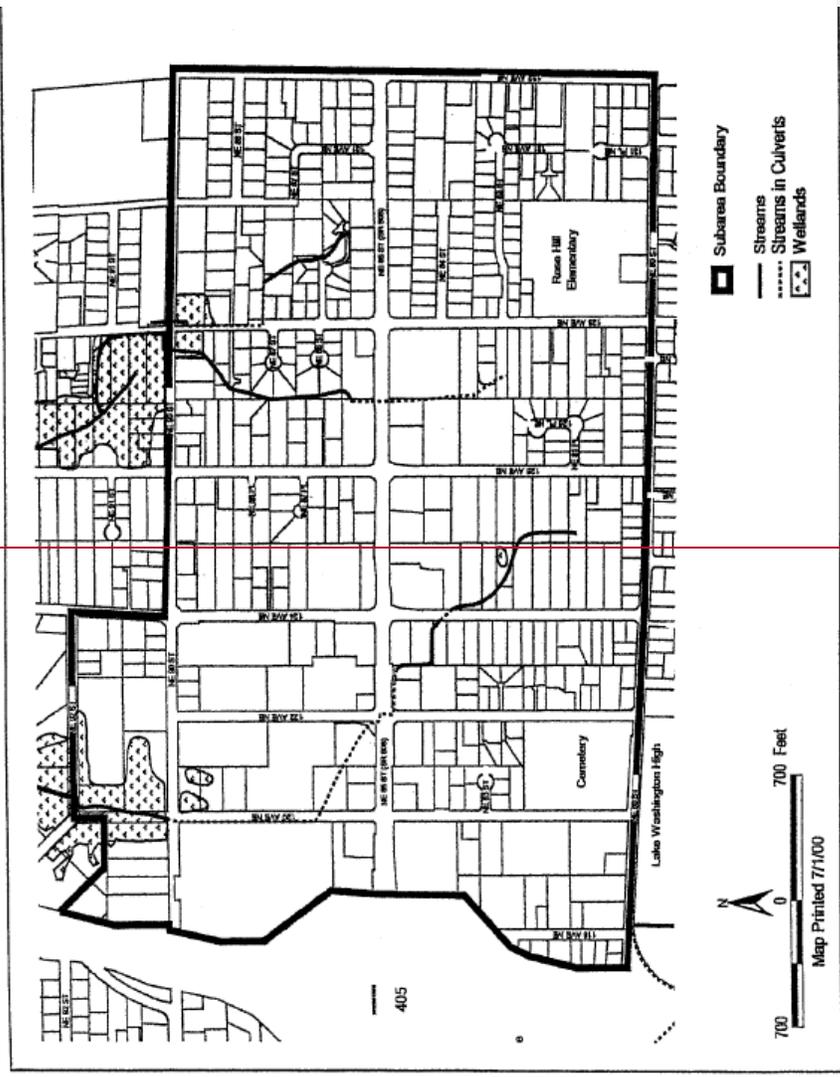


Figure NE85-64: NE 85th Subarea Sensitive Areas

several streams drain into this wetland. Also, a stream runs from the south central portion of the Subarea west and then north, draining into Forbes Lake. Most of the stream is piped, although the stream daylightes north of NE 90th Street and upstream from where it crosses NE 85th Street

NE 85TH STREET SUBAREA PLAN

at approximately 124th Avenue NE (see Figure NE85-64, “NE 85th Subarea Sensitive Areas”). The NE 85th Street Subarea is part of the Forbes Lake drainage basin.

Together these sensitive areas, in conjunction with Forbes Lake, constitute a valuable natural drainage system that in part serves as the drainage, water quality, and open space function for the Subarea. [See Environment Element or North and South Rose Hill Neighborhood Plans for more detail.](#)

7. PUBLIC SERVICES AND FACILITIES

The City of Kirkland provides water and sewer service to the NE 85th Street Subarea. Some older single-family homes in the eastern part of the Subarea still use septic systems. Puget Sound Energy provides electric and natural gas service to the Subarea. [As part of the NE 85th Street project public infrastructure improvements were completed such as a new waterline and undergrounding of overhead utility lines.](#)

Goal NE85-16.14: Provide adequate public services within the Subarea consistent with City wide policies in the Utilities and Public Services Elements.

Policy NE85-16.1:

~~Require new development to be served by sewers. Where sewer extensions are required, enter into agreements with developers to allow cost reimbursement from future development.~~

Policy NE85-16.2:

~~Require that all new development and redevelopment, including street improvements, make adequate provisions for storm drainage.~~

Policy NE85-16.3:

~~Place existing overhead utility lines underground when making major arterial street improvements. Require the undergrounding of existing utility lines by developers, when properties fronting on NE 85th Street and arterial streets develop or redevelop.~~

Commented [JC23]: The Utility and Public Services Elements and KMC establish policies establish related policies for new development:
Undergrounding utility distribution and telephone lines U-1.8, U-5.7
Eliminate septic systems and connect to sanitary sewer U-3.3
Surface water design standards U-4.2
Also overhead utility lines are being undergrounded with the NE 85th ST project

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8. URBAN DESIGN

Visually, NE 85th Street is an auto-oriented landscape. The Subarea’s “main street” is given over almost completely to cars, with traffic speeding by large, minimally landscaped parking lots, car dealerships, tire stores, and gas stations. ~~NE 85th Street has few sidewalks, inadequate crosswalks, very long blocks, and nothing in the way of pedestrian amenities such as benches, drinking fountains, or other street furniture. Nor have any of the rproperties along NE 85th Street developed any “pedestrian oriented frontage,” such as street front retail shops, display windows, or other architectural features to give a pedestrian an interesting walk. Rather,~~ NE 85th Street is characterized by a mix of older strip commercial development, some newer buildings and, particularly at the east end of the Subarea, some former single-family residential structures converted to commercial use.

In most of the Subarea, commercial development abuts single-family residential properties; in some places, multifamily buildings provide a limited transition between commercial and single-family. Although in some locations (particularly on the north side of NE 85th Street, in the eastern half of the Subarea), there is a topographic change that helps to separate these adjacent land uses, in other places the change is quite abrupt.

