

FINN HILL NEIGHBORHOOD PLAN BACKGROUND REPORT

Green Futures Research + Design Lab
City of Kirkland
Finn Hill Neighborhood Alliance

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SCOPE AND TIMELINE

Each Finn Hill resident holds a vision of what their neighborhood should be like in the next 20 years and beyond. Although these visions may differ, they share common qualities and connections to this unique place. The way people feel about their neighborhood has a lot to do with its success. A sense of pride is cultivated from residing in a place where there is a strong sense of community, where the natural environment is protected, where desirable services are provided, where residents have access to green space, where citizens are partners in the decision-making process, where there is equal access to amenities, and where there is connectivity to local and regional networks.

Over the next 20 years, change will come to the Finn Hill neighborhood due to increasing density in the region. The mission for Finn Hill is to preserve the most important characteristics of the neighborhood as well as guide how future development and improvement will occur. The purpose of a Neighborhood Plan is to provide the City of Kirkland with a unified vision by balancing community opinions and implementing a strategy to adapt to future changes.

In collaboration with the City of Kirkland, students with the University of Washington's Green Futures Lab (GFL) are working with Finn Hill residents, the Finn Hill Neighborhood Alliance (FHNA) and others to develop a neighborhood plan that will eventually be added to the City of Kirkland's Comprehensive Plan. This process involves conducting research, organizing and facilitating public events, analyzing outcomes, providing alternatives, and developing a final plan. This will be the first neighborhood plan for Finn Hill since its annexation to the City in 2011.

Sources:

<http://finnhillalliance.org/fhna-projects/finn-hill-neighborhood-plan/>
http://www.kirklandwa.gov/depart/planning/Code_Updates/Projects/Finn_Hill.htm
<http://www.parkeronline.org/DocumentCenter/Home/View/10516>

Timeline for the Finn Hill Neighborhood Plan Process

Event Organizer: [Green Futures Lab](#), [The City of Kirkland](#), [Finn Hill Neighborhood Alliance](#)

May 2015 - August 2015

- [GFL student team assembled](#)
- [Information gathering, review of existing documents and conditions](#)
- [Project team tours neighborhood](#)

September 2015 - November 2015

- [Inform community about process](#)
- [Listening session and web survey with community to identify issues and preferences](#)
- [Community Workshop to share feedback and develop alternative visions for the neighborhood's future](#)

December 2015 - March 2016

- [Alternatives documented](#)
- [Alternatives hybridized and developed](#)
- [Briefings with Planning Commission and other Boards and Commissions](#)
- [Community Forum and web survey to assess preferences](#)

April 2016 - June 2016

- [Final Plan development](#)
- [Present Draft Policy direction to Neighborhood Association and Planning Commission](#)
- [GFL Draft Report with Plan recommendations and implementation strategies](#)

Fall 2016

- [Draft plan available for review and comment](#)
- [City conducts environmental review](#)
- [Planning Commission study session and public hearing](#)
- [Planning Commission recommendation to City Council](#)

December 2016

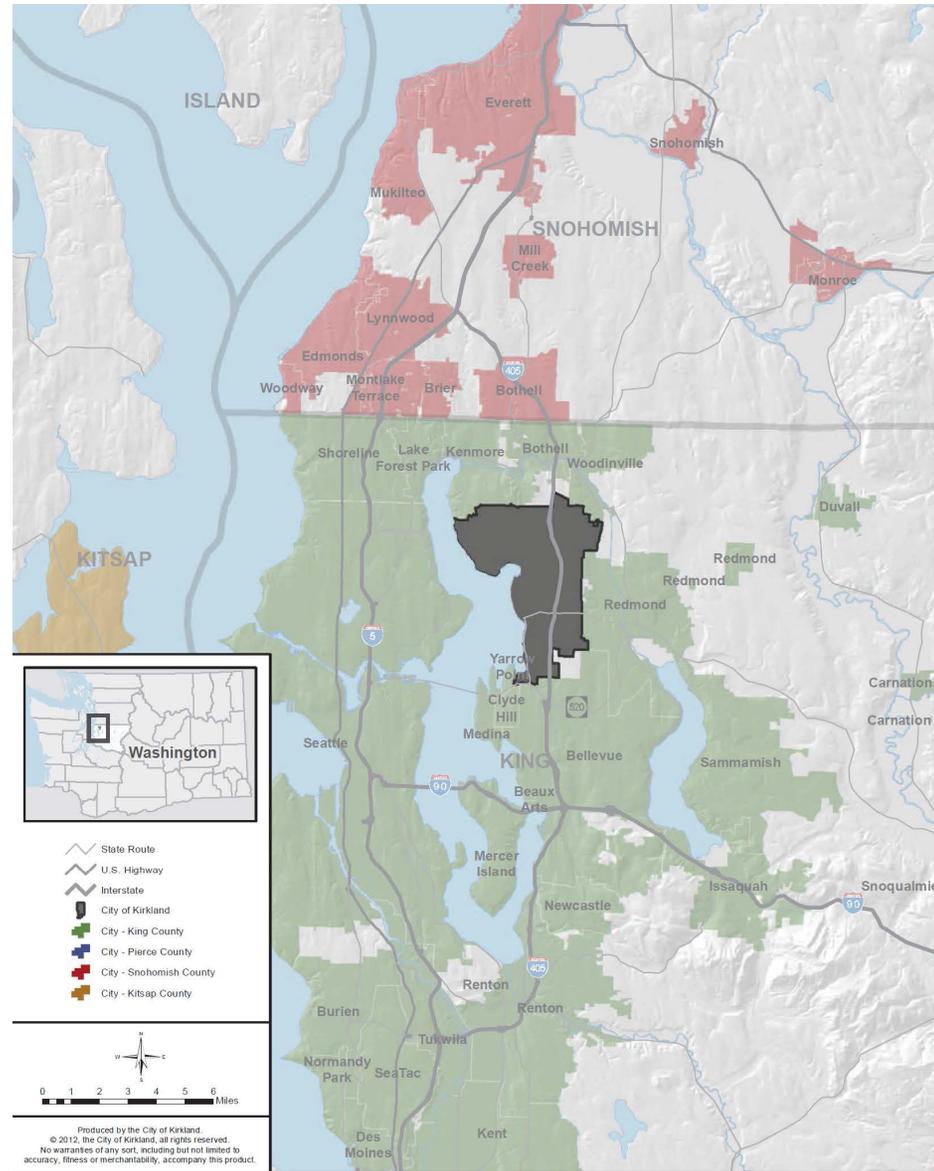
- [Final adoption by City Council](#)



BACKGROUND

BACKGROUND: REGIONAL CONTEXT

- Kirkland is a city in the Puget Sound region of Western Washington.
- The city is located on the northeast shore of Lake Washington, in Seattle's greater suburban area known as the Eastside.
- Kirkland is the sixth largest municipality in King County and the thirteenth largest in the state.
- Kirkland is known as a regional commerce center and a popular destination for recreation, entertainment, and the arts.
- The City is made up of fifteen neighborhoods, represented by thirteen neighborhood associations.



Source: Kirkland2035 comp plan draft, Chapter 1.

<http://www.kirklandwa.gov/Assets/PlanningPlanning+PDFs/2015+Community+Profile.pdf>

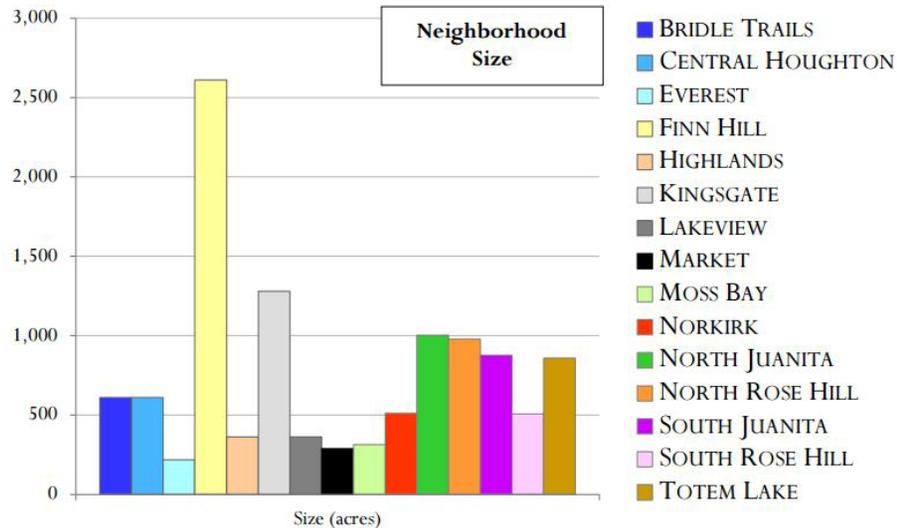
BACKGROUND: DEMOGRAPHICS

KIRKLAND

- Area: 17.81 square miles
- Population: 83,460 (April 2015)
- Median Age: 36.6 (2012)
- Median Household Income: \$86,656 (2012 est.)

FINN HILL

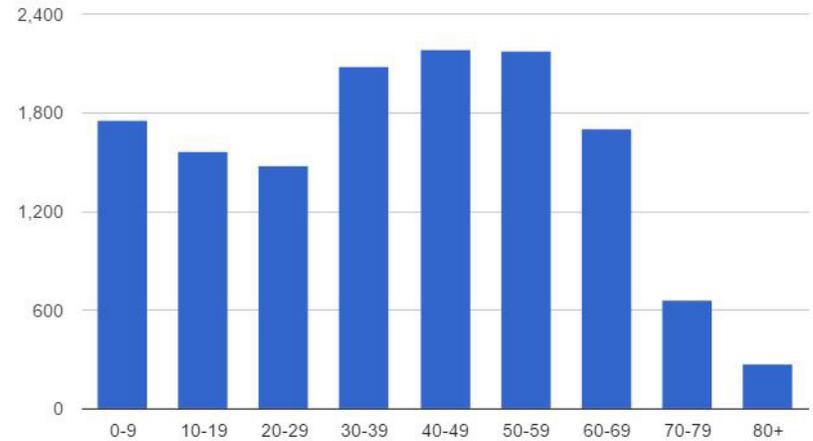
- Area: 4.08 square miles (Total Land Acres: 2,609.76)
- Population: 12,600 (2011)
- Median age: 42
- Median Household Income: \$102,361



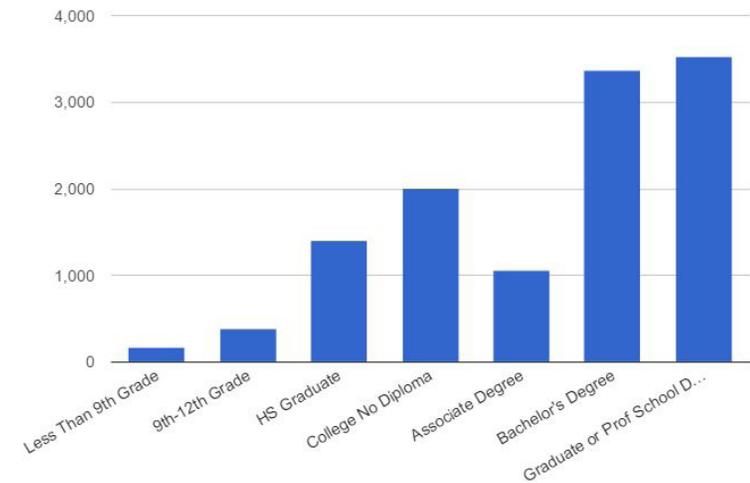
Neighborhood Size (acreage)

Sources:

1. http://www.realtor.com/local/Finn-Hill_Kirkland_WA/lifestyle
2. <http://www.city-data.com/city/Inglewood-Finn-Hill-Washington.html>
3. <http://www.neighborhoodscout.com/wa/kirkland/finn-hill/>
4. <http://www.kirklandwa.gov/Assets/Planning/Planning+PDFs/2015+Community+Profile.pdf>



Age distribution represents the distribution of the population in Finn Hill by age group. Age demographic data are sourced from 2015 data (see reference 1).



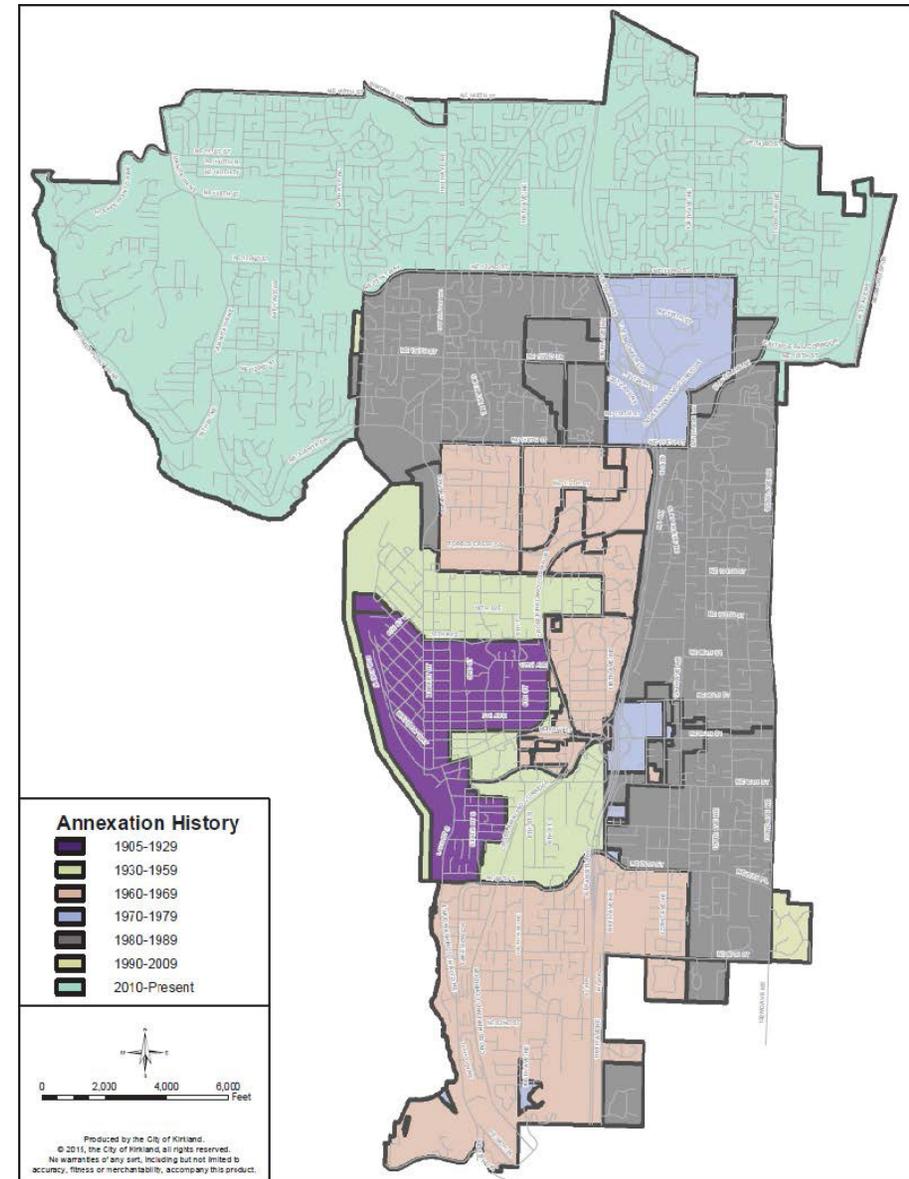
Education data represents the highest level of education attained by residents in Finn Hill. In Finn Hill, 5% of residents 18 and over graduated from high school and 58% completed a Bachelor's degree or higher, which is 15% higher than that of Seattle Metro. Education statistics are sourced from 2015 data (see reference 1).

INCORPORATION

- The downtown area along the waterfront first incorporated as the city of Kirkland in 1905. At the time, the city population was around 400 people.

ANNEXATION

- Over the 20th century, Kirkland annexed surrounding areas (shown in map at right).
- Most recently, Finn Hill, North Juanita and Kingsgate were annexed by the City of Kirkland in June 2011.
- In 2009 voters in the proposed annexation area approved annexation.
- Annexation increased the population and area of the city by over 60%. Since 1990, the City of Kirkland's population has more than doubled.



City of Kirkland Historical Annexation Areas

Sources: Kirkland2035 comp plan draft, Chapter 1
<http://finnhillalliance.org/2011/06/annexation/>
<http://www.seattletimes.com/seattle-news/kirkland-to-annex-finn-hill-north-juanita-and-kingsgate/>

WHAT IS A COMPREHENSIVE PLAN?

- The Comprehensive Plan outlines the general plan for the future of the city, looking ahead 20 years.
- It outlines the goals, policies and priorities of the city.
- The plan must detail where and how future housing, commercial, transportation, and utility needs will be met.
- It also addresses park and open space plans, critical habitat and hazard areas and expense of infrastructure.
- The Kirkland Plan includes a neighborhood plan chapter for each neighborhood in the city.

WHERE DOES THE REQUIREMENT COME FROM?

- The Growth Management Act (GMA) of Washington State requires cities to create a 20 year plan to address projected population, housing, job growth and anticipated community needs for infrastructure and services.
- The plan should be revised every 8 years.
- In Kirkland, the individual Neighborhood Plans are considered chapters of the Comprehensive Plan, as are the Transportation Plan (chap 9) and Parks, Recreation and Open Space Plan (chapter 10).

WHAT IS THE STATUS OF THE PLAN?

- Kirkland recently adopted the revised Comprehensive Plan in December 2015.

WHAT MATTERS FOR FINN HILL?

- Finn Hill Neighborhood is newly annexed to Kirkland, and has not yet written a neighborhood plan.
- The Finn Hill Neighborhood Plan will be written in 2015-16 based on input from residents, businesses, and community organizations from the neighborhood.



OUTLINE OF THE COMPREHENSIVE PLAN FOR KIRKLAND 2035

1. **Introduction** (history, geography, infrastructure, economics, demographics)
 2. **Vision and Framework Goals** (The Kirkland Vision)
 3. **General** (legal requirements, amendment process)
 4. **Community Character**
 5. **Natural Environment**
 6. **Land Use**
 7. **Housing**
 8. **Economic Development**
 9. **Transportation**
 10. **Parks, Recreation and Open Space**
 11. **Utilities**
 12. **Public Services**
 13. **Human Services**
 14. **Capital Facilities**
 15. **Implementation Strategies**
 16. **Neighborhood Plans**
- Appendices**

NEW CITY-WIDE VISION STATEMENT

- The new Kirkland Vision statement was recently updated to create the current Kirkland Vision 2035.
- The new statement encapsulates the current community's shared values, priorities, and aspirations for the future.
- These values provide the foundation for the city's Comprehensive Plan.
- All of the elements of the city's Comprehensive Plan (goals, policies, and strategies) support the values expressed in the Kirkland Vision.

