

XV.G. SOUTH ROSE HILL NEIGHBORHOOD

- (8) Vegetative buffering (preferably with native, drought-tolerant plants) should be provided next to single-family areas.

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

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

4. ECONOMIC ACTIVITIES

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

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

Commercial development should be 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.

A portion of the vacant property at the northwest corner of NE 70th Street and 132nd Avenue NE is appropriate for a small-scale commercial development. Development should not extend into the surrounding low-density residential neighborhood, however.

The northern boundary of the new commercial area should lie south of the existing single-family development along 132nd Avenue NE. The western boundary should lie east of the existing single-family development along NE 70th Street. In the northwestern portion of the site, the boundary should generally follow the toe of the existing slope.

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

- (1) Commercial uses should be oriented to serving the neighborhood. Uses should not include vehicle service stations, drive-in businesses, auto service and sales, or storage facilities.
- (2) Building height, bulk, modulation, and roofline design should reflect the scale and character of single-family development. Blank walls should be avoided.
- (3) New structures should be substantially buffered from nearby low-density residential uses. Such buffering should consist of an earthen berm a minimum of 20 feet wide and five feet high at the center. In some places, the existing slope may replace the berm. The berm or slope should be planted with trees and shrubbery in sufficient size, number, and spacing to achieve a reasonable obstruction of views of the subject property. Alternatively, an equal or superior buffering technique may be used.

See attached sheet for changes

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- (4) Businesses must be oriented to NE 70th Street or 132nd Avenue NE and must be directly connected, with on-site sidewalks, to sidewalks in adjacent rights-of-way.
- (5) Commercial access must be taken only from NE 70th Street and/or 132nd Avenue NE. Turning movements may be restricted to promote public safety.
- (6) Parking areas should be landscaped and visually screened from adjoining residential development.
- (7) The number and size of signs should be minimized to avoid a cluttered, intensive, commercial appearance. A master sign plan should be implemented. Back-lit or internally-lit translucent awnings should be prohibited. Only wall- or ground-mounted signs should be permitted.
- (8) Noise impacts to surrounding residential development should be minimized.
- (9) Hours of operation of businesses on the site should be limited to no more than 16 hours per day, ending at 10 p.m.

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

5. OPEN SPACE/PARKS

South Rose Hill has a number of publicly owned areas that currently provide park and open space opportunities for neighborhood residents. They are briefly described below.

South Rose Hill Neighborhood Park is a 2.5-acre site that was purchased as a result of a successful Park Bond in 1989. This park is located on NE 70th Street, at approximately 128th Avenue NE (see Figure SRH-4). Improvements in this park have not yet been made but should be typical of a

neighborhood park facility, including pedestrian access. Development of these uses is encouraged as soon as possible.

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

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

Kirkland Cemetery is a 5.75-acre site located at NE 80th Street and 122nd Avenue NE. The cemetery is an important public historic landmark and open space feature in the neighborhood. Future funded improvements include irrigation, planting, relocation and improvement of cemetery entry, additional parking, new cemetery services, improved pedestrian and vehicular circulation, and expansion to the southeast corner of the property.

~~Snyder's Corner is a 4.5-acre open space parcel located at the southeast corner of NE 70th Street and 132nd Avenue NE, just east of the Kirkland city limits. Purchased from King County in 1991, it contains a regional stormwater detention facility on one acre of the site. No improvements are currently planned for this parcel.~~

Delete

~~Efforts should be made to acquire additional park land for this neighborhood, including smaller parcels.~~

Despite these parks and open space facilities, the neighborhood is deficient in park land based on the standard of 15 acres per 1,000 population, because much of this land is owned by the Lake Washington School District. As a result, every effort should be made to acquire additional park land for this neighborhood, including smaller parcels for use as "pocket parks." These parks serve limited park needs where neighborhood park opportunities are lacking. Pocket parks are typically less than one acre in size

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The original circulation pattern in South Rose Hill was laid out in a grid pattern. Maintenance and enhancement of this grid system will promote neighborhood mobility and will provide for equitable distribution of traffic on neighborhood streets. Figure SRH-5 shows the Street Classification System for South Rose Hill.