Urban design polices for the Subarea should guide a coordinated effort by the City, business owners and property owners to improve the appearance and the pedestrian friendliness of the area. ~~In addition to the The new NE 85th Street improvements provide wider sidewalks, street trees and landscaped~~ inged medians that will improve the appearance of the corridor. ~~these policies call for more attractive street lights and traffic signals, better public signage, new benches, crosswalk markings, and other public improvements. The impact of proposed urban design improvements, such as the median, on existing businesses should be acknowledged and carefully considered in evaluating such changes to the street.~~ The policies below also provide the basis for building and site design standards for new or remodeled retail, commercial, and multifamily residential buildings throughout the Subarea. This will help assure that such development is attractive, provides a pedestrian-friendly face to the street, and incorporates effective buffering and transition both between commercial areas and multifamily homes and between multifamily homes and adjacent single-family homes. See Zoning Code Design Regulations and Design Guidelines for Rose Hill Business District.

Goal NE85-1715: Provide coordinated streetscape improvements throughout the Subarea that enable pedestrians, drivers, bicyclists, and other users to have a safe, pleasant experience.

Policy NE85-157.1:

~~Coordinate with WSDOT to provide streetscape improvements on NE 85th Street. Develop NE 85th Street with~~ include wider sidewalks with street trees and curbside landscape strips,

NE 85TH STREET SUBAREA PLAN

attractive streetlights, ~~and~~ public signage, and enhanced pedestrian crosswalk markings, signals and signage at appropriate locations.

Policy NE85-~~17~~15.2:

Coordinate with King County, Sound Transit and WSDOT to provide additional pedestrian amenities at transit stops.

Policy NE85-~~17~~15.3:

~~Coordinate with WSDOT to convert the two-way center-left turn lanes on NE 85th Street into landscaped medians or use curbing between I-405 to 132nd Avenue NE, to providing adequate left turn opportunities, and U-turn vehicle storage space at each intersection.~~

Commented [JC24]: WSDOT no longer involved. Redundant with previous text.

Policy NE85-~~17~~15.43:

Install a neighborhood sign and landscape entry feature on NE 85th Street, just west of 132nd Avenue NE.

Policy NE85-~~17~~15.45:

Construct additional sidewalks throughout the Subarea, focusing on connecting NE 85th to walking routes to and from schools, and to other locations as set forth in the Transportation section of this Subarea plan.

Goal NE85-~~18~~16: ~~Establish~~ ~~Implement~~ ~~mandatory~~ building and site design standards that apply to all new, expanded, or remodeled commercial ~~and multifamily~~ buildings in the Subarea, with the objectives of creating a more attractive ~~commercial~~ Subarea, enhancing pedestrian orientation, and creating effective buffers and transitions between the commercial ~~and multifamily~~ ~~land~~ uses and the established residential neighborhoods to the north and south.

Commented [JC25]: Goals and policies in NE 85-16 and old 18 for commercial and multifamily design review were combined.

Policy NE85-~~18~~16.1:

~~Establish~~ ~~Implement~~ building design standards that address issues including ~~but not limited to~~: building scale, color and materials; building entries; service areas; roof treatments; pedestrian-oriented frontage; and relationship to adjacent residential ~~homes~~ areas.

Policy NE85-~~18~~16.2:

~~Establish~~ ~~Implement~~ site design standards that address issues including ~~but not limited to~~: building placement on the site; vehicular access and on-site circulation; site lighting; landscaping, including parking lot landscaping; signs; and buffers between commercial ~~and multifamily~~ development ~~and~~ adjacent residential homes.

NE 85TH STREET SUBAREA PLAN

Policy NE85-1816.3:

Utilize the design review process to administer the ~~new~~-building and site design standards applicable to the Subarea.

Policy NE85-1816.4:

Continue to work closely with business and property owners in the Subarea, and business groups which represent them, to improve and upgrade the appearance of the NE 85th Street ~~Subarea~~commercial area.

Policy NE85-1816.5:

To the extent authorized by law, require the removal of billboards.

~~***Goal 85-19: Establish mandatory building and site design standards that apply to all new, expanded, or remodeled multifamily residential buildings in the Subarea, with the objective of creating effective buffers and transitions between multifamily land uses and the established single-family residential neighborhoods to the north and south.***~~

Policy NE85-19.1:

~~— Establish building design standards that address issues including, but not limited to: building scale, color and materials; building entries; service areas; roof treatments; pedestrian-oriented frontage; and relationship to adjacent single-family residential areas.~~

Policy NE85-19.2:

~~— Establish site design standards that address issues including, but not limited to: building placement on the site; vehicular access and on-site circulation; site lighting; landscaping, including parking lot landscaping; signs; and buffers between multifamily development and adjacent single-family homes.~~

Policy NE85-19.3:

~~— Utilize the design review process to administer the new building and site design standards applicable to the Subarea.~~

Insert new Figure NE-85-6 Urban Design Elements

NE 85TH STREET SUBAREA PLAN

Includes staff changes from Planning Commission comments on 2-12-2015

The NE 85th Street Subarea Plan was originally adopted in 2001 by O-3787 and a minor update in 2015 as part of the GMA Update.

1. OVERVIEW

The NE 85th Street Subarea Plan covers an area centered on the NE 85th Street commercial area, including residential areas to the north and south. The area covered by the Subarea Plan extends from I-405 on the west to 132nd Avenue NE (the Kirkland City limits and common boundary with the City of Redmond) on the east. The north plan area boundary extends along NE 90th Street west from 132nd Avenue NE until it reaches 124th Avenue NE, where it jogs north to NE 92nd Street and then turns west to I-405. The south boundary extends along NE 80th Street. The Subarea extends less than one mile east to west, and about six-tenths of a mile north to south.

A. PLANNING CONTEXT

The NE 85th Street Subarea Plan includes areas that are part of the North Rose Hill and the South Rose Hill Neighborhood Plans. Portions of these larger areas were combined in the NE 85th Street Subarea Plan in recognition of the influence that NE 85th Street and the surrounding commercial district (known as the Rose Hill Business District) exerts on its neighbors to the north and south. Development of a Subarea Plan makes it easier for the City to plan in an effective, coordinated way for future land use, transportation improvements, and urban design enhancements in this important area. The North Rose Hill and South Rose Hill Neighborhood Plans stay in effect, and continue to provide policy direction for their respective neighborhoods, exclusive of the NE 85th Street Subarea. .