WHO WROTE THE KIRKLAND VISION?

- In 2013, Kirkland residents, business owners, and community organizations participated in a series of public meetings and workshops and gave online input to help create the new Vision.
- Based on this input, the Vision was then refined by the City planners, commented on by the public, and was adopted by the City Council in 2015 as part of the Comprehensive Plan revision.

Source: City of Kirkland Website
Photo source: Kirkland Vision 2035

Vision Statement

Kirkland



is one of the most livable cities in America. We are a vibrant, attractive, green and welcoming place to live, work and play. Civic engagement, innovation and diversity are highly valued. We are respectful, fair, and inclusive. We honor our rich heritage while embracing the future. Safe, walkable, bikeable and friendly neighborhoods are connected to each other and to thriving mixed use activity centers, schools, parks and our scenic waterfront. Convenient transit service provides a viable alternative to driving. Diverse and affordable housing is available throughout the city. Kirkland strives to be a model, sustainable city that values preserving and enhancing our natural environment for our enjoyment and future generations.

Guiding Principles

Livable

Quality of life: safe and well-maintained neighborhoods with convenient access to parks, recreational facilities, the waterfront, community gathering places, excellent schools, and nearby services.

Diverse and Affordable: neighborhoods containing homes and businesses for a variety of incomes, ages and life styles.

Community Design: High quality and attractive architectural design and landscaping, and preservation of historic buildings and sites.

Sustainable

Ecological: natural systems and built structures that protect and enhance habitats, create a healthy environment, address climate change and promote energy efficiency.

Economic: a vibrant economy offering choices in living wage jobs, businesses, services and entertainment throughout the community.

Social: health and human services that fulfill the basic needs of all people without regard to income, age, race, gender or ability.

Connected

Sense of Community: community involvement in government, schools, civic events and volunteer activities creating a sense of belonging through shared values.

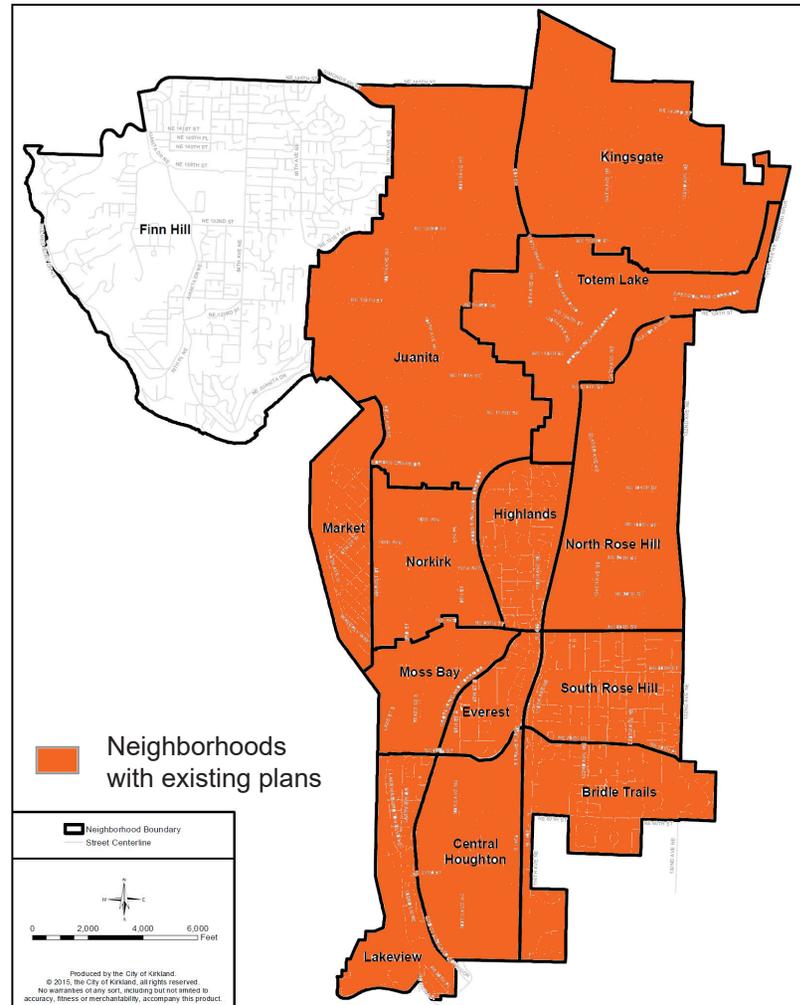
Accessible: safe, well maintained and extensive systems of roads, bicycle routes, pedestrian paths, and transit corridors for all users that interconnect neighborhoods and connect to the region.

Technology: reliable, efficient and complete systems for residents and businesses to be connected, informed and involved.

www.kirklandwa.gov/kirkland2035

HOW DO NEIGHBORHOOD PLANS FIT WITH THE CITY-WIDE PLAN?

- As part of the Comprehensive Plan, each neighborhood of Kirkland works with the Planning Department and Planning Commission to develop (or write) their neighborhood plan on a rotating basis. These plans together make up Chapter 5 of the comprehensive plan.
- Neighborhood Plans allow a more detailed examination of issues affecting the smaller geographic areas within the City and clarify how broader City goals and policies apply to each neighborhood.
- Neighborhood Plans contain policy statements, narrative discussion, and a series of maps and other graphic representations describing land use, natural elements, open space and parks, pedestrian and bicycle systems, vehicular circulation, urban design.
- If the land use maps and the narrative conflict, the narrative will provide more explicit policy.
- It is intended that each neighborhood plan be consistent with the Citywide Elements. Where conflicts do exist, the Citywide Elements prevail.



- During 2013-2015, Kirkland revised its Comprehensive Plan (adopted December 8, 2015), a 20-year plan for the City's future.
- State law requires that the plan include community involvement and that it address where and how anticipated transportation, housing, and infrastructure needs will be met while preserving open space and considering community character and hazardous and sensitive natural areas.
- Developed with community input, the Kirkland Vision--to be Livable, Sustainable, and Connected--outlines the core community values that form the foundation for all city plan goals and policies.
- All planning decisions in the city are required to comply with the goals and policies outlined in the Comprehensive Plan.
- Kirkland's comprehensive plan includes a 20-year plan for each of its neighborhoods in order to address each area's specific needs and circumstances.
- Since Finn Hill was annexed by Kirkland in 2011, it does not have a prior neighborhood plan. Finn Hill will be writing their neighborhood plan for the first time.
- The Green Futures Lab has been engaged by the City of Kirkland to work with the Finn Hill Neighborhood to help gather input from neighborhood residents to use in drafting the Finn Hill neighborhood plan.

NATURAL ENVIRONMENT



The Environment Element chapter of the Comprehensive Plan focuses on managing the natural environment, natural water systems, sustainability, vegetation, soils and geology and air.

CITY-WIDE GOAL: A LIVABLE AND SUSTAINABLE COMMUNITY (ENVIRONMENT ELEMENT)

- “Livable” has been defined as a quality of life standard that is attached to a place. Sustainability means meeting our present needs while ensuring future generations have the ability to meet theirs.

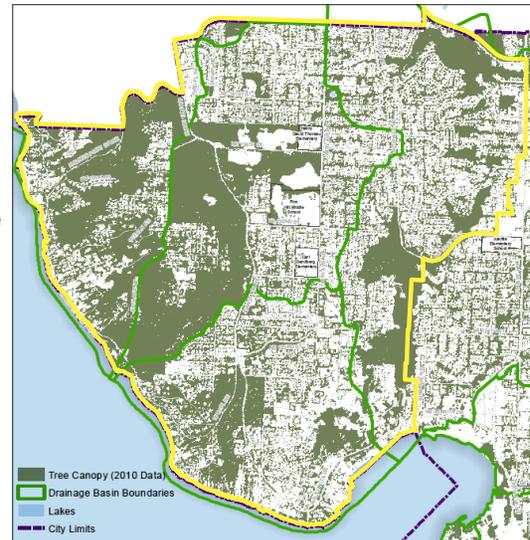
HOW TO MEET THE GOAL? (ENVIRONMENT ELEMENT)

- Restore our natural systems and critical areas including streams, wetlands, habitat areas and Lake Washington for maximum ecological value and functions.
- Implement the Strategic Urban Forestry Management Plan to enhance our urban forest.
- Revamp Kirkland’s Green Building Program to promote Living Buildings and retrofit existing buildings to be as efficient as possible.
- Develop new codes to provide maximum protection and enhancement of geologic features such as steep slopes, landslide and seismic hazard areas.
- Fund and Implement Kirkland’s Climate Protection Action Plan and regional commitments so that we can be readily adaptable and resilient in advance of the effects of climate change.
- Develop a City-Wide Sustainability Master Plan that coordinates all of the City’s sustainability efforts. This plan would identify best practices that allows all of the strategies to be implemented and measured, and if needed, adjusted to achieve a Livable and Sustainable community.

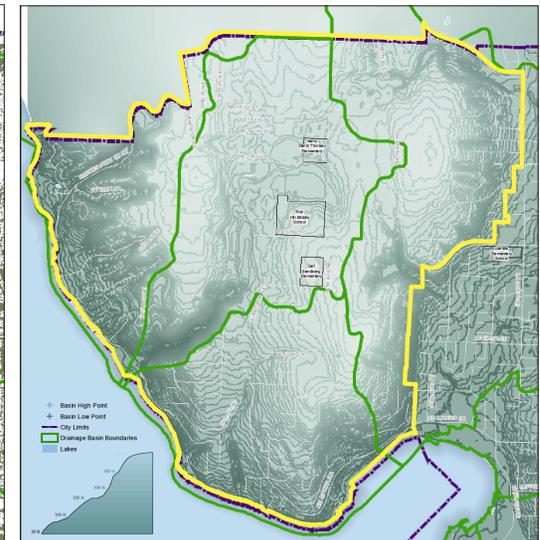
NATURAL SYSTEMS MANAGEMENT

(ENVIRONMENT ELEMENT)

- Wetlands and streams provide habitat for fish and wildlife, flood control, groundwater recharge, as well as surface and groundwater transport, storage, and filtering.
- Vegetation is essential to fish and wildlife habitat, and also helps support soil stability, prevents erosion, moderates temperature, produces oxygen, and absorbs significant amounts of water, thereby reducing runoff and flooding.
- Soils with healthy structure and organic content, such as those found in natural wooded areas, absorb, store, and transport water, effectively supporting vegetation, slope integrity, and reducing flooding and erosion.
- The natural environment provides many valuable amenities such as scenic landscape, community identity, open space, and opportunities for recreation, culture, and education. Kirkland’s citizens recognize the important role the natural environment plays in the quality of life.



Finn Hill Tree Canopy



Finn Hill Topography Map

Source: City of Kirkland Comprehensive Plan Update, Environment Element
<http://www.kirklandwa.gov/Assets/Planning/Planning+PDFs/2035+City+Council+Packets/October+6+2015+City+Council/Environment+Element.pdf>

NATURAL ENVIRONMENT: LANDSLIDE HAZARD AREAS

SOILS AND GEOLOGY (ENVIRONMENT ELEMENT)

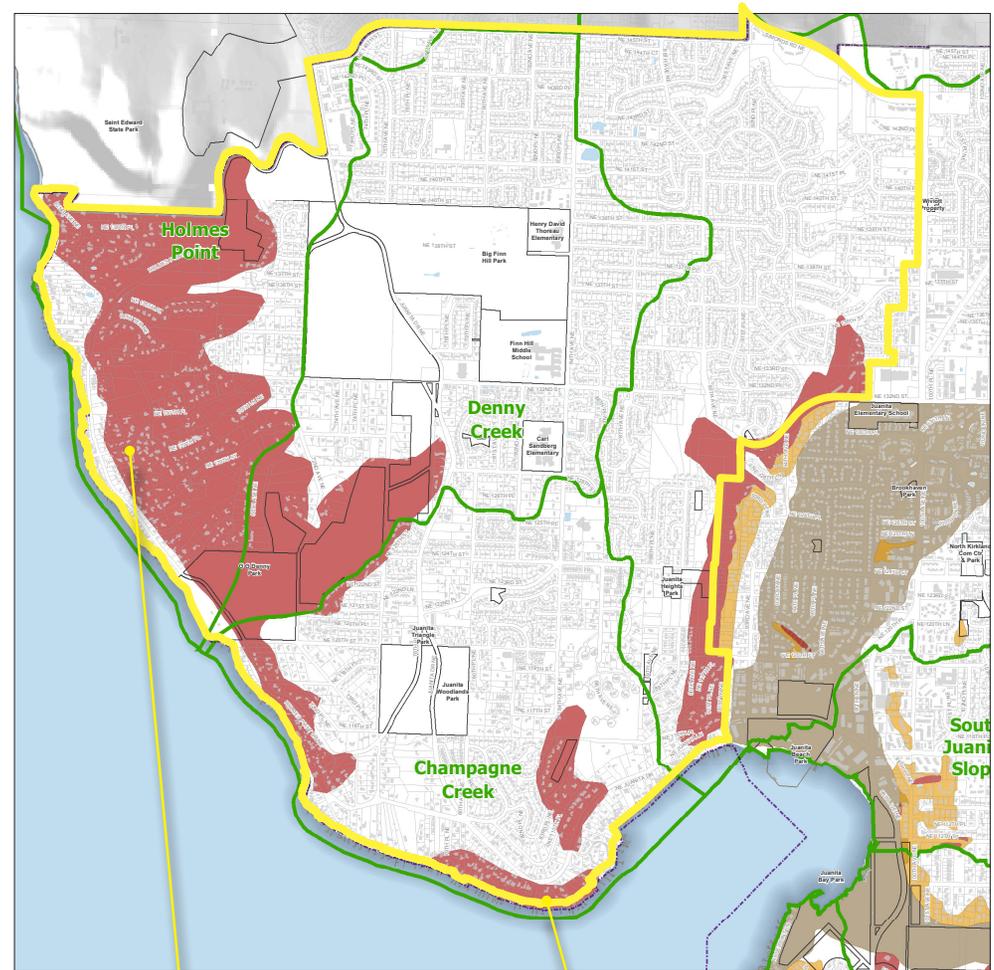
- Geologically hazardous areas are defined as critical areas under the Growth Management Act. These consist of landslide, erosion and seismic hazard areas. They pose a potential threat to the health and safety of the community. Many areas of the City have steep slopes and ravines subject to erosion and hazardous conditions (earthquakes and landslides).
- Slopes with grades of 15 percent or steeper are also subject to seismic hazards. Areas with slopes between 15 and 40% or greater are particularly vulnerable.

GOAL (ENVIRONMENT ELEMENT)

- Improve public safety by avoiding or minimizing impacts to life and property from geologically hazardous areas.

POLICIES (ENVIRONMENT ELEMENT)

- Policy E-3.1: Require appropriate geotechnical analysis, sound engineering principles and best management practices for development in or adjacent to geologically hazardous areas.
- Policy E-3.2: Regulate land use and development to protect geologic, vegetation and hydrological functions and minimize impacts to natural features and systems.
- Policy E-3.3: Utilize best available science and data for seismic and landslide area mapping.
- Policy E-3.4: Retain vegetation where needed to stabilize slopes.
- Policy E-3.5: Promote sound soil management practices through standards, regulations and programs to limit erosion and sedimentation.



Finn Hill Hazard Areas Map



Finn Hill Neighborhood Model

Legend

- Seismic Hazard Area*
- Landslide Hazard Area (Medium Hazard)*
- Landslide Hazard Area (High Hazard)*
- Drainage Basin Boundaries
- Select Public Properties
- Lakes
- City Limits

*King County GIS data used for Finn Hill, Juanita and Evergreen Hill neighborhoods

Source: City of Kirkland Comprehensive Plan Update, Environment Element Draft – 06.12.15

In 2014, the City of Kirkland updated the Surface Water Master Plan (SWMP) which details how to improve public safety, reduce risk to public and private property, and enhance the natural environment through proper surface flow management.

BACKGROUND

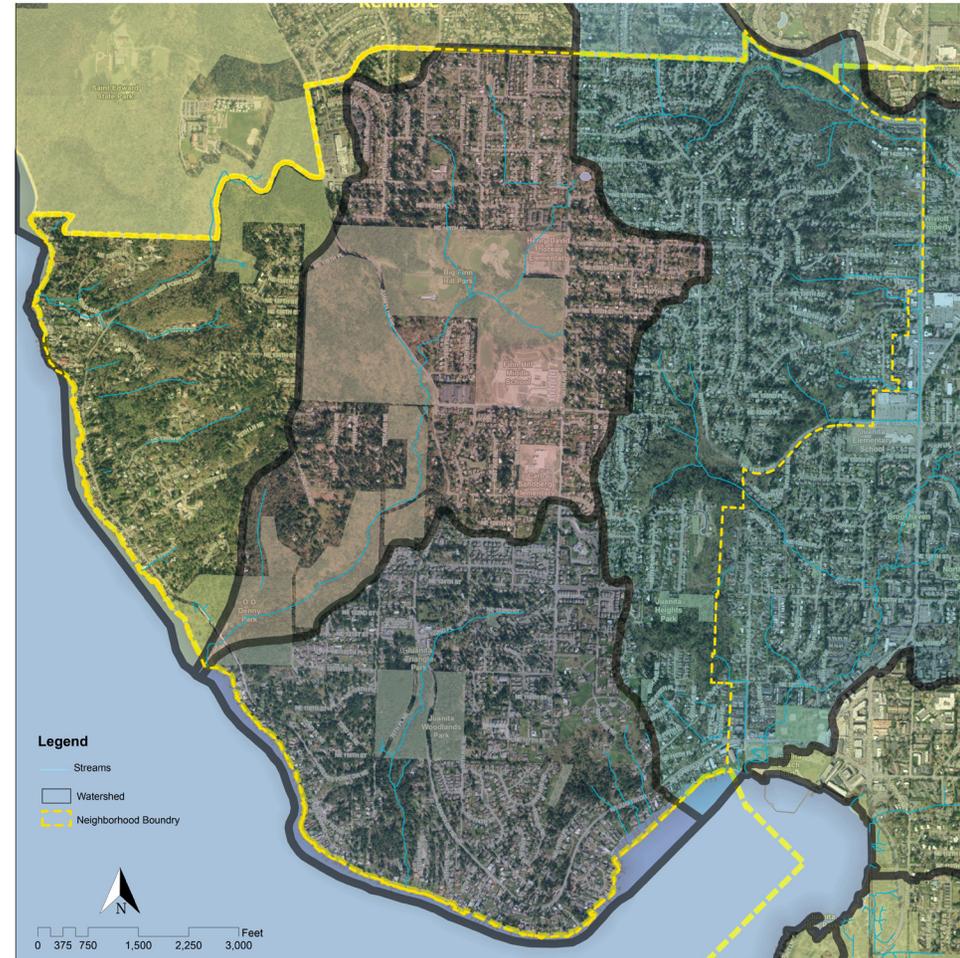
- The City of Kirkland maintains conveyance, flow control and water quality treatment systems in public right-of-way and flow control and water quality treatment facilities that service single family developments.
- A watershed approach has been used for managing the surface water utility by dividing the City into 15 drainage basins.

