



CITY OF KIRKLAND
PLANNING AND BUILDING DEPARTMENT
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MEMORANDUM

DATE: AUGUST 16, 2016

To: Planning Commission

FROM: Janice Coogan, Senior Planner
Paul Stewart, AICP, Deputy Director

SUBJECT: FINN HILL NEIGHBORHOOD PLAN- U.W. GREEN FUTURES LAB
PRELIMINARY DRAFT PLAN, FILE CAM15-01754

I. RECOMMENDATION

Staff recommends the Planning Commission continue discussion of the draft Finn Hill Neighborhood Plan prepared by the University of Washington Green Futures Lab (GFL) consultant team. The Planning Commission reviewed the vision statement, guiding values and land use sections. The remaining sections the Commission has yet to review are the Natural Environment, Parks and Open Space, Transportation and Mobility, and Public Services and Utilities Sections. GFL team members will attend to make a presentation and respond to questions.

II. BACKGROUND AND PROJECT STATUS

Below is the status of the Finn Hill Neighborhood Plan process:

- On [August 11, 2016](#), the Planning Commission met to discuss the draft vision statement, guiding principles, historical context and land use policies sections. A summary of the Commission's comments on those sections are discussed in the sections below. In addition, the Commission directed staff to expand land use study area 8-J to include the entire RSA 8 area around 8-J and a request from Judy Anderson to study rezoning her property located at 11501 80th Avenue NE from RSA 6 to RSA 8.
- On [July 28, 2016](#), the Commission reviewed proposed study areas and split zoned parcels and gave direction to further study the areas identified in the packet for potential land use changes and rezones. The next step will be the public outreach process to notice property owners of potential changes.
- On [July 27, 2016](#), the Transportation Commission commented on the preliminary transportation policies. See transportation and mobility discussion below for a summary of their comments.

- On [May 12, 2016](#), the U.W. Green Futures Lab team presented the results of the public comments received at the February 14, 2016 Priorities Forum. Priorities expressed by the participants and online surveys form the basis for the enclosed preliminary neighborhood plan goals and policies.
- The Finn Hill Neighborhood Alliance is in the process of organizing smaller working groups to delve deeper into the draft goals and policies related to land use/zoning, mobility, parks, open space and recreational connectivity, and the Holmes Point Overlay regulations. Comments received from the groups will be forwarded to the Planning Commission.

III. PRELIMINARY DRAFT FINN HILL NEIGHBORHOOD PLAN

The enclosed preliminary draft neighborhood plan prepared by Green Futures Lab represents the priorities expressed by the participants of the year-long public outreach process including three neighborhood workshops and two surveys. Each section contains goals, policies and suggested recommendations for implementation, additional studies or remaining questions.

The draft is considered an initial working document. Following the Commission's meeting, staff will incorporate comments from the Planning Commission, Transportation Commission, the Finn Hill Neighborhood Alliance working groups, and the neighborhood at large. Staff will also review the draft plan for consistency with the Comprehensive Plan General Elements and the Transportation Master Plan. Next steps are to begin the public outreach process for the land use study areas and to prepare a final draft plan for a Planning Commission in October or November. That version will be for the public open house and public hearing.

The following is an overview of each section of the draft plan (see Attachments). Comments received recently from the Planning Commission on the vision statement, guiding principles, land use policies and from the Transportation Commission on transportation and mobility policies need additional research and analysis and not all comments are responded to in this version.

A. Section 1-3 Introduction, Vision Statement, Guiding Values, Historical Context-Attachment 1

Vision Statement

The Vision Statement describes the character of the neighborhood and how the residents envision the area to be like in twenty years.

The Planning Commission had no specific comments.

Guiding Neighborhood Values

The Guiding Values are the overarching values or priorities from which the goals and policies evolve to implement the Plan.

Planning Commission comments from August 11, 2016 include:

- *Value 2-*
 - *If the reference is to RSA 8 zoning, RSA 8 is not considered high density; it is low density in the Land Use Element. Consider dropping the "islands of higher density" or breaking up into two separate values. Perhaps instead the intent should be provide a consistent or logical land use and zoning pattern. Consider defining low density as a range from RSA 4 to RSA 8.*
 - *Lowering RSA 8 to RSA 6 or lower zoning will not necessarily achieve preserving tree canopy.*

GFL responded by revising Value 2 text and separating the two topics by creating Value 3 to protect sensitive areas and tree canopy.

Staff Response: Value 2 still needs clarification to define what is meant by "islands of higher density" to determine if the intent is to eliminate islands of RSA 8 zones or multifamily zoning within low density zones.

- *Neighborhood Plan should include policies to encourage a mix of housing diversity including affordable housing not only in commercial areas but the low density areas.*

Staff Response: Staff will revisit the text and suggest edits.

- *Value 4-*
 - *The first paragraph text is redundant with policy text.*
 - *The Planning Commission liked the text and suggested it be repeated in the descriptive text in the commercial areas section.*
 - *Concern regarding using the term "residential in scale" to describe the commercial districts if five story building height is proposed in the Inglewood commercial area.*

Staff response: Staff will consider these comments and make suggested edits. "Residential in character" usually implies the same height as adjoining single family or peaked roofs. Agree and may want to delete "residential in scale" if five stories is approved.

Historical Context- Remove photo taken in Houghton and replace with photo taken in Finn Hill.

Staff response: GFL removed the photo. Additional edits to this section will be made in coordination with Kirkland Historical Society.

B. Section 4 Natural Environment- Attachment 2

The draft policies in this section promote preservation and restoration of stream corridors and wetlands, steep landslide hazard slope areas, maintaining tree canopy, and wildlife protection and a reason why there is added protection with the Holmes Point Overlay regulations. For convenience see Attachment 8

for a copy of the Holmes Point Regulations from Zoning Code Chapter 70. The purpose statement in the beginning of the Chapter provides the intent of the regulations.

Public comments also expressed concern about the high erosion hazards, vehicle safety because of the narrow streets, and small lot development patterns in Goat Hill.

Policies to improve surface water management in the neighborhood are provided. Many of these concerns are addressed in the City's existing Surface Water Master Plan and implemented with develop through the Surface Water Manual and low impact development (LID) incentives. New city wide LID regulations will soon be adopted for single family development.

Even though a large proportion of the neighborhood's natural streams and forested corridors are in public ownership in park land, additional parks are desired by residents especially in the northeast portion of the neighborhood.

The Holmes Point Overlay Zone regulations provide an increased level of environmental protection for the Holmes Point area by limiting lot coverage, preserving natural vegetative areas and more restrictive tree retention. Some residents expressed that regulations in the Holmes Point Overlay zone are not being implemented correctly or enforced by staff (e.g. tree removal). These comments may be responding to the fast pace of development occurring in the neighborhood or unfamiliarity of the regulations. Some people believe that the Holmes Point Overlay boundaries should be expanded (see map figure), include the entire neighborhood or the regulations strengthened. If so where?

Development permits on smaller parcels in the RSA 8 and RSA 6 zones with HPO regulations and narrow lots with steep slopes, are particularly challenging for the property to meet code requirements. As a result, projects develop at less than the allowed density.

Planning Commission Comments from August 11, 2016 include:

- *Should the Finn Hill neighborhood have a greater tree canopy protection than other areas of the City?*
- *Should there be lower density in HPO areas? Should HPO regulations affect density?*
- *Should there be a distinction between old growth trees and tree retention policies?*
- *What mechanisms need to be in place for more effective HPO tree retention requirements?*

Staff comments: *It would be helpful to receive from the Finn Hill working group specific changes to the Holmes Point Overlay regulations that are desired.*

Staff is currently meeting with development review staff and will have suggestions for clarifying the Holmes Point Overlay regulations to respond to the neighborhoods concerns for greater tree canopy protection at a future study session. For example, issues that are challenging for staff to administer is the application of the HPO regulations for small lots in the RSA 8 zone or redevelopment of existing developed properties within the HPO that have lawn areas without existing natural protection areas designated on the property. Staff will bring options to consider to address the communities concerns or changes to the HPO regulations at a later study session. Expanding the boundary for Holmes Point

Overlay to parcels that are relatively flat and largely developed would generally not be in keeping with the purpose of the HPO described in KZC Chapter 70.

C. Section 5 Parks and Open Space- Attachment 3

This section describes that preserving and expanding parks and open space is a high priority for the neighborhood. The public identified private property where additional parks and open spaces are desired beyond what is listed in the PROS Plan and Capital Improvement Program (CIP) and therefore not included. However, general circles indicated where additional parks are desired in the northeast portion of the neighborhood. This is consistent with what is shown in the Parks Element. Connectivity to parks, recreation, open space and Lake Washington through an increased pedestrian trail network (bike and pedestrian) is an important value to the neighborhood. The public has expressed the desire to create a "Green Loop Corridor" where natural areas should be preserved, contain pedestrian connections and trails. This section encourages increasing the amount of off leash dog areas.

Questions for Planning Commission Discussion:

- *What is the purpose of the Green Loop and how would it be realistically developed or implemented through private property? Require public access easements through private property with development permit review? Should more detailed connections be identified?*
- *How can access to the shoreline be improved?*

Staff comment: *As part of the public outreach there was a request for the City to acquire an area described as located in Goat Hill but it is not considered Goat Hill (see map). Staff is not sure how much public interest there is in this. This section will be forwarded to the Park Board for review and comment.*

D. Section 6 Land Use Policies – Attachment 4

This section describes the vision for the low density residential areas. It raises the issue of concern for reducing the patchwork of zoning districts and isolated pockets of RSA 8 zoning districts surrounded by lower density zones inherited from King County at time of annexation. The Planning Commission gave staff direction to study these areas for the appropriate zoning density and potential rezones.

The vision for future development of the commercial areas are described with consideration being given to increase building height to incentivize redevelopment to provide services, amenities, affordable housing and improve transit services. At the Finn Hill Neighborhood Center (Inglewood shopping center) increase in height to 3-5 stories and for Holmes Point Market increase to 3 stories is proposed. A list of urban design principles are listed and a map showing potential neighborhood gateways and viewpoints is provided.

Planning Commission Comments from August 11, 2016 include:

- *Policy 6.1:*
 - *Clarify definition and use of the term higher density for RSA 8 zones.*
 - *Page LU-1 fourth bullet- the way this is written may suggest all RSA 8 density should be lowered to RSA 6, 4 or lower and not sure that should be done. Same comment applies to text on page LU-2, second paragraph.*

- *Page LU-2, third bullet 10 minute neighborhood sentence needs completing such as adding 10 minute neighborhood concept.*
- *Policy 6.1.1 The Holmes Point Overlay regulations should address if the expectation is to have higher tree canopy standards in Finn Hill than rest of City?*
- *Policy 6.1.2 this policy would support the land use changes or rezones as a result of evaluating the land use study areas.*
- *Policy 6.2.2: Revise or add another policy to encourage development of affordable housing throughout Finn Hill including low density single family areas and not only mixed use and commercial areas.*
- *Policy 6.3:*
 - *Concern about using the term "residential in character" when describing five stories. Look at whether or not the Inglewood BNA area should be rezoned to another commercial zoning classification especially if the intent is to encourage mixed use, and to increase building height and more intensification. If it is supported to increase height in either or both commercial areas, a percent of affordable housing should be mandatory like in other commercial zones of the city.*
 - *Planning Commission questions realistic neighborhood support for five stories at the Inglewood Neighborhood Center or three stories at Holmes Point BNA.*
 - *Policy 6.3.2: Concern that there is adequate transportation infrastructure to support increasing building height at the Holmes Point Neighborhood commercial area. The City should evaluate if there is adequate infrastructure to support a higher density of development at this location.*
 - *Policy 6.3.3: Planning Commission questions feasibility or neighborhood support for small areas of commercial development within low density residential zoning (as was the determination with the North Rose Hill neighborhood plan study).*
- *Are there additional comments you have?*

Staff comments: Text will be revised to clarify intent of the term higher density and explain that RSA 8 is considered a low density zone. Staff will continue to study the implications of increasing height in the two Neighborhood Business zones and expansion of the BNA boundaries. Staff will return to a future study session with options for policy text changes to address your comments including a list of potential Zoning Code amendments for Planning Commission to consider.

E. Section 7 Transportation and Mobility- Attachment 5

The vision for the Finn Hill transportation system is to provide safe, comfortable, and efficient circulation for people who walk, ride bicycles, drive cars and ride transit within the neighborhood and surrounding areas. Increasing transit options is challenging considering the low residential density development pattern in the neighborhood. The transportation section policies include improving:

- a green loop corridor (see the Parks and Open Space section)

- pedestrian mobility by creating a network of trails, sidewalks, intersection improvements and crosswalks to connect to key destinations and from the top of Finn Hill to the shoreline
- bike networks and neighborhood greenways for both commuter and recreation bicyclists
- transit circulation through neighborhood by working with King County Metro Transit or exploring alternative modes such as shuttles, car shares or vanpools especially to commercial areas
- traffic congestion from regional and bypass traffic especially on Juanita Drive Implementation of the Juanita Dr. Corridor Study improvements will help. Services provided by the City's Neighborhood Traffic Control Program can also help.
- implementation of the City's adopted Complete Streets Ordinance in Finn Hill

The newly adopted Transportation Master Plan identifies City-wide motorized and non-motorized priorities and projects including for Finn Hill.

Carl Wilson submitted an email and letter commenting on the transportation policies regarding need for bike and pedestrian connections, clarification regarding desired and possible connections on the maps, substandard condition of the curve at 132nd ST to 90th Avenue, sidewalk needs along Simonds Road (see Attachment 7).

Staff Response:

Staff will follow up on Mr. Wilson's comments and make edits accordingly.

Questions for Planning Commission discussion

Specific pedestrian trail connections be located throughout the neighborhood needs further study and agreement with the City and neighborhood. Staff will revise text to respond to Mr. Wilson's comments.

F. Section 8 Public Services and Utilities- Attachment 6

This section describes the desired policies to address water, sewer, surface water, utilities and emergency services for the Finn Hill neighborhood. Water and sewer services are provided by the Northshore Utility District. The District has indicated there is adequate capacity to handle future growth of the Finn Hill area in their Comprehensive Plan document. The City of Kirkland is planning a new fire station in the Juanita area to provide emergency and fire service to the Finn Hill neighborhood. The City wide Surface Water Master Plan addresses city wide policies. Surface Water Design Manual regulations must be met with new development as well as the planned Capital Improvement Program projects will be implemented to address surface water issues in Finn Hill over time.

IV. RECOMMENDATIONS FOR FOLLOW UP STUDIES OR IMPLEMENTATION OF POLICIES

Green Futures Lab recommends a list of additional studies or follow-up items at the end of each section to implement the goals and policies. Staff recommends these items be considered at a

later study session once a more refined draft plan is available and staff has a chance to evaluate these implementation recommendations.

V. NEXT STEPS

Staff will bring back to the Planning Commission a refined draft neighborhood plan incorporating comments from the Planning Commission, other Boards and Commissions, and Finn Hill neighborhood Alliance small groups to a future study session in October/November. A public outreach on the potential land use changes and rezones will begin. Staff will plan for an open house to be held in a Finn Hill location once a draft plan is finalized.

ATTACHMENTS

1. Section 1-3 Vision Statement, Historical Context, Guiding Values
2. Section 4 Natural Environment
3. Section 5 Parks and Open Space
4. Section 6 Land Use
5. Section 7 Transportation and Mobility
6. Section 8 Public Services and Utilities
7. Email and letter from Carl Wilson 7/28/16
8. KZC Chapter 70 Holmes Point Overlay Regulations

Finn Hill Neighborhood Plan—**DRAFT August 15th-2016.**

Introduction

In collaboration with the City of Kirkland, the Green Futures Lab (GFL) has been working with Finn Hill residents, the Finn Hill Neighborhood Alliance (FHNA) and others to develop a neighborhood plan. This is the first neighborhood plan for Finn Hill following annexation to Kirkland in 2011.

Preparing the Finn Hill Neighborhood Plan involved a comprehensive, year-long process that included public events, online surveys, the development of alternatives by residents, and feedback on priority plans and policies from the neighborhood, City staff and City Boards and Commissions. (See Public Process Overview below).

At the first major public event, the Finn Hill community was invited to express their thoughts about their neighborhood during a “Listening Session” led by the University of Washington’s GFL Team. The event was sponsored by the City of Kirkland and the FHNA. At the Session the GFL Team also conducted an Instant Poll, leveraging attendees’ cell phones to collect opinions on how key commercial centers for the neighborhood might function and look like in the future. Following this session, an “online survey” allowed people who could not attend the meeting to share their thoughts, answering similar questions to those posed at the evening session.

In November of 2015, a day-long “Alternatives Workshop” was hosted by the GFL with the support of the City and FHNA. Finn Hill residents were asked to envision the future of their neighborhood, by defining neighborhood goals and by working at two scales: the entire neighborhood, and a focus on a specific drainage basin or commercial area. Eight teams created alternatives at both scales. Participants received guiding workshop goals and principles, based on information and results from the Listening Session phase, to provide a framework for the brainstorm session.

After analyzing the alternatives generated at the workshop, and developing hybrid alternatives discussed with the City and joint City Commissions, the GFL Team, with the City and FHNA as event partners, set up a public “Priorities Forum.” Finn Hill residents were invited to list their priorities regarding land use and zoning, mobility, open space and recreation, the natural environment, and urban design at five stations, and to provide feedback on a draft vision statement and policies for inclusion in the neighborhood plan. As a follow up for people who could not make the forum, or who did not have time to provide feedback at all the stations during the forum, an anonymous web survey opened the following week. Forum and survey results, and feedback from City staff and commissions, have then guided development of this draft Finn Hill Neighborhood Plan.

Public Process Overview:

Date	Event	Respondents/participants
August 2015	O.O. Denny Festival informational booth	Not recorded
October 15th, 2015	Listening Session	50 + participants
November 2 nd -11th, 2015	Listening Session Online Survey	167 respondents
November 14th, 2015	Alternatives Workshop	70 participants
February 24th, 2016	Neighborhood Priorities Forum	81 participants
March 2 nd -27th, 2016	Priorities Forum Online Survey	67 respondents

All the results are presented in separate documents, with maps and the record of all comments and survey responses. A synthesis of those results is presented in the Vision Statement, and all the issues and policies in the following chapters are sustained by those results.

1-Vision Statement

The following vision statement reflects how residents envision the Finn Hill neighborhood to be like in the year 2035.

Finn Hill is a largely residential and heavily treed picturesque neighborhood overlooking Lake Washington. Two mixed use neighborhood commercial centers located on Juanita Drive, Finn Hill Neighborhood Center and Holmes Point Residential Market (Inglewood and Plaza Garcia centers), provide retail amenities and multi-family housing in the neighborhood. The neighborhood is bounded by Lake Washington to the south and west, NE 145th Street to the north, and North and South Juanita to the east. Access to the neighborhood is limited to three main entry points: Juanita Drive provides access to the southern and western portions of the hill, Simonds Road/NE 145th ST and NE 132nd/90th street provide the north east/west access to Finn Hill.

The vision statement was written with extensive public input, based on statements made by the public and voted for inclusion during the Neighborhood Forum and Survey held Feb/Mar 2016.

Statements are presented in order of highest to lowest approval (nature 79%; density 68%; transit 62%; existing character 50%).

Finn Hill residents feel very strongly about the **unique setting** of their neighborhood. **Parks and natural areas** are the stars of Finn Hill and are considered **high value resources** that create important wildlife and recreation connections. There is a deep connection with—and a desire to care for—the natural environment, parks and open space, the tree canopy, and Lake Washington. Preserving or improving **natural space connectivity** wherever possible is a major goal for Finn Hill residents, and has received the **strongest support** through the Listening Session and the Alternatives Workshop, as well as in the surveys. Additionally, Finn Hill's natural setting includes many steep slopes that residents recognize must be protected or developed carefully to prevent landslides and erosion.

In keeping with the desire to preserve Finn Hill's natural areas is the desire of Finn Hill residents to keep **density low in residential areas**. Although Finn Hill residents understand the need to accommodate newcomers to the neighborhood, they are especially concerned about the **consequences from additional density; these include undesirable changes to the character of established neighborhoods, loss of tree canopy, and increased traffic congestion**. The development of multi-family zones should be adjacent to neighborhood commercial zones in order to **avoid high-density spots in low-density areas**. The improvement or **redevelopment of existing commercial** centers—rather than building new ones—would make more sense in the context of Finn Hill. The Finn Hill Neighborhood Center (Inglewood commercial area) in particular has strong potential for redevelopment and residents expressed a desire to see the amenities here updated and diversified. Inglewood could support the inclusion of more multifamily or cottage housing in and adjacent to the shopping center, particularly if doing so would justify additional transit services for the neighborhood.

Transportation around and through Finn Hill is currently car centric, although the existing **trails and bike networks are much enjoyed** and need further development. There is also a need for **better connectivity** up/down hill and towards key facilities such as schools, parks, and shopping centers. Forming a **safe network of sidewalks** and trails where walking is facilitated and comfortable should be a major goal for Finn Hill. There are also concerns about **traffic congestion during commute hours** on key roads in Finn Hill, particularly Juanita Drive which is the main North South thoroughfare through the neighborhood. Finn Hill residents support land use decisions that enhance the viability of additional public transit solutions and reduce the need for residents to use their personal cars, especially during heavy commute periods.

Overall, Finn Hill is a place for passive recreation, tranquility, oneness with nature, where the quietness of parks and residential areas are greatly appreciated. Residents want to **preserve the existing character of the neighborhood** while planning for the future.

2-Guiding Neighborhood Values

Finn Hill residents' vision for their neighborhood's future is complex, with many interrelated ideas and values. However, since the Finn Hill Neighborhood Plan must be implemented through a series of goals and policies, this section is meant to explicitly lay out the guiding values and ideas that connect the goals and policies between and within chapters and provide a basis for the rest of the neighborhood plan.

Neighborhood Value 1: Promote human and wildlife connectivity through multifunction green spaces.

Neighborhood parks and green spaces should be connected into a continuous loop of woodland and trails. Key functions for these spaces include providing wildlife habitat, preserving forest canopy, protecting sensitive areas (including steep slopes), providing hiking and walking opportunities, and providing opportunities for biking that do not conflict with pedestrians. Ideally, these green spaces would also integrate the two commercial areas more strongly into the neighborhood by improving pedestrian access to the commercial areas and be easily accessible to residents throughout the neighborhood.

Neighborhood Value 2: Reduce islands of higher density zoning in single family residential areas to promote a consistent land use pattern and support the neighborhood's desire to retain its low density character.

The neighborhood's residential zoning should minimize pockets of zoning that allow residential development at densities and in forms that are incongruous with that of surrounding homes.

Neighborhood Value 3: Protect sensitive areas and preserve tree canopy cover and wildlife habitat to maintain the natural environment.

For sensitive natural areas and landslide hazard areas, the neighborhood should examine policy options for protecting these areas and connecting them to the broader green spaces network (see NV1, above). These include:

- a. Regulating development on geological hazard areas and near streams in addition to Kirkland's existing requirements;
- b. Zoning approaches such as encouraging clustering of building structures to reduce development on slopes or retain more trees;
- c. Requiring development easements to restrict development on parcels or part of a parcel to protect sensitive areas; and
- d. Implementing financing options including non-contiguous clustering or transfer of development rights.

Neighborhood Value 4: Develop the neighborhood commercial districts into pedestrian oriented villages that are residential in scale, provide needed services and gathering places within walking distance, and support additional transit options. They should be developed with sensitivity to the neighborhood’s environmental and traffic concerns and while maintaining the neighborhood’s character.

This value complements NV2 above and is based on the idea and principles of the “10 minute walkable neighborhoods” concept. This concept of development emphasizes accessibility and walkable destinations, and it has already been developed in other neighborhoods of Kirkland. Finn Hill residents would like to see denser multifamily residential development occur near existing commercial districts, in order to diversify residential housing choices (including affordable housing and housing for seniors), enhance shopping amenities, and improve transit options.

Neighborhood Value 5: New development in the neighborhood should be in keeping with the neighborhood’s vision.

Requests for land use changes and land use decisions should reflect the vision statement and the goals and policies of the neighborhood plan.

Residential and commercial development applications should be evaluated carefully with regard to their impact on transportation in and out of the neighborhood. They should particularly be evaluated in regard to commute congestion, their impact on the neighborhood’s tree canopy, and their impact on surface water quality and flow management.

RECOMMENDATIONS for implementation:

1. [FHNA and City of Kirkland staff]: While a project alone might not have a significant impact at the particular location, when viewed in combination with all other development happening, it may be the source of more significant impacts. Our recommendation is to examine potential for different mechanisms that would trigger limits on development projects when key transportation or environmental goals/targets are threatened by this development project, at local and neighborhood scale.

3-Historical Context

Prior to European settlement, Douglas fir and western red cedar forests dominated Kirkland and Finn Hill. Fire was the major disturbance in the ecosystem, after which both understory shrubs and canopy trees would regenerate¹.

