



CITY OF KIRKLAND
Planning and Community Development Department
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MEMORANDUM

Date: June 3, 2015

To: Kurt Triplett, City Manager

From: Joan Lieberman-Brill, AICP, Senior Planner
Dorian Collins, AICP, Senior Planner
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 direction on the following draft Neighborhood Plan Chapters and Citizen Amendment Requests. For this briefing the following items will be discussed:

- Draft Neighborhood Plans:
 - North Rose Hill
 - Norkirk
- North Rose Hill Citizen Amendment Request's (CAR's)
 - Basra
 - Griffis
 - Walen
- Norkirk Citizen Amendment Requests (CAR's)
 - Light Industrial Technology

II. BACKGROUND

This is the seventh briefing to City Council on draft sections of the Comprehensive Plan Update. 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 the Planning Commission's preliminary direction 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. 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. Updates to maps associated with all the Neighborhood Plans have also been updated and incorporated.

In preparing amendments to neighborhood plans, staff first hosted meetings with groups of neighborhoods soliciting ideas for neighborhood plan amendments, then hosted follow 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 the boards of each neighborhood association and subsequently attended the North Rose Hill (NRH) and Norkirk Neighborhood Association general membership meetings to review draft amendments, provide an introductory overview of the Citizen Amendment Request's and discuss the process and solicit feedback. Then the revised plans were forwarded to the Planning Commission for review.

The attached draft plans show the resulting specific changes to the documents with explanatory text shown in green text boxes to elaborate on a goal/policy or narrative in some cases. Changes that are a result of public or neighborhood association comment are highlighted in yellow.

The Citizen Amendment Request (CAR) study areas are being evaluated concurrently with each neighborhood Plan update. On February 26 the Planning Commission conducted a study session on the draft North Rose Hill Neighborhood Plan, and on the Basra, Griffis and Walen Citizen Amendment Requests. On May 5, the Planning Commission conducted a follow-up study session of the Basra CAR. On March 26, the Planning Commission conducted a study session on the draft Norkirk Neighborhood Plan and the Norkirk LIT CAR. A follow-up Planning Commission study session on the Norkirk LIT CAR was conducted on May 28. Packets from those meetings are available on the [Planning Commission webpage](#).

The enclosed draft plans reflect this public involvement and initial Planning Commission direction on the neighborhood plans. Prior to the public hearing this summer, the drafts will be further modified based on the outcome of the Planning Commission's preliminary recommendations on the Norkirk LIT, Basra, Griffis and Walen CAR's. No decisions have been made and the preferred option or approach may be modified based on additional public comment particularly on the citizen amendment requests at the public hearing.

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 session with the Planning Commission. *The enclosed Attachments show the existing chapter with ~~strikeout~~/underlined text and clean version of the chapters.*

A. Revisions to the NRH Neighborhood Plan (see Attachment 1)

Following the neighborhood plan update meetings, staff met with the board of the North Rose Hill Neighborhood Association and attended the November 17, 2014 NRH general meeting to discuss the process and solicit additional feedback. The draft amendments to the neighborhood plan reflect the results of this process, and have been reviewed by the Planning Commission.

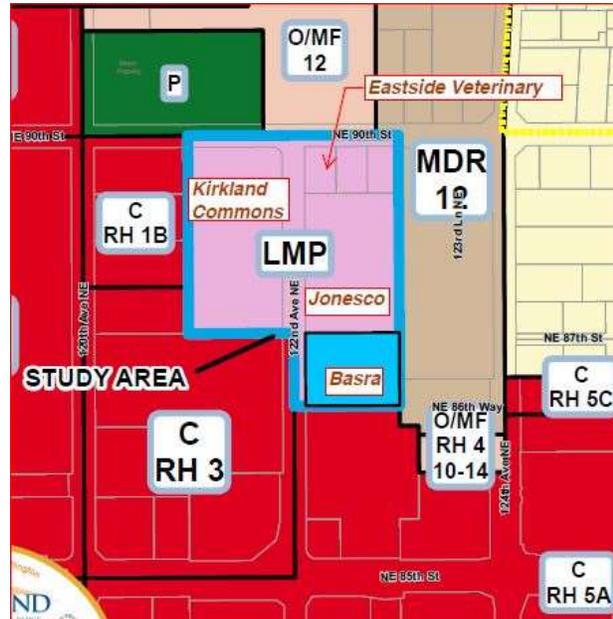
- 1.** The following list summarizes the **Key changes** incorporated into the NRH Neighborhood Plan (see Attachment 1).
 - Added reference to Rose Hill Business District and North Rose Hill Neighborhood Business District.
 - Added date and adoption ordinance of last update to the NRH plan.
 - Added the Totem Lake Urban Center boundary on the land use map.
 - Depending on outcome of inclusion of the Lake Washington Institute of Technology in the Totem Lake Urban Center, change the boundary on the land use map.
 - Text was deleted in several locations referring to desired street improvements that are already installed.
 - Policies were deleted in several locations referring to areas where the properties have been fully developed. Specifically in the medium density area between the Boys and Girls Club and NE 113th Place, developed with a variety of multifamily projects; and in the high density area at the north end of the neighborhood between NE 120th Street and NE 123rd St, developed with multifamily and the PSE substation.
 - Policy NRH 15.2 deleted since the extension of NE 116th Street to 132nd Avenue NE through the Lake Washington Institute of Technology native growth protection easement is not feasible.
 - Depending on outcome of Griffis CAR, the boundary of RH 8 may change, requiring changes to the land use map and text changes. Would require zoning map and could require zoning text amendments.
 - Depending on outcome of Basra CAR to change LIT to Commercial, add text and change the land use map. Would require zoning map and could require zoning text and Rose Hill Design Guideline amendments.
 - Depending on outcome of Walen CAR to change NRH 5 to Commercial, add text and change the land use map. Would require zoning map change and could require zoning text amendments.

- To avoid redundancy, description of street classifications were deleted and referred to in the Transportation Element and water and sewer service were deleted and referred to in the Utility Element.

2. Basra Citizen Amendment Request and Study Area (see Attachment 5)

Proposal

Jag Basra submitted an application for a Citizen Amendment to rezone his property at 8626 122nd Avenue NE in the Rose Hill Business District in the North Rose Hill Neighborhood. The request is to change the Light Manufacturing Park land use designation to Commercial and the zoning from Light Industrial/Technology (LIT) to RH3 for the construction of a hotel and to allow an increase in height. Basra's property is developed with two single family homes. As part of the scoping process, the Planning Commission and City Council expanded the scope to include the entire LIT zone, rather than just the one parcel owned by the applicant.



Existing Conditions

The study area is at a lower elevation than multifamily properties to the east. Besides the Basra parcel, the study area contains the Jonesco Business Park, the Kirkland Commons office building, the Eastside Veterinary Associates Office and single family homes with further redevelopment potential along NE 90th Street.

The NE 85th Street Subarea Plan and Rose Hill Design Guidelines for the commercial corridor focus on minimizing impacts on and ensuring transitions between adjacent residential neighborhoods including height buffers and design. Existing height limits on commercial and industrial properties are 35 feet above average building elevation (ABE), while the multifamily development height limit is 30 feet above ABE.

Planning Commission Recommendation

The CAR study evaluated four zoning options for the study area:

- Keep existing LIT zoning,
- Rezone all the study area to commercial - either RH 5A or RH 3,

- Rezone Basra to RH5A or RH 3, keep Jonesco Business Park LIT, and rezone the remainder Office,
- Rezone Basra to RH 5A, rezone the remainder Office RH 4B – (new office zoning classification)

Pending the public hearing this summer, the Planning Commission has preliminarily recommended to go forward with rezoning *only* the Basra parcel to commercial RH 5A and keep the current LIT zoning for the remainder of the study area (see figure above). The Planning Commission evaluation concluded that commercial redevelopment is more consistent with the vision for the Rose Hill Regional Center as long as the height (to be determined) is not excessive. The Commission has noted that RH 5A zoning is more appropriate since the subject property is not part of a six acre consolidated development proposal envisioned for the RH 3 Petco site.

The appropriate building height limit on the Basra site remains unresolved. The applicant requests to increase height by about 40% from the current 35 feet above average building elevation (ABE) - equivalent to about 60 feet above ABE. Staff recommended considering increasing the maximum height allowed to the equivalent height elevation at the lowest point on adjoining multifamily to the east, (equivalent to about 43 feet above ABE) and limiting the number of stories to five. After reviewing and discussing massing studies provided by the applicant and staff, the Commission's position is to wait until they consider public comment. Height options for consideration at the public hearing will be provided.

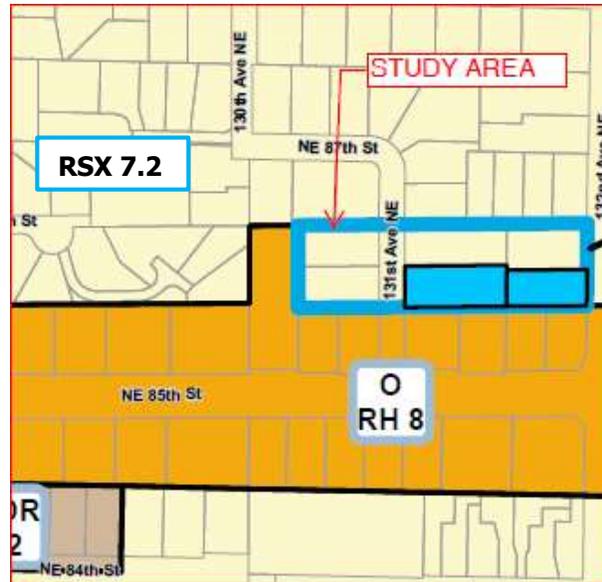
Staff is also recommending prohibiting auto service center and gas station uses otherwise allowed in RH5A since the Basra property doesn't abut NE 85th St.

The Planning Commission has also preliminarily recommended to keep the industrial designation on the remainder of the study area after concluding that there were no compelling reasons to rezone. They observed that since existing LIT zoning allows office use, property owners can already transition to office if they are inclined to do so. The Commission wanted to avoid the necessity of adopting criteria to ensure that existing viable industrial uses in a commercial or office zone could transition over time rather than cease altogether, as a result of either a vacancy lasting more than 90 days, or a structural alteration or an increase to gross floor area to a building housing the nonconforming use.

3. Griffis Citizen Amendment Request and Study Area (see Attachment 6)

Proposal

Greg Griffis of Merit Homes submitted an application for a Citizen Amendment Request for two RSX 7.2 properties located in the North Rose Hill Neighborhood at 8520 131st Avenue NE and 8519 132nd Avenue NE. The request is to rezone the low density residential parcels to Rose Hill Business District 8 (RH 8), an office zone, in order to combine them with property along NE 85th Street they already own to enable an unspecified office/mixed use development.



Planning Commission Position

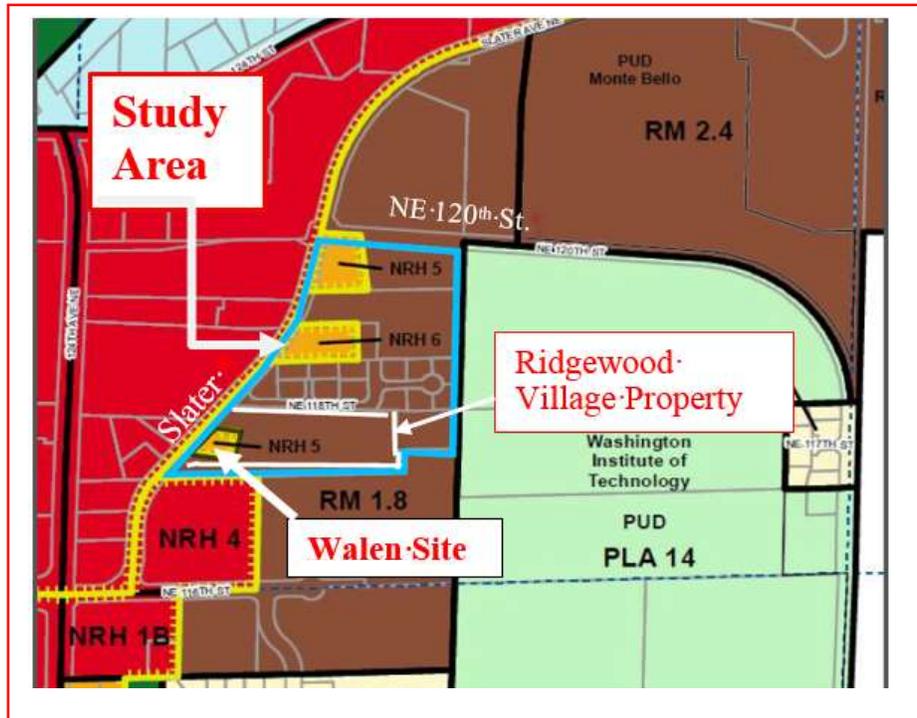
Pending the public hearing this summer, the Planning Commission has preliminarily recommended to rezone the first row of lots adjoining the RH 8 zone, but restrict the development of RH8 uses on the lots adjoining low density RSX 7.2 unless they are consolidated with properties fronting on NE 85th Street. This would include one lot west of 131st Avenue NE, to prevent isolation of single family with RH8 on three sides. The Commission also recommended that existing landscape buffer provisions be retained and that building height on parcels next to the low density zone be a maximum of 30 feet above average building elevation (ABE). They discussed how a rezone would allow parcel consolidation, larger building envelopes and improved access from both 131st and 132nd Avenues NE, and the reduction of the number of curb cuts by combining driveways.

4. Walen Citizen Amendment Request and Study Area (see Attachment 7)

Proposal

Jim Walen submitted an application for a Citizen Amendment Request for his property located at 11680 Slater Avenue NE in the North Rose Hill Neighborhood.

The request is to change the land use to allow a broader range of commercial uses. The applicant's request is not specific, but clarification received by telephone indicated that the applicant would like to be able to use the site to support his vehicle dealerships located directly across Slater Avenue NE. He also indicated that the opportunity to develop mixed use (office/residential or retail/residential) would be desirable.



The Walen site is currently zoned NRH 5 (Office/Multifamily). The property contains 13,000 square feet and is developed with a small building which the applicant is using as an office. The site is also used for employee parking for the applicant's business, Ford/Hyundai of Kirkland, which is located across Slater Avenue NE from the subject property. As part of the scoping process, the Planning Commission and City Council expanded the scope to include the parcel that surrounds the subject parcel, as well as all parcels north to NE 120th Street.

Planning Commission Recommendation

The CAR study evaluated four zoning options for the study area:

- No action, retain existing office/multifamily (NRH 5) zoning

- Create a new zone to be called "NRH 7", which would allow limited retail. The new zone would include only the Walen property and the parcel that surrounds it on three sides (Ridgewood Village condos)
- Rezone the entire study area to NRH 4, allowing all but the industrial uses permitted elsewhere within the NRH 4 zone
- Change land use and zoning for the entire study area to NRH 5, with added provisions for auto sales and storage, and limiting commercial uses to a specified distance from Slater Avenue NE.

Pending the public hearing this summer, the Planning Commission has preliminarily recommended a hybrid of several of the options listed above. The Commission recommends:

- Retain existing NRH 5 zoning on the Walen property, but add "auto sales and storage" as permitted uses within the NRH 5 zone.
- These provisions would also affect the other parcel zoned NRH 5, located at the southeast corner of the intersection of Slater Avenue NE and NE 120th Street.
- Rezone the parcel surrounding the Walen property (Ridgewood Village Condominiums), currently zoned RM 1.8 to NRH 5. The Walen dealership currently stores vehicles on this site, so this change would make the auto storage use legally conforming.
- Restrict the "auto sales and storage" use to portions of properties that abut Slater Avenue NE. The larger of the two parcels currently zoned NRH 5 is 190 feet deep. This would be the suggested maximum depth for this use.

B. Revisions to the Norkirk Neighborhood Plan (see Attachment 3)

Following the neighborhood plan update meetings, staff met with the board of the Norkirk Neighborhood Association and attended the February 4, 2015 general meeting to discuss the process and solicit additional feedback. The draft amendments to the neighborhood plan reflect the results of this process. No comments have been received from the Norkirk Neighborhood Association on either the draft plan or the CAR's. All changes have been reviewed by the Planning Commission.

1. The following list summarizes the **Key changes** incorporated into the Norkirk Neighborhood Plan (see Attachment 3).

- Added date and adoption ordinance of last update to the Norkirk plan.
- Added historic community landmarks formally designated in the Community Character Element that are located in Norkirk.
- Clarified that Historic Preservation Subdivision Incentive is available to retain historic structures.
- Revised policy for notable trees to be consistent with Zoning Code and with municipal community interaction goals in the Urban Forestry Strategic Management Plan.
- Revised policy to reflect adopted innovative housing regulations

- Revised policy to recognize regulations addressing transitions between low density residential and more intensive land uses.
- Depending on outcome of the seven Industrial Citizen Amendment Requests (CAR's) study, permitted land uses within the study area may change to include residential uses and/or live work units; and land use transitions between residential and industrial zones. Could require zoning text and Norkirk neighborhood plan amendments.
- Depending on outcome of the Hendsch CAR to rezone property from Low Density Residential to Industrial, the boundary of the LIT zone may expand, requiring a change to zoning and land use maps, and could require zoning text amendments.
- To avoid redundancy, description of street classifications were deleted and referred to in the Transportation Element and water and sewer service and surface water goal and policies were deleted and referred to in the Utility Element.

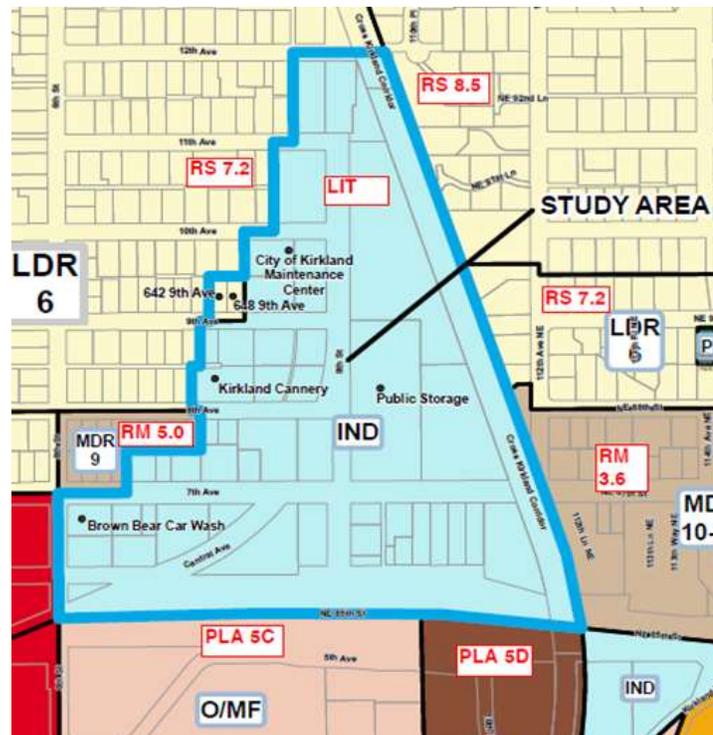
The Commission also concurred with planning staff to remove the KZC provisions that allow very limited sales of alternate fuel vehicles in the LIT zone. No changes to the Norkirk Plan goals or policies are necessary as a result of the zoning change. The Commission also concurred with staff not to change the existing plan that provides for zoning flexibility for the historic Cannery site to allow non-industrial uses that may be appropriate for preserving that particular historic building.

2. Norkirk LIT Citizen Amendment Request and Study Area (see Attachment 8)

Proposal

There are seven Citizen Amendment Requests (CARs) in the Norkirk Neighborhood. The study area for all CAR's has been expanded to include the entire LIT zone and 642 and 648 9th Avenue. There are a variety of CAR's for this area including:

- Rezoning the area north of 7th Avenue to residential
- Providing a transition zone between industrial and single family uses some distance between zone boundary and 8th St, and between 8th and 9th Avenue.
- Expanding the LIT area by two lots on the north side of 9th Ave
- Preserving current zoning but adding residential work loft as allowed use.



Note: An additional request was submitted after the official cutoff date (June 20, 2014) for acceptance of CAR applications. The request from Campbell Mathewson, representing the owner of the property and business Paint Sundries Solutions, located at 904 7th Avenue is to allow residential development on properties abutting the Cross Kirkland Corridor

Planning Commission Position

Pending the public hearing this summer, the Planning Commission has preliminarily recommended keeping existing industrial zoning that prohibits residential use. Their evaluation concluded that since industrial uses generate odor, noise, parking and storage of vehicles and machinery and traffic impacts, the introduction of residential uses would create irreconcilable conflicts. After considering research on live/work units they concluded that although live/work can be job incubators and provide housing options there is no conclusive evidence that they serve as a transitional use between more and less intensive uses (like residential and industrial). The Commission's position on live/work is that it is not appropriate for this area at this time and would require complex and difficult to enforce zoning regulations to ensure that the business does not convert to residential over time. The Commission's preliminary position is not to proceed with the rezone because it shifts impacts west and may destabilize established single family uses.

In order to provide some protection of residential uses, the Commission concurred with staff to prohibit outdoor facilities associated with veterinary offices on LIT properties abutting the zone boundary. Regarding a suggested noise study for other than office redevelopment abutting the zone boundary, the Commission noted it could be something to consider as part of a future Zoning Code update for all LIT zones, and more research would be needed.

IV. COMPREHENSIVE PLAN UPDATE SCHEDULE

The Planning Commission's goal is to 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 complete its deliberations in July, and have a Final Draft Plan transmitted to City Council in early September.

Staff anticipates completion of the elements 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, neighborhood plans and CAR's are:

July 7	Totem Lake Neighborhood Plan and CAR's
July 21	Capital Improvement Program (CIP)
Sept 15	Final briefing on Planning Commission recommendation
Oct 20	City Council Study Session

Attachments:

1. Draft North Rose Hill Plan with strikeouts and underlined text
2. Clean copy of North Rose Hill Plan
3. Draft Norkirk Plan with strikeouts and underlined text
4. Clean copy of Norkirk Plan
5. Basra CAR study area map
6. Griffis CAR study area map
7. Walen CAR study area map
8. Walen CAR study area map
9. Norkirk LIT CAR's study area map

DRAFT NORTH ROSE HILL PLAN: STRIKEOUTS/UNDERLINES

Yellow highlighted text denotes suggested edits as a result of public or neighborhood association comments.

Green text boxes note information that explains proposed changes to the plan.

1. NORTH ROSE HILL OVERVIEW

The North Rose Hill neighborhood ~~is the area lying~~ lies between Interstate 405 and 132nd Avenue NE bordering Redmond. It is bounded by NE 85th Street on the south and NE 116th Street, Slater Avenue NE, and NE 123rd Street on the north (see Figure NRH-43).

Most of the area is developed, but there remain significant tracts of developable land. The land use pattern is relatively well established. Low density residential uses are predominant in the neighborhood, while commercial uses are concentrated along its north and south boundaries in the North Rose Hill Business District and in the NE 85th Street Subarea.

Also known as the Rose Hill Business District, the NE 85th Street Subarea straddles both the North and South Rose Hill Neighborhoods along their shared neighborhood boundary at NE 85th Street. See the NE 85th Street Subarea Plan for more information about the commercial corridor.

Along its northern boundary, a portion of the North Rose Hill Neighborhood Business District is within the Totem Lake Urban Center, which is the major employment, retail and service center in the City. For more information about the Totem Lake Urban Center see the Totem Lake Business District Plan.

The last update to the North Rose Hill Neighborhood Plan occurred in 2003, adopted by Ordinance 3889, with an update in as part of the citywide Comprehensive Plan update as required by the Growth Management Act (GMA)..

Note: The Land Use Map will be revised to identify the boundaries of the Totem Lake Urban Center, including the proposed inclusion of the Lake Wa Institute of Technology.

2. VISION STATEMENT

The North Rose Hill neighborhood is a vital and growing residential neighborhood. Since its annexation from King County in 1988, the North Rose Hill neighborhood has transitioned from a semi-rural to a suburban community while retaining or enhancing features that keep it attractive and vibrant.

The natural setting of the neighborhood with Forbes Lake and its associated wetlands, streams, and open space associated with an extensive system of parks, is protected and enhanced.



Wetlands, streams, wildlife habitat and natural areas are important features of the neighborhood and contribute to the overall well-being and quality of life.

The extension of sewer service and management of the stormwater system have improved the water quality in the Forbes Creek Basin.

Mature tree canopies are a protected asset providing visual relief. Neighborhood parks are within walking distance and provide settings for both active and passive recreation.

As North Rose Hill continues to develop, it is balancing Citywide and neighborhood transportation and housing needs, while leaving neighborhood integrity intact. Managed growth strengthens the unique residential character by preserving established low density residential areas and by promoting a variety of housing alternatives and styles.

The ~~North Rose Hill~~ neighborhood is primarily developed with single-family residential homes, with areas of multifamily development servng as a transition between the North Rose Hill and Rose Hill Business Districts and single family core. Innovative housing is integrated with traditional detached styles to serve a diverse community. Increased housing has occurred Residential development in the North Rose Hill Business District; accommodates supportive commercial uses alongside high density residences, ~~where a neighborhood commercial orientation supports and is compatible with the residential uses located there.~~ The neighborhood has absorbed growth while preserving and strengthening its unique character within the fabric of the larger City. ~~Increased opportunities for lower cost housing successfully integrate innovative housing with traditional detached styles, providing choices for a diverse community.~~

Focusing commercial activities toward the Rose Hill Business District (NE 85th Street Corridor) and the North Rose Hill Business District enhances neighborhood integrity. These areas provide important shopping and services for Kirkland residents and the region. Design of new development within the North Rose Hill Business District is complementary to both the vision of the ~~Totem Lake neighborhood~~ Totem Lake Business District and the residential core of the North Rose Hill neighborhood. In both the NE 85th Street commercial corridor, (east of the commercial and auto oriented freeway interchange), and in the North Rose Hill Business District, residential and office use above ground floor commercial is compatible with the residential neighborhood. Development in the commercial districts creates seamless transitions to protect and enhance the residential core.

Note: Eliminate the following Neighborhood Boundary map to avoid redundancy. It is no longer necessary because neighborhood boundaries are shown on the NRH Land Use Map. Renumber the maps accordingly.

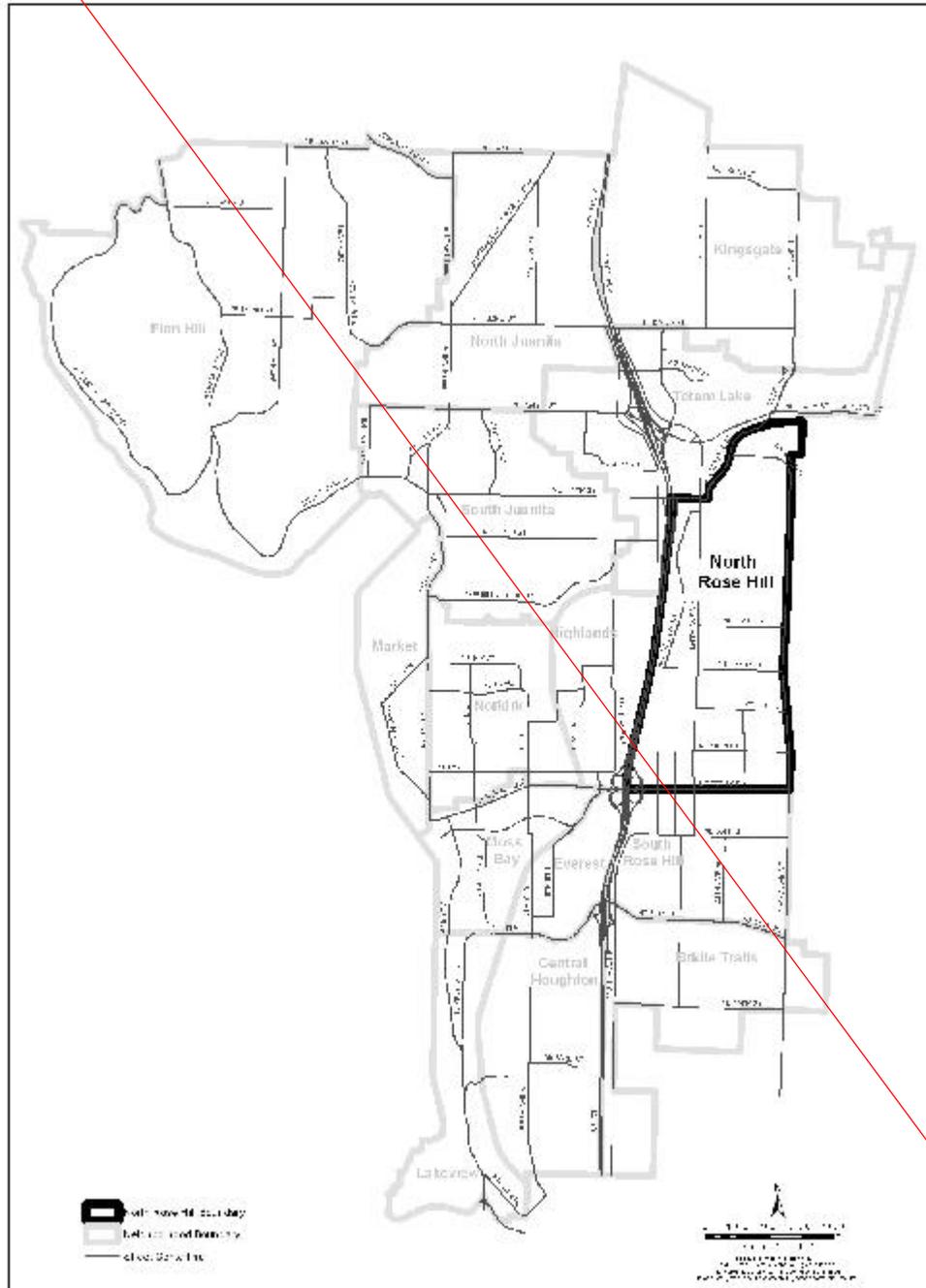
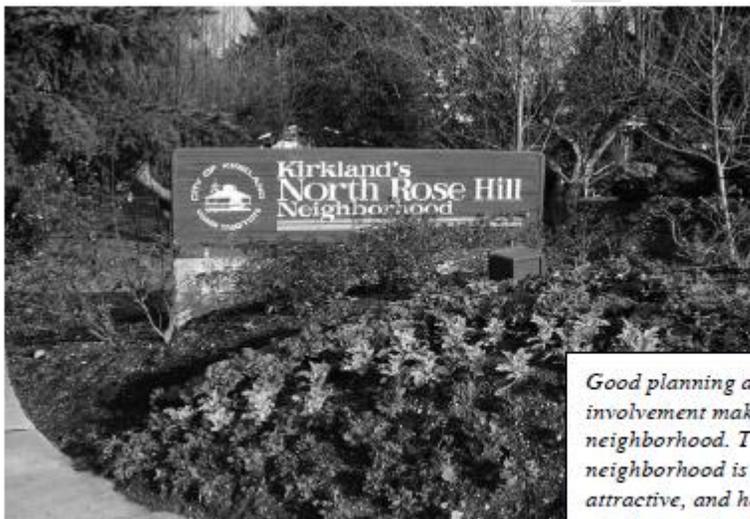


Figure NRH-1: North Rose Hill Boundaries

The street network provides efficient and safe circulation ~~for those who live and work here, while n~~New vehicular and pedestrian connections ~~between streets, and the addition and extension of sidewalks~~ increase mobility. Pedestrian and bicycle connections link residential areas with transit routes, public facilities, commercial areas, and to adjacent neighborhoods. These linkages encourage walking and community connection. Transit connects the North Rose Hill neighborhood to activity centers and the surrounding community. Pedestrian crossings over I-405 and arterial roads connect the North Rose Hill neighborhood to other neighborhoods and the region. Arterials have been improved with transit lanes, bicycle lanes, landscaped center medians and other amenities.

The Lake Washington ~~Technical College~~Institute of Technology has expanded its partnership role in the community, providing educational, technical and social services. Significant historic features and locations that reflect the neighborhood's character and heritage are identified with markers and interpretive information. Community meeting places are located in parks, North Rose Hill Fire Station 26, Mark Twain Elementary School, and Lake Washington ~~Technical College~~ Institute of Technology.



Good planning and citizen involvement make this an ~~ideal~~ neighborhood. The North Rose Hill neighborhood is vibrant and attractive, and has all of the attributes of a strong community.

Replace "ideal" with "flourishing"

The demands of growth have been balanced with historic preservation. The natural beauty of the neighborhood has been retained. Mature trees, wildlife habitat, streams, and wetlands are seen throughout the neighborhood. A variety of housing options are available to meet the needs of a diverse population. Thriving commercial areas provide employment and services for Kirkland citizens and contribute to the City's economic well-being. Streets are safe and attractive and the transportation system provides easy access within the neighborhood and to other parts of the City and region. ~~In 2012 people~~ People enjoy living and working in the North Rose Hill neighborhood.

3. HISTORIC CONTEXT

North Rose Hill was seen by one of Kirkland's founders, Peter Kirk, as an attractive site for the construction of his "Pittsburgh of the West" iron foundry. There was access to water in the lake now known as Forbes

Lake named after an earlier settler, Dorr Forbes from Juanita, who logged much of the timber from the area around the lake. There was to be railroad service to provide transportation for the iron ore to the foundry, and the soon to be created iron railings were to be shipped to far off Asia via vessels departing from the Port of Seattle.

The Kirkland Steel Mill was partially completed on North Rose Hill, near where the current Rose Hill Presbyterian Church is located. But it wasn't to be. In 1893, when the foundry would have begun production, two things happened. The iron ore that was to come from our nearby Cascade Mountains was of inferior quality, and this combined with the financial panic of 1893 shattered the dream.

When land was first cleared to the east of Kirkland the area was nicknamed "Stumpville" in honor of the hillside of tree stumps that could be seen from the town. As development occurred and people began moving to Kirkland during the 1890's, it is believed that the developers decided "Rose Hill" was a much more attractive name for this area. With the profuse growth of pink roses on the hillside, it was truly a fitting description.

In the early 1900's, real estate developers platted much of North Rose Hill into two-acre "mini-farms," encouraging people to move from the big city of Seattle and elsewhere to this pastoral community. People came, buying up the properties and building small homes. Orchards, berry patches, chicken coops and rabbit hutches became the norm so families could supplement their meager earnings with homegrown fruits, eggs, and meats. Some families even had their own cow to provide milk, cream and butter. If they had too much product, they bartered with their neighbors or sold excess produce to the local cannery.

Dirt roads were expanded as more people moved to North Rose Hill. The main road from downtown was Piccadilly, now called 7th Avenue. Street name signs can now be seen referencing the historic names of the streets. During the 1930's there was so little traffic you could walk down the middle of NE 85th into Kirkland, often without having to move out of the way for cars. Wild pink roses grew everywhere on the banks along the roads. In the summer you could pick bouquets of flowers as you went for a walk.

By 1911, a new four-room schoolhouse was being constructed across from the old steel mill to provide schooling for children in grades 1 – 8. Depending on annual class sizes, each room would serve two to three grade levels. Known as Rose Hill School, it served Rose Hill children until the early 1950's, having expanded as more families moved to the neighborhood. The building continued to function as the maintenance facility for the Lake Washington School District until the 1980's. In the early 1990's it was demolished. The site is now developed with an office building. In 1954, Rose Hill Elementary was added to service South Rose Hill children, and in 1955 Mark Twain Elementary was added for North Rose Hill families.

Rose Hill had many natural springs. Since many of the homes in the area did not have plumbing and water service had not been extended to that area yet, people depended on either springs or wells for their water. One spring located just below the present day Rose Hill U-Haul and Midas Muffler businesses was used enough that neighbors built a small shelter over the water source for its protection. The water was sweet, cold, refreshing and clean.

North Rose Hill has always been a residential community. In the 1920's and 1930's, people would walk a couple of blocks to their mailboxes lined up with many of their neighbors' on one of the main roads. It gave

the ladies an opportunity to visit with each other. The men were often away at sea as whalers or merchant seamen while their wives were at home tending the truck gardens and animals as well as raising the children.

Until the late 1950's you could walk to at least two neighborhood markets to pick up the loaf of bread or quart of milk or canned vegetables you needed; one market was on 124th Avenue NE and one was on 129th Avenue NE.

The steady transformation from a rural outlying area of King County to a suburban neighborhood in Kirkland has brought with it a chance to shape development into the future. Annexation of portions of the North Rose Hill neighborhood from King County to the City of Kirkland started in 1970, with the annexation of the majority of the neighborhood occurring in 1988. Infill development on vacant and developable land continues to attract more people to this neighborhood.

Goal NRH 1 – Preserve features and locations that reflect the neighborhood's historic heritage.

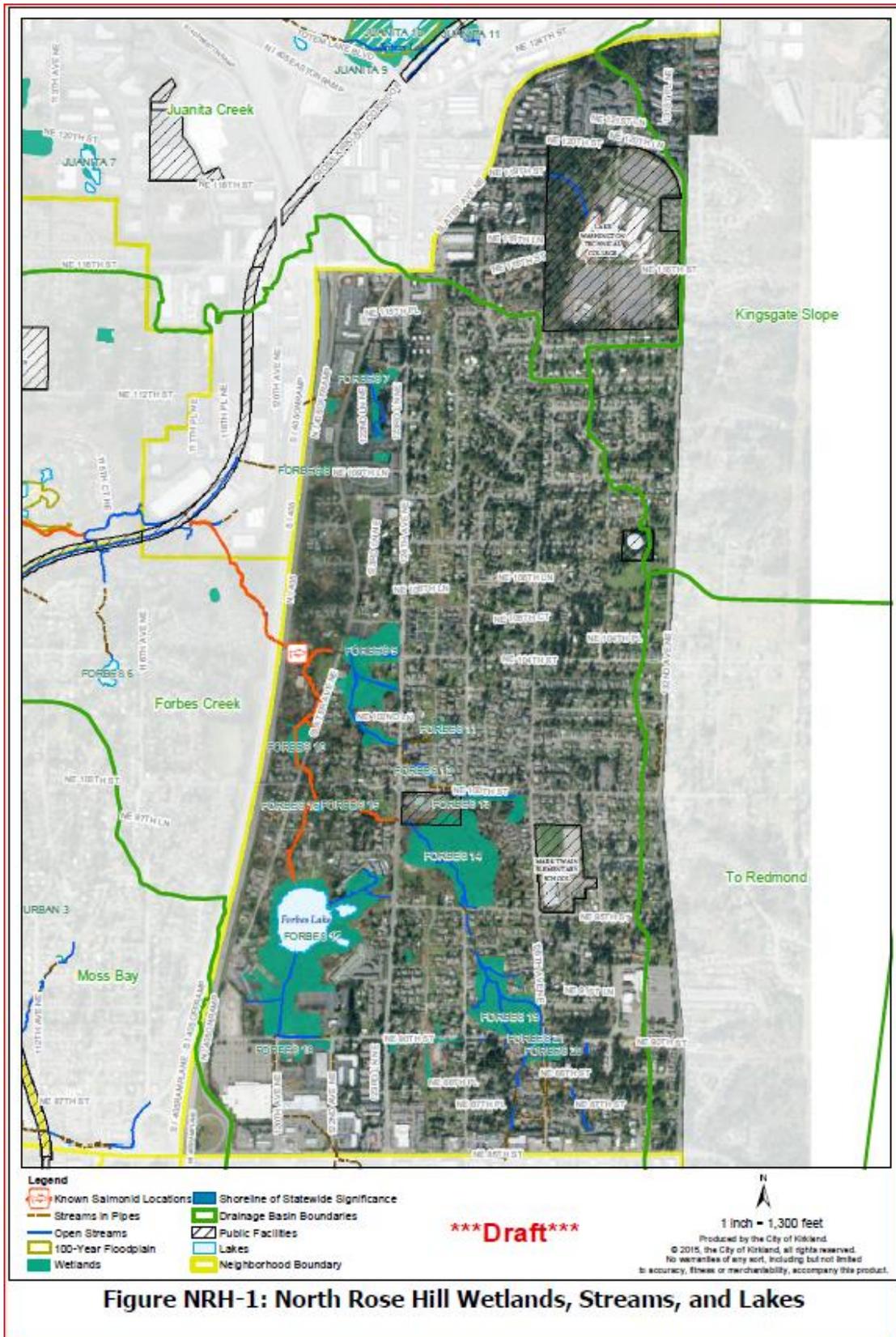
Policy NRH 1.1:

Provide markers and interpretive information at historic sites.

