City of Kirkland
Comprehensive Plan
Update: Neighborhood
Planning Workshops
Comment Analysis -

Highlands (January 30, 2014)		Response					
Element	**Public Comment**	**In existing Plan, Development Code, CIP, City Policy**	**Potential amendment with Comprehensive Plan update including TMP, PROS and CKC**	**Potential amendment for future Planning work program**	**Potential consideration for CIP or other City programs**	**Questions or Comments**	**Not feasible; Not desirable;City Has No Authority**
Transportation	Concerned about I-405 noise					Comment noted	No City has no means to reduce noise. DOT sound wall project was to mitigate noise.
	*Figure H-8 Highlands Pedestrian System This map needs to be updated to reflect current trails and walkways. Who can update it?		Could be updated in neighborhood plan				
	*Policy H-10.1: Enhance and maintain pedestrian and bicycle infrastructure within the Highlands neighborhood, especially on routes to schools and activity nodes. Who pays for this and decides priorities? The pedestrian walkway on 112th Ave NE at NE 87th St. was built with neighborhood grant money some years ago. It is not being maintained (many of the reflectors that separate pedestrians from cars are missing). We believe this walkway is an essential route to downtown (an "activity node"). It's also a primary connector to the CKC. How can we get funding to replace the reflectors?	Approved school route improvements get completed through the City's CIP school route program.				Checking with Public Works	
	Need more local transit options to connect to the regional transit system						King County Metro and Sound Transit determine transit service.
Housing	*Policy H-6.2: Allow innovative residential development styles when specific public benefits are demonstrated. What does this specifically mean? (Cottage housing? Other?)	Policy describes innovative housing styles.					
	*Goal H-6: Promote and retain the residential character of the neighborhood and encourage a variety of housing styles and types to serve a diverse population. This one is not currently happening - the development that is currently occurring is all overly large house with no yards (postage stamp yard) for only the very rich - like they are all priced in the close to million dollar range - we are very rapidly losing our ramblers worth about $400,000 - to these mega homes - two put in the place of one, all trees wiped out to do so. and the city says this is ok..... why????	Development must meet building setback, height and lot coverage regulations that have been in place since 1983 and more recent FAR standards.				C11-City will be relooking at the Floor Area Ratio (FAR) regulations on a future work program. -Price of land values in Kirkland have risen so the expectation is to be able to build larger homes than small ramblers. -Housing market choices have changed overtime for larger homes and desire for smaller yard to maintain.	
	*Policy H-6.3: Encourage medium-density multifamily development as a transition between low-density residential areas in Highlands and more intensive land use development to the west and south of the neighborhood. This does not appear to be reflected in the zoning for the west side of our neighborhood. Does this make sense along the CKC?		Could consider changing policy to delete word "west". Only area to the southwest is desginated for multifamily.				
	*Policy H-16 Establish buildig and site design standards that apply to all new, expanded, or remodeled multifamily buildings consistent with City-wide policies. How can we get input into these standards? The new homes at 11417 NE 87th ST are massive. So are the new single family homes at 9412 112th Aven NE. Why is this policy for multi family only? Should it apply to all home construction?						
Economic Development	*Goal H-6: Promote and retain the residential character of the neighborhood and encourage a variety of housing styles and types to serve a diverse population. We are concerned about the decreasing availability of affordable housing, as older homes are replaced by large, expensive ones. How can the city and the neighborhood encourage affordable housing?	Affordabilty is addressed in the Housing Element. Multifamily housing in certina locations is required in Chapter 112 KZC. The City provides funding to ARCH who provides affordable housing for those that quaify. Provisions for small lots in the Subdivsion Ordinance, accessory dwelling units in Chapter 115 KZC, Cottage Housing in Chapter 113 KZC and residential suites in the CBD are ways that the City is trying to provide for affordable housing.		Coould consider providing incentives for affordable single family housing by allowing additonal density in subdivision process for required affordable lot and house		Kirkland land values are high which increases the cost of housing.	
Land Use							
Capital Facilities/Utilities/Public Services	Need more dog parks		PROS Plan				

