

South Rose Hill Neighborhood Plan

Revised Plan - strikethroughs and underlines

Note: The South Rose Hill Neighborhood Plan had its last major update in 1991 with a partial update in 2002. Amendments were made in 2015 as part of the GMA Update. See also NE 85th ST Subarea Plan Chapter. Therefore, references in this chapter to goals, policies, or specific pages in other chapters may be inaccurate if the other chapters have since been updated.

1. VISION STATEMENT

The South Rose Hill Neighborhood should continue to retain its character as a stable residential neighborhood. The neighborhood should be enhanced to emphasize its human scale, pedestrian orientation, and economic vitality. Strong emphasis should be placed on providing pedestrian and bicycle pathways. These nonmotorized corridors should provide safe passageways for school, educational/institutional uses as well as to the commercial district. The expansion, upgrading, and acquisition of park and recreation facilities (including “pocket parks”) will be necessary to make them more accessible to the neighborhood and its residents. The neighborhood does offer some limited options for higher-density development at appropriate locations to provide housing diversity.

The South Rose Hill Neighborhood is ~~heavily~~ influenced by I-405 on the west and the NE 85th Street commercial corridor to the north. This corridor is a major entranceway to Kirkland on the east and provides a view of Lake Washington, Seattle, and the Olympic mountains to the west. With the adoption of the NE 85th Street Subarea Plan, the north boundary of the South Rose Hill Neighborhood is the centerline of NE 85th Street.

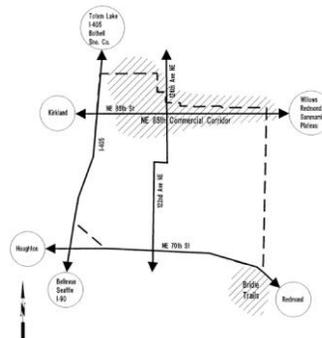
Although, rRetail and auto-oriented commercial development will probably continue to cluster around the interchange, over time the commercial corridor will become more mixed use with residential above ground floor commercial. While serving some of the needs of both the South Rose Hill and North Rose Hill Neighborhoods, the NE 85th Street corridor known as the Rose Hill Business District also provides community and regional commercial shopping and retail and personal services (see Figure SRH-1). Multi family and office uses serve as a transition between the NE 85th Street corridor and single family neighborhoods. See the NE 85th Street Subarea Plan for more information about the corridor.

Public services and facilities should be planned to adequately meet the needs of existing and future demands and strive to achieve a high level of service for South Rose Hill. The traffic circulation system should be designed so that traffic is focused onto the arterial and collector roads to avoid cut-through traffic on local streets. ~~is equitably distributed throughout the neighborhood and not channeled to impact certain streets.~~ New street improvements and undergrounding of overhead utility lines along NE 85th Street will improve the pedestrian experience and attractiveness of the commercial area. NE 70th Street provides a significant east-west connection to Redmond and Houghton. ~~Extension of the sanitary sewer system into areas currently not served should occur prior to further development.~~

~~Moved this text up. As part of the NE 85th Street Subarea Plan, the north boundary of the South Rose Hill Neighborhood was has been adjusted to the centerline of NE 85th Street.~~



Lake Washington High School



~~Delete Figure no longer needed~~

Figure SRH-1: South Rose Hill Regional Influences

2. NATURAL ENVIRONMENT

Wetland and stream areas should be rehabilitated, if necessary, and preserved for future protection.

The South Rose Hill Neighborhood contains a stream associated with the Forbes Lake drainage basin as shown in Figure SRH 2. The stream originates north of NE 80th Street between 124th and 126th Avenue NE and travels in a northwestern direction to NE 85th Street. The South Rose Hill Neighborhood is primarily a broad plateau with only two small identified wetland areas, shown in Figure SRH-1. The neighborhood's only open stream originates

at the wetlands in Rose Hill Meadows Park and flows to the northwest, where it is mostly piped until it reaches NE 90th Street where the stream daylights in the wetland area draining to Forbes Lake. The other small wetland area sits behind houses in the block just east of Holy Family School. The stream and wetlands should be left in ~~its~~ their natural state and rehabilitated where possible when new development occurs. The policies found in the Natural Environment chapter and Zoning Code should be observed including buffer setbacks. ~~In addition, setbacks should be provided,~~ and natural greenbelt easements ~~should be~~ recorded to preserve these sensitive areas.



Figure SRH-1: South Rose Hill Wetlands, Streams, and Lakes

Geologically Hazardous Areas

Moderate landslide hazard and seismic hazard areas are identified. New development in these areas should be in accordance with geotechnical analysis.

