Draft Plan for October 6, 2015 City Council study session with strikethrough and underlined text

The NE 85th Street Subarea Plan was originally adopted in 2001 by O-3787 with amendments in 2015 as part of the GMA Update.

1. ~~INTRODUCTION~~OVERVIEW

The NE 85th Street Subarea Plan covers an area ~~(Figure NE85-1, "NE 85th Subarea and Neighborhood Boundaries")~~ centered on the NE 85th Street commercial area, including residential areas to the north and south. The area covered by the Subarea Plan extends from I-405 on the west to 132nd Avenue NE (the Kirkland City limits and common boundary with the City of Redmond) on the east. The north plan area boundary extends along NE 90th Street west from 132nd Avenue NE until it reaches 124th Avenue NE, where it jogs north to NE 92nd Street and then turns west to I-405. The south boundary extends along NE 80th Street. The Subarea extends less than one mile east to west, and about six-tenths of a mile north to south. ~~At the end of 1999, the estimated residential population of the Subarea was about 1600 people; in the same year, the Subarea contained approximately 39,400 square feet of office floor space, and 520,400 square feet of retail floor space.~~

A~~B~~. PLANNING CONTEXT

The NE 85th Street Subarea Plan includes areas that are part of the North Rose Hill and the South Rose Hill Neighborhood Plans. Portions of these larger areas were combined in the NE 85th Street Subarea Plan in recognition of the influence that NE 85th Street and the surrounding commercial district (known as the Rose Hill Business District) exerts on its neighbors to the north and south. Development of a Subarea Plan makes it easier for the City to plan in an effective, coordinated way for future land use, transportation improvements, and urban design enhancements in this important area. The North Rose Hill and South Rose Hill Neighborhood Plans stay in effect, and continue to provide policy direction for their respective neighborhoods, exclusive of the NE 85th Street Subarea. ~~If there is a conflict between one of the earlier neighborhood plans and a goal or policy in this more recent NE 85th Street Subarea Plan, the latter goal or policy takes precedence~~.

However, both neighborhoods are still affected by City decisions in the NE 85th Street Subarea and both should continue to be consulted about plans for the Subarea in the future. In recognition of this, the boundary between the North Rose and South Rose Hill Neighborhoods was moved to the middle of NE 85th Street as part of the Subarea planning process. Previously, the boundary between the neighborhoods followed the north edge of the commercial district. Both neighborhood associations have committed to work together and to have an equal voice in decisions that affect the Subarea.

The NE 85th Street area originally developed in unincorporated King County. The City of Kirkland annexed the commercial area closest to Interstate 405 in 1970. In the 1970s and early 1980s, there were a number of additional, small annexations in the study area. The remainder of

the North Rose Hill and South Rose Hill neighborhoods were~~was~~ annexed in 1988 per resident requests. ~~The City already provided sewer and water to some of the potential annexation area. In addition, many area residents expressed a desire to be annexed to the City because of their concern with the type of land uses (such as used car sales and auto repair) that were being permitted along NE 85th Street by King County and which they felt were beginning to characterize the area.~~

B~~C~~. PHYSICAL CONTEXT

NE 85th Street is recognized as both a commercial area and transportation corridor serving regional and local users. The western portion of the Subarea (nearest I-405) features major regional retail uses, ~~including Costco~~ and several automobile dealerships. From I-405 east to the Kirkland city limits, the commercial area generally narrows north to south (tapering from a depth of over 1,100 feet at I-405, to about 150 feet at 132nd Avenue NE), and generally becomes less intensively developed as you move west to east. Other land uses in the area include retail stores, offices, and business parks, single-family homes, and ~~some~~ multifamily housing.

~~Figure NE85-1: NE 85th Subarea and Neighborhood Boundaries~~

~~NE 85th Street is designated State Route Number 908. In addition to serving the businesses located on it, and the businesses and residences nearby to the north and south,~~ NE 85th Street serves as an important transportation link between Redmond and Kirkland, and between both communities and I-405.

Visually, NE 85th Street is characterized by a variety of older strip commercial development, some newer buildings and, particularly at the east end of the Subarea, some former single-family residential structures converted to commercial use. Most of these retail and commercial buildings include little or no landscaping, and little in the way of pedestrian access. ~~There are few adequate sidewalks along NE 85th Street, or elsewhere in the study area, and crossing the busy arterial can be a daunting task due to a lack of well-marked crosswalks and pedestrian-friendly signals.~~

2. VISION STATEMENT

The NE 85th Street Subarea ~~in the year 2012~~ is an attractive, economically healthy, commercial area combining regional, community, and local retailers. These latter are more prevalent along the east end of NE 85th Street. Large retailers continue to dominate the western half of the business district. Generally, the land uses are more intensive on the west end of the Subarea (near the freeway) and less intensive (more neighborhood oriented) on the east end. The City has maintained the line between single-family residential areas, multifamily residential areas, and adjacent office/retail/commercial areas.

The Rose Hill business district is surrounded on the north and south with stable, attractive residential neighborhoods. These areas are predominantly single-family, although there are several areas adjacent to the business core with multifamily housing. The newer multifamily

developments have been designed to be compatible in scale and architectural features with their single-family neighbors.

NE 85th Street itself continues to serve as a primary transportation link between Kirkland, Redmond, and a reconfigured I-405/NE 85th Street interchange. ~~However, M~~~~m~~odifications to NE 85th Street have improved its ability to be used by pedestrians and transit, while maintaining or slightly increasing its capacity for ~~single-occupant passenger cars~~vehicles. Included in these modifications are wide new sidewalks with street trees, and ~~a landscaped~~ curbed median designed to control left turns across on-coming traffic while continuing to provide access to local businesses. Steps also have been taken to minimize "cut-through" traffic and other traffic impacts in the residential areas north and south of the business district. In addition to the new, wider sidewalks on NE 85th Street, sidewalks throughout the area have been improved, with new sidewalks added where none previously existed.

The appearance of the business district, as it has evolved, has benefited from a coordinated effort by the City, business owners and property owners to improve the image of the area. ~~In addition to the wider sidewalks, street trees and landscaped median already noted, this has included new, more attractive street lights and traffic signals, better public signage, and new benches, crosswalk markings, and other public improvements. It also has included better looking buildings throughout the area, as the~~ As properties redevelop architectural and landscape design standards for new or remodeled retail, commercial and multifamily residential buildings have improved the appearance of the district~~an ever-increasing impact as properties redevelop~~. These standards require ample landscaping or other techniques to ease the transition between different adjacent land uses. These standards also generally require new commercial or mixed-use buildings to be oriented to the sidewalks (with parking behind or to the side), and encourage the aggregation of smaller properties into larger, more coordinated developments with coordinated signage and less of a "strip mall" feel.