Primary Arterials

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

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

Secondary Arterials

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

Collector Streets

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

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

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

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

BICYCLE FACILITIES

Bicycles are permitted on all public streets. However, major bicycle routes in South Rose Hill are designated in Figure SRH-6. Improvements for bicycles include striped and marked bicycle lanes and posted signs.

PEDESTRIAN CIRCULATION

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

Within the South Rose Hill Neighborhood, the existing and proposed pedestrian trail system shown in Figure SRH-7 includes only the major pedestrian paths and sidewalks. Improvements to public rights-of-way include curb, landscape strip, and sidewalk. As new development occurs, pedestrian improvements are usually installed by the developer. In developed areas, the City should identify areas of need and install sidewalks through the capital facilities budget process.

Other areas targeted for pedestrian access are listed.

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

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

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See attached sketch for changes

South Rose Hill Neighborhood changes

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2. Natural Environment

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

The South Rose Hill Neighborhood contains a ~~small wetland~~ and stream associated with the Forbes Lake drainage basin as shown in Figure SRH-2. The stream originates north of NE 80th Street between 124th and 126th Ave NE and travels in a northwestern direction to NE 85th Street. They are located in the northwest portion of this neighborhood, just south of NE 90th Street. ~~These~~ The stream should be left in their its natural state and rehabilitated where possible when new development occurs. The policies found in the Natural Environment chapter should be observed. In addition, setbacks should be provided, and natural greenbelt easements should be recorded to preserve these sensitive areas.

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3. Living Environment

Low-density detached residential housing is the predominant land use, except in the commercial corridor.

Except for the commercial corridor, the predominant land use in the South Rose Hill Neighborhood is predominately a low-density single-family detached residential housing.

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

~~Based on these factors,~~ Opportunities for medium-density development in the residential district of South Rose Hill are limited to parcels around the perimeter of the district.

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~~Commercial development should be 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.

~~A portion of the vacant property at~~ The northwest corner of NE 70th Street and 132nd Avenue NE is appropriate for contains a small-scale commercial development. Development should not extend into the surrounding low-density residential neighborhood, however.

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

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

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7. Open Space/Parks

South Rose Hill Neighborhood Park is a 2.5-acre site that was purchased as a result of a successful Park Bond in 1989. This park is located on NE 70th Street, at approximately 128th Avenue NE (See Figure 4). Improvements in this park ~~are have not been made but should be~~ typical of a neighborhood park facility, including pedestrian access. ~~Development of these uses is encouraged as soon as possible.~~

~~Snyder's Corner is a 4.5-acre open space parcel located at the southeast corner of NE 70th Street and 132nd Avenue NE, just east of the Kirkland city limits. Purchased from King county in 1991, it contains a regional stormwater detention facility on one acre of the site. No improvements are currently planned for this parcel.~~

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Public Services/Facilities

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

The original circulation pattern in South Rose Hill was laid out in a grid pattern. Maintenance and enhancement of this grid system will promote neighborhood

mobility and will provide for equitable distribution of traffic on neighborhood streets. Traffic should be managed to keep I-405 destination traffic on arterials and discourage its use of neighborhood streets. Figure SRH-5 shows the Street Classification System for South Rose Hill.

New section here for Graham Request - see attached sheet

XV.1. NORTH/SOUTH JUANITA NEIGHBORHOOD

- (1) Preparation of geotechnical studies and slope stability analyses which address the site to be developed, as well as adjacent sites and the immediate drainage area;
- (2) Recording of a covenant which indemnifies and holds the City harmless for any damage resulting from slope instability;
- (3) Maintenance of maximum amount of vegetative cover and trees;
- (4) Retention of watercourses in a natural state; and
- (5) Establishment of Natural Greenbelt Protective Easements at a minimum around streams and in areas of greater than 40 percent slope.

Additional density up to three units per acre on the southeast slope of Finn Hill should be permitted subject to the following additional standards:

- (6) Control of surface runoff at predevelopment levels;
- (7) Limitation on the number of points of access;
- (8) A minimum level of aggregation of land in order to minimize adverse impacts;
- (9) Clustering of structures; and
- (10) Public review of the development proposal.