~~The South Rose Hill Neighborhood also contains seismic hazards in its northwest quadrant due to soil types and conditions as shown in Figure SRH-2.~~ The South Rose Hill Neighborhood contains two moderate landslide areas in its north and west due to soil types and slope conditions. The small wetland in the block east of Holy Family School is the only identified seismic hazard area in South Rose Hill. These areas are shown in Figure SRH-2. Seismic ~~The~~ soils are saturated or sometimes flooded formations of organic materials and fine-textured alluvial deposits subject to liquefaction. Moderate landslide soils are underlain by permeable soils consisting of sand, gravel or glacial till. The policies found in the Natural-Environment chapter of this Plan and the Zoning Code should be observed. In addition, recommendations of a geotechnical engineering study should be followed when new development is proposed.



Figure SRH-2: South Rose Hill Geologically Hazardous Areas

3.

Residential

Low-density detached residential housing is the predominant land use, except in the NE 85th ST commercial corridor and portions of NE 70th ST.

Except for the north and south perimeter of the neighborhood commercial corridor, the predominant land use in the South Rose Hill Neighborhood is predominantly a low-density single-family detached residential housing. The lack of sanitary sewer service into the neighborhood continues to be expanded as development occurs. will

~~likely slow the development rate.~~ Outside of the designated commercial ~~district~~areas, future development should remain predominantly low-density residential at six dwelling units per acre with limited pockets of medium-density development as a transition between single family and commercial areas ~~the two districts~~ or at locations which have access to transportation corridors, transit service, and commercial facilities (see Figure SRH-3).

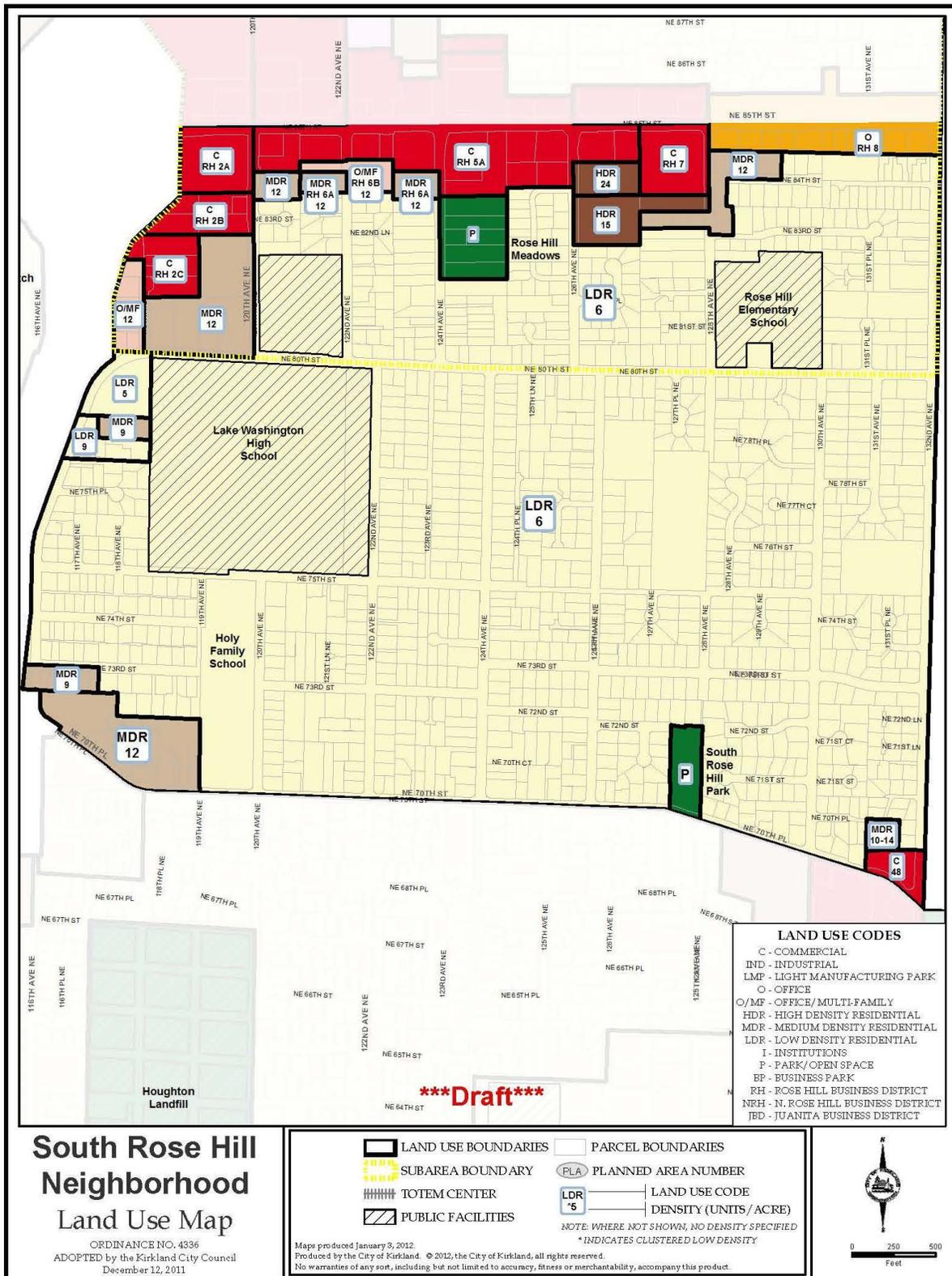
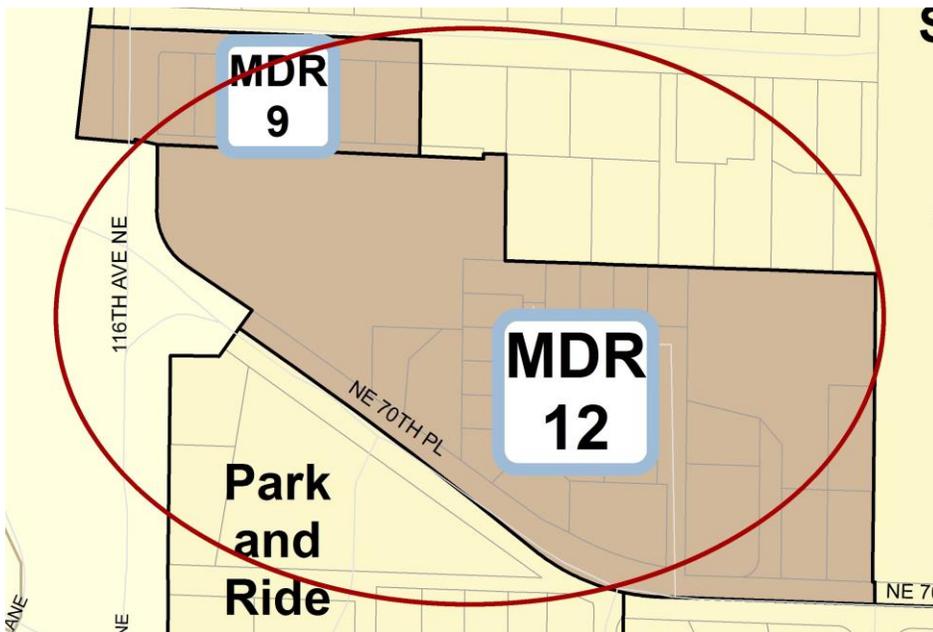