Just south of Finn Hill at the mouth of Juanita Creek was a settlement called *TUHB-tuh-byook'w*. It was occupied by members of the Duwamish tribe and part of a larger group of settlements on the eastern shore of Lake Washington in what is now Kirkland². These settlements were abandoned in the mid- to late-19th century after the Duwamish ceded 54,000 acres of land under the 1855 Treaty of Point Elliott³.

Early European settlers of Finn Hill were predominantly from Finland or of Finnish descent. The first families settled Finn Hill in 1896; some of the 55 families in the area include the Jarvi, Salmonson, and Haapa families⁴. The Inglewood neighborhood—now part of Finn Hill and the area of Finn Hill's largest commercial development—was first platted and named by L.A. Wold in 1888⁵.

As elsewhere in Kirkland, these early settlers first logged the area, then burned and pulled out the massive stumps left behind to prepare the land for agriculture. Fruit, dairy, and vegetables were among the crops grown.

As Seattle was preparing for the 1962 World's Fair, and the 10 million people who'd be coming to experience it, the Evergreen Point floating bridge was completed to connect Kirkland to Seattle. This led to a sharp increase in the population of communities on the eastside, including Kirkland and Finn Hill. At that time, to be prepared for the change, Kirkland's local leaders wrote visions and recommendations, which would become the first Comprehensive Plan of Kirkland.

Today, single family residential has replaced farms and agriculture. Development, not fire, is the greatest threat to the large Douglas fir and western red cedars that still dominate the landscape. Finn Hill was annexed into Kirkland in 2011.

Figure 3.1: An early photo of Kirkland's shoreline, showing early homes with remnants of the area's extensive forests in the background. Photo courtesy Kirkland Heritage Society.

Photo to be inserted.

¹ Halpern, C. B., & Spies, T. A. (1995). Plant species diversity in natural and managed forests of the Pacific Northwest. *Ecological Applications*, 5(4), 913-934.

² Coast Salish Villages of Puget Sound. Located at: http://coastsalishmap.org/new_page_6.htm

³ Viltos-Rowe, Irene. Waste Not, Want Not—The Native American Way.

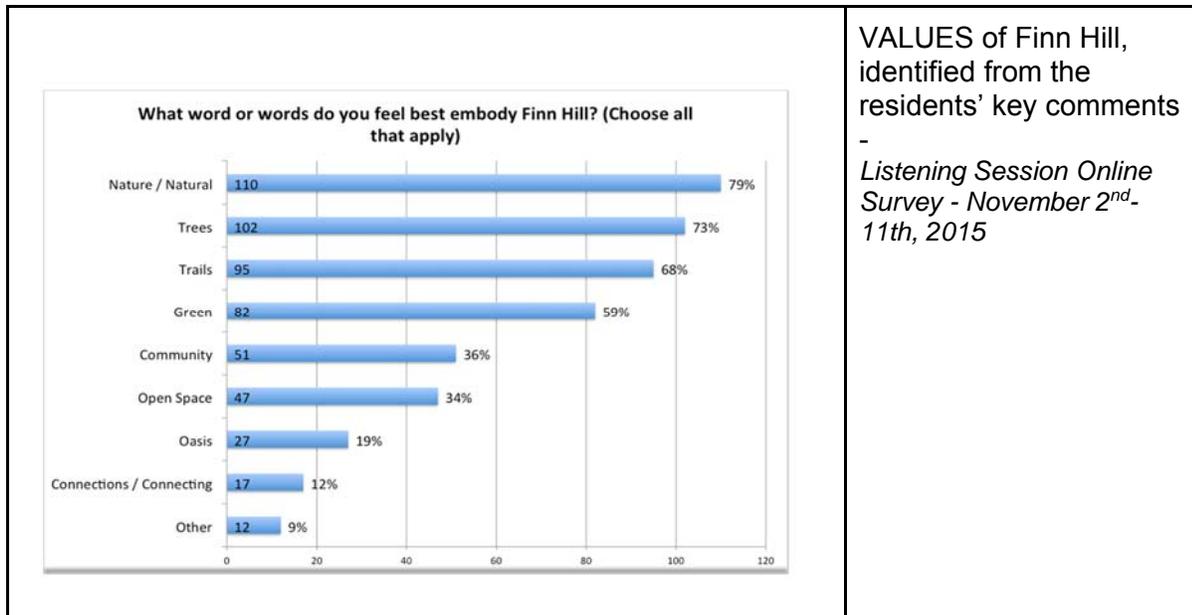
⁴ Kirkland Heritage Society records; Radford, Barbara. What's in a Name located at: <http://finnhillalliance.org/2013/12/whats-in-a-name-2/>

⁵ Majors, H. M. (1975). *Exploring Washington*. Van Winkle Publishing Company.

Finn Hill Neighborhood Plan—**DRAFT August 15th -2016.**

4-Natural Environment

Protecting and enhancing the natural environment is very important to Finn Hill residents, as evidenced by the Vision Statement and community input received during all of the outreach sessions.



- A key concern for Finn Hill residents is conserving the natural environment, including the tree canopy, wildlife habitat, streams, and wetlands.
- Connectivity for both wildlife habitat and recreation are important.
- There is a clear need for protecting sensitive areas in Finn Hill—including streams, wetlands, and steep slopes—which may include restricting development.
- Residents desire more effective and/or to enforce existing development standards to protect the natural environment and forested neighborhood character.

Based on the key issues from the community listed above, two overarching Natural Environment goals were conceived. These received very strong support in the Neighborhood Forum and Survey.

Goal 4.1: Protect and enhance the natural environment¹.

¹ From the Finn Hill Neighborhood Forum and Survey, residents indicated 90% support, 1% no, and 9% unsure.

Goal 4.2: New development and redevelopment should be required to preserve and enhance native tree, vegetation and soil functions².

These overarching goals provide the framework for this chapter and are addressed in more detail in the goals and policies of the following sections.

4.1-Slopes and Areas Susceptible to Landslide Hazards

Finn Hill's topography includes many steep slopes and stream corridor ravines, particularly on the east, south, and west edges of the neighborhood (See Fig 4.1: Seismic Hazards and Landslide and Erosion Hazards). These steep slopes (>15% slope) and ravines are susceptible to erosion and landslides, particularly if the existing vegetation is removed. Additionally, soils susceptible to seismic hazards (including liquefaction) are generally located in areas containing wetlands.

The City of Kirkland Zoning Code Chapter 85³ establishes the regulations applying to development on property containing geologically hazardous areas. In Erosion Hazard Areas, development activity is subject to increased scrutiny and must comply with regulations to control erosion contained in KMC Title 15, along with language in KCZ 70 and KCZ 95 pertaining to requirements in steep slope areas.

<< Fig 4.1: Seismic Hazards and Landslide and Erosion Hazards provided by Kirkland >>

The FHNP builds on the policies contained in the Environment Chapter of the Comprehensive Plan Zoning Code.

Policy 4.1.1: Moderate and high risk landslide areas should be protected by limiting development and maintaining existing vegetation⁴.

Controlling erosion and preventing landslides is a desired goal expressed by Finn Hill residents at the Neighborhood Workshop and Forum and in the online Survey. Residents are concerned about protecting unstable slopes from development in addition to what is already covered for the rest of Kirkland.

Standards for limiting development should include:

- Conduct slope stability and structural analysis to minimize damage to life and property.

² From the Finn Hill Neighborhood Forum and Survey, residents indicated 87% support; 4% no, and 9% unsure.

³ Note that the city is hiring consultants to study geologic landslide hazard areas, streams, and wetlands. This separate city wide public involvement process is currently underway and will be completed after the Finn Hill Neighborhood Plan.

⁴ 96% public support from the Neighborhood Forum and Survey.

- Cluster development away from steep slope areas and drainage courses to preserve significant groupings of native trees and vegetation. Flexibility in lot size and placement of proposed improvements may be necessary to achieve this.
- Retain steep slopes in a natural condition through the creation of greenbelt easements.
- Restrict lot coverage to retain vegetation and consider policies controlling setbacks.
- Control surface water runoff at pre-development levels.
- Retain watercourses and wetlands in a natural state.
- Retain native trees and vegetation to the maximum extent.

Policy 4.1.2: Establish priorities and funding criteria for acquiring open space and sensitive areas consistent with City-wide policies and the Capital Improvement Program⁵.

Areas acquired for public parks and open space preservation could also support the Finn Hill neighborhood's desire to protect native tree canopy (see 4.2), streams and wetlands (see 4.3), wildlife preservation (see 4.5), and hiking trails (see Ch. 5 Parks and Open Space).

4.2-Tree and Canopy

Tree removal regulations are a major concern of Finn Hill residents based on feedback from the Neighborhood Forum and Survey.

- Very strong community support for more stringent and enforced limits on tree removal by developers, including the need for better enforcement of current regulations (91% support, 6% disagree, 3% unsure).
- The large majority of residents want to protect existing trees and tree canopy and restore areas where it has been compromised, especially native species (83% support, 10% disagree, 7% unsure).
- Few residents are worried about regulations that restrict their ability to remove trees (9 out of 71 or 12% of responses concerning the HPO think it should be reduced). Some of these concerns were related to limitations on the removal of non-native trees.

Current Kirkland regulations regarding tree removal include the Holmes Point Overlay (KCZ Chapter 70; see section 4.6 below) and tree management requirements in the zoning code (including KZC Chapter 95). Residents at the Neighborhood Forum and Survey expressed concerns that these may not be strong enough for Finn Hill based on importance of natural areas and parks to the community (see Ch. 1 Vision Statement).

An overarching goal emerged from the neighborhood's concerns about tree canopy.

⁵ 90% public support from the Neighborhood Forum and Survey.

Goal 4.2.1: Preserve and restore a sustainable urban forest throughout the neighborhood by protecting and connecting tree, vegetation, and soil functions and wildlife habitat.

This goal is related to and helps address a number of other concerns including:

- High tree canopy coverage is attributed to lower stormwater runoff volumes, peak stream flows, and flooding incidents (see Section 4.3).
- Protecting native vegetation reduces soil erosion, preventing sediment and other pollutants from entering streams and Lake Washington (see Sections 4.1 and 4.3).
- Preserving continuous tree canopy, which is particularly important for maintaining wildlife habitat and wildlife corridors (see Section 4.5).
- Protecting native trees and vegetation helps to protect soil ecosystems (see Policies below). In addition, soils and the communities of microorganisms that they support are extremely important to supporting healthy native trees and vegetation.

In addition to the policies below that address tree protection, the policies in the Holmes Point Overlay section (Section 4.5 below) are also relevant.

Policy 4.2.2: Establish stronger policies for tree protection during development and require restoration of canopy that has been lost due to development⁶, particularly large native trees and groves⁷.

While protecting mature trees where appropriate is important for the aforementioned reasons, larger trees substantially improve urban air quality, reduce heat island temps, and contribute to a sense of place.

Finn Hill and the City should explore approaches including better enforcement of existing regulations and amending KZC Section 70 (Holmes Point Overlay) and Section 95 (Tree Management).

One approach to protecting mature trees is to consider developing a Heritage Tree designation as an additional protection measure for larger trees. A number of community members have expressed support for this option.

Policy 4.2.3: Preserve existing forest canopy.

⁶ 83% public support from the Neighborhood Forum and Survey.

⁷ 91% public support from the Neighborhood Forum and Survey.

One method to preserve forest canopy is through public purchase of land in conjunction with Policy 4.1.2 above. In addition, the neighborhood and City should explore additional avenues of private land preservation through the HPO Protected Natural Areas (KZC Section 70) and creation of development and conservation easements.

See tree canopy for Finn Hill map figure__

Policy 4.2.4: Protect existing continuous tree canopy between parcels through Protected Natural Areas and/or create connecting tree canopy between parcels.

Policies 4.2.1 through 4.2.4 above should strive to maintain or restore key ecosystem functions, including succession and decomposition.

Policy 4.2.5: Protect soil ecosystems during development ⁸.

Soils and the communities of microorganisms that they support are very important for supporting healthy native trees and vegetation. Currently the Surface Water Master Plan (SWMP) requires soil amendment. However, these measures only address soil permeability and do not protect the soil organisms. Communities of soil organisms are at risk during construction from soil compaction and removal, and during soil amendment activities. For example, soil amendment with organic or chemical fertilizers can reduce fungal species richness particularly in mycorrhizal species. Additions of mulch or non-sterile substrates (e.g. sand, pea gravel) may introduce new soil organisms with unknown impacts on the soil community.

The predominant method of protecting soil ecosystems is to not disturb vegetated areas in order to preserve their soil ecosystems. Other approaches that the neighborhood and City could explore include reducing allowable clearing and grading areas. While this policy addresses protecting existing soil ecosystems, restoring soil ecosystems in disturbed areas is a topic for future study.

IMPLEMENTATION RECOMMENDATIONS:

1. [City of Kirkland and FHNA] Examine if perception of tree protection violations is real via data and public feedback. Does a disconnect exist between Finn Hill residents' desire for adequate tree protection and what is happening on the ground?
2. [City of Kirkland staff/consultant] Examine and map neighborhood forest health (forest inventory), ivy and other invasive species; opportunities for community led restoration. See e.g. Green Kirkland Partnership 20-Year Forest and Natural Area Restoration Plan, discuss with Sharon Rodman.
3. [City of Kirkland staff/consultant] Examine opportunities to create wildlife corridor connections in Finn Hill and with other neighborhoods.

⁸ 89% public support from the Neighborhood Forum and Survey.

4. [City of Kirkland staff, FHNA] Examine support for and policy options for implementing a heritage tree program.
 5. [City of Kirkland staff/consultant] Examine approaches for protecting and restoring soil ecosystems in areas with disturbed soils.
 6. [City of Kirkland staff/consultant] Examine feasibility and efficacy of applying SWMP soil requirements to Single Family developments in Finn Hill.
-

4.3-Streams, wetlands and shorelines

Finn Hill boasts many streams, particularly along the western edge, a significant portion of Lake Washington's shoreline, and a number of wetlands (See Figure 4.3). The residents of Finn Hill feel strongly that the neighborhood should protect and restore streams and wetlands and Lake Washington shoreline habitat consistent with adopted policies, programs and regulations including the Critical Area Ordinance⁹ and the Shoreline regulations in the Zoning Code and Shoreline Chapter of the Comprehensive plan.

<< Figure 4.3: Map of Streams, wetlands, and shorelines provided by Kirkland >>

Goal 4.3.1: Preserve and restore streams and wetlands and protect their biological integrity, including in stream and adjacent riparian habitat.

Policy 4.3.1: Encourage public and private property owners to conserve and enhance streams, wetlands, and buffers for wildlife habitat and corridors¹⁰.

Kirkland's Surface Water Master Plan describes some improvements, including:

- Removing debris from streams,
- Removing structures or barriers to improve fish passage,
- Restoring stream channels and buffers to improve habitat, and
- Monitoring streams for invasive species.

⁹ The Critical Area Ordinance will increase sensitive area stream and wetland buffers by June 2016. This may result in lower density development.

¹⁰ 96% public support from the Neighborhood Forum and Survey.

Other actions to explore include adding woody debris to streams, removing invasive species from buffers and planting with natives, and educating residents about stream bacterial loads caused by pet waste.

Policy 4.3.2: Work with public and private property owners to enhance shoreline habitat along Lake Washington (aka ‘shoreline softening’) via GreenShores and similar programs¹¹.

Kirkland is a GreenShores™ for Homes (GSH) pilot city. GSH is a voluntary incentive based program similar to LEED but designed specifically for shoreline properties. Other shoreline habitat policies in Kirkland are the Shoreline Chapter of the Comprehensive Plan and the PROS plan¹².

IMPLEMENTATION RECOMMENDATIONS:

1. [City of Kirkland] New CAO buffer widths will reduce residential density/buildable area. Use information to balance development/zoning and preservation/green loop implementation in Neighborhood Plan.
 2. [City of Kirkland staff/consultant] Identify opportunities for preserving undeveloped land near streams and wetland to support Goal 4.3.1 and Policy 4.3.1.
 3. [City of Kirkland] Explore goals, policies, and lessons learned from other cities with effective stream/riparian restoration requirements, possibly Issaquah.
 4. [City of Kirkland/FHNA] Identify opportunities for conserving and enhancing streams, wetlands, and buffers building on work already done for Kirkland’s Surface Water Master Plan to support Policy 4.3.1.
 5. [City of Kirkland staff/consultant or FHNA] Monitor surface water quality when it reaches the lake to support shoreline habitat restoration efforts.
-

4.4-Surface water

Surface water contributes to environmental degradation through reduction in water quality, erosion of ravines and streams, and flash flooding and of ravines and streams. Preventing and minimizing these adverse impacts is important to the neighborhood of Finn Hill. Implementing Low Impact Development (LID), which encourages infiltrating surface water on site and other techniques to reduce surface water volume and pollution is the main approach for addressing surface water.

¹¹ 81% public support from the Neighborhood Forum and Survey.

¹² Similar to GSH, the PROS plan suggests enhance shoreline natural areas by removing hard shoreline structures and creating soft vegetated shorelines to improve ecological functions.

Two existing policies in Kirkland are the Surface Water Master Plan and Chapter 114 of the KZC which addresses LID directly¹³. The SWMP includes a description of surface water issues in Finn Hill (Appendix C) as well as a project list.

Policy 4.4.1: New and existing development should use more natural stormwater solutions to protect fish and other aquatic organisms (e.g. Low Impact Development¹⁴, limiting impervious surface area)¹⁵.

At the Listening Session, residents supported use of rain gardens, pervious paving, cisterns, land conservation, and green roofs. Other LID techniques not specifically discussed include bioswales and other forms of bioretention, curb extensions, cascades, and porous gutters.

Policy 4.4.2: Educate property owners and Finn Hill residents to prevent point and nonpoint source pollution to improve water quality in local streams and Lake Washington.

Policy 4.4.3: Conduct retrofit planning for existing conditions with the goal of improving hydrology and water quality consistent with the Surface Water Master Plan.

Note that the Stormwater issues addressed here are also mentioned in Chapter 10 under “Public Services and Utilities”.

IMPLEMENTATION RECOMMENDATIONS:

1. [City of Kirkland/FHNA] Identify where stormwater treatment can be added to park or streets to support policies.
 2. [City of Kirkland staff/contractor] Conduct i-Tree analysis to assess monetary value of stormwater mitigation provided by Kirkland’s urban forest. Can also assess what the cost TO stormwater management is, with canopy cover loss. Explore how this could be integrated into Neighborhood Plan.
-

4.5-Wildlife and wildlife habitat

¹³ In 2016 the City will be updating LID regulations.

¹⁴ In compliance with Chapter 114 of KCZ.

¹⁵ 89% public support from the Neighborhood Forum and Survey.

Finn Hill residents greatly value the fish, plants, and wildlife that inhabit the neighborhood and strongly support protecting and restoring wildlife habitat. Wildlife habitat areas are areas that provide food, protective cover, nesting and breeding areas, and corridors for movement for native plants, fish, or wildlife including but not limited to threatened, endangered, migratory and priority species.

Prior to development, Finn Hill was blanketed with a dense conifer forest, including Douglas fir, western red cedar, and western hemlock. Forest fires were frequent occurrences resulting in a patchwork of conifer forest and burned areas dominated by native shrub species including vine maple, huckleberry, salal, and Oregon grape¹⁶. While it is impossible to return to these conditions, an ideal urban forest provides wildlife habitat and corridors that reflect the habitat requirements of key species.

Previous sections of this chapter, particularly sections 4.1 (Steep slopes), 4.2 (Forests) and 4.3 (Streams, wetlands, and shorelines) also address the provision of wildlife habitat. The funding policy identified in 4.1 will be instrumental in setting aside land for wildlife habitat. In addition, the Green Loop discussed in Chapter 5 (Parks and Open Spaces) provides an opportunity to improve, connect, and protect wildlife corridors.

Finn Hill already contains a number of protected areas (See Figure 4.5). These are managed by multiple governmental bodies, including City of Kirkland, City of Seattle, and King County. The continued preservation of these protected areas will require cooperation between Finn Hill residents and these entities.

<< Figure 4.5: Current Parks and Open Spaces in Finn Hill; provided by City of Kirkland >>

The policies below build on policies from sections 4.1 (Steep slopes), 4.2 (Forests) and 4.3 (Streams, wetlands, and shorelines).

Policy 4.5.1: Promote and educate the public about backyard habitat, in conjunction with Kirkland’s designation as a certified Community Wildlife Habitat by The National Wildlife Federation.

Additional opportunities for improving wildlife habitat that could be explored include encouraging safe snag retention on private property, shadier riparian areas, and pollinator corridors.

RECOMMENDATIONS for implementation:

1. [City of Kirkland staff/consultant] Identify key habitats in addition to forest canopy (e.g. early- and mid-successional habitats). These are important habitat for native flora and fauna and might provide alternatives to aspire to where large trees have already been cut down, and could be included in this and future documents.

¹⁶ Mark Swanson at WSU produced an overview of Northwest seral communities which may be helpful. It is available online at https://ncfp.files.wordpress.com/2012/06/swanson_20120111.pdf

2. [City of Kirkland staff/consultant] Examine problem of bird-window strikes and need for additional resident outreach or policy development. Areas with high amounts of forests adjacent to development generally have elevated numbers of bird-window strikes. Other measures of wildlife mortality including dark sky could be examined at the same time, pursuant to Policy 4.4.2 below.
3. [City of Kirkland staff/consultant] Examine quality of wildlife habitat and corridors, gap analysis for corridor connections (landscape ecology), snag inventory. Identify opportunities pursuant to policies in this chapter.

4.6-Holmes Point Overlay

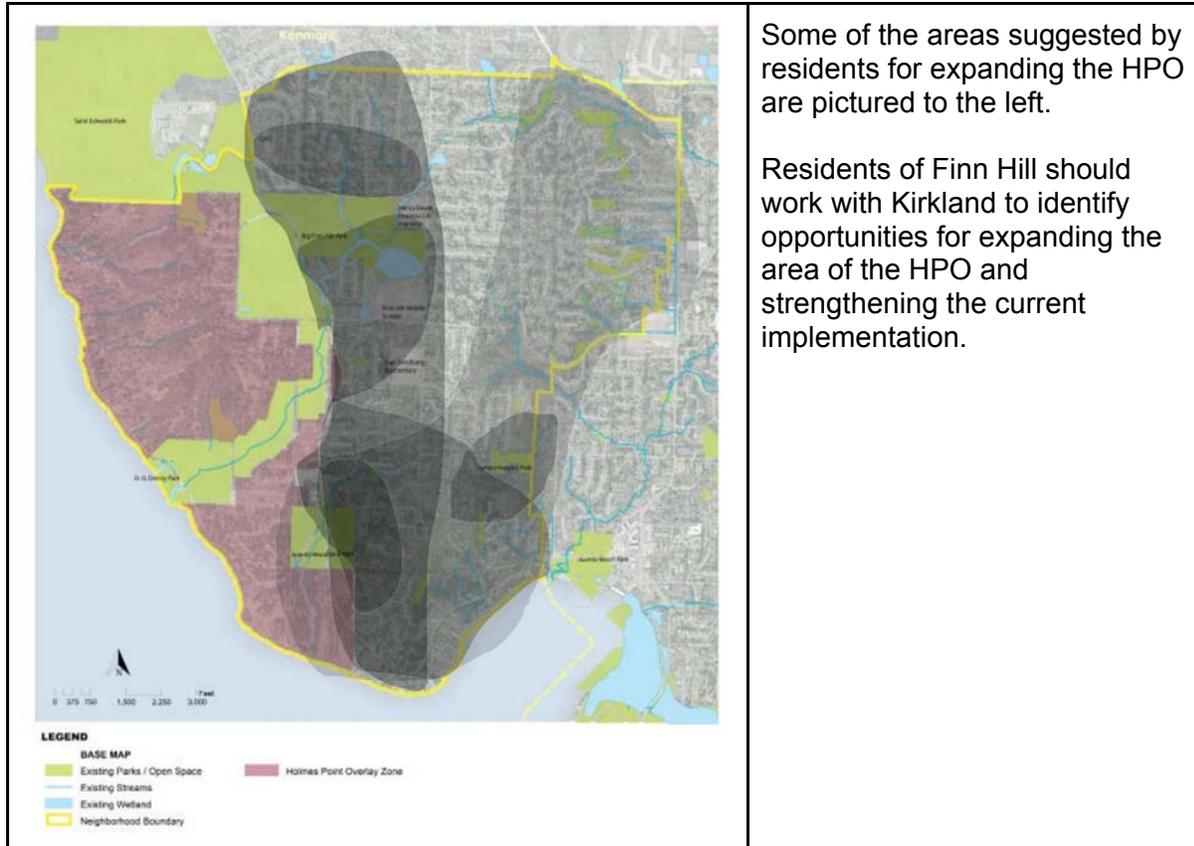
The Holmes Point Overlay zone (HPO; KCZ Chapter 70) is a regulatory overlay with the purpose of providing an increased level of environmental protection in the Holmes Point area (Figure 4.6). This area is dominated by sensitive environmental features including steep slopes and landslide and erosion hazard areas. The HPO limits maximum lot coverage and requires that at least 25% of the total lot area be designated as a Protected Natural Area (PNA).