Multifamily residential developments should be contained and in some instances densities reduced.

Present multifamily residential developments should be contained, and in many areas densities should be reduced from zoning levels which were established in King County. The densities shown

in Figure J-2 for medium- and high-residential areas either reflect the prevailing existing development levels or are reduced to help protect sensitive areas, such as Juanita Creek, or to lessen traffic and parking problems in heavily congested areas, such as along 100th Avenue NE south of NE 124th or along 93rd Avenue NE.

Standards for multifamily development are as follows:

- (1) The site design and placement of multifamily units should take advantage of the topography and existing vegetation to minimize the visual impacts of the new structures.
- (2) Vegetative buffering (preferably with native, drought-tolerant plants) should be provided next to single-family areas.
- (3) Public pedestrian easements should be provided to connect to schools or other public destinations. Convenient access to METRO stops should be provided. Medium- and high-density development around the business district should provide public pedestrian access to the commercial area.
- (4) Vehicular access to multifamily projects should not negatively impact adjacent single-family areas. Vehicular access points should be combined and oriented to collector or arterial streets.
- (5) Guest parking should be provided in all new developments and with any substantial remodels.

Access to the high-density residential area south of NE 116th Street and west of 100th Avenue NE should be taken from NE 99th Place.

South of NE 116th Street and west of 100th Avenue NE is a high-density residential area.

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Medium density residential development is allowed south of NE 120th Street and west of 93rd Avenue NE at a density of 12 units per acre, with of up to 18 units per acre allowed if affordable housing is provided.

Northeast 120th Street west of JBD 6 is a natural boundary line for the medium to high density residential to the south and low density residential to the north. Two properties directly south of NE 120th Street, west of 93rd Avenue NE and east of unincorporated King County are suitable for medium-density residential at 12 units per acre, subject to the following standards:

(1.) Dwelling units may be detached, attached or stacked.

(2) Future development should compliment the adjacent single-family residential neighborhood. Building height, modulation, rooflines, separate exterior front entry doors to each unit and window treatments, and garages should reflect the design and character of single-family development as seen from the east, west or north. Each unit must have its own exterior front door. One common main door with interior corridor access to the units and/or a second level access with a common walkway to more than three units are not allowed. Dwelling units may be detached, attached or stacked. With the building permit application, the applicant shall provide the exterior building design showing compliance with the above elements for review by the Planning Official.

(3) Enclosed garages are encouraged. On-site surface parking or carports with peaked roofs should be screened by buildings or dense evergreen vegetation from the west and north.