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Environment	*Policy H-12.1: Provide enhanced emergency service (fire and police) through possible access across the railroad right-of-way at 111th Avenue NE to improve response time. Is this still on the table? Why must there be two teams on site?	WAC requires two teams for safety of response crew.				Many significant calls take multiple units. When dealing with life safety issues the sooner you can get an effective response to an incident the more lifesaving impact you can have. For instance a CPR call takes at a minimum an Aid car (EMS), a medic unit and a Battalion Chief to manage all that needs to be done at a scene. A structure fire takes a minimum of 6 units and a vehicle collision can also take multiple units. Yes, an alternative access is still on the table. Improving access to the Highlands neighborhood from multiple directions is important for improved response in the area. Currently the Fire department is conducting a standard of coverage study to determine the best location of the access. Helen Ahrens-Byington Fire Department	
	*Policy H-3.1: Enhance and protect the tree canopy. We're familiar with numerous instances where tree companies have removed trees without asking whether the property owner has a permit. Has the city considered requiring tree companies to verify that the property owner has a permit, and to fine the tree company if they don't comply? It's easier to train a few tree companies than it is to ensure that all Kirkland residents know about the tree rules. Ivy is killing many neighborhood trees. Holly is also a problem. The neighborhood wants to encourage people to remove holly and ivy. Our requests would carry more weight if they came from the city, either via a letter on city letterhead, or a city policy. Who can we work with to discuss such an initiative?	Chapter 95 Kirkland Zoing Code - may remove two trees per year without permit if no exceptions apply. Fines for tree removal if permit is required and not obtained.					
	*Policy H-4.1: Encourage clustered development on slopes with high or moderate landslide or erosion hazards. Is this city policy? Is it embedded in zoning codes? Is the neighborhood responsible for keeping an eye on this?	No regulation on clustering in Highlands. Would be addressed with SEPA.				Neighborhood not responsible for implementing city policy or regulations.	
	*Policy H-3.2: Encourage the preservation and proper management of trees adjoining I-405 and the railroad. Change "railroad" to Cross Kirkland Corridor. How can we influence trees on the 405 corridor? Is this a city role or a neighborhood role?	Addressed under SEPA	Could consider neighbohrood plan change (minor edit)				City can encourag DOT to save trees in I-405 right of way but not require. However, as I-405 improvements continue to widen, it becomes more difficult to save trees.
	*Policy H-2.2: Develop viewpoints and interpretive information where appropriate on property around streams and wetlands if protection of the natural features can be reasonably ensured. When appropriate, the placement of interpretive information and viewpoints will be determined at time of development on private property or through public efforts on City-owned land. How can we learn about developments in sensitive areas? Is this item on the city permit checklist for new developments?	Could be required under SEPA.		Could consider requiring viewpoints and interpretive information under Chapter 90 with buffer reductions		See neighborhood hotsheet on City's website for new developments. Item is not on City permit checklist because not a regulations	
	Concerned about habitat lose					comment noted	
Open Space Parks	*Policy H-2.1: Undertake measures to protect stream buffers and the ecological functions of streams, lakes, wetlands, and wildlife corridors and promote fish passage. How should the neighborhood proceed in doing this? What exactly should we do? The feasibility of relocating the stream out of the railroad ditches upstream of Peter Kirk Elementary school and moving it farther away from the railroad into a more natural channel with native vegetation and reintroduction of cutthroat trout into the stream are opportunities worth investigating. Can this be incorporated into the CKC master plan?	Chapter 90 requires improvements with developments in buffers.	CKC Master Plan		CIP projects	Relocation of streams and revegetation not always successful and permitting process can be extensive	

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	*Policy H-11.1: Explore the possibility of a neighborhood gathering place. What is the status of the Spinney Park master plan? Is there a picnic shelter in the plan?	City will begin work on a renovation plan for Spinney Homestead Park this summer/fall. Park workshop will be held this fall to invite citizens to share their ideas and priorities for park improvements. We will consider a possible picnic shelter at that time (Michael Cogle/Parks).					
Human Services	Keep parks	Park Element					
Urban Design							
*Emailed comments	*Policy H-1.1: Provide markers and interpretive information at historic sites. Who pays for this? Where can we find the Kirkland Heritage Society inventory that was done in 1999?	Can be required under SEPA. In Community Character Element (CC-2.1)				See Kirkland Heritage Society for their inventory.	
Vision	IdeasForum Survery Comments						
Vision still valid	Peaceful Clean Green Friendly Walkable Diverse (style, culture not homogenized) Connected & accessible Affordable	City vision					
Change in Plan	Trees Wetlands Walking Bicycling	City vision					
Neighborhood District	Consider allowing small business to mix for better neighborhood access - like small retail at south end or near the Kirkland corridor, or walkable service businesses like haircutting	Chapter 20 KZC (RM in Zoning Code permits small shops and services					
Hope for future	Having one - or at least a few scattered options, would be nice if kept residential scale (no parking lots or downtown business-sized buildings)	Chapter 20 (RM iZoning Code permits small shops and services. Limited to 25-30' in height.					No parking lot requirement is not feasible for successful business and City requires some parking for all uses.
Vision	Better walkability to everyday needs businesses like food stores. Better access to public transport Keep up the emphasis on trees, sidewalks and parks Given this plan, it makes no sense the city permitted decreased wetland buffer on the north end of 111th Ave.	Transportation and Park Elements. Chapter 90 KZC does permit reduction in buffer if mitigation provided. .					
Still reatin in vision	Low traffic, diverse housing mix, connected feeling to trail system and neighborhood parks, maintain and enhance westerly views (underground utilities)	Exisitng City vision. Undergrounding of utilities occurs with redevelopment under Chapter 110 KZC.					
Change in Plan	I like the vision for the neighborhood in general, some of the implementation will come down to prioritizing of the enhancement and amenities.					comment noted	
Business Distrcit	This is just my own preference, but I would really feel the neighborhood's view corridors would be greatly enhanced by undergrounding overhead utilities. Probably very costly, but it only needs to be done once! I would support a private/public approach to this, but that become very complicated and messy.	Undergrounding occurs with redevelopment under Chapter 110 KZC.					Very costly and PSE must agree
Vision	there are no businesses within the Highlands and that seems like a reasonable vision for the future as well.	RM in Zoning Code permits small shops and services. .					
Still valid in vision	denser connections trees views pedestrians bicyclists	City vision.					
Vision	No changes are needed to plan					comment noted	
Business Distrcit	We like our neighborhood. Close in, but limited traffic. We look forward to completion of paved bike trail, and future light rail.					comment noted	
Hopes	We need a lot more shopping for regular people in Kirkland, such as a bigger hardware store, Target-type store, Old Navy, Gap, Pier 1, Macy's etc. Totem Lake should be redeveloped to bring in these businesses.					comment noted	
Vision	Pave Cross-Kirkland corridor! Would be great to have some related small businesses near trail.		CKC Master Plan				
Still valid in vision	Well maintained Nice views Nice combination of homes from old and new Good size lots Parks Nature preserves					comment noted	
Change in Plan	Protecting the view corridor (remove the cotton trees along the train corridor between 92nd and 96th and replant other shorter native trees). Maintain and improve the sidewalks and parks (including the boardwalks in the nature preserves) No connector roads to Totem Lake or North Rose Hill.	Private views not protected. Chapter 95 KZC limits tree trimming as it can destroy a tree.				comment noted	
Hopes fpr neighborhood	Encourage private property owners in the view corridor along 112th to limit tree height.	Private views not protected. Chapter 95 KZC limits tree trimming as it can destroy a tree.					
	Just want to re emphasize our hopes that; the neighborhood does not get "connected" to Totem Lake or North Rose Hill by new roads and that the view corridor is preserved.	Private views not protected.				comment noted	