Providing this information will enable future residents to have a link with the history of the area. See the Community Character Element of the Comprehensive Plan for Citywide historic resources goals and policies.

4. NATURAL ENVIRONMENT

The Citywide policies regarding the natural environmental quality, natural amenity and function, environmental hazards, ~~and~~ stormwater management, and sustainable management strategies are found in the Natural Environment Element (Chapter V) of the Comprehensive Plan. Citywide stormwater management policies are also found in the Utilities Element. ~~and are applicable in North Rose Hill.~~ Completed in 1998, the Kirkland's Streams, Wetlands and Wildlife Study by The Watershed Company and ongoing Surface Water Utility field work informed the North Rose Hill Environment section.





Goal NRH 2 – Protect and improve the water quality in Forbes Lake and in the Forbes Creek and Juanita Creek basins.

Policy NRH 2.1:

Undertake public management strategies and adopt development regulations to enhance stream buffers, promote fish passage, and improve the function of streams, lakes, wetlands and wildlife corridors.

Most of the North Rose Hill neighborhood is located within the Forbes Creek drainage basin, although a small portion in the north end is located within the Juanita Creek drainage basin. The neighborhood contains large wetland areas, several tributaries and the headwaters of Forbes Creek and Forbes Lake [that feeds into Lake Washington.](#) (see Figure NRH-21). Together, these sensitive areas constitute a valuable natural drainage system that serves the drainage, water quality, wildlife and fish habitat, and open space needs of the neighborhood. There is ~~extensive~~ cutthroat trout habitat in the main stem of Forbes Creek downstream of Forbes Lake. Coho salmon are found west of the freeway. Over the years, these natural areas have been degraded by surrounding development. While the stream system remains basically intact, proper solutions to correct impacts are required. These impacts include narrowed and degraded buffers, habitat fragmentation, native vegetation loss, water quality degradation, barriers to fish passage, and increased flooding.

Water quality in the Forbes Creek basin is probably similar to that observed in other urbanized stream systems. Typical pollutants may include sediment, oil, fecal coliforms, and excess nutrients. Failure to control the impact of this pollution on the stream is likely to reduce the variety and abundance of fish, especially salmon.

The City ~~may be~~ required, under ~~various~~ the State NPDES Phase II Municipal Stormwater Permit and WRIA 8 Chinook Salmon Conservation Plan ~~Federal programs~~, to investigate and remediate water quality problems. A variety of methods are available for assessing water quality and the resulting impacts on the stream environment. Strategies and capital projects to address these issues are identified in the City's Surface Water Master Plan.

The City and neighborhood should initiate and support efforts to enhance the biological integrity of these basins such as strengthening requirements for improved/enhanced buffers and providing for continuous fish passage from Lake Washington to Forbes Lake and vicinity. Water quality analysis and monitoring to ~~identify~~ implement capital projects ~~identified~~ identified in the Surface Water Master Plan to improve the system should be initiated.

Goal NRH 3 – Locate and design new development to preserve and enhance the health, safety, drainage, habitat, and aesthetic functions provided by sensitive areas.

Policy NRH 3.1:

Site structures away from wetland, lake, or stream areas, consistent with the natural environment policies and regulations.

Buildings should be set back and sensitive area buffers should be maintained when development adjoins sensitive areas.

Policy NRH 3.2:

Utilize ~~flexible~~ Low Impact Development and innovative housing techniques to reduce storm water impacts and protect designs and styles adjoining sensitive areas ~~where they would better protect these features.~~

Note: Low Impact Development regulations manage stormwater by more closely mimicking predevelopment stormwater conditions.

~~Sensitive areas like wetlands, lakes, and streams or their buffers are public benefits worth protecting and managing. Flexible and innovative housing designs and styles are justified throughout the North Rose Hill neighborhood (e.g., a attached, or clustered, development and cottage, low impact, or small lot single-family housing) where they would~~ may better protect these natural areas by limiting offsite stormwater discharge, minimizing lot coverage, and by clustering improvements further from sensitive areas.

Policy NRH 3.3:

Reduced maximum residential density may occur around Forbes Lake due to the presence of ~~natural features~~ wetlands, streams and their buffers.

~~In recognition of the natural constraints of Forbes Lake and its associated sensitive areas (wetland, buffer, and stream),~~ ~~d~~Drainage basin density regulations in the Kirkland Zoning Code may reduce the number of residential units that can be developed on ~~contiguous~~ adjacent upland areas.

Policy NRH 3.4:

Enhance stream buffers connecting identified natural wildlife areas around wetlands and Forbes Lake in order to provide corridors for wildlife movement between them.

Riparian linkages between wildlife habitats are essential to maintaining wildlife populations. The upper Forbes Creek wetland system east of the freeway contains more isolated blocks of wildlife habitat which are connected hydrologically, but separated by roads and development. Although these wetlands provide significant wildlife refuges at each location, their value as wildlife habitat would increase if there were continuous travel corridors.

Policy NRH 3.5:

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

Providing education about the locations, functions, and needs of sensitive areas will help protect these features from potentially negative impacts of nearby development, and could increase public appreciation and stewardship of these areas.

Goal NRH 4 – Protect and properly manage the urban forest throughout the North Rose Hill neighborhood.

Policy NRH 4.1:

Encourage retention of native vegetation and significant stands of native trees on hillsides, along stream banks, and in sensitive area buffers.

The retention of this vegetation provides fish and wildlife habitat, filters stormwater runoff, produces oxygen, stabilizes slopes, moderates temperature and intercepts rainfall that would otherwise become surface runoff.

The compounded value and benefit of groves of trees or maintaining native trees in clusters necessitate the identification and protection of that natural resource element early in the development process. Natural greenbelt protection easements should be recorded prior to development.

Policy NRH 4.2:

Preserve as many trees as possible during the development process.



Where there are feasible and prudent alternatives to development of a site in which viable, significant trees can be preserved, the trees should be retained and protected during development.

Policy NRH 4.3:

Protect notable trees and groves of trees.

~~In addition to protection of significant trees, notable trees and groves of trees should be protected. Notable trees are those of a particular size, species, or stature providing a certain level of benefits that are significant to the North Rose Hill neighborhood. These trees provide visual relief and promote the natural setting integral to neighborhood identity.~~

Note: Changes bring this narrative into consistency with current ZC tree regulations and with municipal community interaction goals in the Urban Forestry Strategic Management Plan, adopted in 2013.

~~While a municipal heritage or notable tree program is not currently in place, the neighborhood supports voluntary efforts to encourage preservation of heritage trees. Heritage trees are set apart from other trees by specific criteria such as outstanding age, size, and unique species, being one of a kind or very rare, an association with or contribution to a historical structure or district, or association with a noted person or historical event.~~

~~Until the City develops regulations to protect notable trees and groves of trees Citywide, The City should continue to promote retention of significant trees and groves of trees on private property consistent with zoning regulations. Maintenance and removal of significant trees and groves of trees on developed private property will have a great impact to the overall urban forest. Proper pruning and reasonable reasons for~~

removal of mature trees are strongly advised by the City, and appropriate tree replacements expected wherever possible.

Goal NRH 5 – Protect ~~potentially landslide, erosion and seismic hazardous areas, such as landslide, erosion, and seismic areas, through limitations on development and maintenance of existing vegetation~~ in accordance with geotechnical analysis.

Policy NRH 5.1:

Regulate development on slopes with high or moderate landslide or erosion hazards and on seismic hazard areas to avoid damage to life and property.

The North Rose Hill neighborhood contains areas with steep slopes including moderate and high erosion and/or landslide hazards. ~~Moderate and high landslide hazard areas are~~ primarily ~~found located~~ north of NE 112th Street and south of NE 94th Street (see Figure NRH-32). These landslide hazard areas are prone to landslides, which may be triggered by grading operations, land clearing, irrigation, or the load characteristics of buildings on hillsides.

Seismic hazard areas are located primarily in conjunction with wetlands that are located throughout the neighborhood (see Figure NRH-32). These areas have the potential for soil liquefaction and differential ground settlement during a seismic event.

To minimize any potential hazards, new development in these areas should be consistent with the recommendations of a qualified geotechnical professional and the goals and policies contained in the ~~Natural~~ Environment Element.

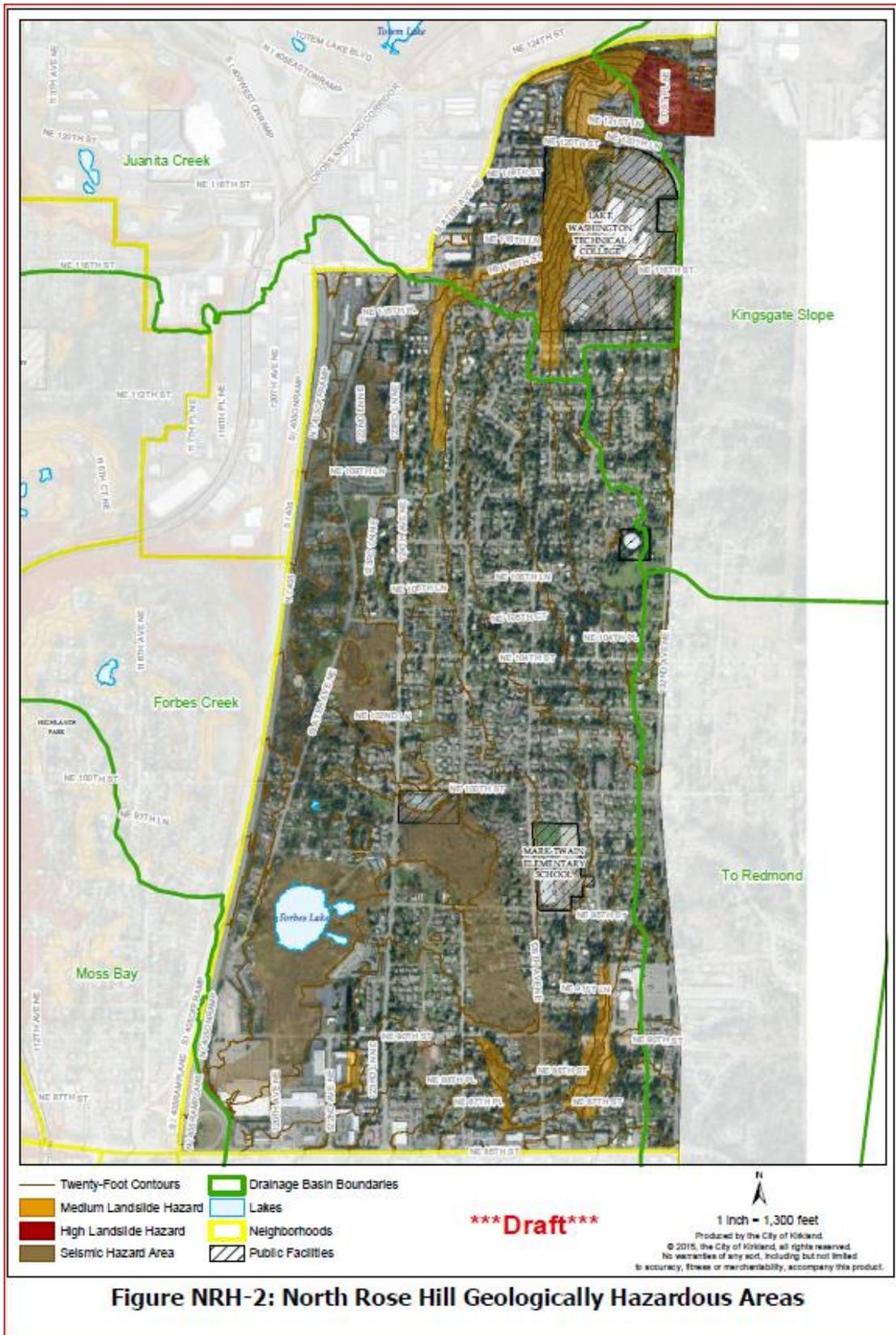


Figure NRH-2: North Rose Hill Geologically Hazardous Areas

Goal NRH 6 – Protect wildlife throughout the neighborhood.

Policy NRH 6.1:

Encourage creation of backyard sanctuaries for wildlife habitat in upland areas.

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

Goal NRH 7 – Identify priorities and funding sources for sensitive areas acquisition, restoration, or education.

Policy NRH 7.1:

Identify priority locations in the Forbes Creek drainage basin.

Ensure that future generations in the North Rose Hill neighborhood will enjoy the benefits of sensitive areas. Coordinate with the City’s Natural Resources Management Plan and Surface Water Master Plan.

5. LAND USE

RESIDENTIAL

Goal NRH 8 – Promote and retain the residential character of the neighborhood.

Policy NRH 8.1:

Encourage a variety of housing styles and types to serve a diverse population.

The predominant housing style in the neighborhood is the traditional detached single-family home. Cottage, compact single-family, attached, and clustered dwellings are appropriate options to serve a diverse

population and changing household demographics as allowed by ~~Citywide~~citywide policies. These should incorporate architectural and site design standards to ensure compatibility with adjacent single-family areas.

Note:
2 citizen
initiated
requests
(Griffis and
Walen)
may result
in revised
business
district
boundaries.

Policy NRH 8.2:

Locate new commercial development in the business districts at the north and south boundaries of the North Rose Hill neighborhood in order to prevent commercial encroachment.

Commercial development should remain in established commercial areas and not extend into the residential core of the neighborhood. Commercial development is prohibited in low, medium or high density residential areas (see Figure NRH-43).

Goal NRH 9 – ~~Allow~~Encourage innovative residential development styles ~~when specific public benefits are demonstrated~~ as allowed by Citywide regulations.

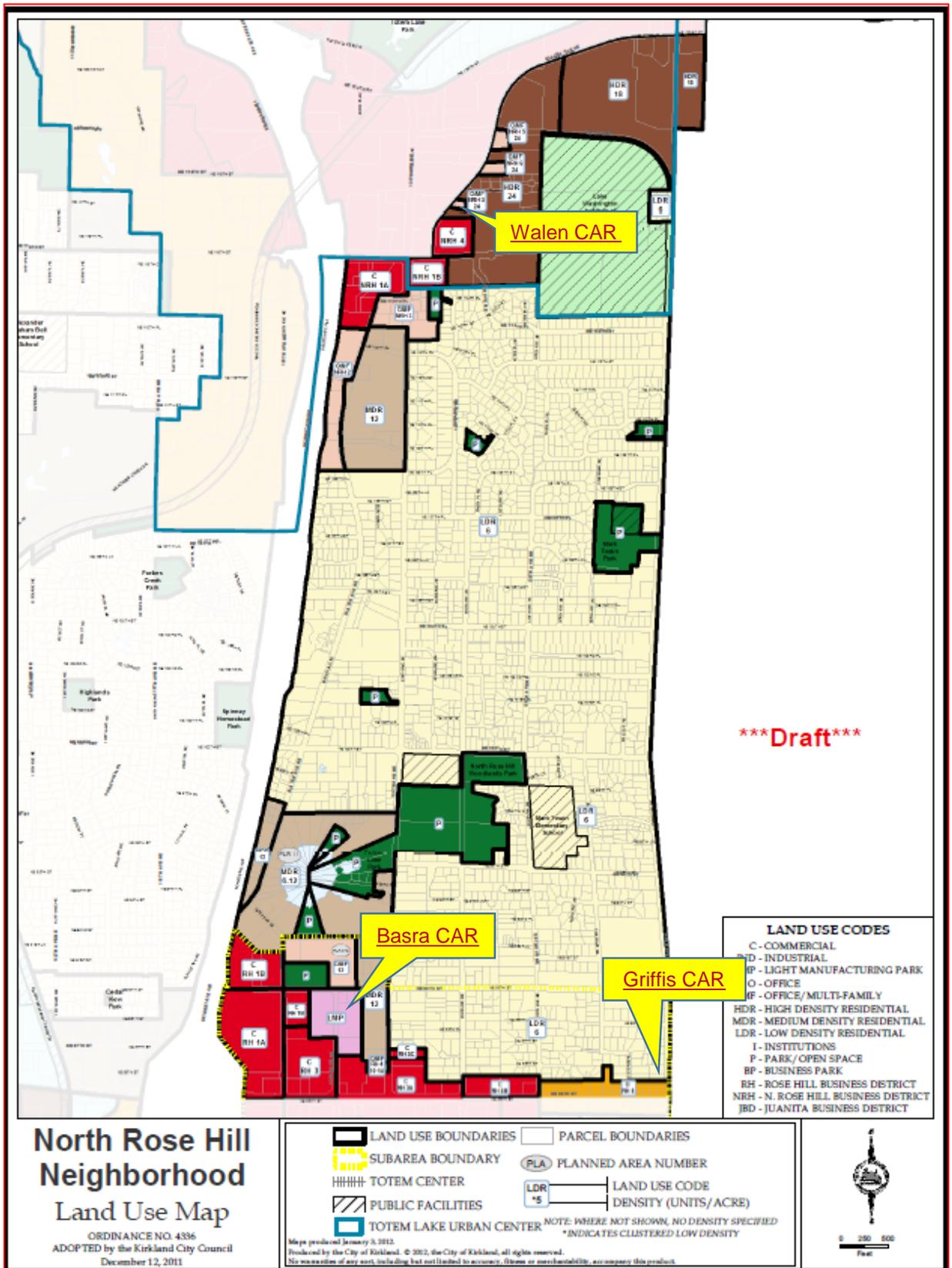
Note: City has adopted various innovative housing incentives since 2003.

Policy NRH 9.1:

~~Allow~~Encourage innovative development styles or techniques ~~if to enable~~ increased protection of sensitive or hazardous areas, affordable or lower cost housing, or housing choice ~~are demonstrated~~.

The protection of sensitive areas and the provision of housing options for a wide spectrum of income levels and lifestyles are important values to support and encourage. Rising housing prices throughout the City and region require strategies to promote lower cost housing.

Note: Land Use designations may change on Land Use Map below, depending on outcome of Citizen Amendment Requests shown below.



LOW DENSITY DEVELOPMENT

Goal NRH 10 – Maintain predominately detached single-family residential development at a density of six units per acre in low density areas and allow some density increase if specific public benefits are demonstrated as allowed by Citywide policies (see Figure NRH-43).

Policy NRH 10.1:

Preserve low density areas south of NE 117th Street to approximately NE 86th Street, and between the freeway and 132nd Avenue NE.

These areas are the residential core of the North Rose Hill neighborhood. Neighborhood character should be protected while ensuring housing choice by allowing innovative housing styles and techniques that are subject to design standards. Consider densities that support public values if it results in less or equal development intensity as compared to traditional development.

MEDIUM DENSITY DEVELOPMENT

Goal NRH 11 – Allow multifamily development at a density of 12 units per acre as a transition between low density areas and more intensive development (see Figure NRH-43).

Note: Property between the Boys and Girls Club and NE 113th Place is fully developed with Waterstone Townhomes, Waterstone Flats, Aspen Creek and Aspen Lane Condos. Therefore Policy is deleted.

Policy NRH 11.1:

~~— Allow multifamily development with a density of 12 units per acre in the area north of the Kirkland Boys and Girls Club to NE 113th Place, subject to the following standards:~~

- ~~(1) To reduce the potential for a piecemeal development pattern, aggregation of at least two acres should be encouraged for multifamily development.~~
- ~~(2) Improvement of an east/west right of way, such as NE 112th Place or an appropriate alternate may be required. This connection would provide improved general and emergency access to Slater Avenue NE.~~
- ~~(3) Retention of significant vegetation to provide protection from I-405 should be required.~~
- ~~(4) If adjacent to wetland areas or 124th Avenue NE, natural environment and transportation goals should be observed.~~

....Policy NRH 11.21:

Allow multifamily development with a density of 12 units per acre west of Slater Avenue NE, at approximately NE 97th Street.

Protection of established single-family areas to the north should be required. Building location and landscaping should buffer the low density residential area.



HIGH DENSITY DEVELOPMENT

Goal NRH 12 – Locate high density development with densities between 18 and 24 units per acre at the north end of the neighborhood, close to the ~~Totem Lake neighborhood~~ Totem Lake Business District and the Lake Washington Institute of Technology Technical College (see Figure NRH-43).

Note: Property between NE 120th Street and NE 123rd St. is fully developed with multifamily and PSE substation. Therefore this policy is deleted.

Policy NRH 12.1:

— Allow multifamily development at a density of 18 units per acre in the northeast corner of the neighborhood subject to the following standards to ensure protection of landslide and erosion hazard slope areas and preservation of significant vegetation:-

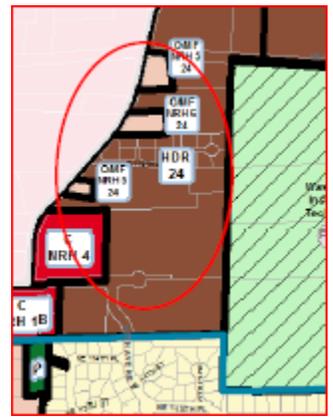
- (1) Preparation of a slope stability analysis and compliance with recommendations to ensure stability.
- (2) Retention of maximum vegetative cover.
- (3) Clustering of structures to preserve significant groupings of trees.
- (4) Dedication of natural greenbelt easements in the sensitive slope areas.
- (5) Substantial setbacks and landscape buffers adjacent to single family areas.

Note: A CAR (Walen) is proposed on the property between Slater Ave. NE and north of 116th St., which will study adding commercial uses to those uses allowed on these high density residential properties

Policy NRH 12.2:

Allow 24 units per acre in the area east of Slater Avenue NE and north of NE 116th Street, close to the activities and services of Totem Lake.

High residential densities are found in the multifamily areas adjacent to NE 116th Street and extending north along Slater Avenue NE. This fully-



developed area is closely associated with the activities and services in the Totem Lake commercial area and the North Rose Hill Business District.

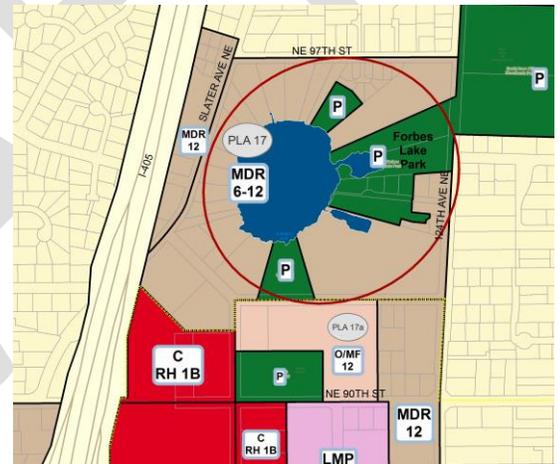
PLANNED AREA 17

Goal NRH 13 – Protect the natural features of Forbes Lake, Forbes Creek, and associated sensitive area wetlands and buffers (see Figure NRH-4).

Policy NRH 13.1:

Consider medium density residential development with a maximum density of 12 units per acre subject to the following development standards:

- (1) Development should be subject to a public review process.
- (2) A minimum of two acres should be aggregated for multifamily development to reduce the potential for a piecemeal development pattern.
- (3) West of Forbes Lake, development should provide for the continuation of a bicycle and pedestrian path that generally follows the alignment of Slater Avenue NE and connects to NE 90th Street.
- (4) New development adjacent to Forbes Lake should provide for public access to the lake in appropriate locations. Public access should be limited to passive uses, such as walking trails or viewpoints.
- (5) Vehicular connection through this subarea to NE 90th Street is not permitted.
- (6) Future development density potential may be reduced ~~from what otherwise could be achieved~~ around Forbes Lake based on the presence of environmental constraints in PLA 17 and the application of management techniques zoning requirements to protect these resources.
- (7) If adjacent to wetland areas or 124th Avenue NE, Goals NRH 3 and 23 should be observed.



INSTITUTIONAL

PUBLIC – PLANNED AREA 14

LAKE WASHINGTON ~~TECHNICAL COLLEGE~~ INSTITUTE OF TECHNOLOGY
(SEE FIGURE NRH-4)



Goal NRH 14 – Recognize and enhance the role the Institute of Technology college plays in the North Rose Hill neighborhood, the wider Kirkland community and in the region.

Note: the Lake WA Institute of Technology is being considered for inclusion in the Totem Lake Urban Center.

Note: Public Comment received at NRH neighborhood meeting: keep the institute in NRH – do not incorporate it into the Totem Lake Neighborhood.

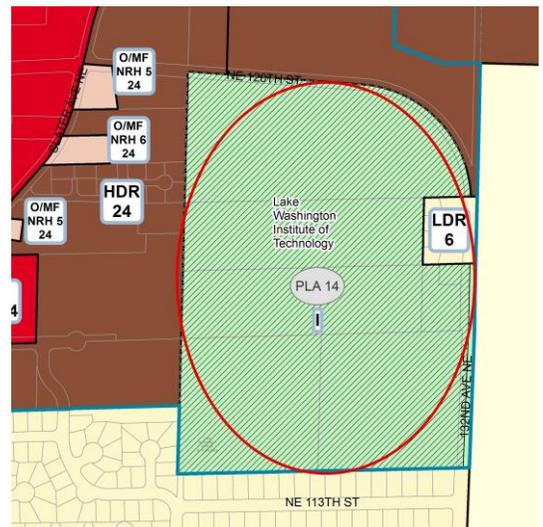
Policy NRH 14.1:

Encourage Lake Washington ~~Technical College~~ Institute of Technology to provide nonmotorized connections between the surrounding residential areas and the campus.

These links will provide access to the college at multiple locations.

Policy NRH 14.2:

Seek partnership opportunities between Lake Washington Institute of Technology ~~Technical College~~ and the City on educational, technical, recreational, and social services.



Community partnerships build neighborhood pride and self-determination.

Policy NRH 14.3:

Encourage Lake Washington ~~Institute of Technology Technical College~~ to continue to provide community meeting facilities for the neighborhood and the City.

Community meetings generate community involvement and these public facilities provide the North Rose Hill neighborhood a location for such meetings.

Goal NRH 15 – Ensure that any Institute of Technology college expansion is compatible with the surrounding residential neighborhood.

Policy NRH 15.1:

Provide public review of major expansion of the ~~college~~ institute. Mitigation may be required for impacts of the proposed expansion and, where feasible, the existing use.

Traffic impacts on the surrounding residential neighborhood should be addressed with expansion of the facility.

Policy NRH 15.2:

~~Consider an extension of NE 116th Street to 132nd Avenue NE, in order to improve access to the college.~~

Note: The extension of NE 116th St is not feasible within native growth protection easement on west slope of campus.

~~Street extension should not adversely impact campus traffic, safety and security. Except for that right of way, no development should occur in the steep and heavily vegetated slope area. This area should remain a dedicated natural greenbelt easement.~~

Policy NRH 15.32:

~~Consider relocating the NE 120th Street driveway farther to the west, away from the bend in the road to the east.~~ Allow no additional driveways to 132nd Avenue NE.

Note: driveway relocation is not feasible since the area west of the driveway is in a native growth protection easement.

Limiting curb cuts ~~These modifications would improve~~ maintains traffic flow and safety.

Policy NRH 15.43:

Encourage creation of affordable housing on campus or near the ~~college~~ institute.

Lake Washington ~~Technical College~~ Institute of Technology is a major public facility in North Rose Hill. It occupies about 55 acres. The ~~institute college~~ institute is a major traffic generator and located along a bus line, which would benefit from affordable housing located close by.

PRIVATE – CITY CHURCH (SEE FIGURE NRH-4)

Goal NRH 16 – Ensure that any future church expansion or redevelopment of the site is compatible with the surrounding residential community.

Policy NRH 16.1:

Provide public review of redevelopment or expansion of the church. Consider mitigation of impacts from the proposed expansion and, where feasible, the existing use.

Existing parking lot design and landscaping deficiencies, and traffic, storm drainage, and visual impacts on the surrounding residential neighborhood should be addressed with expansion or redevelopment of the facility.

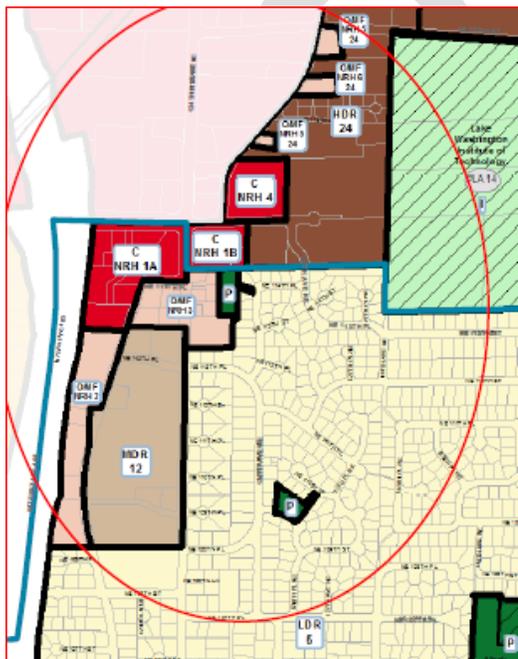
Policy NRH 16.2:

Encourage housing at this site.

City Church occupies about ~~16~~ 14 acres and is a major private institution in North Rose Hill. Opportunities to provide housing in conjunction with redevelopment of the site should be pursued.



Note:
City
Ministries
Housing is
not part of
the City
Church
property.



COMMERCIAL

NORTH ROSE HILL BUSINESS DISTRICT

(SEE FIGURE NRH-4)

A portion of the North Rose Hill Business District along with high density property to the northeast along Slater Avenue NE, and the Lake Washington Technical Institute is within the proposed Totem Lake Urban Center pursuant to the King County Countywide Planning Policies.

Note: North
Rose Hill
Business
District NRH
1B, NRH 4,
NRH 5, & NRH
6 zones are
within the
current
boundary of the
Totem Lake
Urban Center.
LWTech is
being
considered for
inclusion.

Goal NRH 17 – Develop the North Rose Hill Business District to complement the ~~Totem Lake neighborhood~~Totem Lake Business District.

Policy NRH 17.1:

Improve NE 116th Street with coordinated streetscape improvements and gateway features.

This is a major entranceway to the North Rose Hill and ~~Totem Lake neighborhood~~Totem Lake Business Districts. It should provide a positive first impression.

Policy NRH 17.2:

~~Establish~~Ensure high quality urban design ~~standards~~ for commercial and mixed-use residential development in the North Rose Hill Business District.

~~Encourage building D~~designs ~~that standards provide~~ensure architectural and human scale buildings, discourage parking lots in front of buildings, ensure pedestrian orientation, and provide convenient bike and pedestrian connections to the neighborhood, and are complementary to the design standards for the ~~Totem Lake neighborhood~~Totem Lake Business District.

Utilize the design review process for commercial and mixed-use residential development to administer these standards.

Goal NRH 18 – Encourage increased residential capacity in the North Rose Hill Business District to help meet housing needs.

Policy NRH 18.1:

Allow increased height when upper story residential use is provided.

Increased building height should be permitted to ensure that this use is on an equal footing with the development of a commercial use since housing development may be less financially profitable than commercial development when both are allowed. An increase in height should be allowed when upper story residential use is provided to further encourage developers to choose to provide housing. This incentive would enable residential use to be included either in mixed-use projects or in stand-alone developments where retail use is not mandated as a ground floor use.

Policy NRH 18.2:

~~Implement regulatory and other incentives to~~Require and encourage affordable housing in conjunction with ~~Citywide efforts~~ residential development.



Zoning regulations require all multifamily development containing four or more units to provide ten percent of the units as affordable units. If more affordable units are proposed, the City offers incentives in exchange for the public benefit of providing additional affordable housing. may include floor area ratio increases, reduced setbacks, increased height, reduced parking requirements, increased lot coverage, fee waivers (road impact fees, park impact fees, permit fees, and utility and/or infrastructure costs), reduced review process (e.g., staff level review rather than hearing examiner), and expedited permit processing.

Goal NRH 19 – Limit the types of commercial uses to those that are compatible with the residential focus of the North Rose Hill Business District.

Policy NRH 19.1:

Designate the following subareas to address site-specific development standards.

Use the NRH (North Rose Hill) Business District prefix to identify the subareas.

NRH 1A

- West of 124th Avenue NE is a mixed-use retail commercial/residential designation.
- This area should have a regional commercial character that supports and promotes the residential development that is being encouraged to locate there. Uses should be compatible with residential development.

- The types of commercial uses allowed in this area should be compatible with the community and the region. Car and boat dealerships and big box retail uses are prohibited.
- Increased building heights should be allowed in order to provide sufficient incentive to develop a range of housing choices in conjunction with commercial development.
- Buildings exceeding two stories must be developed with residential uses above the ground floor. A maximum of five stories is permitted.
- Hotel uses are appropriate to a maximum of four stories. These facilities should be designed to be compatible with the residential character of the area.
- With any development at the corner of NE 116th Street and 124th Avenue NE, neighborhood gateway features, such as open space, plaza, or signage should be integrated with a pedestrian connection linking Slater Avenue NE and NE 116th Street. In the alternative, a corner feature should be provided.

NRH 1B

- East of 124th Avenue NE is a mixed-use retail commercial/residential designation.
- This area should have a neighborhood commercial character to support and promote the residential development that is being encouraged to locate there. Uses should be compatible with residential development.
- The types of commercial uses allowed in this area should be limited to both office uses and those retail uses that serve the people working and living in Kirkland. Traditional neighborhood business uses are retail sales of goods and services with limited gross floor area. Car and boat dealerships, hotels/motels, entertainment, and big box retail uses are prohibited.
- Increased building heights should be allowed in order to encourage new residential development or redevelopment in conjunction with commercial development. Buildings exceeding two stories must be developed with residential uses above the ground floor. A maximum of five stories is permitted.
- Establish 15-foot landscape buffers between commercial development and adjacent residential uses.

NRH 2

- This area borders I-405 and provides a transition between the freeway and established residential areas to the east, and between the mixed-use retail/residential uses to the north along 116th Street and established residential areas to the south.
- Stand-alone or mixed-use office/residential uses should be developed.
- Provide flexibility in density to encourage residential development and affordable housing.
- The types of commercial uses allowed should be limited to those compatible with the residential focus of the area. Retail uses, restaurants, and taverns should be prohibited.

- Establish building and site design standards that require pedestrian orientation, horizontal and vertical modulation, peaked roofs, parking lot placement in side and rear yards, and other elements to increase compatibility with surrounding residential uses. Building mass should be oriented away from low density areas.
- Building heights should not exceed the maximum elevations of adjacent multifamily residential development to the east.
- To encourage residential redevelopment some height increase is justified. Buildings exceeding two stories must be developed with residential uses above the ground floor.

NRH 3

- This area functions as a transition between the mixed-use retail/residential uses to the north along NE 116th Street and established residential areas to the south.
- Stand-alone offices or residential uses or mixed-use office/multifamily uses are appropriate.
- The types of commercial uses allowed should be compatible with the residential focus of the area. Retail uses, restaurants, and taverns are prohibited.
- Provide flexibility in density to encourage residential development and affordable housing.
- Building height should not exceed three stories to provide a transition to the established multifamily and single-family homes to the east and south.
- Impacts from development should be mitigated adjoining established single-family areas located to the east and south.
- A 15-foot-wide heavily landscaped buffer should be provided, and building mass should be oriented away from low density areas. Design standards should require pedestrian orientation, horizontal modulation, and blank wall treatments, to increase compatibility with surrounding residential uses. Peaked roofs are encouraged. Property abutting the publicly owned open space to the east should provide pedestrian connection to 124th Avenue NE.

NRH 4

- Allow general commercial uses north of NE 116th and east of Slater Avenue NE.
- The existing North Park Business Center includes some wholesale/manufacturing uses as a carryover from when the area was designated for industrial development. Continue to allow new wholesale/manufacturing uses in the existing structures if they maintain or enhance compatibility with nearby residential development. Relocate nonconforming businesses to sites that do not adjoin residential development and are specifically designated for industrial uses and development, if and when redevelopment occurs.
- Limit building height to a maximum of three stories to reflect the scale of multifamily residential development surrounding much of NRH 4.

- Some height increase is justified to encourage residential redevelopment and affordable housing. Buildings exceeding two stories must be developed with residential uses on one floor.
- Bring parking lot landscaping and design into conformance as redevelopment occurs.
- Establish building and site design standards for redevelopment to require pedestrian orientation, horizontal modulation, blank wall treatments, parking lot landscaping, lighting and noise limits, and 15-foot landscape buffers between commercial development and adjacent residential uses.

Note: A CAR (Walen) is proposed which will study adding commercial uses to the high density multifamily area to the east of NRH 5 and NRH 6.