CONSIDERATIONS IDENTIFIED IN SWMP FOR FINN HILL

- There are several locations where groundwater or runoff crosses Juanita Drive – usually at southern section due to steep slopes.
- Areas between NE 124th and NE 132nd Street convey runoff from east to west due to limited storm drainage collection systems.
- Finn Hill Neighborhood Alliance surface water concerns: water quality associated with Juanita Drive, infrastructure repair and replacement, fish habitat and flooding issues associated with Denny Creek and stormwater Best Management Practices (BMPs) in new development.

RECOMMENDATIONS FROM SWMP

- Consider engineering review of new housing developments (Chatham ridge and Kirkwood) to develop recommendations to mitigate increased surface flow downstream.
- Managing Juanita Drive could result in most significant improvement to water quality.



Drainage Basins

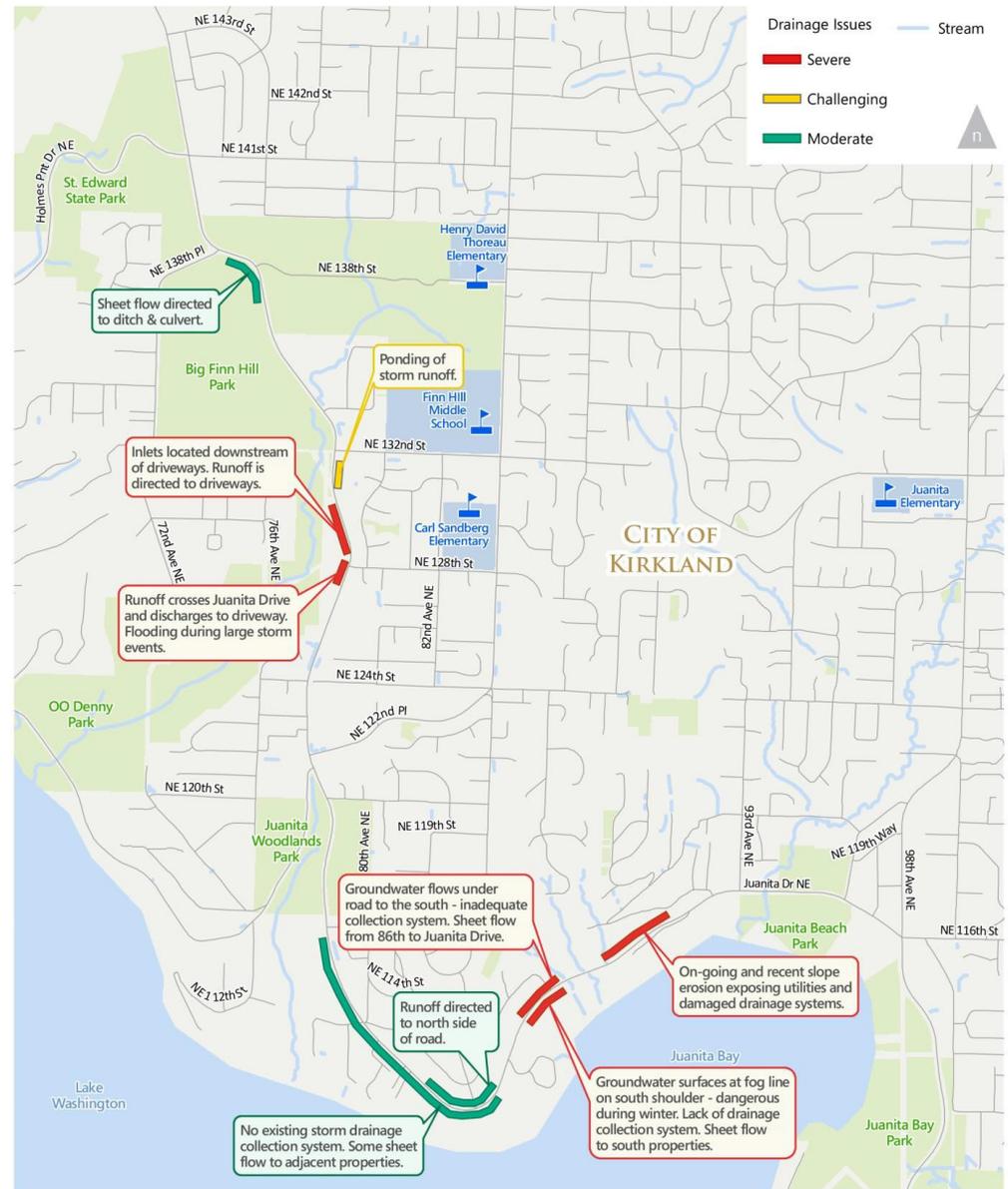
Source: King County and City of Kirkland GIS Shapefiles and Google Maps aerial photograph
Source: City of Kirkland Surface Water Master Plan
<http://www.kirklandwa.gov/Assets/Public+Works/Public+Works+PDFs/Surface+Water/SWMP/SWMP+-+2014/Surface+Water+Master+Plan.pdf>

NATURAL ENVIRONMENT: SURFACE FLOW AND STORMWATER

- Develop passive recreation, play areas, community gardens or wildlife habitat in storm and surface water detention areas.
- Provide adequate drainage for new and redevelopment projects.
- Facilities may include low impact development techniques and/or structural controls such as detention vaults or ponds, infiltration facilities, biofiltration rain gardens and swales, or wetvaults.
- Use LID as feasible for new infrastructure. With adoption of new stormwater design manual by Dec. 2016, use of LID, including use of pervious sidewalks and low-volume streets, will be required.
- Provide additional benefits such as tree cover and green spaces through the use of green infrastructure such as rain gardens or pervious pavement.
- Look for opportunities to coordinate transportation projects with retrofits that serve upstream or off right-of-way areas.
- Recommend City consider extending the Holmes Point special district overlay for the entire neighborhood. The intent of the code is to manage the impact of development in the overlay area, specifically regarding significant trees and preservation of impermeable surfaces.

CAPITAL IMPROVEMENT PROJECTS

- Two Capital Improvement Projects are funded to address surface water concerns in Finn Hill: culvert repair at NE 141st Street/111th Avenue NE to fix storm pipe that has partially filled with sediment and the reduced flow capacity has created backwater conditions at the inlet resulting in channel aggradation, erosion and undermining of adjacent trees, with partial structural failure of the inlet headwall. Also, Goal Hill storm drainage repair to prevent overflows during large storm events.



Source: Capital Improvement Projects
<http://www.kirklandwa.gov/Assets/Finance+Admin/2013-2018+CIP/2013-2018+CIP+-+Summary+Document.pdf>

NATURAL ENVIRONMENT: SENSITIVE AREAS

The objective of the Watershed Report is to use a watershed approach to provide the foundation for development of policies, regulations and incentives that will maintain and improve the quality of Kirkland's streams, wetlands and natural areas.

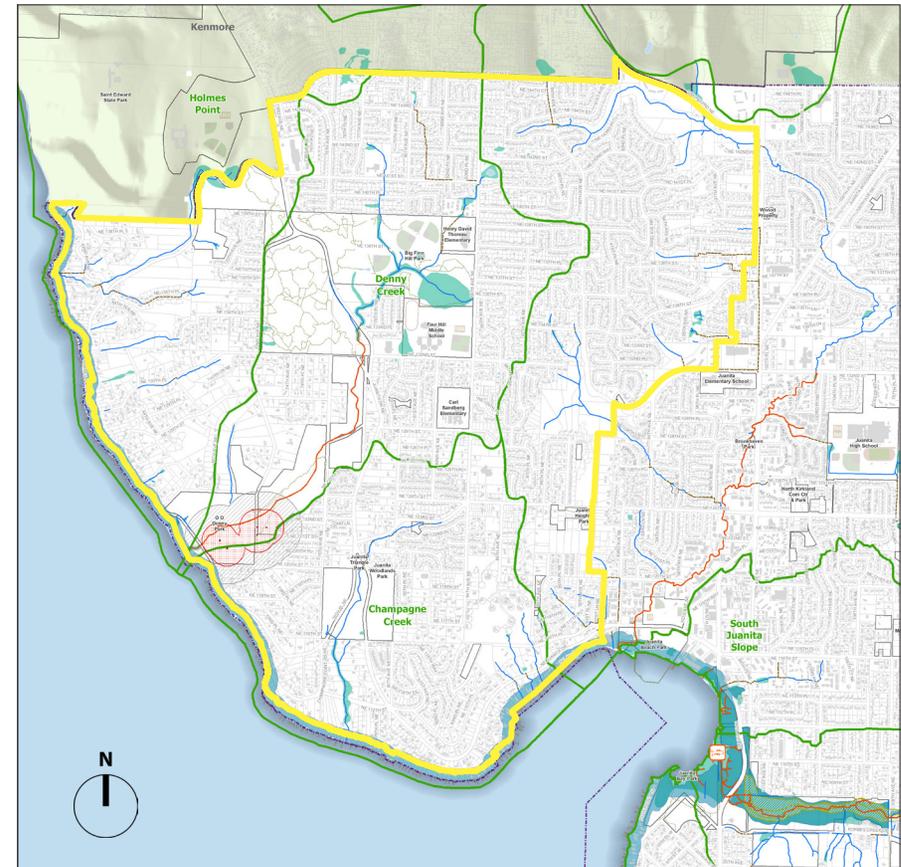
PRIMARY ECOLOGICAL FUNCTIONS OF WETLANDS AND STREAMS IN FINN HILL (WATERSHED REPORT 1988)

- Flood/Stormwater conveyance
- Water quality maintenance for receiving waters
- Extensive cutthroat trout, coho salmon habitat in main stem Juanita Creek downstream of Interstate 405
- Cutthroat trout, coho salmon habitat in some tributaries (Juanita and Lake Washington basins)
- Wildlife habitat - riparian corridor, upland parkland, wetlands

FUTURE OPPORTUNITIES FOR FINN HILL (WATERSHED REPORT 1988)

- Improve water quality through an educational program, perhaps in partnership with local schools.
- Improve buffer quality through the planting of native vegetation.
- Improve the width and condition of the stream buffers between the residences at the mouth.
- Investigate ways to control the higher flow rates from urban runoff that cause erosion and sedimentation problems.
- Widen the effective buffer at the park parking lot just upstream of Holmes Point Drive NE.
- Improve urban runoff conditions upstream of Juanita Drive NE.
- Protect and preserve the remaining wetland areas from further impacts.
- Remove garbage, and prevent further degradation to these sensitive areas.
- Provide additional food and cover for wildlife, particularly waterfowl and songbirds, through habitat restoration plantings.
- Stream buffers should be enhanced wherever possible to provide cover for wildlife to travel between wetlands and associated habitats.
- Support removal of fish passable barriers and daylighting streams on private property. (Policy E-1.11 of Environment Element)

Sources: Kirkland's Streams, Wetlands and Wildlife Study, Watershed Company, July 1998
City of Kirkland Comprehensive Plan, Environment Element



Finn Hill Sensitive Areas Map

Legend

- Bald Eagle Nest Location (WDFW)
- 330-Foot Bald Eagle Nest Buffer
- 660-Foot Bald Eagle Nest Buffer
- Known Salmonid Locations
- Open Streams
- Streams in Pipes
- 100-Year Floodplain
- Wetlands
- Shoreline of Statewide Significance
- Drainage Basin Boundaries
- Select Public Properties
- Lakes



Denny Creek inside O.O. Denny Park

NATURAL ENVIRONMENT: *KEY POINTS*

- Finn Hill has a uniquely green and valuable natural environment. In order to meet the goal of a livable and sustainable neighborhood, it needs to manage an interrelated natural environment system.
- It is essential for the neighborhood to protect critical areas, such as wetlands and streams, fish and wildlife conservation areas, steep slopes, landslide hazard areas and erosion hazard areas. That not only improves public safety by avoiding or minimizing impacts to life and property, but also preserve habitat for all species.
- Wetlands and streams can be preserved and reclaimed through regulation or projects, like educational programs in partnership with local schools, connecting corridor program for both people and wildlife.
- Regulations must be accompanied by effective enforcement to control new development to protect natural environment, especially in the Holmes Point Overlay Zone area. In the construction and development phase it is important to protect the trees and vegetation which are essential to fish and wildlife habitat, and also help support soil stability, reduce runoff and mitigate flooding. When feasible, the City should acquire the most ecologically valuable sites.
- Surface flow management that utilizes low impact development techniques will allow for multiple-use spaces that detain runoff in storm events and provide a public gathering space when dry.

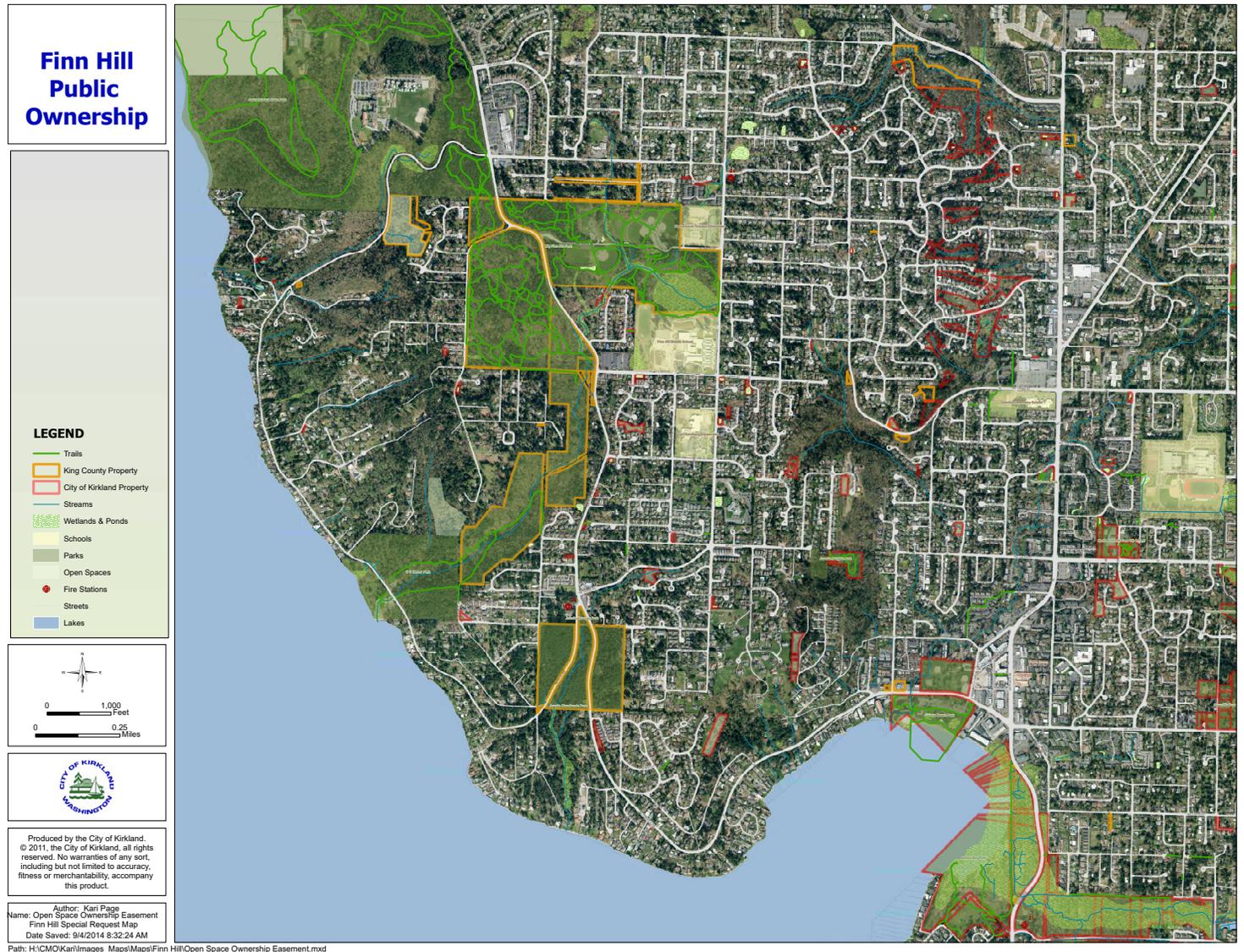


PARKS AND OPEN SPACE



PARKS AND OPEN SPACE: OWNERSHIP MAP

This map highlights where pedestrian opportunities may be extended by connecting the trail system through City and County-owned properties.



Source: Provided by City of Kirkland

FINN HILL CONNECTION (PROS PLAN, 2015)

- There is a strong community desire to link the Finn Hill area and parks to downtown and the Lake Washington waterfront. At the present, there is no existing, safe pedestrian route linking these parks together. A greenway and trail connection could stretch from Forbes Creek and Juanita Bay Park west through Juanita Beach Park, then north along the slope connecting to Juanita Heights, and west to Big Finn Hill Park and Saint Edward State Park. This connection could create a key link in an extensive trail network, bridging the lakefront and the proposed Bay to Valley connection with existing trail systems in Big Fill Hill, O.O. Denny and Saint Edward parks.