Figure 3 South Rose Hill Land Use Map

Limited opportunities exist in certain areas for medium-density, multifamily development.

Opportunities for medium-density development in the residential district of South Rose Hill are limited to parcels around the perimeter of the Rose Hill Business district and east and west ends of NE 70th ST. Medium-density development should include design standards that ensure compatibility with the low-density single-family development that dominates the character of the residential core. Areas where multifamily development is appropriate are described below.

Along NE 70th Street and west of 119th Avenue NE, multifamily development at 9-12 dwelling units per acre should be permitted subject to standards which reduce impacts on single-family areas and preserve vegetation.



Property adjoining NE 70th Street, and between the alignment of 119th Avenue NE on the east and 116th Avenue NE the eastern boundary of the multifamily use on the west, south of approximately NE 72nd Street if extended, consists of existing multi family and large, further developable lots. Future development of multifamily housing at 9 to 12 dwelling units per acre is appropriate where shown on Land Use Map Figure 1 at this location due to its the proximity to the NE 70th Street, Houghton park and ride, access to a secondary arterial and transit routes along NE 70th Street, and the existing multifamily and institutional land uses to the east and west. In order to reduce the impacts on adjoining single-family areas to the north and to preserve existing significant vegetation on the western slope and along the northern boundary of this area, the following standards should be followed for multifamily development:

- (1) Multifamily development should consist of attached rather than stacked dwelling units. This standard would allow duplex or townhouse development.
- (2) ~~Horizontal facade setback modulation~~ Setbacks between units and building modulation should be incorporated into the design of the units, ~~to diminish solid lines adjoining NE 70th Street.~~
- (3) Structure size and heights should be limited abutting low density zone or uses to be visually compatible with adjoining single-family development.
- (4) Structures should be clustered to preserve significant groupings of trees and provide open space.
- (5) Natural Greenbelt Protective Easements should be established to perpetually retain the significant trees adjoining the single-family properties to the north and along the slope separating the Willow Run and Lakeview Estates multifamily developments and the High School from the subject property.
- (6) Properties should be consolidated where feasible ~~The entire site should be developed as a whole~~ to ensure one access point along NE 70th Street as far to the east as possible to avoid turning movements and backups at the NE 70th Street park and ride, the intersection at 116th Avenue NE and NE 70th Street, and the Willow Run apartments.