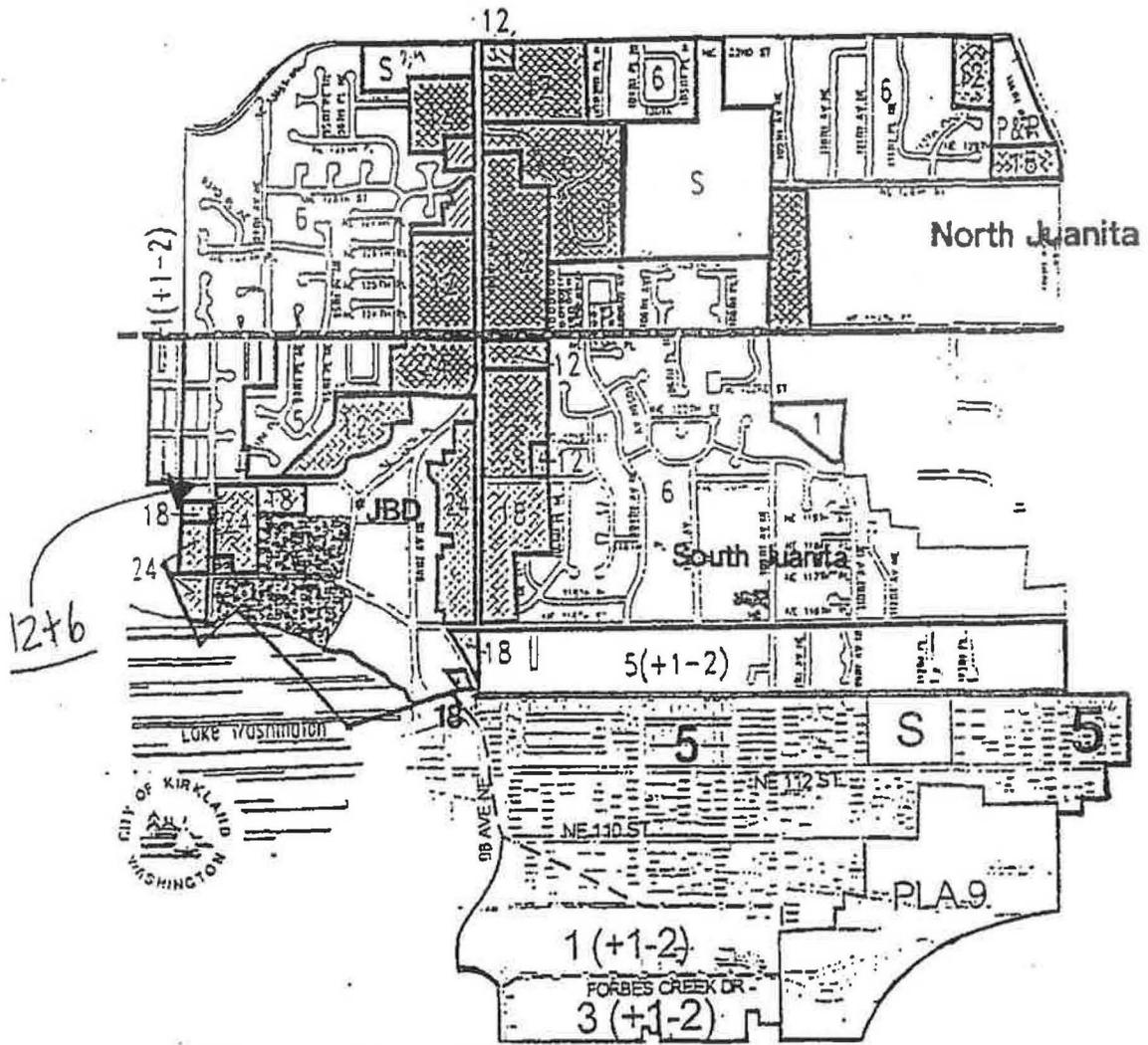
(4) Buildings should be set back a minimum of 10 feet from the west property line adjoining the low-density residential development to the west.

(5) Evergreen trees (preferably with native, drought-tolerant trees) should be planted along the west property line to provide a buffer between the medium-density development and the adjacent single-family residence to the west.

(6) The property adjacent to 93rd Avenue NE should have vehicular access only from 93rd Avenue NE. If both properties are developed together at the same time, vehicular access should be combined and taken from 93rd Ave NE and not from NE 120th Street to reduce traffic impacts for the single-family neighborhood to the north.

In addition, the properties may be developed at 18 units per acre if affordable housing (defined as households making up to 80% of median income in King County based on household size) is provided at one affordable unit for each three market rate housing units beyond the 12 units per acre.

NEW TEXT FOR PAGE XV.1.- 7 for the Comprehensive Plan – Graham request



*Please see Figure J-7 for JBD Subareas
 Note: Future lots north of 20th Ave. that access through Norkirk neighborhood, are in the Norkirk neighborhood