<< Figure 4.6: Map of Holmes Point Overlay provided by City of Kirkland >>

Tree and canopy protection is a significant concern of Finn Hill residents. Residents have expressed significant concerns that the current implementation of the HPO is not sufficient to protect trees. The neighborhood has expressed support for strengthening the HPO regulations and/or expanding the area of Finn Hill that it covers. Suggestions from the community include expansion to the southern slopes, the eastern slopes, and all of Finn Hill¹⁷. Additionally, the neighborhood is concerned with how well the current implementation of the HPO is enforced. Specific concerns include perceptions that developers are given permission to cut down more trees than the ordinance allows and not being effectively punished when they do.

Areas for suggested Holmes Point Overlay expansion.

¹⁷ Neighborhood Forum and Survey.

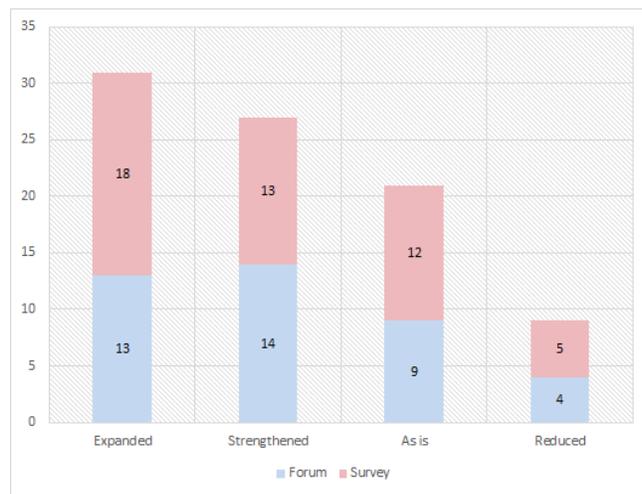


Policy 4.6.1: Identify opportunities for expanding the area of the HPO.

Policy 4.6.2 Identify opportunities to strengthen the regulations and enforcement of the HPO and compliance with the provisions of the Holmes Point Overlay.

Potential approaches include more outreach to the community including educational programs on trees, educational programs on code requirements and enforcement encouraging citizen awareness networks to spot violations, and outreach to developers.

Community support for expanding and strengthening the HPO.



- Neighborhood is concerned about lack of enforcement for developers
- Expressed support for strengthening or expanding HPO
- Implementation issues e.g. lack of support for clustered development
- Strengthening the current implementation of the Holmes Point Overlay should be a priority.

RECOMMENDATIONS for implementation:

1. [City of Kirkland staff and FHNA] The Holmes Point Overlay needs to be critically assessed with the understanding that the main goal for residents is **tree protection**:
 - a. Is the HPO effective as written?
 - b. Is the HPO effective as implemented?
 - c. Is there a better policy option to address the underlying issue and desire for tree protection?
2. If the HPO is a good policy option, a number of further questions should be addressed via public outreach:
 - a. Are there specific areas where the HPO should be extended?
 - b. Should the HPO be strengthened?
 - c. Are zoning changes necessary (specifically downzoning) in the HPO?
 - d. Are there other changes that should be made to the HPO, including promoting clustering of PNAs on adjacent parcels or incentives for reducing lot coverage?
3. [FHNA and City of Kirkland transportation staff] Address issue of public road width standards for HPO and Finn Hill generally. Which specific roads in HPO are a concern? Note: Scott to organize focus group.

Maps for Chapter 4: Natural Environment

Figure 4.1: Seismic Hazards and Landslide and Erosion Hazards (from Kirkland)

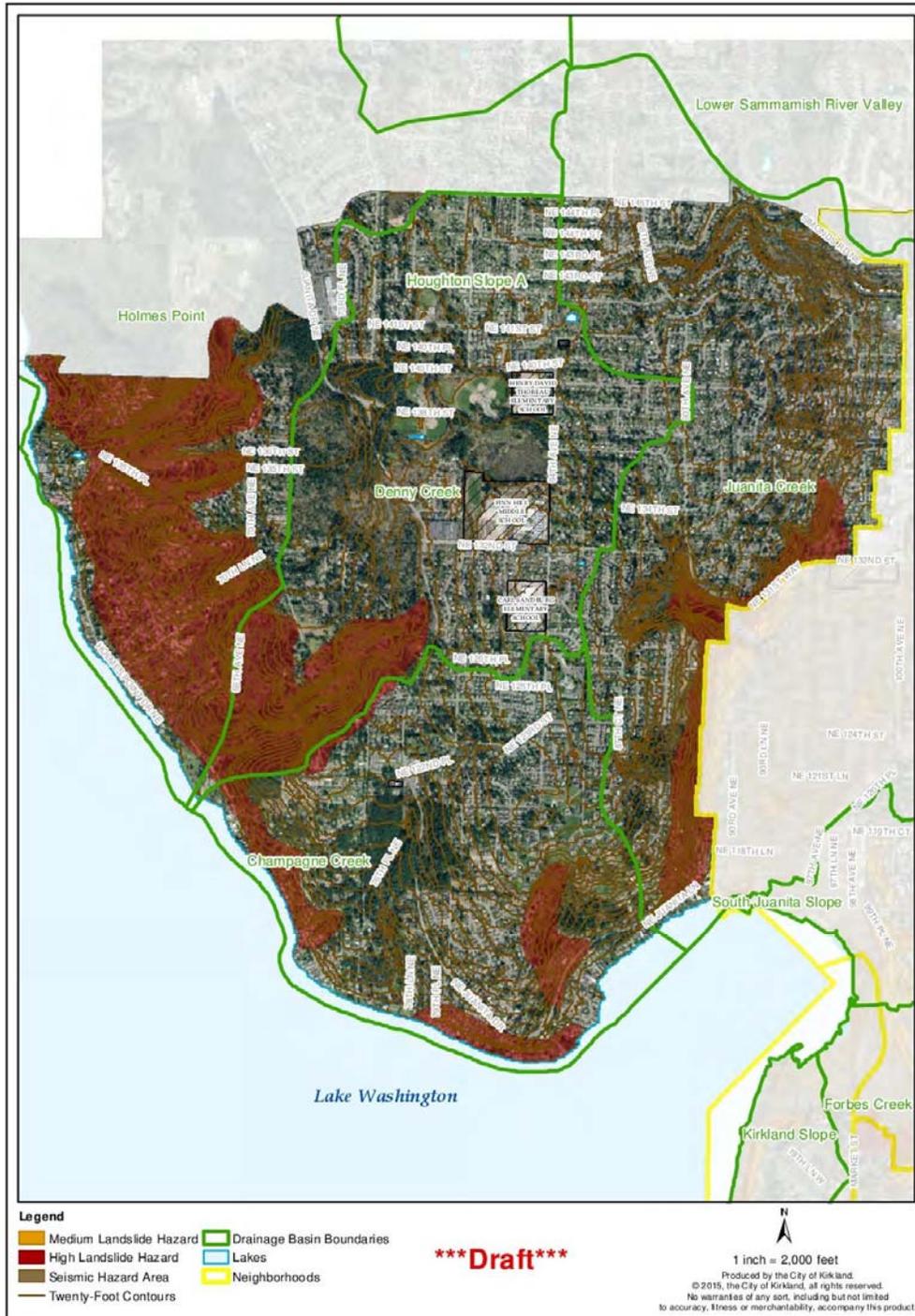


Figure FH-3: Finn Hill Geologically Hazardous Areas

Figure 4.3: Map of Streams, wetlands, and shorelines provided by Kirkland

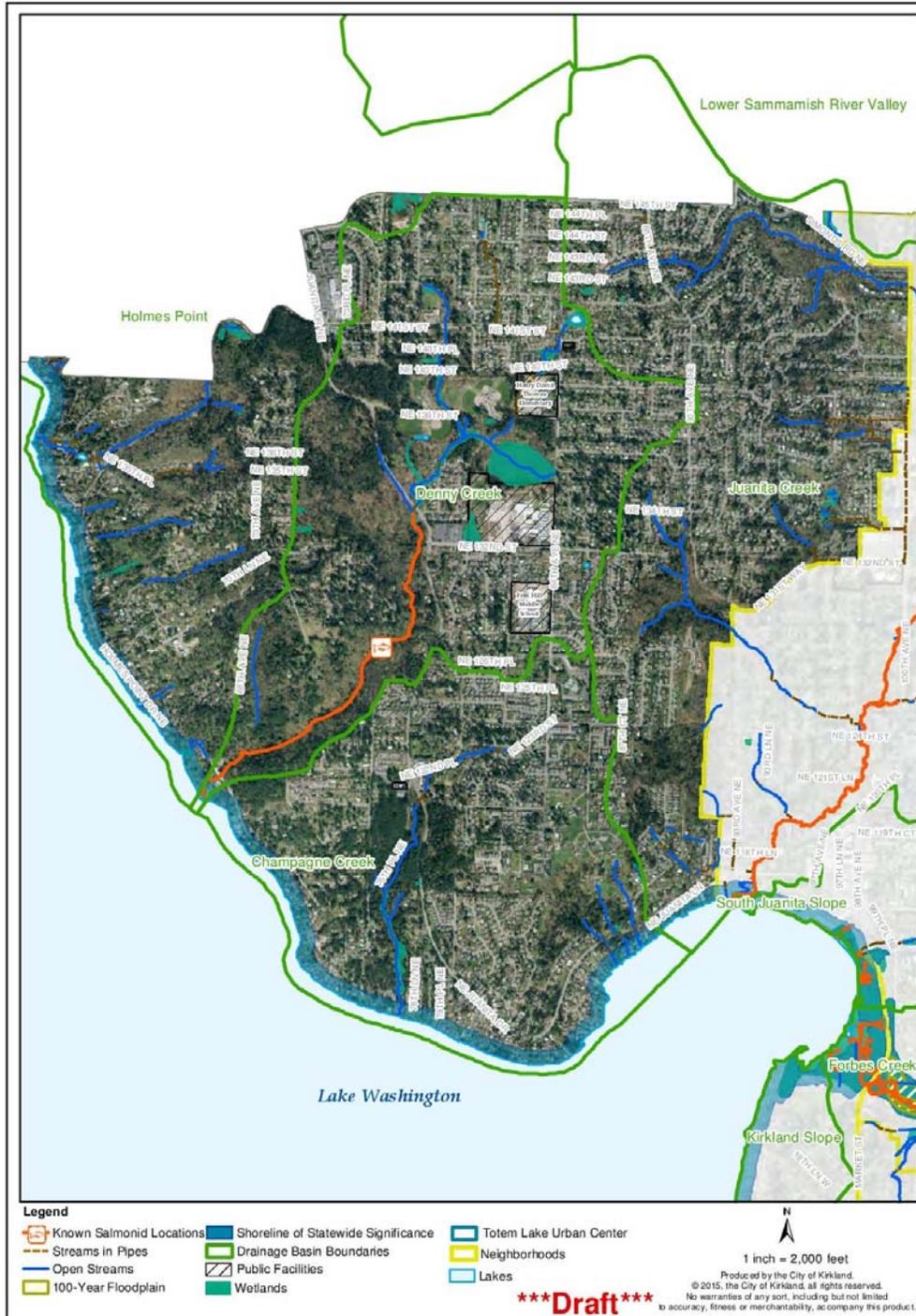


Figure 4.5: Current Parks and Open Spaces in Finn Hill. To be provided by City of Kirkland.

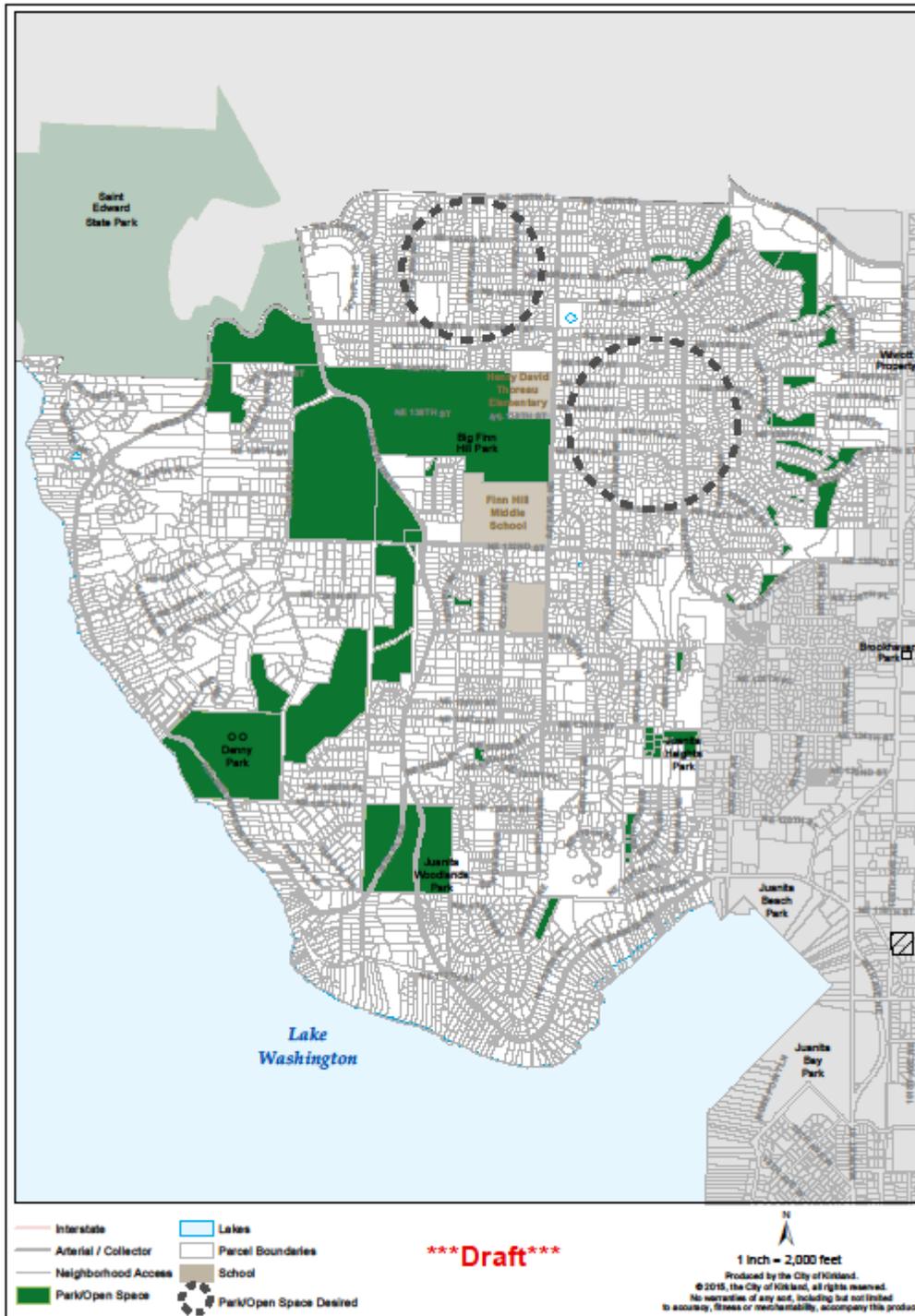


Figure 4.5: Finn Hill Current Parks and Open Space

Figure 4.6: Map of Holmes Point Overlay. To be provided by City of Kirkland.

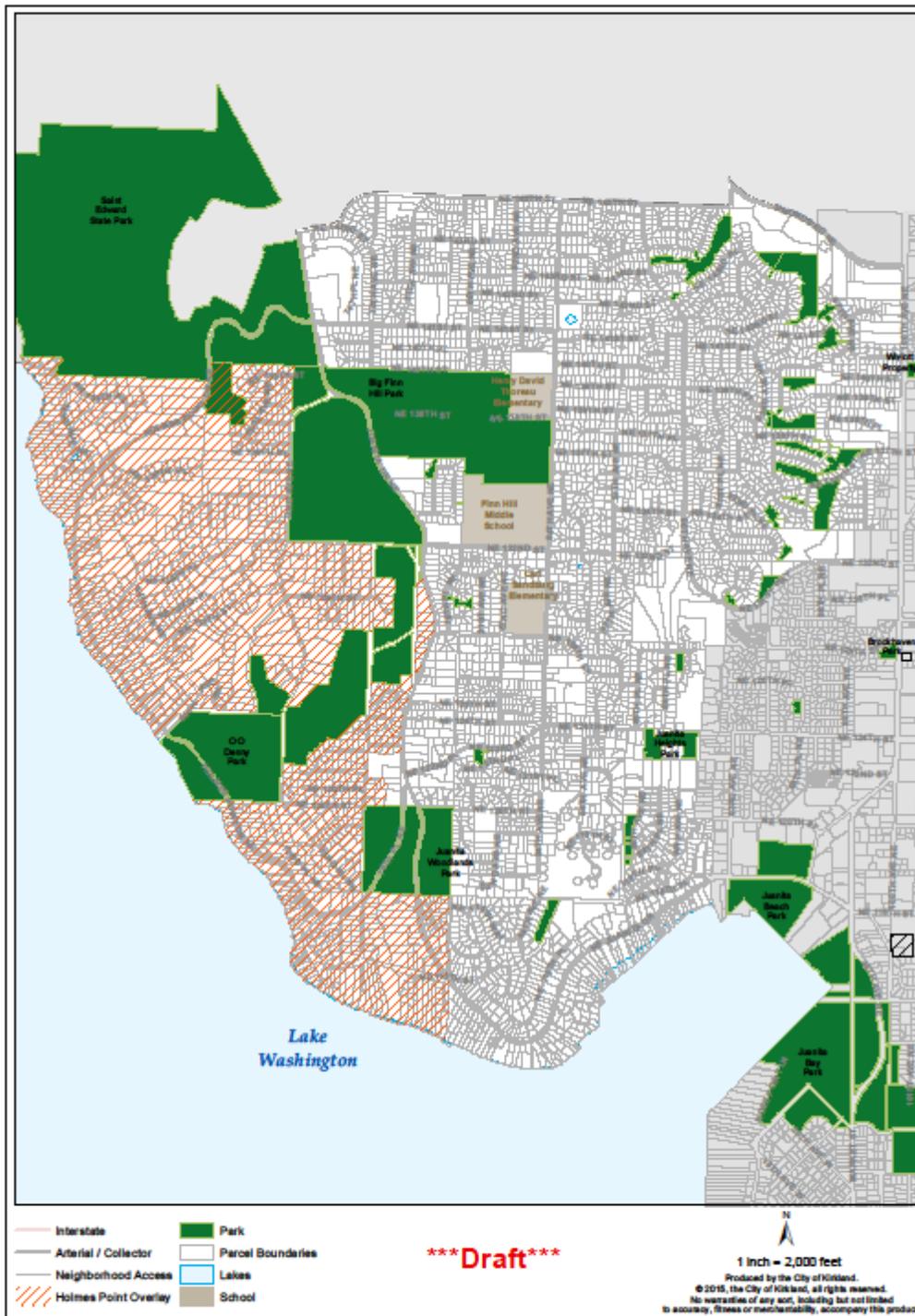


Figure 4.6: Holmes Point Overlay

Finn Hill 2010 Tree Canopy Map Figure 4.7



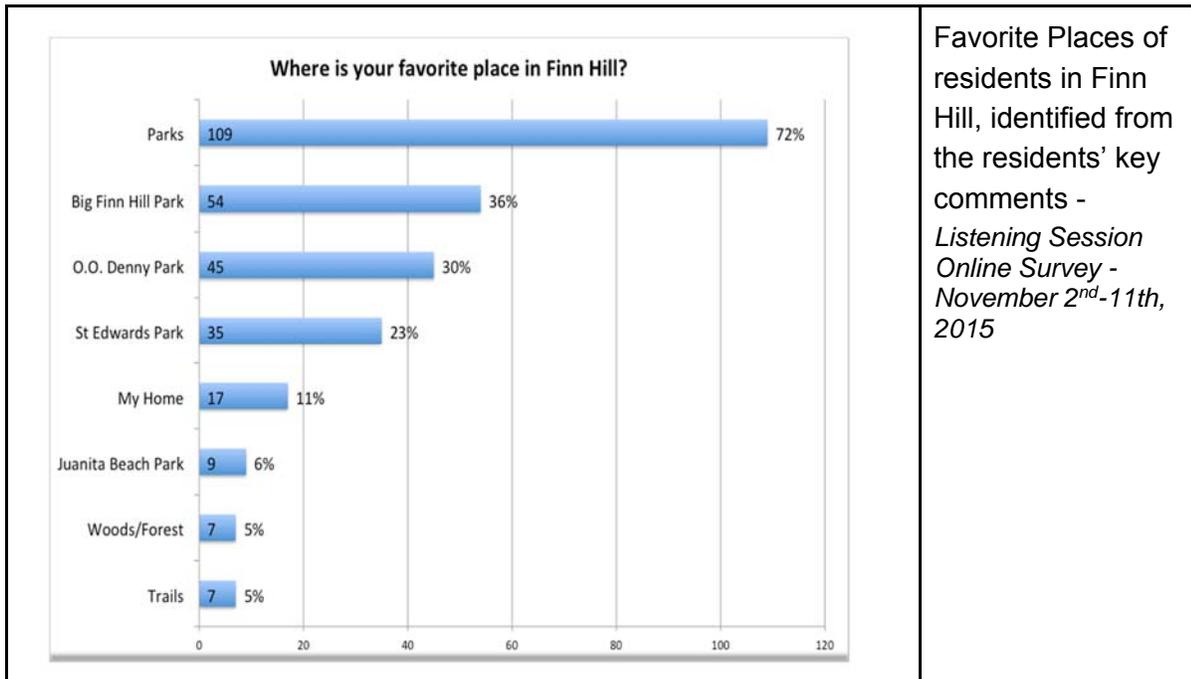
Finn Hill Tree Canopy

Finn Hill Neighborhood Plan—DRAFT August 15th 2016.

5-Parks and Open Space

Finn Hill includes 389 acres of parks and open space (38% of the city’s park land). Residents place a high value on parks and preserving natural areas in Finn Hill. Two priorities for the neighborhood are:

- Connecting parks and open spaces to form a Green Loop Corridor around Finn Hill, including preserving and connecting woodlands remaining on the eastern side of Finn Hill, and
- Creating smaller active neighborhood parks in the northeastern quadrant of Finn Hill for families with children.



The Green Loop Corridor combines the concepts of a greenbelt and a park way. It would link the neighborhood’s parks, open spaces, natural systems (streams, wetlands, steep slopes), and forested areas, along with pedestrian trails and the street network to create the loop system. The intent is to preserve forested areas and wildlife corridors, connect pedestrian and bicycle trails, and provide a space to promote recreation and preservation activities. The Green Loop Corridor concept supports policies in the PROS Plan of creating a Finn Hill Connection greenway and connections to the Lakes to Locks Water Trail.

Some improvements are needed in existing Finn Hill parks in both facilities and programming to meet resident's needs. Residents desire new neighborhood parks in the northeast part of Finn Hill, where small parks within walkable distance are missing. Wildlife preservation and open space conservation are also priorities across this neighborhood, along with improved visual and pedestrian access to the water.

<< Figure 5.0: Map of parks in Finn Hill provided by City of Kirkland >>

Finn Hill includes parks owned by other public agencies that are accessible to the public at large (Figure 5.0). These include a portion of St. Edwards State Park, Big Finn Hill Park, O.O. Denny Park. Other neighborhood facilities that are not always publically accessible and are not covered here include school facilities with outdoor sports fields and indoor gymnasiums.

5.1-Green Loop Corridor

Based on the results of public events in Finn Hill, the neighborhood desires a Green Loop Corridor that can link current parks, open spaces, natural areas, and trail systems, to promote active recreation and environmental preservation in Finn Hill.

Policy 5.1.1: Establish a Green Loop Corridor that circles the neighborhood connecting parks, open spaces, pedestrian trails, wildlife corridors and natural areas, as shown in Figure 5.1.

<< Figure 5.1.1 Green Loop Map provided by GFL >>

Policy 5.1.2: Maintain native vegetation in natural areas of the Green Loop Corridor and promote tree protection, wildlife protection, stream and fish protection.

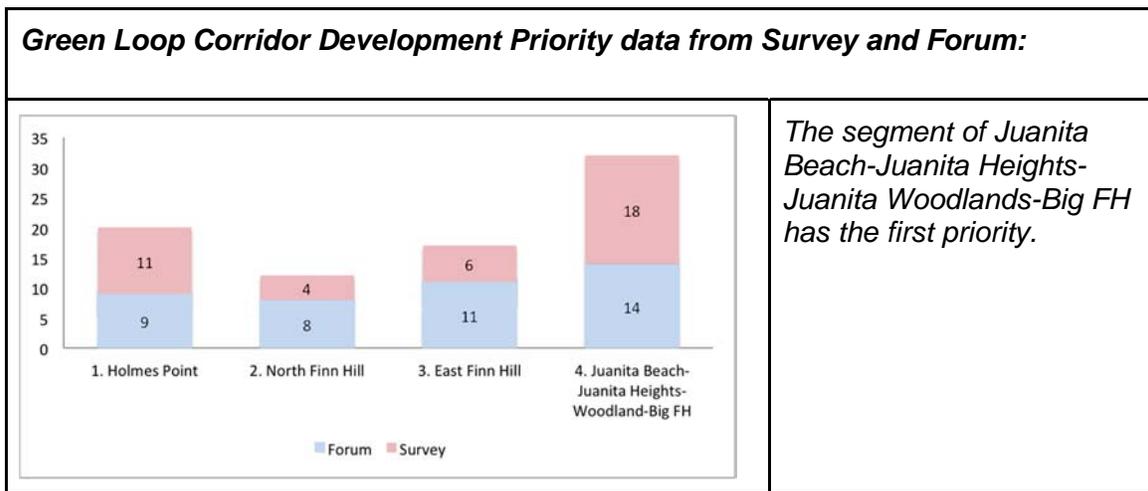
Policy 5.1.3: Encourage public and private efforts to remove invasive plant species and plant native herbaceous plants, shrubs, and trees within the Corridor.