Medium-density development at 12 dwelling units per acre is appropriate in areas north of NE 70th Street and east of 116th Avenue NE.

~~The land located north of NE 70th Street and east of 116th Avenue NE is currently developed with multifamily housing. The land is oriented toward the freeway and the NE 70th Street Houghton park and ride. Multifamily housing is appropriate at 12 dwelling units per acre at this location due to its adjacency to transit service along NE 70th Street, 116th Avenue NE, and the park and ride, as well as to adjoining properties that are similarly designated. Therefore, medium density development at 12 dwelling units per acre is appropriate.~~

The area south of NE 73rd Street and east of 116th Avenue NE is appropriate for a transitional density of nine dwelling units per acre. Guidelines for detached units are discussed.

~~A half block area, adjoining the south side of NE 73rd Street and east of 116th Avenue NE, is bordered on the south by multifamily uses. Proximity to the NE 70th Street Houghton park and ride, orientation to bus routes along 116th Avenue NE, and the lower elevation of this area which buffers it from single family homes to the east, make this area well suited for a transitional density of nine dwelling units per acre. In order to reduce impacts on adjoining single family homes to the north, across NE 73rd Street, detached residences should be allowed, subject to the following standards:~~

- (1) ~~Water pressure must be sufficient to serve existing homes and any additional density.~~

- (2) ~~Development improvements to NE 73rd Street along the property frontage should occur prior to occupancy.~~

~~***Further development potential for nine dwelling units per acre exists north along 116th Avenue NE from NE 78th Street to the southern boundary of Lakeview Estates. Standards should be followed to ensure compatibility and vegetation preservation.***~~

~~In the northwest corner of the residential district, extending north along 116th Avenue NE from the alignment of NE 78th Street to the southern boundary of Lakeview Estates, the land consists of vacant and large lots with further development potential. This area is close to the park and ride, is oriented toward a transit route along 116th Avenue NE, and is between Lake Washington High School, I-405, and south of existing multifamily housing. These factors combine to make this land well suited for multifamily uses at a density of nine dwelling units per acre. Future multifamily development should be subject to the following standards to ensure compatibility with detached dwelling units to the south and the preservation of significant vegetation:~~

- (1) ~~Multifamily development should consist of attached rather than stacked dwelling units. This standard would allow duplex or townhouse development.~~
- (2) ~~Horizontal facade setback modulation Setbacks between units and building modulation should be required design elements.~~
- (3) ~~Structures size and heights should be limited abutting low density zones or uses to be visually compatible with adjoining single family development.~~
- (4) ~~Clustering of sStructures should to clustered to help preserve significant groupings of trees and provide open space.~~
- (5) ~~Establishment of nNatural Ggreenbelt Pprotective easements should be established to perpetually retain the significant trees adjoining the Lakeview Estates parcel and the high school.~~
- (6) ~~Access to multifamily uses should not impact adjacent single family areas.~~
- (7) ~~Pedestrian access through the development should be required to facilitate access to Lake Washington High School.~~
- (8) ~~Vegetative buffering (preferably with native, drought tolerant plants) should be provided next to single family areas.~~

~~***Existing multifamily areas south of NE 80th Street and east of 116th Avenue NE should remain zoned as low-density development due to impacts north of NE 80th ST. Redevelopment should focus on vegetation***~~

preservation and access.

Existing multifamily housing located south of NE 80th Street and east of 116th Avenue NE is impacted by existing Planned Area 13 office and multifamily uses to the north across NE 80th Street, the freeway, and Lake Washington High School. Its designation of low density development to a maximum of seven dwelling units per acre should continue. If redevelopment occurs, the existing vegetative buffer along the southern border should be preserved. Access should be located so as to maximize sight distances along 116th Avenue NE and NE 80th Street by keeping the access away from the curve formed by their junction. Therefore, the access should be aligned with 118th Avenue NE.



Commercial

NE 85th Street is a mixed use regional transportation and commercial corridor, featuring retail, office, and business park and medium to uses. Some medium- and high-density multifamily development, is also present.