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	Market (January 30, 2014)	Response					
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Transportation	Provide a stop light on 18th Avenue by the Chinese restaurant to help with traffic congestion on Market Street. It will safely slow down traffic turning onto Market Street.				Could consider with CIP		
	Direct people to Cross Kirkland Corridor transit as it develops traffic		CKC				
Housing	Provide incentives to preserve existing affordable housing, disincentivize developers interested in building to setbacks. For example, provide more incentives for smaller ramblers and change floor area ratios FARs that are too big	Existing setback have been in place 1983. Required setbacks in Market are are greater than in single family areas once annexed from King County.		Could consider with future code amendment and Comp Plan policy change			Not realistic with current housing market. Cost of land is high in Kirkland such that market will put pressure on improvements put on property.
	Have higher FAR on smaller lots and lower FAR on bigger lots.	In existing zoning regulations					
Economic Development	Don't allow marijuana operations on Market Street					Comment so noted. Interim regulations currently do not permit sales on Market Street.	
	A discussion about how to improve Market Street Corridor included the following points: o *Make sure Market Street Corridor (MSC) zoning is purposeful enough to accomplish neighborhood goals including change the Horizontal Façade Regulations o MSC goals and policies seem to advance pushing businesses back off street and screening them; but that does not seem consistent with what's in neighborhood plan o Bring the buildings closer to the street with overhangs, walkways etc., Zero lot lines are more in keeping with the historical context o *We like the idea of zero lot lines if it means developers will redevelop o * Put the green buffer in the back of commercial buildings to provide transition from commercial to residential o Market Street is not pedestrian friendly o Provide roundabouts or other traffic calming methods to slow down fast traffic o Commuter traffic is increasing as people try to avoid I-405 and SR 520 o Slow down Market Street and improve access to I-405 o Don't make Market Street so slow it pushes traffic into the neighborhood	Changes to Horizontal Façade regulations were just adopted.	Could consider with Plan or Zoning changes to reduce building setbacks to street		Round abouts or traffic calming on Market Street could be considered with CIP		
	Market Street is a priority						
Land Use	Don't devalue property via regulations					Comment so noted	
	*Consider a transition to allow smaller lots between commercial and residential zones specifically along Market Street corridors		Could consider with Plan Update changing zoning on either side of Market Street to allow smaller lots				
Capital Facilities/Utilities/Public Services	Give up on making developers build sidewalks, instead have city take responsibility for making complete pathways and maintain, possibly through taxation				Consider for CIP		
	Increase neighborhood lighting but facing downward; avoid harsh LED lighting				Consider for CIP		
	New developments pay fees in lieu of sidewalk to support				Consider for CIP		
Environment	Revegetate the west slope of Waverly Way to lower vegetation because that would requires less maintenance and help stabilize the slope		Consider with PROS Plan				
Open Space Parks	Clean up brush, weeds, and change plants to be natural on west side of Heritage Park		Consider with PROS Plan				
Human Services							
Urban Design		Zoning regulations establish city wide setback and FAR regulations for single family				comment so noted.	
*** Statements with asterisks were generally agreed upon by most if not all participants.**						comment so noted	

IdeasForum survey responses below

Vision	beautiful, vibrant, charming, clean, safe, seamless incorporation of old and new, abundant parks, healthy environment, walkable, dog friendly					comment so noted	
Retain in existing vision	retain neighborhood character while allowing for growth, protect and enhance the natural environment, with emphasis on wildlife and our waterways and lake, maintain view corridors, providing improvements for pedestrians and bicyclists, maintain and enhance existing parks					comment so noted	
Change in Plan	is it appropriate to consider solar power options and the reduction of unsightly power poles/lines? This is a big priority and helps enhance view corridors	New zoning regulations on solar panels. Residents can form LID's to pay for undergrounding utility lines				Power lines are undergrounded with new development or major road construcction.	
Business districts	we love being able to walk to the grocery store, movies, restaurants etc...Kirkland has a lot of spas...I would like to see more diversity in the business district. More retail variety.					comment so noted	
Hopes for neighborhood	I love our West of Market neighborhood and hope that whatever the future brings it will always retain the family friendly, dog friendly, safe environment that we all love and cherish					comment so noted	
vision	Walkable Friendly Green Safe for pedestrians, kids, pets Social Well maintained Visually appealing Respite in parks Water views Active					comment so noted	
Retain in existing vision	Actually, I can't think of any sections that aren't still relevant.					comment so noted	
Business districts	It would be great to have a more appealing neighborhood restaurant.					comment so noted	
Vision	Quiet Walkable Green Open Accessible Diverse (as in socioeconomic status and ethnicity) Family-friendly					comment so noted	