Policy 5.1.4: As development occurs on private property within the Corridor, look for opportunities to secure public easements or greenbelt easements to provide public access and preserve natural areas within the Corridor.

Many funding mechanisms are available. For example, development impact fees could be set aside for the acquisition of green space needed to create the Green Loop Corridor.

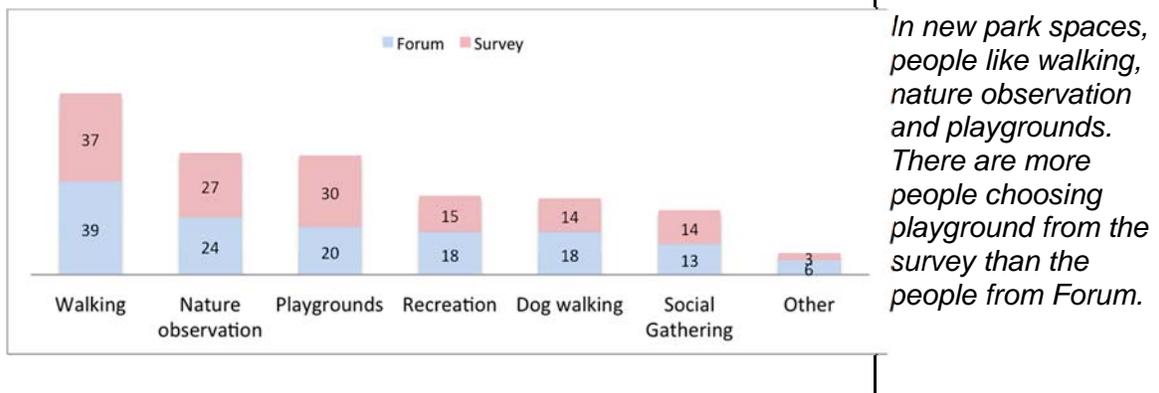
Policy 5.1.5: Prioritize the creation of the segment of the loop connecting Juanita Beach Park to Juanita Heights, Juanita Woodlands and Big Finn Hill Park (see below).

<< Figure 5.1.1 Green Loop Corridor Development Priority Map provided by GFL >>



Policy 5.1.6: Promote uses that are compatible with preservation to meet the diverse needs of people within the Green Corridor for recreation, including walking, hiking, wildlife viewing, dog walking, and other forms of recreation.

Different uses of Green Loop Corridor; data from Survey and Forum:



IMPLEMENTATION RECOMMENDATIONS:

1. [City of Kirkland staff/consultant and/or FHNA] Identify opportunities to secure public easements etc. pursuant to policy 5.1.4 above and create a process to identify opportunities in the future.

5.2-Parks and Open Space

Residents of Finn Hill also desire improvements to the existing parks, including park expansions, new or improved signage, new activities, and maintenance and preservation. The Parks, Recreation, and Open Space (PROS) plan update identifies some of the desired improvements, and additional improvements were requested during the public outreach for this neighborhood plan. As not all parks in Finn Hill are owned by the City of Kirkland, a public process with the neighborhood in the development or improvement of those parks should occur.

Policy 5.2.1: Explore and implement neighborhood desires for facilities improvements to neighborhood parks, including:

- **At Big Finn Hill Park: community gardens or P-patches, dog parks, and addressing conflicts between biking and walking user groups¹.**

¹ Finn Hill Listening Session Result

- **At Juanita Heights Park: provide improved signage and wayfinding for public access, and moving the park entrance to NE 124th St².**
- **At O.O. Denny Park: new picnic and BBQ facilities, swimming facilities, and improved connectivity to Big Finn Hill Park³.**
- **At Juanita Triangle Park and Juanita Woodlands Park: improved signage and wayfinding⁴.**

Policy 5.2.2: Preserve significant natural areas for recreation, for residents to connect with nature, and for habitat protection at all parks including:

- **At Juanita Heights Park: Explore potential expansion to preserve and protect existing forest and provide trail connectivity⁵; explore land acquisition to Juanita Beach for connectivity⁶; and explore purchase of vacant lots on steep slopes⁷ (see Figure 5.2.1).**
- **At O.O. Denny Park: Enhance shoreline natural areas by removing hard shoreline structures and creating soft vegetated shorelines to improve ecological functions⁸.**
- **Explore options for preservation at other parks.**

² FH Listening Session Result and PROS Plan

³ Finn Hill Listening Session and O.O. Denny Festival

⁴ FH Listening Session Result and PROS Plan

⁵ PROS Plan and Finn Hill Listening Session.

⁶ PROS Plan and CIP

⁷ Finn Hill Listening Session

⁸ PROS Plan

Policy 5.2.3: Promote environmental stewardship and education through public involvement in implementing the Green Kirkland Forest Restoration Plan⁹.

Policy 5.2.4 Coordinate with other agencies to develop and renovate parks promote stewardship and ensure availability of desired facilities, including:

- **Signage for Juanita Triangle (owned by King County).**
- **O. O. Denny Park shoreline restoration, forest restoration plan, pest management strategy (City of Seattle owns; Kirkland Parks Dept. maintains park)**
- **Finn Hill Middle School: Potential City-School Wetland Partnership (PROS Plan)**

While Finn Hill has several large parks, small neighborhood parks accessible within a short walk of every home are missing in some parts of the neighborhood. To meet the City's level of service standards for park distribution and equity, the PROS Plan has identified the need to acquire parks in the northeast part of Finn Hill.

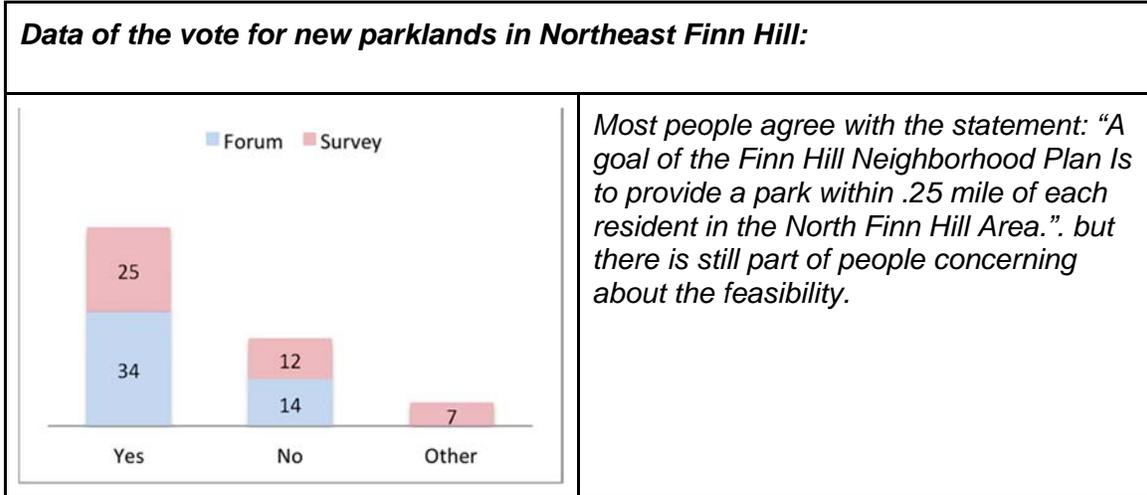
Policy 5.2.5: Promote neighborhood parks in northeast Finn Hill¹⁰.

During public outreach (neighborhood Forum and web survey), residents expressed support for providing a park within ¼ mile of residents in northeast Finn Hill (See Figure 5.2.1).

<< Location for Figure 5.2.1: New Parklands Map provided by GFL >>

⁹ PROS Plan

¹⁰ PROS Plan and 2/24 Neighborhood Forum and Survey Results



Policy 5.2.5: Promote a variety of uses in new parks, including recreation, walking trails, children’s playgrounds, social gathering areas, dog walking opportunities, and natural preservation¹¹.

Policy 5.2.6: Pursue acquisition of land for parks and open space as opportunities become available.

<< Figure 5.2.2 Goat Hill Pocket Park >>

The proposed Goat Hill Pocket Park was originally a lawn in the middle of the Goat Hill community. Residents in the area want to take advantage of this space as a park that can serve the community and provide space for recreational activities, and have initiated the process to start officially cleaning up the space.

<< Figure 5.2.1 showing the three areas for potential acquisition with general area circles not specific parcels >>

Dog walking is a very popular activity in Finn Hill. There is a need for dog parks in the neighborhood according to the feedback.

Policy 5.2.7: Establish off leash areas to meet the recreational needs of Finn Hill dog owners¹².

¹¹ 2/24 Neighborhood Forum and Survey Results

¹² Listening Session, Neighborhood Forum and Survey Result

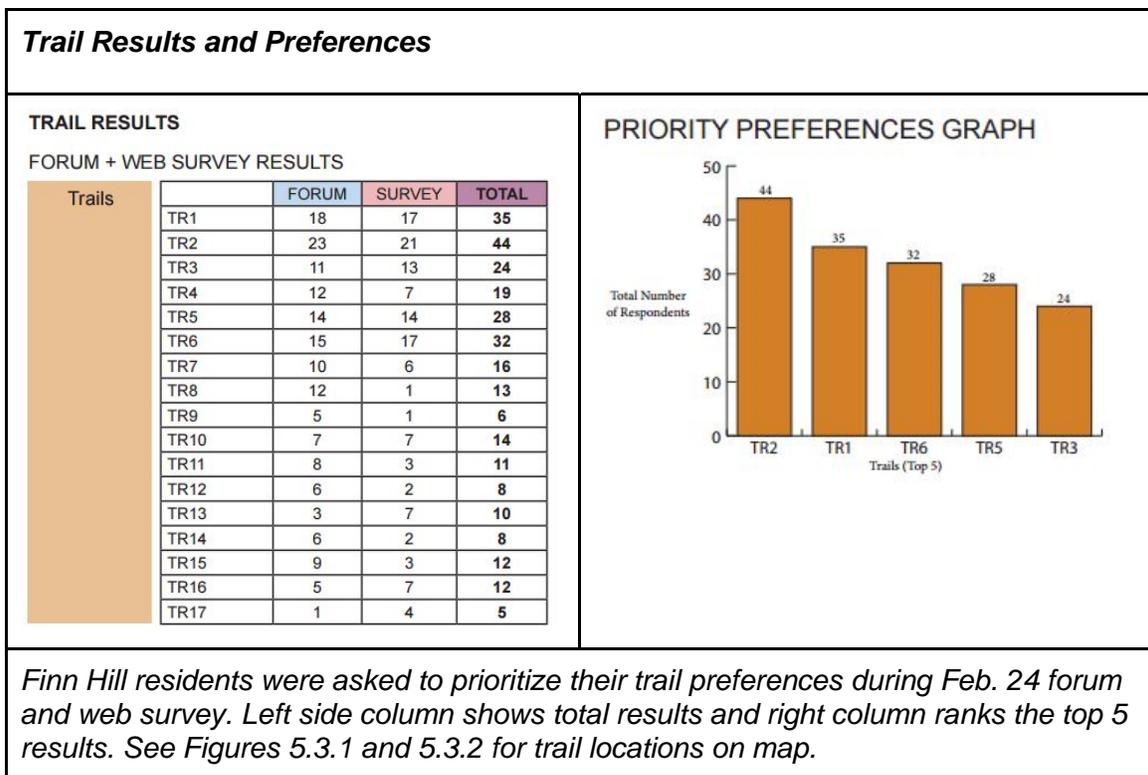
IMPLEMENTATION RECOMMENDATIONS:

1. [City of Kirkland staff/consultant and FHNA] Explore feasibility of neighborhood desires for improvements to parks in Policy 5.2.1. Identify conditions for making these happen, including funding and partnership requirements.

5.3-Trails (bike and pedestrian)

Pedestrian and bicycle pathways provide an important transportation function within the parks and open space system. They also provide recreational opportunities. While there is an extensive trail system in Finn Hill, it is generally limited to parks. As reflected in the vision statement and section 5.1 (Green Corridor) above, Finn Hill residents would like to expand the walking, hiking, and cycling trail system and connect detached parts of the neighborhood and parks¹³. (see Figure 5.3.1)

<< Figure 5.3.1 Finn Hill Trail System (existing, possible, and desired) >>



¹³ Neighborhood Forum and Survey

Policy 5.3.1: Create and/or enhance pedestrian trail connections between Juanita Beach, O.O. Denny and Big Finn Hill parks and Saint Edward State Park¹⁴.

Policy 5.3.2: Create and/or enhance pedestrian trail connections between areas of the neighborhood that are isolated or disconnected, including Hermosa Vista and Goat Hill.

Policy 5.3.3: Create and/or enhance pedestrian trail connections in Finn Hill to connect with trail systems outside of the neighborhood.

Greenways are (usually linear) land set aside for recreational use and environmental protection.

Policy 5.3.4: Develop a network of shared pedestrian and bike trails identified on the Map (Figure 5.3.2) and in the Active Transportation Plan, to enable connections between parks, neighborhood, public amenities, and shoreline.

Policy 5.3.5: Partner with local utilities, public agencies, and private landowners to secure trail easements and access for trail connections.

Policy 5.3.6: Integrate into the development review process to designate segments of the trail connections.

<< Figure 5.3.1: Map of trail priorities for Finn Hill residents based on public feedback. Provided by GFL.>>

¹⁴ PROS Plan

IMPLEMENTATION RECOMMENDATIONS:

1. [City of Kirkland and/or FHNA] Explore the feasibility for all trails and routes, and identify obstacles/constraints including steep slopes, limited space, and private property.
2. [City of Kirkland and/or FHNA] Determine what type of trail surface is appropriate and what the designated/intended use is for each proposed trail (pavement/dirt/gravel; mountain bikers/ walkers/horseback riders). Also explore what types of amenities are required on trails, including maps, signage, bike facilities, etc.

5.4-Lake Washington Shoreline Access

There is a strong community desire for more publicly accessible waterfront areas, including more access to the lake for small non-motorized craft & kayaks¹⁵. Existing public shoreline access is limited to O.O. Denny Park. Street ends with potential for public access include [locations]. Due to lack of parking, use should be limited to Finn Hill residents.

Policy 5.4.1: Improve public street ends to provide lake viewing and public access to Lake Washington¹⁶ in compliance with Shoreline Master Plan.

Policy 5.4.2: Restore public shorelines on Lake Washington to improve habitat, hydrology, and recreational opportunities.

¹⁵ Finn Hill Listening Session

¹⁶ PROS Plan

Maps for Parks and Open Space:

Figure 5.0: Map of parks and desired areas for new parks in Finn Hill provided by City of Kirkland

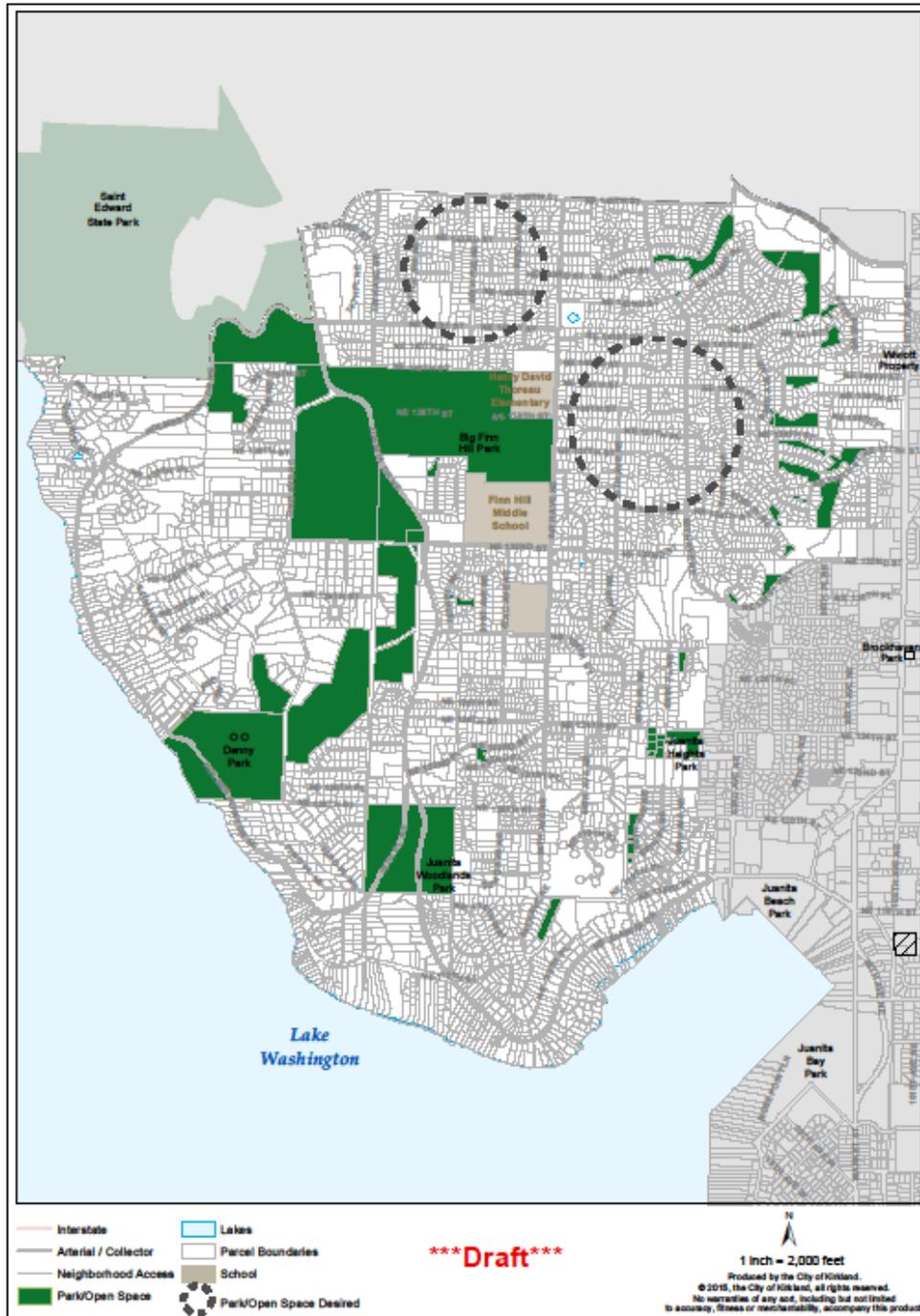


Figure 4.5: Finn Hill Current Parks and Open Space

Figure 5.1.1 Green Loop Map and Development Priority

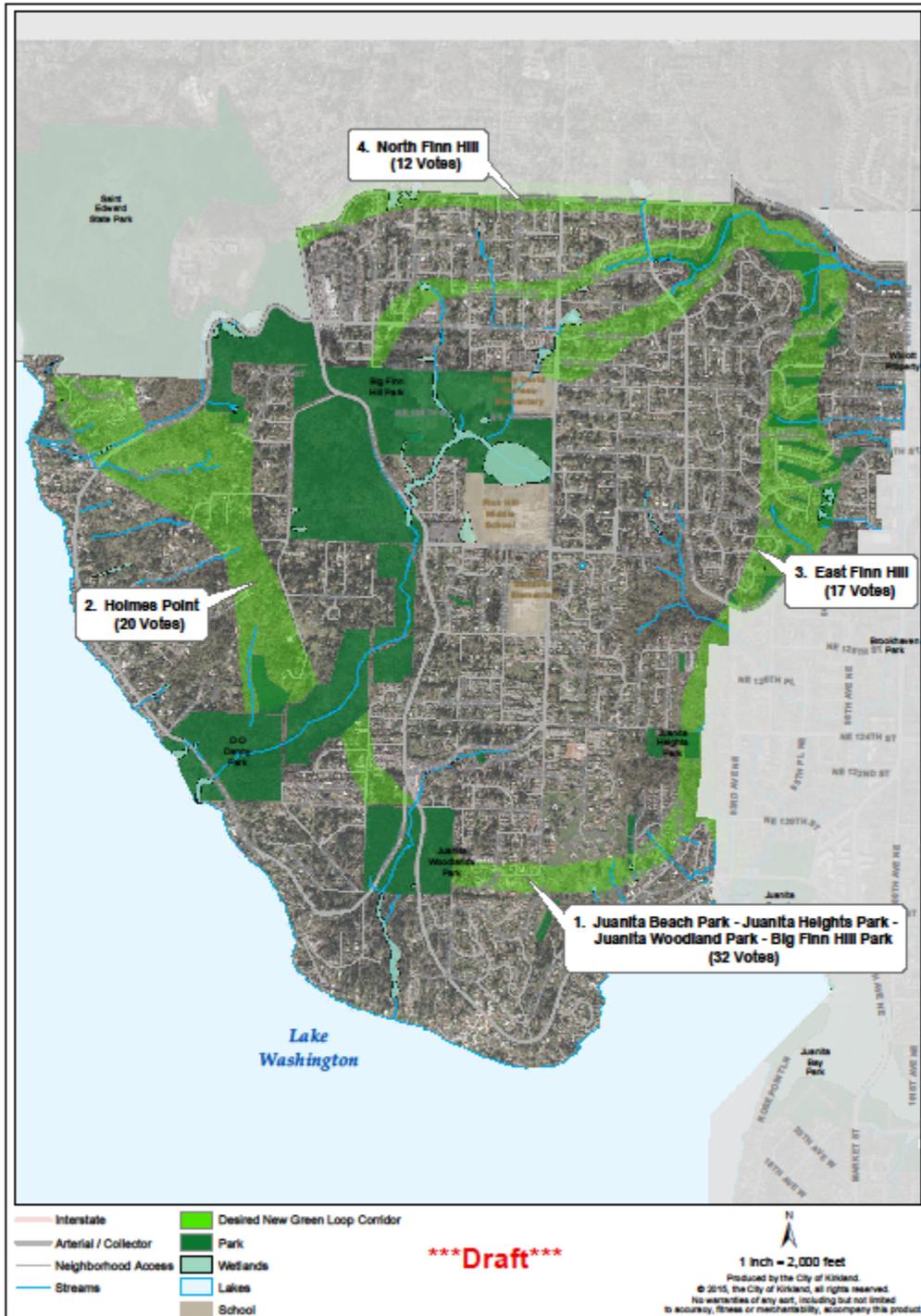


Figure 5.1.1 Green Loop Corridor and Development Priorities

Figure 5.2.2 Goat Hill Pocket Park

GOAT HILL POCKET PARK



- LEGEND**
- BASE MAP**
- Existing Parks / Open Space
 - Existing Streams
 - Existing Wetland
 - Neighborhood Boundary
 - Goat Hill Pocket Park

Figure 5.3.1: Fill Hill Trail System (existing, recommended in the TMP and desired new with neighborhood plan), and trail priorities (top 5) for Finn Hill residents based on public feedback.