SUGGESTED PARK IMPROVEMENTS (PROS PLAN, 2015)

Juanita Heights

- Continue Green Kirkland forest restoration plan
- Explore expansion of park to preserve and protect the existing forest
- Signage and Wayfinding: Provide improved signage and wayfinding for public access and awareness
- Consider enhancing or moving the park entrance to NE 124th Street

Juanita Triangle (King Co)

- Signage and Wayfinding: Provide improved signage and wayfinding for public access and awareness

Juanita Woodlands (King County)

- Signage and Wayfinding: Provide improved trail signage and wayfinding for public access

O.O. Denny Park (Seattle)

- Shoreline restoration: Repair shoreline by adding boulders, logs and vegetative mats
- Implement a natural area and forest restoration plan
- Minor Park Enhancements and Repairs: Develop pest-management strategy

New Parkland

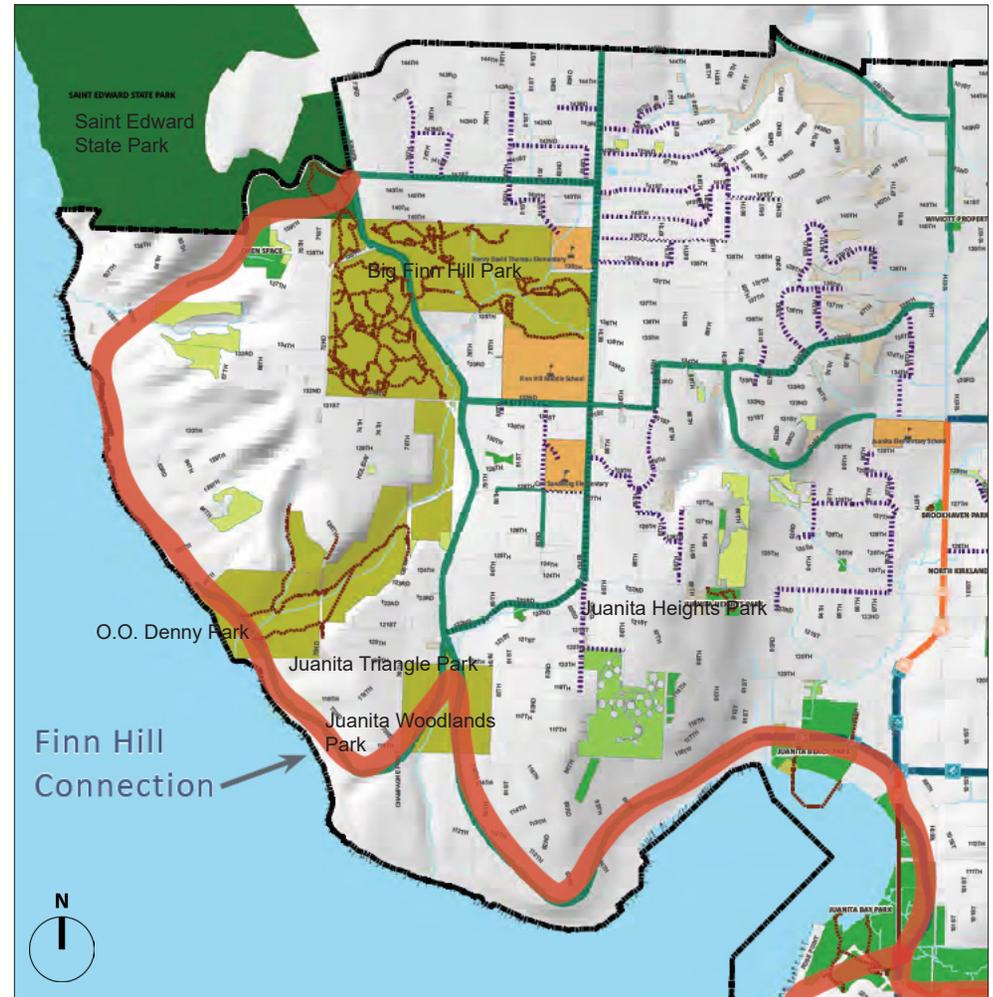
- Neighborhood park acquisition in the northeastern portion of the neighborhood

Street Ends Improvement Program

- Improve street ends along Lake Washington to provide lake viewing and access opportunities

Trails

- Finn Hill Connection: Create and/or enhance greenway/trail connections between Juanita Beach, O.O. Denny and Big Finn Hill parks and Saint Edward State Park. (Project #C5)
- Lakeway Corridor: Connect lakeshore parks with a greenway



Finn Hill Existing parks, Open Space & Proposed Trails, Bikeways, Neighborhood Greenways

Legend

— City Limits	■ Kirkland Parks	⊠ Hospitals
— Proposed Signature Trails	■ Private Commons	— Rail Corridor
— Proposed Other Linkages	■ Private Park	— Minor Streets
— Cross Kirkland Corridor	■ Private Open Space Tract	— Highways
— Park Trails	■ State Parks	— Powerline
— Existing Bikeways	■ Other Parks	— Water
— Proposed Bikeways	■ City of Kirkland Parcels	
— Existing Shared Use Route	⊠ Schools	
— School Walking Routes	■ School Properties	

Source: City of Kirkland Parks, Recreation & Open Space Plan (PROS Plan, 2015)
<http://www.kirklandwa.gov/Assets/2015+PROS+Plan.pdf>

PARKS AND OPEN SPACE: SHORELINE MASTER PROGRAM

The Shoreline Management Act (SMA) was adopted in 1972 which requires cities and counties to adopt a Shoreline Master Program (SMP). The SMP applies to land within 200 feet of Lake Washington's ordinary high water mark and within wetlands connected to Juanita Bay and Yarrow Bay.

SHORELINE MASTER PROGRAM (SMP)

- The shoreline zone is one of the most valuable and fragile of Kirkland's natural resources and, as a result, the utilization, protection, restoration, and preservation of the shoreline zone must be carefully considered.
- There are two primary utilities with the ability to directly and indirectly impact shorelines: wastewater and stormwater.

KEY CONSIDERATIONS OF SMP

- Conservation of natural areas
- Standards for piers, docks and shoreline stabilization
- Public access to the shoreline where appropriate
- Regulations for water-dependent and water-oriented uses along Lake Washington
- The guidelines establish a new standard calling for "No Net Loss" of ecological function to prevent further degrading of the shoreline.

RECOMMENDED RESTORATION (SMP RESTORATION PLAN)

NUMBERS CORRESPOND TO PICTURES AT BOTTOM RIGHT

O.O. DENNY PARK

Reduce shoreline armoring

- 31: Bioengineering techniques, regrading and reshaping could be provided to secure the bank from excessive erosion and improve overall habitat functions.
- 32: Existing concrete bulkhead which fronts the main park shoreline could be replaced with a sinuous more natural shoreline contour.

Enhance shoreline vegetation

- 33: Native vegetation could be enhanced at the mouth of Denny Creek to bring vegetation further toward the lake.

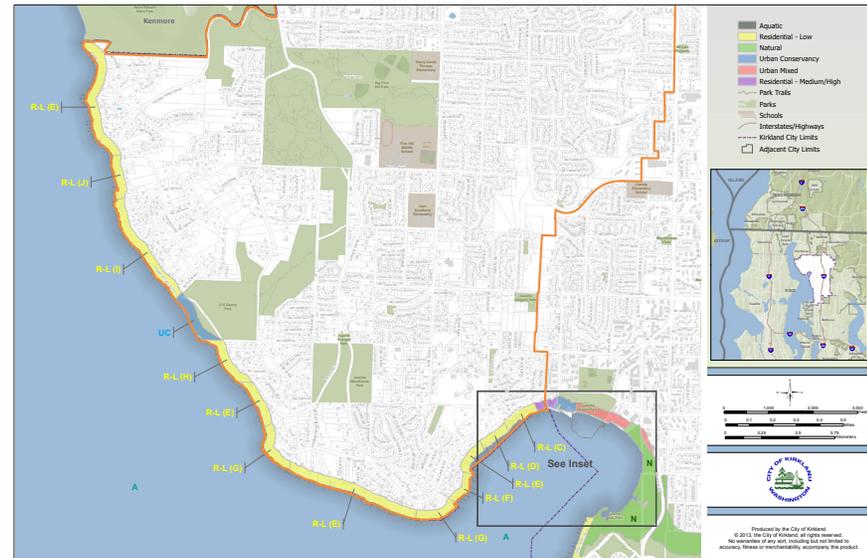
Source: Comprehensive Plan Chapter XVI / Shoreline Analysis Report 12012006

SMP Restoration Plan

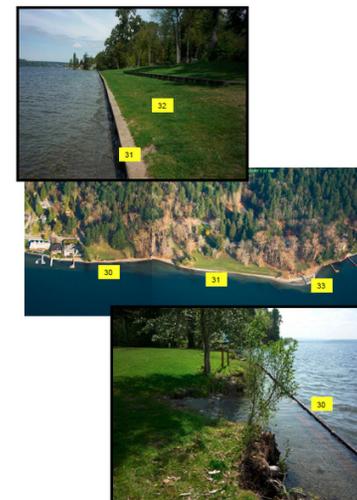
Photo Source: SMP Restoration Plan

Street-End Parks

- Currently there are three public shoreline street-ends that exist in Finn Hill.



Finn Hill Shoreline Environment Designations Map



O.O. Denny Park

- The accessibility to parks in Finn Hill still needs to be improved through trail/greenway connections. There is a desire to connect the parks not only inside the Finn Hill neighborhood, but also a connection to Juanita Beach Park and Saint Edward Park.
- More waterfront access is needed and more parkland and park activities as well.
- Identify and explore improving public street ends to provide shoreline access.
- Natural resources in these parks and open spaces, including existing forest and streams, should be protected and stewarded.
- Signage and wayfinding are common problems for navigating to Juanita Heights, Juanita Triangle and Juanita Woodlands Park.
- Restoration, protection and preservation must be carefully considered at the shoreline zone.

LAND USE



WHAT DO THE ZONE NAMES MEAN?

- **RSA 4,6,8:** Low Density Residential
Single family detached homes on individual lots with no more than 4, 6, or 8 lots per acre respectively. For example, the minimum parcel (lot) size in an RSA 6 zone is 1/6 acre or 7260 sq. ft.
- **RMA (1.8, 3.6, 5.0):** Medium and High Density Residential
Multi-family zones are defined by their Floor Area Ratio (FAR) which is the ratio of total building square footage on all floors to the square footage of the parcel (lot). (See diagram) For example, in an RMA 1.8 zone, a 5,000 square foot lot could have a total of no more than 9000 square feet of floor space inside the building and a maximum of 3 dwelling units (can round up).
- **BNA, BC1:** Neighborhood Commercial
- **PRA:** Office (residential units are allowed)
- **P:** Park/Open Space
- Other factors such as height limits, setback requirements, impermeable surface and lot coverage limits, design guidelines, and allowable uses also shape development in each of these zones. See Holmes Point Overlay, Page 31.

CONCERNS

- While Finn Hill's multi-family housing zones are mostly clustered adjacent to neighborhood commercial zones, commercial parcels are developed for automobile-oriented shopping and are not currently developed for mixed use.
- Neither of Finn Hill's commercial areas is served by transit. Only two of Finn Hill's multifamily zones and none of the 8-units-per-acre single family residential zones are served by transit. Only one of Finn Hill's Parks is served by transit.
- Neighborhood residents complain to the city that the pockets of RSA 8 seem arbitrarily placed and incompatible with neighborhood function and character, and that even RSA 6 seems too crowded to them.

- For 4 units or more a minimum 10% affordable housing units are required.
- Zoning was designated by King County prior to annexation and should be reviewed.

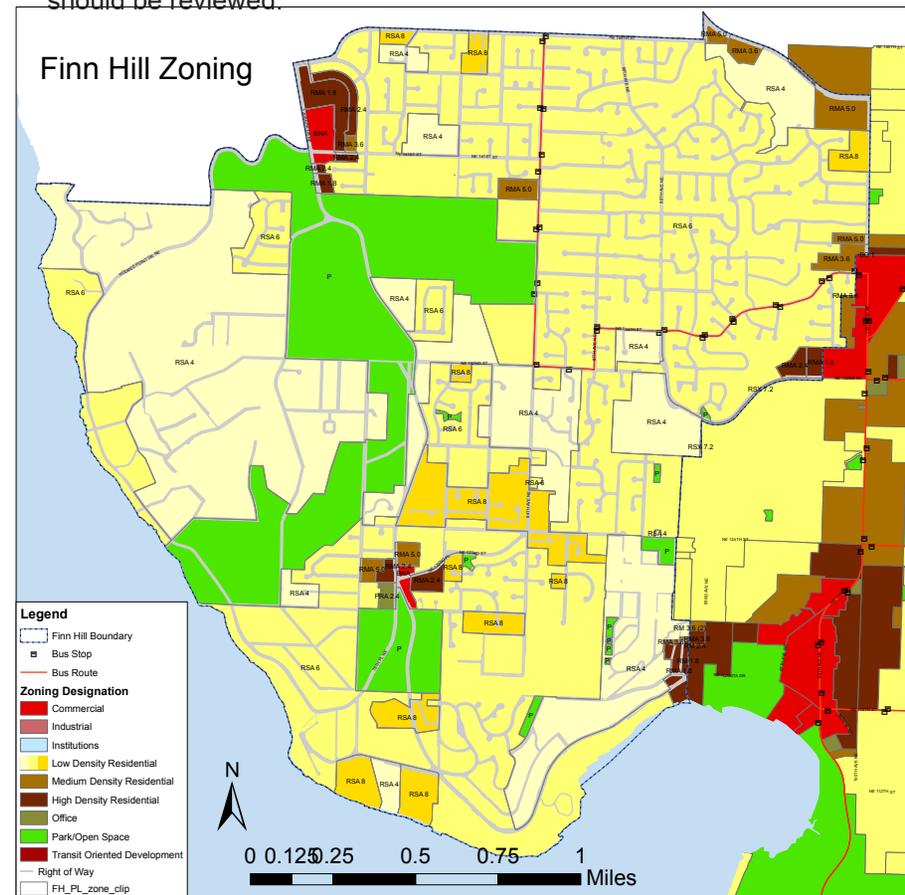
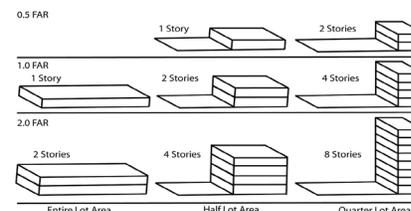


Exhibit 23.84A.012 A
Floor Area Ratio



Multi-family zones are defined by Floor Area Ratio (FAR) which is the ratio of total building square footage on all floors to the square footage of the parcel (lot).

Sources: King County and City of Kirkland GIS shape files
FAR diagram: <https://seattleslandusecode.wordpress.com/2011/03/09/what-is-floor-area-ratio-far/>

LAND USE: CHART

General explanation of Kirkland zoning:

Zoning	Type	Residential Intensity	Additional Permitted Uses
RSA 4 (*)	Low Density Residential	7,600 sq ft lot area (min.) / 4 Dwelling Units per Acre (max.)	     
RSA 6 (*)	Low Density Residential	5,100 sq ft lot area (min.) / 6 Dwelling Units per Acre (max.)	     
RSA 8 (*)	Low Density Residential	3,800 sq ft lot area (min.) / 8 Dwelling Units per Acre (max.)	     
RMA 5.0	Medium Density Residential	5,000 sq ft lot area (min.) per Dwelling Unit	       
RMA 3.6	Medium Density Residential	3,600 sq ft lot area (min.) per Dwelling Unit	       
RMA 2.4	High Density Residential	2,400 sq ft lot area (min.) per Dwelling Unit	       
RMA 1.8	High Density Residential	1,800 sq ft lot area (min.) per Dwelling Unit	       
PRA 2.4	Office	2,400 sq ft lot area (min.) per Dwelling Unit	          
BNA	Commercial	1,800 sq ft lot area per Dwelling Unit [North of NE 140th St.] 2,400 sq ft lot area per Dwelling Unit [South of NE 124th St.]	          
P	Institutional	Not Applicable	

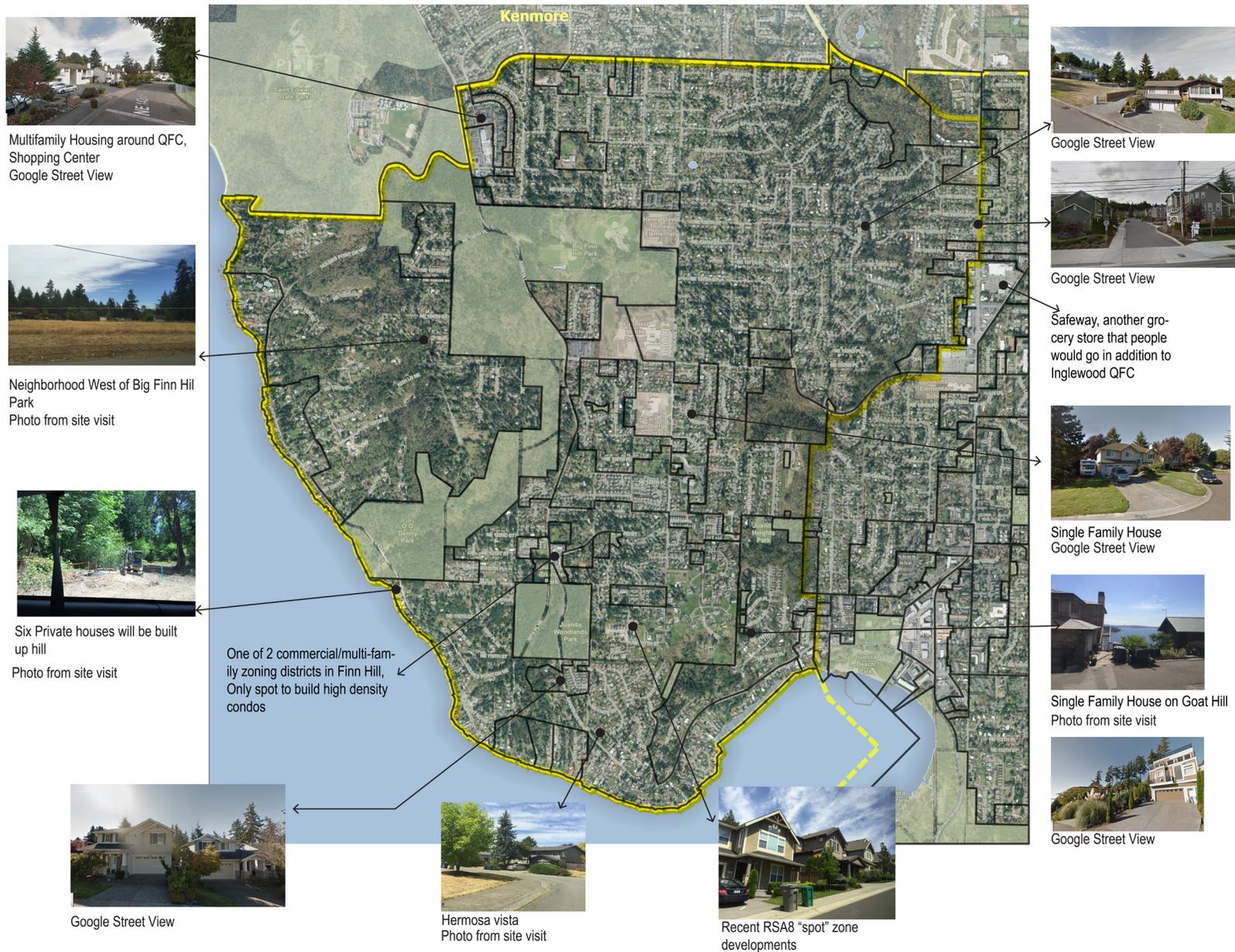
(*) The Holmes Point Overlay further limits lot coverage and adds tree retention requirements to affected parcels.