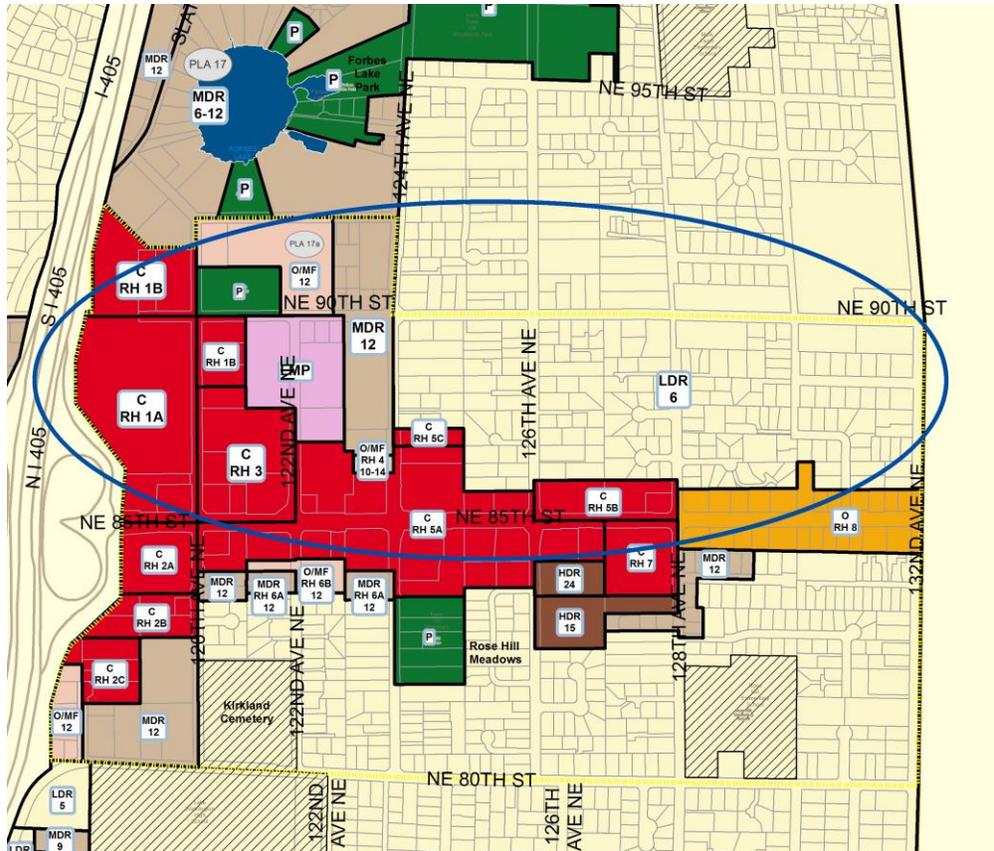
NRH 5

- Allow office and residential uses with a density of 24 units per acre at the following two locations where existing office uses are currently located:
 - At the southeast corner of 120th Street and Slater Avenue NE.
 - At the property surrounded by the Ridgewood Village multifamily development abutting Slater Avenue NE.
- The types of commercial uses allowed should be compatible with the residential focus of the area. Retail uses, restaurants, and taverns are prohibited.

NRH 6

- Allow either stand-alone residential use with a density of 24 units per acre or office use on the ground floor and residential uses above on the lot abutting Slater Avenue NE between the Totem Firs and Slater Park multifamily developments.
- The types of commercial uses allowed should be compatible with the residential focus of the area. Retail uses, restaurants, and taverns are prohibited.

NE 85TH STREET SUBAREA



Goal NRH 20 – Support the goals and policies found in the NE 85th Street Subarea chapter of the Comprehensive Plan for land development.

Note: 2CAR's are proposed in the NE 85th St. Subarea:

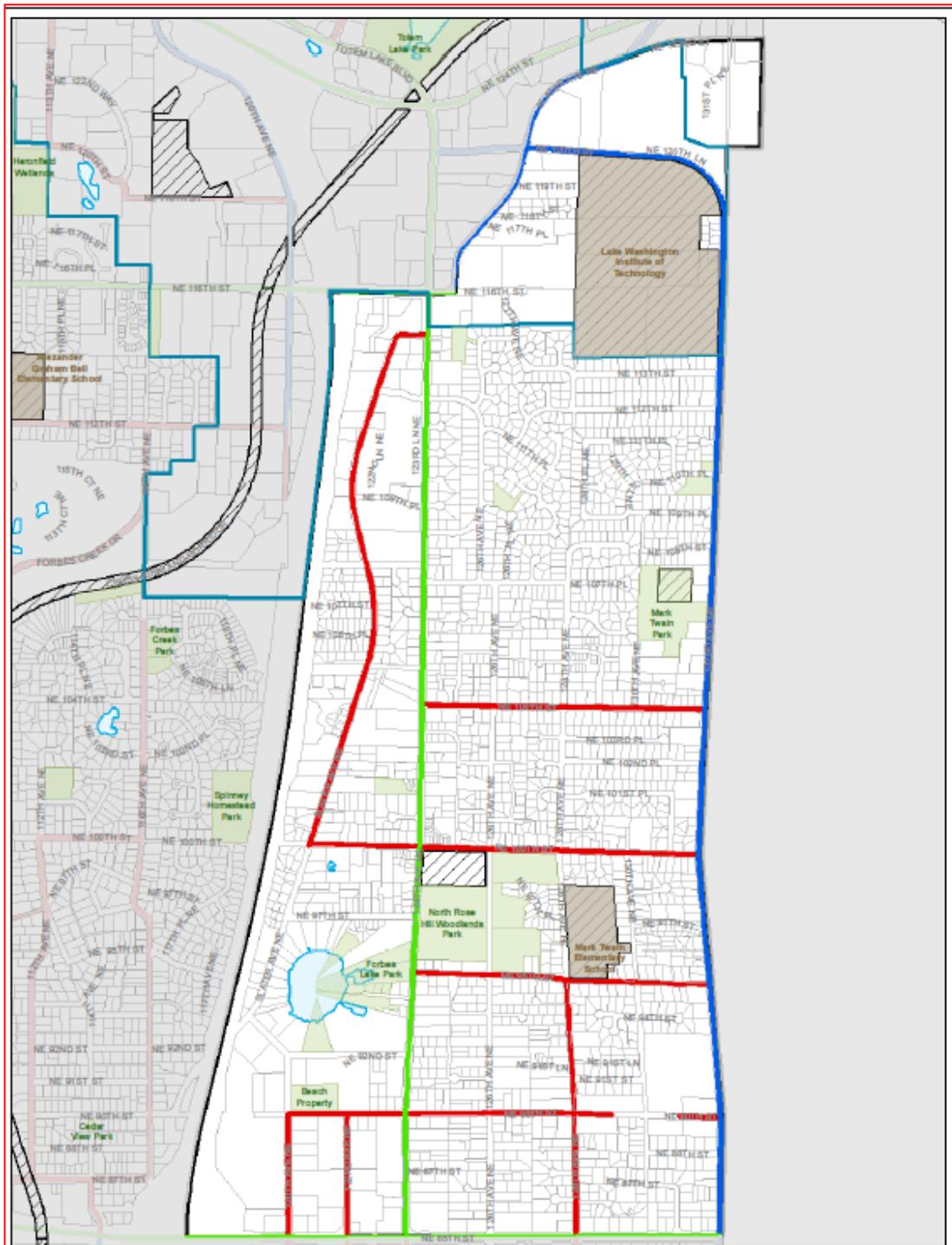
1. (Basra) which will study allowing commercial uses to be added in the Light Industrial zone within the NE 85th Street Subarea, near the freeway interchange.
2. (Griffis) which will study allowing office uses to expand into the low density area abutting the RH 8 zone at the east end of the NE 85th Street Subarea.

6. TRANSPORTATION

STREETS

The original circulation pattern in North Rose Hill was 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. The streets that compose this grid network are ~~described below and~~ shown on Figure NRH-54 and street classifications are described in the Transportation Element of the Comprehensive Plan.

~~124th Avenue NE is a principal arterial that is the most traveled route into and through the neighborhood. Most of 124th Avenue NE is improved with two lanes and asphalt shoulders. At the major intersections with NE 85th Street and with NE 116th Street, 124th Avenue NE is developed with curb, sidewalk, landscape strip, and five lanes. In development of the remainder of the street, maintenance of one through lane in each direction is preferred. Full development will likely have a center left turn lane, curbs, gutters, landscape strip, sidewalks and bike lanes. 124th Avenue NE carries transit routes 230 and 277.~~



Principal Arterial	Neighborhood Boundaries	School
Minor Arterial	Public Facilities	Lakes
Collector	Park	Parcel Boundaries

*****Draft*****
 1 Inch = 1,300 feet
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Figure NRH-4: North Rose Hill Street Classifications

~~132nd Avenue NE is a minor arterial that is improved with two travel lanes, bike lanes, and an asphalt path on the west side. Full development of this street will likely have one through lane in each direction with a center left turn lane, curbs, gutters, landscape strip, bike lanes and sidewalks. 132nd Avenue NE carries transit route 238.~~

Note: street classifications are described in the Transportation Element. They are deleted here in an effort to reduce redundancy.

~~NE 116th Street is a principal arterial. Improvements east of 124th Avenue NE include three lanes, curb, gutter, landscape strip, and sidewalk. West of 124th Avenue NE, NE 116th Street has four travel lanes, a center turn lane, and intermittent bike lanes, sidewalks, curbs, and gutters, and landscape strips. NE 116th Street carries transit route 236.~~

~~Neighborhood Collectors: Numerous streets within the grid network of North Rose Hill serve as neighborhood collectors. These streets connect the neighborhood to the arterial system and provide primary access to adjacent uses. Design standards for these streets call for two traffic lanes, a parking lane, curb, gutter, sidewalk, and landscape strip. The specific streets that serve this function are shown on Figure NRH-5.~~

~~Slater Avenue NE, north of NE 116th Street, is a minor arterial and is improved with two travel lanes, a center turn lane, bike lanes, curb, gutter, sidewalk, and landscape strip. Slater Avenue NE carries transit route 238. Slater Avenue NE, south of NE 116th Street, is a collector and is primarily improved with two travel lanes. There is intermittent curb, gutter, sidewalk, and landscape strip where new development has occurred.~~

~~Neighborhood Access: All of the streets not discussed above are classified as neighborhood access streets. These streets provide access to adjacent residences and connect to neighborhood collectors. Full improvements on these streets include two traffic lanes, curb, gutter, sidewalk, and landscape strip.~~



Goal NRH 21 – Maintain and enhance the arterial street network.

Policy NRH 21.1:

Enhance the arterial street network with the following improvements:

124TH AVENUE NE

- Provide 80 feet of right-of-way width the length of 124th Avenue NE. Dedication of an additional 10-foot minimum of right-of-way from each side of the street is necessary when development occurs.

The right-of-way dedication is necessary to accommodate a center turn lane and landscaped median islands, one through lane in each direction, one bike lane in each direction, intersection queue bypass lanes for transit, and a wide landscape strip and sidewalk on both sides of the street.

- Provide sidewalks, curbs, gutters, landscape strips, and bike lanes along the entire length of 124th Avenue NE.

This street provides direct access to both the Woodland Park and the Boys and Girls Club. Completion of sidewalks to improve pedestrian safety, especially between public facilities, is a high priority.

- Provide crosswalk improvements, such as pedestrian signage, safety refuge islands, and signals, at existing and emerging activity centers.

Crosswalk improvements at key locations ~~such as 95th Street and NE 112th Place~~ that serve activity centers should be installed as warranted.

Note:
These two crosswalks are completed.

- Prioritize traffic flow for transit by providing queue bypass lanes or signal preemption.

Queue bypass lanes at locations where traffic queuing at intersections would otherwise slow buses will help to encourage transit use.

- Improve the appearance of and function of 124th Avenue NE with the installation of landscape medians.

Pedestrian safety will be paramount in the design of the landscape medians with consideration for pedestrian visibility. The design of the median must also consider emergency vehicular access. Additionally, minimize locations where medians interfere with driveway access when evaluating the appropriateness of either intermittent or continuous landscape medians.

132ND AVENUE NE

- Coordinate improvements to 132nd Avenue NE with the City of Redmond.

While Kirkland's City limits extend to the east side of 132nd Avenue NE this street is a mutual concern to both Kirkland and Redmond. Both jurisdictions should coordinate planning facilities that address common issues of concern.

- Provide sidewalks, curbs, gutters, landscape strips, and bike lanes along the entire length of 132nd Avenue NE.

This street provides direct access to both Mark Twain Park and the Lake Washington ~~Technical College~~ Institute of Technology. Completion of sidewalks to improve pedestrian safety, especially between public facilities, is a high priority.

- Provide a traffic signal and signalized crosswalk when engineering signal warrants are met at NE 100th Street.

Crosswalk improvements at other key locations that serve activity centers should also be installed as warranted.

- Prioritize traffic flow for transit by providing queue bypass lanes or signal preemption.

Queue bypass at locations where traffic queuing at intersections would otherwise slow buses will help to encourage transit use.

- Improve the appearance of and function of 132nd Avenue NE with the installation of landscape medians.

Pedestrian safety will be paramount in the design of the landscape medians with consideration for pedestrian visibility. The design of the median must also consider emergency vehicular access.

NE 116TH STREET

- Install sidewalks, bike lanes, planter strips and consider other improvements such as landscape medians, high occupancy vehicle treatments, and on-street parking west of 124th Avenue NE.

These improvements are necessary to provide street definition, pedestrian safety, and access in support of the mixed-use residential/commercial development that is encouraged here.

SLATER AVENUE NE



- Install bike lanes and sidewalks south of NE 116th Street.

Because this street provides direct access to the NE 100th Street pedestrian bicycle I-405 overpass and the Boys and Girls Club, pedestrian and bicycle safety is very important.

Goal NRH 22 – Manage traffic impacts within the neighborhood to enhance neighborhood mobility and provide for more equitable distribution of traffic on neighborhood streets.

Policy NRH 22.1:

Prepare a traffic calming analysis and program for the existing and proposed street network.

The City should work with the community to identify and provide methods to lower traffic speeds and direct traffic through the neighborhood.

Policy NRH 22.2:

Consider alternative design to conventional “grid patterned” streets to address topographic and sensitive area constraints, aesthetics, and safety of children and pedestrians/bicyclists, while at the same time considering emergency vehicular access.

Street design should address these physical constraints while minimizing impacts to emergency response vehicles.

Policy NRH 22.3:

Map where anticipated street connection locations could be considered with future infill development in order to provide predictability in the development process and for the neighborhood.

While the North Rose Hill Street Connection Plan Map (Figure NRH-6-5 and Table NRH-1) indicates and describes the potential locations of street connections for future infill development, the exact location will be determined at the time of development. The development permit process should ultimately determine

these locations. When new street connections are not required or not feasible, pedestrian and bicycle connections should still be pursued.

Goal NRH 23 – Control development adjoining 124th and 132nd Avenues NE to enhance safety and efficiency of circulation.

Policy NRH 23.1:

Discourage direct access.

If driveways to 124th or 132nd Avenues NE must be provided, separation of at least 300 feet between driveways should be required. New driveways should be located so that future development can meet this standard and/or use a shared driveway.

Access easements to allow for shared access to 124th Avenue NE and or interior connections to side streets should be provided.

As access to side streets becomes available, driveways to 124th Avenue NE should be closed.

Policy NRH 23.2:

Design buildings and landscape adjoining development to minimize potential noise and visual impacts generated by traffic on 124th and 132nd Avenues NE.

Goal NRH 24 – Avoid development of unimproved rights-of-way impacted by sensitive areas.

Policy NRH 24.1:

Do not improve the following specific right-of-way segments:

126th Avenue NE, south of NE 100th Street. This segment of 126th Avenue NE bisects the North Rose Hill Woodlands Park and fire station. It is also within a wetland area, and should remain in its natural condition.

120th Avenue NE, from NE 92nd Street to NE 90th Street. Improvement of this street would connect Slater Avenue NE to NE 85th Street corridor. Due to environmental constraints in the vicinity of this right-of-way, this should remain in its natural condition. Additionally, this connection could increase traffic on Slater Avenue NE, and cause greater congestion at the intersection of NE 85th Street and 120th Avenue NE.

NE 92nd Street, west of 122nd Avenue NE. Due to environmental constraints in the vicinity of this right-of-way, this should remain in its natural condition.

PEDESTRIAN/BICYCLE CIRCULATION

The existing Active Transportation Plan (ATP) maps most of the planned bicycle and pedestrian facilities planned for a 10-year horizon. Those projects mapped in the North Rose Hill neighborhood plan not shown in the ATP will be added during periodic updates to the ATP. Figures NRH-7-6 and NRH-8-7 show the ~~planned-desired bike and~~ pedestrian and bike system in the North Rose Hill neighborhood identified in 2003.

City policy requires that all through-streets have pedestrian improvements. Generally, these improvements include curbs, landscape strips, and sidewalks. As new development occurs, pedestrian improvements are usually installed by the developer. In developed areas, the City should identify areas of need and install sidewalks through the capital improvement budget process.

Bicycles are permitted on all City streets. However, bicycle lanes should be located on 132nd Avenue NE, 124th Avenue NE, and Slater Avenue NE. These lanes should be identified by appropriate signs and markings. Other streets ~~planned-desired~~ for bike routes are designated in the Active Transportation Plan and in Figure NRH-7, bike system. City policy establishes that delineating desired bicycle lanes with striping occurs only on collector and arterial streets.

Goal NRH 25 – Maintain and enhance the street network for all modes of transportation.

Policy NRH 25.1:

Encourage mobility and the use of nonmotorized transportation by providing appropriate facilities for pedestrians and bicyclists throughout the North Rose Hill neighborhood and between neighborhoods.

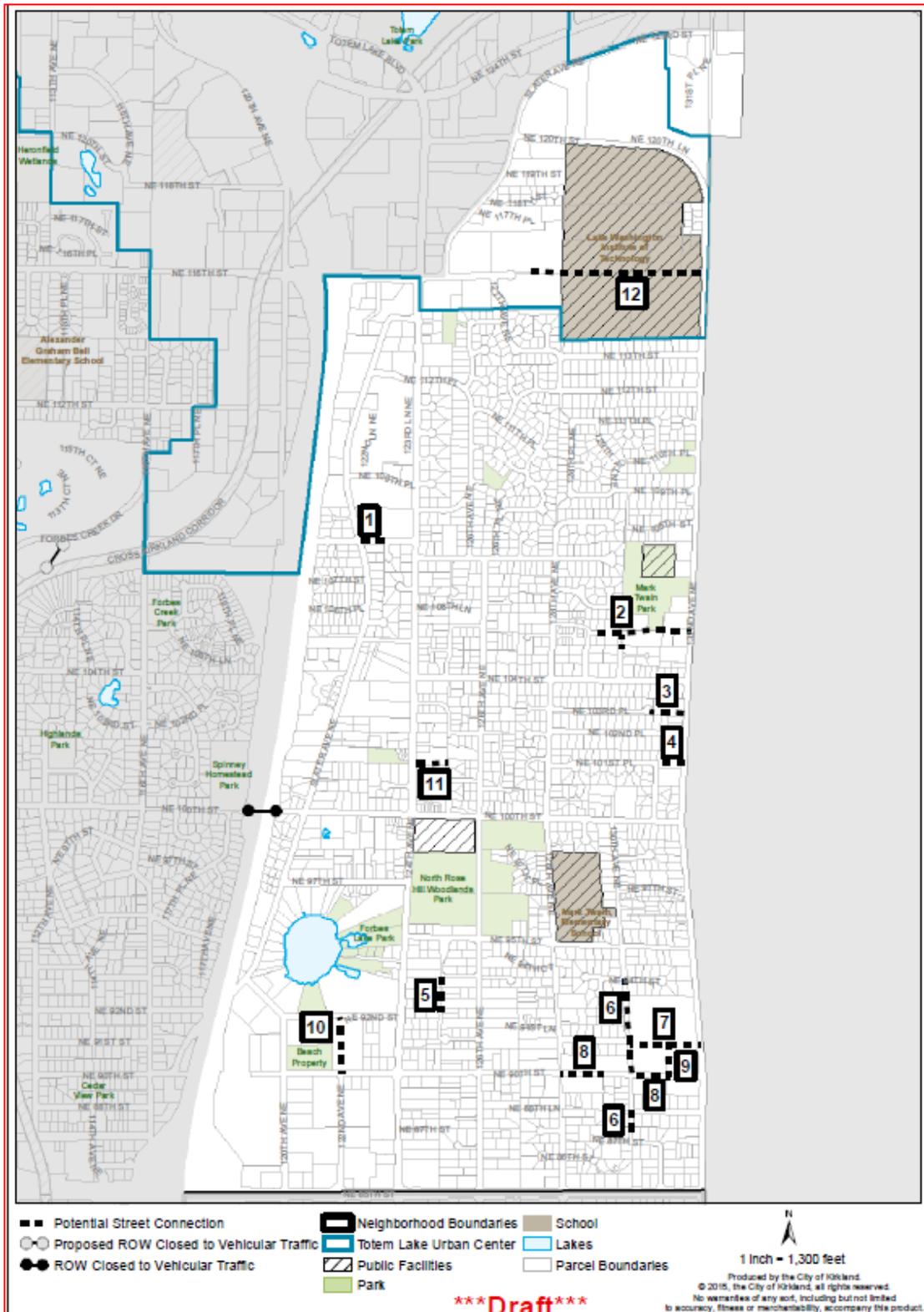


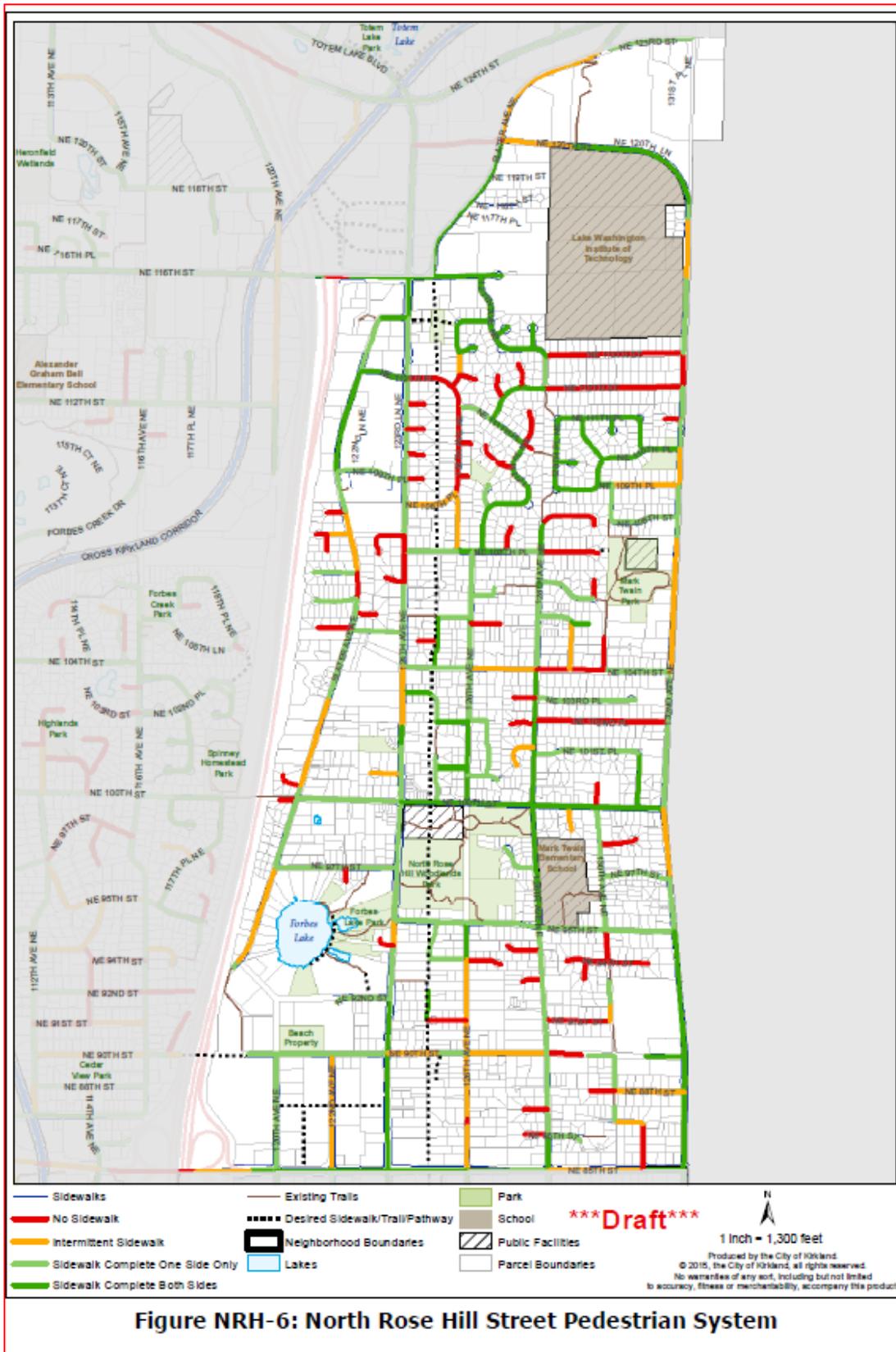
Figure NRH-5: North Rose Hill Street Connection Plan

XV.F. NORTH ROSE HILL NEIGHBORHOOD

Renumber the following list

Table NRH-1: North Rose Hill Street Connection Plan Description List

- ~~1. NE 88TH STREET BETWEEN 124TH AVENUE NE AND 126TH AVENUE NE~~
2. NE 108TH STREET BETWEEN SLATER AVENUE NE AND 123RD AVENUE NE
3. Place
~~NE 105TH STREET BETWEEN 129TH AVENUE NE AND 132ND AVENUE NE~~
Portions of
4. NE 103RD PLACE BETWEEN 132ND AVENUE NE AND EXISTING CUL-DE-SAC END
5. NE 101ST PLACE BETWEEN 131ST PLACE NE AND 132ND AVENUE NE
- ~~6. NE 97TH STREET BETWEEN 130TH AVENUE NE AND 132ND AVENUE NE~~
Completed
- ~~7. Deleted by Ord. 4212.~~
8. 125TH AVENUE NE BETWEEN NE 94TH STREET AND NE 95TH STREET
9. 130TH AVENUE NE BETWEEN NE 87TH STREET AND NE 94TH STREET
10. NE 91ST STREET BETWEEN 130TH AVENUE NE AND 132ND AVENUE NE – ~~Sections are completed~~
Portions of
11. Portions of
~~NE 90TH STREET BETWEEN 128TH AVENUE NE AND 132ND AVENUE NE – Sections are completed~~
12. 131ST AVENUE NE BETWEEN NE 90TH STREET AND NE 91ST STREET
13. 122ND AVENUE NE BETWEEN NE 90TH STREET AND NE 92ND STREET
- ~~14. 126TH PLACE NE BETWEEN NE 102ND PLACE AND NE 100TH PLACE~~
Completed
15. NE 101ST PLACE BETWEEN 124TH AVENUE NE AND 125TH AVENUE NE
16. NE 116TH STREET BETWEEN 127TH AVENUE NE AND 132ND AVENUE NE
- ~~17. NE 109TH PLACE BETWEEN SLATER AVENUE AND 124TH AVENUE NE~~
Completed





*****Draft*****

Bike/Shared Use Lane	Lakes
Cross Kirkland Corridor	Park
Interstate	School
Arterial / Collector	Public Facilities
Neighborhood Access	Parcel Boundaries

1 inch = 1,300 feet
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Figure NRH:7 North Rose Hill Bicycle System

The following nonmotorized connections should be improved and added to the ~~Nonmotorized~~ Active Transportation Plan as appropriate. The Capital Improvement budget process prioritizes when routes will receive funding for improvements. If funded, these routes should be improved with pedestrian and bicycle facilities as needed:

:

- Between bus stops and residential development.
- Along school walk routes – highest priority.
- Connecting activity areas such as parks and the Boys and Girls Club, and Lake Washington ~~Technical College~~ Institute of Technology.
- Wherever a street connection is not required or feasible to connect dead end streets to adjacent streets. When new street connections are not required or not feasible, pedestrian and bicycle connections should still be pursued.
- Between the Redmond regional trail and the I-405 pedestrian overpasses. Known as the Bay to Valley Trail, tThis link should follow NE 90th Street, heading west from the Redmond boundary at 132nd Avenue NE, to connect to a planned 90th Street overpass, and then north through the existing pedestrian easement at the Costco parking lot, to Slater Avenue NE connecting to the existing 100th Street overpass. Public pedestrian and bicycle easements should be provided across private properties within the designated Bay to Valley Trail, identified in the Park Recreation and Open Space Plan, when development, redevelopment or platting occurs to complete the trail system. See the PROS Plan for further details.
- Around a limited portion of Forbes Lake connecting City-owned property and existing public access across private property.
- Various links between the Lake Washington ~~Technical College~~ Institute of Technology and surrounding residential development to the west and south.
- Along the Seattle City Light transmission line easement in cooperation with the utility and adjacent property owners.

Policy NRH 25.2:

Develop the following new nonmotorized connections to provide convenient and safe pedestrian mobility between the business districts and residential areas in the neighborhood.

- North/south link between Slater Avenue NE through the North Rose Hill Business District to NE 116th Street and northward to the ~~Totem Lake neighborhood~~ Totem Lake Business District.
- ~~North/south link between Slater Avenue NE and the Rose Hill Business District through the Costco parking lot.~~
- East/west link between 124th Avenue NE and the low density area of North Rose Hill through the open space west of 126th Avenue NE at approximately NE 114th Place.

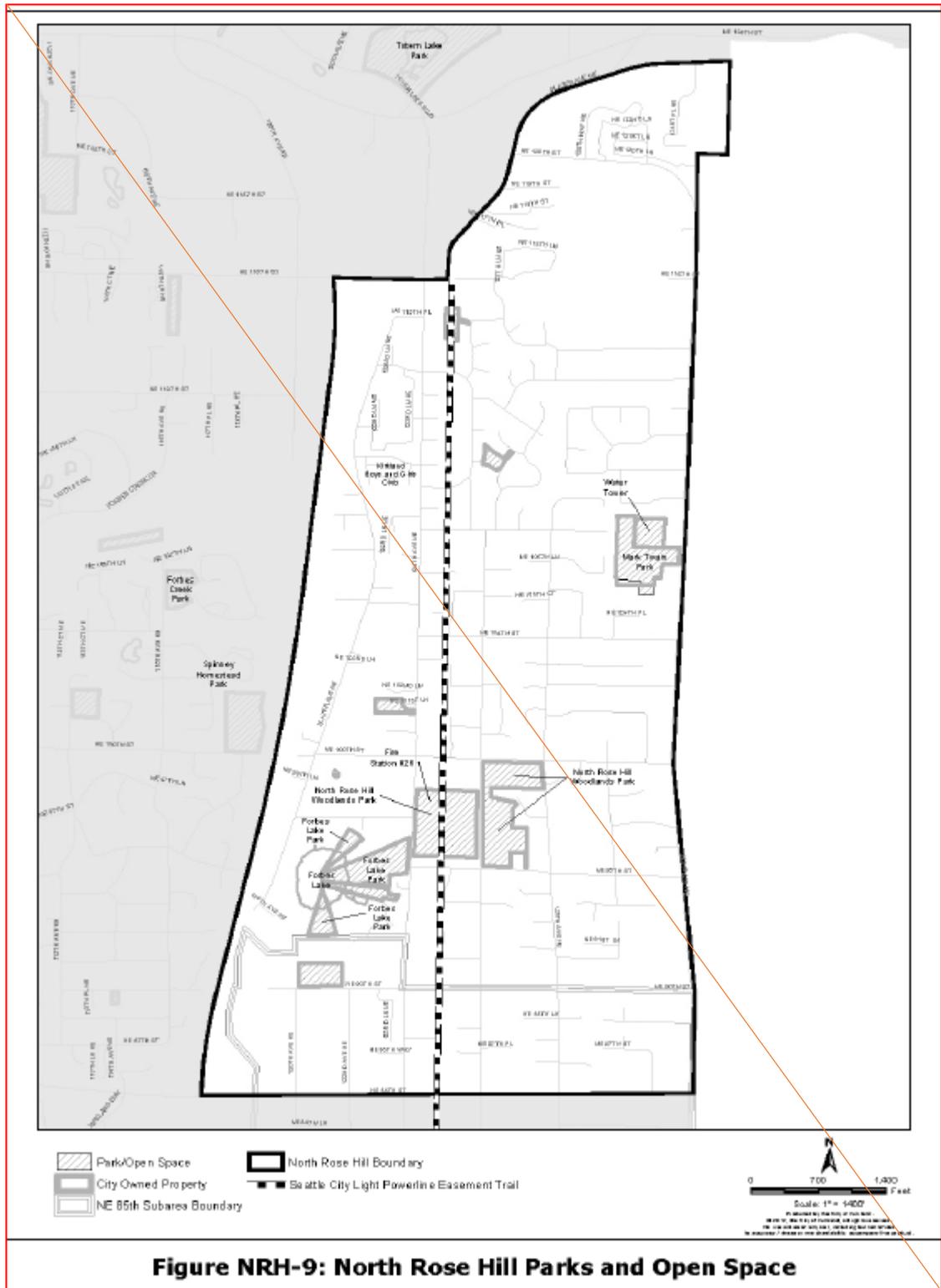
7. OPEN SPACE/PARKS

There are a number of publicly and privately owned areas in the North Rose Hill neighborhood that currently provide park and open space opportunities. In addition, there is a private nonprofit facility in the neighborhood that provides recreation opportunities. They are briefly described below ~~and shown in Figure NRH-9.~~

PARKS

Mark Twain Park is a seven-acre neighborhood park ~~that was transferred to the City in 1989 as part of the annexation agreement between the City and King County. This park is~~ located on 132nd Avenue NE, at approximately NE 107th Street. Improvements in this park include walking and jogging paths, a children’s playground, a basketball court, and an open lawn area for informal recreation activities. Development and improvement of facilities for passive uses, such as walking or jogging, is encouraged.

Note: Eliminate the following Parks and Open Space map to avoid redundancy. It is no longer necessary because a citywide Parks and Openspace map is being added to the Park, Recreation and Open Space Element.



North Rose Hill Woodlands Park



...is a ~~26.8~~ 21 acre neighborhood and nature park located between 124th Avenue NE and 128th Avenue NE south of NE 100th Street. It contains ~~over a half mile of~~ paved and boardwalk trails, interpretive signs, picnic ~~areas~~ shelter, children's playground, benches, wetlands, and an open lawn area for informal play. Parking and public restrooms are available at the fire station ~~on~~ near the site.

Forbes Lake Park is a 7.2 9-acre waterfront park located at 9501 124th Avenue N, ~~west of the Lockshire development on NE 92nd Street, and south of the Lake Kirkland development on NE 97th Street...~~ Together the park contains over 479 lineal feet of shoreline. The park is currently undeveloped. Future plans for the park include a continuous trail connecting parkland on the eastern side of the lake with parklands to the south and southwest, creating a continuous route of travel from 124th Avenue NE to Slater Avenue. Forbes Lake is an important public landmark and open space feature in the neighborhood. In future development, the City should seek to enhance the public views of the lake and wetland areas. To preserve the natural wetland system, active recreational use of this area should be discouraged.

PUBLIC SCHOOLS

Mark Twain Elementary School is an eight-acre site located at NE 95th Street and 130th Avenue NE. The school is improved with playfields, children's play equipment and open space for informal recreation. The school's multipurpose room also provides indoor recreation space on a limited basis.

Lake Washington Technical College Institute of Technology is a State vocational-technical college. The ~~college-institute~~ occupies 54 acres at approximately 132nd Avenue NE and NE 120th Street. With the exception of the instructional buildings and associated parking, the site is heavily wooded. The slope on the west side of the site is not well suited for active recreational use.

PRIVATE NONPROFIT RECREATION

Kirkland-Redmond Boys and Girls Club is a private nonprofit service organization whose primary mission is to serve youth. It is located at 124th Avenue NE and NE 108th Street. This facility includes a multipurpose room, game room, gymnasium, arts and crafts room, library, and educational center. The site also has a playfield.

OPEN SPACE TRACTS

Various open space tracts have been dedicated in many existing subdivisions. Ownership of several of these tracts has been transferred to the City (Tract B Trillium Court, and Tract A, Lake Kirkland Park). The remaining tracts are ~~either~~ owned jointly by the homeowners within the subdivision ~~or by King County~~. These tracts vary in size and have generally been left as unimproved open space.

Goal NRH 26 – Prioritize acquisition of a new neighborhood park where park level of service is deficient.

Note: The PROS Plan identifies park needs throughout the City.

Policy NRH 26.1:

Acquire suitable land in the ~~northwest-northern~~ portion of the neighborhood for neighborhood park development.

There are deficiencies in the neighborhood park level of service based on the desire for parkland to be located within one-quarter-mile of all residents. The Park Recreation and Open Space (PROS) Plan has identified a need for a park in the northern portion of North Rose Hill. See the PROS Plan for further details. ~~Therefore, the north end of the neighborhood is targeted for potential site acquisition.~~

Policy NRH 26.2:

~~— Consider other locations for park and open space acquisition as opportunities arise. —~~

~~Acquisition of additional land for park and open space should be considered using evaluation criteria established by the Park Board and City Council. Criteria include those related to cost, location, site characteristics, and available funding.~~

Goal NRH 27 – Seek opportunities to develop community meeting places improve connectivity to parks.

Policy NRH 27.1:

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. Provide a community gathering place at Woodlands Park in conjunction with the development of the Williamson property.

Note: Woodlands Park already has a picnic shelter serving as a gathering place.

This need has been identified in the Park Recreation and Open Space (PROS) Plan. See the PROS Plan for further details. ~~A designated community gathering place, such as a well designed picnic shelter, should be incorporated into~~

~~Woodlands Park when the Williamson property is developed in the future. The shelter should be made available on both a scheduled and unscheduled basis for community gatherings and informal meetings.~~

Goal NRH 28 – Seek opportunities to develop off-street trails for recreational use that connect activity nodes and neighborhoods.

Policy NRH 28.1:

~~Explore the potential for~~ Complete a the Seattle City Light Power Line trail connecting the North Rose Hill neighborhood to the South Rose Hill and ~~Totem Lake neighborhood~~ Totem Lake Business Districts within the Seattle City Light Power Line Easement.

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 PROS Plan for further details. An This off-street north/south trail through the neighborhood serves the recreational needs of the community by providing a safe pedestrian and bicycle link separated from the street system. This will provide a more pedestrian friendly option to the street system. Eventually this trail could link up to the Bridle Trails neighborhood and trail systems in adjoining jurisdictions.

8. PUBLIC SERVICES/FACILITIES

UTILITIES

SURFACE WATER

~~***Goal NRH 29 – Create a stormwater collection and transmission system that decreases peak flows, reduces flooding, and that protects and improves water quality***~~ ***Provide adequate utility services in the neighborhood.***

Policy NRH 29.1:

Protect and improve water quality through the use of the best available source control and treatment practices as identified in the Surface Water Master Plan and managed by the City’s Storm Water Utility.

Policy NRH 29.2:

Utilize best management practices to mMitigate stormwater impacts of past and future development through by reduction decreasing of the height and duration of peak flows.

These policies mirror those of the City's ~~surface water utility's~~ Storm Water Utility's Surface Water Master Plan. The goals are written to include both controls that are placed on proposed new development (through design requirements), and programs and projects implemented by the City to address existing problems.

The easiest and least expensive way to protect water quality is to stop pollution at its source. Everyday activities of individuals in a watershed affect the quality of water in our streams. In cases where pollution cannot be eliminated at the source, treatment systems can be used to remove pollutants from water before it flows into a stream or lake.

When peak flows are increased, and persist for longer time periods than under pre-developed conditions, the quality of the water and available habitat in a stream will decrease. Kirkland has many streams in which such damage has already occurred. Two of the major goals of the surface water utility are to repair such damage, and to prevent future damage. This is accomplished through construction of capital improvement projects, and through regulation of new development.

~~Goal NRH 30—Enhance and protect the Forbes Creek and Juanita Creek Basins in the North Rose Hill neighborhood.~~

Policy NRH 3029.13:

Investigate water quality and Forbes Lake flooding/levels and develop projects and programs to address identified problems.