However, both neighborhoods are still affected by City decisions in the NE 85th Street Subarea and both should continue to be consulted about plans for the Subarea in the future. In recognition of this, the boundary between the North Rose and South Rose Hill Neighborhoods was moved to the middle of NE 85th Street as part of the Subarea planning process. Previously, the boundary between the neighborhoods followed the north edge of the commercial district. Both neighborhood associations have committed to work together and to have an equal voice in decisions that affect the Subarea.

The NE 85th Street area originally developed in unincorporated King County. The City of Kirkland annexed the commercial area closest to Interstate 405 in 1970. In the 1970s and early 1980s, there were a number of additional, small annexations in the study area. The remainder of the North Rose Hill and South Rose Hill neighborhoods were annexed in 1988 per resident requests.

B. PHYSICAL CONTEXT

NE 85TH STREET SUBAREA PLAN

NE 85th Street is recognized as both a commercial area and transportation corridor serving regional and local users. The western portion of the Subarea (nearest I-405) features major regional retail uses, and several automobile dealerships. From I-405 east to the Kirkland city limits, the commercial area generally narrows north to south (tapering from a depth of over 1,100 feet at I-405, to about 150 feet at 132nd Avenue NE), and generally becomes less intensively developed as you move west to east. Other land uses in the area include retail stores, offices, and business parks, single-family homes, and multifamily housing.

NE 85th Street serves as an important transportation link between Redmond and Kirkland, and between both communities and I-405.

Visually, NE 85th Street is characterized by a variety of older strip commercial development, some newer buildings and, particularly at the east end of the Subarea, some former single-family residential structures converted to commercial use. Most of these retail and commercial buildings include little or no landscaping, and little in the way of pedestrian access.

2. VISION STATEMENT

The NE 85th Street Subarea is an attractive, economically healthy, commercial area combining regional, community, and local retailers. These latter are more prevalent along the east end of NE 85th Street. Large retailers continue to dominate the western half of the business district. Generally, the land uses are more intensive on the west end of the Subarea (near the freeway) and less intensive (more neighborhood oriented) on the east end. The City has maintained the line between single-family residential areas, multifamily residential areas, and adjacent office/retail/commercial areas.

The Rose Hill business district is surrounded on the north and south with stable, attractive residential neighborhoods. These areas are predominantly single-family, although there are several areas adjacent to the business core with multifamily housing. The newer multifamily developments have been designed to be compatible in scale and architectural features with their single-family neighbors.

NE 85th Street itself continues to serve as a primary transportation link between Kirkland, Redmond, and a reconfigured I-405/NE 85th Street interchange. Modifications to NE 85th Street have improved its ability to be used by pedestrians and transit, while maintaining or slightly increasing its capacity for vehicles. Included in these modifications are wide new sidewalks with street trees, and curbed median designed to control left turns across on-coming traffic while continuing to provide access to local businesses. Steps also have been taken to minimize “cut-through” traffic and other traffic impacts in the residential areas north and south of the business district. In addition to the new, wider sidewalks on NE 85th Street, sidewalks throughout the area have been improved, with new sidewalks added where none previously existed.

The appearance of the business district, as it has evolved, has benefited from a coordinated effort by the City, business owners and property owners to improve the image of the area. As properties redevelop architectural and landscape design standards for new or remodeled retail, commercial and multifamily residential buildings have improved the appearance of the district. These standards require ample landscaping or other techniques to ease the transition between

NE 85TH STREET SUBAREA PLAN

different adjacent land uses. These standards also generally require new commercial or mixed-use buildings to be oriented to the sidewalks (with parking behind or to the side), and encourage the aggregation of smaller properties into larger, more coordinated developments with coordinated signage and less of a “strip mall” feel.

3. LAND USE

The NE 85th Street Subarea is characterized by a wide range of land uses, from single-family residences to large regional stores and several car dealerships. Commercial (retail, office, and service) land uses are located along and adjacent to NE 85th Street itself. Generally speaking, the largest and most intensive of these uses are in the west end of the Subarea, nearest I-405. In this area, the commercial uses also extend farther north and south than they do in the east end of the Subarea, where the retail and commercial uses are generally smaller and less intensive. North and south of the NE 85th Street commercial area, the Subarea is almost exclusively residential, with the exception of the Kirkland Cemetery and Rose Hill Elementary School. Lake Washington High School is located immediately south of NE 80th Street, just out of the Subarea.

The Subarea includes multifamily housing, generally on properties adjacent to commercial uses. Much of the Subarea was developed in unincorporated King County prior to annexation by the City of Kirkland. Following annexation, the City of Kirkland adopted a dual set of zoning categories that recognized the earlier King County standards in the annexation areas and facilitated the transition of these areas to City of Kirkland standards. Eventually, new and remodeled commercial structures in these areas should meet the same standards as those that apply in similar zones throughout the City.

RESIDENTIAL

Outside of the NE 85th Street commercial area, most of the NE 85th Street Subarea is designated for, and developed as, residential use. There are several areas designated for multifamily residential (medium-density, up to 12 units per acre, and high density, between 12 and 24 units per acre) development south of NE 85th Street, and one area to the north. (See Figure NE85-1, NE 85th Subarea Land Use).

With the exception of these multifamily areas (most of which have already been developed with multifamily housing), and the Kirkland Cemetery and Rose Hill Elementary School, all of the areas north of the NE 85th Street commercial area and east of 124th Avenue NE, and south of the commercial area and east of 120th Avenue NE, are designated for and developed in single-family (low density residential) use. Although there are a few older single-family homes (such as in the area south of NE 85th Street between 122nd and 126th Avenues NE) there also are several areas of newly constructed homes.

New residential development in the low-density residential areas should be compatible with the current character of the neighborhood. New multifamily development or redevelopment should incorporate architectural and site design features to assure compatibility with adjacent single-family areas.

NE 85TH STREET SUBAREA PLAN

Goal NE85-1: Maintain and enhance the predominantly single-family residential character of the neighborhoods adjacent to the north and south of the NE 85th Street commercial area.

Policy NE85-1.1:

Maintain low-density detached residential housing as the primary land use in the areas north of the NE 85th Street commercial area, east of 124th Avenue NE, south of the commercial area and east of 120th Avenue NE.

Policy NE85-1.2:

Encourage the efficient use of larger lots within the Subarea at the maximum densities allowed by the underlying zoning.