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Moss Bay (January 30, 2014)		Response					
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Transportation	Add to the plan policies to ensure better access and connection to the Cross Kirkland Corridor throughout its length, we want to see multiple access points		CKC Master Plan				
	Improve connectivity from Moss Bay to Cross Kirkland Corridor		TMP and CKC Master Plan			Will take time.	Limitations due to cost and access across private property.
	Improve the existing pedestrian path that runs by the Post Office					Needs further clarification - where? Add to path? Repair path?	
	Address the "park and hide" transit parking issues along 6th Street near Kirkland Way				neighborhood calming program		
Housing							
Economic Development	Need to attract above average jobs to Kirkland (Class A office) rather than just more salons and service retail jobs below housing development		Could consider with Land Use Element and/or Economic development Element				
	Kirkland needs to ensure that it has a sustainable tax structure					Comment so noted.	
	Adjust the plan to encourage development of business/office space in the business district over new housing developments. Perhaps a policy where sites large enough to accommodate 12,000 square feet floor plates or more are held for office development.		Could consider with Land Use Element or in Downtown Plan			Recent study done for City shows that office demand is going to Bellevue.	
	Encourage the development of the Lakeshore Plaza	Policies supporting project are in the existing plan.					Costly and complex project - needs community advocates to advance
	Continue to encourage the development of retail in association with good pedestrian paths	CBD regulations require retail on ground floor in most of the CBD zones and installation of pedestrian-oriented sidewalks.					
Land Use	Overall, Plan is very well thought-out in terms of businesses, green, pedestrians, open space, and protecting commercial. Issue is more about living up to existing policies than writing new ones					Comment so noted.	
	Concern about MRM PAR and allowing residential to increase heights without amenities - need to keep synergy	Plan amendment under consideration				PAR is in process prior to City-wide Comp Plan update	
	Upset about the potential re-zoning in the CBD 5 from office space to residential and allow development of eight stories	Plan amendment under consideration				PAR is in process prior to City-wide Comp Plan update	
Capital Facilities/Utilities/Public Services	Ensure proper sidewalk maintenance, especially along 6th St and pedestrian improvements on 85th					Generally speaking, the property owner is responsible for keeping the sidewalk clean and litter free, Pubic Works Street Division responds to repair structural issues as needed.	
	There is no good pedestrian route from Central Way to 85th under freeway		TMP and Tramsportation Element if feasible		CIP		
	Concern about 85th in Redmond and lack of lane dividers/designations and issues with left turns						Not related to Comp Plan, may not be issue in Kirkland jurisdictions

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	Review areas where sidewalks are needed and add major pedestrian connections	Chapter 110 requires sidewalk installation in most cases with development and redevelopment. CIP projects include some sidewalk installation. Transportation Element contains planned pedestrian routes.	Transportation Element update				Costly.
	Improve sidewalk safety and maintenance (e.g. - root damage) so they are walkable by the elderly	CIP					
Environment							
Open Space Parks	Need places where diverse members of the community can gather (e.g. - Crossroads mall)		PROS Plan			Creating public community gather space usually happens through the publeci sector (libraries, civic centers, etc). We can't require community gathering places in private development, but can support creation of attractive public spaces through design standards.	
Human Services							
Urban Design	Need to create safe sidewalks that are now squashed between vehicles and buildings	Design standards address pedestrian-friendly building frontages and public improvement standards address placement of street trees, on-street parking, etc to buffer pedestrian from moving cars					

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Norkirk (January 30, 2014)		Response					
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Transportation	Promote walkability	Transportation Element	TMP				
	Improve traffic on Market Street because it's a parking lot		TMP				Not feasible. Cost, policy choices and pass through traffic
	Provide light rail on Market Street						No City authority. Cost
	Provide additional transit						No City authority. Cost
	The 236 bus route should run more often						No City authority.
	Develop the Cross Kirkland Corridor Plan		CKC Plan				
Housing	No large houses on small lots because the foot print of the house is too big and leaves no room for a yard	Homes must meet building setbackand lot coverage standards which hasve been in place since 1983, and more recent Floor Area Ratio (FAR) standards..					
	Keep FAR as is	Chapter 115 Kirkland Zoning Code					
	Developers can only use one exception from Floor Area Ratio (FAR)	Section 115.42 establishes FAR standards					
Economic Development	Put a theatre at Park Place	Permitted in CBD 5A zone					No City authority to require it
	Develop Park Place development because we use it. There's vibrant neighborhood services there and it's where we shop	Current CBD 5 zoning regulations and Comp Plan policies provides for shops and services					No City authority to force redevelopment
Land Use	Change zoning to preserve the daylight plains like Palo Alto	Height , lot coverage and buildlng setbacks retain privacy and light exposure to some extent					The City once had similar regulations as the PaltoAlto daylight plane regulations in the Waterfront District II zone to provide for solar access to the house to the north. The regulations were removed with the new shoreline regulations because they were diffuclt to adminster, did not achieve the desired goals, and were a overly burden for property owners.
	Enforce zoning codes and regulations	See Kirkland Zoning Code					
	Keep zoning as is with no zoning creep into neighborhoods					Statement not clear. Do consider changes to land use if appropriate and reflects City goals. Must meet growth targets.	
	Provide for density for: o Businesses o Market Street (historic district) o Industrial areas o The Canary building					Comment unclear - needs to be clarified	
	Provide cottage-like developments	Permiited. See Chapter 113 KZC					
	Maintain high density in high density areas	See adopted land use map.Densities in mixed use areas and certain multi-family areas					
	Limit variances but be consistent	See Chapter 120 for criteria					
Capital Facilities/Utilities/Public Services	Complete sidewalks on "safe walk to school routes" between 4th Avenue and 18th Avenue	See CIP projects. CHECK WITH PW					
	Make 19th Avenue safe	See current and future CIP projects. CHECK WITH PW					
	Provide for parking					Comment not clear. On street parking or on site parking	
	Increase lighting on 7th Avenue to improve safety	CHECK WITH PW					
	Provide better sidewalks on Market Street	See CIP projects. CHECK WITH PW				Not clear. Is issue the lack of sidewalks or maintenance?	
	Crosswalks	See CIP projects.				Comment not clear. More crosswalks? More improved sidewalks?	
Environment	Protect groundwater using bioswales and rain gardens	See Surface Water Manual for new development					
Open Space Parks							
Human Services							
Urban Design	Social character equals a magnet that attracts density					Comment so noted	
	IdeasForum survey comments						
Vision	I hope that we continue to have beautiful parks for families to enjoy. We moved here because we wanted a neighborhood we could walk in at all times of the day. We love this about Norkirk. This will be important to us in 2035. Kirkland has a small town feeling and it would be nice to maintain this.	In vision statement					
Change in Plan	My concern was the "smaller lot sizes." If a big house is going to be built, build it, just put it on a big lot. Don't subdivide.	Homes must meet building setbackand lot coverage standards which hasve been in place since 1983, and more recent Floor Area Ratio (FAR) standards. Subdivision must meet minimu					
Business Districts	I look forward to a covered public pool. It seems like we have adequate stores and conveniences in our neighborhood. We are fortunate to be close to Redmond and Bellevue where we can shop for clothing etc. We have a nice comfortable, small community that is very nice for walking in.		PROS Plan				
Hopes for the future	I hope that the city will maintain nice lot sizes. It seems like as houses are taken down, lot sizes are decreased and large homes are built on the lots. Large homes are fine, but we need to maintain some greenery in our city. We have many postage size lots. As a parent, I think it is important for kids to have a yard to play in	See adopted land use map. No changes to Plan since adoption of neighborhood plan.				Many vacant lots and development lots that can be redeveloped are being built on based on adopted land use plan. They are achieving devleopment potential same as those who have already built on lots.	