3. LAND USE

~~A. INTRODUCTION~~

The NE 85th Street Subarea is characterized by a wide range of land uses, from single-family residences to large regional stores ~~such as the Costco membership warehouse~~ and several car dealerships. Commercial (retail, office, and service) land uses are located along and adjacent to NE 85th Street itself. Generally speaking, the largest and most intensive of these uses are in the west end of the Subarea, nearest I-405. In this area, the commercial uses also extend farther north and south than they do in the east end of the Subarea, where the retail and commercial uses are generally smaller and less intensive. North and south of the NE 85th Street commercial area, the Subarea is almost exclusively residential, with the exception of the Kirkland Cemetery and Rose Hill Elementary School. Lake Washington High School is located immediately south of NE 80th Street, just out of the Subarea.

The Subarea includes ~~some~~ multifamily housing, generally on properties adjacent to commercial uses. Much of the Subarea was developed in unincorporated King County prior to annexation by the City of Kirkland. Following annexation, the City of Kirkland adopted a dual set of zoning categories that recognized the earlier King County standards in the annexation areas and facilitated the transition of these areas to City of Kirkland standards. Eventually, new and remodeled commercial structures in these areas should meet the same standards as those that apply in similar zones throughout the City.

~~B.~~ RESIDENTIAL

Outside of the NE 85th Street commercial area, most of the NE 85th Street Subarea is designated for, and developed as, residential use. There are several ~~limited~~ areas designated for multifamily residential (medium-density, up to 12 units per acre, and high density, between 12 and 24 units per acre) development south of NE 85th Street, and one area to the north. (See Figure NE85-1~~2~~, NE 85th Subarea Land Use).

With the exception of these multifamily areas (most of which have already been developed with multifamily housing), and the Kirkland Cemetery and Rose Hill Elementary School, all of the areas north of the NE 85th Street commercial area and east of 124th Avenue NE, and south of the commercial area and east of 120th Avenue NE, are designated for and developed in single-family (low density residential) use. Although there are a few older single-family homes (such as in the area south of NE 85th Street between 122nd and 126th Avenues NE) there also are several areas of newly constructed homes.

New residential development in the low-density residential areas should be compatible with the current character of the neighborhood. New multifamily development or redevelopment should incorporate architectural and site design features to assure compatibility with adjacent single-family areas.

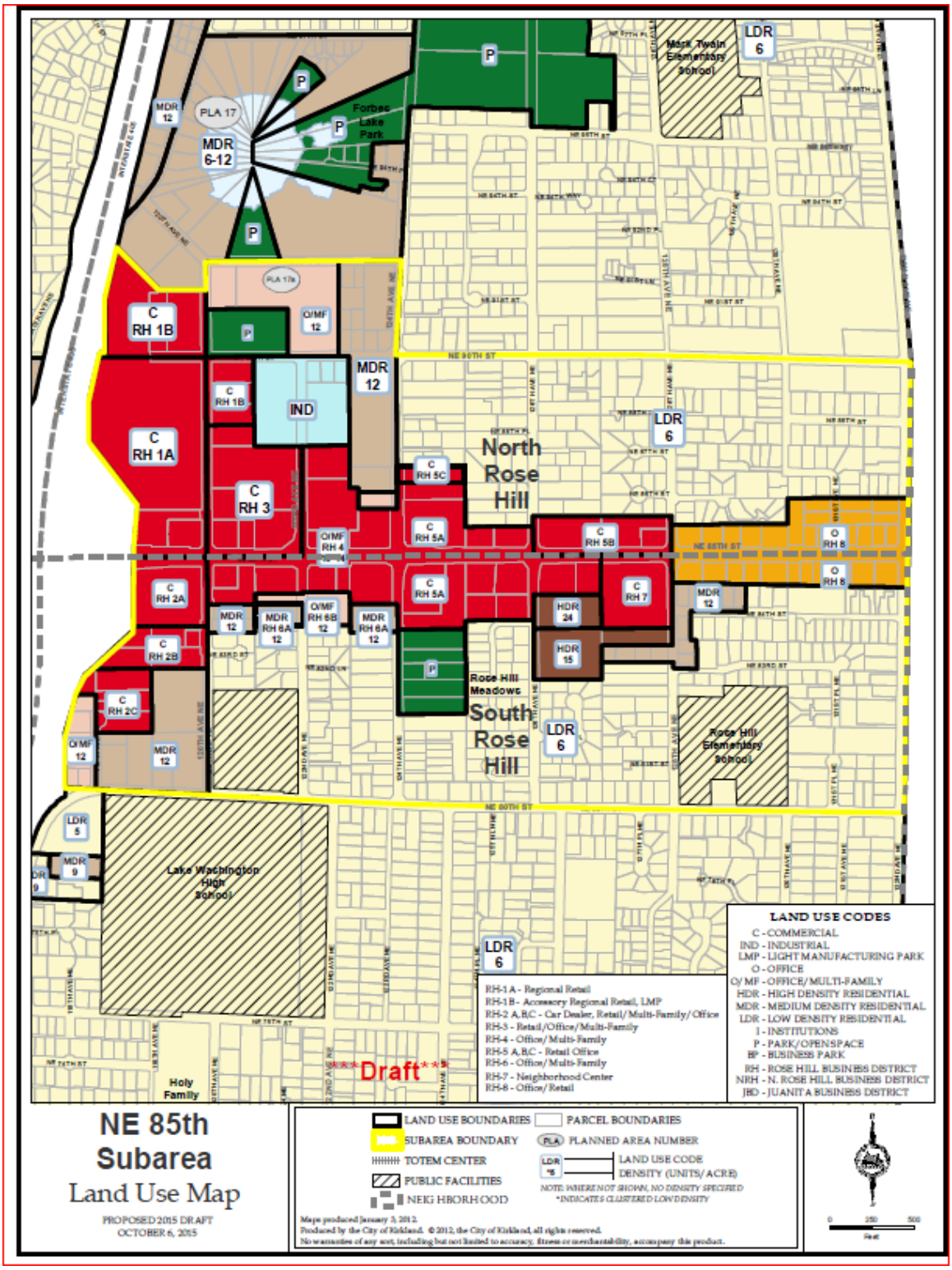
Goal NE85-1: Maintain and enhance the predominantly single-family residential character of the neighborhoods adjacent to the north and south of the NE 85th Street commercial area.

Policy NE85-1.1:

Maintain low-density detached residential housing as the primary land use in the areas north of the NE 85th Street commercial area, ~~and~~ east of 124th Avenue NE, ~~and~~ south of the commercial area and east of 120th Avenue NE.

Policy NE85-1.2:

Encourage the efficient use of larger lots within the Subarea at the maximum densities allowed by the underlying zoning.