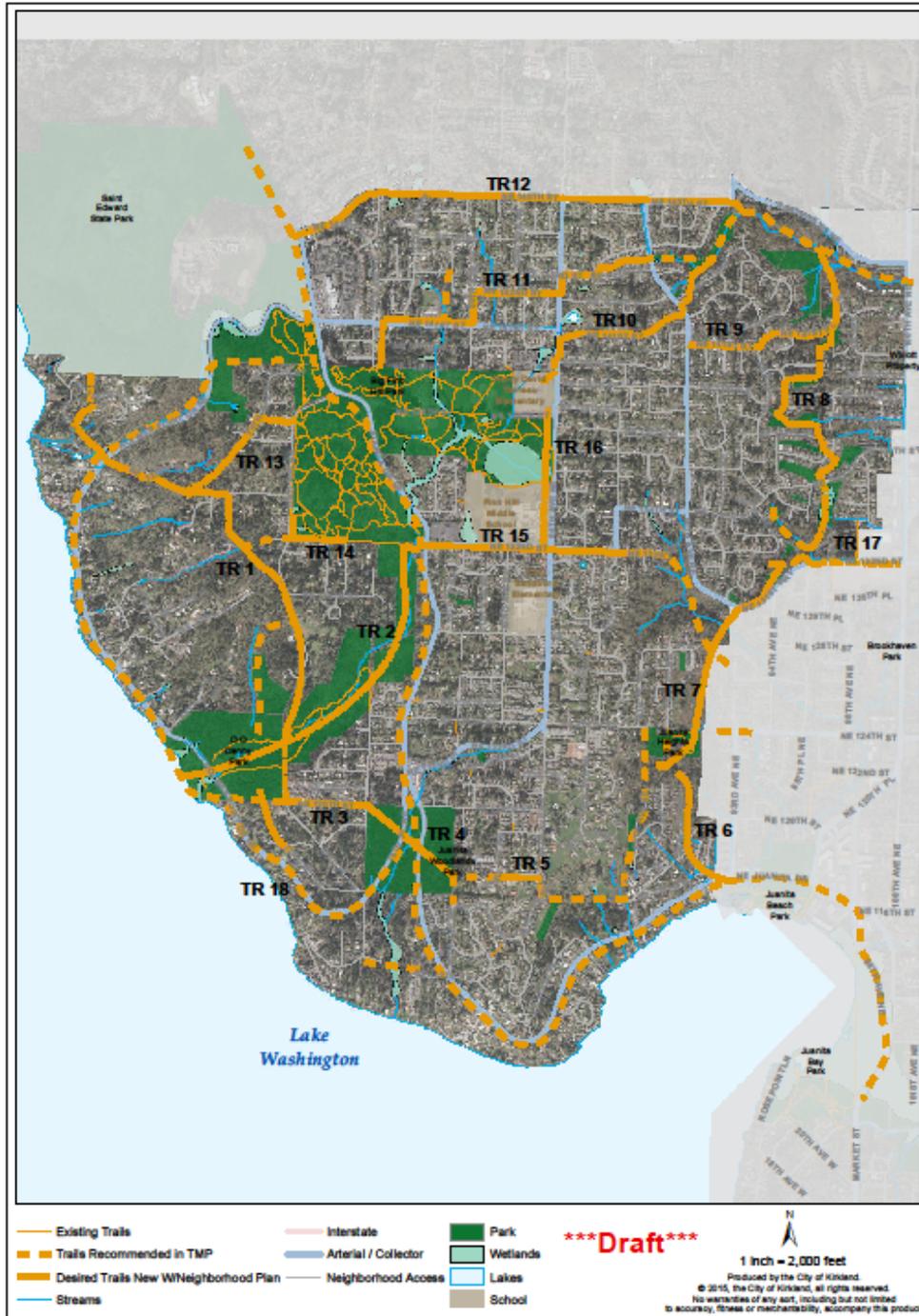


Figure 5.3.1 Finn Hill Trail System

Chapter 6: Land Use

King County zoning allowed a broad range of residential densities, resulting in a patchwork of land use districts and islands of higher single family density surrounded by lower density development patterns in some areas constrained by sensitive areas such as steep slopes, stream corridors or with limited access. Figure 6.0.1 shows the current land use districts map for Finn Hill. Approximately three percent of the land is zoned for multi-family and 80% zoned low density residential. In 2015, a capacity analysis was conducted by the City to assess vacant and further development parcels and estimate where future development was likely to occur. The following chart shows the existing and estimated capacity for additional residential units and job figures for Finn Hill.

Finn Hill Housing Units And Employment		
	Existing 2015	Additional Capacity (Estimate)
Residential Units	6,127	1,731
Jobs	883	316

**Based on King County Assessors information in 2015.*

See Figure 6.0.1: **current land use map**

The neighborhood plan process has provided an opportunity to evaluate the land use patterns, zoning districts and residential density to be consistent with the Land Use Element and other policies in the Comprehensive Plan. In some areas a lower density or higher density is more appropriate. In other areas zoning districts should be consolidated. Land use and zoning changes should be based on a variety of factors and take into consideration the results of the public participation process and the resulting “Neighborhood Values” presented in section 2, which are consistent with the idea and principles of the “10 minute walkable neighborhood” concept. This concept emphasizes accessibility and walkable destinations, and has been applied in other neighborhoods of Kirkland.

6.1-Low Density Single Family Residential

Finn Hill Neighborhood contains a range of single-family housing densities. The land use pattern is generally the same as designated by King County prior to annexation. As new and infill development occurs streets, sidewalks and utilities are being brought up to City standards.

The Finn Hill community has emphasized that maintaining the low density residential character of the neighborhood as a priority in their comments and in the vision statement¹. It is one of the guiding neighborhood values of Finn Hill residents.

In Finn Hill, low density single family detached residential uses include three zoning categories for four, six and eight dwelling units per acre with minimum lot sizes of 7,600, 5,100 and 3,800 sq. ft. (comparable zoning: RSA 4, RSA 6 and RSA 8). The following describes the reasoning for the different densities throughout the low density residential areas:

- Four dwellings per acre are more appropriate for areas with natural constraints (e.g. steep slopes with high landslide hazard potential, large forested areas, ravines, wetlands), and areas with limited vehicular access. The Holmes Point Overlay adds additional zoning requirements to a large area of steep slopes along the western edge of Finn Hill (discussed in Section 4: Natural Environment).
- Four to six units per acre are appropriate for areas along the shoreline.
- Six to eight dwelling units per acre are appropriate for areas with an established development pattern, adjacent to commercial districts and accessible to arterials and collectors and a good street network.
- Isolated islands of higher density (8 dwelling units/acre) do exist as remnants from King County zoning but should be either modified or discouraged.
- Accessory dwelling units are allowed in all low density zones in Finn Hill. In addition, cottage, carriage and two/three unit homes are allowed in the RSA 4 and RSA 6 zones in Finn Hill.

See Figure 6.0.1: **current land use map**

¹ Comments from Finn Hill neighborhood forum and survey; Finn Hill Listening Session.

The Finn Hill community is supportive of limiting development in environmentally sensitive areas, mitigating disruption to wildlife, retaining the tree canopy as much as possible, and conserving land for open space and parks.

Residents have also expressed support for lowering density in the pockets of higher density (RSA 8 equiv.) to match their surrounding conditions. The community is concerned that these islands provide opportunities for residential development that is out of character with the surrounding development pattern. Additionally, increased residential development could cause increased traffic congestion, which is already a source of concern (see Transportation Chapter).

As a result, the Finn Hill neighborhood value residential policies that:

- Are consistent,
- Are congruous with the existing low density single family character of the neighborhood and with the citywide Land Use Element,
- Focus medium and high density residential areas around commercial areas in keeping with Kirkland's 10 minute neighborhood,
- Preserve open space and tree canopy coverage (currently 53.44% as of 6/2016) [while allowing for new development],
- Provide pedestrian connections to parks, open space, and trails as development occurs.

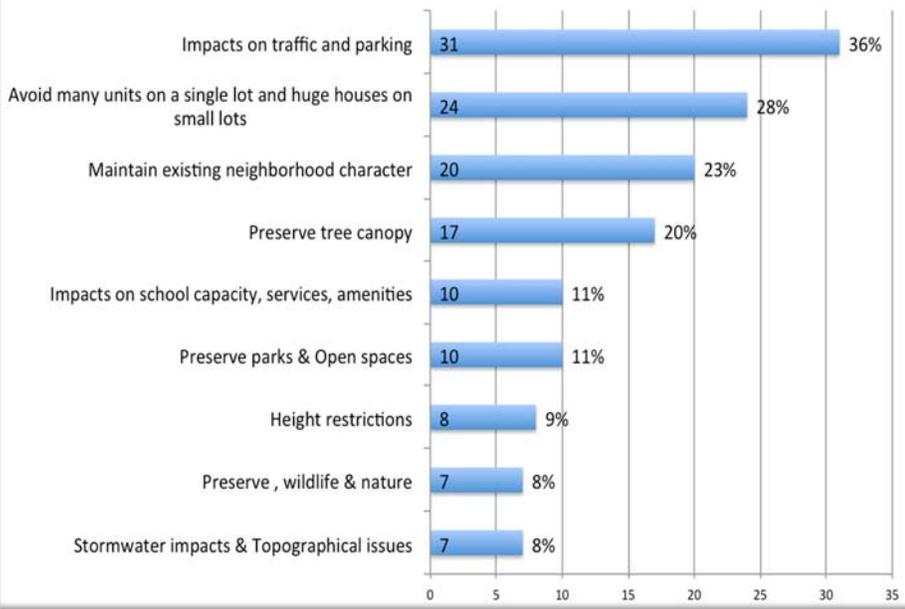
Policy 6.1.1: Limit development in environmentally sensitive or geologically hazardous areas, and minimize loss of native vegetation and tree canopy coverage.

Development policies and standards are also discussed in the Natural Environment section. Regulations may limit or reduce allowed residential density. Additionally, mechanisms to encourage preservation (e.g. development easements) are also discussed in the Natural Environment and Parks and Open Space sections.

Policy 6.1.2: Establish logical development pattern with zoning district boundaries that take into account existing and planned land uses, vehicular access, property lines, topographic conditions, and natural features.

This policy seeks to address the patchwork of zoning in Finn Hill and to minimize islands of higher density land use surrounded by lower density that are not consistent with the existing development pattern (see zoning study areas below). In general, for relatively flat land with good street network, utilities, the low density should average six to eight dwelling units per acre. Note that this is what most of Finn Hill's flat areas are currently zoned at, save for some islands of RSA 8 equivalent zoning. For areas located on steep slopes containing streams, wetlands, geologically hazardous areas, large forested areas the density should be lower or to provide added environmental protection.

What factors should be considered when deciding the size of lots and buildings in single family/low density parts of the neighborhood?



*Listening Session Online
Survey - November 2nd-11th,
2015*

6.2-Multi-family Residential

A range of medium and high-density residential multi-family zones (five to 24 dwelling units per acre. Comparable zoning RMA 5.0, RMA 3.6, RMA 1.8, RMA 2.4) is located in several areas along major streets and surrounding the two commercial areas. Medium density is appropriate on the perimeter of low density residential with direct access to major streets. The high density residential is appropriate surrounding the two mixed use commercial areas and accessible to transit service.

Incorporating affordable housing is required for developments creating 4 or more new dwelling units in medium and high-density multifamily zones. 10% of the units must be affordable housing.

Residents of Finn Hill support focusing medium and high density residential zoning/development around commercial areas in line with the City of Kirkland’s Neighborhood Business Areas and 10 minute neighborhoods.

Policy 6.2.1: Encourage medium and high density residential development adjacent to Finn Hill’s existing commercial areas of Inglewood and Holmes Point Neighborhood Center.

This policy is aimed at allowing a range of housing types and providing housing choices within Finn Hill while preserving the neighborhood’s existing character. Note that this policy also relates to the desire for increased public transit in Finn Hill (see Transportation).

Policy 6.2.2: Encourage development of affordable housing in multi-family and mixed-use areas.

Affordable housing is best located when mixed in with market rate housing units and in areas with good access to transit, employment and shopping. Therefore, as redevelopment occurs in the mixed use commercial centers, affordable housing should be encouraged or required consistent with citywide policies and regulations.

RECOMMENDATIONS for implementation:

1. [FHNA/City of Kirkland]: Explore what supporting amenities and services are needed for successful multifamily housing developments. Commercial amenities? Transit? Access to medical services/day care?

6.3-Commercial Areas & Business Districts

Finn Hill currently has two commercial areas designated by Kirkland's Land Use Element (See Figure 6.3.0).

1. The larger commercial area in north Finn Hill is the Inglewood shopping area (designated the Finn Hill Neighborhood Center). Appropriate uses for Inglewood are a mix of commercial uses including office, retail, restaurants, hotels, and business services serving a subregional market, along with multi family/multi-use housing. Grocery stores should remain a high priority for this location. Architectural design should be pedestrian oriented, residential in scale, and provide effective transitions between commercial and surrounding residential neighborhoods.
2. The southern commercial area is designated as the Holmes Point Residential Market. This area is encouraged to be a mixed use area with commercial to serve the local neighborhood and residential units above or behind commercial and office uses. Like Inglewood, HPRM should be pedestrian oriented.
3. In addition to these two commercial areas, professional office and multifamily zones are located at the Holmes Point residential market commercial area. These areas are appropriate with access to major streets and surrounding commercial uses and may serve as a good transition to low density residential neighborhoods.
4. Neighborhood Business Areas (BNA) allow maximum residential dwelling units per acre in the BNA ranges from 15 to 24 dwelling units per acre (Comparable zoning: RMA 1.8 and RMA 2.4). The intent of neighborhood business centers is to provide gathering places or central focal points with goods and services for residents within a 10 minute walking radius. Design review should be required to ensure attractive site and building design that is compatible in scale and character with the surrounding neighborhood.

For Neighborhood Business Areas, a minimum amount of affordable housing is not mandatory but encouraged. Note that higher unit per acre counts may occur within each classification if developed under the City of Kirkland's PUD (Planned Unit Development), innovative or affordable housing programs.

<< Figure 6.3.0: **Map of Commercial Areas**

In multiple community workshops and surveys, Finn Hill residents have identified that they would like better access to local commercial areas and amenities, as currently they need to travel outside Finn Hill for basic amenities². Additionally, there are insufficient connections (pedestrian, bike, car, and transit) between commercial areas and the surrounding neighborhood. Improving the two existing commercial areas was preferred to creating additional commercial zones³.

The community has identified restaurants, cafes, pubs, and locally-owned retail stores as key amenities. This vision for Finn Hill is in line with the 10 minute neighborhood concept, which aims to create compact, efficient and sustainable land use patterns where residents can walk short distances from home to destinations that meet their daily needs (Land Use Element).

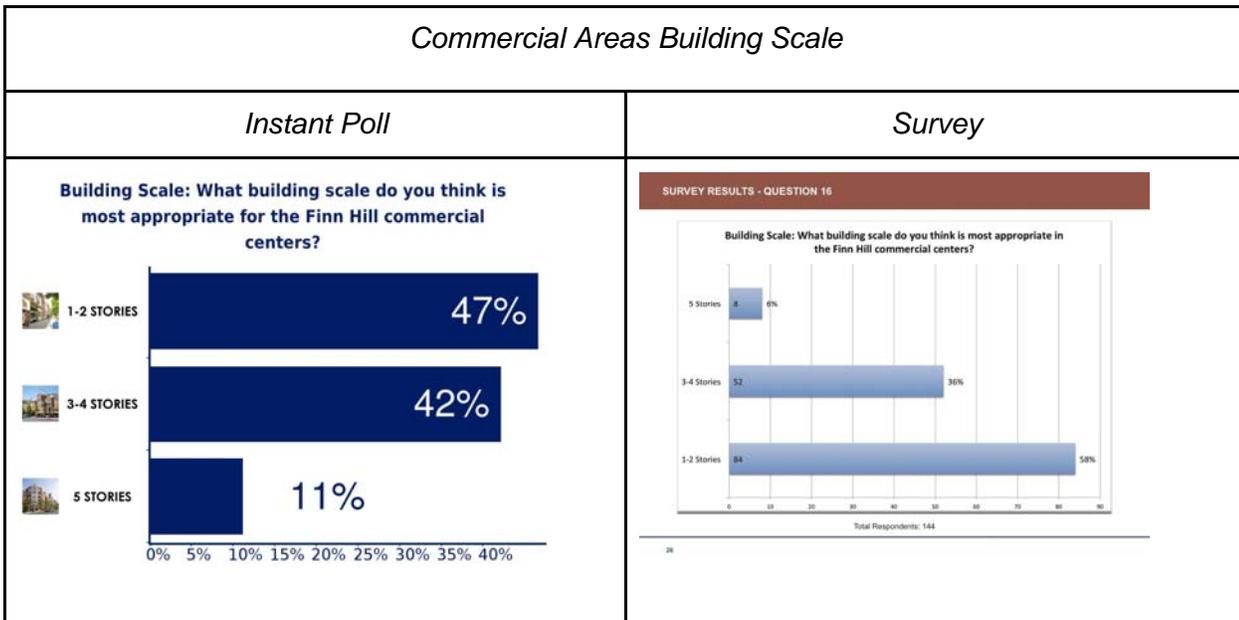
The community has also expressed that future development should accommodate alternative modes of transportation, in order to mitigate for increased traffic congestion, increased housing density, and environmental degradation (see Transportation section).

Along with these desires and concerns, the Finn Hill community has expressed a number of key values for commercial areas. Specifically, commercial areas should:

- Be sensitive to the character of the community, reflecting its identity and serving as local social and commercial centers;
- Provide a full range of services and improve commercial amenities;
- Encourage improved connections with sidewalk/path to the surrounding neighborhoods;
- Minimize environmental impacts from development, including but not limited to: reduction of tree canopy, destabilization of slopes, and damage to stream systems/wildlife.
- Encourage mixed use, pedestrian oriented commercial development;
- Be developed according to design guidelines and design standards for the commercial centers consistent with Finn Hill's urban design goals and the surrounding neighborhood.
- Address traffic and safety concerns, especially along Juanita Drive.

² SP2: Survey

³ SP2 & SP4 comments



Policies for each of the commercial area and general urban design goals were developed based on these values.

6.3.1- Finn Hill Neighborhood Center

The Finn Hill Neighborhood Center is currently a strip mall style commercial development anchored by QFC and surrounded by two story townhomes. Current amenities include a grocery store, restaurants, a gas station, and a coffee stand along with one-story office buildings. Finn Hill residents believe that Inglewood is an underutilized resource⁴ that is poorly connected to the surrounding neighborhood (no public transit and poor pedestrian and bike access via trails and sidewalks). Additionally, traffic congestion in and around the area is a major concern.

Finn Hill Neighborhood Center could be envisioned as a mixed use development with multi-story residential and commercial buildings. The increased density could support additional amenities including small neighborhood retail stores, wine bars or pubs, and transit stops in addition to expanding existing amenities and improving walkability.

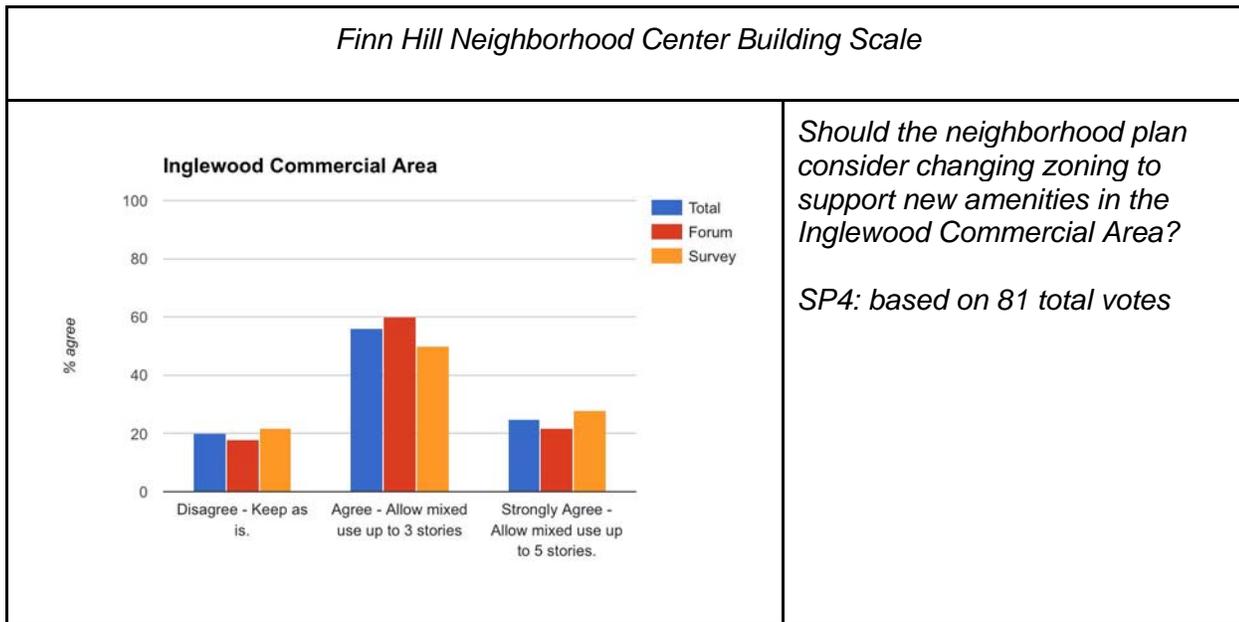
Figure 6.3.1: Finn Hill Neighborhood Center

Policy 6.3.1: Develop Finn Hill Neighborhood Center as a mixed-use neighborhood commercial area with improved amenities, public transit access, access for bicyclists, and trail/sidewalk connections.

- **Allow mixed use up to up to five stories to encourage redevelopment with increased amenities, open space places, underground parking and affordable housing.**

⁴ From Sprint 4: 81.4% in favor at Inglewood based on 86 votes. 62.5% in favor at Holmes Point Neighborhood Center based on 88 votes.

- **Comply with urban design standards.**



RECOMMENDATIONS for implementation:

1. [City of Kirkland/ ??] Determine what economic/zoning conditions are necessary to encourage redevelopment of Finn Hill Neighborhood Center.

6.3.2- Holmes Point Residential Market Commercial Area

The Holmes Point Residential Market area is currently a strip mall style commercial development anchored by a Mexican restaurant named Plaza Garcia and surrounded by condos and single family housing. Current amenities include a restaurant and gas stations. An office use is across the street to the west. Finn Hill residents feel that it is an underutilized resource⁵ that lacks public transit access, connections for bicyclists, and connections for pedestrians with trails and sidewalks. Additionally, traffic congestion in and around the area is a major concern, particularly on Juanita Drive and NE 122nd Place.

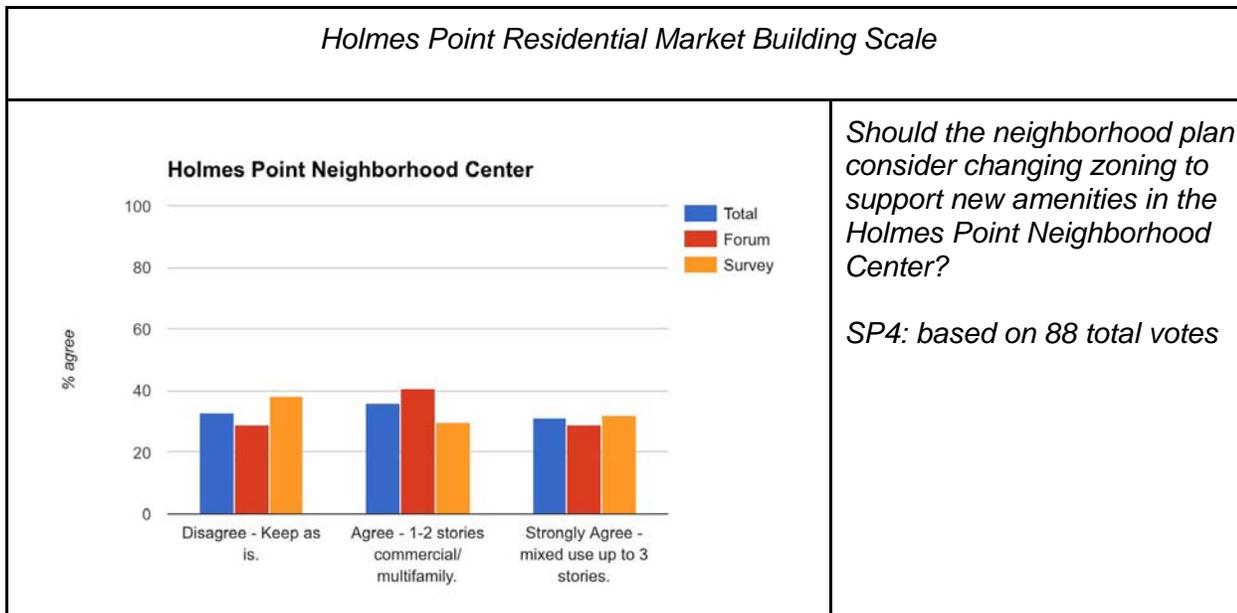
The Holmes Point Residential Market area could be envisioned as a more energetic commercial development supported by additional multi-family housing. The increased density could support additional amenities including small neighborhood retail stores, additional restaurants or pubs, and coffee shop.

<< Figure 6.3.2: **Holmes Point Residential Market**

⁵ SP2: Survey 6.1

Policy 6.3.2: Develop the Holmes Point Residential Market area Neighborhood Center as a neighborhood commercial area with improved amenities, public transit, bike connections, and trail/sidewalk connections.

- **Allow a mix of commercial and residential uses up to 2-3 stories.**
- **Comply with urban design standards.**



RECOMMENDATIONS for implementation:

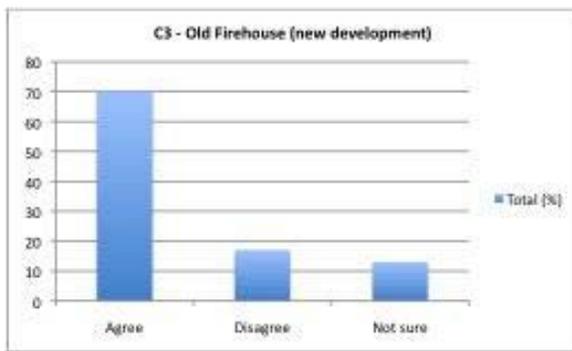
1. [FHNA/ City of Kirkland] Examine impacts of increased density within surrounding neighborhood due to development.