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North Rose Hill (February 11, 2014)		Response					
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Transportation	Consider more people will mean more traffic mitigation		TMP				Yes - a reality
Housing							
Economic Development	Consider central small business area						Not feasible to add small business area in middle neighborhood. Probably not politically acceptable. Will bring in traffic and other impacts that some neighbors dono't want next to them.
	Keep the Lake Washington Technical College in the neighborhood		To be considered with Totem Lake Plan				
Land Use							
Capital Facilities/Utilities/Public Services	Sidewalks, street lights and neighborhood trails and bike paths	Desribed in Transportation Element and neighborhood plan				Clarify comment. What is issue or is this a general comment?	
Environment							
Open Space Parks	Turn the open space parcels in the northern section of the neighborhood into active parks		PROS Plan			May be a Surface Water Master Plan issue	
Human Services							
Urban Design							

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South Rose Hill/Bridle Trails (February 11, 2014)		Response					
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Transportation	Plan for pedestrian and bike crossing across I-405		Consider with TMP				
	Connect bike lanes to Bellevue along 116th Avenue to increase safety on sidewalks, etc				CIP		
	Coordinate with the Park Department to implement the approved non-motorized plan		Consider with TMP and PROS Plan				
	Emphasize "traffic calming" primarily in South Rose Hill (maybe no speed bumps)				Neighborhood calming program		
	Consider bike and pedestrian infrastructure in Bridle Trails and South Rose Hill to improve access and safety		Consider with TMP		Could consider with CIP		
Housing							
Economic Development	Bridle Trails Shopping Center • Keep commercial buildings elsewhere such as downtown • Have walkable commercial areas but make it neighborhood use retail • A grocery store could serve a large area extending almost to Redmond but be aware of tension of bringing in more traffic • Address the water runoff from the Bridle Trails neighborhood center • Increase tree canopy both in South Rose Hill and Bridle Trails • Plan for future Houghton Park and Ride redevelopment by working with King County and State Department of Transportation • Concerned about water runoff from large building footprints on small lots including South Rose Hill and Bridle Trails	Neighborhood retail reflected in existing neighborhood plan. Water runoff addressed with Surface Water Manaul. Tree canopy is addressed with redevelopment.			Water runoff addressed with potential CIP. City looks for grants to plant additional trees where tree canopy is low.	Clarify which Park and Ride lot? South Houghton is currently being developed as Transit Oriented Development. Referring to NE 70th facility?	
Land Use	Change the Plan to allow stacked multifamily housing, specifically areas near the Bridle Trails shopping center		Could consider with neighborhood plan				
	King County Transfer Station • It's no longer there and it's environmentally OK • Possibly use as an equestrian area but concerned over crossing major road • Maybe build a park in the space • Expand the area for recreational use by building ball fields to the north • Provide pedestrian and bike use through the area						Under the control of King County
	Keep height limits on mixed-use buildings in the Bridle Trails shopping center; we're concerned with increased parking and traffic	Zoning reglations permits 30' height which could be three stories				comment so noted	
	Protect residents who have horses by not rezoning					comment so noted	
	Enforce the equestrian overlay requirements					comment so noted	
	Keep things consistent between RS7.2 and RSx7.2 zoning near Lee Johnson					comnment so noted	
	Keep low density zoning					comment so noted	
Capital Facilities/Utilities/Public Services	Consider the aging septic systems – it might be a problem in 20 – 25 years	City policy requires connecting to sewer with new development				comment so noted	
	Explore new technologies to stay up to date					comment so noted	
	Reclaim NE 80th Street in South Rose Hill as a neighborhood access street not an arterial						Given the location of the street as part of the City's overall network system and that it serves Lake Washington High School, this is not feasible or realistic.
	Enforce the rule of no garbage trucks on NE 132nd Street and NE 60th Street because it scares horses					Clarification - referring to large garage haulers or local garbage pick-up	If concerning large haulers, weould need to work with King County on issue
Environment	Address the concerns about water runoff at radio tower housing site	Would be addressed with development permit under Surface Water Manual					