NE 85th Subarea
Land Use Map
PROPOSED 2015 DRAFT
OCTOBER 6, 2015
LAND USE CODES
C - COMMERCIAL
IND - INDUSTRIAL
LMP - LIGHT MANUFACTURING PARK
O - OFFICE
O/MF - OFFICE/MULTI-FAMILY
HDR - HIGH DENSITY RESIDENTIAL
MDR - MEDIUM DENSITY RESIDENTIAL
LDR - LOW DENSITY RESIDENTIAL
I - INSTITUTIONS
P - PARK/OPENSPACE
BP - BUSINESS PARK
RH - ROSE HILL BUSINESS DISTRICT
NRH - N. ROSE HILL BUSINESS DISTRICT
JBD - JUANITA BUSINESS DISTRICT
RH-1A - Regional Retail
RH-1B - Accessory Regional Retail, LMP
RH-2 A,B,C - Car Dealer, Retail/Multi-Family/Office
RH-3 - Retail/Office/Multi-Family
RH-4 - Office/Multi-Family
RH-5 A,B,C - Retail Office
RH-6 - Office/Multi-Family
RH-7 - Neighborhood Center
RH-8 - Office/Retail
LAND USE BOUNDARIES
PARCEL BOUNDARIES
SUBAREA BOUNDARY
PLANNED AREA NUMBER
TOTEM CENTER
LAND USE CODE
DENSITY (UNITS/ACRE)
PUBLIC FACILITIES
NEIGHBORHOOD
NOTE: WHERE NOT SHOWN, NO DENSITY SPECIFIED
*INDICATES CLUSTERED LOW DENSITY
Maps produced January 3, 2012.
Produced by the City of Kirkland. © 2012, the City of Kirkland, all rights reserved.
No warranties of any sort, including but not limited to accuracy, fitness or merchantability, accompany this product.
Feet
North Rose Hill
South Rose Hill
Rose Hill Meadows
Mark Twain Elementary School
Rose Hill Elementary School
Lake Washington High School
Holy Family
Forbes Lake Park
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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:

Implement ~~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. See Rose Hill Business District Design Guidelines and Zoning Code Chapter 92 Design Regulations.

~~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~~ industry/office area, or mixed commercial ~~office/~~and multifamily uses. These designations extend north-south from NE 92nd Street to NE 80th Street (the full 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 on NE 85th Street itself at the southeast 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. A light industry/office area includes technology, manufacturing and wholesale enterprises. 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, T~~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~~ discourage 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 n~~New and remodeled commercial development ~~should be~~ is 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 NE 85-3: 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 viability, consistent with the other goals and policies of this Subarea Plan.

Policy NE85-3.2:

Prohibit individual retail or wholesale uses that occupy more than 65,000 gross square feet in the NE 85th Street Subarea. Note, however, exceptions for Area RH-1a and Area RH-2a as described in Policies NE85-4.1a and NE85-4.2a.

Policy NE85-3.3:

Limit commercial development to the NE 85th Street commercial area as defined by the land use designations in Figure NE85-1~~2~~, NE 85th Subarea Land Use. Except as provided in ~~Policy~~ Policies NE85-3.7 and NE85-3.8, do not allow such development to spread into the adjoining residential neighborhoods.

Policy NE85-3.4:

Require that all new and remodeled commercial and multi-family development 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 the adjacent residential areas.

Policy NE85-3.5:

Utilize zoning incentives or other techniques to encourage commercial redevelopment in the Subarea.

Policy NE85-3.6:

Upgrade public infrastructure to support commercial redevelopment in the Subarea.

Policy NE85-3.7:

The parcel fronting on 124th Avenue NE and located immediately north of the existing automobile dealership on the northeast corner of NE 85th Street and 124th Avenue NE is appropriate for conversion from low-density residential use to commercial use due to the following factors:

(1) The parcel fronts on a principal arterial; and

(2) The parcel abuts and would functionally serve an established commercial use fronting on NE 85th Street; and

(3) The size of the parcel is less than 25 percent of the size of the established commercial uses it would serve; and

(4) The site lies within close proximity (less than 1/2 mile) of the I-405 interchange; and

(5) Development standards contained in Policy NE85-4.5 will ensure that the potential impacts on surrounding uses resulting from commercial use of this parcel will be minimized.

Policy NE85-3.8:

The parcels abutting 132nd Avenue NE, and abutting the east and west sides of 131st Avenue NE, if consolidated with parcels abutting NE 85th Street, are appropriate for conversion from low-density residential use to commercial or mixed commercial and multifamily uses due to the following factors:

1) Potential redevelopment of underutilized commercial properties abutting NE 85th Street becomes more likely due to improved access with property aggregation; and

2) Increased parcel depth would enable better traffic flow and site access in close proximity to the signalized intersection at 132nd Avenue NE and NE 85th Street; and

3) Consolidated development on these parcels would reduce the need for curb cuts on NE 85th Street for parcels abutting NE 85th Street by facilitating combined access from 131st Avenue NE and 132nd Avenue NE.

4) Development standards contained in Policy NE85-4.8 will ensure that the potential impacts on surrounding uses resulting from commercial or mixed commercial and multifamily use of these parcels will be minimized.

Goal NE85-4: Using the RH (Rose Hill) prefix, designate areas within the Subarea that need site-specific development standards.

Policy NE85-4.1a:

Area RH-1a:

~~This area contains a well-established,~~Support large regional retailer to ~~. Allow this use to~~ continue.

Policy NE85-4.1b:

Area RH-1b:

Limit new development to accessory parking for the commercial development in Area RH-1a, or alternatively to light industrial uses that generate minimal traffic. Do not allow uses that have high traffic generation, such as most retail uses. Observe wetland constraints and observe all applicable wetland and sensitive area regulations. Allow retail sale of fuel on the north side of NE 90th Street if ancillary to commercial development in RH-1a.

Policy NE85-4.2a:

Area RH-2a:

- **Land use:**

  Require retail uses (including car dealer), and permit office and/or residential uses. Require retail use to be the predominant ground level use. However, discourage large, singular retail or wholesale uses through establishment of a size limitation that, in recognition of convenient access to I-405, may be greater than in the rest of the Subarea.

- **Building bulk:**

  Establish a maximum building height that allows for a maximum of five stories if offices above retail or a maximum of six stories if residential above retail. The maximum height

should be 67 feet with additional height allowed for a sloping roof form (five feet) and roof top appurtenances. Provide openness by limiting the total floor area, separating the buildings and including ample building modulation. Step back upper stories from NE 85th Street.

- **Traffic and access:**

  Recognizing that redevelopment will generate additional traffic compared to traffic generated by existing development, require mitigation for traffic impacts from the redevelopment. Allow vehicular access to NE 85th Street and 120th Avenue NE. Permit emergency vehicles only to access from 118th Avenue NE.

- **Design considerations:**

  Buffer new structures from nearby residential uses through the use of substantial landscaping, fences, and/or berms. Mitigate noise and light and glare impacts on adjacent residential properties. Encourage underground or structured parking (discourage large ground level parking lots).

Policy NE85-4.2b:

Area RH-2b:

- **Land Use:**

  Permit retail (including car dealer) if developed in conjunction with RH-2a, office and/or residential uses.

- **Building bulk:**

  Establish a maximum building height that allows for a maximum of four stories if office above retail or a maximum of five stories if residential above retail. The maximum height should be 55 feet with additional height allowed for a sloping roof form (five feet) and roof top appurtenances. Provide openness by limiting the total floor area, separating the buildings and including ample building modulation. Step back upper stories from 120th Avenue NE.

- **Traffic and access:**

  Same as RH-2a.

- **Design considerations:**

  Same as RH-2a. Limit the impacts of new signs for residents across 120th Avenue NE.

Policy NE85-4.2c:

Area RH-2c:

- **Land use:**

  Permit a car dealer use if developed in conjunction with RH-2a and RH-2b, office and/or residential uses.