Property owners adjoining Forbes Lake are concerned that lake level fluctuations contribute to infiltration of drain fields and basement flooding. ~~Lack of formal public access to the lake has hindered public involvement in these issues since there has been no public benefit identified in using City funds for private benefit. However, if potential water quality impacts to fish in lower reaches of Forbes Creek do result from fluctuations in Forbes Lake water levels, there is a public benefit for the City to investigate and address these concerns.—Ongoing monitoring by community volunteers and by the City quantify lake level fluctuations and test water quality. Current development practices reduce the potential for flooding by restricting placement of new improvements within sensitive area buffers and eliminate septic systems failures by requiring connection to the sanitary sewer system. Upstream retrofit opportunities to address lake level fluctuations would be considered as part of the Capital Improvement Plan prioritization process based on identified need in the Surface Water Master Plan.~~

Policy NRH 3029.24:

Give funding priority to projects and programs that address identified water quality and lake flooding/level problems.

These projects and programs should be identified in both the Surface Water Master Plan, and the surface water portion of the Capital Improvement Program.

SEWER

~~*Goal NRH 31—sanitary sewers to those areas currently on septic systems pursuant to the Sanitary Sewer Comprehensive Plan.*~~

Note: Requirements for sewer not specific to NRH and already in Utility Element. Delete to eliminate redundancy.

~~*Policy NRH 31.1:*~~

~~—Install new sanitary sewer systems concurrent with new development.~~

~~*Policy NRH 31.2:*~~

~~—Maintain individual property owners’ existing septic systems in high working order.~~

~~*Policy NRH 31.3:*~~

~~—Eliminate failing septic systems.~~

The Emergency Sewer Program is a program identified in the Capital Improvement Program to eliminate failing septic systems.

WATER

~~*Goal NRH 32—Provide water service to new development in accordance with the Water Comprehensive Plan.*~~

Note: Requirements for Water not specific to NRH and already in Utility Element. Delete to eliminate redundancy.

~~*Policy NRH 32.1:*~~

~~—Provide potable water to meet water quality and fire flow standards.~~

~~*Policy NRH 32.2:*~~

~~—Encourage the efficient use of and conservation of potable water by the adoption of appropriate development standards.~~

Water is becoming a scarce resource which must be managed efficiently.

9. URBAN DESIGN

Goal NRH ~~33~~30 – Ensure that public improvements and private development contribute to neighborhood quality and identity in the North Rose Hill Business District.

Policy NRH ~~33~~30.1:

~~Establish~~ Utilize the design review process to administer building and site design standards that apply to all new, expanded, or remodeled commercial, multifamily, or mixed-use buildings in coordination with the Design Guidelines for Pedestrian-Oriented Business Districts contained in the Kirkland Municipal Code and Design Regulations in the Zoning Code.

Building design standards ~~should~~ address building scale, building mass, materials; building entries; service areas; roof treatments; pedestrian oriented frontage; and relationship to adjacent land uses.

Site design standards ~~should~~ address building and parking area placement on the site; vehicular and pedestrian access to the site and on-site circulation; site lighting; landscaping, including parking lot landscaping; signs; preservation of existing vegetation, and buffers between higher intensity development and adjacent land uses.

Design review will ensure compliance with these standards and help create an attractive image of the North Rose Hill Business District.

Z Note: Urban Design Guidelines for NRHBD are contained in the KMC Design Guidelines for Pedestrian Oriented Business Districts and in the Zoning Code. Therefore these policies can be combined.

Policy NRH ~~33.2~~:

~~Utilize the design review process to administer building and site design standards applicable to commercial, multifamily, and mixed-use development.~~

~~Design review will ensure compliance with these standards.~~

Policy NRH ~~33.3~~30.2:

Minimize the appearance of parking areas through location and shared facilities.

Parking in front of buildings is discouraged. Combined lots that serve more than one business or use are encouraged.

Policy NRH ~~33.4~~30.3:

Include high quality materials, the use of public art, bicycle and pedestrian amenities, directional signs on all arterials, and other measures for public buildings, and public infrastructure, such as streets, and parks.

~~These will help create an attractive image of the~~ These contribute to an inviting and desirable North Rose Hill Business District experience.

Goal NRH 3431 – Provide transitions between the commercial and residential uses in the neighborhood.

Policy NRH 3431.1:

~~Establish~~ Address transition impacts and protect nearby residential neighborhoods with site and building development requirements such as landscape buffers and height regulations ~~that address transition areas and protect nearby residential neighborhoods.~~

Landscaping is used to soften and separate uses by creating a transition zone. Likewise, the size or height of the building should not overpower adjoining residential areas.

Goal NRH 3532 – ~~Promote~~ **Require** high quality design by establishing building and site and design standards that apply to all new for innovative residential designs and styles like attached, clustered, compact single-family, or cottage housing in low density zones.

Note: Site and design standards for innovative housing in low density zones are contained in the Zoning Code and Subdivision Ordinance.

Policy NRH 3532.1:

~~Establish~~ Implement the design standards for various innovative housing techniques and styles contained in the Subdivision Ordinance and Zoning Code. These standards ~~that~~ address: building placement on the site, clustering, open space preservation, building scale in proportion with the lot and with the surrounding neighborhood, preservation of existing vegetation, and integration with detached single-family homes. Innovative housing techniques include small lot single family, historic preservation, and low impact development subdivisions and cottage, carriage and two/tree unit homes. These standards will help ensure acceptance of innovative housing.

Goal NRH 3633 – Provide streetscape improvements throughout the neighborhood that contribute to a sense of neighborhood identity and enhanced visual quality.

Policy NRH 3633.1:

Establish a street tree plan for the neighborhood.

Trees bordering streets can unify the neighborhood’s landscape.

Policy NRH 36.2:

Develop center landscape medians and/or other enhancements along 132nd and 124th Avenues NE with extensive greenery to visually soften and enhance these arterials.

Consider seasonal color, and drought-tolerant native species in their design.

Policy NRH 3633.3:

Incorporate design features into pedestrian routes.

Pedestrians require more detailed visual stimuli than do people in fast moving vehicles. Pedestrian paths should be safe, enjoyable, and interesting. Varying pavement textures and pedestrian safety islands and signalization at crosswalks are methods to strengthen these pathways.

Goal NRH 3734– Develop gateway features that strengthen the character and identity of the neighborhood.

Policy NRH 3734.1:

Use public and private efforts to establish gateway features at the locations identified in Figure NRH-108.

These should frame and enhance views into the neighborhood. An existing gateway sign is located on 124th Avenue NE north of NE 85th Street. Other preferred locations are shown in Figure NRH-108.

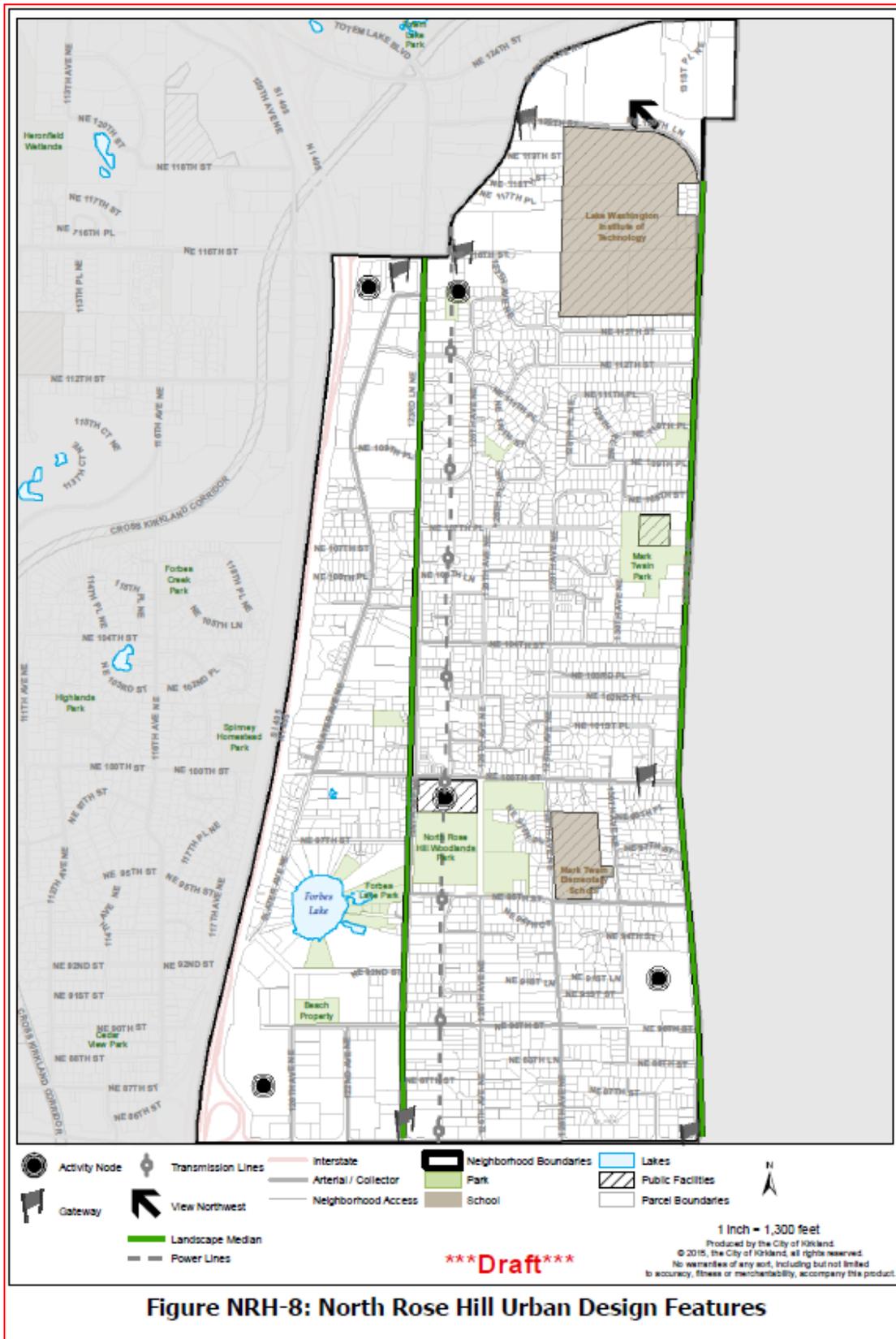
At some locations, private development should install gateway features as part of future development. In other instances, public investment is necessary. Depending on the location, improvements such as landscaping, signs, structures, or other features that identify the neighborhood could be included.

Goal NRH 3835 – Preserve territorial views.

Policy NRH 3835.1:

Preserve the territorial view of the Totem Lake commercial area from NE 120th Street.

This view conveys the neighborhood's context in the larger community. It is an important feature that should be preserved.



DRAFT NORTH ROSE HILL PLAN: CLEAN COPY

1. NORTH ROSE HILL OVERVIEW

The North Rose Hill neighborhood lies between Interstate 405 and 132nd Avenue NE bordering Redmond. It is bounded by NE 85th Street on the south and NE 116th Street, Slater Avenue NE, and NE 123rd Street on the north (see Figure NRH-3).

Most of the area is developed, but there remain significant tracts of developable land. The land use pattern is relatively well established. Low density residential uses are predominant in the neighborhood, while commercial uses are concentrated along its north and south boundaries in the North Rose Hill Business District and in the NE 85th Street Subarea.

Also known as the Rose Hill Business District, the NE 85th Street Subarea straddles both the North and South Rose Hill Neighborhoods along their shared neighborhood boundary at NE 85th Street. See the NE 85th Street Subarea Plan for more information about the commercial corridor.

Along its northern boundary, a portion of the North Rose Hill Neighborhood Business District is within the Totem Lake Urban Center, which is the major employment, retail and service center in the City. For more information about the Totem Lake Urban Center see the Totem Lake Business District Plan.

The last update to the North Rose Hill Neighborhood Plan occurred in 2003, adopted by Ordinance 3889, with an update in 2015 as part of the citywide Comprehensive Plan update as required by the Growth Management Act (GMA)..

2. VISION STATEMENT

The North Rose Hill neighborhood is a vital and growing residential neighborhood. Since its annexation from King County in 1988, the North Rose Hill neighborhood has transitioned from a semi-rural to a suburban community while retaining or enhancing features that keep it attractive and vibrant.

The natural setting of the neighborhood with Forbes Lake and its associated wetlands, streams, and open space associated with an extensive system of parks, is protected and enhanced.



Wetlands, streams, wildlife habitat and natural areas are important features of the neighborhood and contribute to the overall well-being and quality of life.

The extension of sewer service and management of the stormwater system have improved the water quality in the Forbes Creek Basin.

Mature tree canopies are a protected asset providing visual relief. Neighborhood parks are within walking distance and provide settings for both active and passive recreation.

As North Rose Hill continues to develop, it is balancing Citywide and neighborhood transportation and housing needs, while leaving neighborhood integrity intact. Managed growth strengthens the unique residential character by preserving established low density residential areas and by promoting a variety of housing alternatives and styles.

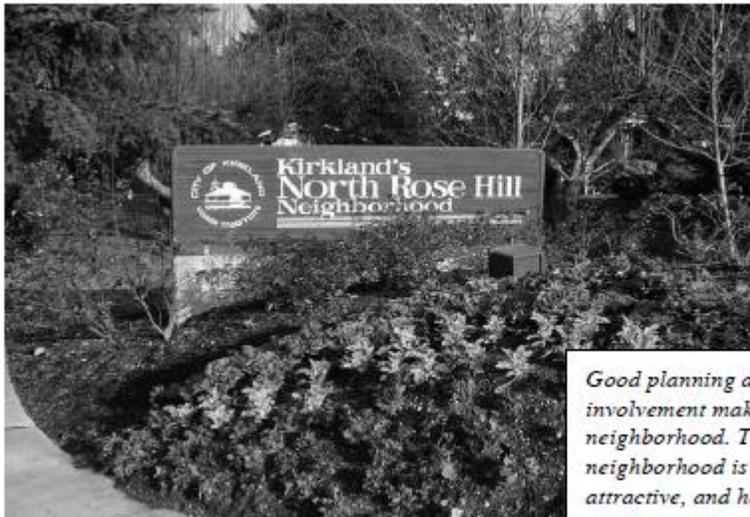
The neighborhood is primarily developed with single-family homes, with areas of multifamily development serving as a transition between the North Rose Hill and Rose Hill Business Districts and single family core. Innovative housing is integrated with traditional detached styles to serve a diverse community. Residential development in the North Rose Hill Business District accommodates supportive commercial uses alongside high density residences. The neighborhood has absorbed growth while preserving and strengthening its unique character within the fabric of the larger City.

Focusing commercial activities toward the Rose Hill Business District (NE 85th Street Corridor) and the North Rose Hill Business District enhances neighborhood integrity. These areas provide important shopping and services for Kirkland residents and the region. Design of new development within the North Rose Hill Business District is complementary to both the vision of the Totem Lake Business District and the residential core of the North Rose Hill neighborhood. In both the NE 85th Street commercial corridor, (east of the commercial and auto oriented freeway interchange), and in the North Rose Hill Business District, residential and office use above ground floor commercial is compatible with the residential neighborhood. Development in the commercial districts create seamless transitions to protect and enhance the residential core.

The street network provides efficient and safe circulation while new vehicular and pedestrian connections increase mobility. Pedestrian and bicycle connections link residential areas with transit routes, public facilities, commercial areas, and to adjacent neighborhoods. These linkages encourage walking and community connection. Transit connects the North Rose Hill neighborhood to activity centers and the surrounding community. Pedestrian crossings over I-405 and arterial roads connect the North Rose Hill

neighborhood to other neighborhoods and the region. Arterials have been improved with transit lanes, bicycle lanes, landscaped center medians and other amenities.

The Lake Washington Institute of Technology has expanded its partnership role in the community, providing educational, technical and social services. Significant historic features and locations that reflect the neighborhood’s character and heritage are identified with markers and interpretive information. Community meeting places are located in parks, North Rose Hill Fire Station 26, Mark Twain Elementary School, and Lake Washington Institute of Technology.



Good planning and citizen involvement make this an ~~ideal~~ neighborhood. The North Rose Hill neighborhood is vibrant and attractive, and has all of the attributes of a strong community.

Replace “ideal” with “flourishing”

The demands of growth have been balanced with historic preservation. The natural beauty of the neighborhood has been retained. Mature trees, wildlife habitat, streams, and wetlands are seen throughout the neighborhood. A variety of housing options are available to meet the needs of a diverse population. Thriving commercial areas provide employment and services for Kirkland citizens and contribute to the City’s economic well-being. Streets are safe and attractive and the transportation system provides easy access within the neighborhood and to other parts of the City and region. People enjoy living and working in the North Rose Hill neighborhood.

3. HISTORIC CONTEXT

North Rose Hill was seen by one of Kirkland’s founders, Peter Kirk, as an attractive site for the construction of his “Pittsburgh of the West” iron foundry. There was access to water in the lake now known as Forbes Lake named after an earlier settler, Dorr Forbes from Juanita, who logged much of the timber from the area around the lake. There was to be railroad service to provide transportation for the iron ore to the foundry, and the soon to be created iron railings were to be shipped to far off Asia via vessels departing from the Port of Seattle.

The Kirkland Steel Mill was partially completed on North Rose Hill, near where the current Rose Hill Presbyterian Church is located. But it wasn’t to be. In 1893, when the foundry would have begun

production, two things happened. The iron ore that was to come from our nearby Cascade Mountains was of inferior quality, and this combined with the financial panic of 1893 shattered the dream.

When land was first cleared to the east of Kirkland the area was nicknamed “Stumpville” in honor of the hillside of tree stumps that could be seen from the town. As development occurred and people began moving to Kirkland during the 1890’s, it is believed that the developers decided “Rose Hill” was a much more attractive name for this area. With the profuse growth of pink roses on the hillside, it was truly a fitting description.

In the early 1900’s, real estate developers platted much of North Rose Hill into two-acre “mini-farms,” encouraging people to move from the big city of Seattle and elsewhere to this pastoral community. People came, buying up the properties and building small homes. Orchards, berry patches, chicken coops and rabbit hutches became the norm so families could supplement their meager earnings with homegrown fruits, eggs, and meats. Some families even had their own cow to provide milk, cream and butter. If they had too much product, they bartered with their neighbors or sold excess produce to the local cannery.

Dirt roads were expanded as more people moved to North Rose Hill. The main road from downtown was Piccadilly, now called 7th Avenue. Street name signs can now be seen referencing the historic names of the streets. During the 1930’s there was so little traffic you could walk down the middle of NE 85th into Kirkland, often without having to move out of the way for cars. Wild pink roses grew everywhere on the banks along the roads. In the summer you could pick bouquets of flowers as you went for a walk.

By 1911, a new four-room schoolhouse was being constructed across from the old steel mill to provide schooling for children in grades 1 – 8. Depending on annual class sizes, each room would serve two to three grade levels. Known as Rose Hill School, it served Rose Hill children until the early 1950’s, having expanded as more families moved to the neighborhood. The building continued to function as the maintenance facility for the Lake Washington School District until the 1980’s. In the early 1990’s it was demolished. The site is now developed with an office building. In 1954, Rose Hill Elementary was added to service South Rose Hill children, and in 1955 Mark Twain Elementary was added for North Rose Hill families.

Rose Hill had many natural springs. Since many of the homes in the area did not have plumbing and water service had not been extended to that area yet, people depended on either springs or wells for their water. One spring located just below the present day Rose Hill U-Haul and Midas Muffler businesses was used enough that neighbors built a small shelter over the water source for its protection. The water was sweet, cold, refreshing and clean.

North Rose Hill has always been a residential community. In the 1920’s and 1930’s, people would walk a couple of blocks to their mailboxes lined up with many of their neighbors’ on one of the main roads. It gave the ladies an opportunity to visit with each other. The men were often away at sea as whalers or merchant seamen while their wives were at home tending the truck gardens and animals as well as raising the children.

Until the late 1950’s you could walk to at least two neighborhood markets to pick up the loaf of bread or quart of milk or canned vegetables you needed; one market was on 124th Avenue NE and one was on 129th Avenue NE.

The steady transformation from a rural outlying area of King County to a suburban neighborhood in Kirkland has brought with it a chance to shape development into the future. Annexation of portions of the North Rose Hill neighborhood from King County to the City of Kirkland started in 1970, with the annexation of the majority of the neighborhood occurring in 1988. Infill development on vacant and developable land continues to attract more people to this neighborhood.

Goal NRH 1 – Preserve features and locations that reflect the neighborhood’s historic heritage.

Policy NRH 1.1:

Provide markers and interpretive information at historic sites.

Providing this information will enable future residents to have a link with the history of the area. See the Community Character Element of the Comprehensive Plan for Citywide historic resources goals and policies.

4. NATURAL ENVIRONMENT

The Citywide policies regarding the natural environmental quality, natural amenity and function, environmental hazards, stormwater management, and sustainable management strategies are found in the Environment Element of the Comprehensive Plan. Citywide stormwater management policies are also found in the Utilities Element. Completed in 1998, the Kirkland’s Streams, Wetlands and Wildlife Study by The Watershed Company and ongoing Surface Water Utility field work informed the North Rose Hill Environment section.

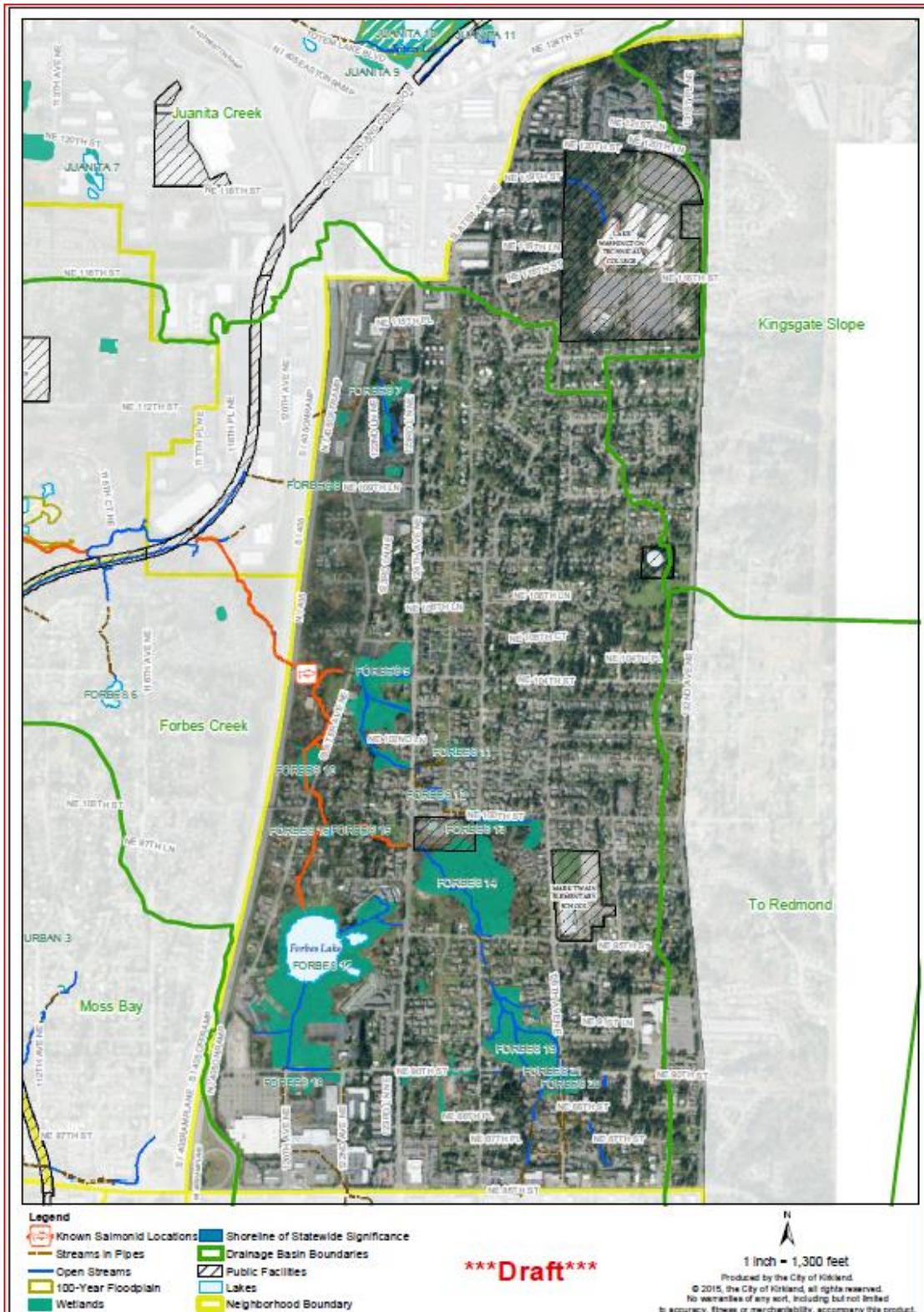


Figure NRH-1: North Rose Hill Wetlands, Streams, and Lakes



Goal NRH 2 – Protect and improve the water quality in Forbes Lake and in the Forbes Creek and Juanita Creek basins.

Policy NRH 2.1:

Undertake public management strategies and adopt development regulations to enhance stream buffers, promote fish passage, and improve the function of streams, lakes, wetlands and wildlife corridors.

Most of the North Rose Hill neighborhood is located within the Forbes Creek drainage basin, although a small portion in the north end is located within the Juanita Creek drainage basin. The neighborhood contains large wetland areas, several tributaries and the headwaters of Forbes Creek and Forbes Lake that feeds into Lake Washington. (see Figure NRH-1). Together, these sensitive areas constitute a valuable natural drainage system that serves the drainage, water quality, wildlife and fish habitat, and open space needs of the neighborhood. There is cutthroat trout habitat in the main stem of Forbes Creek downstream of Forbes Lake. Coho salmon are found west of the freeway. Over the years, these natural areas have been degraded by surrounding development. While the stream system remains basically intact, proper solutions to correct impacts are required. These impacts include narrowed and degraded buffers, habitat fragmentation, native vegetation loss, water quality degradation, barriers to fish passage, and increased flooding.

Water quality in the Forbes Creek basin is probably similar to that observed in other urbanized stream systems. Typical pollutants may include sediment, oil, fecal coliforms, and excess nutrients. Failure to control the impact of this pollution on the stream is likely to reduce the variety and abundance of fish, especially salmon.

The City is required, under the State NPDES Phase II Municipal Stormwater Permit and WRIA 8 Chinook Salmon Conservation Plan, to investigate and remediate water quality problems. A variety of methods are available for assessing water quality and the resulting impacts on the stream environment. Strategies and capital projects to address these issues are identified in the City's Surface Water Master Plan.

The City and neighborhood should initiate and support efforts to enhance the biological integrity of these basins such as strengthening requirements for improved/enhanced buffers and providing for continuous fish passage from Lake Washington to Forbes Lake and vicinity. Water quality analysis and monitoring to implement capital projects identified in the Surface Water Master Plan to improve the system should be initiated.

Goal NRH 3 – Locate and design new development to preserve and enhance the health, safety, drainage, habitat, and aesthetic functions provided by sensitive areas.

Policy NRH 3.1:

Site structures away from wetland, lake, or stream areas, consistent with the natural environment policies and regulations.

Buildings should be set back and sensitive area buffers should be maintained when development adjoins sensitive areas.

Policy NRH 3.2:

Utilize Low Impact Development and innovative housing techniques to reduce storm water impacts and protect sensitive areas .

Attached, clustered, cottage, low impact, or small lot single-family housing may better protect these natural areas by limiting offsite stormwater discharge, minimizing lot coverage, and by clustering improvements further from sensitive areas.

Policy NRH 3.3:

Reduced maximum residential density may occur around Forbes Lake due to the presence of wetlands, streams and their buffers.

Drainage basin density regulations in the Kirkland Zoning Code may reduce the number of residential units that can be developed on adjacent upland areas.

Policy NRH 3.4:

Enhance stream buffers connecting identified natural wildlife areas around wetlands and Forbes Lake in order to provide corridors for wildlife movement between them.

Riparian linkages between wildlife habitats are essential to maintaining wildlife populations. The upper Forbes Creek wetland system east of the freeway contains more isolated blocks of wildlife habitat which

are connected hydrologically, but separated by roads and development. Although these wetlands provide significant wildlife refuges at each location, their value as wildlife habitat would increase if there were continuous travel corridors.

Policy NRH 3.5:

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

Providing education about the locations, functions, and needs of sensitive areas will help protect these features from potentially negative impacts of nearby development, and could increase public appreciation and stewardship of these areas.

Goal NRH 4 – Protect and properly manage the urban forest throughout the North Rose Hill neighborhood.

Policy NRH 4.1:

Encourage retention of native vegetation and significant stands of native trees on hillsides, along stream banks, and in sensitive area buffers.

The retention of this vegetation provides fish and wildlife habitat, filters stormwater runoff, produces oxygen, stabilizes slopes, moderates temperature and intercepts rainfall that would otherwise become surface runoff.

The compounded value and benefit of groves of trees or maintaining native trees in clusters necessitate the identification and protection of that natural resource element early in the development process. Natural greenbelt protection easements should be recorded prior to development.

Policy NRH 4.2:

Preserve as many trees as possible during the development process.



Where there are feasible and prudent alternatives to development of a site in which viable, significant trees can be preserved, the trees should be retained and protected during development.

Policy NRH 4.3:

Protect notable trees and groves of trees.

While a municipal heritage or notable tree program is not currently in place, the neighborhood supports voluntary efforts to encourage preservation of heritage trees. Heritage trees are set apart from other trees by specific criteria such as outstanding age, size, and unique species, being one of a kind or very rare, an association with or contribution to a historical structure or district, or association with a noted person or historical event.

The City should continue to promote retention of significant trees and groves of trees on private property consistent with zoning regulations. Maintenance and removal of significant trees and groves of trees on developed private property will have a great impact to the overall urban forest. Proper pruning and

reasonable reasons for removal of mature trees are strongly advised by the City, and appropriate tree replacements expected wherever possible.

Goal NRH 5 – Protect landslide, erosion and seismic hazard areas, in accordance with geotechnical analysis.

Policy NRH 5.1:

Regulate development on slopes with high or moderate landslide or erosion hazards and on seismic hazard areas to avoid damage to life and property.

The North Rose Hill neighborhood contains areas with steep slopes including moderate and high erosion and/or landslide hazards primarily located north of NE 112th Street and south of NE 94th Street (see Figure NRH-2). These landslide hazard areas are prone to landslides, which may be triggered by grading operations, land clearing, irrigation, or the load characteristics of buildings on hillsides.

Seismic hazard areas are located primarily in conjunction with wetlands that are located throughout the neighborhood (see Figure NRH-2). These areas have the potential for soil liquefaction and differential ground settlement during a seismic event.

To minimize any potential hazards, new development in these areas should be consistent with the recommendations of a qualified geotechnical professional and the goals and policies contained in the Environment Element.

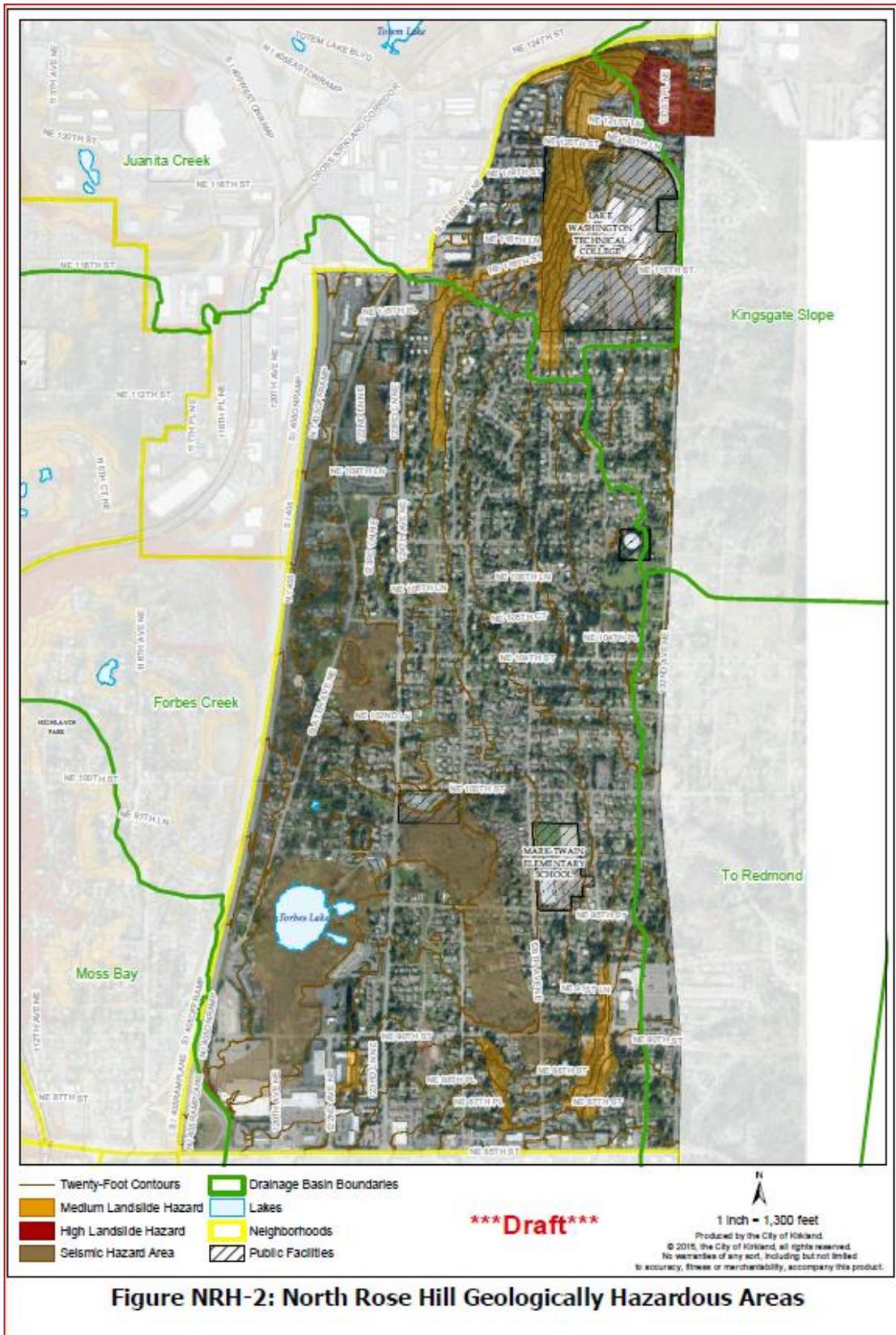


Figure NRH-2: North Rose Hill Geologically Hazardous Areas

Goal NRH 6 – Protect wildlife throughout the neighborhood.

Policy NRH 6.1:

Encourage creation of backyard sanctuaries for wildlife habitat in upland areas.

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

Goal NRH 7 – Identify priorities and funding sources for sensitive areas acquisition, restoration, or education.

Policy NRH 7.1:

Identify priority locations in the Forbes Creek drainage basin.

Ensure that future generations in the North Rose Hill neighborhood will enjoy the benefits of sensitive areas. Coordinate with the City’s Natural Resources Management Plan and Surface Water Master Plan.

5. LAND USE

RESIDENTIAL

Goal NRH 8 – Promote and retain the residential character of the neighborhood.

Policy NRH 8.1:

Encourage a variety of housing styles and types to serve a diverse population.

The predominant housing style in the neighborhood is the traditional detached single-family home. Cottage, compact single-family, attached, and clustered dwellings are appropriate options to serve a diverse population and changing household demographics as allowed by citywide policies. These should incorporate architectural and site design standards to ensure compatibility with adjacent single-family areas.

Policy NRH 8.2:

Locate new commercial development in the business districts at the north and south boundaries of the North Rose Hill neighborhood in order to prevent commercial encroachment.

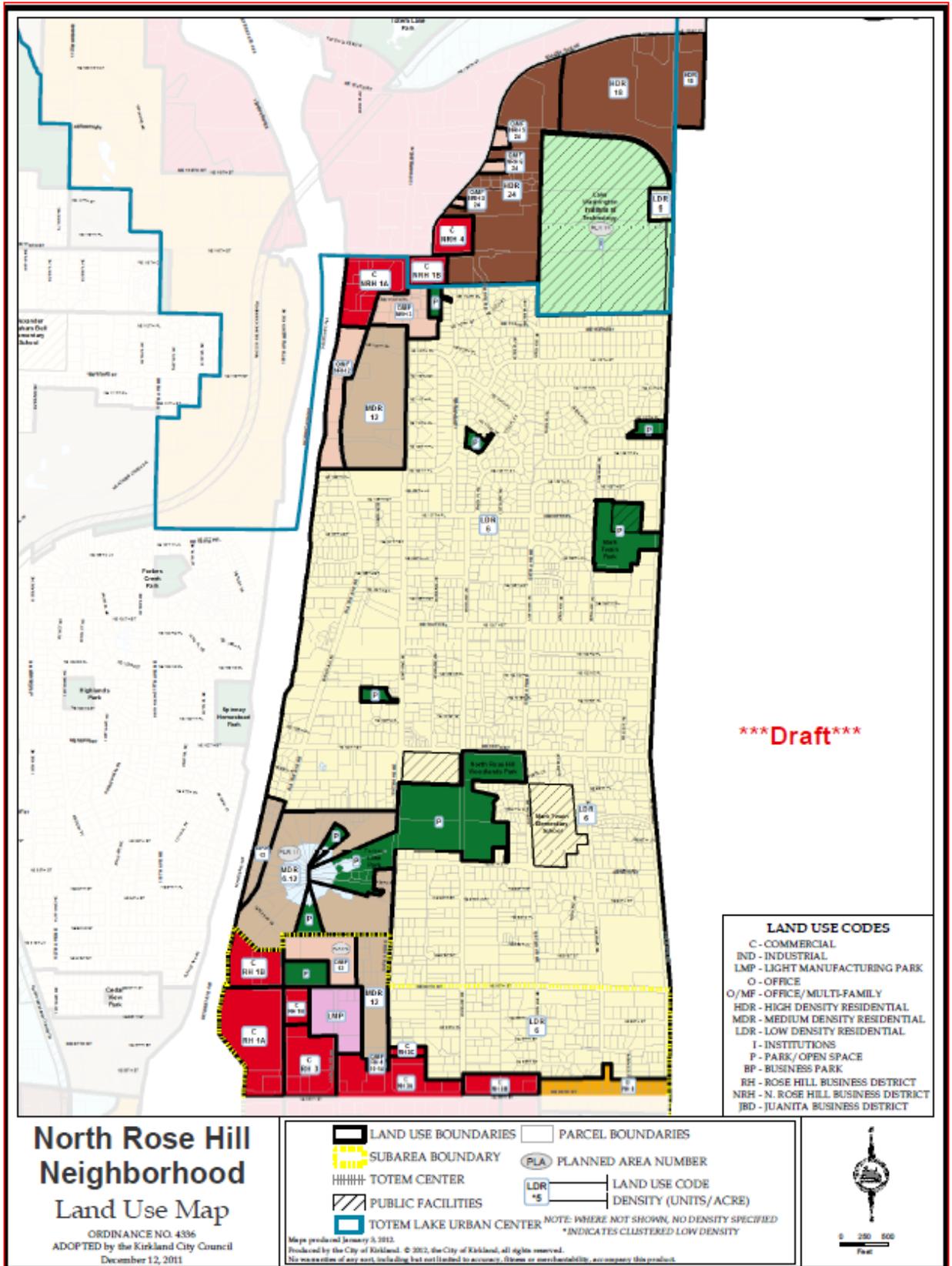
Commercial development should remain in established commercial areas and not extend into the residential core of the neighborhood. Commercial development is prohibited in low, medium or high density residential areas (see Figure NRH-3).