6.3.3-Future Small Scale Neighborhood Commercial Amenities

The community has also expressed the need for additional small scale gathering spaces, such as local coffee shops, and neighborhood meeting rooms⁶. One idea would be to reuse the old fire station as a community center or commercial use. The types of uses would include limited commercial and non-profit amenities focused on serving the community. Creative funding mechanisms (e.g. public private partnerships) and zoning changes may be required to make this type of small scale neighborhood commercial amenity economically feasible.

⁶ SP4: 70% in favor based on 84 votes

Old Firehouse Neighborhood Commercial Area



Identified by community as a potential location for small-scale commercial amenities/community center (Sprint 4 Forum, based on 84 votes).

Policy 6.3.3: Explore appropriate uses and areas for small scale neighborhood commercial development.

Policy 6.3.4: Enable creative funding mechanisms and potential zoning modifications to encourage small scale neighborhood commercial development.

6.3.4-Urban Design Principles:

Figure 6.3.4: Urban Design Features & Gateways

Figure 6.3.4 shows the urban design assets in the neighborhood. These include views of Lake Washington and the Olympic and Cascade mountains and the approximate locations for gateway features and activity nodes.

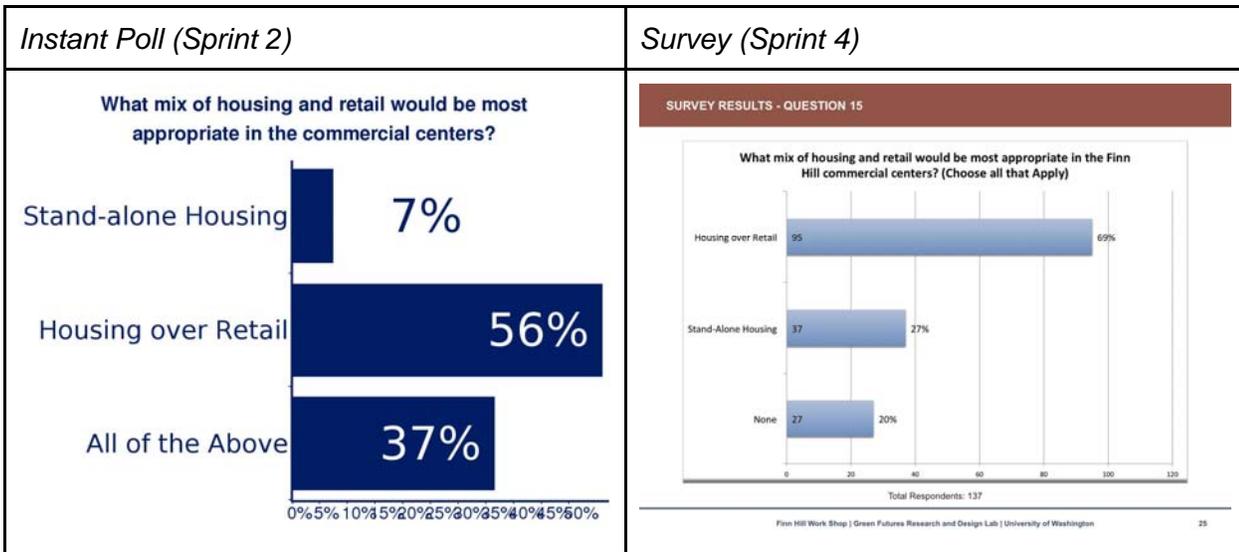
Policy 6.3.4.1: Improve Finn Hill commercial areas pursuant to the guiding urban design principles in the Neighborhood Plan below and the Design Guidelines for Pedestrian Oriented Business Districts.

Policy 6.3.4.2: Promote the use of pedestrian-oriented design techniques described in the Neighborhood Plan below, the Design Guidelines for Pedestrian Oriented Business Districts, and the Design Regulations in Chapter 92 of the Kirkland Zoning Code.

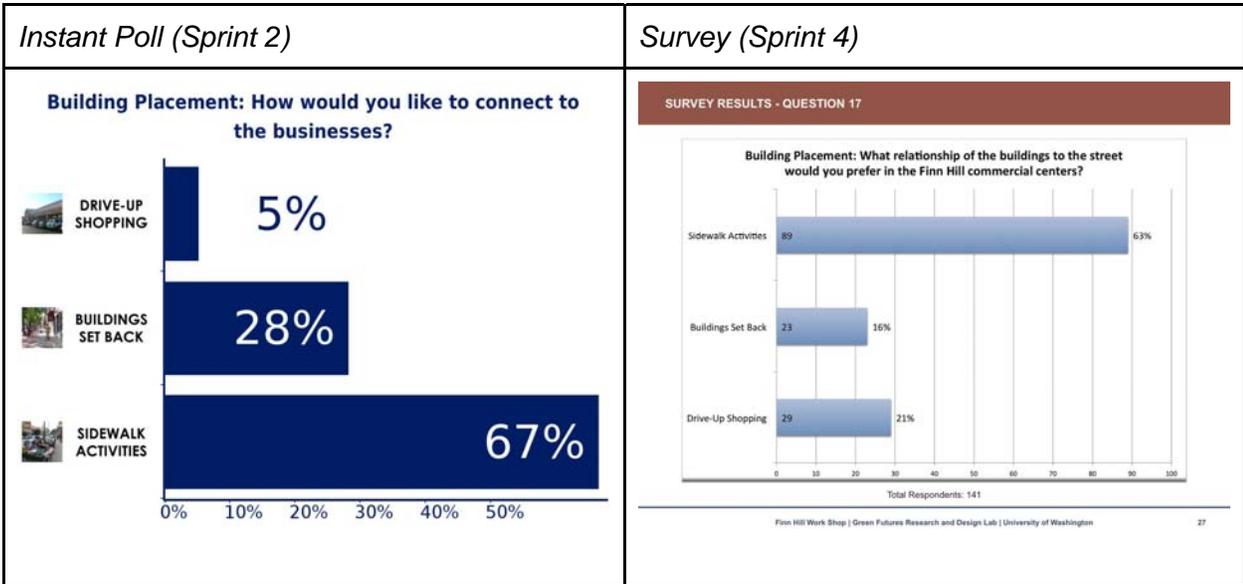
The following design principles are based on community input and feedback from multiple community outreach events, including the Finn Hill Neighborhood Forum and Survey and an Instant Poll conducted 2/24/16, 11/02/15, and 10/15/15, respectively. These design principles should be used when reviewing multifamily, multi-use, and commercial areas.

Structures:

- Commercial areas should include mixed-use buildings with housing or office over retail.

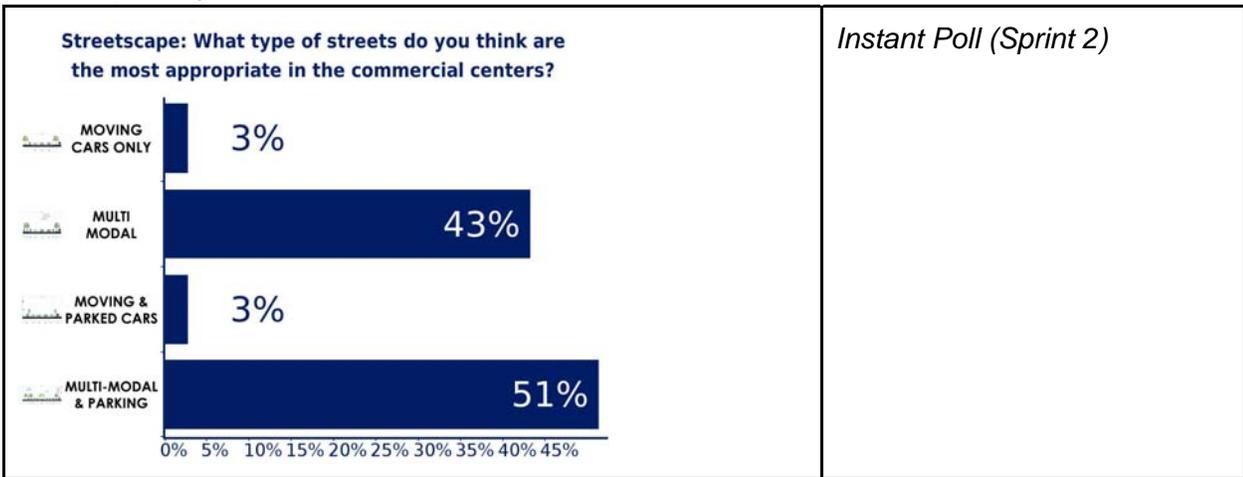


- Building scale should be sensitive to neighborhood context (See charts in sections 6.3, 6.3.1, and 6.3.2 above).
- Promote high quality site design and streetscape improvements that identify Finn Hill as unique to other commercial districts such as the use of decorative pedestrian street lighting.
- Buildings that are pedestrian oriented in design should be located next to the property line in order to activate the sidewalks.
- Create effective transitions between commercial areas and surrounding residential areas.
- Buildings should be located such that sidewalks may be activated with activities.



Streets and Connectivity:

- Commercial area streets should be multi-modal and include on-street parking and underground parking.



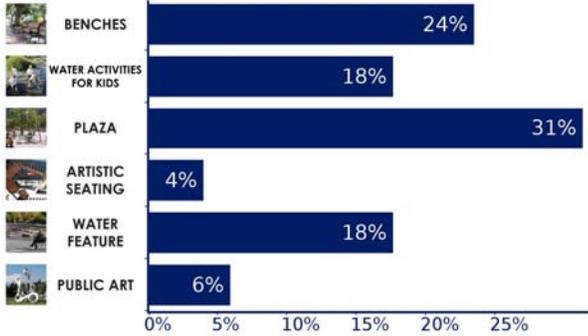
- Encourage pedestrian connections between properties and between uses on a site.
- Minimize the obtrusive visual nature of parking lots by orienting them to the back or side of buildings or within parking structures.

Amenities:

- Public spaces in the commercial areas should include seating options and gathering places or plazas.
- Develop gateway features to strengthen the identity of the neighborhood (such as gateway signs, landscaping or art feature; See Figure X.4.1)
- Provide bicycle and pedestrian amenities including directional signage.

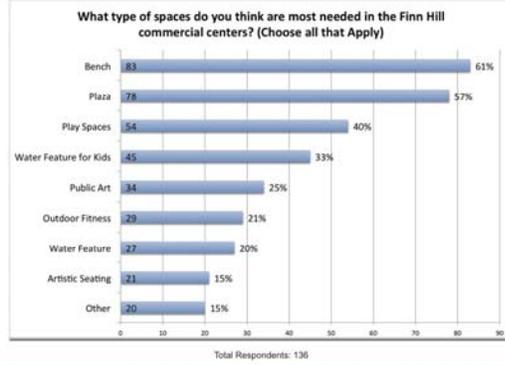
Instant Poll (Sprint 2)

Amenities: Which type of gathering space do you think is most needed in Finn Hill? (Choose all that apply)



Survey (Sprint 4)

SURVEY RESULTS - QUESTION 18

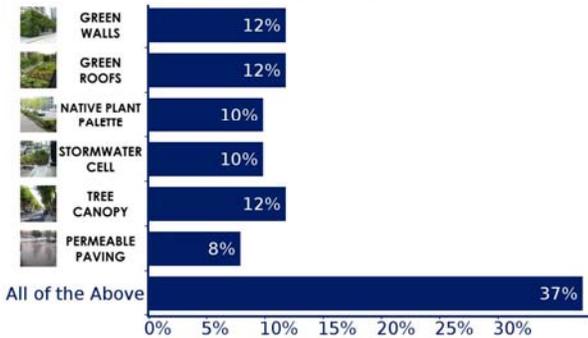


Sustainability:

- Green building techniques elements should be employed in the commercial areas.

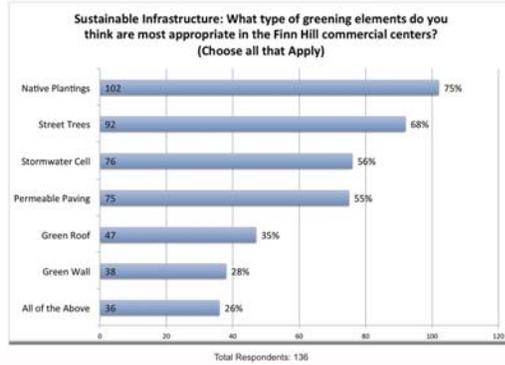
Instant Poll (Sprint 2)

Sustainable Infrastructure: What type of greening elements do you think are the most appropriate? (Choose all that apply)



Survey (Sprint 4)

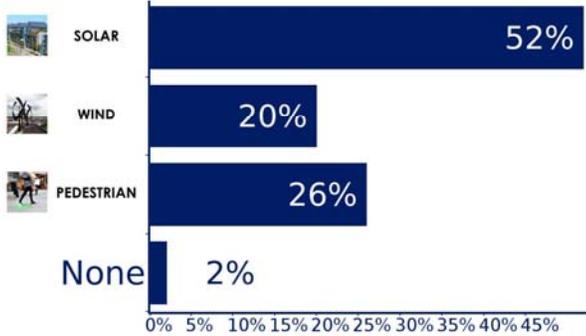
SURVEY RESULTS - QUESTION 19



- Renewable energy should be employed in the commercial areas, particularly solar.

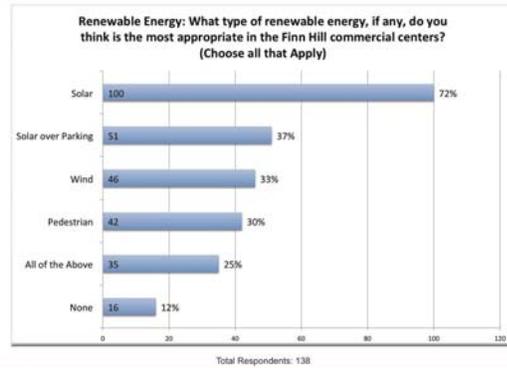
Instant Poll (Sprint 2)

Renewable Energy: What type of renewable energy, if any, do you think is the most appropriate? (Choose all that apply)



Survey (Sprint 4)

SURVEY RESULTS - QUESTION 20

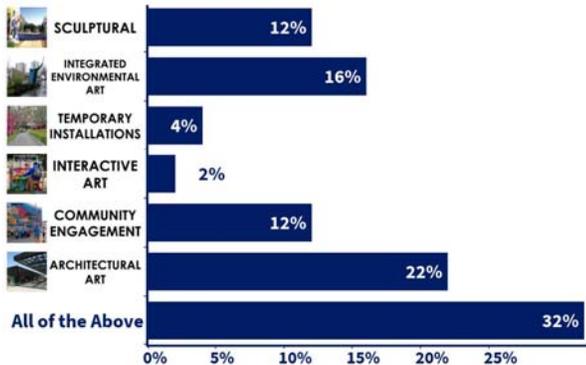


Public Art:

- Public art should be used where possible to add character to the commercial areas.

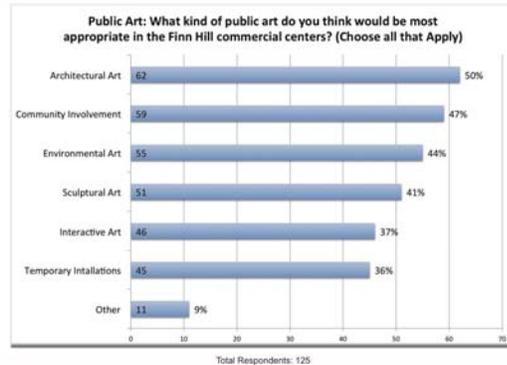
Instant Poll (Sprint 2)

Public Art: Which kind of public art do you think would be the most appropriate? (Choose all that apply)



Survey (Sprint 4)

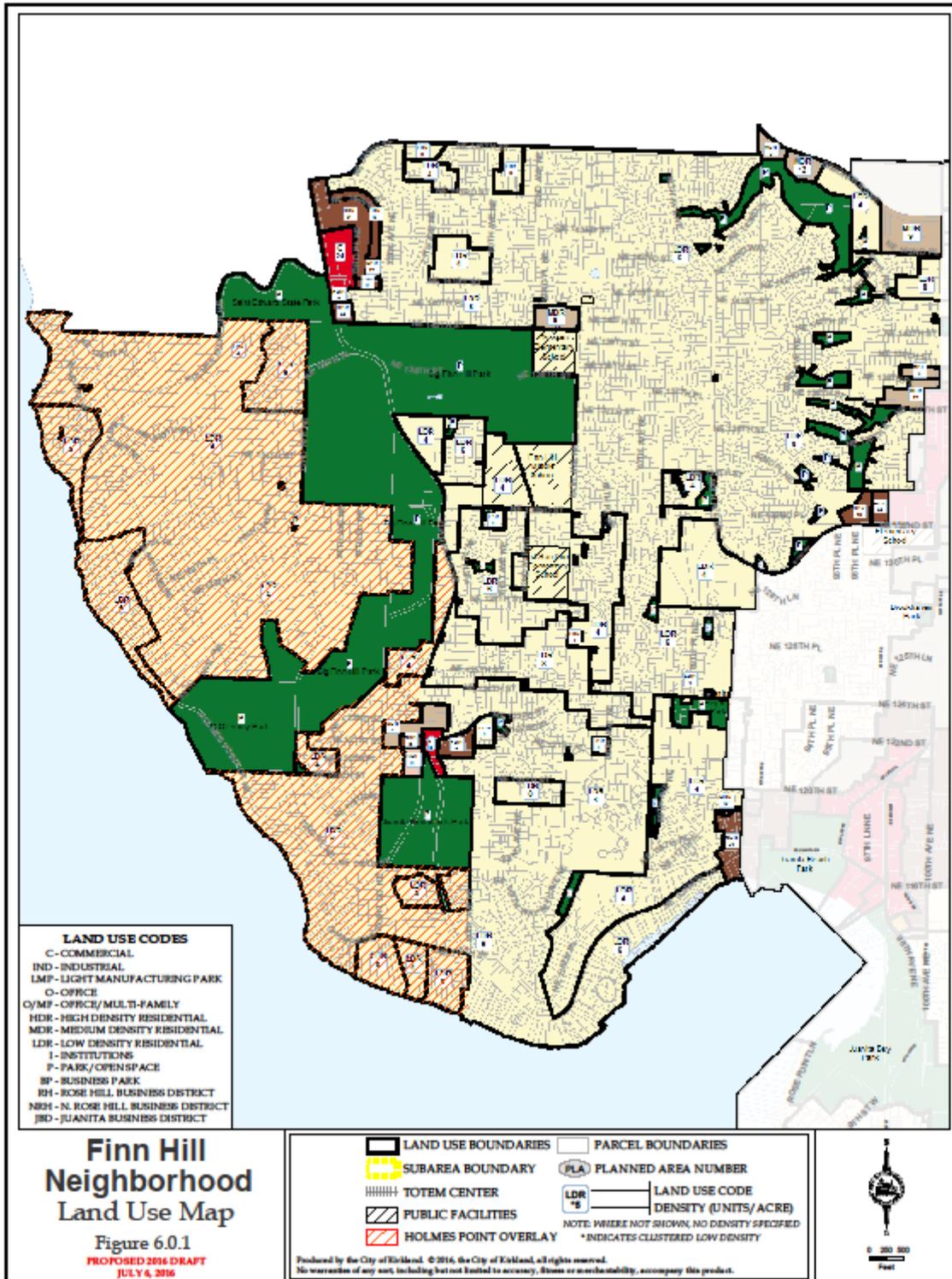
SURVEY RESULTS - QUESTION 21



RECOMMENDATIONS for implementation:

1. [FHNA] Explore additional desired Urban Design principles.

Figure 6.0.1: current land use map



[See Land Use Map for commercial areas](#)

Figure 6.3.1: Inglewood Commercial Area

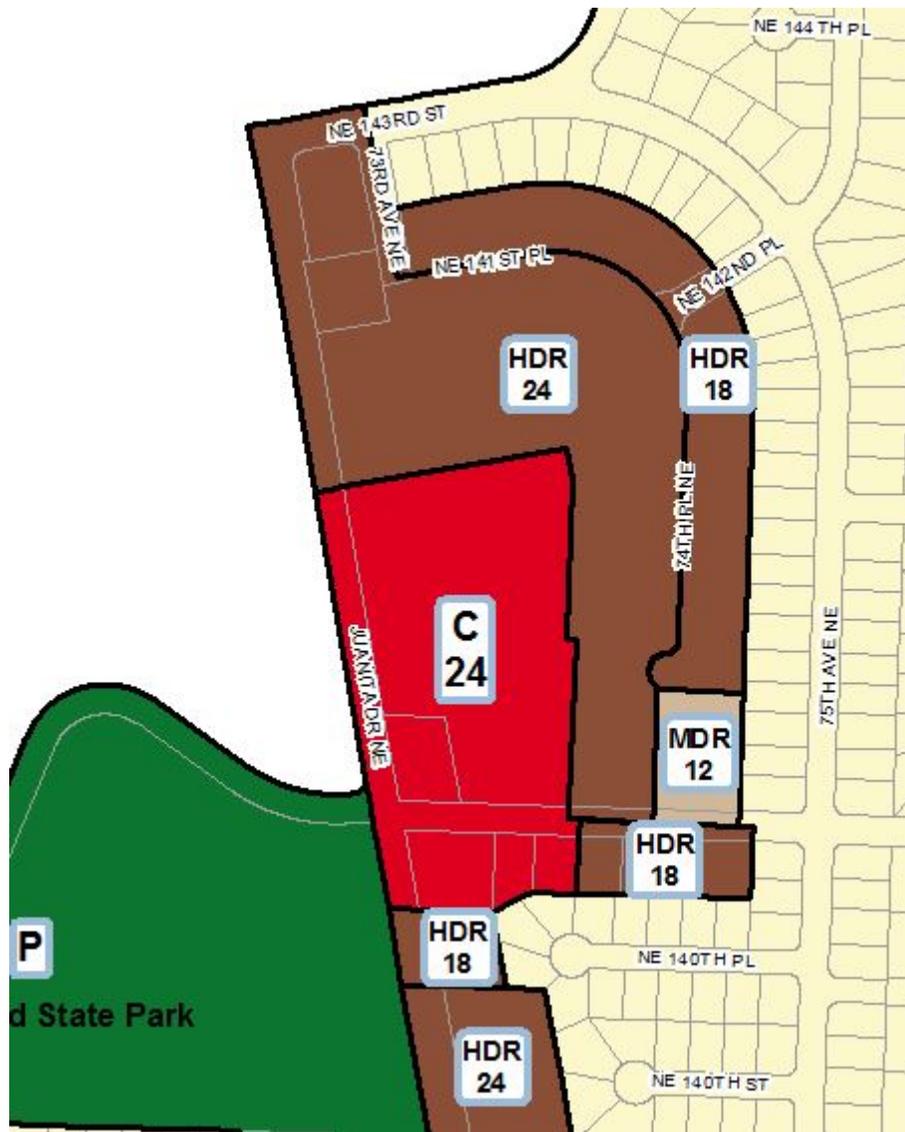


Figure 6.3.2: Holmes Point Neighborhood Center

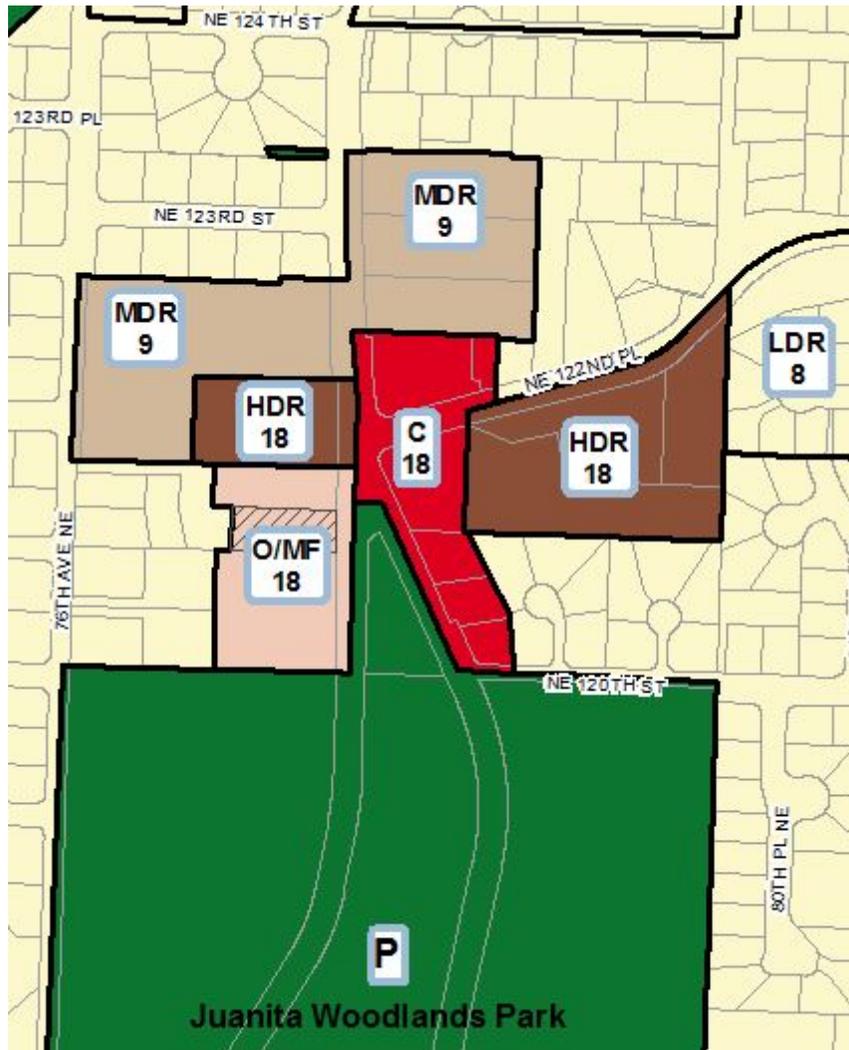


Figure 6.3.4: Urban Design Features & Gateways-



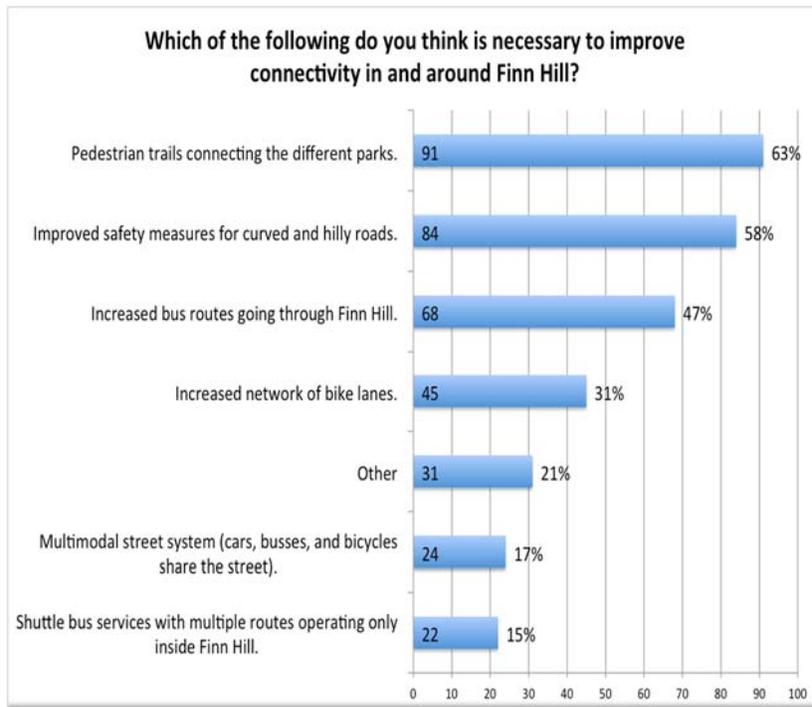
Figure 6.3.4: Urban Design Features

Finn Hill Neighborhood Plan—DRAFT August 15th -2016.