The ~~only area of economic activity in South Rose Hill is within the commercial~~ Rose Hill Business district along NE 85th Street (see Figure SRH-3). ~~It is recognized as both a regional transportation and mixed use commercial corridor. This area includes with~~ retail, office, and business park uses, and, ~~to a lesser degree, some medium- and high-density multifamily development.~~ From I-405 east to the Kirkland city limits, the commercial corridor generally tapers from a depth of over 1,100 feet to about 150 feet at 132nd Avenue NE on both sides of NE 85th Street. See the NE 85th Street Subarea Plan for more information about the commercial corridor.



Neighborhood Commercial development is permitted on the north side of NE 70th Street, across from the Bridle Trails Shopping Center. Medium-density detached single-family residential development is also appropriate in the immediate vicinity.

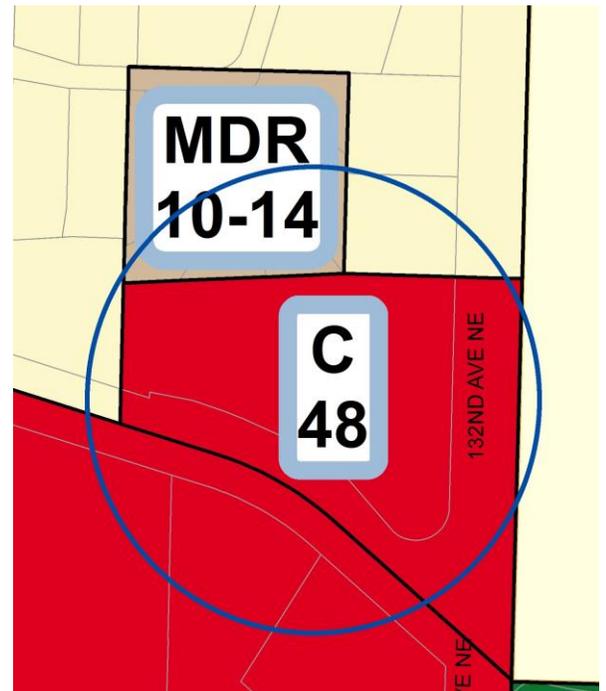


The northwest corner of NE 70th Street and 132nd Avenue NE contains a small-scale neighborhood commercial development. Development should not extend into the surrounding low-density residential neighborhood, however.

The northern boundary of the commercial area lies south of the existing single-family development along 132nd Avenue NE (see Figure 3). The western boundary lies east of the existing single-family development along NE 70th Street. In the northwestern portion of the site, the boundary generally follows the toe of the existing slope.

To mitigate impacts to the adjoining residential area, development is subject to the following standards:

- (1) Commercial uses should be oriented to serving the neighborhood. Uses should not include vehicle service stations, drive-in businesses, auto service and sales, or storage facilities.
- (2) Building height, bulk, modulation, and roofline design should reflect the scale and character of single-family development. Blank walls should be avoided.



- (3) New structures should be substantially buffered from nearby low-density residential uses. Such buffering should consist of an earthen berm a minimum of 20 feet wide and five feet high at the center. In some places, the existing slope may replace the berm. The berm or slope should be planted with trees and shrubbery in sufficient size, number, and spacing to achieve a reasonable obstruction of views of the subject property. Alternatively, an equal or superior buffering technique may be used.
- (4) Businesses must be oriented to NE 70th Street or 132nd Avenue NE and must be directly connected, with on-site sidewalks, to sidewalks in adjacent rights-of-way.
- (5) Commercial access must be taken only from NE 70th Street and/or 132nd Avenue NE. Turning movements may be restricted to promote public safety.
- (6) Parking areas should be landscaped and visually screened from adjoining residential development.
- (7) The number and size of signs should be minimized to avoid a cluttered, intensive, commercial appearance. A master sign plan should be implemented. Back-lit or internally-lit translucent awnings should be prohibited. Only wall- or ground-mounted signs should be permitted.
- (8) Noise impacts to surrounding residential development should be minimized.
- (9) Hours of operation of businesses on the site should be limited to no more than 16 hours per day, ending at 10 p.m.

Immediately to the north of the commercial area ~~is an existing, medium-density residential development—is appropriate. —Units should be small lot detached single family residences, however.~~



OPEN SPACE/PARKS

South Rose Hill has a number of publicly owned areas that currently provide park and open space opportunities for neighborhood residents. They are briefly described below. In addition, the City has a joint use agreement with the Lake Washington School District to use the Rose Hill Elementary school for recreation.