Goal NRH 9 – Encourage innovative residential development styles as allowed by Citywide regulations.

Policy NRH 9.1:

Encourage innovative development styles or techniques to enable increased protection of sensitive or hazardous areas, affordable or lower cost housing, or housing choice.

The protection of sensitive areas and the provision of housing options for a wide spectrum of income levels and lifestyles are important values to support and encourage. Rising housing prices throughout the City and region require strategies to promote lower cost housing.



North Rose Hill Neighborhood Land Use Map

ORDINANCE NO. 4396
 ADOPTED by the Kirkland City Council
 December 12, 2011

LOW DENSITY DEVELOPMENT

Goal NRH 10 – Maintain predominately detached single-family residential development at a density of six units per acre in low density areas and allow some density increase if specific public benefits are demonstrated as allowed by Citywide policies (see Figure NRH-3).

Policy NRH 10.1:

Preserve low density areas south of NE 117th Street to approximately NE 86th Street, and between the freeway and 132nd Avenue NE.

These areas are the residential core of the North Rose Hill neighborhood. Neighborhood character should be protected while ensuring housing choice by allowing innovative housing styles and techniques that are subject to design standards. Consider densities that support public values if it results in less or equal development intensity as compared to traditional development.

MEDIUM DENSITY DEVELOPMENT

Goal NRH 11 – Allow multifamily development at a density of 12 units per acre as a transition between low density areas and more intensive development (see Figure NRH-3).

Policy NRH 11.1:

Allow multifamily development with a density of 12 units per west of Slater Avenue NE, at approximately NE 97th Street.

Protection of established single-family areas to the north should be required. Building location and landscaping should buffer the low density residential area.



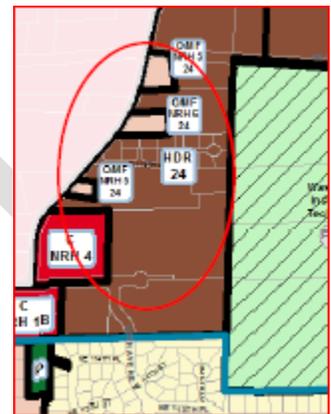
HIGH DENSITY DEVELOPMENT

Goal NRH 12 – Locate high density development with densities between 18 and 24 units per acre at the north end of the neighborhood, close to the Totem Lake Business District and the Lake Washington Institute of Technology (see Figure NRH-3).

Policy NRH 12.2:

Allow 24 units per acre in the area east of Slater Avenue NE and north of NE 116th Street, close to the activities and services of Totem Lake.

High residential densities are found in the multifamily areas adjacent to NE 116th Street and extending north along Slater Avenue NE. This fully-developed area is closely associated with the activities and services in the Totem Lake commercial area and the North Rose Hill Business District.



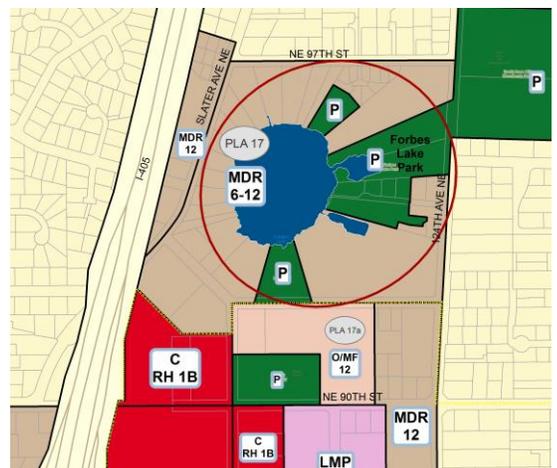
PLANNED AREA 17

Goal NRH 13 – Protect the natural features of Forbes Lake, Forbes Creek, and associated sensitive area wetlands and buffers.

Policy NRH 13.1:

Consider medium density residential development with a maximum density of 12 units per acre subject to the following development standards:

- (1) Development should be subject to a public review process.
- (2) A minimum of two acres should be aggregated for multifamily development to reduce the potential for a piecemeal development pattern.
- (3) West of Forbes Lake, development should provide for the continuation of a bicycle and pedestrian path that generally follows the alignment of Slater Avenue NE and connects to NE 90th Street.
- (4) New development adjacent to Forbes Lake should provide for public access to the lake in



appropriate locations. Public access should be limited to passive uses, such as walking trails or viewpoints.

- (5) Vehicular connection through this subarea to NE 90th Street is not permitted.
- (6) Future development density potential may be reduced around Forbes Lake based on the presence of environmental constraints in PLA 17 and the application of zoning requirements to protect these resources.
- (7) If adjacent to wetland areas or 124th Avenue NE, Goals NRH 3 and 23 should be observed.

Institutional

***PUBLIC – PLANNED AREA 14
LAKE WASHINGTON INSTITUTE OF TECHNOLOGY***



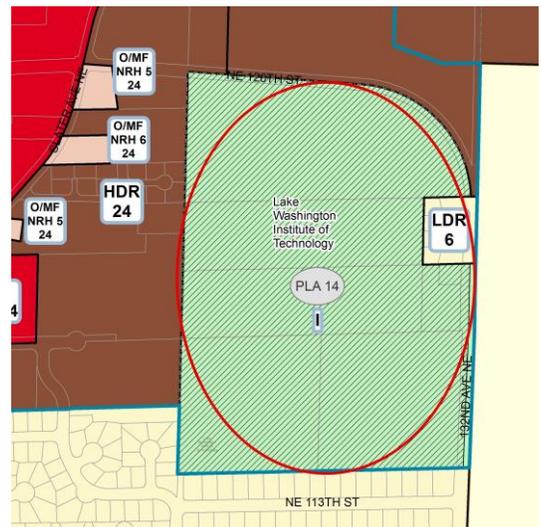
Goal NRH 14 – Recognize and enhance the role the Institute of Technology plays in the North Rose Hill neighborhood, the wider Kirkland community and in the region.

Policy NRH 14.1:

Encourage Lake Washington Institute of Technology to provide nonmotorized connections between the surrounding residential areas and the campus.

These links will provide access to the college at multiple locations.

Policy NRH 14.2:



Seek partnership opportunities between Lake Washington Institute of Technology and the City on educational, technical, recreational, and social services.

Community partnerships build neighborhood pride and self - determination.

Policy NRH 14.3:

Encourage Lake Washington Institute of Technology to continue to provide community meeting facilities for the neighborhood and the City.

Community meetings generate community involvement and these public facilities provide the North Rose Hill neighborhood a location for such meetings.

Goal NRH 15 – Ensure that any Institute of Technology expansion is compatible with the surrounding residential neighborhood.

Policy NRH 15.1:

Provide public review of major expansion of the institute. Mitigation may be required for impacts of the proposed expansion and, where feasible, the existing use.

Traffic impacts on the surrounding residential neighborhood should be addressed with expansion of the facility.

Policy NRH 15.2:

Allow no additional driveways to 132nd Avenue NE. Limiting curb cuts maintains traffic flow and safety.

Policy NRH 15.3:

Encourage creation of affordable housing on campus or near the institute.

Lake Washington Institute of Technology is a major public facility in North Rose Hill. It occupies about 55 acres. The institute is a major traffic generator and located along a bus line, which would benefit from affordable housing located close by.

PRIVATE – CITY CHURCH

Goal NRH 16 – Ensure that any future church expansion or redevelopment of the site is compatible with the surrounding residential community.

Policy NRH 16.1:

Provide public review of redevelopment or expansion of the church. Consider mitigation of impacts from the proposed expansion and, where feasible, the existing use.

Existing parking lot design and landscaping deficiencies, and traffic, storm drainage, and visual impacts on the surrounding residential neighborhood should be addressed with expansion or redevelopment of the facility.



Policy NRH 16.2:

Encourage housing at this site.

City Church occupies about 14 acres and is a major private institution in North Rose Hill. Opportunities to provide housing in conjunction with redevelopment of the site should be pursued.

COMMERCIAL

NORTH ROSE HILL BUSINESS DISTRICT

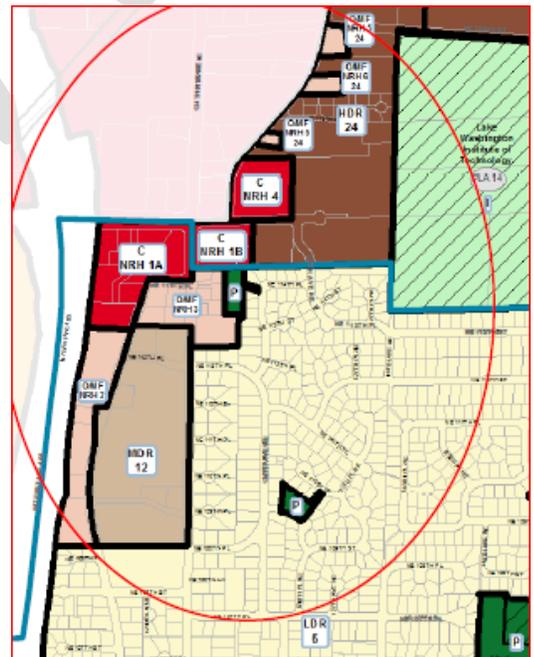
A portion of the North Rose Hill Business District along with high density property to the northeast along Slater Avenue NE, and the Lake Washington Technical Institute is within the Totem Lake Urban Center.

Goal NRH 17 – Develop the North Rose Hill Business District to complement the Totem Lake Business District.

Policy NRH 17.1:

Improve NE 116th Street with coordinated streetscape improvements and gateway features.

This is a major entranceway to the North Rose Hill and Totem Lake Business Districts. It should provide a positive first impression.



Policy NRH 17.2:

Ensure high quality urban design for commercial and mixed-use residential development in the North Rose Hill Business District.

Design standards ensure architectural and human scale buildings, discourage parking lots in front of buildings, ensure pedestrian orientation, and provide convenient bike and pedestrian connections to the neighborhood, and are complementary to the design standards for the Totem Lake Business District.

Utilize the design review process for commercial and mixed-use residential development to administer these standards.

Goal NRH 18 – Encourage increased residential capacity in the North Rose Hill Business District to help meet housing needs.

Policy NRH 18.1:

Allow increased height when upper story residential use is provided.

Increased building height should be permitted to ensure that this use is on an equal footing with the development of a commercial use since housing development may be less financially profitable than commercial development when both are allowed. An increase in height should be allowed when upper story residential use is provided to further encourage developers to choose to provide housing. This incentive would enable residential use to be included either in mixed-use projects or in stand-alone developments where retail use is not mandated as a ground floor use.

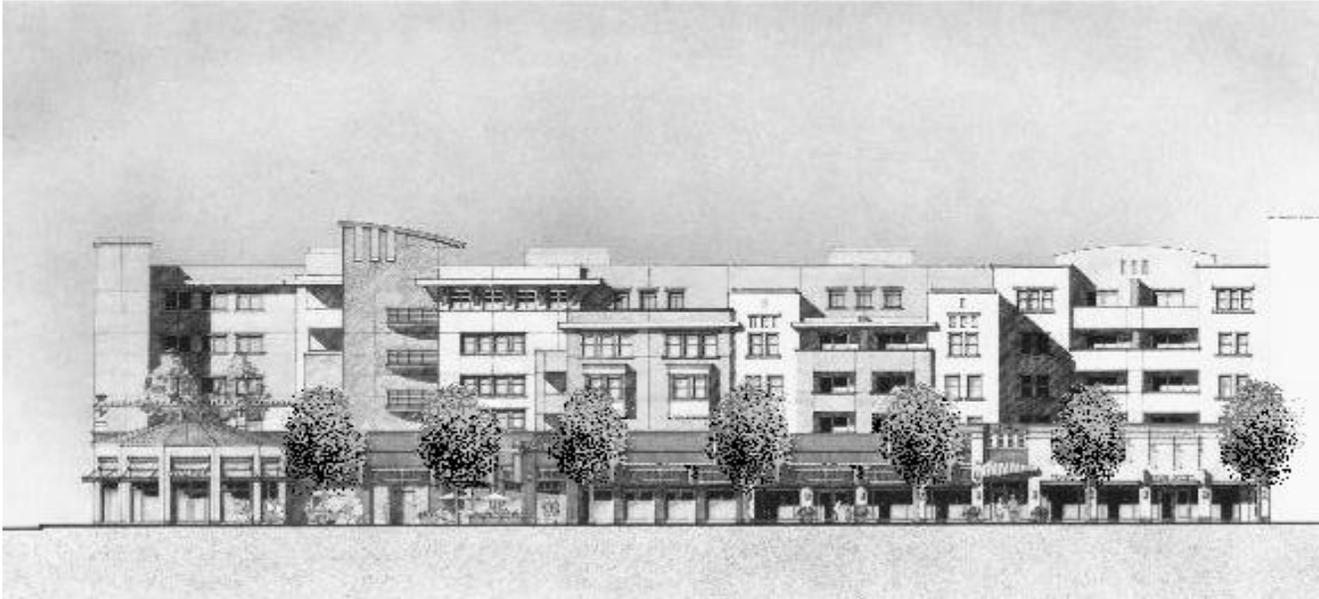
Policy NRH 18.2:

Require and encourage affordable housing in conjunction with residential development.

Zoning regulations require all multifamily development containing four or more units to provide ten percent of the units as affordable units. If more affordable units are proposed, the City offers incentives in exchange for the public benefit of providing additional affordable housing. .

Goal NRH 19 – Limit the types of commercial uses to those that are compatible with the residential focus of the North Rose Hill Business District.

Policy NRH 19.1:



Designate the following subareas to address site-specific development standards.

Use the NRH (North Rose Hill) Business District prefix to identify the subareas.

NRH 1A

- West of 124th Avenue NE is a mixed-use retail commercial/residential designation.
- This area should have a regional commercial character that supports and promotes the residential development that is being encouraged to locate there. Uses should be compatible with residential development.
- The types of commercial uses allowed in this area should be compatible with the community and the region. Car and boat dealerships and big box retail uses are prohibited.
- Increased building heights should be allowed in order to provide sufficient incentive to develop a range of housing choices in conjunction with commercial development.
- Buildings exceeding two stories must be developed with residential uses above the ground floor. A maximum of five stories is permitted.
- Hotel uses are appropriate to a maximum of four stories. These facilities should be designed to be compatible with the residential character of the area.
- With any development at the corner of NE 116th Street and 124th Avenue NE, neighborhood gateway features, such as open space, plaza, or signage should be integrated with a pedestrian connection linking Slater Avenue NE and NE 116th Street. In the alternative, a corner feature should be provided.

NRH 1B

- East of 124th Avenue NE is a mixed-use retail commercial/residential designation.
- This area should have a neighborhood commercial character to support and promote the residential development that is being encouraged to locate there. Uses should be compatible with residential development.
- The types of commercial uses allowed in this area should be limited to both office uses and those retail uses that serve the people working and living in Kirkland. Traditional neighborhood business uses are retail sales of goods and services with limited gross floor area. Car and boat dealerships, hotels/motels, entertainment, and big box retail uses are prohibited.
- Increased building heights should be allowed in order to encourage new residential development or redevelopment in conjunction with commercial development. Buildings exceeding two stories must be developed with residential uses above the ground floor. A maximum of five stories is permitted.
- Establish 15-foot landscape buffers between commercial development and adjacent residential uses.

NRH 2

- This area borders I-405 and provides a transition between the freeway and established residential areas to the east, and between the mixed-use retail/residential uses to the north along 116th Street and established residential areas to the south.
- Stand-alone or mixed-use office/residential uses should be developed.
- Provide flexibility in density to encourage residential development and affordable housing.
- The types of commercial uses allowed should be limited to those compatible with the residential focus of the area. Retail uses, restaurants, and taverns should be prohibited.
- Establish building and site design standards that require pedestrian orientation, horizontal and vertical modulation, peaked roofs, parking lot placement in side and rear yards, and other elements to increase compatibility with surrounding residential uses. Building mass should be oriented away from low density areas.
- Building heights should not exceed the maximum elevations of adjacent multifamily residential development to the east.
- To encourage residential redevelopment some height increase is justified. Buildings exceeding two stories must be developed with residential uses above the ground floor.

NRH 3

- This area functions as a transition between the mixed-use retail/residential uses to the north along NE 116th Street and established residential areas to the south.

- Stand-alone offices or residential uses or mixed-use office/multifamily uses are appropriate.
- The types of commercial uses allowed should be compatible with the residential focus of the area. Retail uses, restaurants, and taverns are prohibited.
- Provide flexibility in density to encourage residential development and affordable housing.
- Building height should not exceed three stories to provide a transition to the established multifamily and single-family homes to the east and south.
- Impacts from development should be mitigated adjoining established single-family areas located to the east and south.
- A 15-foot-wide heavily landscaped buffer should be provided, and building mass should be oriented away from low density areas. Design standards should require pedestrian orientation, horizontal modulation, and blank wall treatments, to increase compatibility with surrounding residential uses. Peaked roofs are encouraged. Property abutting the publicly owned open space to the east should provide pedestrian connection to 124th Avenue NE.

NRH 4

- Allow general commercial uses north of NE 116th and east of Slater Avenue NE.
- The existing North Park Business Center includes some wholesale/manufacturing uses as a carryover from when the area was designated for industrial development. Continue to allow new wholesale/manufacturing uses in the existing structures if they maintain or enhance compatibility with nearby residential development. Relocate nonconforming businesses to sites that do not adjoin residential development and are specifically designated for industrial uses and development, if and when redevelopment occurs.
- Limit building height to a maximum of three stories to reflect the scale of multifamily residential development surrounding much of NRH 4.
- Some height increase is justified to encourage residential redevelopment and affordable housing. Buildings exceeding two stories must be developed with residential uses on one floor.
- Bring parking lot landscaping and design into conformance as redevelopment occurs.
- Establish building and site design standards for redevelopment to require pedestrian orientation, horizontal modulation, blank wall treatments, parking lot landscaping, lighting and noise limits, and 15-foot landscape buffers between commercial development and adjacent residential uses.

NRH 5

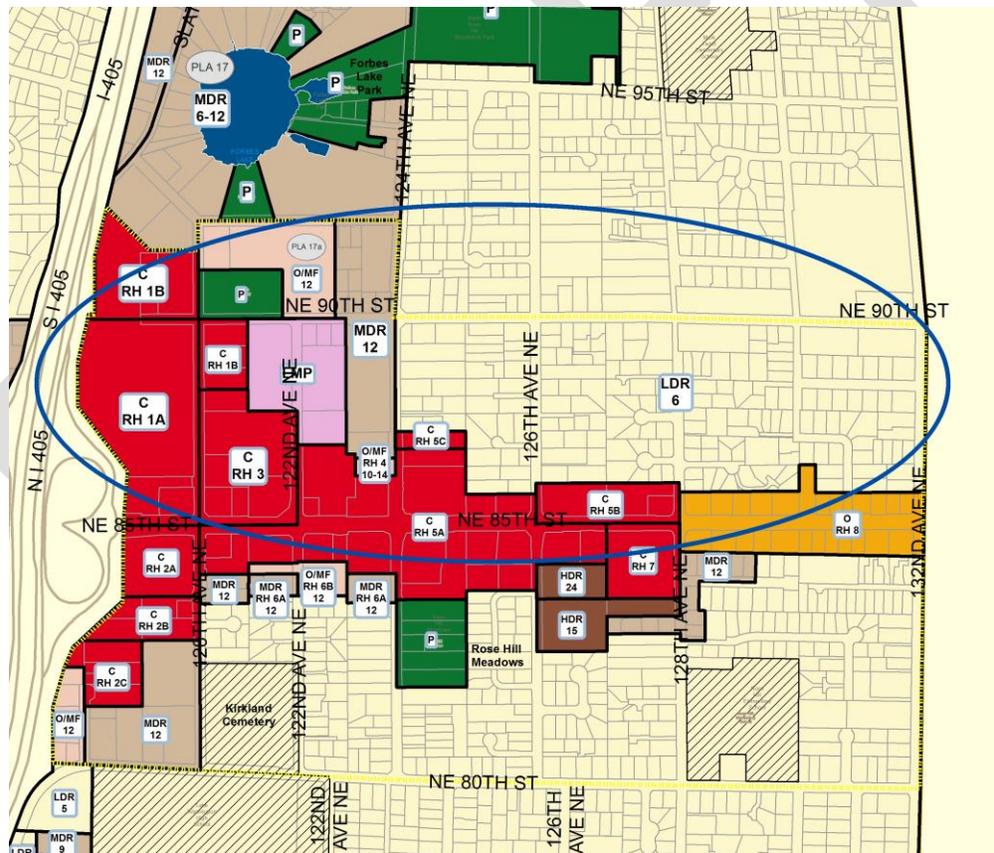
- Allow office and residential uses with a density of 24 units per acre at the following two locations where existing office uses are currently located:
 - At the southeast corner of 120th Street and Slater Avenue NE.

- At the property surrounded by the Ridgewood Village multifamily development abutting Slater Avenue NE.
- The types of commercial uses allowed should be compatible with the residential focus of the area. Retail uses, restaurants, and taverns are prohibited.

NRH 6

- Allow either stand-alone residential use with a density of 24 units per acre or office use on the ground floor and residential uses above on the lot abutting Slater Avenue NE between the Totem Firs and Slater Park multifamily developments.
- The types of commercial uses allowed should be compatible with the residential focus of the area. Retail uses, restaurants, and taverns are prohibited.

NE 85TH STREET SUBAREA



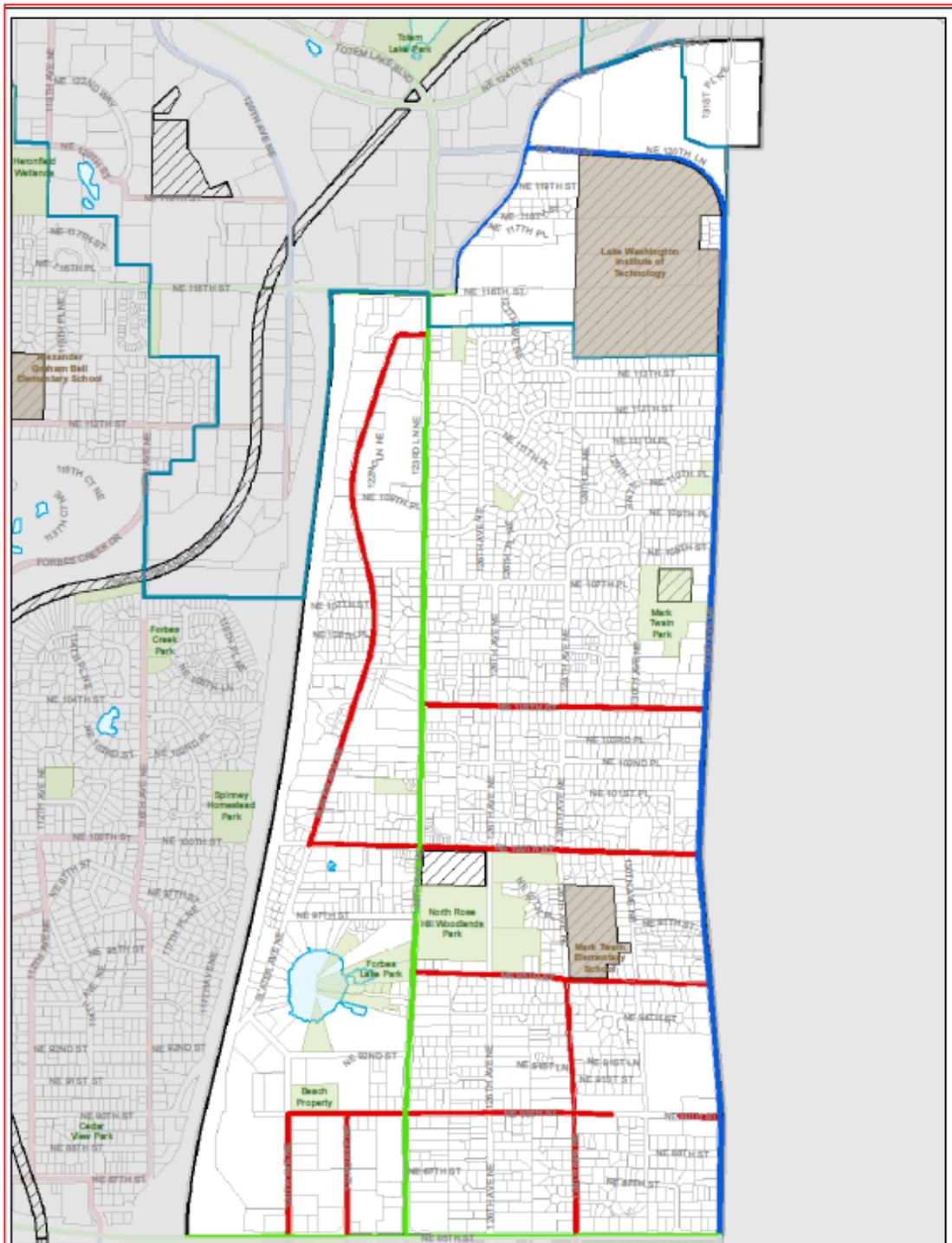
Goal NRH 20 – Support the goals and policies found in the NE 85th Street Subarea chapter of the Comprehensive Plan for land development.

6. TRANSPORTATION

STREETS

The original circulation pattern in North Rose Hill was 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. The streets that compose this grid network are shown on Figure NRH-4 and street classifications are described in the Transportation Element of the Comprehensive Plan.

DRAFT



	Principal Arterial		Neighborhood Boundaries		School
	Minor Arterial		Public Facilities		Lakes
	Collector		Park		Parcel Boundaries

*****Draft*****
 1 Inch = 1,300 feet
 Produced by the City of Kirkland
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Figure NRH-4: North Rose Hill Street Classifications

Goal NRH 21 – Maintain and enhance the arterial street network.

Policy NRH 21.1:

Enhance the arterial street network with the following improvements:

124TH AVENUE NE

- Provide 80 feet of right-of-way width the length of 124th Avenue NE. Dedication of an additional 10-foot minimum of right-of-way from each side of the street is necessary when development occurs.

The right-of-way dedication is necessary to accommodate a center turn lane and landscaped median islands, one through lane in each direction, one bike lane in each direction, intersection queue bypass lanes for transit, and a wide landscape strip and sidewalk on both sides of the street.

- Provide sidewalks, curbs, gutters, landscape strips, and bike lanes along the entire length of 124th Avenue NE.

This street provides direct access to both the Woodland Park and the Boys and Girls Club. Completion of sidewalks to improve pedestrian safety, especially between public facilities, is a high priority.

- Provide crosswalk improvements, such as pedestrian signage, safety refuge islands, and signals, at existing and emerging activity centers.

Crosswalk improvements at key locations that serve activity centers should be installed as warranted.

- Prioritize traffic flow for transit by providing queue bypass lanes or signal preemption.

Queue bypass lanes at locations where traffic queuing at intersections would otherwise slow buses will help to encourage transit use.

- Improve the appearance of and function of 124th Avenue NE with the installation of landscape medians.

Pedestrian safety will be paramount in the design of the landscape medians with consideration for pedestrian visibility. The design of the median must also consider emergency vehicular access. Additionally, minimize locations where medians interfere with driveway access when evaluating the appropriateness of either intermittent or continuous landscape medians.

132ND AVENUE NE

- Coordinate improvements to 132nd Avenue NE with the City of Redmond.

While Kirkland's City limits extend to the east side of 132nd Avenue NE this street is a mutual concern to both Kirkland and Redmond. Both jurisdictions should coordinate planning facilities that address common issues of concern.

- Provide sidewalks, curbs, gutters, landscape strips, and bike lanes along the entire length of 132nd Avenue NE.

This street provides direct access to both Mark Twain Park and the Lake Washington Institute of Technology. Completion of sidewalks to improve pedestrian safety, especially between public facilities, is a high priority.

- Provide a traffic signal and signalized crosswalk when engineering signal warrants are met at NE 100th Street.

Crosswalk improvements at other key locations that serve activity centers should also be installed as warranted.

- Prioritize traffic flow for transit by providing queue bypass lanes or signal preemption.

Queue bypass at locations where traffic queuing at intersections would otherwise slow buses will help to encourage transit use.

- Improve the appearance of and function of 132nd Avenue NE with the installation of landscape medians.

Pedestrian safety will be paramount in the design of the landscape medians with consideration for pedestrian visibility. The design of the median must also consider emergency vehicular access.

NE 116TH STREET

- Install sidewalks, bike lanes, planter strips and consider other improvements such as landscape medians, high occupancy vehicle treatments, and on-street parking west of 124th Avenue NE.

These improvements are necessary to provide street definition, pedestrian safety, and access in support of the mixed-use residential/commercial development that is encouraged here.

SLATER AVENUE NE



- Install bike lanes and sidewalks south of NE 116th Street.

Because this street provides direct access to the NE 100th Street pedestrian bicycle I-405 overpass and the Boys and Girls Club, pedestrian and bicycle safety is very important.

Goal NRH 22 – Manage traffic impacts within the neighborhood to enhance neighborhood mobility and provide for more equitable distribution of traffic on neighborhood streets.

Policy NRH 22.1:

Prepare a traffic calming analysis and program for the existing and proposed street network.

The City should work with the community to identify and provide methods to lower traffic speeds and direct traffic through the neighborhood.

Policy NRH 22.2:

Consider alternative design to conventional “grid patterned” streets to address topographic and sensitive area constraints, aesthetics, and safety of children and pedestrians/bicyclists, while at the same time considering emergency vehicular access.

Street design should address these physical constraints while minimizing impacts to emergency response vehicles.

Policy NRH 22.3:

Map where anticipated street connection locations could be considered with future infill development in order to provide predictability in the development process and for the neighborhood.

While the North Rose Hill Street Connection Plan Map (Figure NRH-5 and Table NRH-1) indicates and describes the potential locations of street connections for future infill development, the exact location will be determined at the time of development. The development permit process should ultimately determine

these locations. When new street connections are not required or not feasible, pedestrian and bicycle connections should still be pursued.

Goal NRH 23 – Control development adjoining 124th and 132nd Avenues NE to enhance safety and efficiency of circulation.

Policy NRH 23.1:

Discourage direct access.

If driveways to 124th or 132nd Avenues NE must be provided, separation of at least 300 feet between driveways should be required. New driveways should be located so that future development can meet this standard and/or use a shared driveway.

Access easements to allow for shared access to 124th Avenue NE and or interior connections to side streets should be provided.

As access to side streets becomes available, driveways to 124th Avenue NE should be closed.

Policy NRH 23.2:

Design buildings and landscape adjoining development to minimize potential noise and visual impacts generated by traffic on 124th and 132nd Avenues NE.

Goal NRH 24 – Avoid development of unimproved rights-of-way impacted by sensitive areas.

Policy NRH 24.1:

Do not improve the following specific right-of-way segments:

126th Avenue NE, south of NE 100th Street. This segment of 126th Avenue NE bisects the North Rose Hill Woodlands Park and fire station. It is also within a wetland area, and should remain in its natural condition.

120th Avenue NE, from NE 92nd Street to NE 90th Street. Improvement of this street would connect Slater Avenue NE to NE 85th Street corridor. Due to environmental constraints in the vicinity of this right-of-way, this should remain in its natural condition. Additionally, this connection could increase traffic on Slater Avenue NE, and cause greater congestion at the intersection of NE 85th Street and 120th Avenue NE.

NE 92nd Street, west of 122nd Avenue NE. Due to environmental constraints in the vicinity of this right-of-way, this should remain in its natural condition.

PEDESTRIAN/BICYCLE CIRCULATION

The existing Active Transportation Plan (ATP) maps most of the planned bicycle and pedestrian facilities planned for a 10-year horizon. Those projects mapped in the North Rose Hill neighborhood plan not shown in the ATP will be added during periodic updates to the ATP. Figures NRH-6 and NRH-7 show the desired pedestrian and bike system in the North Rose Hill neighborhood identified in 2003.

City policy requires that all through-streets have pedestrian improvements. Generally, these improvements include curbs, landscape strips, and sidewalks. As new development occurs, pedestrian improvements are usually installed by the developer. In developed areas, the City should identify areas of need and install sidewalks through the capital improvement budget process.

Bicycles are permitted on all City streets. However, bicycle lanes should be located on 132nd Avenue NE, 124th Avenue NE, and Slater Avenue NE. These lanes should be identified by appropriate signs and markings. Other streets desired for bike routes are designated in the Active Transportation Plan and in Figure NRH-7, bike system. City policy establishes that delineating desired bicycle lanes with striping occurs only on collector and arterial streets.

Goal NRH 25 – Maintain and enhance the street network for all modes of transportation.

Policy NRH 25.1:

Encourage mobility and the use of nonmotorized transportation by providing appropriate facilities for pedestrians and bicyclists throughout the North Rose Hill neighborhood and between neighborhoods.

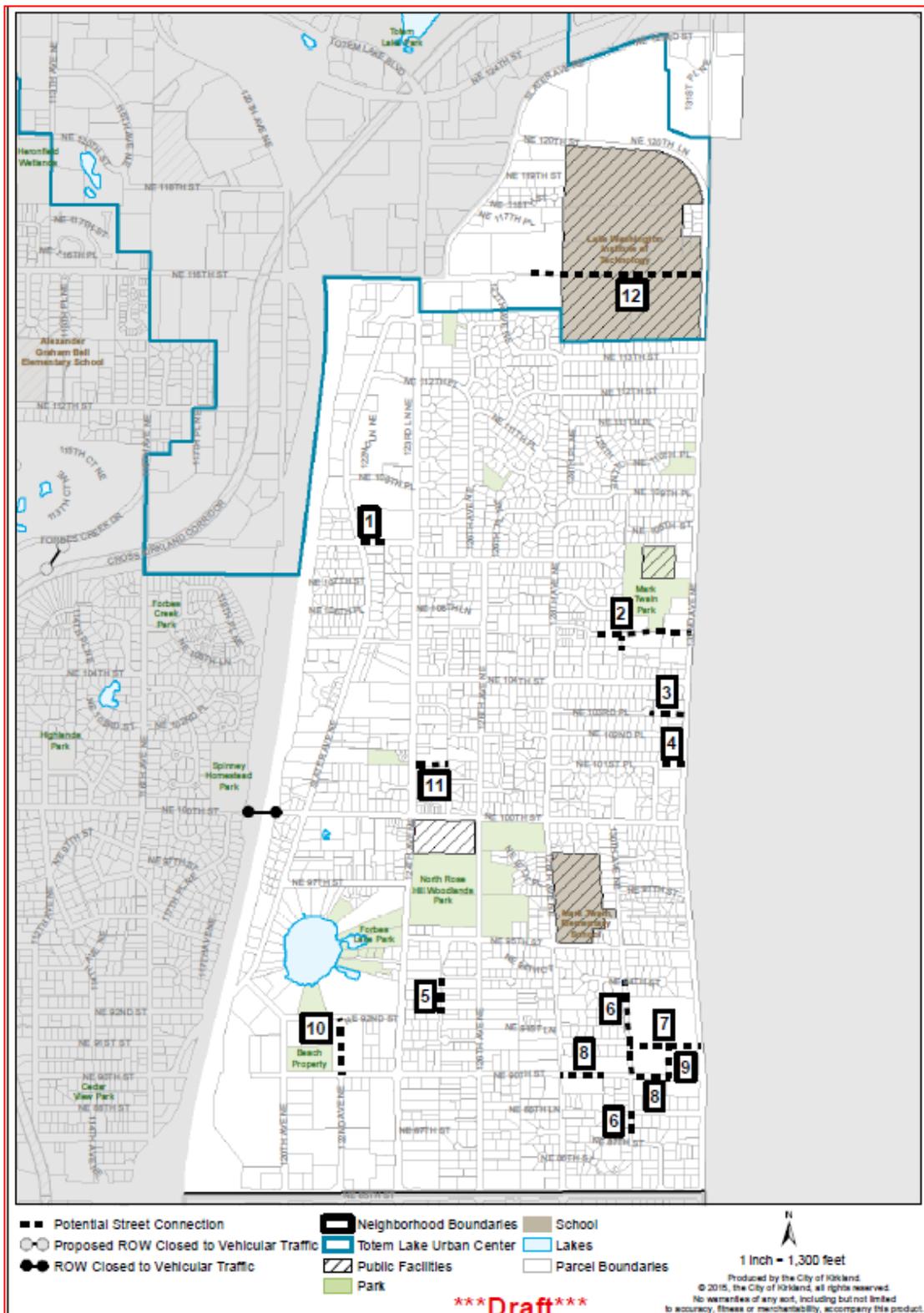


Figure NRH-5: North Rose Hill Street Connection Plan

XV.F. NORTH ROSE HILL NEIGHBORHOOD

Renumber the following list

Table NRH-1: North Rose Hill Street Connection Plan Description List

- ~~1. NE 88TH STREET BETWEEN 124TH AVENUE NE AND 126TH AVENUE NE~~
2. NE 108TH STREET BETWEEN SLATER AVENUE NE AND 123RD AVENUE NE
3. Place
~~NE 105TH STREET BETWEEN 129TH AVENUE NE AND 132ND AVENUE NE~~
Portions of
4. NE 103RD PLACE BETWEEN 132ND AVENUE NE AND EXISTING CUL-DE-SAC END
5. NE 101ST PLACE BETWEEN 131ST PLACE NE AND 132ND AVENUE NE
- ~~6. NE 97TH STREET BETWEEN 130TH AVENUE NE AND 132ND AVENUE NE~~
Completed
- ~~7. Deleted by Ord. 4212.~~
8. 125TH AVENUE NE BETWEEN NE 94TH STREET AND NE 95TH STREET
9. 130TH AVENUE NE BETWEEN NE 87TH STREET AND NE 94TH STREET
10. NE 91ST STREET BETWEEN 130TH AVENUE NE AND 132ND AVENUE NE – ~~Sections are completed~~
Portions of
11. Portions of
~~NE 90TH STREET BETWEEN 128TH AVENUE NE AND 132ND AVENUE NE – Sections are completed~~
12. 131ST AVENUE NE BETWEEN NE 90TH STREET AND NE 91ST STREET
13. 122ND AVENUE NE BETWEEN NE 90TH STREET AND NE 92ND STREET
- ~~14. 126TH PLACE NE BETWEEN NE 102ND PLACE AND NE 100TH PLACE~~
Completed
15. NE 101ST PLACE BETWEEN 124TH AVENUE NE AND 125TH AVENUE NE
16. NE 116TH STREET BETWEEN 127TH AVENUE NE AND 132ND AVENUE NE
- ~~17. NE 109TH PLACE BETWEEN SLATER AVENUE AND 124TH AVENUE NE~~
Completed



Figure NRH:7 North Rose Hill Bicycle System

The following nonmotorized connections should be improved and added to the Active Transportation Plan as appropriate. The Capital Improvement budget process prioritizes when routes will receive funding for improvements. If funded, these routes should be improved with pedestrian and bicycle facilities as needed:

- Between bus stops and residential development.
- Along school walk routes – highest priority.
- Connecting activity areas such as parks and the Boys and Girls Club, and Lake Washington Institute of Technology.
- Wherever a street connection is not required or feasible to connect dead end streets to adjacent streets. When new street connections are not required or not feasible, pedestrian and bicycle connections should still be pursued.
- Between the Redmond regional trail and the I-405 pedestrian overpasses. Known as the Bay to Valley Trail, this link should follow NE 90th Street, heading west from the Redmond boundary at 132nd Avenue NE, to connect to a planned 90th Street overpass, and then north through the existing pedestrian easement at the Costco parking lot, to Slater Avenue NE connecting to the existing 100th Street overpass. Public pedestrian and bicycle easements should be provided across private properties within the designated Bay to Valley Trail, identified in the Park Recreation and Open Space Plan, when development, redevelopment or platting occurs to complete the trail system. See the PROS Plan for further details.
- Around a limited portion of Forbes Lake connecting City-owned property and existing public access across private property.
- Various links between the Lake Washington Institute of Technology and surrounding residential development to the west and south.
- Along the Seattle City Light transmission line easement in cooperation with the utility and adjacent property owners.