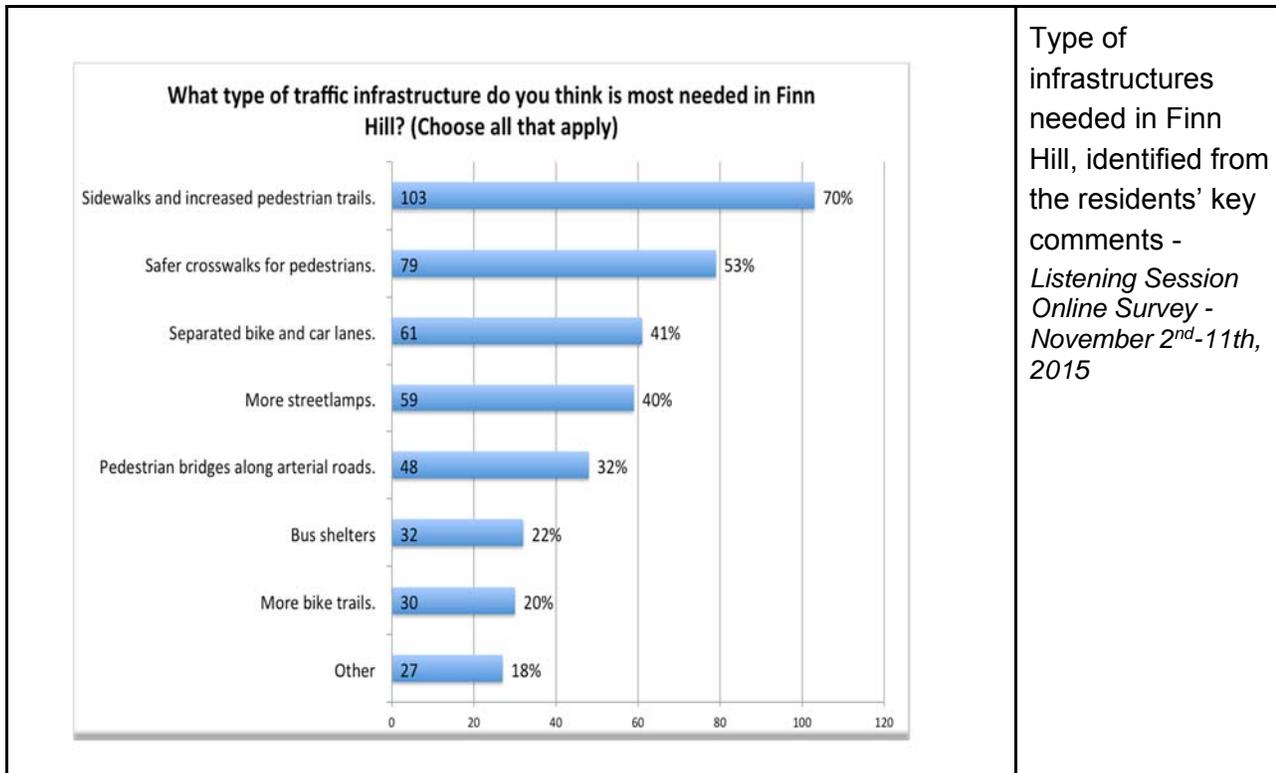
7-Transportation and Mobility

The goal of the Finn Hill transportation system is to provide safe, comfortable, and efficient circulation for people who drive cars, ride bicycles, and travel by foot within the neighborhood and to surrounding communities. During the public participation process, residents repeatedly pointed out their appreciation of the existing trails and bike networks and the need for further development, as well as a better connectivity up/ down hills and towards key facilities (schools, shopping center etc).

See Charts below with Public Participation results:



Connectivity improvements in Finn Hill, identified from the residents' key comments - *Listening Session Online Survey - November 2nd-11th, 2015*



Based on public participation process inputs, transportation and mobility goals in this section are:

- 1) to form a safe network of sidewalks, trails, bikeways and crosswalks where walking and cycling are safe, making them the first choice for many trips and
- 2) public transit alternatives are provided.

This chapter concerns routes of circulation in the public right-of-way. Recreational trails, including the Green Corridor Loop, are discussed in the Parks and Open Spaces section.

7.1-Sidewalks, Intersections, and Pedestrian Mobility

The Finn Hill neighborhood would like to enhance their pedestrian circulation system to provide recreational and pedestrian transportation options. This could partly be achieved through current City of Kirkland street standards, which require that all through-streets include pedestrian improvements, and dead-end streets more than 300 feet in length also require sidewalks¹. As development occurs street and sidewalks are brought up to current standards, which can help improve the pedestrian circulation system.

¹ See KCZ Chapter 110.30 R-20 Neighborhood Access Streets (Sidewalks #1 and #2).
<http://www.codepublishing.com/WA/Kirkland/mobile/index.pl?path=../html/KirklandZ110/KirklandZ110.htm>

The Finn Hill community would like to focus sidewalk development to prioritize connections to schools, parks, transit stops, and other public facilities. Residents have also identified areas where sidewalks and safer intersections should be prioritized (See Figure 7.1.1). Due to the large quantity of sidewalk information, a second map has been provided that shows the status of sidewalk completion in Finn Hill (See Figure 7.1.2).

<< Figure 7.1.1 Finn Hill sidewalks and intersections (existing, ~~possible~~ recommended in TMP and desired new with neighborhood plan) >>

<< Figure 7.1.2 Finn Hill Pedestrian System (sidewalk completion) >>

The first two policies are in response to residents' concerns for creating and improving sidewalk connections to schools:

- Connecting students on west side of Juanita Drive with schools on east side of Juanita Drive, and
- Ensuring sidewalks are present along school routes.

Policy 7.1.1: Establish safe east-west connections across Juanita Drive, especially through Big Finn Hill Park.

Policy 7.1.2: Prioritize walking improvements around School Walk Routes, in compliance with the Capital Improvement Program (CIP). (See Figure ~~7.1.3~~ 7.1.1)

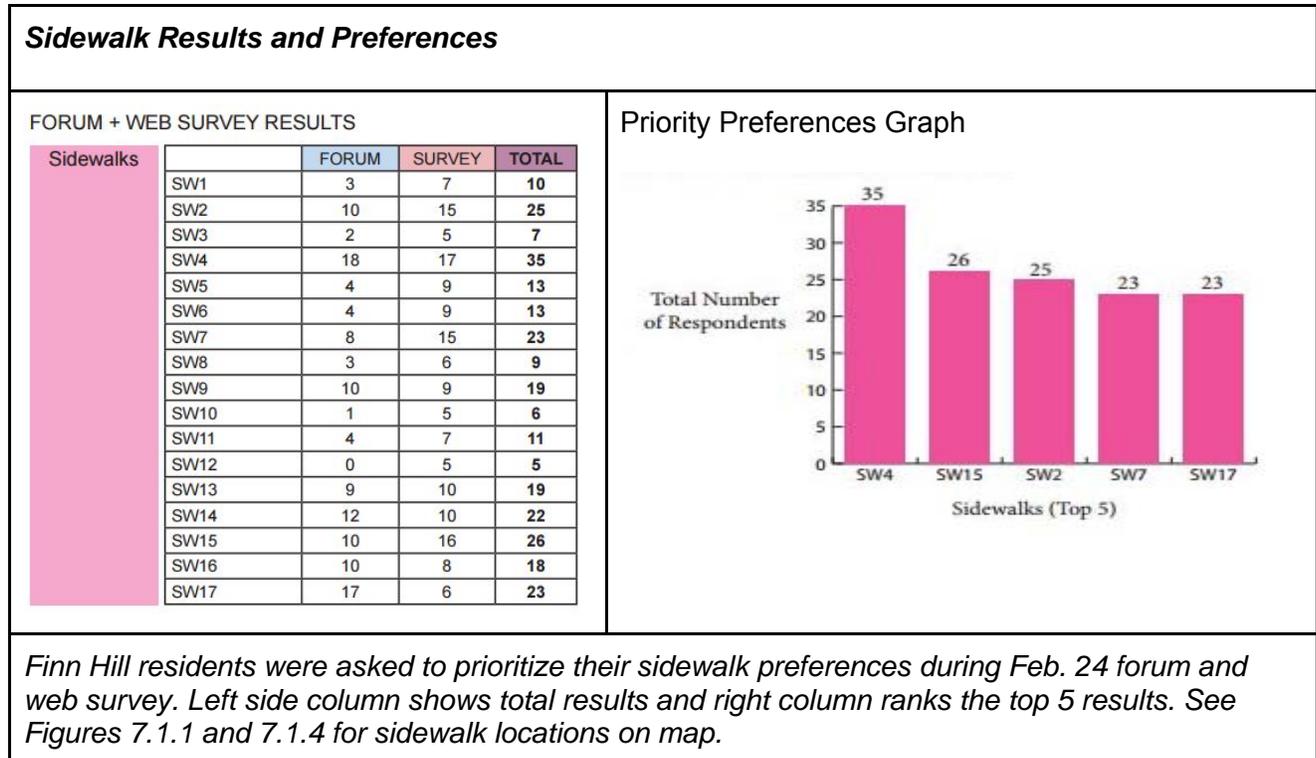
Included in the Capital Improvement Plan are non-motorized transportation improvements for Finn Hill such as trail connections, improvements to intersections, crosswalks and Juanita Drive Corridor.

For the next group of policies, Finn Hill residents identified a number of other critical neighborhood connections (See Figure ~~7.1.2~~ 7.1.1). These include:

- Connecting the Hermosa Vista development and Goat Hill with 84th Avenue NE, and
- Improving pedestrian access to commercial areas, parks, public transit, and commercial areas.

Policy 7.1.3: Prioritize pedestrian pathways to neighborhood destinations (parks, public transit, and commercial areas) to improve and encourage pedestrian connections to amenities.

Policy 7.1.4: Connect isolated communities to the rest of the neighborhood by providing foot and bike access to nearby arterials and open spaces (ex: Hermosa Vista to 84th Ave NE).



<< ~~Figure 7.1.4 Refer to map below to see where Finn Hill residents marked priority preferences for sidewalks and intersections (Top 5). See figure 7.1.1 for priorities~~>>

However, Finn Hill residents would like neighborhood character to influence the types of pedestrian facilities that are built. For example, some residents feel that sidewalks are not appropriate for all areas and that “walking lanes” may be more appropriate for areas of the neighborhood with a more rural character. Adding key pedestrian amenities may also contribute to neighborhood character.

Policy 7.1.5: Consider traffic volume and neighborhood character when determining pedestrian facility improvements.

Policy 7.1.6: Provide pedestrian amenities such as crosswalks, sidewalks, street trees, and street furniture to encourage walking and enhance the pedestrian experience.

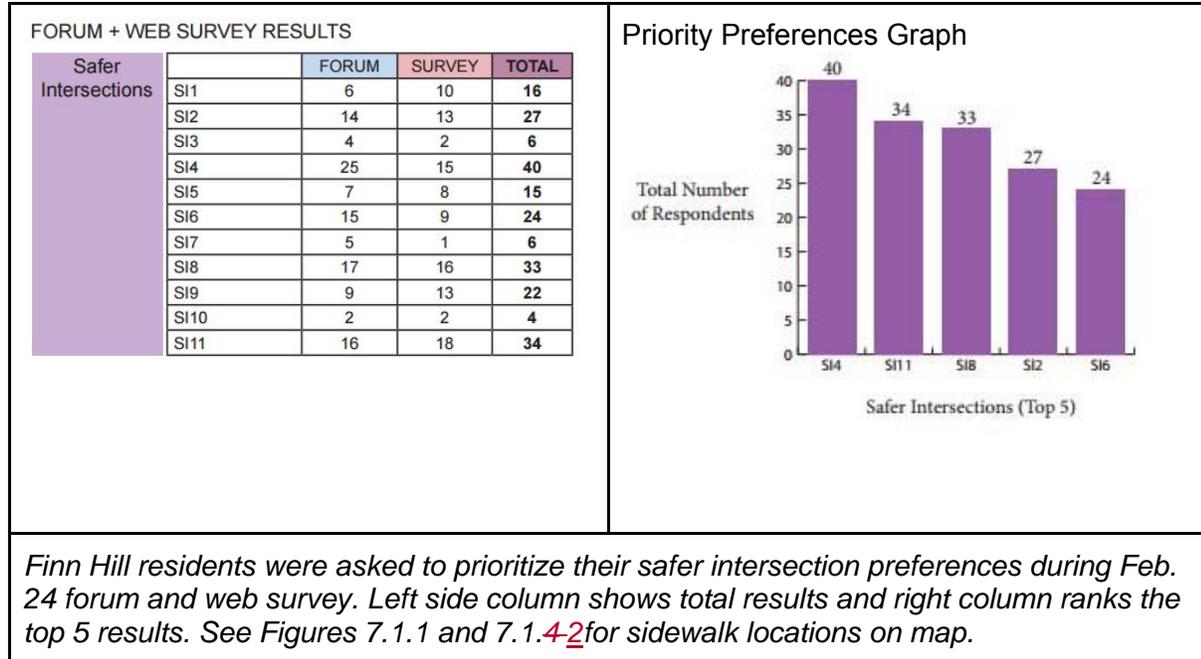
Policy 7.1.7: Provide informal gathering areas along streetscapes that encourage community members to occupy the space.

Finn Hill residents are concerned about the safety of new and existing pedestrian facilities. Key issues include:

- Addressing the need for signage, safety refuge islands, signals, flashing lights, and flags at intersections,
- Improved lighting,
- Addressing the need for sidewalks along major arterials,
- Considering grade separation (e.g. raised curbs) where other forms of non-motorized and motorized transport may cause safety concerns for pedestrians.
- Addressing the blind corners along Juanita Drive.

Policy 7.1.8: Prioritize intersection improvements along major arterials (e.g. Juanita Drive) including but not exclusive to: new signals, flashing beacons, pedestrian flags, and pedestrian refuge islands.

Safer Intersection Results and Preferences



Policy 7.1.9: Ensure all transportation improvements comply with the neighborhood vision for a pedestrian supportive environment.

IMPLEMENTATION RECOMMENDATIONS:

1. [City of Kirkland staff/consultant and FHNA] As written, there are no policies addressing the needs of people with mobility impairment (disabilities, elderly). Need to decide if these are covered sufficiently elsewhere (e.g. ADA) or if Finn Hill wants to add policies specifically addressing this issue. Note that ADA is already a city priority and a federal requirement for new facilities. The addition Finn Hill can do is add another layer of priority for neighborhood projects which means a ADA project may get funded before a trail project. Depending on how the priorities are set.

7.2-Vehicular Traffic

Vehicle based transportation is critical to residents of Finn Hill. Two key concerns with regard to vehicular traffic emerged from community outreach: congestion and safety.

<< Figure 7.2.1 Finn Hill Street Classifications >>

Finn Hill residents are concerned about traffic congestion in their neighborhood, particularly as there are a limited number of arterials and entry points into the neighborhood (See Figure 7.2.1). Commuting traffic on Juanita Drive is a particular concern as it is the main north-south route through the neighborhood and a key entry point to the neighborhood. There is also the perception of additional ‘cut through’ commute traffic to and from Kenmore and Bothell driven by tolling procedures on I-405 and SR 520. Future development in Finn Hill and surrounding areas can also be expected to intensify commute congestion issues. To address these issues, residents have suggested a number of alternative transportation policies and traffic congestion solutions (see the policies below).

Policy 7.2.1 Provide more transit supportive facilities (for example: park and ride) within the neighborhood to help alleviate traffic congestion.

Policy 7.2.2 Implement the recommendations identified in the Juanita Drive Corridor Study.

Examine and implement alternative approaches for reducing commute-related congestion along Juanita Drive. The existing Juanita Drive Corridor study is planning for future improvements to Juanita Drive between Juanita Village and northern City limits to improve traffic flow and safety. The phased plan over time includes, signed bike lanes, crosswalk improvements with rapid flashing lights, intersection improvements, traffic-calming treatments, street lighting, and drainage improvements.

Policy 7.2.3 Prioritize improvements which encourage transit-use, car-pools, bicycle-use and other forms of transportation that decrease congestion and minimize our impact on the environment.

The Finn Hill Neighborhood is subject to by-pass traffic due to I-405 and SR 520 congestion and tolling. Measures should be implemented to discourage by-pass traffic and also to reduce speeds and improve public safety on neighborhood streets, such as radar speed signs, traffic calming, street striping and reconfiguration, and lower speed limits.

Policy 7.2.4 Discourage regional and by-pass traffic away from residential neighborhoods.

The residents' safety concerns focus on problems with speeding and ensuring that neighborhood streets are safe for multiple forms of transportation. Traffic calming strategies could be developed on residential streets: bulb-outs, speed bumps, traffic radar, lower speed signage, etc.

Policy 7.2.5 Minimize cut-through traffic and reduce speeding through residential neighborhoods.

Monitor and evaluate traffic patterns and volumes in the neighborhood to minimize cut-through traffic and speeding, in order to improve the existing Neighborhood traffic Calming program.

Policy 7.2.6 Improve appearance of roadways with multi-functional systems that provide aesthetics as well as stormwater management and safety improvements.

Policy 7.2.7 Implement Complete Street strategies throughout the neighborhood.

Complete Streets are streets that are designed and operated to enable safe access for all users, regardless of travel mode (car, bike, pedestrian), age, or ability. Complete Streets are adapted to the context of their location in the neighborhood and may include: frequent and safe crossing opportunities, median islands, bicycle facilities, sidewalks, special bus lanes, and roundabouts.

IMPLEMENTATION RECOMMENDATIONS:

1. [City of Kirkland and FHNA] Examine need of specific traffic policy for Goat Hill area related to road width and safety, etc. More broadly, examine issues surrounding city-wide street standards and discuss issues surrounding Holmes Point Drive.
-

7.3- Public Transit

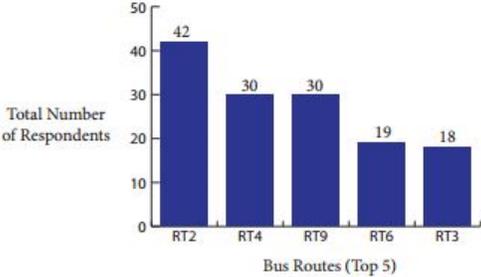
The Finn Hill neighborhood is served by public transit in the northwest corner via King County Metro bus route 234. Finn Hill residents expressed interest in a more extensive transit system through the neighborhood (See Figure 7.3.1; priorities ~~Figure 7.3.2~~). Additional transit options may benefit the community in the following ways:

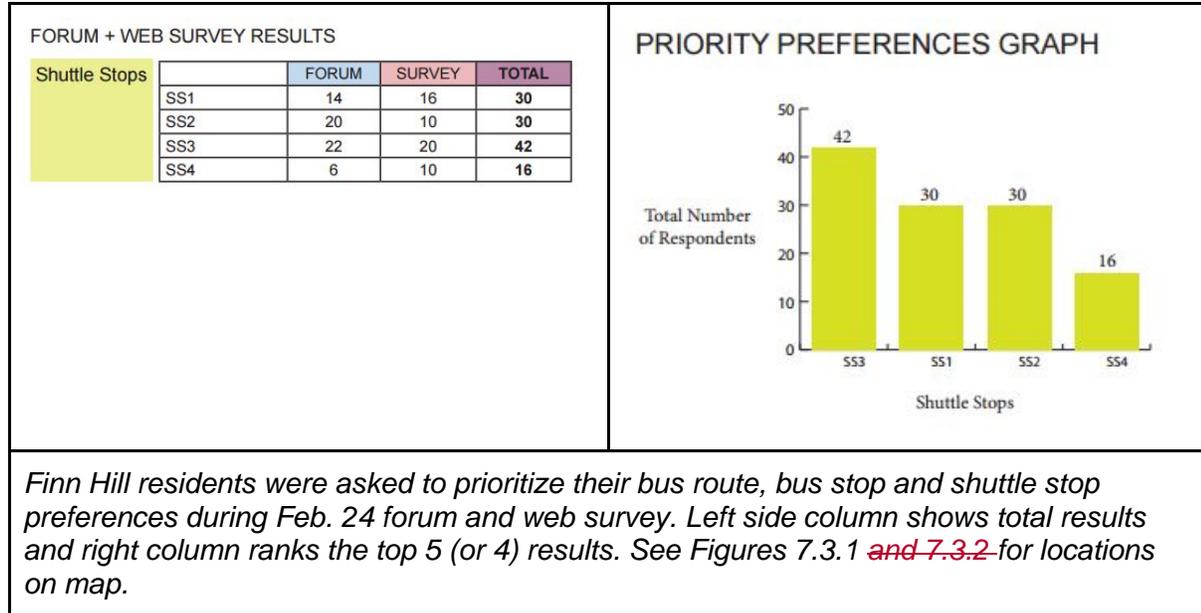
- assist the aging population whom may require additional mobility options,
- increase connectivity to transit hubs,
- provide alternative transit for commuters to help reduce congestion.

However, the neighborhood understands that the current density may not be enough to sustain a fixed-route option. The City of Kirkland has limited ability to affect King County Metro transit options but the City and Finn Hill can identify actions to advocate for better transit services.

<< Figure 7.3.1 Map of public transit system (existing and desired) >>

<< ~~Figure 7.3.2 Refer to map below to see where Finn Hill residents marked priority preferences for bus routes, bus stops and shuttle stops->> Combine in Figure 7.3.1~~

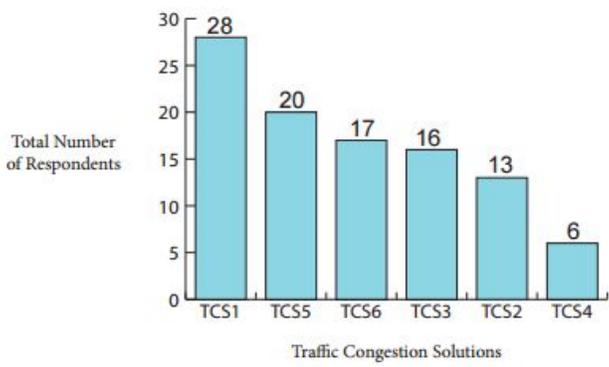
Bus Route, Bus Stop and Shuttle Stop Results and Preferences																
FORUM + WEB SURVEY RESULTS																
Bus Routes		FORUM	SURVEY	TOTAL												
	RT1	5	5	10												
	RT2	26	16	42												
	RT3	7	11	18												
	RT4	15	15	30												
	RT5	4	7	11												
	RT6	8	11	19												
	RT7	6	6	12												
	RT8	8	8	16												
	RT9	12	18	30												
PRIORITY PREFERENCES GRAPH																
 <table border="1"> <caption>Priority Preferences for Bus Routes (Top 5)</caption> <thead> <tr> <th>Bus Route</th> <th>Total Number of Respondents</th> </tr> </thead> <tbody> <tr> <td>RT2</td> <td>42</td> </tr> <tr> <td>RT4</td> <td>30</td> </tr> <tr> <td>RT9</td> <td>30</td> </tr> <tr> <td>RT6</td> <td>19</td> </tr> <tr> <td>RT3</td> <td>18</td> </tr> </tbody> </table>					Bus Route	Total Number of Respondents	RT2	42	RT4	30	RT9	30	RT6	19	RT3	18
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Bus Stop	Total Number of Respondents															
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BUS7	23															
BUS5	19															
BUS4	14															



Policy 7.3.1: Transportation policies must be coordinated with land use designations and policies to determine transit service feasibility.