NE 85TH STREET SUBAREA PLAN

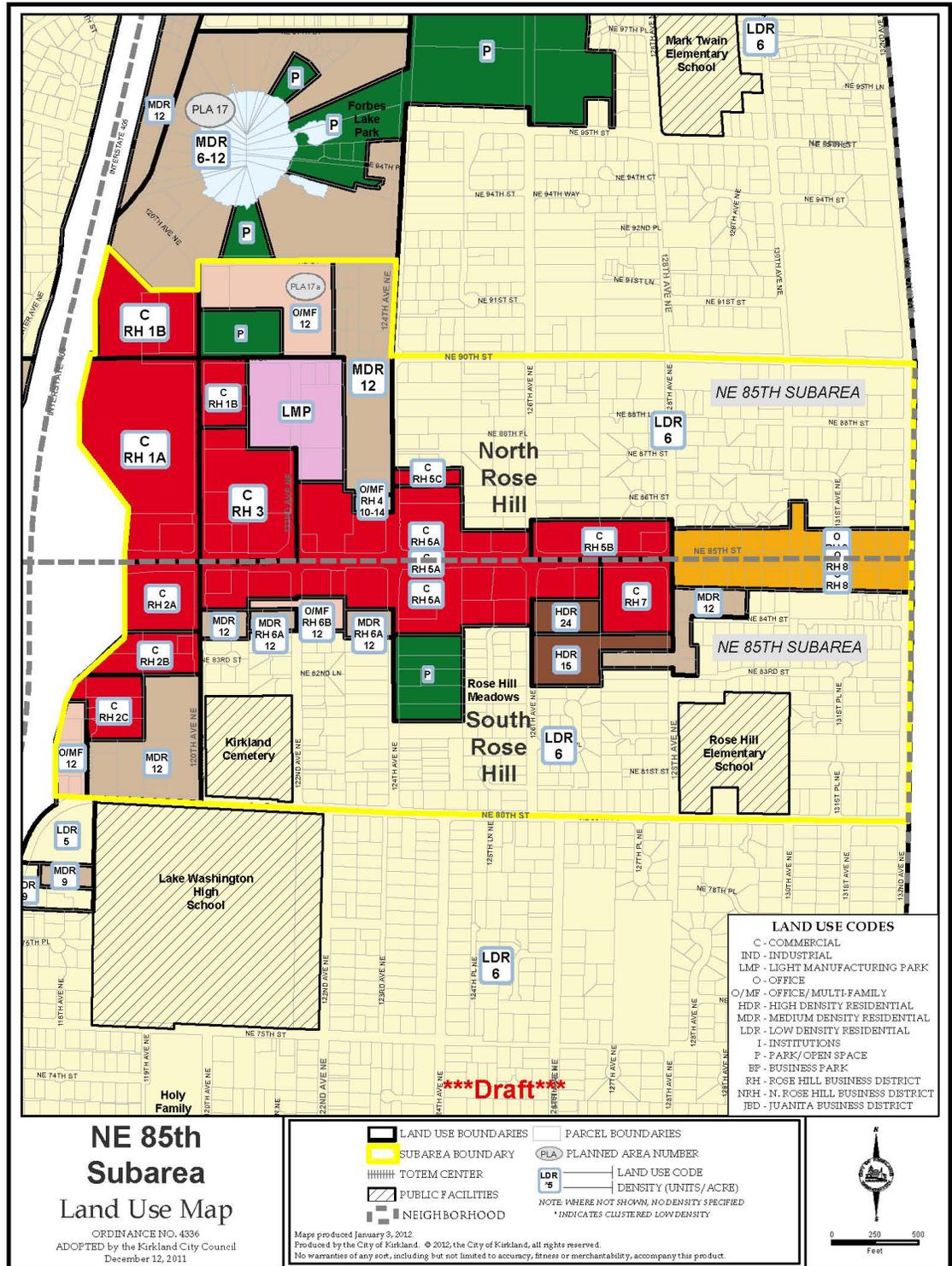


Figure NE85-1: NE 85th Subarea Land Use

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Goal NE85-2: Assure an effective transition between single-family and multifamily areas by establishing architectural and site design standards for new and remodeled multifamily development.

Policy NE85-2.1:

Implement Subarea-wide architectural and site design standards for medium-density residential development as described in the Urban Design section of this Subarea Plan. See Rose Hill Business District Design Guidelines and Zoning Code Chapter 92 Design Regulations.

COMMERCIAL

Much of the NE 85th Street Subarea, including all the land along NE 85th Street itself, currently is designated for commercial (retail, office, and service), office, light manufacturing park, or mixed commercial and multifamily uses. These designations extend north-south from NE 92nd Street to NE 80th Street (the full north-south dimension of the Subarea) at the west end of the Subarea (adjacent to I-405), and gradually taper down to include only the properties fronting on NE 85th Street itself at the east end of the Subarea.

The Subarea contains a wide range of commercial land uses. The west end of the Subarea (nearest I-405) includes several large freeway-oriented businesses with community-wide or regional markets, and several automobile dealerships. The central and east end of the Subarea also includes smaller retail stores and services with more local markets. In addition to the car dealers, there are a number of auto-oriented stores and services (gas stations, car washes, tire stores, etc.) in the Subarea. The Subarea also includes a small but growing amount of office space, particularly in the blocks between 120th and 124th Avenues NE.

Commercial developments in the Subarea vary widely in age and condition. A grocery store and drug store have been built on the south side of NE 85th Street, between 124th and 126th Avenues NE. There are a number of smaller, older strip mall developments, some of which are partially vacant or underutilized. In several cases these older developments have poor visibility and/or poor access from NE 85th Street. On NE 85th Street between 130th and 132nd Avenues NE there are several single-family structures converted to office or retail uses.

Subarea Plan policies recognize the economic significance to the City of the major regional retail uses located in the NE 85th Street commercial area, and enhance the area's commercial viability while minimizing impacts on adjacent residential neighborhoods to the north, south and east. These policies also designate appropriate locations for various types and intensities of commercial uses, with the most intensive development adjacent to the NE 85th Street/I-405 interchange, and a scaling down of development to the north, south and east. Policies discourage

NE 85TH STREET SUBAREA PLAN

large retail or wholesale uses (except where currently located or explicitly allowed) in order to avoid new uses that generate excessive traffic, are massive, and can displace smaller, locally owned businesses. Policies encourage redevelopment of older commercial properties and converted single-family structures. New and remodeled commercial development is subject to appropriate architectural and site design standards, in order to improve the appearance of the commercial area, and to assure appropriate transition and buffering between the commercial area and adjacent residential areas. Commercial development should not be permitted to spread beyond the existing NE 85th Street commercial area into adjacent residential areas.