Policy NRH 25.2:

Develop the following new nonmotorized connections to provide convenient and safe pedestrian mobility between the business districts and residential areas in the neighborhood.

- North/south link between Slater Avenue NE through the North Rose Hill Business District to NE 116th Street and northward to the Totem Lake Business District.
- East/west link between 124th Avenue NE and the low density area of North Rose Hill through the open space west of 126th Avenue NE at approximately NE 114th Place.

7. OPEN SPACE/PARKS

There are a number of publicly and privately owned areas in the North Rose Hill neighborhood that currently provide park and open space opportunities. In addition, there is a private nonprofit facility in the neighborhood that provides recreation opportunities. They are briefly described below.

PARKS

Mark Twain Park is a seven-acre neighborhood park located on 132nd Avenue NE, at approximately NE 107th Street. Improvements in this park include walking and jogging paths, a children's playground, a basketball court, and an open lawn area for informal recreation activities. Development and improvement of facilities for passive uses, such as walking or jogging, is encouraged.

North Rose Hill Woodlands Park



...is a 21 acre neighborhood and nature park located between 124th Avenue NE and 128th Avenue NE south of NE 100th Street. It contains paved and boardwalk trails, interpretive signs, picnic shelter, children's playground, benches, wetlands, and an open lawn area for informal play. Parking and public restrooms are available at the fire station near the site.

Forbes Lake Park is a 9-acre waterfront park located at 9501 124th Avenue N... Together the park contains over 479 lineal feet of shoreline. The park is currently undeveloped. Future plans for the park include a continuous trail connecting parkland on the eastern side of the lake with parklands to the south and southwest, creating a continuous route of travel from 124th Avenue NE to Slater Avenue. Forbes Lake is an important public landmark and open space feature in the neighborhood. In future development, the City should seek to enhance the public views of the lake and wetland areas. To preserve the natural wetland system, active recreational use of this area should be discouraged.

PUBLIC SCHOOLS

Mark Twain Elementary School is an eight-acre site located at NE 95th Street and 130th Avenue NE. The school is improved with playfields, children’s play equipment and open space for informal recreation. The school’s multipurpose room also provides indoor recreation space on a limited basis.

Lake Washington Institute of Technology is a State vocational-technical college. The institute occupies 54 acres at approximately 132nd Avenue NE and NE 120th Street. With the exception of the instructional buildings and associated parking, the site is heavily wooded. The slope on the west side of the site is not well suited for active recreational use.

PRIVATE NONPROFIT RECREATION

Kirkland-Redmond Boys and Girls Club is a private nonprofit service organization whose primary mission is to serve youth. It is located at 124th Avenue NE and NE 108th Street. This facility includes a multipurpose room, game room, gymnasium, arts and crafts room, library, and educational center. The site also has a playfield.

OPEN SPACE TRACTS

Various open space tracts have been dedicated in many existing subdivisions. Ownership of several of these tracts has been transferred to the City (Tract B Trillium Court, and Tract A, Lake Kirkland Park). The remaining tracts are owned jointly by the homeowners within the subdivision . These tracts vary in size and have generally been left as unimproved open space.

Goal NRH 26 – Prioritize acquisition of a new neighborhood park where park level of service is deficient.

Policy NRH 26.1:

Acquire suitable land in the northern portion of the neighborhood for neighborhood park development.

There are deficiencies in the neighborhood park level of service based on the desire for parkland to be located within one-quarter-mile of all residents. The Park Recreation and Open Space (PROS) Plan has identified a need for a park in the northern portion of North Rose Hill. See the PROS Plan for further details.

Goal NRH 27 – Seek opportunities to improve connectivity to parks .

Policy NRH 27.1:

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 (PROS) Plan. See the PROS Plan for further details.

Goal NRH 28 – Seek opportunities to develop off-street trails for recreational use that connect activity nodes and neighborhoods.

Policy NRH 28.1:

Complete the Seattle City Light Power Line trail connecting the North Rose Hill neighborhood to the South Rose Hill and Totem Lake Business District within the Seattle City Light Power Line Easement.

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 PROS Plan for further details. This off-street north/south trail through the neighborhood serves the recreational needs of the community by providing a safe pedestrian and bicycle link separated from the street system. This will provide a more pedestrian friendly option to the street system. Eventually this trail could link up to the Bridle Trails neighborhood and trail systems in adjoining jurisdictions.

8. PUBLIC SERVICES/FACILITIES

UTILITIES

Goal NRH 29 – Provide adequate utility services in the neighborhood.

Policy NRH 29.1:

Protect and improve water quality through the use of the best available source control and treatment practices as identified in the Surface Water Master Plan and managed by the City’s Storm Water Utility.

Policy NRH 29.2:

Utilize best management practices to mitigate stormwater impacts by decreasing peak flows.

These policies mirror those of the City’s Storm Water Utility’s Surface Water Master Plan. The goals are written to include both controls that are placed on proposed new development (through design requirements), and programs and projects implemented by the City to address existing problems.

The easiest and least expensive way to protect water quality is to stop pollution at its source. Everyday activities of individuals in a watershed affect the quality of water in our streams. In cases where pollution cannot be eliminated at the source, treatment systems can be used to remove pollutants from water before it flows into a stream or lake.

When peak flows are increased, and persist for longer time periods than under pre-developed conditions, the quality of the water and available habitat in a stream will decrease. Kirkland has many streams in which such damage has already occurred. Two of the major goals of the surface water utility are to repair such damage, and to prevent future damage. This is accomplished through construction of capital improvement projects, and through regulation of new development.

Policy NRH 29.3:

Investigate water quality and Forbes Lake flooding/levels and develop projects and programs to address identified problems.

Property owners adjoining Forbes Lake are concerned that lake level fluctuations contribute to infiltration of drain fields and basement flooding. Ongoing monitoring by community volunteers and by the City quantify lake level fluctuations and test water quality. Current development practices reduce the potential for flooding by restricting placement of new improvements within sensitive area buffers and eliminate septic systems failures by requiring connection to the sanitary sewer system. Upstream retrofit opportunities to address lake level fluctuations would be considered as part of the Capital Improvement Plan prioritization process based on identified need in the Surface Water Master Plan.

Policy NRH 29.4:

Give funding priority to projects and programs that address identified water quality and lake flooding/level problems.

These projects and programs should be identified in both the Surface Water Master Plan, and the surface water portion of the Capital Improvement Program.

9. URBAN DESIGN

Goal NRH 30 – Ensure that public improvements and private development contribute to neighborhood quality and identity in the North Rose Hill Business District.

Policy NRH 30.1:

Utilize the design review process to administer building and site design standards that apply to all new, expanded, or remodeled commercial, multifamily, or mixed-use buildings in coordination with the Design Guidelines for Pedestrian-Oriented Business Districts contained in the Kirkland Municipal Code and Design Regulations in the Zoning Code.

Building design standards address building scale, building mass, materials; building entries; service areas; roof treatments; pedestrian oriented frontage; and relationship to adjacent land uses.

Site design standards address building and parking area placement on the site; vehicular and pedestrian access to the site and on-site circulation; site lighting; landscaping, including parking lot landscaping; signs; preservation of existing vegetation, and buffers between higher intensity development and adjacent land uses.

Design review will ensure compliance with these standards and help create an attractive image of the North Rose Hill Business District.

Policy NRH 33.330.2:

Minimize the appearance of parking areas through location and shared facilities.

Parking in front of buildings is discouraged. Combined lots that serve more than one business or use are encouraged.

Policy NRH 33.430.3:

Include high quality materials, the use of public art, bicycle and pedestrian amenities, directional signs on all arterials, and other measures for public buildings, and public infrastructure, such as streets, and parks.

These contribute to an inviting and desirable Business District experience.

Goal NRH 31 – Provide transitions between the commercial and residential uses in the neighborhood.

Policy NRH 31.1:

Address transition impacts and protect nearby residential neighborhoods with site and building development requirements such as landscape buffers and height regulations .

Landscaping is used to soften and separate uses by creating a transition zone. Likewise, the size or height of the building should not overpower adjoining residential areas.

Goal NRH 32 – Require high quality site and design standards for innovative residential housing in low density zones.

Policy NRH 32.1:

Implement the design standards for various innovative housing techniques and styles contained in the Subdivision Ordinance and Zoning Code.

These standards address: building placement on the site, clustering, open space preservation, building scale in proportion with the lot and with the surrounding neighborhood, preservation of existing vegetation, and integration with detached single-family homes. Innovative housing techniques include small lot single family, historic preservation, and low impact development subdivisions and cottage, carriage and two/tree unit homes. These standards will help ensure acceptance of innovative housing.

Goal NRH 33 – Provide streetscape improvements that contribute to a sense of neighborhood identity and enhanced visual quality.

Policy NRH 33.1:

Establish a street tree plan for the neighborhood.

Trees bordering streets can unify the neighborhood's landscape.

Policy NRH 36.2:

Develop center landscape medians and/or other enhancements along 132nd and 124th Avenues NE with extensive greenery to visually soften and enhance these arterials.

Consider seasonal color, and drought-tolerant native species in their design.

Policy NRH 33.3:

Incorporate design features into pedestrian routes.

Pedestrians require more detailed visual stimuli than do people in fast moving vehicles. Pedestrian paths should be safe, enjoyable, and interesting. Varying pavement textures and pedestrian safety islands and signalization at crosswalks are methods to strengthen these pathways.

Goal NRH 34– Develop gateway features that strengthen the character and identity of the neighborhood.

Policy NRH 34.1:

Use public and private efforts to establish gateway features at the locations identified in Figure NRH-8.

These should frame and enhance views into the neighborhood. An existing gateway sign is located on 124th Avenue NE north of NE 85th Street. Other preferred locations are shown in Figure NRH-8.

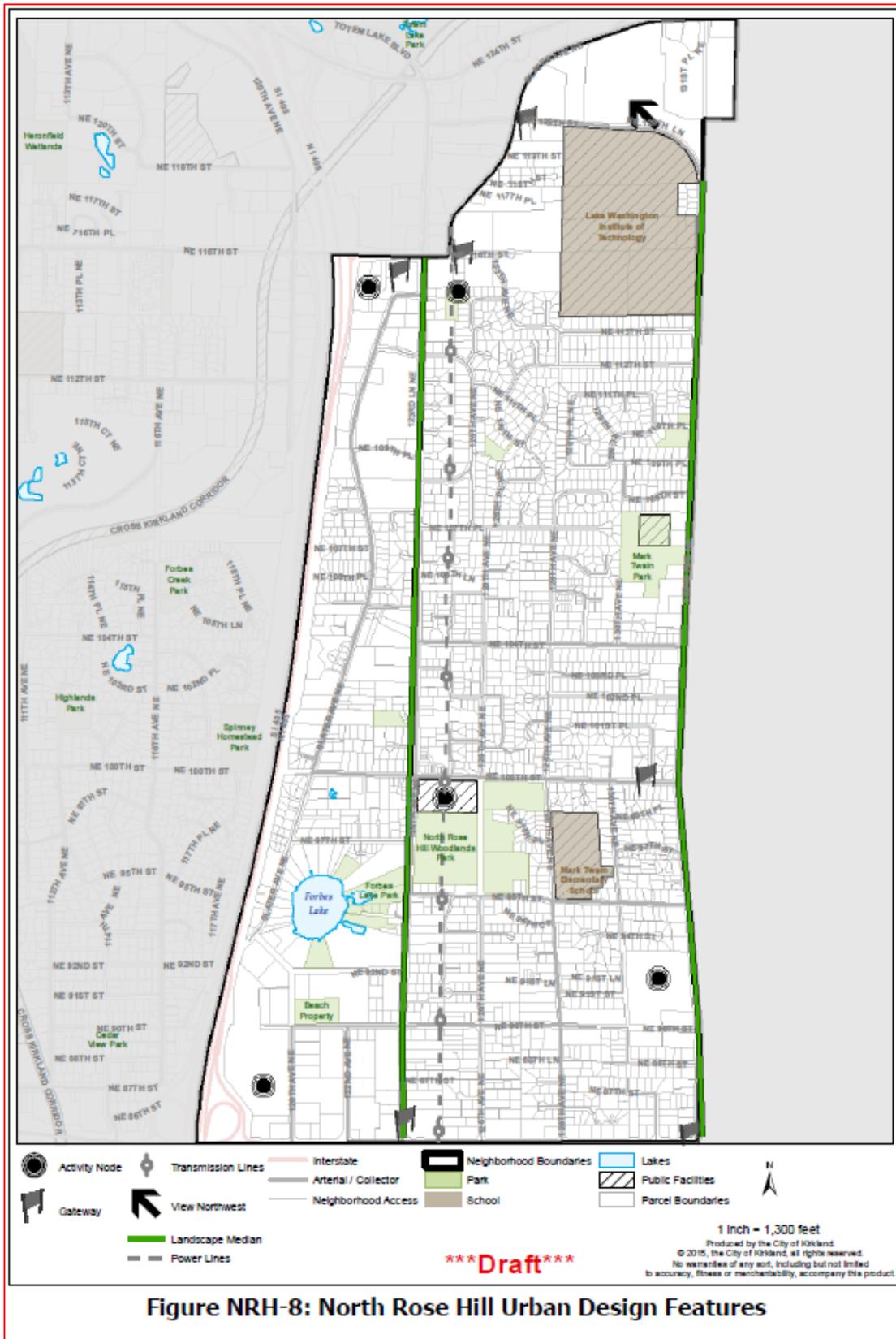
At some locations, private development should install gateway features as part of future development. In other instances, public investment is necessary. Depending on the location, improvements such as landscaping, signs, structures, or other features that identify the neighborhood could be included.

Goal NRH 35 – Preserve territorial views.

Policy NRH 35.1:

Preserve the territorial view of the Totem Lake commercial area from NE 120th Street.

This view conveys the neighborhood's context in the larger community. It is an important feature that should be preserved.



XV.L. NORKIRK NEIGHBORHOOD

DRAFT NORKIRK NEIGHBORHOOD PLAN: STRIKEOUTS/UNDERLINES

Incorporates PC comments from PC 3/26/2015 mtg

No comments from neighborhood association

Green text boxes note information that explains proposed changes to the plan.

1. NORKIRK OVERVIEW

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

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

The last update to the Norkirk Neighborhood Plan occurred in 2007, adopted by Ordinance 4078, with an update in 2015 as part of the citywide Comprehensive Plan update as required by the Growth Management Act (GMA).

2. VISION STATEMENT

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

Norkirk residents are good neighbors because we know one another. That's because the Norkirk Neighborhood is a pleasant and safe place for walking. From the sidewalks, people greet neighbors who are working in their gardens or enjoying the quiet from their front porches. Children play in their yards and in the parks, or ride their bikes along streets where they recognize their neighbors. Norkirk is linked to other Kirkland neighborhoods and commercial areas by safe bike and pedestrian routes and local transit.

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

XV.L. NORKIRK NEIGHBORHOOD

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

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



Annual Norkirk Neighborhood Picnic, 2005

Note: Eliminate the following Neighborhood Boundary Map to avoid redundancy. It is no longer necessary because neighborhood boundaries are shown on the Norkirk Land Use Map.

XV.L. NORKIRK NEIGHBORHOOD

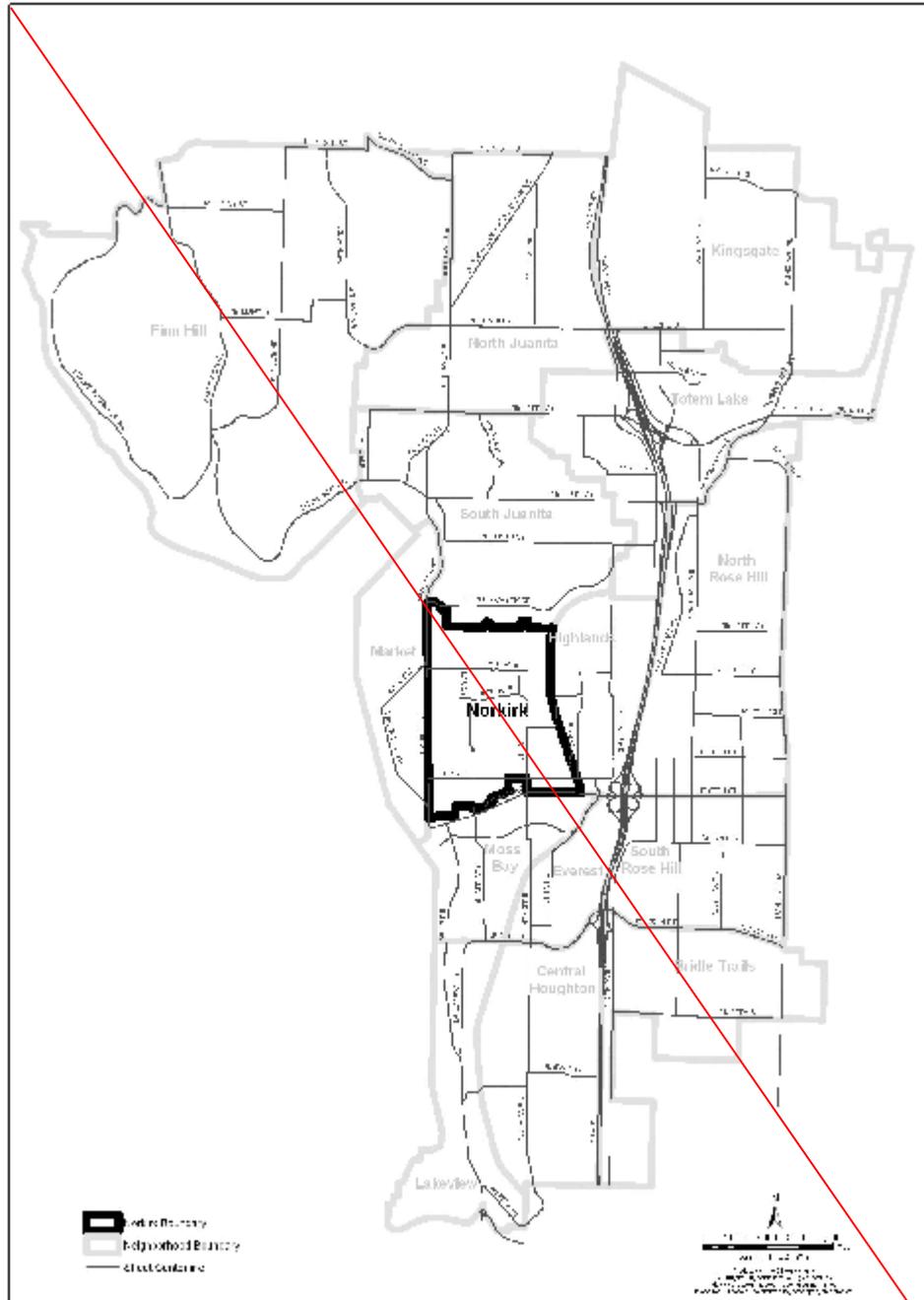


Figure N-1: Norkirk Boundaries



Kirkland Junior High School

Note: change to middle school

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

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

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

3. HISTORIC CONTEXT

Introduction

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



*Photo of Congregational and Baptist Churches
and Central School 1905*

*Arline Andre collection, Kirkland Heritage
Society*

Homesteads in the 1880's

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

Kirkland Land and Improvement Company

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

In 1893 the nationwide depression wiped out Kirk's dream of Kirkland becoming the "Pittsburgh of the West" as the financial backing stopped and the mill closed without ever having produced steel. Very little development occurred in Kirkland until after 1910. Even though times were tough, the citizens voted to incorporate in 1905.

Boom Development 1910 – 1930 – Burke and Farrar

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



*Representative photographs of Bungalows
Inventory Reports from Kirkland Heritage Society*

Railroad

The Northern Pacific Railroad line that ~~forms~~ formed much of the eastern boundary of the Norkirk Neighborhood was begun in 1903 and was completed in the summer of 1904 according to information from the Issaquah Depot Museum. Acquired by the City in 2012, the railroad line was replaced with the multi-use Cross Kirkland Corridor.

Change of Street Names

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

Naming of the Neighborhood

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

The name "Norkirk Elementary School" submitted by Donna Lee Owen, age 7 of Redmond, was chosen by school board members as the name of the new elementary school under construction in north Kirkland. Donna is the daughter of Mr. and Mrs. Alvin L. Owen, Jr. and is a student in the second grade.

Historic Properties-

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

form an important historical link and entrance to the Norkirk Neighborhood. The Newberry House, Kirkland Cannery, Sessions Funeral Home, 5th Brick Building, the site of the former First Baptist Church/American Legion Hall, and the Houghton Church Bell are designated by the City of Kirkland as Community Landmarks. See the Community Character Element of the Comprehensive Plan for further historic resources information.



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

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

Policy N-1.1:

Provide markers and interpretive information at historic sites.

~~Providing this i~~Information ~~will~~ identifying these important sites ~~and~~ enable future residents to have a link with the history of the area.

Policy N-1.2:

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

~~Allow f~~Flexibility in lot size requirements for lots that contain historic buildings is an incentive to preserve and protect historic resources. ~~This~~The Historic Preservation subdivision incentive ~~will~~ allows lots containing historic buildings to be subdivided into smaller lots than would otherwise be permitted if the historic buildings meet designated criteria and are preserved on-site.

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

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

Note: The Kirkland Cannery is included in the LIT CAR study area.

4. NATURAL ENVIRONMENT

Goal N-2: Protect and enhance the natural environment in the Norkirk Neighborhood.

Policy N-2.1:

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

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

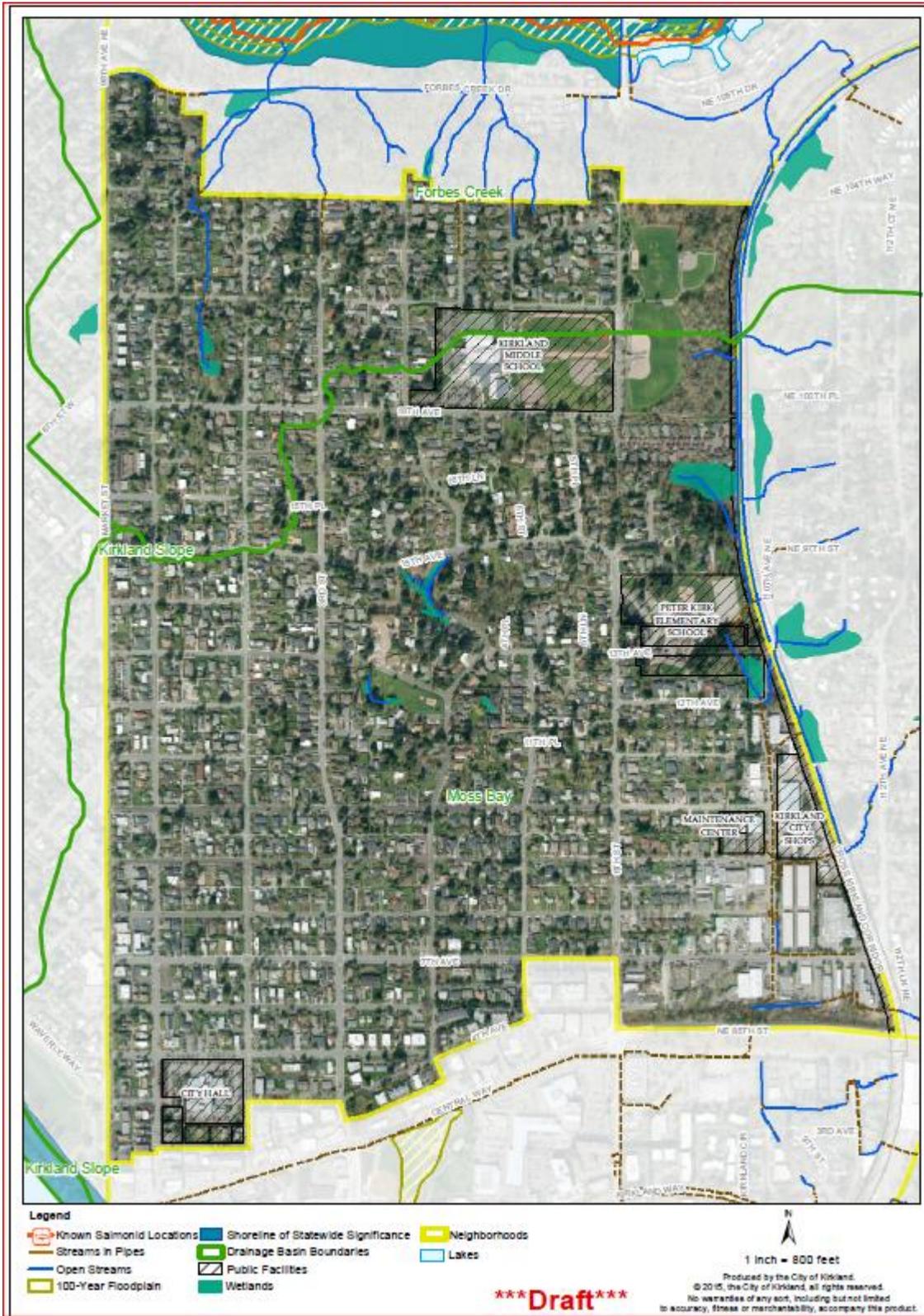
In the Forbes Creek basin, there is extensive cutthroat trout habitat in the main stem of Forbes Creek downstream of Forbes Lake. Coho salmon are found west of the freeway in Forbes Creek. The various Norkirk Neighborhood tributaries leading into the Creek contribute to the water quality downstream prior to entering Lake Washington. The Surface Water Master Plan guides the City's efforts on water quality measures and projects.

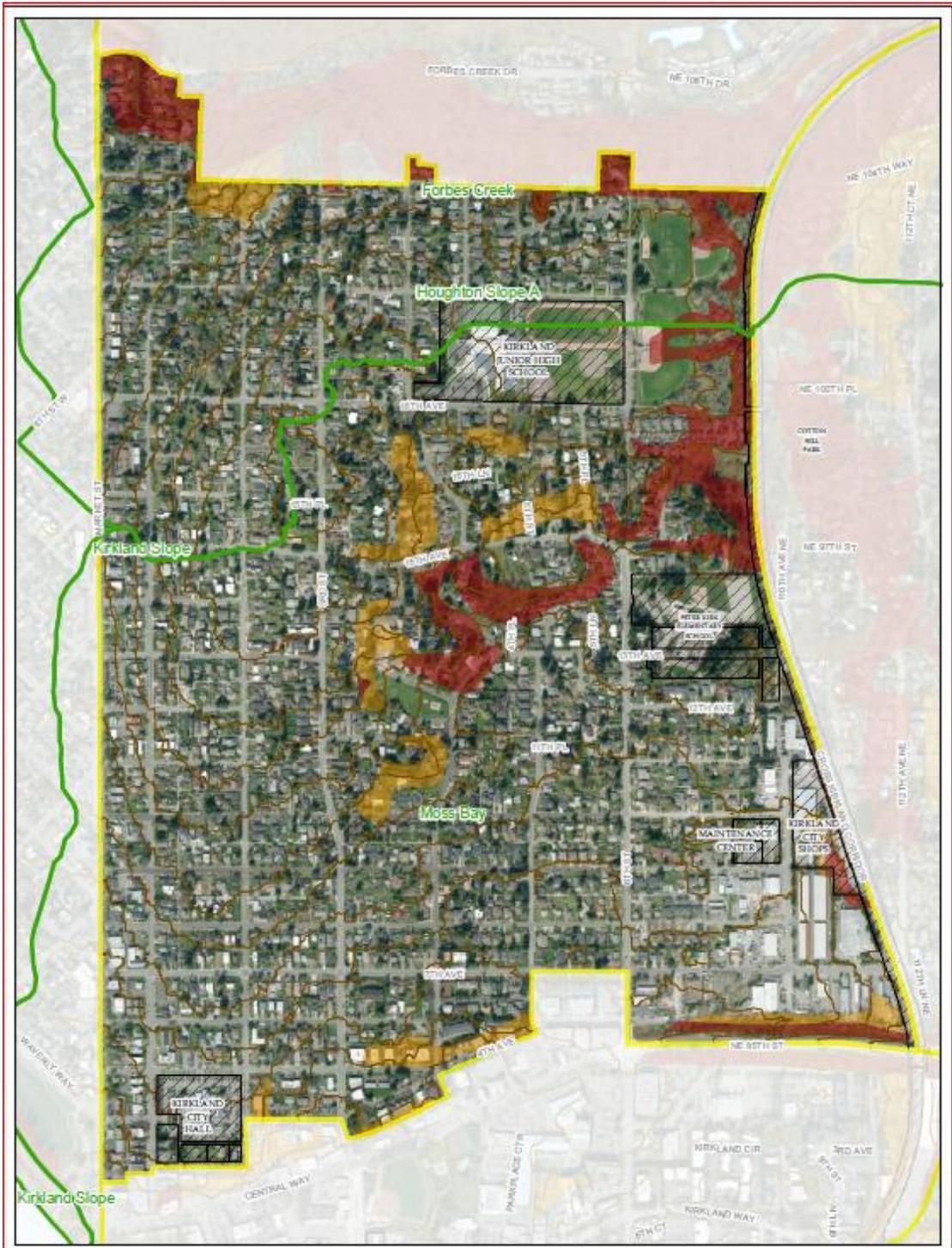
The small wetland and drainage area at Van Aalst Park provides an opportunity for enhancement on public property that could be accomplished as a neighborhood or school community service project.

Policy N-2.2:

Evaluate and consider opportunities to improve the function and quality of stream segments adjacent to the Cross Kirkland Corridor during implementation of the Cross Kirkland Corridor Master Plan.

In the Moss Bay drainage basin, the open stream portion of the Peter Kirk Elementary Tributary near the elementary school ~~appears to have good water quality although analysis has not been conducted. It is suspected that water quality rapidly degrades through the piped network downstream prior to entering Lake Washington. In this tributary, may benefit from~~ removal of invasive species and revegetation of the area with native vegetation, including trees and shrubs, ~~is worth investigating.~~ Additionally, the feasibility of re-introduction of resident cutthroat trout into the stream and daylighting the piped portion of this tributary upon redevelopment of the industrial area are opportunities worth investigating. ~~The small wetland and drainage area at Van Aalst Park provides an opportunity for enhancement on public property that could be accomplished as a neighborhood or school community service project.~~





- Legend**
- Medium Landslide Hazard
 - High Landslide Hazard
 - Seismic Hazard Area
 - Drainage Basin Boundaries
 - Lakes
 - Neighborhoods
 - Twenty-Foot Contours
 - Tolem Lake Urban Center

*****Draft*****

1 inch = 800 feet
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 to accuracy, fitness or merchantability, accompany this product.

Figure N-2: Norkirk Geologically Hazardous Areas

Policy N-2.23:

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

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

Policy N-2.34:

Maintain a healthy urban forest by protecting, enhancing and properly managing the urban forest by striving to retain and enhance the tree canopy that includes including street public trees on public property, and landmark and specimen trees high retention value trees, groves of trees and associated vegetation on private property.

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

Proper Maintenance and removal of significant trees on developed private property will have a great impact to has a positive effect on the overall urban forests, which includes. Proper pruning and reasonable reasons for removal of mature trees are strongly advised by the City, and appropriate tree replacements expected wherever possible when tree removals occur. The City should continue to promote retention of significant trees and groves of trees on private property consistent with zoning regulations. Where desirable, the tree canopy can be enhanced through street tree planting and in park and open space areas.

While a municipal heritage or notable tree program is not currently in place, the neighborhood supports voluntary efforts to encourage preservation of heritage trees. Heritage trees are set apart from other trees by specific criteria such as outstanding age, size, and unique species, being one of a kind or very rare, an association with or contribution to a historical structure or district, or association with a noted person or historical event.



Note: Changes bring this policy and narrative into consistency with current ZC tree regulations and with municipal community interaction goals in the Urban Forestry Strategic Management Plan, adopted in 2013.

Policy N-2.45:

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

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

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

Policy N-2.56:

Avoid development of unimproved rights-of-way impacted by sensitive and landslide hazard areas:

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

Policy N-2.67:

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

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

5. LAND USE

The Norkirk Neighborhood contains diverse land uses that are successfully integrated into the dominant single-family residential land use pattern. Churches and schools are dispersed throughout the low density residential core, while other public institutional uses such as Kirkland City Hall is located in Planned Area 7 and the City Maintenance Center is located in the industrial area of the neighborhood. Multifamily apartments and condominiums are in the southern portion of the neighborhood adjacent to the Central Business District. Retail, commercial, office, multifamily and mixed uses are focused in the Market Street Corridor and office, light industrial, and service commercial are concentrated in the light industrial zone at the southeast corner of Norkirk. [For more information about the Market Street Corridor see the Market Street Corridor Plan.](#)

RESIDENTIAL

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

Policy N-3.1:

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

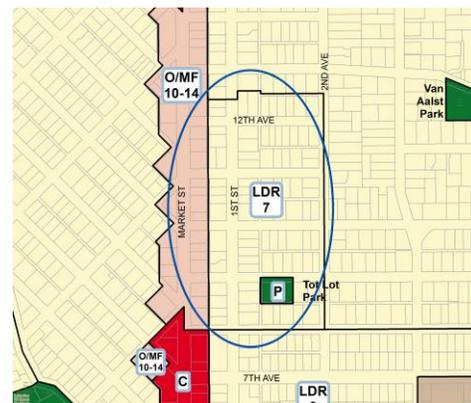
Norkirk is a well-established neighborhood that has predominately low density (six dwelling units per acre) traditional single-family residential development located generally north of 7th Avenue. The land use transitions from the single-family core to medium and high density multifamily development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



Policy N-3.2:

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

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



Policy N-3.3:

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

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

Goal N-4: ~~Allow~~ Encourage alternative innovative residential development options that are compatible with surrounding development.

Policy N-4.1:

Allow-Encourage a variety of development styles that provide housing choice in low density areas as allowed by Citywide regulations.

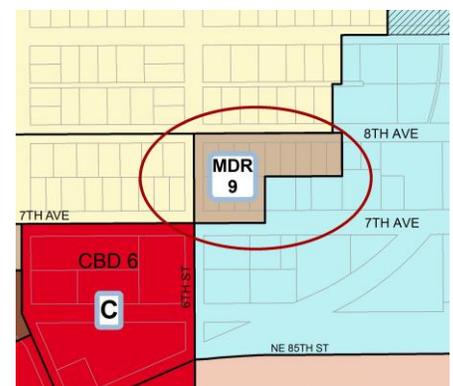
Providing housing options for a wide spectrum of households is an important value to support and encourage. Alternative-Innovative housing provides more housing choice to meet changing housing demographics such as smaller households. Rising housing prices throughout the City and region require strategies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

Innovative development styles or techniques also enable increased protection of hazardous or sensitive areas. They can allow for more environmentally sensitive site planning by concentrating development on the most buildable portion of the site while preserving natural drainage, vegetation, and other natural features.

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

Policy N-4.2:

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

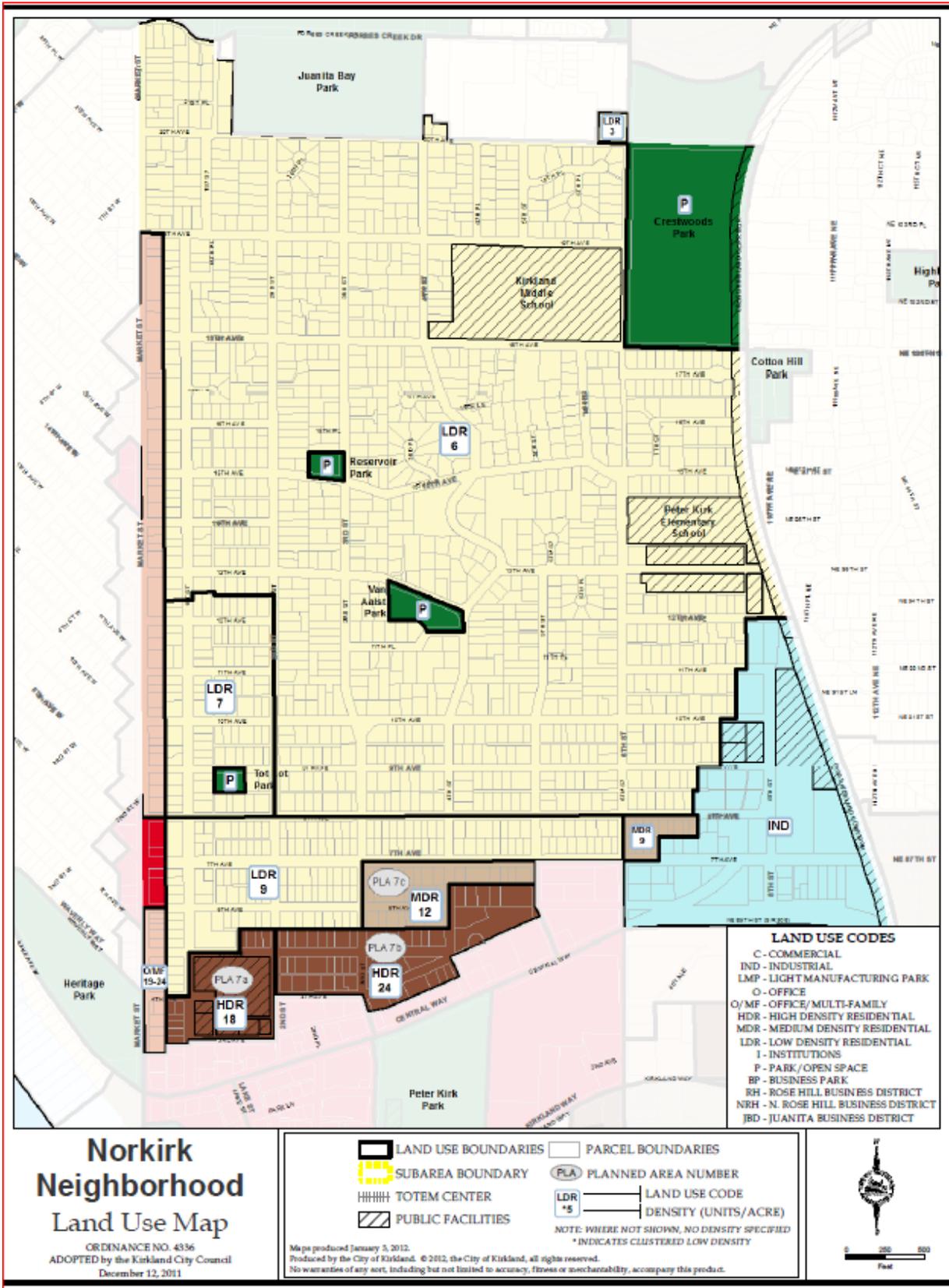


Diversity can be achieved by allowing properties to subdivide into lots that are smaller than the minimum lot size allowed in the zone if at least one of the lots contains a small home. This incentive encourages diversity, maintains neighborhood character, and provides more housing choice.