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Open Space Parks							
Human Services							
Urban Design							
	IdeasForum survey comments						
Vision	7 story shopping center mixed use more goods more services shopping center as hub more foot traffic more modes of transportation shorter shopping trips fewer shopping trips highly efficent shopping centers density centered in shopping area more familiarity amongst neighbors botanical garden park at snyders corner water falls ponds and trails park shade trees wide side walks on arterials affordable residential suites at BridleTrails shopping center fewer horse owners	Current neighbohrood vision and applicable Zoning Code regulations supports equestrian nature of area	Could consider with neighborhood plan in Vision Statement				
Retain in vision	retain residential lot size retain sfr lot coverage					comment so noted	
Change in vision	eliminate height restriction on BT center shopping center should be different from sfr expand uses at shopping center		Could consider in neighborhood plan and Zoning Code				
Business districts	7 stories mixed use more midsized retail more selection of goods medical services more needs met live, work, play hub of neighborhood		Could consider in neighborhood plan and Zoning Code				
Hopes for neighborhood	give shopping centers owners freedom to be the BEST they can be in meeting more of the needs of the immediate neighborhood so we can do less shopping elsewhere and get out of our cars more often or for shorter distances. Let them build up to 7 stories so they can afford to build expensive underground parking, so more retail space can be created.		Could consider in neighborhood plan and Zoning Code				
Vision	low density residential quiet neighborhood Horse friendly neighborhood Green space and parks wetlands preserved No stacked housing or high density residential elements no large retail development 6 additional pocket parks (<1 acre), (for example Louie Park) Streets that remain safe due to good traffic planning and keeping speed limit low on NE 70th Street. Avoiding development in the Bridle Trails shopping center that will attract addtional traffic to the area. Any commercial development in the area will reflect the pastoral nature of Bridle Trails. This means respecting the neighborhood covenants surrounding the shopping center that limit how many stories. It means relecting the character and scale of our single family dwelling neighborhood.	Reflected in existing neighborhood plan, except stacked housing is permitted around shopping center.					

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Retain in vision	The current (1991) plan has many elements in it that I like, and that were not adhered to in the past 15 yrs. Knowing the amount of work that goes into these plans, I would like to see a greater effort to actually follow what the people who live in the neighborhood want. These are key elements I would like to see continued, quoted from the current plan: "Efforts should be made to acquire additional parkland for this neighborhood, including smaller parcels" "Transportation management programs should be required for ALL COMMERCIAL, and medium-to-high density residential developments" "Wetland and stream areas should be rehabilitated, if necessary, and preserved for future protection" "MULTIFAMILY DEVELOPMENT SHOULD CONSIST OF ATTACHED RATHER THAN STACKED DWELLING UNITS." "Commercial uses should be oriented to serving the neighborhood" (rather than the larger area or bringing in traffic from surrounding neighborhoods) regarding commercial development of Bridle Trails - "BUILDING HEIGHT, BULK, MODULATION, AND ROOFLINE DESIGN SHOULD REFLECT THE SCALE AND CHARACTER OF SINGLE-FAMILY DEVELOPMENT"	Under the zoning fregulations, uses permitted in neighborhood business district are both for local use but could also serve a greater area.	PROS Plan. Could consider change to neighborhood plan concerning several of the policies listed (outdated)				
Change in vision	Something should be added to encourage the use of the old dump site (off of NE 60th behind Transfer Station) as a public park area including such things as off-leash dog runs, community garden space and open green space. The current baseball fields are NOT a good use for this area and no one maintains the trash generated. The baseball fields sit fallow most of the yr, when this area could be used 365 days with park activities. Specific wording should be added under Economic Activities regarding the Bridle Trails shopping center to keep it consistent with the low density horse-friendly neighborhood where it is located. This quiet area should be preserved because we have enough density coming in all around us - especially along 85th and down in Houghton. It would be nice to have a western theme to this neighborhood considering the history with horses.	In existing neighbhroood plan	PROS Plan.			comment so noted	Transfer Station not owned by the City
Business districts	Current services are really good and appreciated - grocery store, drug store, hardware store, cleaners, restaurants. The only thing I can think of adding would be doctor/dental offices and perhaps additional restaurants. Prefer local SMALL business. I DO NOT think that large retail chain stores should be in Bridle Trails area - one can go down the hill to Redmond or Bellevue to get to these places. South Rose Hill should not have a mall, covered parking, stacked housing, or high density housing in the commercial area.	In existing plan				comment so noted	
Hopes for neighborhood	As a long time resident of this area, it is disheartening to think back and remember how it used to be before all the little houses on large lots were sold. There used to be a lot more open space and green areas. There used to be a lot more horses! Now every time an old house is sold, the land is sub-platted and HUGE new houses are built that tower over existing small houses. We have a gem of a neighborhood, unique because of the horses, and open areas we once had. The horses are now gone from South Rose Hill, but many of my neighbors remember those times. Let's preserve the little of what is left of our unique neighborhood and revel in how it has formed our identity today					comment so noted	

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Vision	Noisier.....We live just a few houses south of NE 78th. Rush hour is loud, morning and night. Wish we could have a stone abatement fence up to keep some of that noise down.Loads of bikes have difficulty getting thru those busy hours too. Younger, maybe.....over 50% of us are retired, or about to be. We have had just two younger families with children move in, in ten years. Younger families just can't afford this area any more. Needing more maintenance.....four of us seem to share 90% of the power outages the past 10 years. Our underground power lines are rotting in this 1976 area.					comment so noted	
Still retain in Vision	Still low density, but with access to main arterials. How about an east-west paved pathway from 116th NE to 132nd NE, then possibly drop south a bit, to take the bicyclists away from NE 70th, going to Overlake or MSFT areas? There should be some utility easements that could be used as bike lanes thru various neighborhoods, like the one that ends up on 148th at one of those traffic lites?? PLEASE don't let PSE put power lines along 116th NE and south near the park. Too much traffic there, accident probablity is high, as is higher wind and rain patterns cause those new power lines to sway or fall. Wish Kirkland could ask owners to get rid of most of our residential ground ivy> It is a breeding place for rats and mice, always has been. How about some "green solutions" for our neighborhoods.		TMP and Transporttaion Element			comment so noted	
Change in Plan	Medium density housing is needed around the Red Apple shopping, like the attached homes just East of the Park and Ride, not only for low income, but for us older folks who would like to stay in the neighborhood, but in something much smaller than our 2000+ sf homes. AND, we could drop down to one car, as the busses run right to that corner. That shopping center is so 1950"s, with one story stores, and ample parking.....it could be much better utilized. Mother in law units should be allowed in the tennis club area and on some of the larger lots all around the park, if sewers can be brought in. Would be safer for older adults to live on same lot as their wealthier kids and grandkids.	Accesory dewlling units permitted under Chapter 115 KZC. Multifamily permiited around the shopping center.				comment so noted	
Neighborhood District	More restaurants, small Dr. offices, someplace for kids to play (indoor play areas maybe), coffee/tea shops as a 2ndary option to the expensive local Brand name coffee shop. Small dress stores, or someplace to buy the basics, as we have to DRIVE to Bellevue, Redmond or Lynnwood for most clothing or shoes. ******* Talk Redmond into building a skate board ramp in the empty park across the way, as the teens in the area, especially those going to LKW High school, could get rid of their excess energy there, instead of on our busy streets. **********	Uses permitted under the Zoning Code	Pros Plan			comment so noted	
Vision	convenient quality family friendly horse and animal friendly residential non commercial low density					comment so noted	
Still retain in Vision	Main commerical use in the 85th Corridor. Keeping the traffic on main arterial vs neighborhood streets.					comment so noted	