South Rose Hill Neighborhood Park is a 2.5-acre site that was purchased as a result of a successful Park Bond in 1989. This park is located on NE 70th Street, at approximately 128th Avenue NE (see Figure SRH-34). Improvements in this park are typical of a neighborhood park facility, including pedestrian access, basketball area and restroom.

Lake Washington High School is a 38.31-acre site located at NE 80th Street and 122nd Avenue NE. Improvements to this site include school buildings, a playfield, tennis courts, and track.

Rose Hill Elementary School is a 9.75-acre site located at NE 80th Street and 128th Avenue NE. Improvements to this site include school buildings and a playground.

Kirkland Cemetery is a 5.75-acre site located at NE 80th Street and 122nd Avenue NE. The cemetery is an important public historic landmark and open space feature in the neighborhood. ~~Future-funded improvements~~

~~include irrigation, planting, relocation and improvement of cemetery entry, additional parking, new cemetery services, improved pedestrian and vehicular circulation, and expansion to the southeast corner of the property.~~

Rose Hill Meadows is a 4.10 acre park located south of NE 85th ST on 124th Avenue NE. Park improvements were completed in 2009 and include a play area, walking trails, picnic areas and shelter, and wetland restoration.

Figure SRH-4: South Rose Hill Parks and Open Space

Efforts should be made to acquire additional parkland for this neighborhood, including smaller parcels.

Despite these parks and open space facilities, the neighborhood is deficient in parkland especially in the western portion of the neighborhood based on the standard of 15 acres per 1,000 population, because much of this land is owned by the Lake Washington School District. As a result, every effort should be made to acquire additional parkland for this neighborhood, including smaller parcels for use as “pocket parks.” These parks serve limited park needs where neighborhood park opportunities are lacking. Pocket parks are typically less than one acre in size and developed with amenities like picnic tables and playground facilities. They serve a smaller user group and service area than neighborhood parks. See the Parks Recreation and Open Space Plan and Element for the status of park development in the South Rose Hill neighborhood.

~~***The broadcasting tower site should be acquired, if possible.***~~

~~North of NE 75th Street and west of 128th Avenue NE, the 6.4 acre broadcasting tower property has been identified as a potential park site. However, since the site has a long term lease, acquisition is unlikely in the near term. If acquisition becomes possible, it should be pursued.~~

Lake Washington School District should maintain open space and recreation facilities for public access.

To the maximum extent possible, the Lake Washington School District should allow public access and maintain and enhance open space and recreation facilities, like ballfields, when redevelopment or expansion occurs at the high school or elementary school.

~~Community and regional park needs will also be met outside of the South Rose Hill Neighborhood. Community parks that serve South Rose Hill include Peter Kirk Park, Everest Park, and Crestwoods Park. Regional parks that serve the neighborhood include the Kirkland waterfront parks, Juanita Beach Park, and Marymoor Park.~~

. PUBLIC SERVICES/FACILITIES

Public Services/Facilities include street improvements, bicycle and pedestrian facilities, and utilities such as water, sewer, and storm drainage. Specific policies for these topics as they relate to South Rose Hill follow. Citywide policies can be found in the Public Services/Facilities and Transportation chapters.

STREETS

Street system should provide and maintain integrity of the residential district.

The underlying goal of the transportation system in South Rose Hill is to provide efficient and safe circulation of vehicles, bicycles and pedestrians movement within and through the neighborhood. At the same time, the street system should promote and maintain the integrity of the residential district. Street classifications for the streets and needed sidewalks, street and intersection improvements for the South Rose Hill Neighborhood are found in the Transportation Element.

~~*Changes to street system may occur in accordance to City and regional decisions mandated by the GMA.*~~

~~Like all neighborhoods in Kirkland, this neighborhood is experiencing increased traffic. Much of the projected traffic increase is based on regional growth and is felt to some degree by every neighborhood in the City and on the Eastside. As such, the issue of traffic and use of single occupancy vehicles requires a broader response. The City side policies addressing the transportation system will be formulated and discussed as part of the Transportation Element to be included in a subsequent update of the Comprehensive Plan that was mandated by recent Statewide Growth Management Act (GMA) legislation. As City, State and regional decisions are made, changes to the Kirkland street system may be necessary. A balance between safe and efficient circulation of vehicles, bicycles, and pedestrians, and maintenance of the integrity of the residential neighborhood should be sought.~~



Figure SRH-4: South Rose Hill Street Classifications

Transportation management programs should be required for all commercial and medium-to-high-density residential developments.

Transportation demand management is a concept that attempts to control traffic by reducing the overall number of trips generated by a specific use. Successful use of this concept may help reduce the need for future capital improvements. Components of a typical transportation management program are discussed in the Public Services/Facilities chapter in Policy 4.2.