Permitted Use Types

	Community Facilities, Government Facilities, Public Utilities		Assisted Living Facilities, Convalescent Centers, Nursing Homes
	Churches		Hospital Facilities
	Schools, Daycare Centers		Offices
	Piers, Docks, Boat Lifts, and Canopies serving Detached Dwelling Units		Limited Retail: Grocery Stores, Drug Stores, Laundromats, Dry Cleaners, Barber Shops, Beauty Shops, Shoe Repair Shops
	Detached Dwelling Units		Extended Retail (Refer to Zoning Code for Full List)
	Attached Dwelling Units, Stacked Dwelling Units		Restaurants, Taverns
			Entertainment, Cultural, and/or Recreational Facilities; Golf Courses

NOTE: Refer to the Kirkland Zoning Code for Additional Information and Restrictions

LAND USE: HOUSING FORM AND TYPOLOGY



LAND USE: HOLMES POINT OVERLAY ZONE

PURPOSE

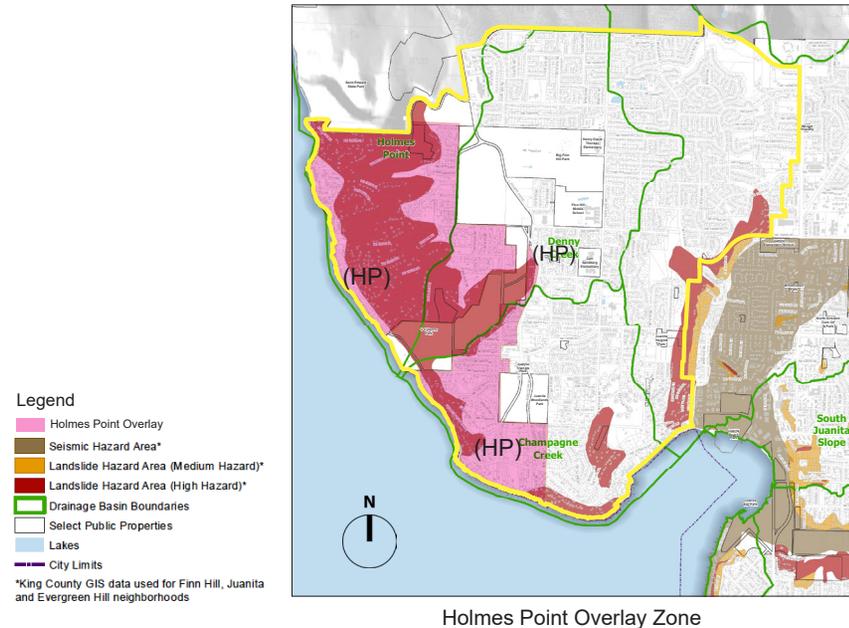
- The purpose of the Holmes Point minimum site disturbance development standards is to allow infill at urban densities while providing an increased level of environmental protection for the Holmes Point area, an urban residential area characterized by a predominance of sensitive environmental features including but not limited to steep slopes, landslide hazard areas and erosion hazard areas, and further characterized by a low level of roads and other impervious surfaces relative to undisturbed soils and vegetation, tree cover and wildlife habitat.
- The HP Overlay zone generally applies to properties in the Finn Hill neighborhood west of Juanita Drive and west of 80th Ave NE.

REQUIREMENT

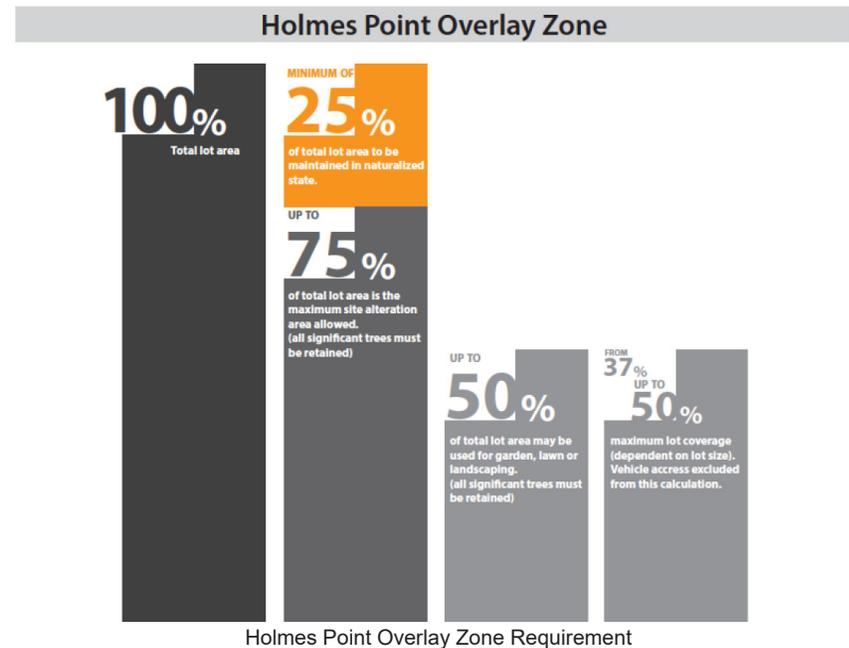
With the purpose of protecting the natural assets of the Holmes Point area while allowing infill development, The HP Overlay Zone establishes requirements to:

- Retain significant trees and native vegetation (often beyond the requirements of KZC Chapter 95)
- Restrict lot coverage (beyond the requirements of the underlying zone)
- Limit the amount of garden, lawn, and landscaped area
- Set aside an undisturbed area of native vegetation on each lot in perpetuity unless a modification is approved by The City of Kirkland under a valid permit.

Sources: Holmes Point (HP) Overlay Zone – Permit Submittal Requirements Chapter 70 of the Kirkland Zoning Code (KZC).



Holmes Point Overlay Zone



ACCOMMODATING PROJECTED GROWTH

- As a condition of the Growth Management Act (GMA), each city must demonstrate sufficient capacity to accommodate projected growth on a 20 year timeline.
- Citywide growth targets for 2013 to 2035: 8,361 new housing units and 22,435 new jobs.
- Population projections are calculated by the State Office of Financial Management (OFM), and apportioned to localities by the OFM.
- Cities must then determine how to accommodate their projected growth within their boundaries.
- If capacity is insufficient to accommodate projected growth, the city must either up-zone to accommodate growth within current boundaries, or expand urban growth boundaries and services to develop new land.
- Planned growth within existing boundaries is the GMA preferred option, since the GMA was developed to protect rural lands and wilderness from urban sprawl.

HOW IS LAND CAPACITY CALCULATED?

- For the commercial uses valued by the King County Assessor's Department, this analysis relies on the assumption that if the buildings on a parcel are less than half of the value of the land, the parcel is likely to be redeveloped to its maximum zoning capacity.
- For residential properties, if the land was large enough to accommodate redevelopment based on zoning, then additional lots were assumed to be feasible.
- In RSA zones, the number of households increase is usually due to development of vacant land or subdivision of a larger parcels into the smallest parcels allowed by that zone.
- New jobs are estimated based on the square footage of commercial space that could be built in vacant and redevelopable parcels in commercial zones in the neighborhood.
- When considering capacity, the city makes adjustments in consideration of steep slopes, environmentally sensitive areas, and market factors.

Source: 2014 City of Kirkland Land Capacity Analysis for Finn Hill

CONCERN

Steep topography of the neighborhood complicates division of parcels and limits development potential due to landslide hazards, ecologically sensitive areas, parcel accessibility, and added expense of providing infrastructure in steep areas.

FINN HILL CAPACITY

Capacity analysis performed for the City of Kirkland in early 2014 shows that without rezoning, Finn Hill has land capacity to accommodate

- 905 additional housing units (785 single-family + 120 multi-family units)
- 181 additional jobs

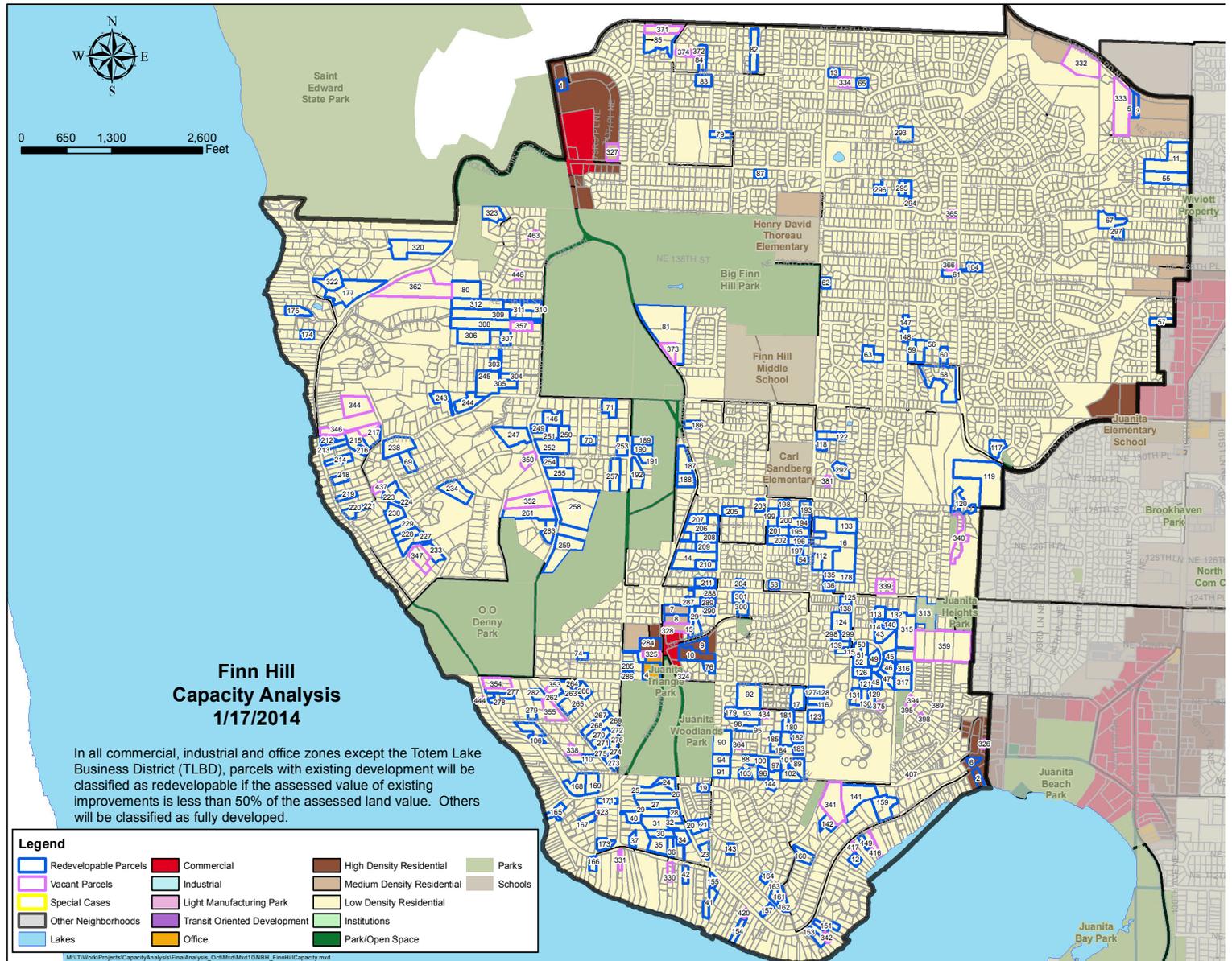
Citywide analysis shows sufficient capacity to accommodate growth projected through 2035, with plans to concentrate much of that growth in the Totem Lake area.

WHAT DOES THIS MEAN FOR FINN HILL?

- Finn Hill does not need to up-zone at this time.
- If Finn Hill down-zones some areas, that reduce capacity for projected growth may need to be balanced by increasing capacity elsewhere in the neighborhood or the city.

LAND USE: CAPACITY ANALYSIS

This map shows parcels likely to redevelop over time.



Source: http://finnhillalliance.org/wp-content/uploads/2015/10/Map_FinnHillCapacity.pdf

- Finn Hill has significantly less diversity and lower density of land uses than other neighborhoods of Kirkland.
- Finn Hill is primarily a residential neighborhood comprised mostly of single family housing and large parks.
- There are two small neighborhood commercial zones, each with some multifamily housing clustered around it: Inglewood Village on Juanita Drive, Five Corners on Juanita Drive.
- Finn Hill is poorly served by transit. Areas without transit include: Inglewood Village, Five Corners, the Juanita Drive Corridor, most multifamily housing zones, all but one park and all 8-unit-per-acre single family zones. Therefore connection between land use and transit is lacking.
- Steep topography; environmentally sensitive areas (shoreline, streams, and wetlands); and landslide and seismic hazard areas make high density development inadvisable in much of Finn Hill.
- Residents are resistant to increasing housing density in single family zones based not only on aesthetic preferences, but also on justifiable concerns for the natural environment, hazard areas, and for impacts on road and other infrastructure capacities and emergency services.
- City of Kirkland analysis shows that Finn Hill has sufficient existing capacity to accommodate projected growth through 2035. Up-zoning is not necessary.
- Clustering population growth along arterials, near transit, and within walking distance of business districts helps businesses to thrive and infrastructure to function effectively.

TRANSPORTATION



TRANSPORTATION: *MOTORIZED*

The City of Kirkland Transportation Master Plan (TMP) guides a 20 year vision to support multiple modes of transport.

CARS/TRAFFIC

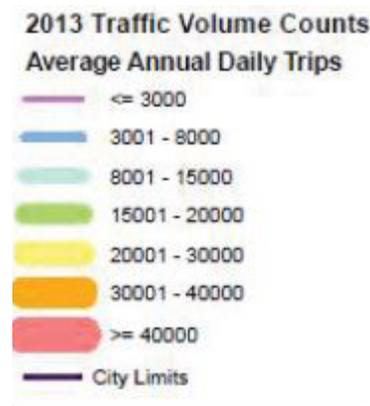
- Principal Arterial: 100th Ave NE.
- Minor arterials: Juanita Drive, NE 132nd ST.
- Collector Streets: 84th Ave, Holmes Point DR NE, NE 141st ST, NE 122nd PL, NE 123rd ST, 76th PL NE.
- Intersections with traffic signals: Holmes Point DR NE and Juanita Drive; NE 141st ST and 84th Ave NE.
- Congestion mainly occurs on Juanita Drive and 100th Ave NE.
- Large roundabouts can be useful tools in managing busy intersections, sometimes having better performance than traffic signals and should be considered.
- Many concerns on neighborhood streets stem from issues related to parking, sight distance and other issues that do not require major projects in order to resolve them.

PUBLIC TRANSIT

- King County Metro and Sound Transit operate bus service of various types that connect Kirkland to other areas.
- Kirkland's transit needs will best be served by a focused network of higher frequency service near major concentrations of residential and commercial land uses.
- Two bus routes serve Finn Hill: 234 and 244
- Frequency on some routes is 15 minutes, with most service at 30 minute intervals over most of the system.
- Connecting the Totem Lake Urban Center to the regional transit system was Kirkland's main interest in the latest plan update.
- Every effort should be made to make walking and bicycling integral components of travel to the transit site. locate bus stops at areas that facilitate walking and biking to transit.
- Other modes of public transportation such as taxis and ridesharing can help fill gaps in transit service.



Volume of auto traffic on selected streets



This map shows a 2-way 24 hour daily auto volume counts on selected roadways. Counts are made every other year.

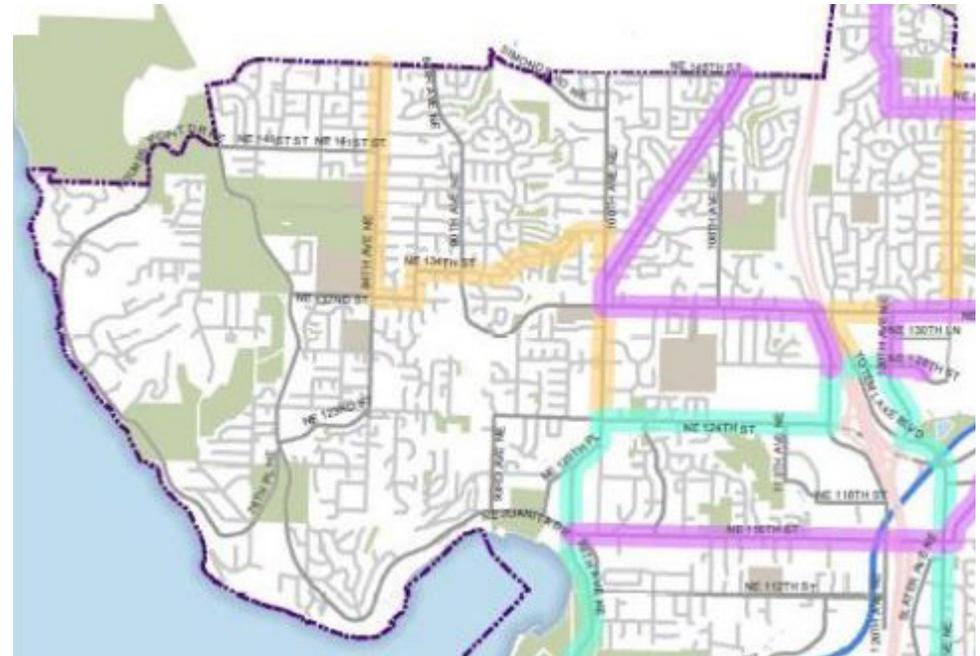


Produced by the City of Kirkland.
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No warranty of any sort, including but not limited to accuracy, fitness or merchantability, accompany this product.