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Business districts	We need to keep the commercial and high density in the 85 corridor. NE 70th should continue to be a neighborhood residential street. Development to the Bridle Trails shopping center should be closely watched. This is an equestrian area, and the more traffic that is brought in by high density apartments and retail makes having horses in the area dangerous. The shopping center should keep its one story low profile with above grade parking.	In existing plan. Zoning Code permits 30 feet in height which could be 3 stories				Entire area is not equestrian	
Vision	friendly casual outdoor activity pedestrians dogs children safe					so noted	
Still retain in Vision	These descriptions of new multi-family development and new commercial structures sound great. We should keep these ideas: (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 between units should be incorporated into the design of the units to diminish solid lines adjoining NE 70th Street. (3) Structures should be visually compatible with adjoining single-family development.	In eixsting plan					
Change in Plan	The Radio Tower Property is no longer a potential park, as it is being developed. That part of the plan needs to be updated to address the traffic and open space effects that will have. Traffic calming features are now part of some of our streets and should be discussed. Additional efforts should be planned. Control of development at Bridle Trails Shopping Center must be addressed. A plan for development of Snyder's Corner Park	Traffic addressed with redevelopment of the radio tower property	Consider with PROS Plan for Snyder'sCorner Park		traffic calming program	Clarify what is meant by control of shopping center should be addressed	
Business districts	Bridle Trails Shopping Center should contain businesses that serve the neighborhood. That definitely should include: Grocery Hardware store Bank Drug store Take out and dine in casual restaurants Coffee shops Gas station Haircut salon Dry cleaner Dentist Exercise places - yoga, martial arts, workout gym New businesses that might work well include: Medical "minute clinic" New food and restaurant options Professional small office spaces Neighborhood library/gathering place Developers should not be allowed to create looming ugly structures that pad their pockets but don't serve the neighborhood. They should be required to keep structures to two stories and set back from the streets; if that means they can't max out rental units to make more money that is fair. They haven't been allowed to do that all this time. The people of the neighborhood would like it to remain OUR neighborhood, not a strip mall for people driving through on Highway NE 70th. Additional density at that shopping center should only serve additional residents in the neighborhood, not be a regional attraction that creates parking and traffic issues in our pleasant, pedestrian friendly neighborhood.	Current Zoning Code permits these retail uses. Multifamily currently permitted at the shopping center site.					
Hopes for neighborhood	A community garden at Snyder's Corner.		Consider with PROS Plan				
Vision	Relaxing Safe Single Family Residential Horse-friendly Rural feel					Clarify comment	
retain in existing vision	Most of the plan that was written before is still very good and should stand. Some things were not adhered to in the yrs since the plan was originally written and that is a shame (for example, the Radio Tower property would be a great park as suggested in original plan. Instead there will be more homes crowded in than current zoning allows - this is just a shame). I would like to AVOID that happening in the future!					comment so noted	

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change to Plan	need to think about how the transfer station and attached fallow ground area will be used in the future. Would prefer this to be some kind of park or public area - NOT developed into homes.		PROS Plan				Under the control of King County
Business districts	I would HATE to see big development in the Bridle Trails area. I think commercial development should remain in the downtown area, along 85th or in Totem Lake. Leave Bridle Trails to the horses! The old plan says "Building height, bulk, modulation, and roofline design should reflect the scale and character of single-family development. " THIS SHOULD BE CARRIED FORWARD IN OUR NEW PLAN. I would like to avoid brining in large retail. This is a quiet residential neighborhood. We do not want to attract more traffic, all the sub-plats in the neighborhood have already done that! I would prefer to NOT change parking restrictions around Bridle Trails Shopping Center. This center can serve immediate neighborhood and does so very well now. Perhaps to add medical facility or pet clinic.	In existing Plan				comment so noted	
Hopes for neighborhood	Bridle Trails is unique. It is very convenient to Seattle, Bellevue, Redmond and of course downtown Kirkland, but it still has a quiet rural feeling. This feeling should be safe-guarded. As the years go by and density increases, it is vital to leave open / quiet areas.					comment so noted	
Vision	I would like to see my neighborhood continue to be predominantly single family homes but I would like to see a range of home sizes so we can continue to have a variety of household types (single, multiple kids, empty nesters, retirees, etc.) I think the current trend I am seeing that is allowing single family lot sizes smaller than 7,200 square feet is OK as long as the homes being built on smaller lots are smaller sized homes. There are currently four of these type of short plat applications within a block of my home at 72nd and 126th. The Radio Tower PUD is also moving forward with lot sizes for many of the homes below 7200 SF. I would like to see improvements to infrastructure to support safe walking/bikes routes in the neighborhood. The current safe walking routes are appropriately oriented to schools, but I would like to see these expanded to other neighborhood destinations such as parks and shops.	In existing plan and allowable under the Subdivision Ordinance	Consider with TMP			comment so noted	