The original circulation pattern in South Rose Hill was laid out in a grid pattern. Maintenance and enhancement of this grid system will promote neighborhood mobility and will provide for equitable distribution of traffic on neighborhood streets. Traffic should be managed to keep I-405 destination traffic on arterials and discourage its use of neighborhood streets. Figure SRH-45 shows the Street Classification System for South Rose Hill.

Principal-mary Arterials

~~NE 85th Street~~ is a primary principal arterial that is the most traveled route into and through the neighborhood.

~~124th Avenue NE north of NE 85th Street~~ is a primary arterial leading in the North Rose Hill Neighborhood. See discussion in the North Rose Hill Neighborhood chapter.

Secondary Minor Arterials

~~132nd Avenue NE~~ is a secondary minor arterial along the eastern boundary of the neighborhood. Metro provides bus service along this route.

Collector Streets

~~124th Avenue NE between NE 85th Street and NE 80th Street~~ is a collector arterial.

~~122nd Avenue NE south of NE 80th Street~~ is a collector arterial.

~~NE 80th Street,~~ is a collector arterial. This is a Metro bus route.

116th Avenue NE is a collector arterial-street and is served by Metro transit. A sidewalk along the east side of 116th Avenue NE to connect the ~~NE 70th Street~~ Houghton park and ride with the high school is desirable when possible to increase safety.

BICYCLE FACILITIES

Bicycles are permitted on all public streets. Bicycle routes in South Rose Hill are designated in Figure SRH-6. South Rose Hill residents place a high priority on safe bicycle access through the neighborhood due to its proximity to the NE 80th ST pedestrian/bicycle overpass over I-405, and distance to the Bridle Trails Shopping Center and the NE 85th ST commercial district. However, the-principle and secondary and collector

arterials ~~major~~ that bound the neighborhood are an impediment to safe and comfortable bicycle access for many residents. —Desired iImprovements for bicyclinges include providing protected bicycle lanes on arterial or collector streets and improved safe crossings particularly NE 85th ST, 116th Ave NE and NE 70th ST. Maintenance or improvements to pedestrian, bicycle and equestrian facilities should be made. ~~striped and marked bicyele lanes, and posted signs~~—See the Transportation Management Plan in the Transportation Element for the bicycle facilities network Map.

The bicycle and pedestrian overpass located at NE 60th ST and I-405 provides a vital link between downtown Kirkland, the Cross Kirkland Corridor and Redmond. Providing comfortable bicycle facilities to connect to this overpass and to the schools in and around the neighborhood is a priority. In particular, a safe crossing of 116th Avenue NE at the NE 80th ST pedestrian and bicycle bridge to connect to downtown and the Cross Kirkland Corridor is desired. Good bicycle access should be provided to key destinations via neighborhood greenway streets that include safe crossings of the arterials. An additional priority should include providing safe and comfortable bicycle connections across NE 85th ST to connect to the North Rose Hill neighborhood.

PEDESTRIAN CIRCULATION

Developed areas in need of sidewalks should be identified, and then installed through the capital facilities budget process.

Within the South Rose Hill Neighborhood, the existing and proposed pedestrian trail system shown in Figure SRH 7 includes only the major pedestrian paths and sidewalks. Improvements to public rights of way include curb, landscape strip, and sidewalk. As new development occurs, pedestrian improvements are usually installed by the developer. In developed areas, ~~T~~the City has identified ~~should identify~~ areas where of need and install sidewalks are needed such as along 116th Avenue NE and in the Transportation and Public Facilities Elements through the capital facilities budget process.



improvement plan

~~Other areas targeted for pedestrian access are listed.~~

~~South of NE 80th Street, 128th Avenue NE should be upgraded with a pedestrian route connecting to the South Rose Hill Neighborhood Park and beyond to NE 70th Street. This route would go through the potential park site at the radio broadcasting tower property. The unimproved portion of the right of way between NE 80th Street and the potential park site should be developed as a pedestrian path until future development eventually requires sidewalk improvements. When redevelopment occurs at the radio tower site, either as a park or as another use, a trail should develop there to complete the connection between the North Rose Hill and Bridle Trails Neighborhoods along the 128th Avenue NE street alignment.~~

Within the residential district, NE 75th Street and NE 80th Street provide east/west pedestrian links between the schools and surrounding residential development. The unopened portion of the NE 75th Street right-of-way located between 126th and 127th Avenues NE should be ~~developed~~ improved and signed as a pedestrian path until future development requires sidewalk improvements.