Goal NE 85-3: Enhance the commercial viability of the NE 85th Street Subarea, while minimizing impacts on adjacent residential neighborhoods to the north, south and east.

Policy NE85-3.1:

Recognize the economic significance to the City of the major retail uses located in the NE 85th Street Subarea, and cooperate with these business owners to help assure their continued viability, consistent with the other goals and policies of this Subarea Plan.

Policy NE85-3.2:

Prohibit individual retail or wholesale uses that occupy more than 65,000 gross square feet in the NE 85th Street Subarea. Note, however, exceptions for Area RH-1a and Area RH-2a as described in Policies NE85-4.1a and NE85-4.2a.

Policy NE85-3.3:

Limit commercial development to the NE 85th Street commercial area as defined by the land use designations in Figure NE85-1, NE 85th Subarea Land Use. Except as provided in Policy NE85-3.7, do not allow such development to spread into the adjoining residential neighborhoods.

Policy NE85-3.4:

Require that all new and remodeled commercial and multi-family development be subject to appropriate architectural and site design standards, in order to improve the appearance of the commercial area, and to assure appropriate transition and buffering between the commercial area and the adjacent residential areas.

Policy NE85-3.5:

Utilize zoning incentives or other techniques to encourage commercial redevelopment in the Subarea.

Policy NE85-3.6:

Upgrade public infrastructure to support commercial redevelopment in the Subarea.

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Policy NE85-3.7:

The parcel fronting on 124th Avenue NE and located immediately north of the existing automobile dealership on the northeast corner of NE 85th Street and 124th Avenue NE is appropriate for conversion from low-density residential use to commercial use due to the following factors:

- (1) The parcel fronts on a principal arterial; and
- (2) The parcel abuts and would functionally serve an established commercial use fronting on NE 85th Street; and
- (3) The size of the parcel is less than 25 percent of the size of the established commercial uses it would serve; and
- (4) The site lies within close proximity (less than 1/2 mile) of the I-405 interchange; and
- (5) Development standards contained in Policy NE85-4.5 will ensure that the potential impacts on surrounding uses resulting from commercial use of this parcel will be minimized.

Goal NE85-4: Using the RH (Rose Hill) prefix, designate areas within the Subarea that need site-specific development standards.

Policy NE85-4.1a:

Area RH-1a:

Support large regional retailer to continue.

Policy NE85-4.1b:

Area RH-1b:

Limit new development to accessory parking for the commercial development in Area RH-1a, or alternatively to light industrial uses that generate minimal traffic. Do not allow uses that have high traffic generation, such as most retail uses. Observe wetland constraints and observe all applicable wetland and sensitive area regulations. Allow retail sale of fuel on the north side of NE 90th Street if ancillary to commercial development in RH-1a.

Policy NE85-4.2a:

Area RH-2a:

- **Land use:**

Require retail uses (including car dealer), and permit office and/or residential uses. Require retail use to be the predominant ground level use. However, discourage large, singular retail or wholesale uses through establishment of a size limitation that, in recognition of convenient access to I-405, may be greater than in the rest of the Subarea.

- **Building bulk:**

Establish a maximum building height that allows for a maximum of five stories if offices above retail or a maximum of six stories if residential above retail. The maximum height

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should be 67 feet with additional height allowed for a sloping roof form (five feet) and roof top appurtenances. Provide openness by limiting the total floor area, separating the buildings and including ample building modulation. Step back upper stories from NE 85th Street.

- **Traffic and access:**

Recognizing that redevelopment will generate additional traffic compared to traffic generated by existing development, require mitigation for traffic impacts from the redevelopment. Allow vehicular access to NE 85th Street and 120th Avenue NE. Permit emergency vehicles only to access from 118th Avenue NE.

- **Design considerations:**

Buffer new structures from nearby residential uses through the use of substantial landscaping, fences, and/or berms. Mitigate noise and light and glare impacts on adjacent residential properties. Encourage underground or structured parking (discourage large ground level parking lots).

Policy NE85-4.2b:

Area RH-2b:

- **Land Use:**

Permit retail (including car dealer) if developed in conjunction with RH-2a, office and/or residential uses.

- **Building bulk:**

Establish a maximum building height that allows for a maximum of four stories if office above retail or a maximum of five stories if residential above retail. The maximum height should be 55 feet with additional height allowed for a sloping roof form (five feet) and roof top appurtenances. Provide openness by limiting the total floor area, separating the buildings and including ample building modulation. Step back upper stories from 120th Avenue NE.

- **Traffic and access:**

Same as RH-2a.

- **Design considerations:**

Same as RH-2a. Limit the impacts of new signs for residents across 120th Avenue NE.

Policy NE85-4.2c:

Area RH-2c:

- **Land use:**

Permit a car dealer use if developed in conjunction with RH-2a and RH-2b, office and/or residential uses.

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- **Building bulk:**

Allow buildings to step up to three stories with lower heights starting next to existing residences. Provide openness by limiting the total floor area, separating the buildings and including ample building modulation.

- **Traffic and access:**

Recognizing that redevelopment will generate additional traffic compared to traffic generated by existing development, require mitigation for traffic impacts from the redevelopment. Allow vehicular access for the car dealer use from NE 85th Street or 120th Avenue NE. Permit traffic from office and residential uses to access from 118th Avenue NE that is equal to traffic that could be generated from office/residential development at 12 units per acre. Any traffic in excess of this amount should access from NE 85th or 120th Avenue NE.

- **Design considerations:**

Buffer new structures from nearby residential uses through the use of substantial landscaping, fences, and/or berms. Design new signs facing onto 118th Avenue NE to be compatible with nearby properties. Mitigate noise and light and glare impacts on adjacent residential properties. Encourage underground or structured parking (discourage large ground level parking lots).