Sources: City of Kirkland Transportation Master Plan 2015
<http://www.kirklandwa.gov/Assets/Public+Works/Public+Works+PDFs/transcom/City+of+Kirkland+Transportation+Master+Plan+2015.pdf>

CONSIDERATIONS FROM TMP

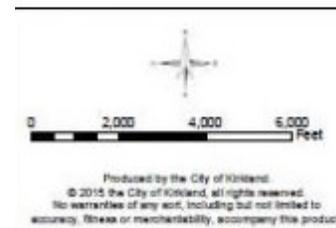
- Transit is dependent on land use for success - focus a network of higher frequency service near major concentrations of residential and commercial land uses.
- Greenways, on-street bike lanes and sidewalks will offer options that help support a more livable community. Connections should focus on schools, parks, transit and commercial areas.
- Integrate transit facilities with pedestrian and bicycle networks.
- Coordinate with public and private groups to meet transportation goals: WSDOT, The Eastside Transportation Partnership, Cascade Bicycle Club, Feet First, Kirkland Greenways.



Transit Network



This map shows the transit routes through Finn Hill and their connection to neighboring routes.



Sources: City of Kirkland Transportation Master Plan 2015
<http://www.kirklandwa.gov/Assets/Public+Works/Public+Works+PDFs/transcom/City+of+Kirkland+Transportation+Master+Plan+2015.pdf>

TRANSPORTATION: JUANITA DRIVE STUDY

In 2014, the City of Kirkland developed a master plan for future improvements to the Juanita Drive Corridor between Juanita Village and the northern City limits in Finn Hill.

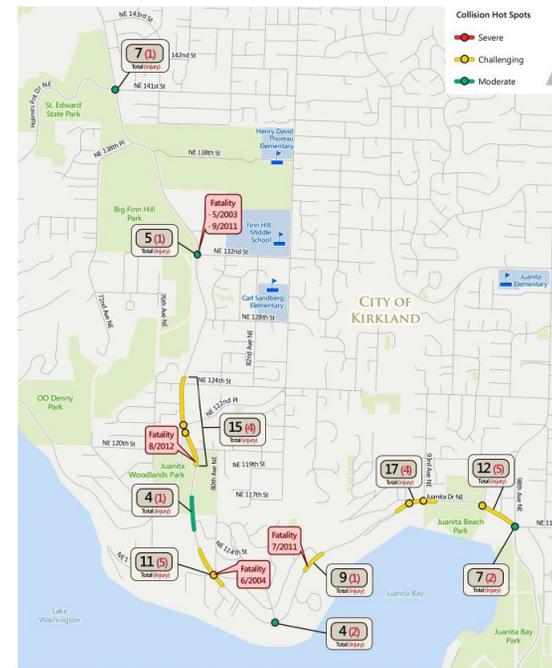
BACKGROUND FROM JUANITA DRIVE STUDY

- Serves as minor arterial connecting residential neighborhoods and North-South route between Kirkland and Kenmore.
- Two-lane roadway with variable shoulder width on each side of roadway.
- Serves over 10,000 vehicles per day and traverses steep topography.
- Juanita Drive is a popular North-South route for commuter and recreational bicyclists despite a lack in facilities (Lake Washington Loop).
- To the East of Juanita Drive there are two elementary schools and one middle school.
- In general, Northbound travel is uphill and Southbound is downhill.

CURRENT CONDITIONS/ISSUES

- Steep driveways, side street approaches and tight roadway curves limit sight distances.
- Portions of corridor have slopes exceeding 33% adjacent to roadway.
- Southern portion of corridor experiences highest traffic demand and high congestion in vicinity of Juanita Village.
- Demand decreases in vicinity of Big Finn Hill Park before increasing again near the shopping center at NE 141st Street.
- Most rear end collisions occurred at major cross street where vehicles were stopped for left turns (Ex: 132nd Street and NE 112th).
- Single vehicle and head-on collisions occurred along segments where speeds exceed safe conditions (Ex: Juanita Woodlands Park).
- Speeding is particularly prevalent in the north and central areas.

Source: City of Kirkland Juanita Drive Corridor Study - July 2014
<http://www.kirklandwa.gov/Assets/Public+Works/Public+Works+PDFs/CIP/Juanita+Corridor/Final+Report/Juanita+Corridor+Master+Plan.pdf>



Collision Hot Spots

MATCHING THE RECOMMENDATIONS TO THE COMMUNITY VISION

What we Heard from the Community	What the Proposed Master Plan Recommends
Improving safety in the corridor is important; especially for bicycles and pedestrians	Separated walkway and bicycle lanes with buffer strips; intersection channelization; active pedestrian crossings
There are too many vehicle collisions	Intersection turn lanes to reduce rear end collisions; center line rumble strips to reduce head-on collisions
Traveling the corridor during rush hour is difficult, but minimal interest in widening the corridor for more automobile lanes	No new auto lanes, but some intersection turn lanes and traffic signal improvements
There aren't enough connections between neighborhoods and parks, including safe routes to local schools	Several new 'flashing' pedestrian crossings and links to neighborhoods, schools and parks
Provide as much separation as possible for pedestrians and bikes	Bike lanes with buffer strips and walkway on one side of road; option for multipurpose trail in Woodland and Big Finn Hill parks.
Mixed reactions to roundabouts; some people wanted them, some did not.	Options for a roundabout at NE 122nd St/Holmes Point Dr and at NE 138th Pl.
Don't impact the parks along the corridor	Two options in parks- basic cross section or wider section with multipurpose trail. Sensitivity to roadway width and right-of-way
Get something done soon!	Several 'quick win' projects that could be implemented soon as funding is available

Juanita Drive Study Master Plan Recommendations based on Community Remarks

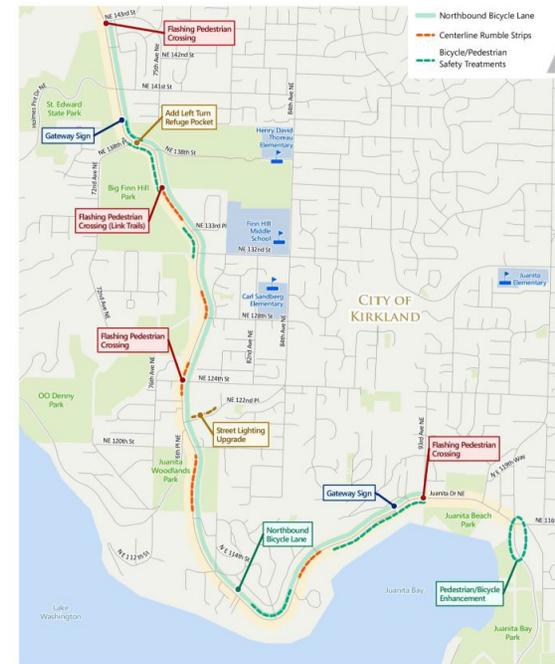
TRANSPORTATION: JUANITA DRIVE STUDY

- Over 10% of drivers travel at extreme speeds (10 mph or more) northbound near Big Finn Hill Park and southbound (downhill) near Juanita Woodlands Park. Most extreme speeding occurs at night.
- For much of the corridor outside Juanita village, sidewalks are not present on either side.
- 86th Ave NE crosswalk presents safety concerns due to sight distance issues from both directions of travel.
- Parking creates conflict with other functions of the shoulder (bike and pedestrian movement, trash can placement, vehicle breakdown space).
- By 2030, the number of households in the vicinity of Juanita Drive is expected to increase by a total of 9% and employment to increase by 34%; mostly along 100th Ave NE.
- By 2030, traffic demand would likely increase by only 5 to 10 percent due to constrained traffic throughput capacity at southern and northern ends of corridor.

RECOMMENDATIONS FROM JUANITA DRIVE STUDY

- Separated walkway and bicycle lanes with buffer strips.
- Intersection turn lanes to reduce near end collisions.
- No new auto lanes.
- New ‘flashing’ pedestrian crossing and links to neighborhoods, schools and parks.
- Options for a roundabout at NE 122nd St/Holmes Point Dr and at NE 138th Pl.
- Bike lanes with buffer strip and walkway on one side of road; option for multipurpose trail in Woodland and Big Finn Hill parks.
- Several ‘quick win’ projects that could be implemented soon as funding is available.
- Traffic calming treatments to reduce speeds.
- Removal of on-street parking.
- Drainage improvements where runoff crosses Juanita Drive.
- The Capital Improvement Program includes funded projects for Juanita Drive: <http://www.kirklandwa.gov/Assets/Finance+Admin/2015-2020+CIP/Transportation+Summary.pdf>

Source: City of Kirkland Juanita Drive Corridor Study - July 2014
<http://www.kirklandwa.gov/Assets/Public+Works/Public+Works+PDFs/CIP/Juanita+Corridor/Final+Report/Juanita+Corridor+Master+Plan.pdf>



Quick Win Projects Map

TABLE 6: QUICK WIN PROJECTS

ID	Project Description	Estimated Cost (\$000)	Priority Rating (Table 4)
NM6	Flashing Pedestrian Crossing at Big Finn Hill Park	\$210	H
NM8	Interim Pedestrian/Bicycle Safety Treatments	\$130	H
NM9	Northbound Bicycle Lane Throughout Corridor	\$380	H
NM10	Bicycle Signs for Northbound Bicycle Lane	\$190	H
V1	Lighting Upgrade (NE 122 nd Place)	\$50	H
V2	Centerline Rumble Strips	\$40	H
NM1	98 th Avenue Bicycle/Pedestrian Enhancements	\$90	M
NM2	Flashing Pedestrian Crossing at 93 rd Avenue NE	\$90	M
V3	Left turn refuge pocket-NE 138 th Place	\$40	M
NM7	Flashing Pedestrian Crossing at NE 143 rd Street	\$90	L
V5	Gateway Signs (north and south ends of corridor)	\$40	L
TOTAL		\$1.35M	

The summary ratings and costs of the quick win projects are as follows:

Rating	Cost	Percent of Cost
High	\$1.00M	(74%)
Medium	\$0.22M	(16%)
Lower	\$0.13M	(10%)
Total	\$1.35M	(100%)

Quick Win Projects

The City of Kirkland Transportation Master Plan (TMP) encourages non-motorized forms of transport: walking and biking.

CONSIDERATIONS FROM TMP (CITY-WIDE)

PEDESTRIANS

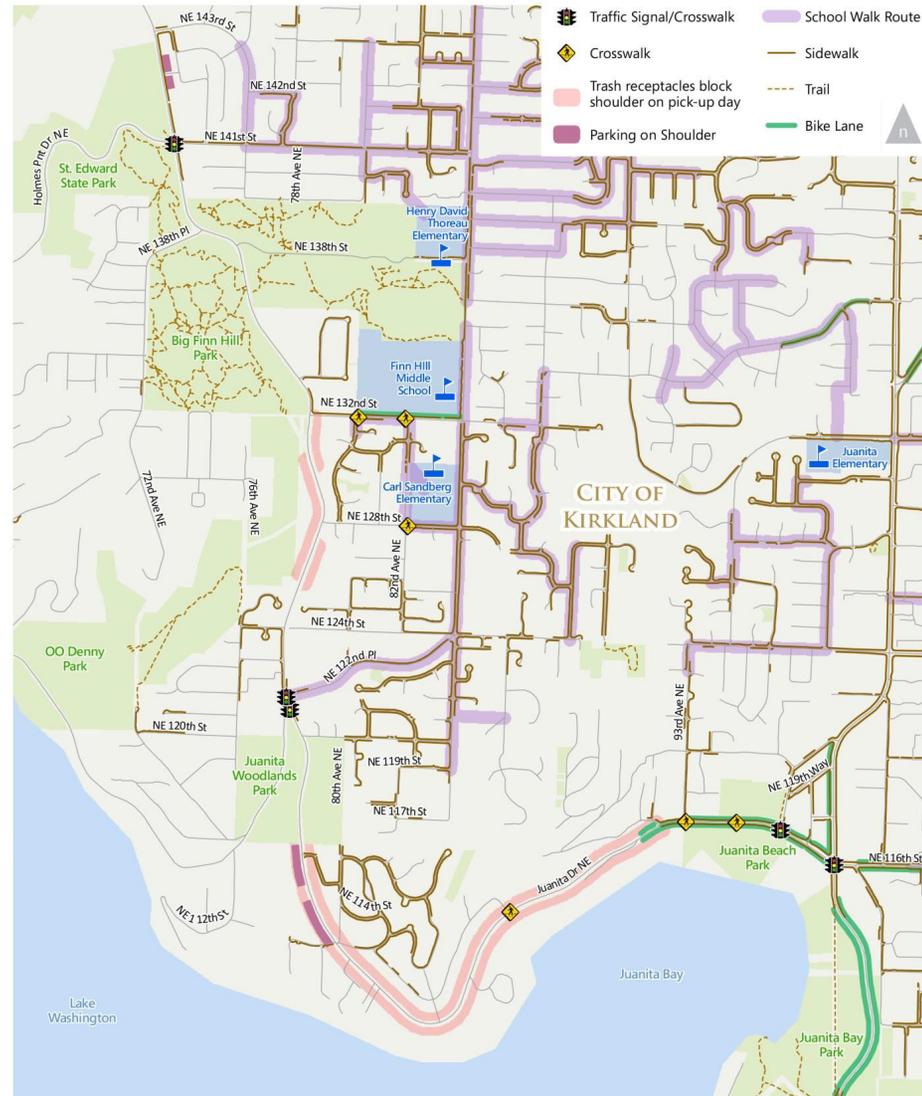
- Strive for 10 minute neighborhoods - walk to stores, parks, bus stops and schools within 10 minutes from home.
- Connect to Cross Kirkland Corridor (CKC).
- Connect to transit—complete walkways that allow easy access to transit, particularly regional transit.
- Make School Walk Routes with sidewalks a priority.
- Reduce number of students who are driven/who drive to school. Partner with Lake Washington School District (LWSD)
- Improve street crossings and crosswalk safety.
- Use art or green stormwater infrastructure as wayfinding opportunities.
- Develop and implement a pedestrian-scaled wayfinding system .
- Develop a walking/biking map for Finn Hill.
- Connect places such as parks and practice fields for safe access by youth.
- Develop programs that motivate people to walk/bike.
- Increase pedestrian safety by implementing complete streets.

BICYCLISTS

- A system of wayfinding for navigation of bicycle network.
- Bicycle lanes can be made wider through changing pavement markings and narrowing auto lanes.
- Build up greenway network - connections to Cross Kirkland Trail and Lake Washington.
- City should actively pursue bringing bike shares (Pronto!) to Kirkland - they should complement transit centers.
- Increase bicycle parking and make improvements that bring customers to local businesses.
- Time saving and safe bicycle and pedestrian connections can be made by adding trail connections between cul-de-sacs.
- Coordinate prioritization and construction of pedestrian and bicycle facilities with transit.

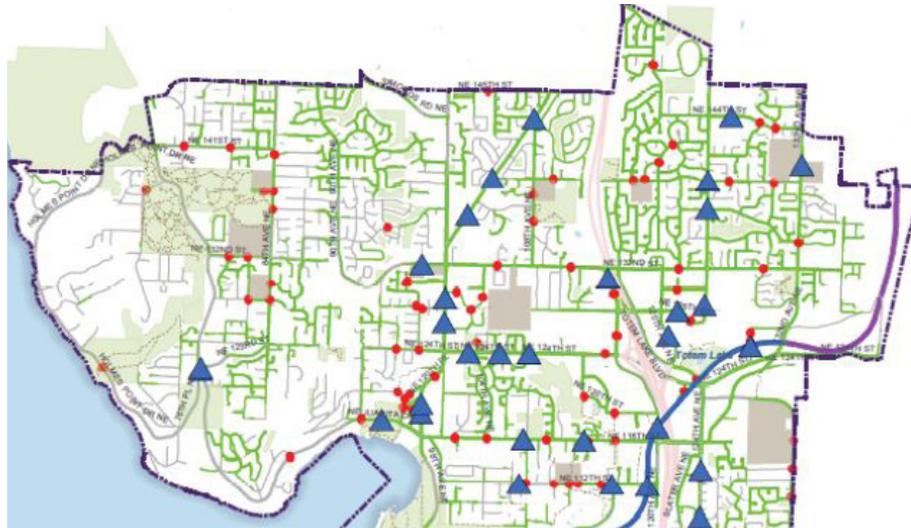
OTHER MODES OF TRANSPORT

- Support and enhance Lakes to Locks Water Trail

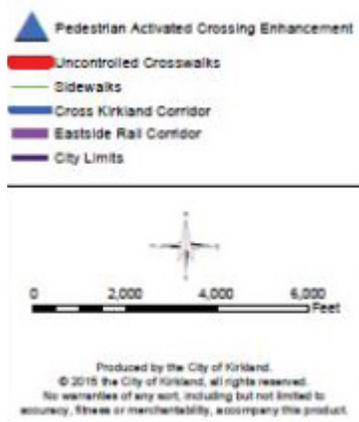


Pedestrian and Bicycle Facilities

TRANSPORTATION: NON-MOTORIZED



Uncontrolled crosswalks



Uncontrolled crosswalks are those where vehicles do not have to stop unless a pedestrian is present. This map shows uncontrolled crosswalks and selected treatments for North Kirkland neighborhoods.



Bicycle Network - Existing and Recommended



Sources: City of Kirkland Draft Transportation Master Plan - May 2015
<http://www.kirklandwa.gov/Assets/Public+Works/Public+Works+PDFs/transcom/Preliminary+Draft+Transportation+Master+Plan.pdf>
 City of Kirkland Active Transportation Plan - March 2009
<http://www.kirklandwa.gov/Assets/Public+Works/Public+Works+PDFs/Transportation/ATP+Final+Plan.pdf>

Motorized

- Transit is dependent on land use for success - focus a network of higher frequency service near major concentrations of residential and commercial land uses.
- Juanita Drive is a minor arterial that provides a north-south connection for residents. Current issues include steep driveways, side street approaches, unsafe pedestrian crossings and tight roadway curves which limit sight distances. Recommendations for improvement from the Juanita Drive Study include: intersection turn lanes, no new auto lanes, traffic calming treatments to reduce speeds, roundabouts at congested intersections, buffer between cars and bicycles and improving crosswalk safety near schools and parks.
- Many concerns on neighborhood streets stem from issues related to parking, sight distance and other issues that do not require major projects in order to resolve them.
- Public transit routes are limited and do not extend beyond the northeast corner of the neighborhood. Transit should be accessible and connect residents with commercial and high density areas.