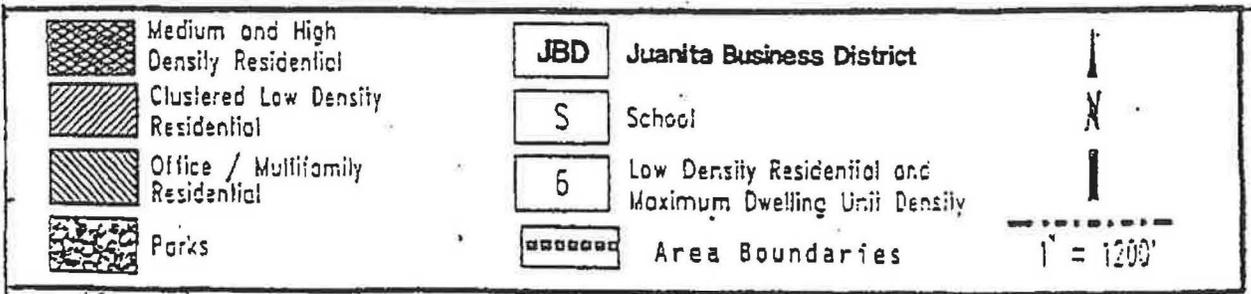


Figure J-2: Juanita Land Use

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ORDINANCE NO. 4170

AN ORDINANCE OF THE CITY OF KIRKLAND RELATING TO COMPREHENSIVE PLANNING AND LAND USE AND AMENDING THE COMPREHENSIVE PLAN, ORDINANCE 3481 AS AMENDED, TO IMPLEMENT CHANGES TO THE DOWNTOWN PLAN SECTION OF THE MOSS BAY NEIGHBORHOOD PLAN AND THE TRANSPORTATION ELEMENT, AND APPROVING A SUMMARY FOR PUBLICATION, FILE NO ZON07-00016.

WHEREAS, the City Council has received a recommendation from the Kirkland Planning Commission to amend certain portions of the Comprehensive Plan for the City, Ordinance 3481 as amended, all as set forth in that certain report and recommendation of the Planning Commission dated November 20, 2008, and bearing Kirkland Department of Planning and Community Development File No. ZON07-00016; and

WHEREAS, prior to making said recommendation the Planning Commission, following notice thereof as required by RCW 35A.63.070, held public hearings on April, 24, 2008, June 12, 2008, and October 23, 2008 on the amendment proposals and considered the comments received at said hearings; and

WHEREAS, pursuant to the State Environmental Policy Act (SEPA), there has accompanied the legislative proposal and recommendation through the entire consideration process, a Planned Action Environmental Impact Statement. The draft of which was issued on April 4, 2008, and the final of which was issued on October 16, 2008 by the responsible official pursuant to WAC 197-11-400 through 197-11 560; and

WHEREAS, in regular public meeting the City Council considered the environmental documents received from the responsible official, together with the report and recommendation of the Planning Commission; and

NOW, THEREFORE, BE IT ORDAINED by the City Council of the City of Kirkland as follows:

Section 1. Comprehensive Plan Text, Tables, and Graphics amended: The following specific portions of the text of the Comprehensive Plan, Ordinance 3481 as amended, be and they hereby are amended to read as follows:

- A. Section IX. Transportation Element:
Amendments to Table T-6: State Routes as set forth in **Exhibit A** attached to this ordinance and incorporated by reference.
- B. Section IX. Transportation Element:
Amendments to Table T-7: Signalized State Route Intersections as set forth in **Exhibit B** attached to this ordinance and incorporated by reference.
- C. Section XV.D. Moss Bay Neighborhood:

Amendments to 3. Downtown Plan as set forth in **Exhibit C** attached to this ordinance and incorporated by reference.

Section 2. If any section, subsection, sentence, clause, phrase, part or portion of this ordinance, including those parts adopted by reference, is for any reason held to be invalid or unconstitutional by any court of competent jurisdiction, such decision shall not affect the validity of the remaining portions of this ordinance.

Section 3. This ordinance shall be in full force and effect five days from and after its passage by the City Council and publication pursuant to Kirkland Municipal Code 1.08.017, in the summary form attached to the original of this ordinance and by this reference approved by the City Council as required by law.

Section 4. A complete copy of this ordinance shall be certified by the City Clerk, who shall then forward the certified copy to the King County Department of Assessments.

Passed by majority vote of the Kirkland City Council in open meeting this 16th day of December, 2008.

SIGNED IN AUTHENTICATION THEREOF this 16th day of December, 2008.



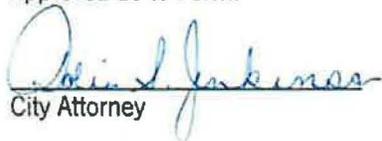
Mayor

Attest:



City Clerk

Approved as to Form:



City Attorney