Policy NE85-4.3:

Area RH-3:

Allow this area to redevelop with mixed-use development up to five stories in height on the northern part of the site (where the ground elevation is lower) if the area is developed as a single, coordinated project with ground-level retail and pedestrian amenities. This mixed-use development may be phased to include office, retail, hotel and multifamily residential. Emphasize transit access in any such redevelopment. Require redevelopment to include an east-west pedestrian connection near the north end of the site, between 120th to 122nd Avenues NE. Encourage infill or “liner” retail along NE 85th Street as an interim alternative to complete site redevelopment. Reduce the number of vehicular access points onto NE 85th Street in any redevelopment, and encourage existing development to consolidate driveways and curb cuts.

Policy NE85-4.4:

Area RH 4:

Allow office or medium-density multifamily residential uses in this area. Alternately, allow the site to be developed as parking and access for the commercial use to the south. Do not allow Area RH-4 to be developed as a self-contained commercial use.

Policy NE85-4.5:

Areas RH-5a, 5b, and 5c:

Continue to allow general commercial uses in this core portion of the NE 85th Street commercial area, subject to district-wide design guidelines. Require new development to

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limit the number of driveways on NE 85th Street, and encourage existing development to consolidate driveways and curb cuts. In addition, observe the following transition standards:

- (1) Set vehicular access points located on north-south side streets back from adjacent residential properties as much as possible without creating problems for traffic turning to and from NE 85th Street. Allow only one driveway for access to commercial property on the east side of 124th Avenue NE.
- (2) Locate a heavily landscaped buffer strip along any boundary with residential properties or along streets separating commercial development from residential properties.
- (3) Retain existing significant trees and vegetation within the buffer. Preclude this landscaped area from further development by the creation of a greenbelt protective easement.
- (4) Keep sources of noise and light to a minimum and directed away from adjacent residential properties.
- (5) Area RH-5b: On the north side of NE 85th Street east of 126th Avenue NE, restrict permitted uses to those that generate limited noise, light and glare, odor, and traffic impacts. Examples of uses that would be appropriate in this area include medical/dental offices, insurance offices, dry cleaners, and coffee shops. Examples of uses that would not be appropriate in this location include gas stations, car washes, uses with drive-through windows, and uses with extended hours of operation.
- (6) Area RH-5c: In addition to standards (1) through (4) above, development in Area RH-5c should observe the following development standards:
 - (a) Allowable uses should be limited to the following:
 - i. Any use permitted in an RS zone, subject to the applicable use regulations of KZC 15.10; and
 - ii. Parking serving an established commercial use fronting on NE 85th Street. No new above-grade structures should be allowed; and
 - (b) A landscape buffer meeting the requirements of Buffering Standard 1 (KZC 95.42) should be provided along any property line adjoining low-density residential use. If Buffering Standard 1, Option b, is proposed, the required fence should be allowed to meander through the buffer or otherwise be placed so as to minimize impacts on adjoining property. The landscape buffer should be contained in an easement, and the easement language should prohibit relocation, alteration, or relinquishment of the easement without a majority affirming vote of the City Council.

In addition, the buffers should include the following:

- i. Trees within the north and east buffers should be 10 to 12 feet in height at the time of planting; and

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- ii. The planting strip between the parking area and 124th Ave. NE should be at least 10 feet wide; and
- iii. The east buffer should include raised topography, either in the form of fill or a berm at least three feet in height, but taller if feasible, if the raised topography:
 - (a) Is approved in writing by Seattle City Light; and
 - (b) Does not worsen existing drainage conditions; and
 - (c) Does not, in and of itself, result in the loss of on-site significant trees; and
- (c) Landscape islands should be provided in the parking lot interior and designed and oriented to help shield surrounding properties from light and glare; and
- (d) The following significant tree shall be retained: The large conifer tree adjacent the north property line; and
- (e) The use of this property should not result in any new driveways along 124th Avenue NE. However, existing driveways should be allowed to be widened or relocated to improve ingress to and egress from the site if such widening or relocation is consistent with City-adopted engineering standards; and
- (f) Prior to issuance of construction permits, the applicant should provide an acoustical study prepared by a qualified acoustical engineer demonstrating that the project will comply with City-adopted noise level standards; and
- (g) Site lighting should minimize off-site light and glare impacts by (i) utilizing state-of-the-art technology, (ii) incorporating low-glare and low-wattage luminaries, and (iii) being located to minimize off-site light and glare impacts. Higher wattage and higher mounted lights should be turned off no later than 10:00 p.m. Monday through Friday and no later than 8:00 p.m. Saturday and Sunday. Existing sources of light should be removed or replaced with new fixtures where such would effectively reduce off-site light intrusion; and
- (h) Changes to the existing site topography should be minimized; and
- (i) Prior to issuance of construction permits, the applicant should demonstrate through appropriate civil engineering drawings and data that the project will comply with City-adopted standards for storm water runoff control and treatment. Storm water control should, at a minimum, accomplish the following:
 - (i) Collect all new storm water runoff from newly-introduced impervious surfaces in on-site catch basins;
 - (ii) Detain collected storm water runoff on-site;
 - (iii) Treat collected storm water runoff through approved filtration devices;

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- (iv) Release detained and treated storm water runoff into the City system in 124th Avenue NE; and
- (v) Demonstrate that the existing drainage along the east edge of the subject parcel will not be reduced, increased, or redirected.

Policy NE85-4.6:

Area RH-6a:

Allow multifamily residential uses at a density of 12 units per acre. Allow a greater density if affordable housing is a component of the development.

Area RH-6b:

Allow multifamily residential and office uses only.

Area RH-6a and 6b:

Establish design standards to make new buildings compatible in scale and character with the single-family residential development to the south. To the extent possible, save existing significant trees to buffer new development from adjacent single-family homes.

Policy NE85-4.7:

Area RH-7:

Encourage mixed-use development. Allow additional building heights as an incentive to develop the areas as a single, coordinated project with ground-level retail and pedestrian amenities. Include office, retail, and multifamily residential in any such development; orient the multifamily to the south and east (i.e., towards existing adjacent multifamily-designated areas). Encourage the development of the area as a neighborhood center with a cluster of smaller, primarily neighborhood-oriented businesses. Limit permitted uses to those that generate limited noise, light and glare, odor, and traffic impacts. Examples of uses that would be appropriate in this area include medical/dental offices, insurance offices, dry cleaners, and coffee shops. Examples of uses that would not be appropriate in this location include gas stations, car washes, uses with drive-through windows, and uses with extended hours of operation. Encourage infill or “liner” retail along NE 85th Street as an interim alternative to complete site redevelopment. Require new development to reduce the number of driveways on NE 85th Street, and encourage existing development to consolidate driveways and curb cuts.