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

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Note: land use designations on Land Use Map (below) may change depending on outcome of Citizen Amendment Requests.



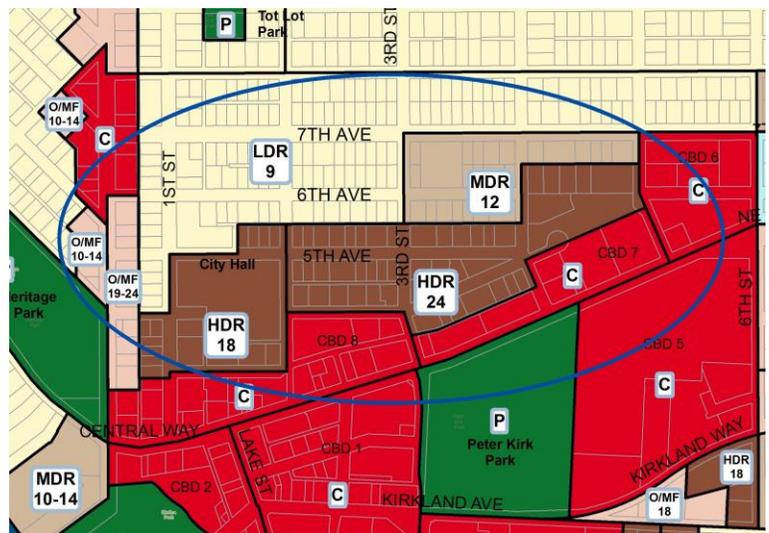
PLANNED AREA 7

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

Policy N-5.1:

Allow a range of residential densities in Planned Area 7.

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



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

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

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



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

COMMERCIAL

Goal N-6: Focus commercial development in established commercial areas.

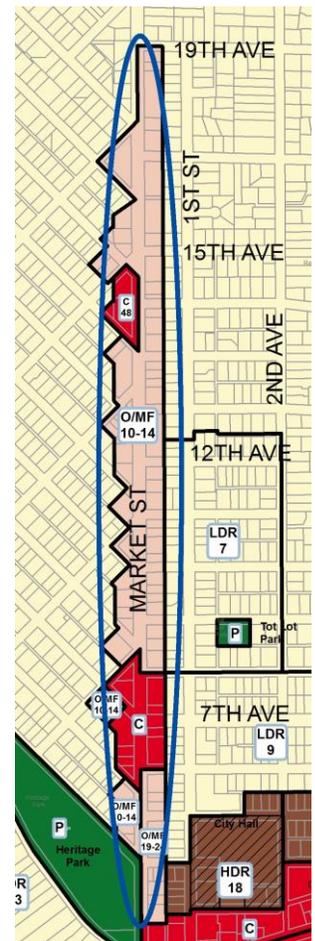
Policy N-6.1:

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

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

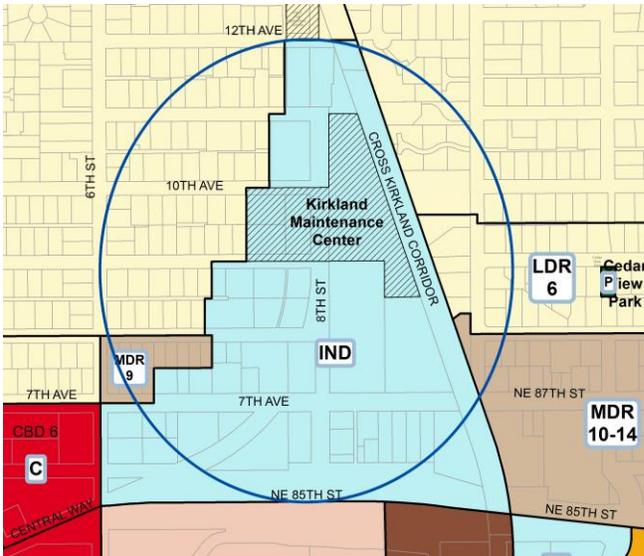
Policy N-6.2: Coordinate planning for the Norkirk Neighborhood with the goals and policies found in the Market Street Corridor section of the Comprehensive Plan.

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



INDUSTRIAL

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



Note: Seven CAR's are proposed within various portions of the LIT zone and at 642 and 648 9th Avenue in the RS zone. The study will consider:

- uses allowed in the LIT zone, including residential and /or live/work lofts
- transitional uses along edge of LIT Zone
- rezoning 2 properties from Low Density Residential to LIT and allowing live/work lofts.

Policy N-7.1:

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

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



Policy N-7.2:

Encourage businesses that promote environmentally sustainable technologies.

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

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

Policy N-8.1:

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

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

Policy N-8.2:

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

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

6. TRANSPORTATION

STREETS

The street network in Norkirk is a grid pattern. Maintenance of this grid will promote neighborhood mobility and more equitable distribution of traffic on neighborhood streets. The streets that compose this grid network consist of collector and local streets and alleys, with one principal arterial; Market Street, located at the western boundary. Portions of Norkirk platted in the early part of the 20th century have a distinct alley grid that contributes to the unique character of the neighborhood. There are no minor arterials in Norkirk. Streets classifications are described below in the Transportation Element and shown on Figure N-5.

Note: Street classifications are described in the Transportation Element. They are deleted here in an effort to reduce redundancy.

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

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

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

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

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

Goal N-9: Maintain and enhance the street network.

Policy N-9.1:

Maintain the street and alley grid in the Norkirk Neighborhood.

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

Goal N-10: Minimize cut-through traffic and speeding.

Policy N-10.1:

Reduce cut-through traffic and speeding.

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

2003 was the last coordinated traffic study in Norkirk. Public Works Department has done random traffic studies since then. Traffic circles and street narrowing are traffic calming techniques that were installed prior to 2003, according to Public Works.

Policy N-10.2:

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

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



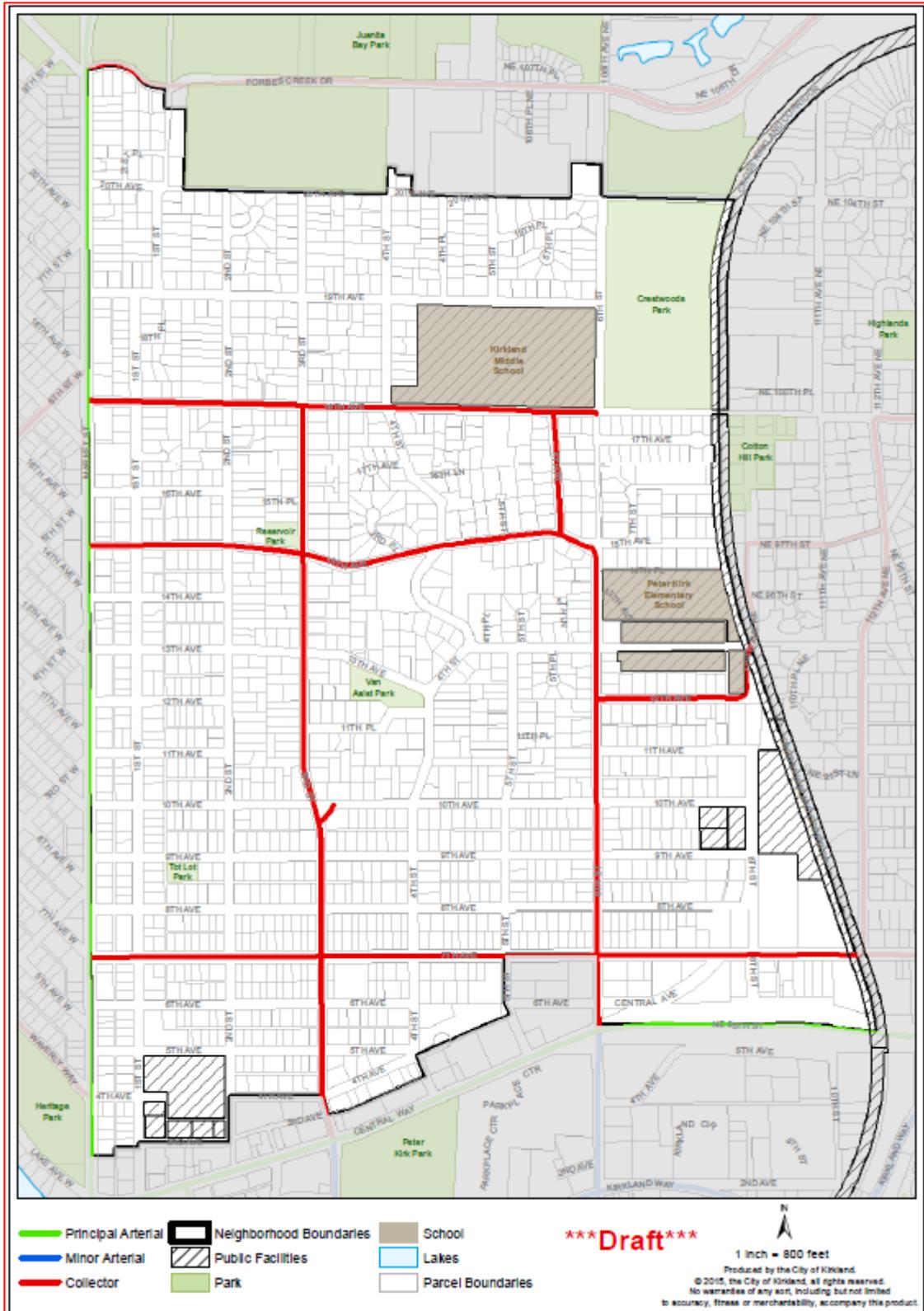
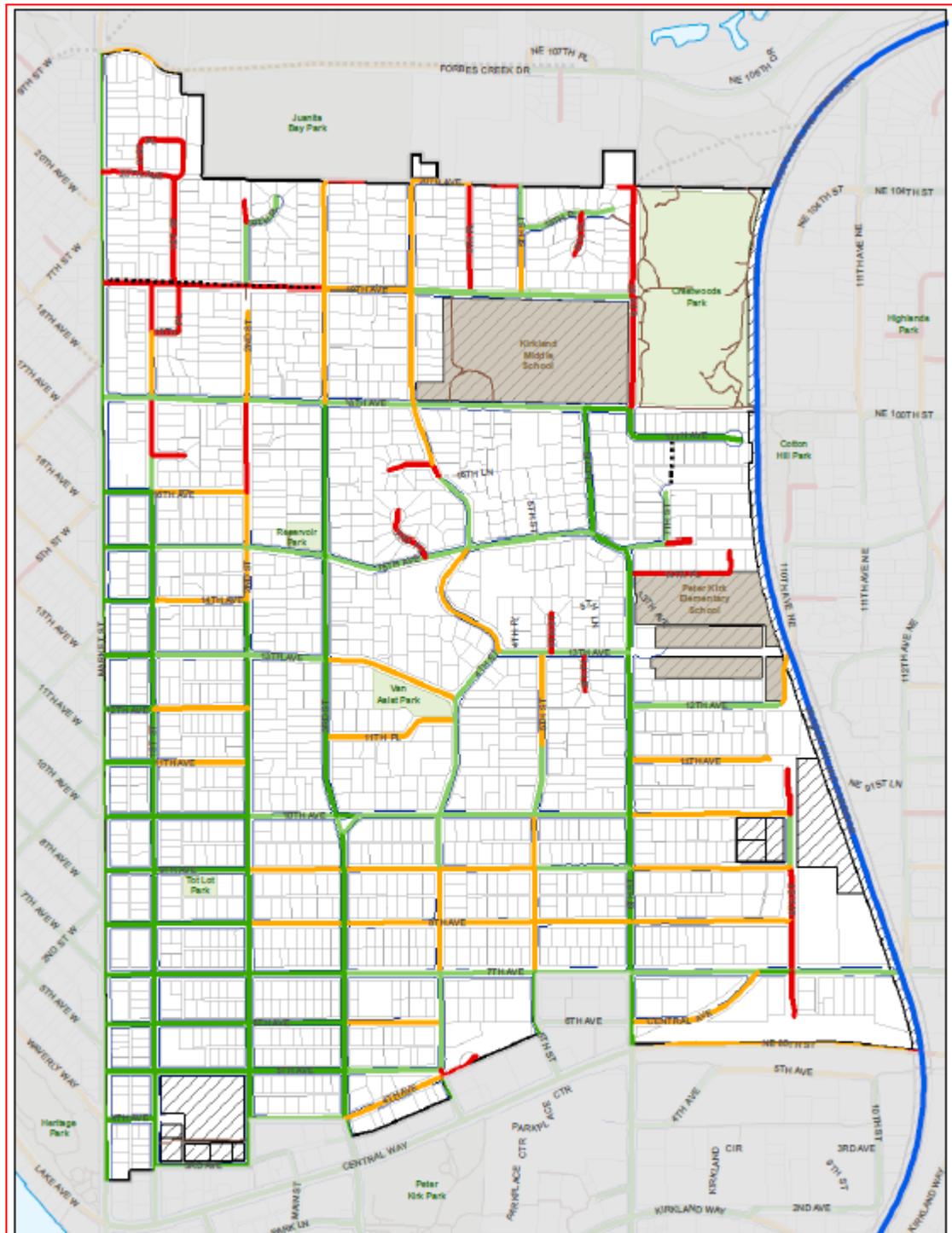


Figure N-4: Norkirk Street Classifications



Sidewalks	Cross Kirkland Corridor	Park	***Draft***	N ↑ 1 inch = 800 feet
No Sidewalk	Existing Trails	School		
Intermittent Sidewalk	Desired Sidewalk/Trail/Pathway	Public Facilities	Produced by the City of Kirkland. © 2015, the City of Kirkland, all rights reserved. No warranties of any sort, including but not limited to accuracy, fitness or merchantability, accompany this product.	
Sidewalk Complete One Side Only	Neighborhood Boundaries	Parcel Boundaries		
Sidewalk Complete Both Sides	Lakes			

Figure N-5: Norkirk Pedestrian System

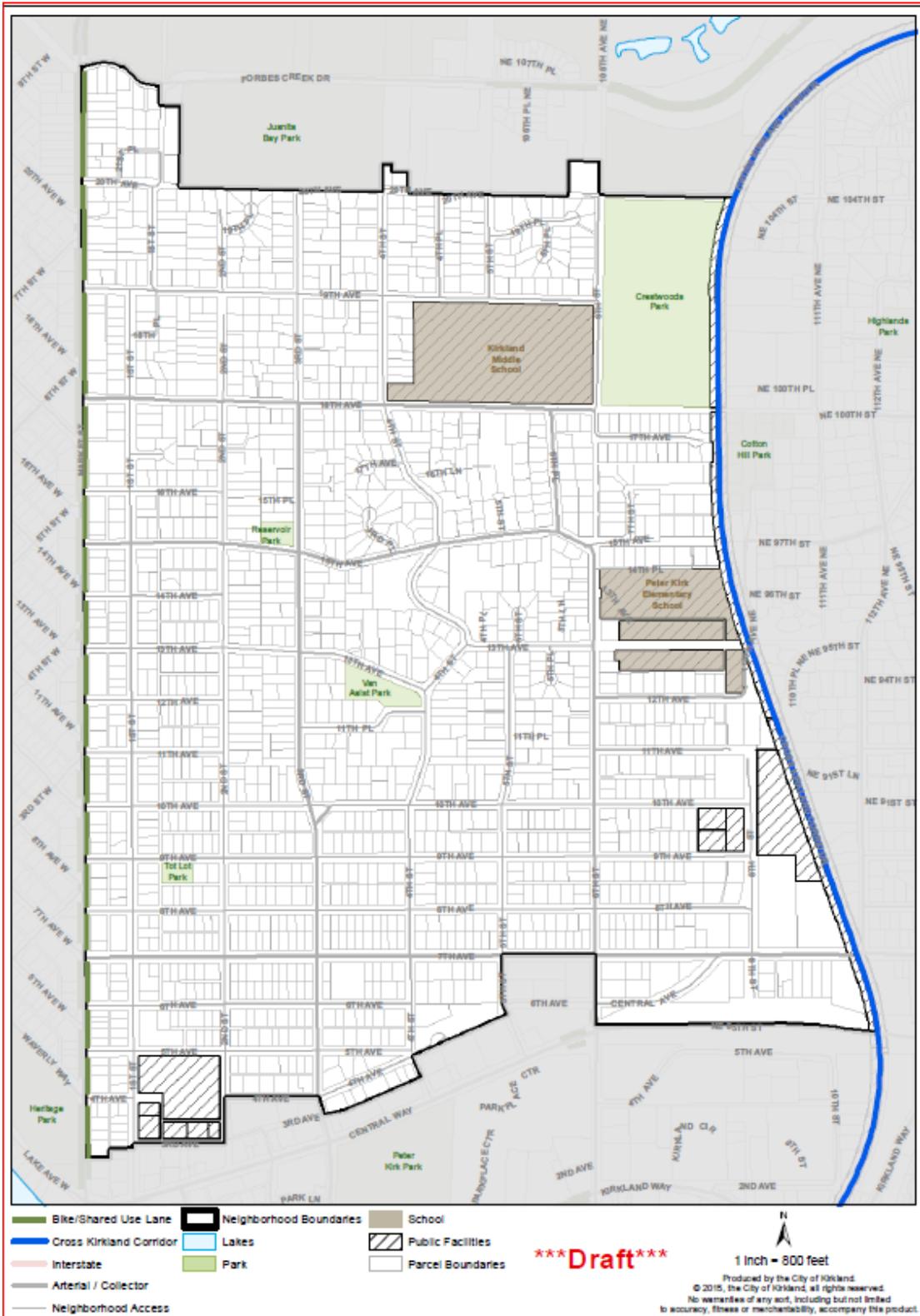


Figure N-6: Norkirk Bicycle System

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

TRANSIT

~~In 2006, Metro transit routes 234, 236, and 255 serves the Norkirk Neighborhood along Market Street and to a lesser extent through the neighborhood, connecting to Kirkland's Transit Center and other neighborhoods and jurisdictions. Route 234 connects Norkirk to Kirkland's Transit Center and with Kenmore and Bellevue and provides service along Market Street. Route 255, which also runs along Market Street, connects Norkirk to Kirkland's Transit Center, downtown Seattle, and the Brickyard Park and Ride lot. The 236 transit route provides service through Norkirk along 3rd Street and 18th Avenue, connecting to Kirkland's Transit Center and Market Street. This route connects to Woodinville.~~

The Cross Kirkland Corridor, located at the eastern boundary of the neighborhood, was acquired by the city in 2012. In the near term it will be used as a recreational trail connecting to other neighborhoods and cities. ~~It may provide regional rail service to commuters in the future.~~ A key tenet of the Cross Kirkland Corridor Master Plan is a corridor that may one day include high capacity transit.

PEDESTRIAN/BICYCLE CIRCULATION

The existing City of Kirkland Active Transportation Plan (ATP) maps the planned bicycle and pedestrian facilities planned for a 10-year horizon. Those projects mapped in the Norkirk Neighborhood Plan that are not shown in the ATP should be added. Figures N-6 and N-7 show the planned-desired bike and pedestrian system in the Norkirk Neighborhood. The Capital Improvement budget process prioritizes when routes will receive funding for improvements. If funded, these routes should be improved with pedestrian and bicycle facilities as needed.

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

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

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

Policy N-11.1:

Enhance and maintain pedestrian and bicycle infrastructure within the Norkirk Neighborhood, especially on ~~routes to schools~~ designated school walk routes, at activity nodes and connecting to adjacent neighborhoods.

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

- 19th Avenue between Market and 6th Street leads to Kirkland ~~Junior High~~Middle School and Crestwoods Park.
- 7th Avenue between Market and the Highlands Neighborhood provides a centrally located east/west pedestrian and bike route.
- 4th Street between Central Way and 19th Avenue provides a centrally located north/south pedestrian route.
- 6th Street between 20th Avenue and Forbes Creek Drive connects the Norkirk and South Juanita Neighborhoods.
- 20th Avenue between 3rd Street and 5th Street provides an east/west pedestrian route at the northern boundary of the Norkirk Neighborhood.

Note: Transportation Master Plan is considering funding for sidewalk additions. City prioritizes funding based upon: safety concerns, school walk routes, CKC connection, cost, grant \$ availability, if sidewalk is already on one side of street, near transit routes, public comment, & 10 minute neighborhood.

Note: Transportation Master Plan is considering lighting for pedestrian safety, mostly at crosswalks.

Note: City is working on map to show public trail easements on private property.

Policy N-11.2:

Support development of the Cross Kirkland Corridor.

Develop ~~a shared use path for bicyelists and pedestrians along the railroad right of way~~ Cross Kirkland Corridor for transportation and recreation as described in the ~~Active Transportation Plan (ATP) and the Comprehensive Park, Open Space and Recreation Plan~~ Cross Kirkland Corridor Master Plan (CKC) and pursue opportunities for connections into the neighborhood consistent with the CKC Master Plan and the Park, Recreation and Open Space (PROS) Plan. ~~Referred to as the Cross Kirkland Corridor, the proposed path along the railroad right of way is part of a larger trail network to link neighborhoods within Kirkland to other cities. This route has been identified within the ATP as a Priority 1 corridor.~~

7. OPEN SPACE/PARKS

There are a number of publicly owned parks in the Norkirk Neighborhood that currently provide park and open space amenities. Some also protect sensitive and natural areas. In addition, ~~the City has a partnership with Kirkland Junior High and Peter Kirk Elementary serve the neighborhood with Lake Washington School District for joint use of recreational facilities at Kirkland Middle School and Peter Kirk Elementary School, which through a City/school district partnership program that fosters mutual use and development of parks and recreation facilities help meet the community's needs for recreation.~~ The use of school district facilities enables the City to provide a much higher level of service to the neighborhood than would otherwise be possible.

PARKS



Crestwoods Park is a 27-acre community park, 20 acres of which are located in the Norkirk Neighborhood. The remainder is located in South Juanita.

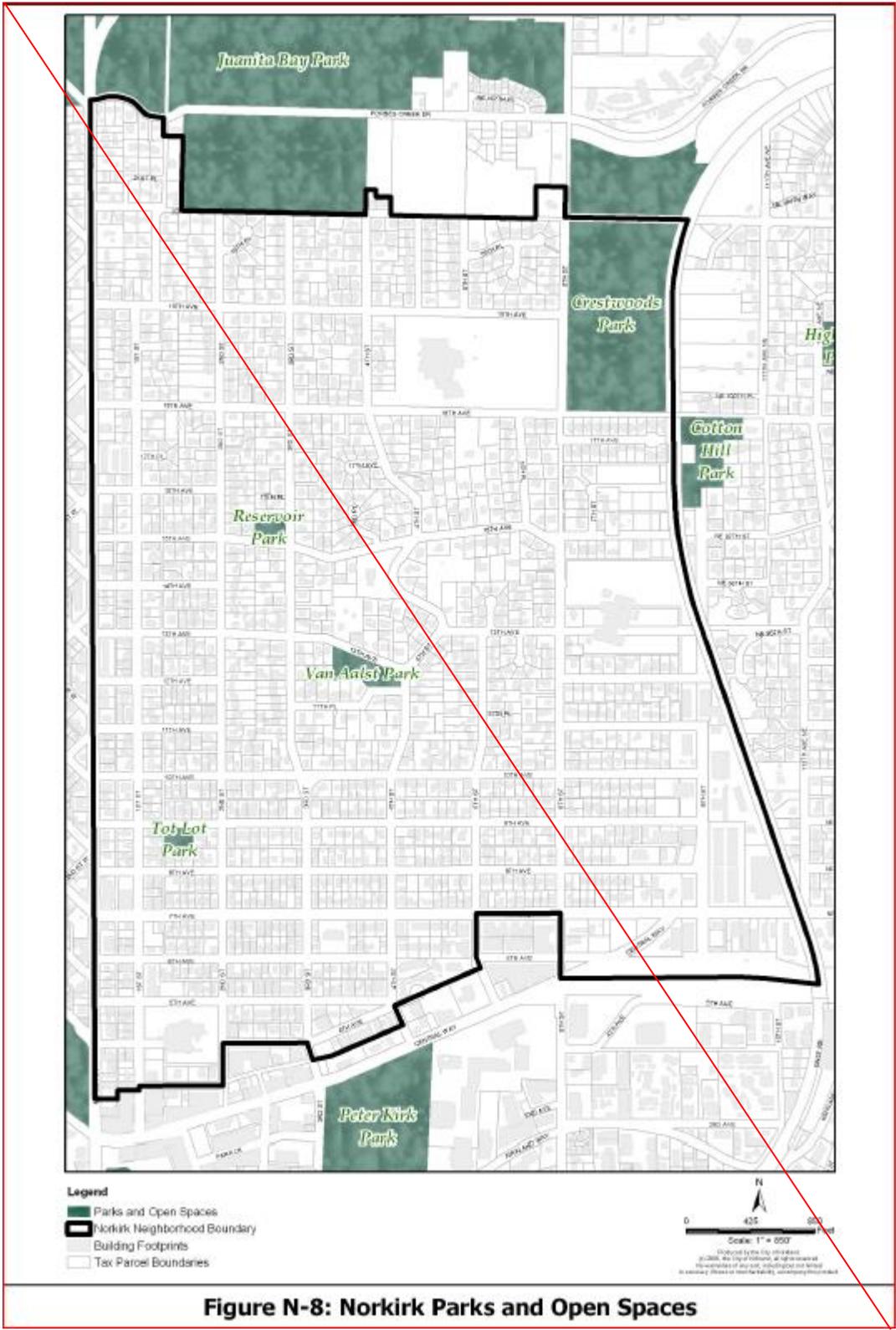
Crestwood Park is located east of 6th Street, north of 18th Avenue. Improvements in this park include paved and unpaved trails, two adult softball fields, one regulation little league field, one soccer field, children's playground, public restrooms, picnic tables, basketball court, parking, wildlife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

Reservoir Park is a 0.6-acre neighborhood park located at the northwest corner of 3rd Street and 15th Avenue. It includes a children's playground.

Tot Lot Park is a 0.6-acre neighborhood park located at 9th Avenue and 1st Street. This fenced park features playground equipment for young children and a community garden.



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



PUBLIC SCHOOLS

Kirkland ~~Junior High~~Middle School is over 15 acres and is located adjacent and to the west of Crestwoods Park. It complements the park in size and supplies valuable open space for the neighborhood. The school grounds are improved with one baseball/softball field, one small nonregulation practice softball field, a quarter-mile running track, one football field, and four outdoor unlighted tennis courts. The school's fieldhouse provides indoor recreation space for the City's community-wide recreation program.

Peter Kirk Elementary School is an 11-acre site located on 6th Street at approximately 13th Avenue. The site provides playfields for youth sports, as well as space for informal recreation activities for nearby residents. Additionally, the school provides children's playground equipment and indoor recreation space on a limited basis.

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

Policy N-12.1:

Enhance parks within the Norkirk Neighborhood as needed.

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

[The Park Recreation and Open Space Plan \(PROS\) has identified the need to make further improvements to the Van Aslst Park. See the PROS Plan for further details.](#)

8. PUBLIC SERVICES/FACILITIES

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

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



City of Kirkland Public Works Maintenance Center Extension

~~***Goal N-13: Assure water, sewer and surface water management facilities for the neighborhood.***~~

Note: Requirements for sewer and water not specific to Norkirk and already in Utility Element. Delete to eliminate redundancy.

~~***Policy N-13.1:***~~

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

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

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

Policy N-14.1:

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

Civic activities such as voting, public meetings and other community events, as well as day-to-day use, create a high parking demand, particularly at Kirkland City Hall. During periods of elevated public use, parking may spill over onto nearby residential streets, beyond those adjoining City Hall. To mitigate the impacts of on-street parking on local residents during these periods of peak use, the City should arrange for alternate employee parking locations, for example, by securing shared parking agreements with local private institutions such as churches to use their parking lots.

9. URBAN DESIGN

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

Policy N-15.1:

Address transition impacts and protect nearby low density residential character with ~~Establish site and building~~ development regulations for the industrial area, Planned Area 7, and the Market Street Corridor ~~to address transitions and protect neighborhood character.~~

Note: Current LIT, PLA 7 and MSC zoning restricts heights within 100 feet of single family uses, limits size within 30 feet of single family uses, and requires landscape buffers to provide transition protection between SF and higher intensity development (i.e. commercial, multifamily and/or industrial) Landscape buffers in LIT 15', in PLA 7 15' or 5', and in the Market St. Corridor 15' or 5' for MF

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

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

Policy N-16.1:

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

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

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

Policy N-17.1:

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

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



View from intersection at 9th Avenue and 1st Street

Goal N-18: Encourage residential design that builds community.

Policy N-18.1:

Establish development standards that contribute to a vibrant neighborhood.

Note: There currently are no multi-family design standards outside of business districts. Since 1999, single family zoning regulations address the building mass in relation to the lot size (i.e. FAR regulations)

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

Policy N-18.2:

Establish multifamily building and site design standards to enhance neighborhood compatibility.

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

Policy N-18.3:

Encourage the appropriate scale for single-family development.

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

DRAFT NORKIRK NEIGHBORHOOD PLAN: CLEAN COPY

1. NORKIRK OVERVIEW

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

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

The last update to the Norkirk Neighborhood Plan occurred in 2007, adopted by Ordinance 4078, with an update in 2015 as part of the citywide Comprehensive Plan update as required by the Growth Management Act (GMA).

2. VISION STATEMENT

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

Norkirk residents are good neighbors because we know one another. That's because the Norkirk Neighborhood is a pleasant and safe place for walking. From the sidewalks, people greet neighbors who are working in their gardens or enjoying the quiet from their front porches. Children play in their yards and in the parks, or ride their bikes along streets where they recognize their neighbors. Norkirk is linked to other Kirkland neighborhoods and commercial areas by safe bike and pedestrian routes and local transit.

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

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

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



Annual Norkirk Neighborhood Picnic, 2005

Note: change "junior high" to "middle school"



Kirkland Junior High School

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

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

Norkirk is an outstanding neighborhood in which to live.

3. HISTORIC CONTEXT

Introduction

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



*Photo of Congregational and Baptist Churches
and Central School 1905
Arline Andre collection, Kirkland Heritage
Society*

Homesteads in the 1880's

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

Kirkland Land and Improvement Company

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

Street and Piccadilly (7th Avenue). Piccadilly with its wide right-of-way was the connecting road to the mill on Rose Hill.

In 1893 the nationwide depression wiped out Kirk's dream of Kirkland becoming the "Pittsburgh of the West" as the financial backing stopped and the mill closed without ever having produced steel. Very little development occurred in Kirkland until after 1910. Even though times were tough, the citizens voted to incorporate in 1905.

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



*Representative photographs of Bungalows
Inventory Reports from Kirkland Heritage Society*

Railroad

The Northern Pacific Railroad line that formed much of the eastern boundary of the Norkirk Neighborhood was begun in 1903 and was completed in the summer of 1904 according to information from the Issaquah Depot Museum. Acquired by the City in 2012, the railroad line was replaced with the multi-use Cross Kirkland Corridor.

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

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

The name "Norkirk Elementary School" submitted by Donna Lee Owen, age 7 of Redmond, was chosen by school board members as the name of the new elementary school under construction in north Kirkland. Donna is the daughter of Mr. and Mrs. Alvin L. Owen, Jr. and is a student in the second grade.

Historic Properties

The Kirkland Heritage Society utilized a grant from the Kirkland City Council to conduct an inventory of properties meeting established historic criteria in 1999. The Norkirk Neighborhood had one-third of the buildings on the Citywide inventory. Twenty percent of the highest priority structures are located in Norkirk. The Kirkland Woman's Club, Trueblood House, Campbell building and Peter Kirk building are on the National and State Registers of Historic Places. The cluster of historic properties at the intersection of Market Street and 7th Avenue form an important historical link and entrance to the Norkirk Neighborhood. The Newberry House, Kirkland Cannery, Sessions Funeral Home, 5th Brick Building, the site of the former First Baptist Church/American Legion Hall, and the Houghton Church Bell are designated by the City of Kirkland as Community Landmarks. See the Community Character Element of the Comprehensive Plan for further historic resources information.



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

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

Policy N-1.1:

Provide markers and interpretive information at historic sites.

Information identifying these important sites enable future residents to have a link with the history of the area.

Policy N-1.2:

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

Flexibility in lot size requirements for lots that contain historic buildings is an incentive to preserve and protect historic resources. The Historic Preservation subdivision incentive allows lots containing historic buildings to be

subdivided into smaller lots than would otherwise be permitted if the historic buildings meet designated criteria and are preserved on-site.

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

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

4. NATURAL ENVIRONMENT

Goal N-2: Protect and enhance the natural environment in the Norkirk Neighborhood.

Policy N-2.1:

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

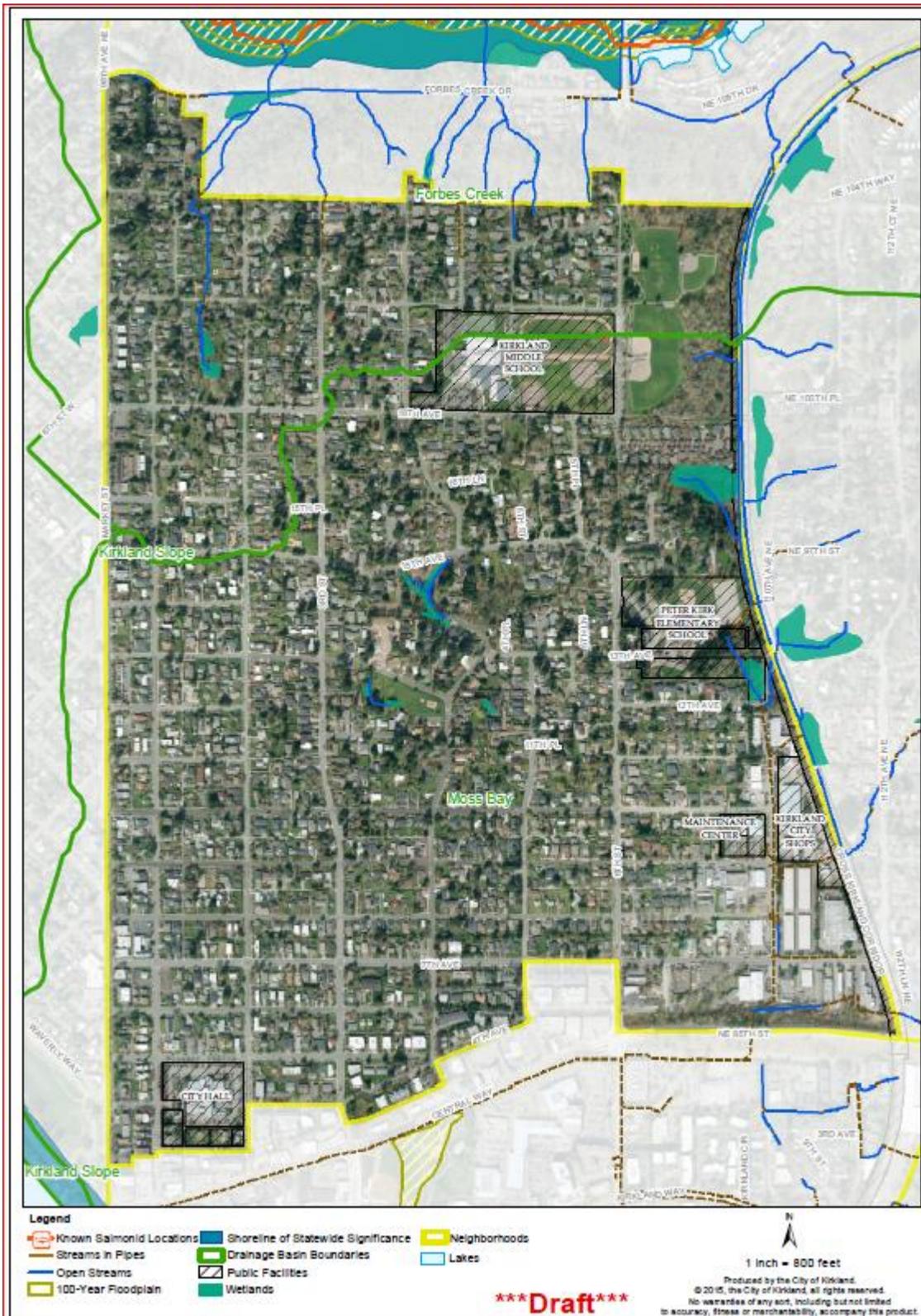
The Norkirk Neighborhood is located within the Forbes Creek and Moss Bay drainage basins (Figure N-2). In the Forbes Creek basin, there is extensive cutthroat trout habitat in the main stem of Forbes Creek downstream of Forbes Lake. Coho salmon are found west of the freeway in Forbes Creek. The various Norkirk Neighborhood tributaries leading into the Creek contribute to the water quality downstream prior to entering Lake Washington. The Surface Water Master Plan guides the City's efforts on water quality measures and projects.

The small wetland and drainage area at Van Aalst Park provides an opportunity for enhancement on public property that could be accomplished as a neighborhood or school community service project.

Policy N-2.2:

Evaluate and consider opportunities to improve the function and quality of stream segments adjacent to the Cross Kirkland Corridor during implementation of the Cross Kirkland Corridor Master Plan.

In the Moss Bay drainage basin, the open stream portion of the Peter Kirk Elementary Tributary near the elementary school may benefit from removal of invasive species and revegetation of the area with native vegetation, including trees and shrubs. Additionally, the feasibility of re-introduction of resident cutthroat trout into the stream and daylighting the piped portion of this tributary upon redevelopment of the industrial area are opportunities worth investigating.





- Legend**
- Medium Landslide Hazard
 - High Landslide Hazard
 - Seismic Hazard Area
 - Twenty-Foot Contours
 - Drainage Basin Boundaries
 - Lakes
 - Neighborhoods
 - Tolem Lake Urban Center

Draft

N

1 inch = 800 feet

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Figure N-2: Norkirk Geologically Hazardous Areas

Policy N-2.3:

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

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

Policy N-2.4:

Maintain a healthy urban forest by protecting, enhancing and properly managing the tree canopy that includes public trees on public property, and high retention value trees, groves of trees and associated vegetation on private property.