- **Building bulk:**

  Allow buildings to step up to three stories with lower heights starting next to existing residences. Provide openness by limiting the total floor area, separating the buildings and including ample building modulation.

- **Traffic and access:**

  Recognizing that redevelopment will generate additional traffic compared to traffic generated by existing development, require mitigation for traffic impacts from the redevelopment. Allow vehicular access for the car dealer use from NE 85th Street or 120th Avenue NE. Permit traffic from office and residential uses to access from 118th Avenue NE that is equal to traffic that could be generated from office/residential development at 12 units per acre. Any traffic in excess of this amount should access from NE 85th or 120th Avenue NE.

- **Design considerations:**

  Buffer new structures from nearby residential uses through the use of substantial landscaping, fences, and/or berms. Design new signs facing onto 118th Avenue NE to be compatible with nearby properties. Mitigate noise and light and glare impacts on adjacent residential properties. Encourage underground or structured parking (discourage large ground level parking lots).

Policy NE85-4.3:

Area RH-3:

Allow this area to redevelop with mixed-use development up to five stories in height on the northern part of the site (where the ground elevation is lower) if the area is developed as a single, coordinated project with ground-level retail and pedestrian amenities. This mixed-use development may be phased to include office, retail, hotel and multifamily residential. Emphasize transit access in any such redevelopment. Require redevelopment to include an east-west pedestrian connection near the north end of the site, between 120th to 122nd Avenues NE. Encourage infill or "liner" retail along NE 85th Street as an interim alternative to complete site redevelopment. Reduce the number of vehicular access points onto NE 85th Street in any redevelopment, and encourage existing development to consolidate driveways and curb cuts.

Policy NE85-4.4:

Area RH 4:

Allow office or medium-density multifamily residential uses in this area. Alternately, allow the site to be developed as parking and access for the commercial use to the south. Do not allow Area RH-4 to be developed as a self-contained commercial use.

Policy NE85-4.5:

Areas RH-5a, 5b, and 5c:

Continue to allow general commercial uses in this core portion of the NE 85th Street commercial area, subject to district-wide design guidelines. Require new development to

limit the number of driveways on NE 85th Street, and encourage existing development to consolidate driveways and curb cuts. In addition, observe the following transition standards:

(1) Set vehicular access points located on north-south side streets back from adjacent residential properties as much as possible without creating problems for traffic turning to and from NE 85th Street. Allow only one driveway for access to commercial property on the east side of 124th Avenue NE.

(2) Locate a heavily landscaped buffer strip along any boundary with residential properties or along streets separating commercial development from residential properties.

(3) Retain existing significant trees and vegetation within the buffer. Preclude this landscaped area from further development by the creation of a greenbelt protective easement.

(4) Keep sources of noise and light to a minimum and directed away from adjacent residential properties.

(5) Area RH-5b: On the north side of NE 85th Street east of 126th Avenue NE, restrict permitted uses to those that generate limited noise, light and glare, odor, and traffic impacts. Examples of uses that would be appropriate in 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.

(6) Area RH-5c: In addition to standards (1) through (4) above, development in Area RH-5c should observe the following development standards:

(a) Allowable uses should be limited to the following:

i. Any use permitted in an RS zone, subject to the applicable use regulations of KZC 15.10; and

ii. Parking serving an established commercial use fronting on NE 85th Street. No new above-grade structures should be allowed; and

(b) A landscape buffer meeting the requirements of Buffering Standard 1 (KZC 95.~~25~~42~~.1~~) should be provided along any property line adjoining low-density residential use. ~~If Buffering Standard 1, Option b, is proposed, the required fence should be allowed to meander through the buffer or otherwise be placed so as to minimize impacts on adjoining property.~~ The landscape buffer should be contained in an easement, and the easement language should prohibit relocation, alteration, or relinquishment of the easement without a majority affirming vote of the City Council.

In addition, the buffers should include the following:

i. Trees within the north and east buffers should be 10 to 12 feet in height at the time of planting; and

ii. The planting strip between the parking area and 124th Ave. NE should be at least 10 feet wide; and

iii. The east buffer should include raised topography, either in the form of fill or a berm at least three feet in height, but taller if feasible, if the raised topography:

(a) Is approved in writing by Seattle City Light; and

(b) Does not worsen existing drainage conditions; and

(c) Does not, in and of itself, result in the loss of on-site significant trees; and

(c) Landscape islands should be provided in the parking lot interior and designed and oriented to help shield surrounding properties from light and glare; and

(d) The following significant tree shall be retained: The large conifer tree adjacent the north property line; and

(e) The use of this property should not result in any new driveways along 124th Avenue NE. However, existing driveways should be allowed to be widened or relocated to improve ingress to and egress from the site if such widening or relocation is consistent with City-adopted engineering standards; and

(f) Prior to issuance of construction permits, the applicant should provide an acoustical study prepared by a qualified acoustical engineer demonstrating that the project will comply with City-adopted noise level standards; and

(g) Site lighting should minimize off-site light and glare impacts by (i) utilizing state-of-the-art technology, (ii) incorporating low-glare and low-wattage luminaries, and (iii) being located to minimize off-site light and glare impacts. Higher wattage and higher mounted lights should be turned off no later than 10:00 p.m. Monday through Friday and no later than 8:00 p.m. Saturday and Sunday. Existing sources of light should be removed or replaced with new fixtures where such would effectively reduce off-site light intrusion; and

(h) Changes to the existing site topography should be minimized; and

(i) Prior to issuance of construction permits, the applicant should demonstrate through appropriate civil engineering drawings and data that the project will comply with City-adopted standards for storm water runoff control and treatment. Storm water control should, at a minimum, accomplish the following:

(i) Collect all new storm water runoff from newly-introduced impervious surfaces in on-site catch basins;

(ii) Detain collected storm water runoff on-site;

(iii) Treat collected storm water runoff through approved filtration devices;

(iv) Release detained and treated storm water runoff into the City system in 124th Avenue NE; and

(v) Demonstrate that the existing drainage along the east edge of the subject parcel will not be reduced, increased, or redirected.

Policy NE85-4.6:

Area RH-6a:

Allow multifamily residential uses at a density of 12 units per acre. Allow a greater density if affordable housing is a component of the development.

Area RH-6b:

Allow multifamily residential and office uses only.

Area RH-6a and 6b:

Establish design standards to make new buildings compatible in scale and character with the single-family residential development to the south. To the extent possible, save existing significant trees to buffer new development from adjacent single-family homes.

Policy NE85-4.7:

Area RH-7:

Encourage mixed-use development. Allow additional building heights as an incentive to develop the areas as a single, coordinated project with ground-level retail and pedestrian amenities. Include office, retail, and multifamily residential in any such development; orient the multifamily to the south and east (i.e., towards existing adjacent multifamily-designated areas). Encourage the development of the area as a neighborhood center with a cluster of smaller, primarily neighborhood-oriented businesses. Limit permitted uses to those that generate limited noise, light and glare, odor, and traffic impacts. Examples of uses that would be appropriate in 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 infill or "liner" retail along NE 85th Street as an interim alternative to complete site redevelopment. Require new development to reduce the number of driveways on NE 85th Street, and encourage existing development to consolidate driveways and curb cuts.