Policy NE85-4.8:

Area RH-8:

Allow a range of less intensive office, neighborhood retail, and neighborhood service uses on both sides of NE 85th Street from 128th Avenue NE to 132nd Avenue NE. Limit permitted uses to those that generate limited noise, light and glare, odor, and traffic impacts. Examples of uses that would be appropriate in this area include medical/dental offices, insurance offices, dry cleaners, and coffee shops. Examples of uses that would not be appropriate in this location include gas stations, car washes, uses with drive-through windows, and uses with extended hours of operation. Encourage property owners to aggregate their properties to allow more efficient redevelopment with fewer access points onto NE 85th Street, by providing incentives including increased building heights up to three stories with decreased

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front setbacks. Encourage new buildings to be located at the front of the lots, with parking underneath, at the rear of buildings, or between adjacent buildings. Encourage mixed-use buildings to have residential units on upper levels. Discourage single-story retail buildings.

Goal NE85-5: Assure an effective transition between residential and commercial areas by establishing architectural and site design standards for new and remodeled commercial (office, retail, and light manufacturing park) development.

4. TRANSPORTATION

NE 85th Street is an important transportation link between Redmond and Kirkland, and between both communities and I-405. It also provides access to the many large and small businesses and offices within the commercial area that includes NE 85th Street and extends varying distances to the north and south. In addition, NE 85th Street serves the residents of the adjoining neighborhoods to the north and south.

Many agencies in addition to the City of Kirkland have contributed in shaping the future of NE 85th Street. It is a main arterial route linking the City of Redmond to I-405. The City of Kirkland should cooperate with these various agencies to identify and implement the various improvements to NE 85th Street that are needed to serve a more balanced mix of transportation modes, including bicycles, transit, carpools, and pedestrians. Ideally, these improvements can be made while maintaining or enhancing NE 85th Street's overall vehicular capacity, and if possible without adding to the overall width of the street. Finally, proposed improvements need to recognize and reinforce NE 85th Street's dual role of a regional transportation corridor, and a street serving local businesses and adjacent neighborhoods. The impact of proposed transportation improvements, such as center curbing to control left turn lanes and driveway locations on existing businesses should be acknowledged and carefully considered in evaluating such changes to the street. See the North and South Rose Hill Neighborhood Plan chapters for figures related to classification of streets, pedestrian and bicycle networks within the Subarea.

Goal NE85-6: Transform NE 85th Street from a transportation system dominated by the use of automobiles to a system having a balance among the transportation modes.

Policy NE85-6.1:

Encourage the use of nonmotorized transportation modes by providing adequate facilities for pedestrians and bicyclists throughout the NE 85th Street Subarea.

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Policy NE85-6.2:

Minimize traffic bottlenecks and traffic delays on NE 85th Street and other arterial streets.

Policy NE85-6.3:

Develop a transportation system network that adequately supports the existing and planned land uses in the Subarea.

Policy NE85-6.4:

Encourage transit use by providing adequate transit facilities in the corridor.

Goal NE85-7: Enhance opportunities for local access to NE 85th Street from adjacent residential areas while discouraging bypass traffic into the residential neighborhoods.

Policy NE85-7.1:

Place neighborhood traffic control devices at appropriate locations near the Rose Hill Elementary School, to discourage bypass traffic through this portion of the South Rose Hill Neighborhood.

Policy NE85-7.2:

Make transportation system improvements to maintain vehicular capacity on NE 85th Street, and to minimize traffic bottlenecks and delays, and to discourage short cuts through the neighborhoods.

Goal NE85-8: Minimize traffic congestion and hazards by implementing access management improvements.

Policy NE85-8.1:

Pursue conversion of the two-way center left turn lanes on NE 85th Street to landscaped medians (where feasible) and curbing from I-405 to 132nd Avenue NE, while providing adequate left turn opportunities.

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Policy NE85-8.2:

Minimize multiple driveways on NE 85th Street when properties redevelop. Encourage properties on NE 85th Street to consolidate their existing driveways prior to redevelopment or provide reciprocal shared vehicular access easements between properties.

Policy NE85-8.3:

Clearly delineate and keep free of sight obstructions, all access points onto NE 85th Street.

Goal NE85-9: Improve pedestrian safety and enhance the pedestrian environment throughout the Subarea, with particular attention to NE 85th Street itself.

Policy NE85-9.1:

Protect pedestrians on NE 85th Street by providing wider sidewalks (at least seven feet), planting strips separating street from sidewalks, and streetlights.

Policy NE85-9.2:

Increase the safety of pedestrians who cross NE 85th Street by designing signalized intersections with special paving materials and street furniture.

Policy NE85-9.3:

Place high priority for constructing sidewalks on the local streets on which children walk to go to schools.

Policy NE85-9.4:

Install pedestrian improvements at appropriate locations, including sidewalks on the north/south streets leading to NE 85th Street.

Policy NE85-9.5:

Install pedestrian improvements at developer expense as new development occurs. In developed areas, the City should identify areas of need and install sidewalks through the capital facilities budget process.

Policy NE85-9.6:

Add east-west pedestrian pathways in the Subarea as redevelopment occurs. When developing these pathways, retain existing significant trees where possible.

Goal NE85-10: Provide designated bicycle routes throughout the NE 85th Street Subarea, in accordance with the City's Transportation Master Plan.

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Policy NE85-10.1:

Develop a new bicycle connection between Slater Avenue in the North Rose Hill Neighborhood and NE 80th Street. The route would connect to the existing NE 80th Street overpass which leads to downtown Kirkland, with the exact route to be determined in the context of the City's Transportation Master Plan.

Goal NE85-11: Encourage transit usage on NE 85th Street to improve local and regional mobility.

Policy NE85-11.1:

Work with Sound Transit and King County to provide transit facilities that would improve speed and reliability of bus operation on NE 85th Street. Provide preferential treatments for buses and possibly carpools at congested intersections. Install transit improvements and consider carpool improvements at appropriate locations.

Policy NE85-11.2:

Seek funding support from Sound Transit for facility improvements that would enhance the regional express operation on NE 85th Street.

Goal NE85-12: Pursue ongoing and effective inter-jurisdictional coordination on transportation issues affecting the NE 85th Street Subarea.