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

Proper maintenance has a positive effect on the overall urban forests, which includes appropriate tree replacements when tree removals occur. The City should continue to promote retention of significant trees and groves of trees on private property consistent with zoning regulations. Where desirable, the tree canopy can be enhanced through street tree planting and in park and open space areas.

While a municipal heritage or notable tree program is not currently in place, the neighborhood supports voluntary efforts to encourage preservation of heritage trees. Heritage trees are set apart from other trees by specific criteria such as outstanding age, size, and unique species, being one of a kind or very rare, an association with or contribution to a historical structure or district, or association with a noted person or historical event.



Policy N-2.5:

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

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

Clustering detached dwellings away from these hazard areas is encouraged when development occurs, in order to retain the natural topography and existing vegetation and to avoid damage to life and property. One way to

accomplish clustering is through a Planned Unit Development, where retaining open space and the existing vegetation beyond the extent normally required would be a public benefit.

Policy N-2.6:

Avoid development of unimproved rights-of-way impacted by sensitive and landslide hazard areas:

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

Policy N-2.7:

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

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

5. LAND USE

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

RESIDENTIAL

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

Policy N-3.1:

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

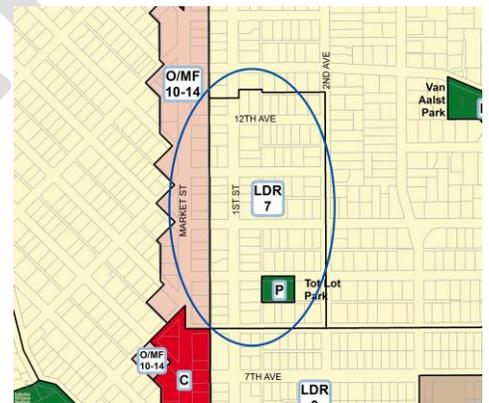
Norkirk is a well-established neighborhood that has predominately low density (six dwelling units per acre) traditional single-family residential development located generally north of 7th Avenue. The land use transitions from the single-family core to medium and high density multifamily development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



Policy N-3.2:

Allow lot sizes that match the existing lot size and development pattern.

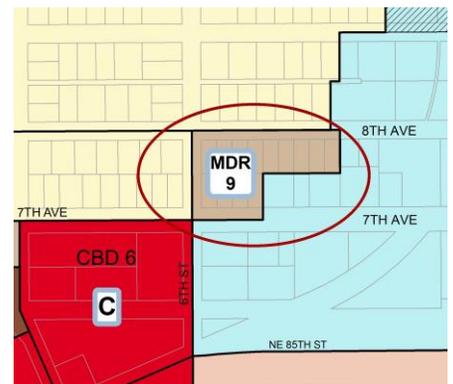
A limited area, bounded on the east by 2nd Street, on the west by the alley between Market and 1st Streets, on the south by 8th Avenue, and on the north by the alley between 12th and 13th Avenues, has a particularly large number of lots that are less than 7,200 square feet. Seven dwelling units per acre,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



Policy N-3.3:

Allow attached or detached residential development at nine dwelling units per acre as a transition from the industrial area to 6th Street, between 7th and 8th Avenues.

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



Goal N-4: Encourage innovative residential development options that are compatible with surrounding development.

Policy N-4.1:

Encourage a variety of development styles that provide housing choice in low density areas as allowed by Citywide regulations.

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

Innovative development styles or techniques also enable increased protection of hazardous or sensitive areas. They can allow for more environmentally sensitive site planning by concentrating development on the most buildable portion of the site while preserving natural drainage, vegetation, and other natural features.

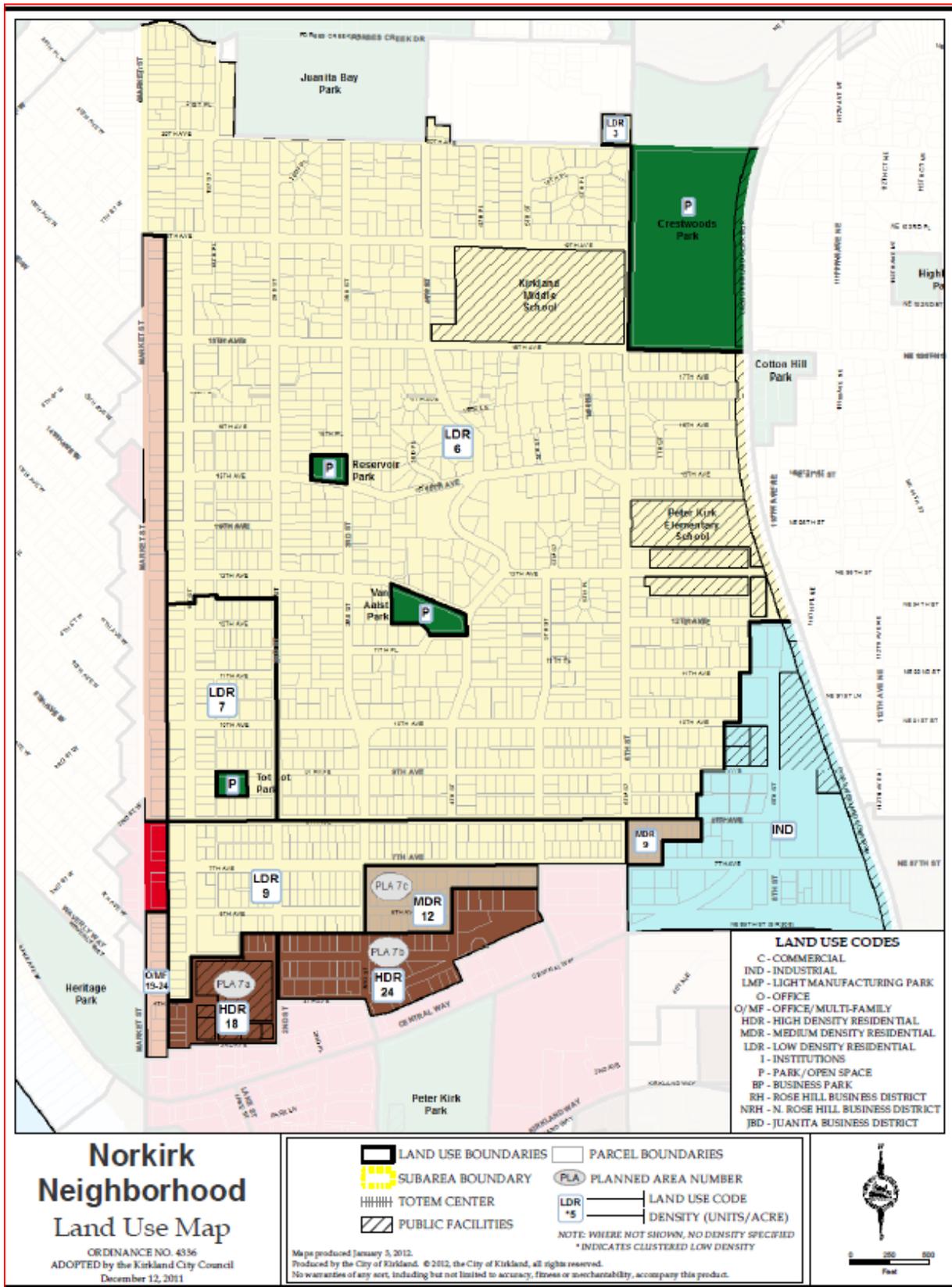
Compatibility with the predominant traditional detached single-family housing style in the neighborhood will determine the acceptance of housing alternatives. Architectural and site design standards to ensure compatibility with adjacent single-family homes are important to the successful integration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

Policy N-4.2:

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

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

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



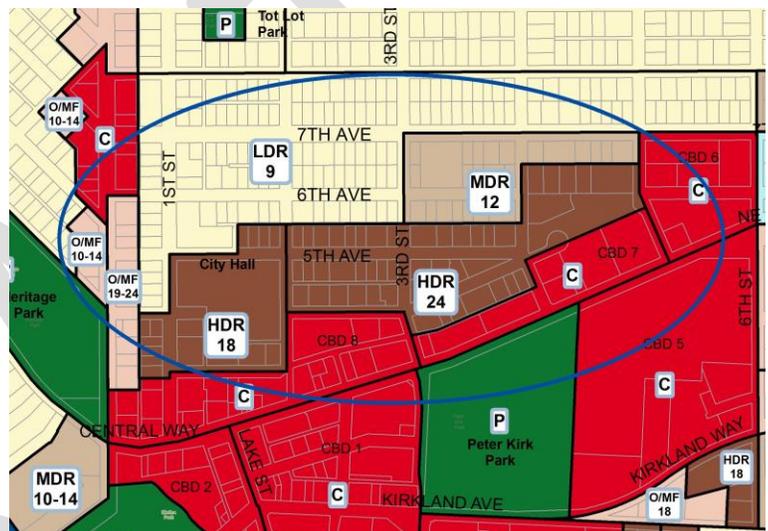
PLANNED AREA 7

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

Policy N-5.1:

Allow a range of residential densities in Planned Area 7.

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



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

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

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



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

COMMERCIAL

Goal N-6: Focus commercial development in established commercial areas.

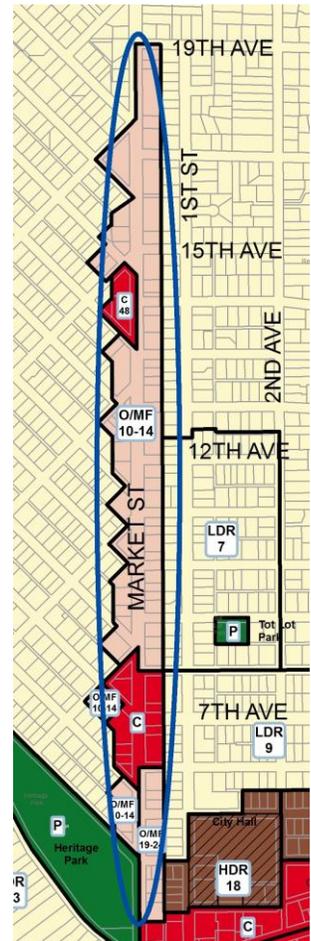
Policy N-6.1:

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

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

Policy N-6.2: Coordinate planning for the Norkirk Neighborhood with the goals and policies found in the Market Street Corridor section of the Comprehensive Plan.

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



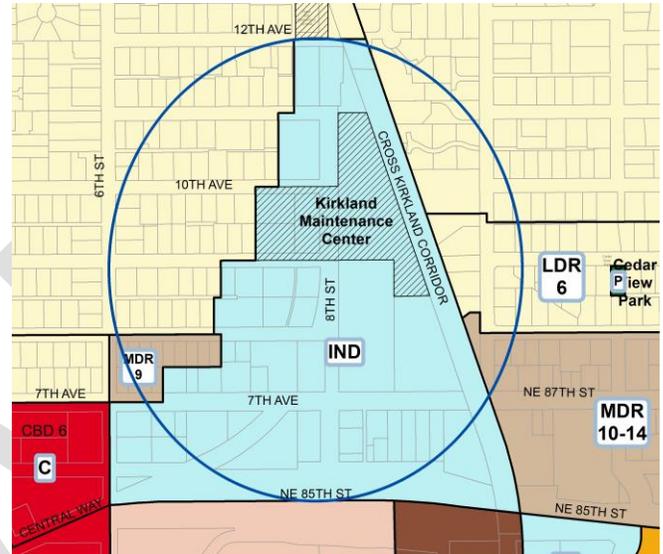
INDUSTRIAL

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

Policy N-7.1:

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

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



Policy N-7.2:

Encourage businesses that promote environmentally sustainable technologies.

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

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

Policy N-8.1:

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

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

Policy N-8.2:

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

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

6. TRANSPORTATION

STREETS

The street network in Norkirk is a grid pattern. Maintenance of this grid will promote neighborhood mobility and more equitable distribution of traffic on neighborhood streets. The streets that compose this grid network consist of collector and local streets and alleys, with one principal arterial; Market Street, located at the western boundary. Portions of Norkirk platted in the early part of the 20th century have a distinct alley grid that contributes to the unique character of the neighborhood. There are no minor arterials in Norkirk. Streets classifications are described in the Transportation Element and shown on Figure N-5.

Goal N-9: Maintain and enhance the street network.

Policy N-9.1:

Maintain the street and alley grid in the Norkirk Neighborhood.

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

Goal N-10: Minimize cut-through traffic and speeding.

Policy N-10.1:

Reduce cut-through traffic and speeding.

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



Policy N-10.2:

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

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

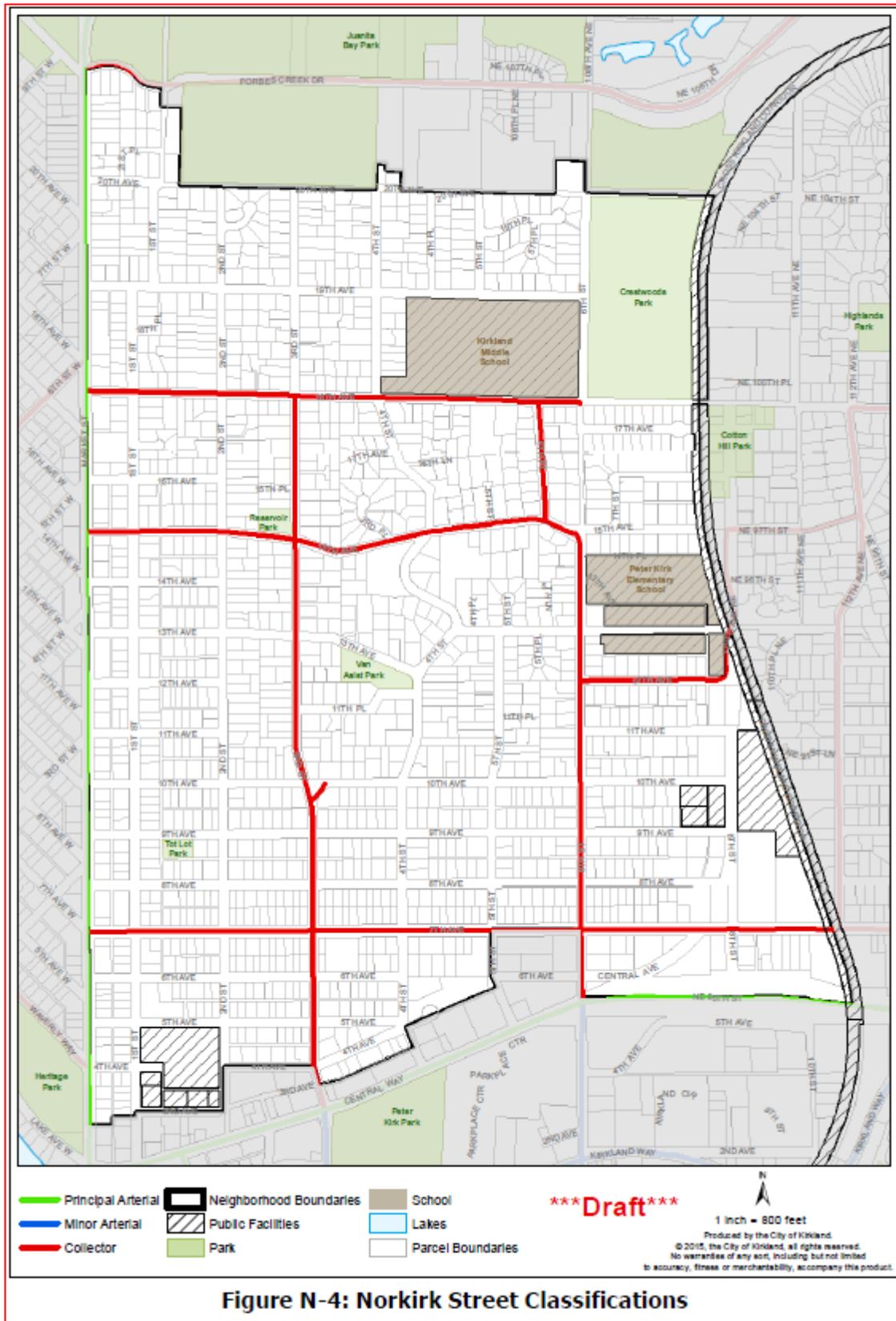
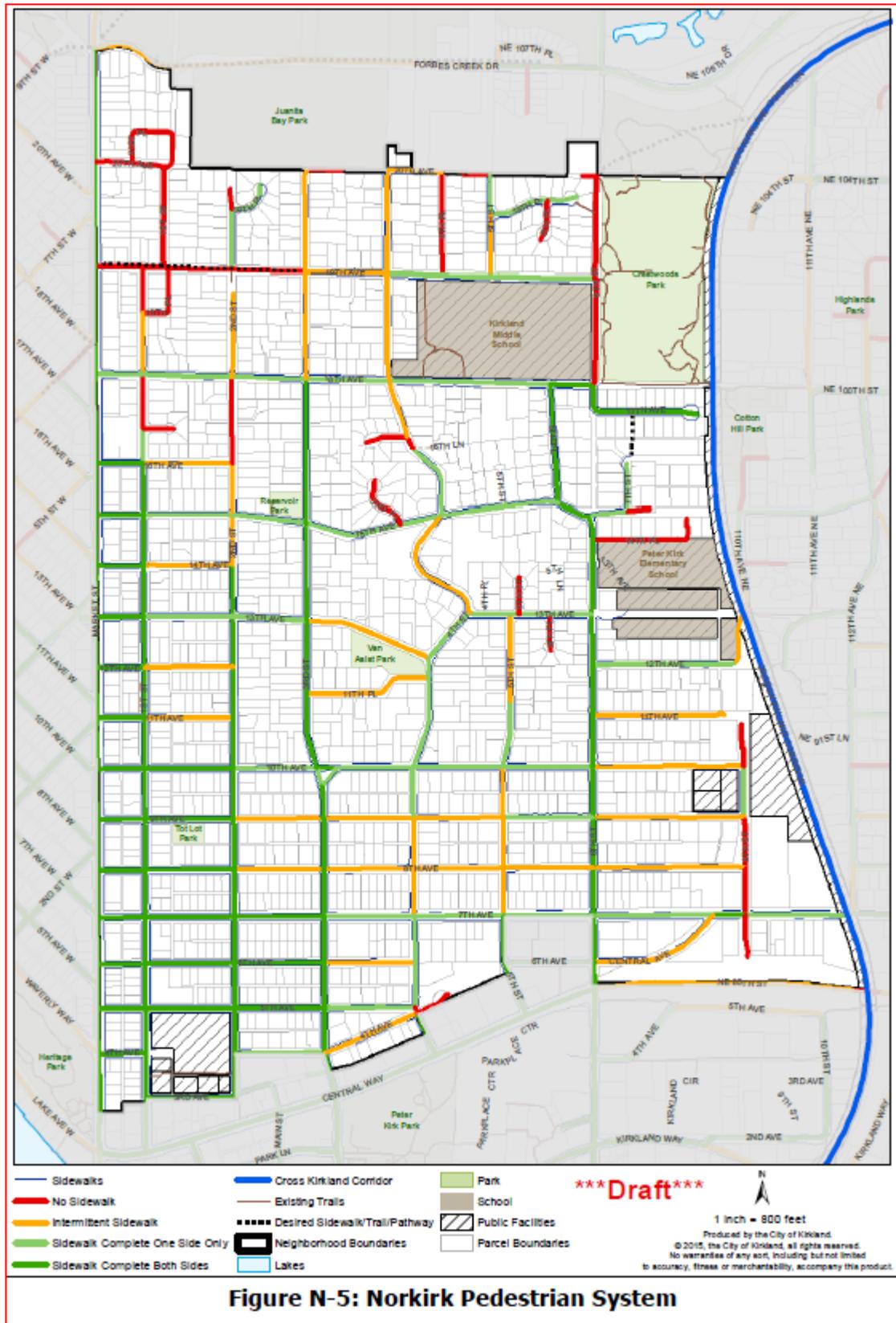
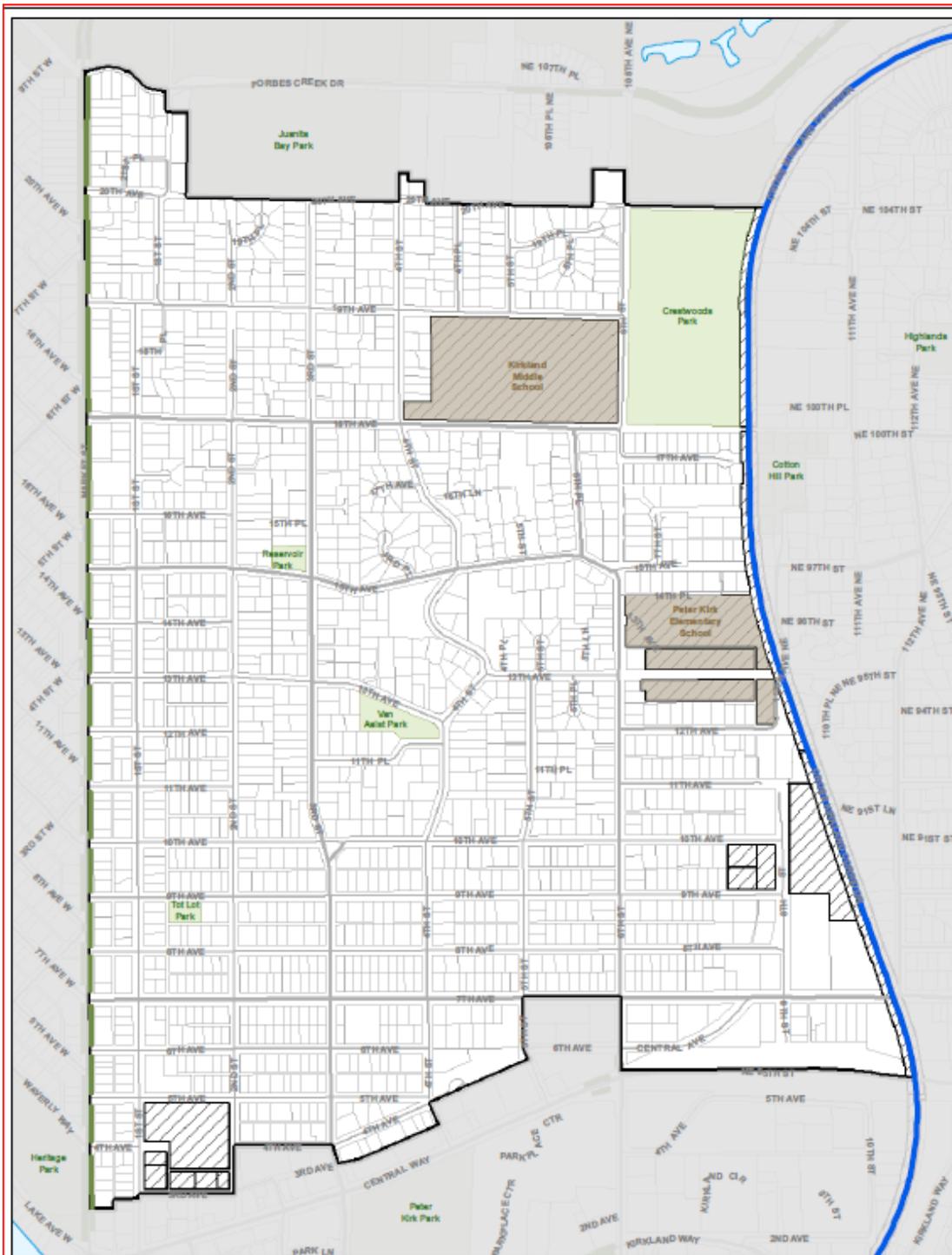


Figure N-4: Norkirk Street Classifications





Bike/Shared Use Lane	Neighborhood Boundaries	School
Cross Kirkland Corridor	Lakes	Public Facilities
Interstate	Park	Parcel Boundaries
Arterial / Collector		
Neighborhood Access		

***** Draft *****

N
 1 Inch = 800 feet
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 to accuracy, fitness or merchantability, accompany this product.

Figure N-6: Norkirk Bicycle System

The preferred routes for visitors coming from outside the neighborhood to City Hall and for other City vehicles leaving City Hall are along 7th Avenue via 1st Street and 5th Avenue, along 3rd Street via 4th and 5th Avenues, and along 1st Street via 3rd Avenue. The preferred routes for service vehicles and visitors to the Maintenance Center are along 7th Avenue and 8th Street, internal to the industrial area in which it is located.

TRANSIT

Metro transit serves the Norkirk Neighborhood along Market Street and to a lesser extent through the neighborhood, connecting to Kirkland's Transit Center and other neighborhoods and jurisdictions. The Cross Kirkland Corridor, located at the eastern boundary of the neighborhood, was acquired by the city in 2012. In the near term it will be used as a recreational trail connecting to other neighborhoods and cities. A key tenet of the Cross Kirkland Corridor Master Plan is a corridor that may one day include high capacity transit.

PEDESTRIAN/BICYCLE CIRCULATION

The existing City of Kirkland Active Transportation Plan (ATP) maps the planned bicycle and pedestrian facilities planned for a 10-year horizon. Those projects mapped in the Norkirk Neighborhood Plan that are not shown in the ATP should be added. Figures N-6 and N-7 show the desired bike and pedestrian system in the Norkirk Neighborhood. The Capital Improvement budget process prioritizes when routes will receive funding for improvements. If funded, these routes should be improved with pedestrian and bicycle facilities as needed.

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

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

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

Policy N-11.1:

Enhance and maintain pedestrian and bicycle infrastructure within the Norkirk Neighborhood, especially on designated school walk routes, at activity nodes and connecting to adjacent neighborhoods.

The following routes should be evaluated in the Capital Improvement budget process which prioritizes when routes will receive funding for improvements. If funded, these routes should be improved with sidewalks, curbs, gutters, and landscape strips and lighting as needed:

- 19th Avenue between Market and 6th Street leads to Kirkland Middle School and Crestwoods Park.
- 7th Avenue between Market and the Highlands Neighborhood provides a centrally located east/west pedestrian and bike route.
- 4th Street between Central Way and 19th Avenue provides a centrally located north/south pedestrian route.
- 6th Street between 20th Avenue and Forbes Creek Drive connects the Norkirk and South Juanita Neighborhoods.
- 20th Avenue between 3rd Street and 5th Street provides an east/west pedestrian route at the northern boundary of the Norkirk Neighborhood.

Policy N-11.2:

Support development of the Cross Kirkland Corridor.

Develop the Cross Kirkland Corridor for transportation and recreation as described in the Cross Kirkland Corridor Master Plan (CKC) and pursue opportunities for connections into the neighborhood consistent with the CKC Master Plan and the Park, Recreation and Open Space (PROS) Plan..

7. OPEN SPACE/PARKS

There are a number of publicly owned parks in the Norkirk Neighborhood that currently provide park and open space amenities. Some also protect sensitive and natural areas. In addition, the City has a partnership with Lake Washington School District for joint use of recreational facilities at Kirkland Middle School and Peter Kirk Elementary School, which help meet the community's needs for recreation.

PARKS



Crestwoods Park is a 27-acre community park, 20 acres of which are located in the Norkirk Neighborhood. The remainder is located in South Juanita.

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

Reservoir Park is a 0.6-acre neighborhood park located at the northwest corner of 3rd Street and 15th Avenue. It includes a children's playground.

Tot Lot Park is a 0.6-acre neighborhood park located at 9th Avenue and 1st Street. This fenced park features playground equipment for young children and a community garden.



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

PUBLIC SCHOOLS

Kirkland Middle School is over 15 acres and is located adjacent and to the west of Crestwoods Park. It complements the park in size and supplies valuable open space for the neighborhood. The school grounds are improved with one baseball/softball field, one small nonregulation practice softball field, a quarter-mile running track, one football field, and four outdoor unlighted tennis courts. The school's fieldhouse provides indoor recreation space for the City's community-wide recreation program.

Peter Kirk Elementary School is an 11-acre site located on 6th Street at approximately 13th Avenue. The site provides playfields for youth sports, as well as space for informal recreation activities for nearby residents. Additionally, the school provides children's playground equipment and indoor recreation space on a limited basis.

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

Policy N-12.1:

Enhance parks within the Norkirk Neighborhood as needed.

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

The Park Recreation and Open Space Plan (PROS) has identified the need to make further improvements to the Van Aslst Park. See the PROS Plan for further details.

8. PUBLIC SERVICES/FACILITIES

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



City of Kirkland Public Works Maintenance Center Extension

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

Policy N-14.1:

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

Civic activities such as voting, public meetings and other community events, as well as day-to-day use, create a high parking demand, particularly at Kirkland City Hall. During periods of elevated public use, parking may spill over onto nearby residential streets, beyond those adjoining City Hall. To mitigate the impacts of on-street parking on local residents during these periods of peak use, the City should arrange for alternate employee parking locations, for example, by securing shared parking agreements with local private institutions such as churches to use their parking lots.

9. URBAN DESIGN

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

Policy N-15.1:

Address transition impacts and protect nearby low density residential character with site and building development regulations for the industrial area, Planned Area 7, and the Market Street Corridor.

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

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

Policy N-16.1:

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

An existing gateway sign is located on 6th Street north of 7th Avenue. Other desired locations are shown in Figure N-9. The City should pursue opportunities to work with private property owners to install gateway features

as part of future development. In other instances, public investment will be necessary. Depending on the location, improvements such as landscaping, signs, public art, structures, or other features that identify the neighborhood could be included.

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

Policy N-17.1:

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

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



View from intersection at 9th Avenue and 1st Street

Goal N-18: Encourage residential design that builds community.

Policy N-18.1:

Establish development standards that contribute to a vibrant neighborhood.

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

Policy N-18.2:

Establish multifamily building and site design standards to enhance neighborhood compatibility.

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

Policy N-18.3:

Encourage the appropriate scale for single-family development.

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

DRAFT

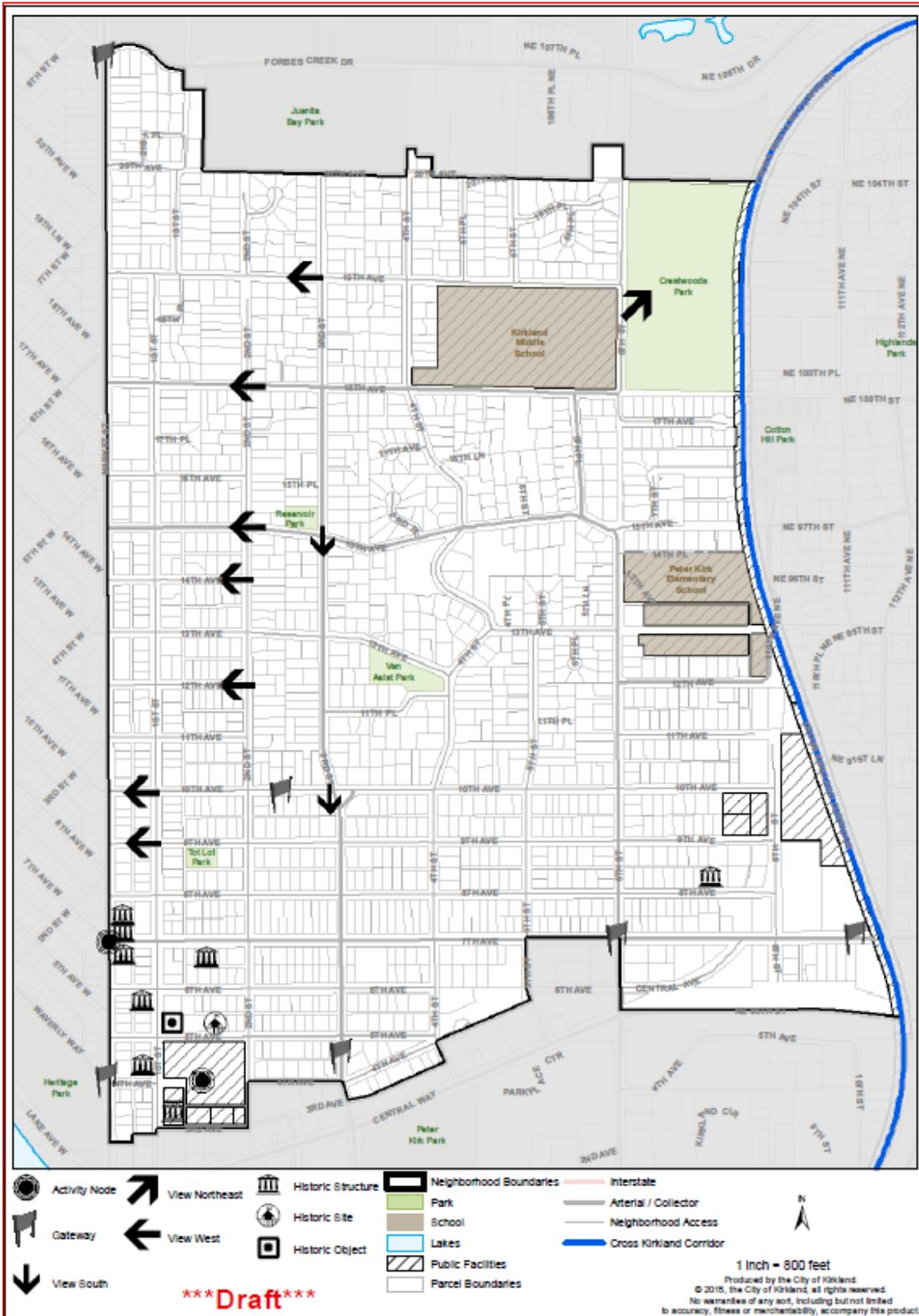


Figure N-7: Norkirk Urban Design Features

Sites:
8626 122nd Ave NE

Study
Change zoning/ land use designation from LIT/ Light Manufacturing Park to RH3/ Commercial

Expanded Study Area
All of LIT Zone

C
RH 1B

P
Beach Property

O/MF
12

C
RH 1B

LMP

MDR
12

C
RH 1A

STUDY AREA

C
RH 3

O/MF
RH 4
10-14

C
RH 5C

C
RH 5A

MDR
12

MDR
RH 6A
12

O/MF
RH 6B
12

MDR
RH 6A
12

P
Rose Meadows

City of Kirkland, Washington

KIRKLAND
2035 YOUR VOICE. YOUR VISION. YOUR FUTURE.

MAP LEGEND

- Tax Parcels
- Study Area
- CAR Request

Request Sites:

**8520 131st Ave NE &
8519 132nd Ave NE**

Study

**Change zoning/ land use designation from
RSX 7.2 (Residential) to RH8 (Office)**

Expanded Study Area

**Lots to the West and North at
8519, 8526, 8527 131st Ave NE
& 8525 132nd Ave NE**

**LDR
6**

**O
RH 8**

**C
RH 7**

**MDR
12**

STUDY AREA

City of Kirkland, Washington

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YOUR FUTURE.

MAP LEGEND

- Tax Parcels
- Study Area
- CAR Request

Request Sites:

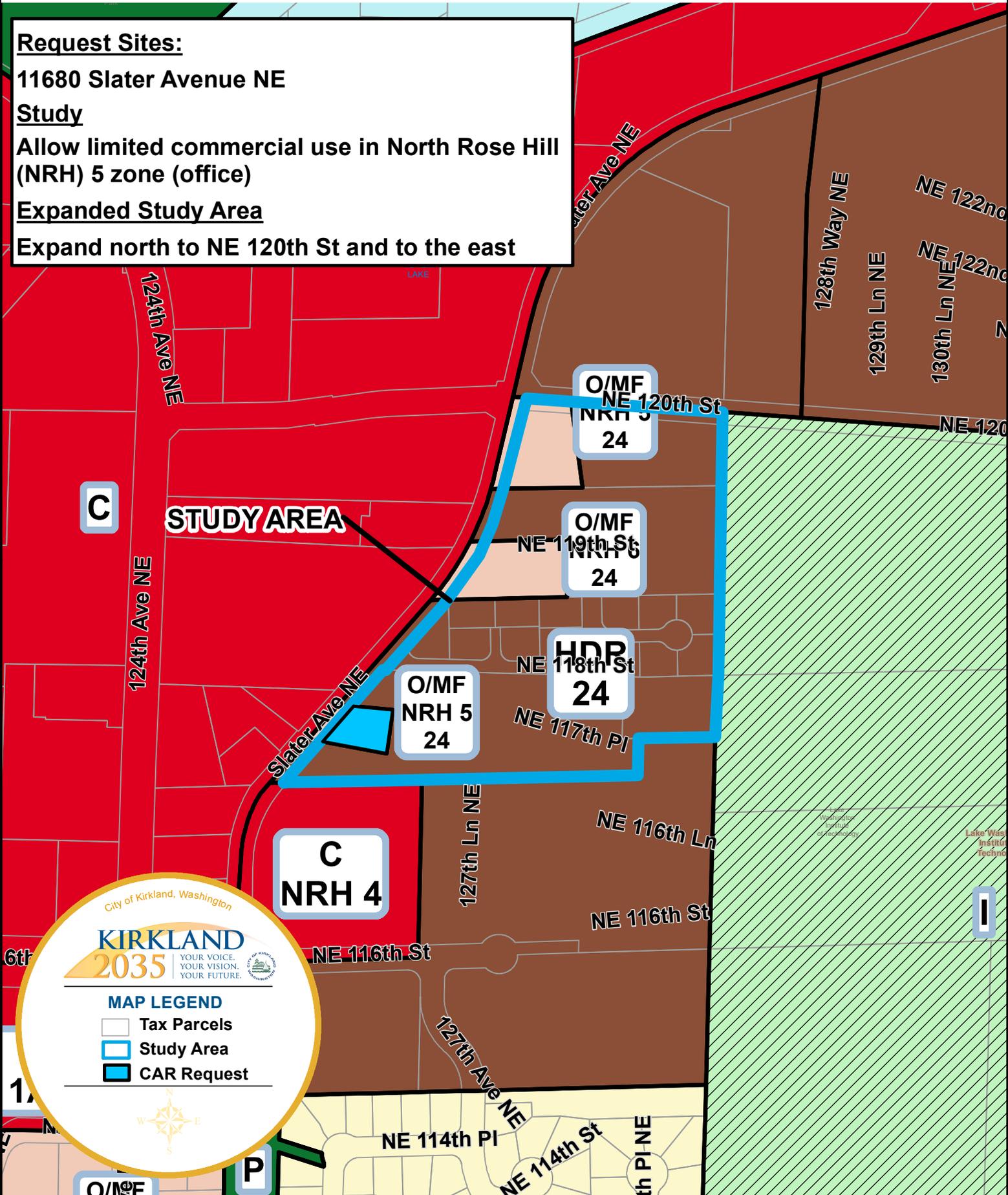
11680 Slater Avenue NE

Study

Allow limited commercial use in North Rose Hill (NRH) 5 zone (office)

Expanded Study Area

Expand north to NE 120th St and to the east



C

STUDY AREA

O/MF
NRH 5
24

O/MF
NRH 5
24

HDP
24

O/MF
NRH 5
24

C
NRH 4

I

City of Kirkland, Washington

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MAP LEGEND

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