Policy NE85-4.8:

Area RH-8:

(1) Allow a range of less intensive office, neighborhood retail, and neighborhood service uses on both sides of NE 85th Street from 128th Avenue NE to 132nd Avenue NE. Limit permitted uses to those that generate limited noise, light and glare, odor, and traffic impacts. Examples of uses that would be appropriate in 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.

(2) In addition to (1) above; on the north side of NE 85th Street between 132nd Avenue NE and the properties abutting 131st Avenue NE, the following standards apply:

(a)On lots that do not abut NE 85th St or are not consolidated with lots abutting NE 85th Street, development should be limited to low density residential, except if isolated by commercial or mixed use commercial and multifamily development:

(b)To minimize curb cuts on 131st and 132nd Avenues NE, combined access to provide a connection between 131st and 132nd Avenues NE should be required when properties abutting NE 85th Street are aggregated with lots not abutting NE 85th Street.

(c)Limit height of commercial or mixed use commercial and multifamily development to a maximum of 30 feet next to low density residential development.

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~~ industry/office area) development.

4. TRANSPORTATION

NE 85th Street is an important transportation link ~~between~~ to 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 may ~~also~~ consider~~ed~~ 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 serving 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 contributed in ~~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.; 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. 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,~~center curbing to control left turn lanes and driveway locations on existing businesses should be acknowledged and carefully considered in evaluating such changes to the street. See the North and South Rose Hill Neighborhood Plan chapters for figures related to classification of streets, pedestrian and bicycle networks within the Subarea.

Goal NE85-6: Transform NE 85th Street from a transportation system dominated by the use of automobiles to a system having a balance among the transportation modes.

Policy NE85-6.1:

Encourage the use of nonmotorized transportation modes by providing adequate facilities for pedestrians and bicyclists throughout the NE 85th Street Subarea.

Policy NE85-6.2:

~~Eliminate~~ Minimize traffic bottlenecks and ~~minimize~~ traffic delays on NE 85th Street and other arterial streets.

Policy NE85-6.3:

Develop a transportation system network that adequately supports the existing and planned land uses in the Subarea.

Policy NE85-6.4:

Encourage transit use by providing adequate transit facilities in the corridor.

Goal NE85-7: Enhance opportunities for local access to NE 85th Street from adjacent residential areas while discouraging bypass traffic into the residential neighborhoods.

Policy NE85-7.1:

Place neighborhood traffic control devices at appropriate locations near the Rose Hill Elementary School, to discourage bypass traffic through this portion of the South Rose Hill Neighborhood.

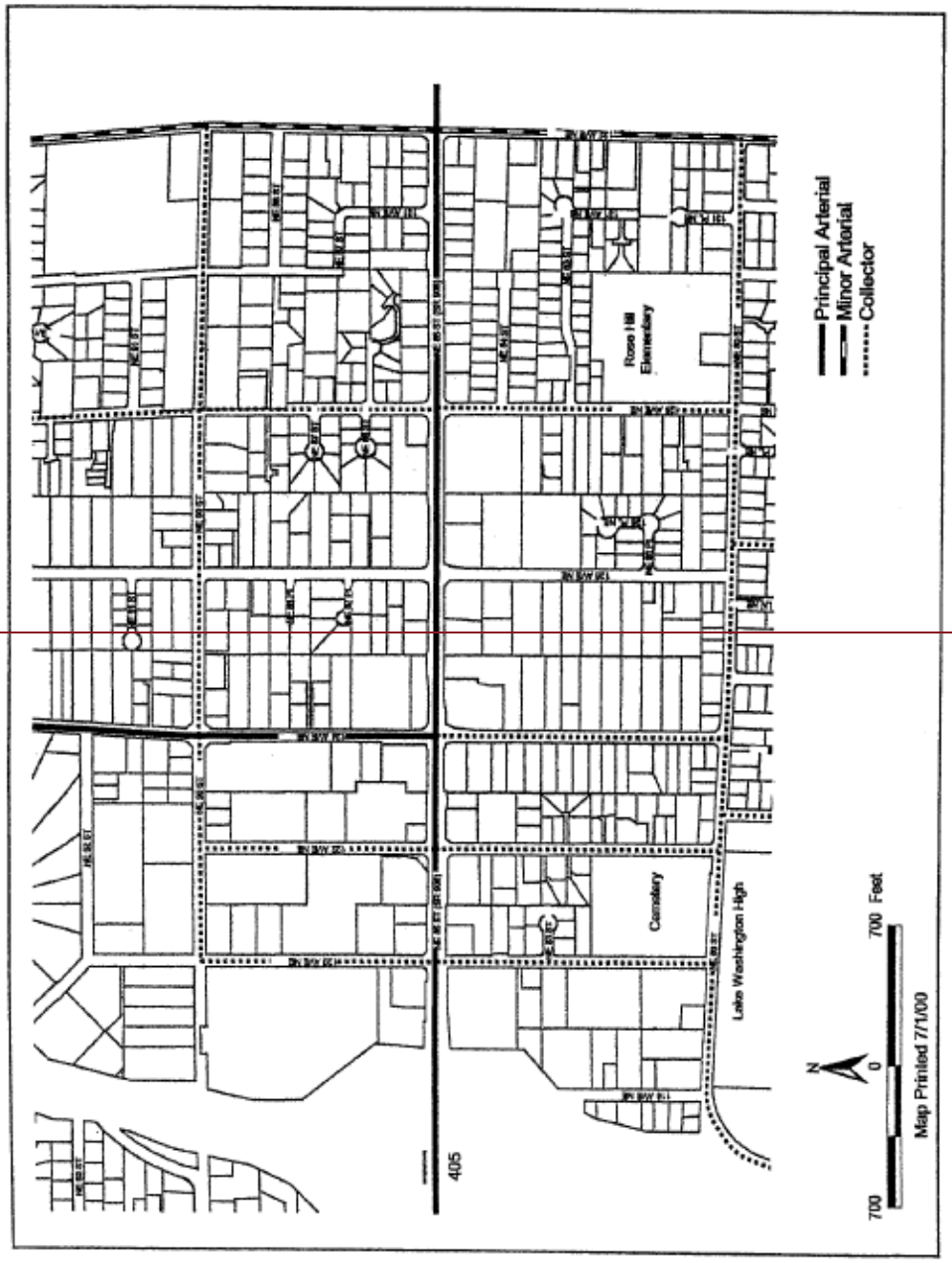
Policy NE85-7.2:

Make transportation system improvements to maintain vehicular capacity on NE 85th Street, and to minimize traffic bottlenecks and delays, and to discourage short cuts through the neighborhoods.

Goal NE85-8: Minimize traffic congestion and hazards by implementing access management improvements.