Policy NE85-12.1:

Coordinate transportation facility improvements with the City of Redmond, particularly in the area of 132nd Avenue NE.

Policy NE85-12.2:

Work with Sound Transit and King County to develop solutions to public transportation issues.

Policy NE85-12.3:

Coordinate with WSDOT to ensure effective improvements to the NE 85th Street/I-405 interchange. Encourage WSDOT to thoroughly evaluate access to the commercial properties in the northeast quadrant of the interchange during the course of the I-405 corridor study.

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5. PARKS/OPEN SPACE

The City of Kirkland has a number of publicly owned areas in the NE 85th Street Subarea that provide parks and open space opportunities such as the Rose Hill Elementary School and Kirkland Cemetery. These are discussed in the North and South Rose Hill Neighborhood Plans and Parks, Recreation and Open Space Element.

Seattle City Light has a power line that runs north and south just east of the alignment of 124th Avenue NE. Public pedestrian and bicycle easements should be provided under the Seattle City Light power easement when development, redevelopment or platting occurs to complete the trail system. See Parks Recreation Open Space Plan for further details.

Despite these facilities and open spaces, every effort should be made to acquire property for park use in the southern portion of the Subarea or as described in the South Rose Hill plan where there is a lack of neighborhood parkland. In addition, public pedestrian access easements should be provided across properties abutting Forbes Lake Park when development, redevelopment or platting occurs to improve access to the Park. This need has been identified in the Park Recreation and Open Space Plan (PROS). See the PROS Plan for further details.

6. NATURAL ENVIRONMENT

Goal NE85-13: Observe all citywide sensitive areas policies and development regulations when developing or redeveloping properties in the Subarea.

The NE 85th Street Subarea contains areas with erosion hazards, seismic hazard areas (see, wetlands, and streams. These sensitive areas are primarily found in the northwest portion of the Subarea closest to Forbes Lake. Another wetland is located in the north central portion of the Subarea; several streams drain into this wetland. Also, a stream runs from the south central portion of the Subarea west and then north, draining into Forbes Lake. Most of the stream is piped, although the stream daylight north of NE 90th Street and upstream from where it crosses NE 85th Street at approximately 124th Avenue NE. The NE 85th Street Subarea is part of the Forbes Lake drainage basin.

Together these sensitive areas, in conjunction with Forbes Lake, constitute a valuable natural drainage system that in part serves as the drainage, water quality, and open space function for the Subarea. See Environment Element or North and South Rose Hill Neighborhood Plans for more detail.

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7. PUBLIC SERVICES AND FACILITIES

The City of Kirkland provides water and sewer service to the NE 85th Street Subarea. Some older single-family homes in the eastern part of the Subarea still use septic systems. Puget Sound Energy provides electric and natural gas service to the Subarea. As part of the NE 85th Street project public infrastructure improvements were completed such as a new waterline and undergrounding of overhead utility lines.

Goal NE85-14: Provide adequate public services within the Subarea consistent with City wide policies in the Utilities and Public Services Elements.

8. URBAN DESIGN

Visually, NE 85th Street is an auto-oriented landscape. The Subarea’s “main street” is given over almost completely to cars, with traffic speeding by large, minimally landscaped parking lots, car dealerships, tire stores, and gas stations. NE 85th Street is characterized by a mix of older strip commercial development, some newer buildings and, particularly at the east end of the Subarea, some former single-family residential structures converted to commercial use.

In most of the Subarea, commercial development abuts single-family residential properties; in some places, multifamily buildings provide a limited transition between commercial and single-family. Although in some locations (particularly on the north side of NE 85th Street, in the eastern half of the Subarea), there is a topographic change that helps to separate these adjacent land uses, in other places the change is quite abrupt.

Urban design polices for the Subarea should guide a coordinated effort by the City, business owners and property owners to improve the appearance and the pedestrian friendliness of the area. The new NE 85th Street improvements provide wider sidewalks, street trees and landscaped that will improve the appearance of the corridor. The policies below also provide the basis for building and site design standards for new or remodeled retail, commercial, and multifamily residential buildings throughout the Subarea. This will help assure that such development is attractive, provides a pedestrian-friendly face to the street, and incorporates effective buffering and transition both between commercial areas and multifamily homes and between multifamily homes and adjacent single-family homes. See Zoning Code Design Regulations and Design Guidelines for Rose Hill Business District.

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Goal NE85-15: Provide coordinated streetscape improvements throughout the Subarea that enable pedestrians, drivers, bicyclists, and other users to have a safe, pleasant experience.

Policy NE85-15.1:

Develop NE 85th Street with wider sidewalks with street trees and curbside landscape strips, attractive streetlights, public signage, and enhanced pedestrian crosswalk markings, signals and signage at appropriate locations.

Policy NE85-15.2:

Coordinate with King County, Sound Transit and WSDOT to provide additional pedestrian amenities at transit stops.

Policy NE85-15.3:

Install a neighborhood sign and landscape entry feature on NE 85th Street, just west of 132nd Avenue NE.

Policy NE85-15.4:

Construct additional sidewalks throughout the Subarea, focusing on connecting NE 85th to walking routes to and from schools, and to other locations as set forth in the Transportation section of this Subarea plan.

Goal NE85-16: Implement building and site design standards that apply to all new, expanded, or remodeled commercial and multifamily buildings in the Subarea, with the objective of creating a more attractive Subarea, enhancing pedestrian orientation, and creating effective buffers and transitions between the commercial and multifamily uses and the established residential neighborhoods to the north and south.

Policy NE85-16.1:

Implement building design standards that address issues including but not limited to: building scale, color and materials; building entries; service areas; roof treatments; pedestrian-oriented frontage; and relationship to adjacent residential homes.

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Policy NE85-16.2:

Implement site design standards that address issues including but not limited to: building placement on the site; vehicular access and on-site circulation; site lighting; landscaping, including parking lot landscaping; signs; and buffers between commercial and multifamily development adjacent residential homes.

Policy NE85-16.3:

Utilize the design review process to administer the building and site design standards applicable to the Subarea.

Policy NE85-16.4:

Continue to work closely with business and property owners in the Subarea, and business groups which represent them, to improve and upgrade the appearance of the NE 85th Street Subarea.

Policy NE85-16.5:

To the extent authorized by law, require the removal of billboards.

Insert new Figure NE-85-6 Urban Design Elements