Non-Motorized

- Greenways, on-street bike lanes and sidewalks will offer options that help support a more livable community. Connections should focus on schools, parks, transit and commercial areas.
- Decide where greenways and cul-de-sac cut-throughs would be most advantageous in connectivity.
- Raise roadway to curb level at pedestrian crossings to slow traffic.
- Pedestrian and bicycle paths should connect to transit stations, commercial areas, open space and schools.
- Coordinate pedestrian/bike access with park entrances on multi-use trail along Juanita Drive.
- Consider destinations for pedestrians and bikes; where do they like to stop and what services do they require (parks, cafes, etc.).

NEIGHBORHOOD



Neighborhood plans accompany the City of Kirkland Comprehensive Plan. These plans identify actions needed to ensure that each neighborhood will continue to thrive and improve. For annexed neighborhoods, like Finn Hill, it is an opportunity to create new plans that reflect existing conditions and define a vision for the neighborhood. The majority of Kirkland's neighborhood plans follow a template format and typically include:

INTRODUCTION/OVERVIEW

- Location of neighborhood; street boundaries
- Why have a neighborhood plan?

VISION STATEMENT

- Broad statements of what should be protected and enhanced; summary of entire document

HISTORICAL CONTEXT

- Founders, industry, development (early zoning), annexation

LAND USE

- Zoning (residential, commercial, institutional), density development, employment growth, permitted growth areas, guidelines/standards, land available for commercial development

NATURAL ENVIRONMENT

- Streams, lakes, wetlands, wildlife corridors, sensitive areas, drainage basins, landslides, seismic hazards, flood areas, water quality, urban forests, greenways

OPEN SPACE/PARKS

- Park descriptions, open space acquisition, preserving public lands, continuous trails

TRANSPORTATION

- Street classification, pedestrian/bicycle circulation, possible connections, public transit, car connections

UTILITIES

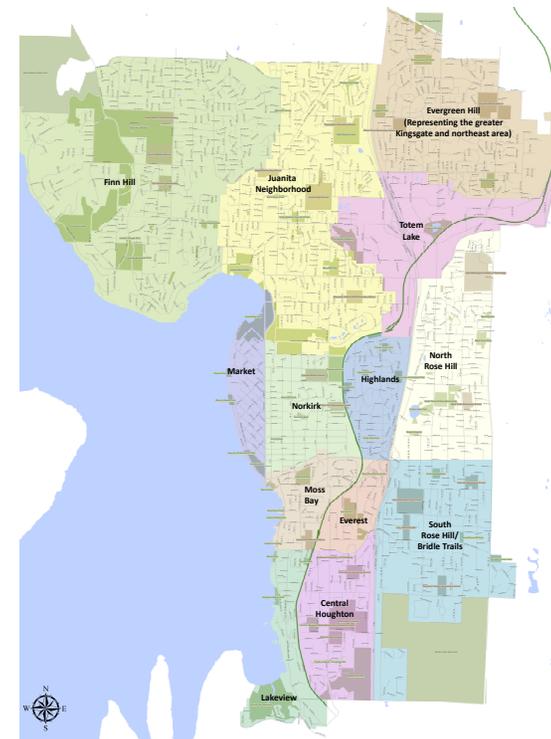
- Water, sewer, surface water, electricity, natural gas, telecommunications

PUBLIC SERVICES

- Emergency services, fire and police response rate, location of schools and libraries, solid waste and recycling

URBAN DESIGN

- Design standards, public art, wayfinding, visual and historical landmarks, view corridors, gateways to neighborhood, activity nodes, sense of identity, transitions between zones



City of Kirkland Neighborhood Map

Source: City of Kirkland Official Website

http://www.kirklandwa.gov/Residents/Community/Kirkland2035/Comprehensive_Plan_Update/Neighborhood_Plan_Chapters.htm

NEIGHBORHOOD: *EXISTING SERVICES*

The City of Kirkland encourages meaningful participation from the community in decision-making processes and services. By providing information, discussing issues and receiving input through a variety of formats, individuals and key stakeholder groups are encouraged to be informed and get involved. Neighborhood Services provide residents with the information they need to participate in Kirkland's neighborhood life.

NEIGHBORHOOD ASSOCIATIONS

- Contact information for neighborhood leaders, meeting schedules, and status of neighborhood projects/programs.

NEIGHBORHOOD MATCHING GRANT PROGRAM

- The Neighborhood Matching Grant Program provides Kirkland neighborhoods the opportunity to apply for City funds to improve the quality of life in neighborhoods. Neighborhood matching grant funds have resulted in many physical improvements in the neighborhoods as well as community building activities.
- Eligible projects: community building events, communications and operations, physical improvement projects, neighborhood identity projects, leadership training and education.

CITY COUNCIL MEETINGS

- The City Council Meetings with the Neighborhoods provide residents with an opportunity to meet Council members and City staff in an informal setting. Residents are encouraged to raise questions or concerns and make comments relating to a neighborhood issue or City services in general.
- Kirkland Alliance of Neighborhood (KAN)- Representatives from all neighborhoods participate to share news about their neighborhood and policy issues.

Source: City of Kirkland Website - Neighborhood Services
http://www.kirklandwa.gov/depart/CMO/Neighborhood_Services.htm

Photo Credit: Cheryl Klotz

NEIGHBORHOOD SAFETY PROGRAM (NSP)

- The purpose of the Program is to re-energize neighborhood associations by empowering them to work collaboratively to identify, prioritize and address pedestrian and bicycle safety issues in Kirkland neighborhoods.
- Projects fall into the following categories: bicycle facility, crosswalks, intersection improvement, traffic calming, walkway/sidewalk and trails, street lighting.

NEIGHBORHOOD E-BULLETIN

- List serve to stay informed of events and issues in Kirkland's neighborhoods.

NEIGHBORHOOD RESOURCES

- Obtain links to existing City resources aimed at providing citizens with the tools they need to stay informed and active in their neighborhoods.



O.O. Denny Park

- Neighborhood Services provide residents with the information they need to participate in neighborhood life. These resources include: safety programs, city council meetings, E-bulletins and neighborhood associations.
- Residents can make the Finn Hill neighborhood a better place to live by utilizing the Neighborhood Matching Fund to implement improvement projects or plan a community event.
- Neighborhood plans accompany the City of Kirkland Comprehensive Plan and identify actions needed to ensure that each neighborhood will continue to thrive and improve. Common subject areas in neighborhood plans include: introduction/overview, vision statement, historical context, land use, natural environment, open space/parks, transportation, utilities, public services and urban design.
- Highlight and improve the urban features of the neighborhood. Establish a distinct identity through public art, wayfinding signage or other visual improvements to increase residents' connection to this place and a sense of ownership.
- Design attractive gateways at the entrances to Finn Hill to inform residents and visitors that they are entering a unique and special place.
- Be active in the neighborhood planning process. Ideas and changes come directly from the community members who participate and share their neighborhood vision with others.
- Recognize and support the Finn Hill Neighborhood Alliance.

PARTICIPATION



PARTICIPATION: NOTES FROM PREVIOUS WORKSHOPS

As part of the City-wide 2035 Comprehensive Plan update process, the City of Kirkland hosted two neighborhood planning workshops in February and June 2014 to gather valuable information from residents. Below is a sorted list of what Finn Hill residents identified as issues and ideas that should be addressed in the new neighborhood plan.

TRANSPORTATION

- Pedestrian priority and add more sidewalks
- Better public transit (buses)
- Less urban noise (traffic); noise pollution due to planes and I-405
- Less traffic; easier parking
- Improve the area near 100th and NE 132nd St intersection
- Provide traffic management and new arterials
- Offer different types of sidewalks and trails
- Provide a local shuttle bus
- Reduce traffic volume on Juanita Drive and 100th Street
- Improve walkability and bike lanes throughout the neighborhood
- Implement Juanita Drive Master Plan
- Maintain or minimize size/scale of street
- Improve roads on SE side of neighborhood
- Do away with private streets
- Connect east and west side of Juanita Drive

OPEN SPACE/PARKS

- More trees and green space
- Less trees to keep views
- Parks with large group facilities
- Provide more dog parks
- Increase tree canopy and healthy forests
- A skateboard park
- Increase the number of small, local parks
- Interconnect trails with greenbelts
- Don't use parks for off-site stormwater management or facilities
- Improve Denny Park by allowing kids to swim and providing picnic area

PUBLIC SERVICES

- Different distributions of food and more senior support services

Source: City of Kirkland Official Website

<http://www.kirklandwa.gov/Assets/Kirkland+2035/Neighborhood+Plan+-+JuanFHillKings.pdf>

NATURAL ENVIRONMENT

- Salmon spawning
- Safe habitat and crossings for animals
- Discuss natural stormwater management
- Recognize steep slopes in future development
- Encourage healthy forests

URBAN DESIGN

- Retain neighborhood character; cohesive community identity
- No deterioration of community and neighborhood
- Review setback requirements to maintain neighborhood character
- Improve architecture for business areas

UTILITIES

- No power lines; bury power lines
- Improve cell tower aesthetics
- Provide more street lights
- Keep the neighborhoods dark at nighttime

LAND USE

- Provide mom and pop neighborhood shops
- Don't allow existing lots to be subdivided; manage growth and lot sizes
- The use of spot zoning
- Increase capacity for growth at arterials
- No second homes on lots with existing homes
- Outdoor areas for businesses = more gathering spaces
- Improve area near QFC
- Creating new, smaller areas for businesses
- Encourage development in existing business areas
- Provide better code enforcement to maintain character
- Use form-based code
- Keep the grocery store in the northern part of the neighborhood
- Provide more small businesses including coffee shops
- Combine residential and business in commercial areas
- Some of the County's RSA8 zoning decisions don't make sense

SUSTAINABILITY

- Become leaders in Low Impact Development (LID)

PARTICIPATION: O. O. DENNY FESTIVAL

INTRODUCTION

Date: September 13, 2015

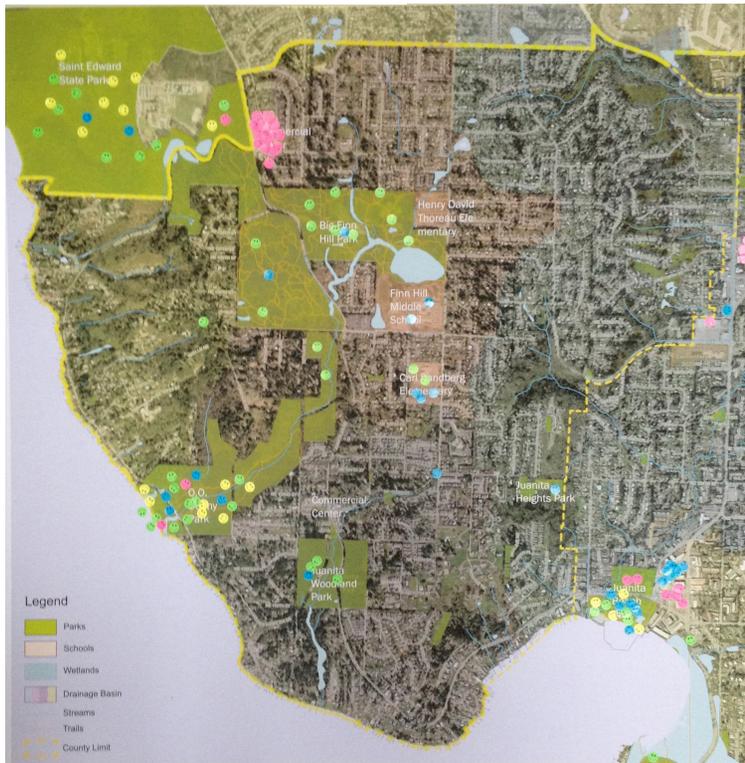
Location: O. O. Denny Park, Kirkland

Organizations represented at station: GFL, City of Kirkland, FHNA

Goal: Since Finn Hill was recently annexed in 2011, there is no previous neighborhood plan to build upon. This event aimed to get input from Finn Hill residents to help shape the vision for the neighborhood plan. It was a successful public participation process including three activities: select your favorite places, pin your home on the model, and write on comments cards about your future vision for the neighborhood.

ACTIVITY 1: FINN HILL FAVORITE PLACES

- Where do you like to shop?
- Where do you go for recreation?
- Where do you usually meet your friends?
- Where do you take out-of-town visitors?



ACTIVITY 2: PIN YOUR HOME



ACTIVITY 3: I ENVISION FINN HILL TO BE...

TRANSPORTATION

- Pedestrian areas with less traffic; place to bike and commute separate from car traffic.
- Bike & walking path over Juanita
- Designating mountain biking trails from pedestrian trails and marking these better
- Sidewalks on Holmes Pt
- Concerned about Juanita Drive being a high density corridor
- Needs safer bike lanes
- More parking spaces available during summer
- More bus station
- There is an informal pedestrian path off 72th that people use to get down to O.O. Denny. One property owner is interested in allowing this as a public ROW. Resident would be interested in this becoming a dedicated path for neighborhood.

OPEN SPACE AND PARKS

- Improve walking access to parks for people who live on top of the hill
- More parks, trails
- Life-giving, nature-rich habitat!
- More sandy beach @ O.O. Denny
- Make a swimming park protected from boats
- Water access
- Open space, common vegetable gardens
- All access launch ramp for recreation. Dogs, kayaks, boats, etc
- Off leash dog times at O.O. Denny and Big Finn Hill

NATURAL ENVIRONMENT

- Be mindful of the impact of our actions on the local & global environment and therefore our health
- Preserve as much green space as possible
- Sensitive to slide potential on Goat Hill
- Need a better plan to handle stormwater
- More strict fines on development to reduce cutting down vegetation

COMMERCIAL

- Expect more shopping places
- Grocery store at foot of Finn Hill

COMMUNITY

- More community activities and gathering spaces
- More family friendly neighborhood
- Community involvement

CONNECTIVITY

- Connections (bike trails) between Juanita and Finn Hill
- More cohesive trail network
- Well connected with soft-surface trails to allow neighbors to safely travel within the neighborhood and connect to outside destinations.

URBAN DESIGN

- LEED certified construction
- Less construction
- Green neighborhood rather than a developed one

PARTICIPATION: *KEY POINTS*

Transportation

- Improve walkability through more sidewalks and trails
- More bike lanes
- Better public transit
- Less traffic and easier parking
- Improve safety

Open space and parks

- Improve walking access to parks
- Improve water access
- Increase views
- More parklands
- Interconnected trails
- Sandy beach, swimming area, picnic area in O.O. Denny Park
- More dog parks

Natural environment

- Safe habitat for animals, salmon
- Better stormwater management
- Balance between development and sensitive area preservation
- Fines to reduce cutting down vegetation

Land use

- More shopping areas
- More business areas
- More gathering spaces
- Manage growth and lot sizes

Urban Design

- Retain neighborhood character
- Improve architecture in business areas
- LEED certified construction
- More community involvement
- Green neighborhood





CASE STUDIES

FOR NEIGHBORHOOD COMMERCIAL CENTERS

Case studies provide inspiration for neighborhood plan creation by highlighting the decision-making processes and outcomes of successful projects. Case study research explores a wide range of designs and concepts to discover what components make them worthy of replication or adaption. The following case studies were selected for Finn Hill with a focus on strategies for improving the commercial areas.

SITE STUDIES

- Dockside Green, Canada
- Yesler Terrace, Seattle, WA
- High Point, Seattle, WA
- Sheridan Neighborhood Small Area Plan, Minneapolis, MN
- Burien Town Square, Burien, WA
- Town Center at Lake Forest Park, Bothell, WA

GENERAL GUIDELINES

- Turning Around Downtown: Twelve Steps to Revitalization
- Transit-Oriented Communities

INTRODUCTION

- LOCATION: Canada
- SITE: 15-acre former industrial site
- DEVELOPMENT: 1.3 million square feet (30,000 square feet currently built)
- TYPE: Mixed-use development; primarily residential
- POPULATION: Approximately 2,500
- STATUS: Phase I completed, commencing on Phase II
- UNIQUE FEATURES: brownfield redevelopment, LEED-NC and LEED-ND Platinum, integrated resource recovery system as heat source district energy system, membrane bioreactor package wastewater treatment plant

INSPIRATION FOR FINN HILL

- DEVELOPMENT: Mix of uses and active engagement strategy to encourage locally owned and operated retail. Mix of housing types for varied income groups.
- ACCESS AND MOBILITY: Range of alternative transportation strategies to reduce reliance on private vehicle use, Network of trails, walkways and bikeways, City buses with optimized day and night frequency.
- NATURAL SYSTEM: Stormwater management is enhanced through green roofs, and flow via a series of connected naturalized creeks and waterways result in a 50% reduction in discharge. Extensive tree planting provide shade and cooling, promote urban ecology and habitat.
- COMMUNITY IDENTITY: Pedestrian friendly public realm with green recreational areas. Public art with ecological, historical and cultural context. Site anchored around a greenway running parallel to the coast with village plaza positioned as a focal point.
- ENERGY: Maximized daylight into buildings. Solar lighting in landscape areas. Planned integrated resource recovery of waste wood to energy biomass gasification facility will provide heat to district heating system. Water-recycling scheme provides for 100% on-site sewage treatment and use of treated water for flushing toilets, landscape irrigation and water features.