Policy NE85-8.1:

Pursue conversion of the two-way center left turn lanes on NE 85th Street to landscaped medians (where feasible) and curbing from I-405 to 132nd Avenue NE, while providing adequate left turn opportunities.~~, and U-turn vehicle storage space at each intersection. The final decision on the conversion shall be made by the City Council by ordinance or resolution.~~



~~Figure NE85-32: NE 85th Subarea Street Classification~~ (refer to figure in North and South Rose Hill Plans

Policy NE85-8.1~~2~~:

~~Eliminate~~ Minimize multiple driveways on NE 85th Street when properties redevelop. Encourage properties on NE 85th Street to consolidate their existing driveways prior to redevelopment or provide reciprocal shared vehicular access easements between properties.

Policy NE85-8.2~~3~~:

Clearly delineate and keep free of sight obstructions, all access points onto NE 85th Street.

Goal NE85-9: Improve pedestrian safety and enhance the pedestrian environment throughout the Subarea, with particular attention to NE 85th Street itself.

Policy NE85-9.1:

Protect pedestrians on NE 85th Street by providing wider sidewalks (at least seven feet), planting strips separating street from sidewalks, and streetlights.

Policy NE85-9.2:

Increase the safety of pedestrians who cross NE 85th Street by designing signalized intersections with special paving materials and street furniture. ~~Install a new traffic signal at 126th Avenue NE and 128th Avenue NE with an emphasis for pedestrian crossing.~~

Policy NE85-9.3:

Place high priority for constructing sidewalks on the local streets on which children walk to go to schools.

Policy NE85-9.4:

Install pedestrian improvements at appropriate locations, including sidewalks on the north/south streets leading to NE 85th Street.

Policy NE85-9.5:

Install pedestrian improvements at developer expense as new development occurs. In developed areas, the City should identify areas of need and install sidewalks through the capital facilities budget process.

Policy NE85-9.6:

Add east-west pedestrian pathways in the Subarea as redevelopment occurs. When developing these pathways, retain existing significant trees where possible.

Goal NE85-10: Provide designated bicycle routes throughout the NE 85th Street Subarea, in accordance with the City's Transportation Master ~~Nonmotorized~~ Plan.

Policy NE85-10.1:

Develop a new bicycle connection between Slater Avenue in the North Rose Hill Neighborhood and NE 80th Street. The route would connect to the existing NE 80th Street overpass which leads to downtown Kirkland, with the exact route to be determined in the context of the City's ~~Nonmotorized~~ Transportation Master Plan.

Goal NE85-11: Encourage transit and consider high-occupancy vehicle (HOV) usage on NE 85th Street to improve local and regional mobility.

Policy NE85-11.1:

Work with Sound Transit and King County to provide transit facilities that would improve speed and reliability of bus operation on NE 85th Street. Provide preferential treatments for buses and possibly carpools at congested intersections. Install transit improvements and consider carpool improvements at appropriate locations.

Policy NE85-11.2:

Seek funding support from Sound Transit for facility improvements that would enhance the regional express operation on NE 85th Street.

~~Figure NE85-4: NE 85th Subarea Transit Routes~~

Goal NE85-12: Pursue ongoing and effective inter-jurisdictional coordination on transportation issues affecting the NE 85th Street Subarea.

Policy NE85-12.1:

Coordinate transportation facility improvements with the City of Redmond, particularly in the area of 132nd Avenue NE.

Policy NE85-12.2:

Work with Sound Transit and King County to develop solutions to public transportation issues.

Policy NE85-12.2~~3~~:

Coordinate with WSDOT to ensure effective improvements to ~~Highway 908 (NE 85th Street) in Kirkland, as well as to~~ the NE 85th Street/I-405 interchange. Encourage WSDOT to thoroughly evaluate access to the commercial properties in the northeast quadrant of the interchange during the course of the I-405 corridor study.

~~***Goal NE85-13: Require transportation management programs for major commercial developments.***~~

~~***Policy NE85-13.1:***~~

~~Observe transportation management policies in the Transportation and Public Services Chapters.~~

5. PARKS/OPEN SPACE

The City of Kirkland has a number of publicly owned areas in the NE 85th Street Subarea that provide parks and open space opportunities such as the Rose Hill Elementary School and Kirkland Cemetery. These are discussed in the North and South Rose Hill Neighborhood Plans and Parks, Recreation and Open Space Element. ~~They are briefly described below:~~

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

~~*Rose Hill Elementary School* is a 9.75-acre site located in the Subarea 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 funding improvements include irrigation, planting, relocation and improvement of the cemetery entry, improved pedestrian and vehicular circulation, and expansion adjacent to the northwest corner of the property.~~

~~In addition, Forbes Lake is located immediately north of the Subarea. Although largely in private ownership, Forbes Lake is an important public landmark and open space feature in the vicinity of the neighborhood. The City owns a 5.5-acre future park site on the lake. There are wetlands associated with Forbes Lake that are within the NE 85th Street Subarea. These wetlands serve as an important reminder of the natural resources that serve the area.~~

Seattle City Light has a power line that runs north and south just east of the alignment of 124th Avenue NE. Public pedestrian and bicycle easements should be provided under the Seattle City Light power easement when development, redevelopment or platting occurs to complete the trail system. See Parks Recreation Open Space Plan for further details.

