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# XV.F/G. NE 85TH STREET SUBAREA PLAN

***Goal NE85-2: Assure an effective transition between single-family and multifamily areas by establishing architectural and site design standards for new and remodeled multifamily development.***

***Policy NE85-2.1:***

Develop and adopt Subarea-wide architectural and site design standards for medium-density residential development as described in the Urban Design section of this Subarea Plan.

**~~C. COMMERCIAL (RETAIL, OFFICE, AND LIGHT MANUFACTURING PARK)~~**

Much of the NE 85th Street Subarea, including all the land along NE 85th Street itself, currently is designated either for commercial (retail, office, and service), office, ~~light manufacturing park~~ or office/multifamily use. These designations extend north-south from NE 92nd Street to NE 80th Street (the north-south dimension of the Subarea) at the west end of the Subarea (adjacent to I-405), and gradually taper down to include only the properties fronting NE 85th Street itself at the east end of the Subarea.

The Subarea contains a wide range of commercial land uses. The west end of the Subarea (nearest I-405) includes several large freeway-oriented businesses with community-wide or regional markets, such as Costco membership warehouse and several automobile dealerships. The central and east end of the Subarea also includes smaller retail stores and services with more local markets. In addition to the car dealers, there are a number of auto-oriented stores and services (gas stations, car washes, tire stores, etc.) in the Subarea. The Subarea also includes a small but growing amount of office space, particularly in the blocks between 120th and 124th Avenues NE.

Commercial developments in the Subarea vary widely in age and condition. A new grocery store and drug store have been built on the south side of NE 85th

Street, between 124th and 126th Avenues NE. However, there are a number of smaller, older strip mall developments, some of which are partially vacant or underutilized. In several cases these older developments have poor visibility and/or poor access from NE 85th Street. On NE 85th Street between 130th and 132nd Avenues NE there are several single-family structures converted to office or retail uses.

Subarea Plan policies should recognize the economic significance to the City of the major regional retail uses located in the NE 85th Street commercial area, and enhance the area’s commercial viability while minimizing impacts on adjacent residential neighborhoods to the north, south and east. These policies should also designate appropriate locations for various types and intensities of commercial uses, with the most intensive development adjacent to the NE 85th Street/I-405 interchange, and a scaling down of development to the north, south and east. Policies should prohibit large retail or wholesale uses (except where currently located or explicitly allowed) in order to avoid new uses that generate excessive traffic, are massive, and can displace smaller, locally owned businesses. Policies should encourage redevelopment of older commercial properties and converted single-family structures. All new and remodeled commercial development should be subject to appropriate architectural and site design standards, in order to improve the appearance of the commercial area, and to assure appropriate transition and buffering between the commercial area and adjacent residential areas. Commercial development should not be permitted to spread beyond the existing NE 85th Street commercial area into adjacent residential areas.

***Goal NE85-3: Enhance the commercial viability of the NE 85th Street Subarea, while minimizing impacts on adjacent residential neighborhoods to the north, south and east.***

***Policy NE85-3.1:***

Recognize the economic significance to the City of the major retail uses located in the NE 85th Street Subarea, and cooperate with these business owners to help assure their continued

A light industry/office area includes technology, manufacturing, and wholesale enterprises.

# XV.F/G. NE 85TH STREET SUBAREA PLAN

this area include medical/dental offices, insurance offices, dry cleaners, and coffee shops. Examples of uses that would not be appropriate in this location include gas stations, car washes, uses with drive-through windows, and uses with extended hours of operation. Encourage property owners to aggregate their properties to allow more efficient redevelopment with fewer access points onto NE 85th Street, by providing incentives including increased building heights up to three stories with decreased front setbacks. Encourage new buildings to be located at the front of the lots, with parking underneath, at the rear of buildings, or between adjacent buildings. Encourage mixed-use buildings to have residential units on upper levels. Discourage single-story retail buildings.

***Goal NE85-5: Assure an effective transition between residential and commercial areas by establishing architectural and site design standards for new and remodeled commercial (office, retail, and light ~~manufacturing park~~ development.***

Industry/  
office area

## 4. TRANSPORTATION

NE 85th Street is an important transportation link between Redmond and ~~Kirkland~~, and between both communities and I-405. It also provides access to ~~the~~ many large and small businesses and offices within the commercial area that includes NE 85th Street and extends varying distances to the north and south. In addition, NE 85th Street serves the residents of the adjoining neighborhoods to the north and south. Finally, a new Sound Transit express bus linking Redmond and the University of Washington will run along NE 85th Street. Sound Transit also considered transit and carpool improvements to the NE 85th Street/I-405 interchange, but these improvements will not be part of Sound Transit's first phase of work.

However, NE 85th Street does not now accommodate a balanced mix of transportation modes. NE 85th Street currently is oriented almost exclusively to

servicing the private automobile (see Figure NE85-3, "NE 85th Subarea Street Classification"). The street has no bicycle, transit, or carpool facilities, and only the most minimal pedestrian facilities. At various points along the street, sidewalks are narrow or nonexistent, and pedestrian crossings are perceived as inadequate at best, dangerous at worst. Because of ever-increasing traffic volumes, even automobile traffic is experiencing increasingly frequent and severe delays during peak traffic periods. NE 85th Street currently has uncontrolled left turns from the center lane.

Many agencies in addition to the City of Kirkland have a voice in shaping the future of NE 85th Street. It is a main arterial route linking the City of Redmond to I-405. In addition, NE 85th Street is designated State Route Number 908, providing the Washington State DOT a role in any improvements to be made to the arterial. The DOT currently is studying the entire I-405 corridor, including the NE 85th Street interchange; options for interchange reconfiguration (such as a direct access off ramp or road serving the commercial area in the northeast quadrant of the interchange) will be considered. King County Metro Transit has bus routes on the street, and Sound Transit has an express bus route from Redmond to the University of Washington that travels along NE 85th Street (see Figure NE85-4, "NE 85th Subarea Transit Routes").

The City of Kirkland should cooperate with these various agencies to identify and implement the various improvements to NE 85th Street that are needed to serve a more balanced mix of transportation modes, including bicycles, transit, carpools, and pedestrians. Ideally, these improvements can be made while maintaining or enhancing NE 85th Street's overall vehicular capacity, and if possible without adding to the overall width of the street. Finally, proposed improvements need to recognize and reinforce NE 85th Street's dual role of a regional transportation corridor, and a street serving local businesses and adjacent neighborhoods. The impact of proposed transportation improvements, such as the median, on existing businesses should be acknowledged and carefully considered in evaluating such changes to the street.