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retain in Plan	"Multifamily development should consist of attached rather than stacked dwelling units." "The"Building height, bulk, modulation, and roofline design should reflect the scale and character of single-family development." I believe that this is especially relevant with the current interest on the part of one of the property owners in having more residential density permitted at the Bridle Trails shopping center. The current zoning respects the single family, semi-rural nature of large parts of the neighborhood and a zoning change that allows for more than the current zoning and plan permit would compromise the character of the neighborhood. Adding substantially increased density is not supported by the current infrastructure (e.g. lack of sidewalks, traffic congestion on 70th at rush hours, minimal transit service along 70th, Ben Franklin Elementary at capacity). Kirkland has a number of neighborhoods (Downtown, Juanita, Totem Lake, South Kirkland, NE 85th street corridor, (near the Park and Ride) that are zoned for higher density are an option for residents interested in living in a neighborhood with higher density.	In existing neighbhroood plan				comment so noted	
Change in Plan	I am disappointed that the Radio Tower site was not acquired as open space. I would like to see stronger language about prioritizing neighborhood pedestrian routes. As I look at the map in the existing plan (SRH-7) I notice that very few of the proposed pedestrian routes have come into existence. I think that as the density in the neighborhood increases (e.g. Radio Tower site, additional short platting activity, etc.) that permitting for the density should be tied to pedestrian improvements and traffic calming measures.				Neighborhood calming program . Could consider in CIP projects.	comment so noted	Cost of installing pedestrian routes
Business districts	I love that the Bridle Trails shopping center is so conveniently close to our home. The Red Apple is a terrific, locally owned alternative to the Safeway on 85th and I love having the Ace Hardware, Bartell Drugs, a post office, banking, and several restaurants/coffee shops available there. I would like to continue to have this great mix of shops. I think it would be wonderful to have a small library branch in the shopping center, too. I do believe it would add anything to the neighborhood to allow for an increase in residential density at that site. I am very concerned that it would be out of character for the neighborhood. The current level of traffic generated by the shopping center has an impact on wait times at both 132nd and other uncontrolled intersections in the neighborhood during morning and evening rush hours. It would become *very* problematic if higher density housing is added to the shopping center mix.I love living in a walkable	existing plan and zoning regulations permit residential at shopping center site				comment so noted	
Hopes for neighborhood	I love living in a quiet yet walkable neighborhood. I love the trees and proximity to Bridle Trails park. I would like to see better quality and diversity of designs in the new homes being built. I am very tired of seeing nothing but faux Craftsman, big-box homes being built. I would like to see a mix of single family home sizes and designs permitted. I think the current shopping center is a treasure for the neighborhood. I support some development on that site as long as it stays at the medium density level allowed with the current zoning.					comment so noted	
vision							

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change in plan	In regards to the economic and commercial activities section: I think the plan needs to specify in greater detail what the neighborhood residence would like with regards to future development at or near the Bridal Trails Shopping Center. Ill leave my specific comments in the next section.		Could be considered in plan				
	Regarding living environment: Multifamily development should consist of attached rather than stacked dwelling units. This standard would allow duplex or townhouse development. Structures should be visually compatible with adjoining single-family development Structures should be clustered to preserve significant groupings of trees and provide open space. Regarding economic activities: 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 . Building height, bulk, modulation, and roofline design should reflect the scale and character of single-family development. Blank walls should be avoided. 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		Could consider in neighborhood plan and Zoning Code. PROS Plan				
vision	Quiet Walkable Green Open Accessible Diverse (as in socioeconomic status and ethnicity) Family-friendly	In existing plan					

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Transportation	Provide more roads if Totem Lake starts to become another Tukwila	Existing Totem Lake Neighborhood Plan (TLNP) provides for network to serve planned uses (Figure TL-4)	Plan update will consider network improvements to support changes to land use.				
	Increase the number of lanes on 120th Avenue NE versus traffic calming measures	Existing TLNP calls for calming of 120th Ave NE. (Figure TL-8 and pg. XV.H-33	Could consider as part of TLNP update				
	Create a plan for neighborhood road and traffic impacts and calming that does not create too much noise	Noise impacts will be considered through the EIS for the Comprehensive Plan.					
	I-405 interchange north of NE 132nd Street area is the right thing. When will that be a reality?					Waiting for response from Public Works	
	Improve circulation and do not simplify the traffic with calming measures as opposed to widening the roadway	In som cases, calming measures are supported in the TLNP (120th Ave NE, between Totem Lake Blvd and NE 128th Street). In other areas, road widening is supported (120th Ave NE, north of NE 128th St.					
	Provide more transit to handle the increased density	King County Metro is responsible for transit within the City of Kirkland.					Transit is addressed by KC Metro and Sound transit.
Housing							
Economic Development							
Land Use	Characterize industrial area differently, for example office space in light industrial areas	Office uses are allowed in industrial areas.	Industrial areas are being studied during the Comprehensive Plan update.				
Capital Facilities/Utilities/Public Services	Build a pedestrian handicap accessible overpass bridge over 120th Avenue to connect		Could be considered during update of TLNP and in zoning regulations.				
	Even if controversial, provide new or more roads		TMP will establish criteria for decisions regarding new or expanded roads and funding for these improvements.				
	Provide more parking if there are increases in office buildings		Changes to parking requirements could be considered during the TLNP update.				
	If there is required office space increase (functional space) this means more bathrooms and parking. Consider growth needs and parking garages		Additional parking requirements could be considered during the update of the TLNP.				
	Provide safe parking in high density areas	Lighting standards in Z.C. Section 105.18.3.a.3 require lighting to be sufficeient for security and safety.					
Environment							
Open Space Parks							
Human Services							
Urban Design							
Comment from Juanita	Provide pedestrian path north of QFC to NE 124th Street						Area north of QFC is in wetland and stream area. Likely not possible or desireable.