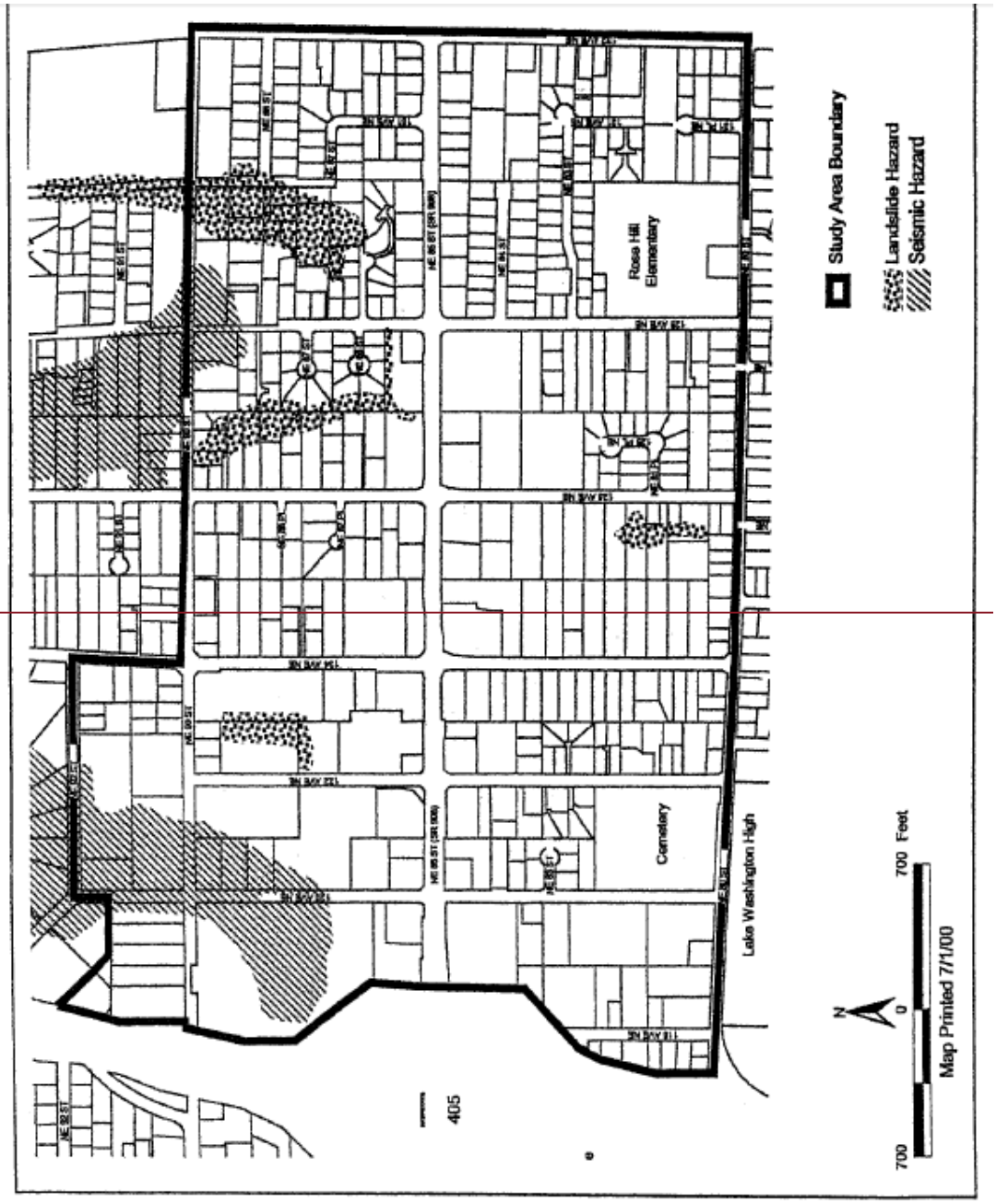
Despite these facilities and open spaces, every effort should be made to acquire property for park use in the southern portion of the Subarea or as described in the South Rose Hill plan where there is a lack of neighborhood parkland. In addition, public pedestrian access easements should be provided across properties abutting Forbes Lake Park when development, redevelopment or platting occurs to improve access to the Park. This need has been identified in the Park Recreation and Open Space Plan (PROS). See the PROS Plan for further details.

~~Goal NE85-14: Pursue acquisition of property for a neighborhood park and public pedestrian access easements to Forbes Lake Park.~~

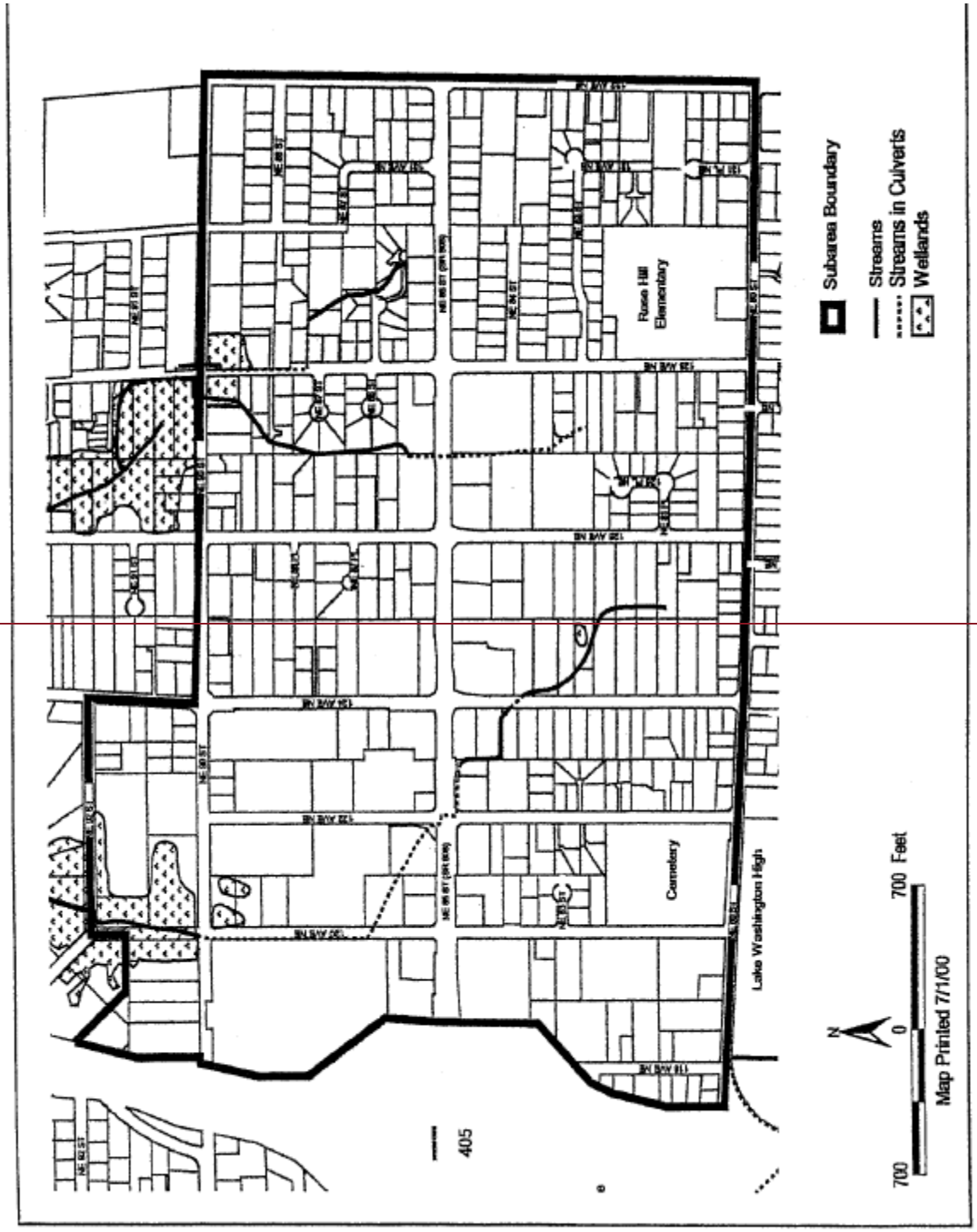
6. NATURAL ENVIRONMENT

Goal NE85-~~15~~13: Observe all citywide sensitive areas policies and development regulations when developing or redeveloping properties in the Subarea.

The NE 85th Street Subarea contains areas with erosion hazards, seismic hazard areas ~~(see Figure NE85-53, "NE 85th Subarea Landslide and Seismic Hazards")~~, wetlands, and streams. These sensitive areas are primarily found in the northwest portion of the Subarea closest to Forbes Lake. Another wetland is located in the north central portion of the Subarea;



~~Figure NE85-53~~: ~~NE 85th Subarea Landslide and Seismic Hazards~~



~~Figure NE85-64~~: ~~NE 85th Subarea Sensitive Areas~~

several streams drain into this wetland. Also, a stream runs from the south central portion of the Subarea west and then north, draining into Forbes Lake. Most of the stream is piped, although the stream daylights north of NE 90th Street and upstream from where it crosses NE 85th Street

at approximately 124th Avenue NE ~~(see Figure NE85-64, "NE 85th Subarea Sensitive Areas")~~. The NE 85th Street Subarea is part of the Forbes Lake drainage basin.