Source: District and Neighborhood-Scale Sustainable Development in the Pacific Northwest



CASE STUDY: YESLER TERRACE

INTRODUCTION

- LOCATION: Seattle, WA
- SITE: 30-acre public housing redevelopment
- DEVELOPMENT: 4,500 housing units, 900,000 square feet commercial, 150,000 square feet retail
- TYPE: Mixed-use development, mixed-income housing, primarily residential
- POPULATION: Approximately 1,200 (2014)
- PROJECT SUMMARY: local employment and training support, urban agriculture

INSPIRATION FOR FINN HILL

- DEVELOPMENT: Goal to improve overall economic conditions, opportunities and quality of life by fostering access to jobs, transportation, community services.
- ACCESS AND MOBILITY: Access to car pools and vanpools and provision of transit passes. Pedestrian walkways through large blocks, some are shared access drives. Network of pedestrian walkways supported by active frontage and outdoor activities. Unbundled and shared parking, with parking reservations for car sharing programs.
- OPEN SPACE: Design ensures community access to open spaces and gathering places by open space relationship and green street loop that connects pocket park. Each of the four community sectors will have a pocket park no smaller than 12,000 square feet.
- COMMUNITY IDENTITY: Maximum height limits based on a horizontal plane to keep views open to Mt. Rainier. Interconnected network of green streets, parks, plazas, gardens, access drives and pedestrian pathways facilitate community interaction.
- NATURE SYSTEM: Tree protection plan. Seattle Green Factor encourages trees, food cultivation, rain gardens, and green roofs. Capture and control stormwater through green stormwater infrastructure and hybrid systems.
- ENERGY: City awarded contract to assess development of a system to deliver thermal energy

Source: District and Neighborhood-Scale Sustainable Development in the Pacific Northwest



INTRODUCTION

- LOCATION: Seattle, WA
- SITE: 120-acre public housing redevelopment
- DEVELOPMENT: 1,600 housing units
- TYPE: Mixed-use development, mixed-income housing
- POPULATION: 4,000 (at completion)
- STATUS: Nearing completion
- UNIQUE FEATURES: urban agriculture, local employment and training support

INSPIRATION FOR FINN HILL

- ACCESS AND MOBILITY: New small and connected street grid with pedestrian-friendly infrastructure. Narrow streets and short blocks promote walkability. Community services and neighborhood facilities located at inviting locations, with easy accessibility.
- OPEN SPACE: Twenty acres of open space are distributed with a thoughtful design hierarchy: three major parks, neighborhood parks every two blocks, and pocket parks. Every dwelling has private open space, such as a small yard. Community garden connect residents to food.
- COMMUNITY IDENTITY: New neighborhood center serves as gathering place and home to programs for youth, family, and jobs, and helps navigate health, employment, education, and social services.
- NATURAL SYSTEM: Natural drainage system designed to manage stormwater on site, improve water quality, and protect salmon habitat. Low impact development strategies: porous sidewalks, bioswales, parks and retention pond. Habitat continuity is maintained by Bataan Park linked directly to Longfellow Creek with a design that supports a healthy watershed.
- ENERGY: All houses, townhouses, condominiums, and apartments built to Built Green standards achieving 3-star rating.

Source: District and Neighborhood-Scale Sustainable Development in the Pacific Northwest



CASE STUDY: SHERIDAN NEIGHBORHOOD SMALL AREA PLAN

INTRODUCTION

- LOCATION: Minneapolis, MN
- SITE: Multi-block existing neighborhood community development
- TYPE: Predominantly residential with mixed retail
- POPULATION: Approximately 2,884 (in 2010)
- UNIQUE FEATURES: diversity of businesses, artistic wayfinding, connectivity, pedestrian-oriented commercial district

BACKGROUND

- Consists of primarily low density single family housing with scattered parks/open space and commercial uses.
- In 2014, the neighborhood reevaluated the vision for the community and involved the residents in several opportunities for them to voice their desires for the future. This included multiple community meetings, online surveys, a project website, and surveys to local businesses and parents of kids at the Sheridan schools.
- This survey identified a desire for preserving and supporting small local businesses, better connectivity to the river to many pedestrian, bike trails and green spaces, and more green and open space in general.
- This community has high bike ridership and has expressed interest in these connections like the Finn Hill Neighborhood Alliance (FHNA) has indicated of their community.
- This neighborhood plan, relates back to several other plans that the City of Minneapolis or the Northeast Minneapolis region supports such as the Minneapolis Bike Master Plan and Arts Action Plans for the Northeast. This is in order to generate ideas in which to connect and expand on these various concepts throughout the city while still maintaining its unique neighborhood identity.

INSPIRATION FOR FINN HILL

- Preserve and encourage small scale unique local businesses.
- Change city policy and zoning to make it more friendly to small businesses and multi-tenant facilities.
- Connecting small businesses with resources available to them.
- Connectivity and mobility throughout the neighborhood and other parts of the city.
- Look at grant opportunities for adding wayfinding signage/placemaking features around commercial corridors to encourage activity in these areas.
- Identify streets where shared-use bike markings can be added.
- Support intersection safety improvements throughout the neighborhood.
- Develop pedestrian-bike oriented commercial districts.
- Explore and market shared parking, such as after business hours opening up parking lots for visitors to the neighborhood for entertainment and dining.
- Support and improve transit access, particularly for residents commuting out of the city.
- Identify areas where multi-modal transportation and streetscape improvements can and should be made.
- Incorporate artistic wayfinding signage at key corridors.
- Explore opportunities for more artist owned live/work space.
- Identify area of partnership between the many public/semi-public uses within the neighborhood for greening, community gardens, or rainwater gardens.



Source: http://www.sheridanneighborhood.org/community/SheridanPlanFinal_2013-923.pdf

CASE STUDY: *BURIEN TOWN SQUARE*

INTRODUCTION

- LOCATION: Burien, WA
- SITE: 10.5 acres in heart of downtown
- TYPE: Urban infill; 450,000 sf mix of public buildings, infrastructure, and private development
- OWNERSHIP: Public, private
- STATUS: Completed 2011
- UNIQUE FEATURES: mix of civic and private uses, funding from a variety of sources

INSPIRATION FOR FINN HILL

- City of Burien selected a developer through a public competition to plan and develop a \$200 million “town square” mixed-use, Built-Green certified project.
- The development features a mix of civic and private uses including a City Hall, County Library and Town Square park.
- In a public/private partnership, Burien worked with the developer in over 75 public meetings and successfully mobilized funding from federal, state, county, city and private sources.
- The City also worked with an LLC to identify the range of feasible uses, underwrite each use, and ultimately negotiate a site plan and land transfer values.
- The LLC secured project entitlements including build-to-suit delivery agreements for public facilities, tax-exempt financing, acquisition of two private properties and tenant buyouts, and a DDA for the private residential-retail and retail-cinema mixed-use projects.



Source: <http://www.mackurban.com/properties/burien-town-square/>

Source: <http://www.jamessuhrandassociates.com/cnsl.html>

CASE STUDY: TOWN CENTER AT LAKE FOREST PARK

INTRODUCTION

- LOCATION: Bothell, WA
- SITE: Multi-purpose shopping center and community hub
- TYPE: Mix of retail, dining and entertainment; two-level, indoor/outdoor hybrid with 240,000 sf of retail space
- STATUS: Built in 1964 and renovated in 1995 to increase pedestrian traffic
- POPULATION: 13,184 (2014)
- UNIQUE FEATURES: non-profit manages community spaces

INSPIRATION FOR FINN HILL

- This Seattle suburb built this town center as their downtown.
- Intended to serve as the town's retail hub as well as its community center as it houses Lake Forest Park City Hall and Public Library among the retail stores.
- In 1999, a nonprofit organization was founded to manage Third Place Commons which is a flexible community space located within the retail center. Features include seating for four restaurants, free Wi-Fi, a safe place for children to play in sight of their caregivers, a semi-private meeting room, and a stage.
- Every year, Third Place Commons hosts over 800 free public programs for people of all ages, interests, and abilities.
- The Lake Forest Park Farmers Market is sponsored and run by Third Place Commons. Since the market opened in 2005, it has grown into one of the most successful suburban markets in the region, with over 45 vendors, and an average of 7,000 shoppers each week.
- In addition to Third Place Books, other major stores include Hagen's, Planet Fitness, Ross Dress for Less, Honey Bear Bakery, Starbucks and Rite Aid.



Source: <http://thirdplacecommons.org/>

12 STEPS TO A DOWNTOWN TURNAROUND

These steps form a template for returning “walkable urbanism” downtown. The first six steps focus on how to build the necessary infrastructure, both “hard” and “soft,” and define the public and non-profit sector and organization roles required to start the revitalization process.

Step 1: Capture the Vision

- Determine the intention for a long-term effort by mining community memory and emotion. Form an informal advisory group with political and business stars. Summarize findings of visioning process and distribute throughout the city.

Step 2: Develop a Strategic Plan

- Building upon the memory and vision, strategic planning takes a comprehensive approach to creating walkable urbanism that encompasses many individual strategies. These strategies fall into ten categories: character, housing, retail, culture, public infrastructure, employment, community involvement, marketing, involvement of non-profit organizations, and social values.

Step 3: Forge a Healthy Private/Public Partnership

- Avoid making downtown redevelopment overly political. It is important to the revitalization process that the private sector not cave-in to this pressure.

Step 4: Make the Right Thing Easy

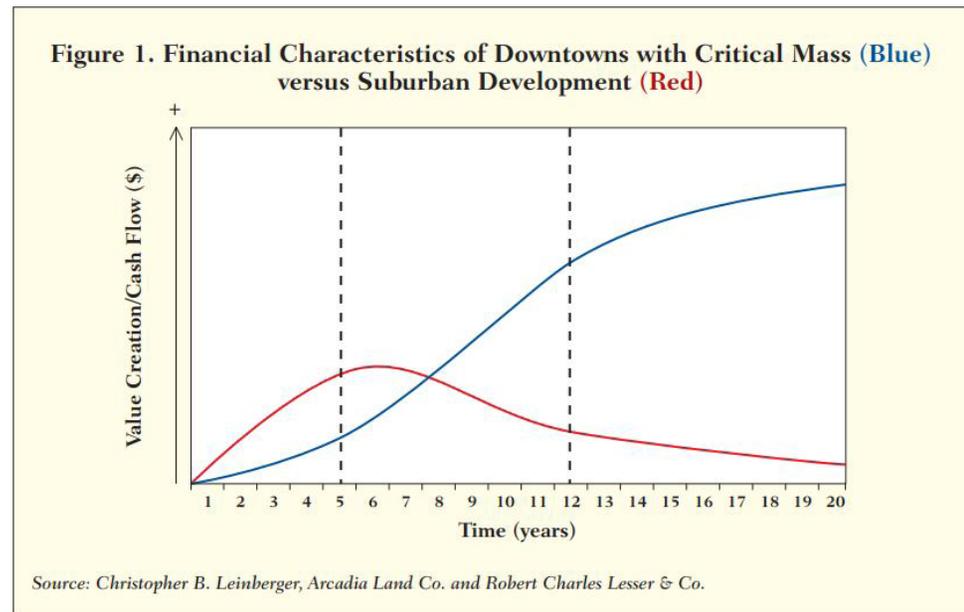
- Throw out existing code rather than reforming. New code makes it easy to produce the density and walkability a downtown needs. “Form-based” code should be put in place that reinforces the development of walkable urbanism. Form-based codes focus on form, namely, how building envelopes—and ultimately whole blocks—address the street. The new code must re-establish the historic right-of-way fabric of the city, whether classic American grid or a more random collection of streets. Adopt the new 2004 International Building Code.

Step 5: Establish Business Improvement Districts (BID)

- The BID’s operational role is increasing the perceived and actual safety of downtown, making the place cleaner, creating festivals and events to encourage suburbanites to come downtown, and improving downtown’s image.

Step 6: Create a Catalytic Development Company

- Revitalizing downtowns have overcome the problem of attracting developers by establishing a “catalytic developer.” This organization is formed to develop the initial projects that the market and consumer research shows have potential demand but above market risk. The catalytic development firm demonstrates to the rest of the development community and their investors that downtown development can make economic sense.



Source: http://www.brookings.edu/~media/research/files/reports/2005/3/downtownredevelopment-leinberger/20050307_12steps.pdf

GENERAL GUIDELINES: TWELVE STEPS TO DOWNTOWN REVITALIZATION

These next six steps outline how a downtown can become a viable, sustainable, private real estate market, propelling the upward spiral of value creation.

Step 7: Create an Urban Entertainment District

- Urban entertainment venues and retail that are within walking distance of one another. Venues include: arenas, performing arts centers or stadiums, movie theaters, restaurants, specialty retail, festivals, arts, and night clubs.

Step 8: Develop a Rental Housing Market

- The initial urban pioneers looking to live within walking distance of the urban entertainment growing in downtown will tend to be young, often students and those in their 20s.

Step 9: Pioneer an Affordability Strategy

- Good news: the rents, sales values, and land values will probably be the highest in the metropolitan area, rewarding those willing to take the risk, build high quality construction, and wait patiently for returns. Bad news: the values will be some of the highest in the metropolitan area, meaning only the well-to-do can live downtown. To address this issue, an affordability strategy must be developed early-on in the revitalization process.

Step 10: Focus on For-Sale Housing

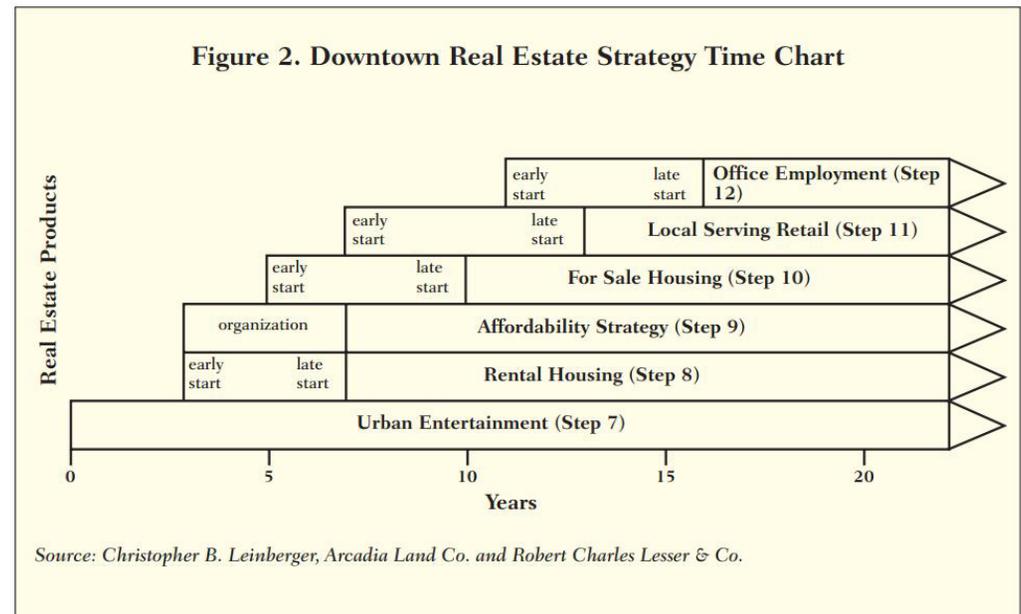
- Following the establishment of urban entertainment and the initial “colonization” of downtown by urban pioneers who rent, for-sale housing can return to downtown. Having an established for-sale housing market is the ultimate test of whether the downtown has achieved critical mass. Given the size of the for-sale housing market, it is crucial to the success of a downtown turnaround.

Step 11: Develop a Local-Serving Retail Strategy

- There are two primary reasons why many of these urban areas are under-retailed, despite their high density of demand for goods and services. First, the structure of retail has changed considerably over the past several decades, evolving into fewer and larger outlets. Second, local-serving retail is a “follower” real estate product, i.e., the housing must be in place before a grocery store can build a store.

Step 12: Re-create a Strong Office Market

- This step in the redevelopment process will probably only fill existing, vacant office space in most cities, due to the past overbuilding and the weak demand for office employment in the economy in general. However, it will be a tremendous benefit for city revenues and the employment prospects of other downtown and city residents.



GOAL OF TOC (TRANSIT-ORIENTED COMMUNITIES)

- To provide housing and transportation choices that give residents access to homes, jobs, recreation opportunities, and stores and community services to meet their daily needs, without relying on a personal vehicle. In order to maximize the benefits of our transit investments, we must allow more people to live and work near transit.

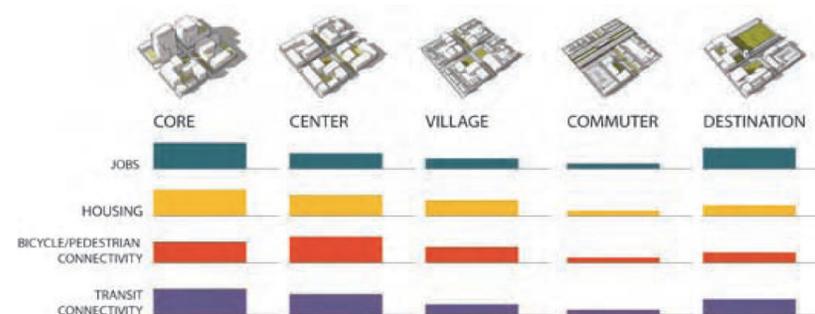
BENEFITS

- Social: Human Health & Economic Health
- Environment: Compact development allows more land to be preserved for working farms and forestlands—a vital strategy for restoring Puget Sound.

MEASURES

- Bicycle and Pedestrian Connectivity: a complete pedestrian and bicycle network to facilitate safe non-motorized vehicle transportation and promote easy access to transit.
- Housing Affordability: provide housing affordable to a broad range of incomes to accommodate and encourage a diverse, mixed-income community.
- Residential and employment density: provide ample opportunities to accommodate future population and employment growth.
- Mix of Uses: include a range of uses to provide access and choices in housing, employment, stores and community services to meet daily needs
- Green infrastructure and Open space: provide ample park and open space, public areas, and recreational opportunities
- Parking: include parking policies and requirements that encourage housing affordability, safe pedestrian streetscapes, and good urban design and form.
- Urban design: feature well designed buildings, streetscapes and public spaces that support pedestrian safety and promote neighborhood character and values.

TYOLOGY (A MATRIX OF STATION AREA TYPES)



- Above typology uses the attributes of existing infrastructure, the most common zoned land uses, and zoning capacity to classify five station area types, presented roughly in order of land use intensity: Core, Center, Village, Commuter, and Destination.

ACTION

- Encourage optimal performance on all measures in all station areas.
- Provide support and incentives for high-performing TOC.
- Plan for high-performing TOC along future high-capacity transit investments.

INSPIRATION FOR FINN HILL

- Compact development around transit center, bus station/stops locate at the places where community center, commercial hubs, works and parks are centralized.
- Safe pedestrian and bike connectivity to transit.
- Well designed streetscapes can promote pedestrian safety.

Source: Transit-oriented communities: A Blueprint for Washington State