The Seattle City Light Transmission Line Easement which extends across the entire South Rose Hill Neighborhood from north to south east of 124th Avenue provides a future potential opportunity to create a greenway pedestrian and bicycle trail through the neighborhood. Here another opportunity exists to link the North Rose Hill and Bridle Trails Neighborhoods.

~~A potential future pedestrian path connecting NE 76th Street to 132nd Avenue NE should be developed in cooperation with the church when opportunities arise to implement this trail.~~



2 3 | Page
Figure SRH:6 South Rose Hill Bicycle System

UTILITIES

~~*Rose Hill Water District provides water, and
The City provides water and sewer service to
the neighborhood.*~~

~~The Rose Hill Water District provides water service to the entire South Rose Hill Neighborhood. The City of Kirkland provides water and sewer service to the neighborhood. Many properties still use Currently, the majority of the neighborhood uses septic systems. Sanitary Sewer- mains and connections should be provided to these areas before new development can occur. Sewer main extensions are typically installed by developers as part of a development project.~~

~~*New development must ensure protection of
Forbes Lake and Creek and Lake
Washington.*~~

~~North of NE 780th Street and east of approximately 122nd Avenue NE, South Rose Hill is part of the Forbes Creek Lake drainage basin. South of NE 80th Street, west of 122nd Avenue NE is part of the Moss Bay drainage basin, drainage flows into Lake Washington via underground storm sewers that cross I-405. New development should must ensure protection of Forbes Lake and Creek as well as Lake Washington. To this end, the best available stormwater management practices should be utilized. These include preservation and use of natural, rather than mechanical, drainage systems.~~

~~With redevelopment of the NE 85th Street sections of the overhead utility lines were undergrounded improving the public views to the west significantly and attractiveness of the commercial district. When possible, the remainder the undergrounding of overhead utility lines is encouraged, especially along NE 85th Street should be undergrounded, where significant public views are interrupted.~~

. URBAN DESIGN

~~The urban design elements-features shown in Figure SRH-8 give the South Rose Hill Neighborhood its visual image and identity. These are central in establishment of the character of the neighborhood. Discussion of these urban design elements-features follows.~~

Four gateways to South Rose Hill are identified, as are recommendations for installation of signs and landscaping.

The first impression of a neighborhood's character is derived from its entrances or gateways. Four gateways have been identified in South Rose Hill, all of them located along major streets or pathways leading into the neighborhood. The gateways on NE 85th Street mark the major entrances to the Rose Hill Business commercial district ~~in South Rose Hill~~, while those at 116th Avenue NE and NE 70th Street mark entrances into the residential district. A neighborhood (or City) gateway sign and landscaping should be installed near the intersection of NE 70th Street and 132nd Avenue NE, along NE 70th Street and east and west ends of NE 85th ST. ~~A City gateway sign and landscaping should be installed at the intersection of NE 85th Street and 132nd Avenue NE, along NE 85th Street.~~ These should be developed either as a part of or in combination with private development, through land acquisition, or as part of street improvement projects, ~~such as the NE 70th Street Improvement Project.~~

Activity nodes are identified.

The neighborhood contains both major and minor activity nodes. Lake Washington High School, the Houghton park and ride, two parks and shopping areas both in and outside the neighborhood are major activity centers for residents in South Rose Hill. The various churches and ~~Mark Twain~~Rose Hill Elementary School are viewed as minor activity centers.

Landmarks of visual or historical significance are discussed.

Visual landmarks such as the Cemetery and Lake Washington High School contribute to the residential character of South Rose Hill. They also help distinguish this neighborhood from others. In addition, yet to be identified historical landmarks may also be located within South Rose Hill such as the Landry House. Creation of easements for the installation of historical interpretive signs that identify sites of historical value should be encouraged. ~~Possible locations may include, but not be limited to, the Cemetery and Cemetery caretaker's residence, Rose Hill Community Club, and the Great Western Iron and Steel Works in Rose Hill.~~

Major public views should be enhanced and preserved.

Major public views of Lake Washington, the Seattle skyline, and the Olympic Mountains beyond should be enhanced and preserved.

Landscaping and site design techniques should be used in future development to create “edges” to separate various land uses.

Interstate 405 constitutes a “hard edge” or boundary on the west edge of the South Rose Hill Neighborhood. Existing trees and residential uses form a “soft edge” between the commercial and residential districts. Finally, existing clusters of trees along the slope to the west of the high school separate the institutional land use from residential uses to the west. Where appropriate, future development should use landscape materials or site design techniques to help create these edges between different land uses, in order to help stabilize development patterns within the South Rose Hill Neighborhood.



Figure SRH-7: South Rose Hill Urban Design Features