Together these sensitive areas, in conjunction with Forbes Lake, constitute a valuable natural drainage system that in part serves as the drainage, water quality, and open space function for the Subarea. See Environment Element or North and South Rose Hill Neighborhood Plans for more detail.

7. PUBLIC SERVICES AND FACILITIES

The City of Kirkland provides water and sewer service to the NE 85th Street Subarea. Some older single-family homes in the eastern part of the Subarea still use septic systems. Puget Sound Energy provides electric and natural gas service to the Subarea. As part of the NE 85th Street project public infrastructure improvements were completed such as a new waterline and undergrounding of overhead utility lines.

Goal NE85-~~16~~14: Provide adequate public services within the Subarea consistent with City wide policies in the Utilities and Public Services Elements.

~~***Policy NE85-16.1:***~~

~~Require new development to be served by sewers. Where sewer extensions are required, enter into agreements with developers to allow cost reimbursement from future development.~~

~~***Policy NE85-16.2:***~~

~~Require that all new development and redevelopment, including street improvements, make adequate provisions for storm drainage.~~

~~***Policy NE85-16.3:***~~

~~Place existing overhead utility lines underground when making major arterial street improvements. Require the undergrounding of existing utility lines by developers, when properties fronting on NE 85th Street and arterial streets develop or redevelop.~~

8. URBAN DESIGN

Visually, NE 85th Street is an auto-oriented landscape. The Subarea's "main street" is given over almost completely to cars, with traffic speeding by large, minimally landscaped parking lots, car dealerships, tire stores, and gas stations. ~~NE 85th Street has few sidewalks, inadequate crosswalks, very long blocks, and nothing in the way of pedestrian amenities such as benches, drinking fountains, or other street furniture. Nor have any of the rproperties along NE 85th Street developed any "pedestrian oriented frontage," such as street front retail shops, display windows, or other architectural features to give a pedestrian an interesting walk. Rather,~~ NE 85th Street is characterized by a mix of older strip commercial development, some newer buildings and, particularly at the east end of the Subarea, some former single-family residential structures converted to commercial use.

In most of the Subarea, commercial development abuts single-family residential properties; in some places, multifamily buildings provide a limited transition between commercial and single-family. Although in some locations (particularly on the north side of NE 85th Street, in the eastern half of the Subarea), there is a topographic change that helps to separate these adjacent land uses, in other places the change is quite abrupt.

Urban design polices for the Subarea should guide a coordinated effort by the City, business owners and property owners to improve the appearance and the pedestrian friendliness of the area. ~~In addition to the~~ The new NE 85th Street improvements provide wider sidewalks, street trees and landscaped~~inged medians~~ that will improve the appearance of the corridor. ~~, these policies call for more attractive street lights and traffic signals, better public signage, new benches, crosswalk markings, and other public improvements. The impact of proposed urban design improvements, such as the median, on existing businesses should be acknowledged and carefully considered in evaluating such changes to the street.~~ The policies below also provide the basis for building and site design standards for new or remodeled retail, commercial, and multifamily residential buildings throughout the Subarea. This will help assure that such development is attractive, provides a pedestrian-friendly face to the street, and incorporates effective buffering and transition both between commercial areas and multifamily homes and between multifamily homes and adjacent single-family homes. See Zoning Code Design Regulations and Design Guidelines for Rose Hill Business District.

Goal NE85-~~17~~15: Provide coordinated streetscape improvements throughout the Subarea that enable pedestrians, drivers, bicyclists, and other users to have a safe, pleasant experience.

Policy NE85-15~~7~~.1:

~~Coordinate with WSDOT to provide streetscape improvements on NE 85th Street.~~ Develop NE 85th Street with ~~Include~~ wider sidewalks with street trees and curbside landscape strips,

attractive streetlights, ~~and~~ public signage, and enhanced pedestrian crosswalk markings, signals and signage at appropriate locations.

Policy NE85-~~17~~15.2:

Coordinate with King County, Sound Transit and WSDOT to provide additional pedestrian amenities at transit stops.

~~***Policy NE85-1715.3:***~~

~~Coordinate with WSDOT to Cconvert the two-way center left turn lanes on NE 85th Street into landscaped medians or use curbing between I-405 to 132nd Avenue NE, to providing adequate left turn opportunities, and U-turn vehicle storage space at each intersection.~~

Policy NE85-~~17~~15.~~4~~3:

Install a neighborhood sign and landscape entry feature on NE 85th Street, just west of 132nd Avenue NE.

Policy NE85-~~17~~15.~~4~~5:

Construct additional sidewalks throughout the Subarea, focusing on connecting NE 85th to walking routes to and from schools, and to other locations as set forth in the Transportation section of this Subarea plan.

Goal NE85-~~18~~16: ~~Establish~~ Implement ~~mandatory~~ building and site design standards that apply to all new, expanded, or remodeled commercial and multifamily buildings in the Subarea, with the objective~~s~~ of creating a more attractive ~~commercial~~ Subarea, enhancing pedestrian orientation, and creating effective buffers and transitions between the commercial and multifamily ~~land~~ uses and the established residential neighborhoods to the north and south.

Policy NE85-~~18~~16.1:

~~Establish~~ Implement building design standards that address issues including but not limited to: building scale, color and materials; building entries; service areas; roof treatments; pedestrian-oriented frontage; and relationship to adjacent residential homes~~areas~~.

Policy NE85-~~18~~16.2:

~~Establish~~ Implement site design standards that address issues including but not limited to: building placement on the site; vehicular access and on-site circulation; site lighting; landscaping, including parking lot landscaping; signs; and buffers between commercial and multifamily development ~~and~~ adjacent residential homes.

Policy NE85-~~18~~16.3:

Utilize the design review process to administer the ~~new~~ building and site design standards applicable to the Subarea.

Policy NE85-~~18~~16.4:

Continue to work closely with business and property owners in the Subarea, and business groups which represent them, to improve and upgrade the appearance of the NE 85th Street Subarea~~commercial area~~.

Policy NE85-~~18~~16.5:

To the extent authorized by law, require the removal of billboards.

~~***Goal 85-19: Establish mandatory building and site design standards that apply to all new, expanded, or remodeled multifamily residential buildings in the Subarea, with the objective of creating effective buffers and transitions between multifamily land uses and the established single-family residential neighborhoods to the north and south.***~~

~~***Policy NE85-19.1:***~~

~~Establish building design standards that address issues including, but not limited to: building scale, color and materials; building entries; service areas; roof treatments; pedestrian-oriented frontage; and relationship to adjacent single-family residential areas.~~

~~***Policy NE85-19.2:***~~

~~Establish site design standards that address issues including, but not limited to: building placement on the site; vehicular access and on-site circulation; site lighting; landscaping, including parking lot landscaping; signs; and buffers between multifamily development and adjacent single-family homes.~~

~~***Policy NE85-19.3:***~~

~~Utilize the design review process to administer the new building and site design standards applicable to the Subarea.~~