Policy 7.3.2: Explore alternative modes of transportation or research service options for low-density areas (e.g. shuttles, car shares, vanpools).

Traffic Congestion Solutions

<p>TCS1: Develop a local shuttle service</p> <p>TCS2: Use alternative modes of transportation (bikes, car sharing, private car services (Uber)....)</p> <p>TCS3: Add lanes to major arterials</p> <p>TCS4: Start a “car sharing” organization for Finn Hill</p> <p>TCS5: Favor pedestrian access to schools and local shops</p> <p>TCS6: Adjust speed limit on arterials</p>	<p>FORUM + WEB SURVEY RESULTS</p> <table border="1" data-bbox="795 273 1421 493"> <thead> <tr> <th>Traffic Congestion Solutions</th> <th>FORUM</th> <th>SURVEY</th> <th>TOTAL</th> </tr> </thead> <tbody> <tr> <td>TCS1</td> <td>12</td> <td>16</td> <td>28</td> </tr> <tr> <td>TCS2</td> <td>4</td> <td>9</td> <td>13</td> </tr> <tr> <td>TCS3</td> <td>5</td> <td>11</td> <td>16</td> </tr> <tr> <td>TCS4</td> <td>2</td> <td>4</td> <td>6</td> </tr> <tr> <td>TCS5</td> <td>5</td> <td>15</td> <td>20</td> </tr> <tr> <td>TCS6</td> <td>3</td> <td>14</td> <td>17</td> </tr> </tbody> </table>	Traffic Congestion Solutions	FORUM	SURVEY	TOTAL	TCS1	12	16	28	TCS2	4	9	13	TCS3	5	11	16	TCS4	2	4	6	TCS5	5	15	20	TCS6	3	14	17
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Policy 7.3.3: Provide connections to transit within Finn Hill and to surrounding transit centers (i.e. Downtown Kenmore, Lake City Way, Totem Lake Business District, downtown Kirkland and Seattle).

Policy 7.3.4: Develop public transit service to commercial district.

IMPLEMENTATION RECOMMENDATIONS:

1. [City of Kirkland and FHNA] Identify actions that help lobby for better transit services. Note that the City has identify this as a task within a Transportation Master Plan and the soon to be developed Transit Master Plan.

2. [City of Kirkland] Explore options for improving transit service to the commercial district. See comment above.

7.4- Bike Routes and Facilities

Bicycle supportive facilities provide recreational opportunities and alternative transportation options. Desired improvements for bicyclists include but are not limited to providing protected bike lanes on main arterials and collector streets and safe crossings across Juanita Drive. Finn Hill residents are interested in bicycle routes that connect to parks and other key destinations within the neighborhood as well as the region (See Figure 7.4.1).

<< Figure 7.4.1 Map of bicycle routes (~~possible and existing, route recommended in TMP,~~ desired new with neighborhood plan) >>

Safety, user friendliness, and connectivity are key concerns that residents have regarding Finn Hill's bike routes and facilities. Safe bicycle access within and through the neighborhood is a high priority. Approaches to address safety include creating separated bike lanes (including painted buffers and curbs) and placing bike routes along Neighborhood Greenways).

Policy 7.4.1: Improve safety for bicyclists with separated facilities, wayfinding signage, and intersection improvements.

Policy 7.4.2: Prioritize bicycling improvements around School Walk Routes, in coordination with the CIP.

Policy 7.4.3: Establish bike routes along Neighborhood Greenways.

Neighborhood Greenways are designated residential streets, generally off main arterials, with low volumes of vehicular traffic and low speeds where people who walk or bike are given priority.

There are two types of users of Finn Hill's bike routes and facilities: commuter and recreational bike riders. These groups may require specific bike facilities (e.g. bike repair stations) along existing and proposed routes.

Policy 7.4.4: Determine bike facility needs of commuter and recreational bike rider groups.

Residents would like to improve the connectivity of Finn Hill’s bike routes within the neighborhood and to the broader trail network. Specific examples include:

- Bike routes should connect to parks and amenities within Finn Hill.
- Desire for neighborhood bike routes that connect to other trail systems outside of Finn Hill (Lake Washington Loop Trail, Burke Gilman, Cross Kirkland Corridor, Sammamish River Trail).

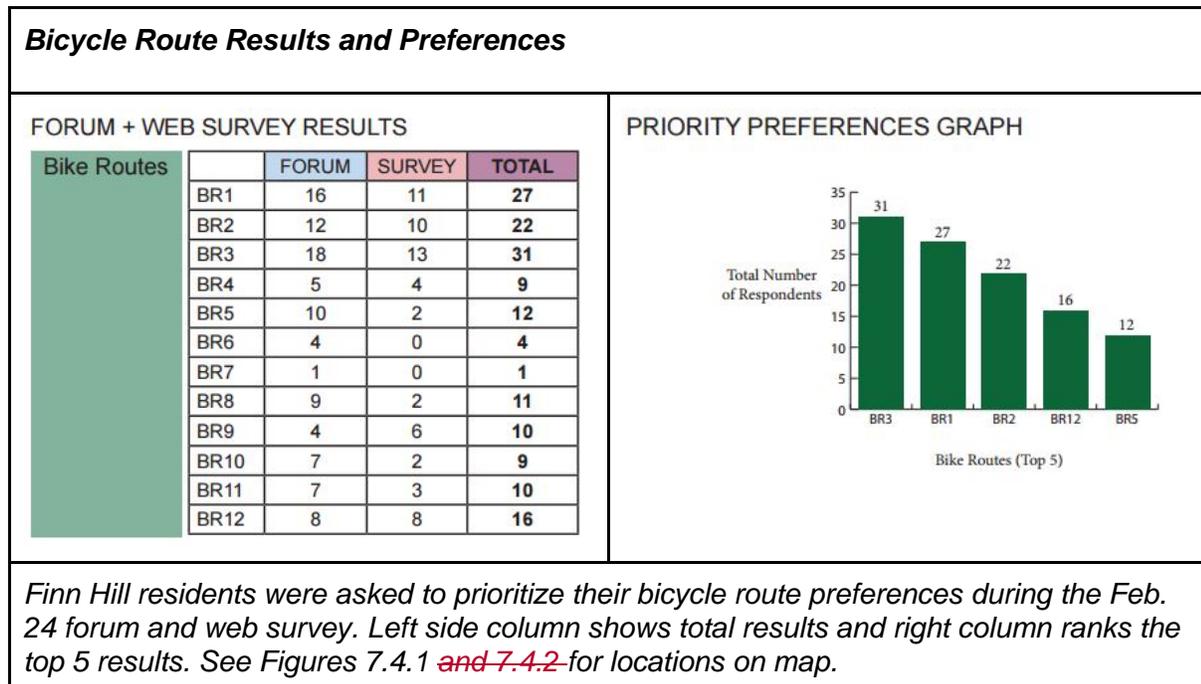
Public feedback identified priorities for bike routes (See Figure 7.4.21).

Policy 7.4.5: Explore public pedestrian and bicycle easements across properties to complete the trail system.

Policy 7.4.6: Bicycle routes should connect to destinations within the neighborhood (parks, public transit, schools, and shopping areas).

Policy 7.4.7: Bicycle routes should connect to trail systems outside of Finn Hill.

<< Figure 7.4.21 Refer to map below to see where Finn Hill residents marked priority preferences for bicycle routes >>



IMPLEMENTATION RECOMMENDATIONS:

1. [FHNA and City of Kirkland] Determine needs of bicyclists in Finn Hill. Do commuters and recreational riders desire different facilities? Are there specific connectivity issues that exist beyond those identified here (for example Geography, topography, low density, NIMBY, limited ROW, limited ROW, inadequate infrastructure, etc)? What facilities would need to be added to encourage bike ridership? City proposes that Any and all facilities will encourage increase bike ridership when there is none on a corridor.
2. [City of Kirkland] Further exploration of easements for bicycles to complete the trail system per Policy 7.4.5.

Maps for Transportation and Mobility

Figure 7.1.1 Finn Hill sidewalks and intersections (existing, possible, and desired)

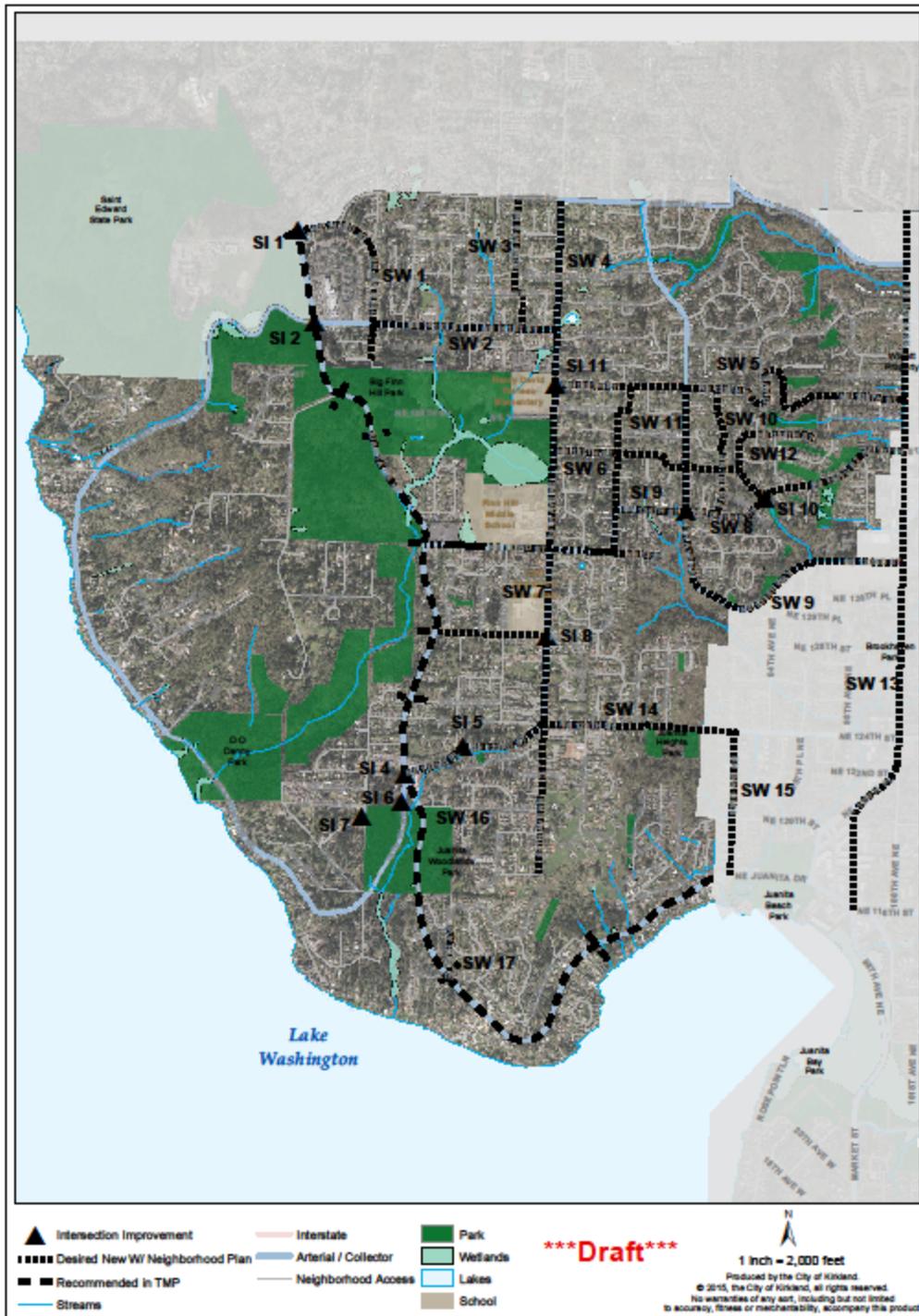


Figure 7.1.1 Finn Hill Possible Sidewalks and Intersections

Figure 7.1.2 Finn Hill Pedestrian System (sidewalk completion)

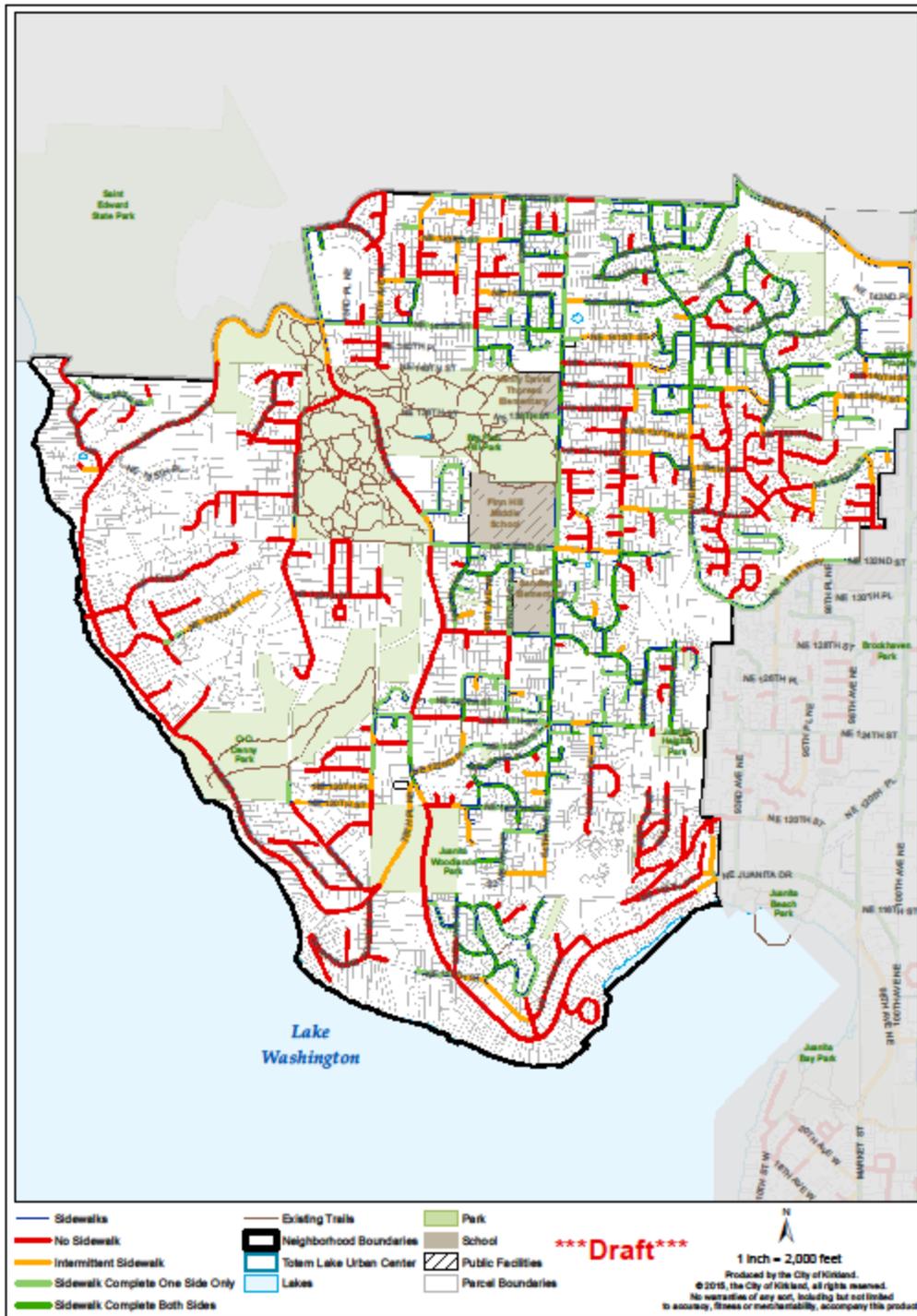


Figure 7.1.2: Finn Hill Pedestrian System

Figure 7.2.1 Finn Hill Street Classifications



Figure 7.3.1 Map of public transit system (existing and desired)

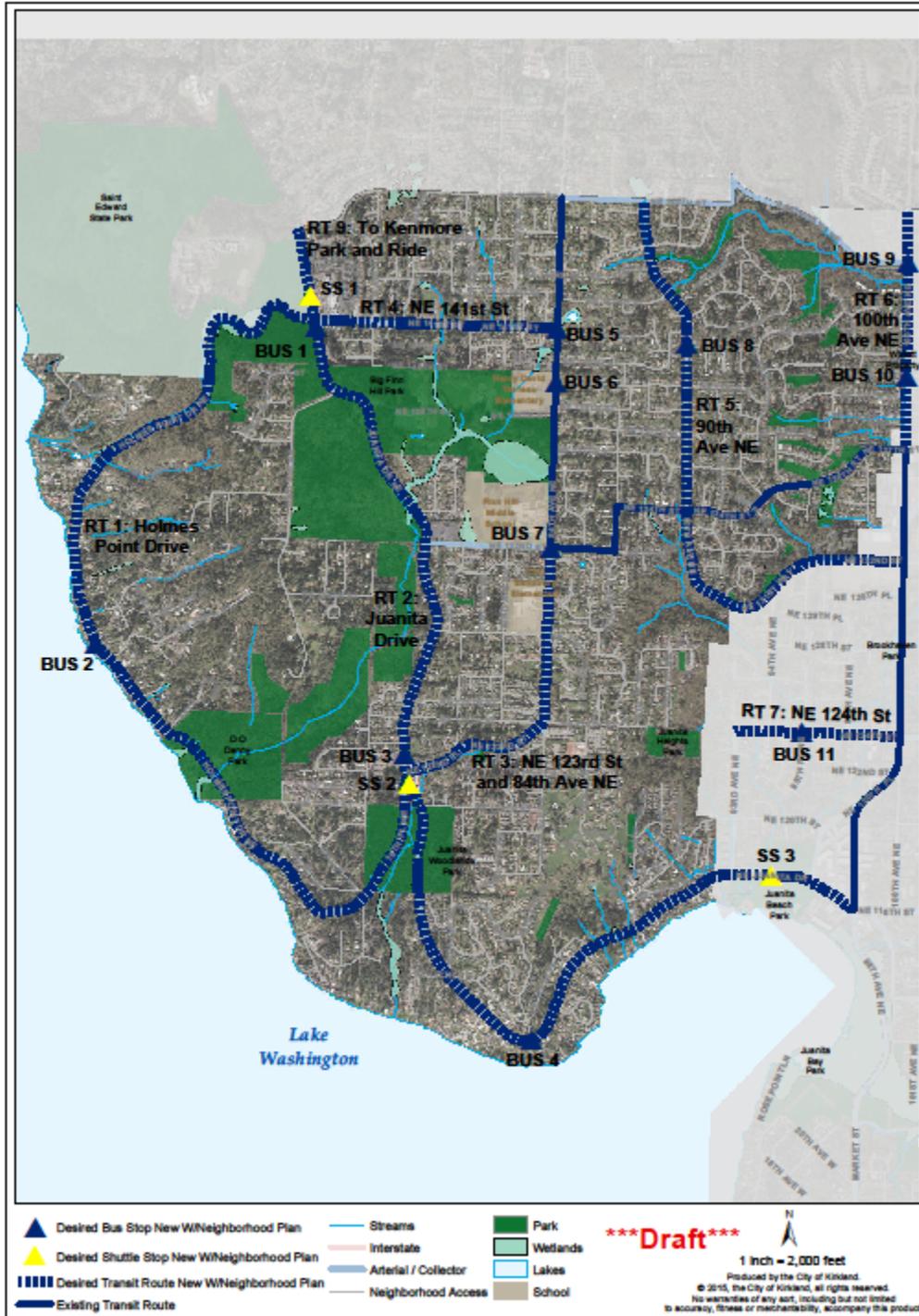


Figure 7.3.1 Finn Hill Existing and Desired Public Transit System

Figure 7.4.1 Map of bicycle routes (existing, recommended in TMP, desired new with neighborhood plan)

Finn Hill Neighborhood Plan—DRAFT August 15th-2016.

8. Public Services and Utilities

Water, sewer, and drainage services and facilities are adequate for existing and foreseeable future developments in the Finn Hill Neighborhood. There are segments of the street network system that are not open, paved or not up to City standards. New development is required to install and upgrade water, sewer service and streets as a condition of development and to meet storm water requirements. The goals and policies contained in the Utilities, Capital Facilities and Public Services Chapters of the Comprehensive Plan and Northshore Utility District Comprehensive Plans provide the general framework for these services and facilities.

Emergency Services

The City provides emergency services to fire and medical emergencies, fire prevention, and public education and participates in regional specialized response for hazardous materials, technical rescue and paramedic services.

The City conducted a Standard of Coverage and Deployment Plan and Fire Strategic Plan to evaluate response services for fire suppression, emergency medical services and specialty situations. The study identified the need for a new dual fire station number 24 to serve the northern areas of the City including Finn Hill neighborhood. The new station 24 will be located in the north part of the City and is due to be completed by 2019.¹

Policy 8.1: Provide emergency services (fire and police) to the Finn Hill neighborhood at levels enhanced beyond those provided prior to annexation in 2011.

Water

The Northshore Utility District provides water services to the Finn Hill Neighborhood. As a member of the Cascade Water Alliance, both the City of Kirkland and Northshore Utility District purchase their water supply from Seattle Public Utilities who gets it from the Tolt River Watershed, with occasional supply from the Cedar River Watershed.

Sewer

The Northshore Utility District provides sewer service to residents in Finn Hill. Wastewater is treated at King County's West Point and Renton treatment plants.

Surface Water

¹ City of Kirkland Comprehensive Plan

See Natural Environment, Section 4.4 Surface Water for more information on stormwater management policies and protection of stream corridors and Lake Washington.

Policy 8.2: Provide potable water and sanitary sewers and surface water management facilities to new and existing development in accordance with the Northshore Utility District Water and Sanitary Sewer Comprehensive Plans, the Kirkland Surface Water Master Plan, Kirkland Municipal Code, and adopted Kirkland Surface Water Design Manual requirements.

Electricity and Natural Gas

Puget Sound Energy (PSE) provides the Kirkland area with electricity and natural gas. PSE generates approximately 46% of its electricity from their own power plants and acquires the rest from generation sources on the Columbia River and across the Western US and Canada. Electricity is generated from hydroelectric dams, coal, natural gas, wind and to a much smaller degree from nuclear, and other sources (solar, biomass landfill gas, petroleum and waste).

In order to contribute to a more amenable and safe living environment and to enhance views and a sense of community identity, the undergrounding of utilities should be encouraged.

Policy 8.3: Encourage undergrounding of overhead utilities

IMPLEMENTATION RECOMMENDATIONS:

1. [City of Kirkland staff/consultant and FHNA] Explore new access routes in areas of the neighborhood that have poor emergency access and slow response times. Neighborhood road width (Goat Hill) may have inadequate street widths for safe access and emergency service access. Further discussion is needed to address this

ATTACHMENT 7

From: Carl <CJWils@msn.com>
Sent: Thursday, July 28, 2016 8:51 AM
To: Janice Coogan
Subject: Finn Hill comments from Transportation Commission meeting
Attachments: Comments on draft Finn Hill Transportation Plan.docx

Follow Up Flag: Follow up
Flag Status: Flagged

Hi Janice: At last night's Transportation Commission meeting, I only had copy of my written comments, which I gave to transportation staff. But I thought you might also want a copy, so I have attached one to this email.

Your explanation last night of the meaning of "desired" and "possible" in the draft Finn Hill Plan is not what I expected. I thought "possible" was a weaker word than "desired." I would have written my comments differently if I had understood that. Nonetheless, the gist of my comments is to push for projects to add ped/bike facilities to the connection of 132nd to 90th, and to 84th Ave.

The big curve from 132nd to 90th is already used by lots of pedestrians and bikers, but the present condition is very substandard for them. And 90th north of 132nd already has a serious need for a complete sidewalk system.

I am pleased that a repaving project is expected to add bike lanes to 84th, but I think that ultimately we also need sidewalks on both sides of 84th. Nothing less should be expected on an urban arterial.

I did not mention this last night, but it is clear that our part of Simonds Rd also needs sidewalks and bike lanes along its full length, in conjunction with other jurisdictions.

Thanks very much,
Carl Wilson
Finn Hill resident and former Transportation Commissioner

Comments on draft Finn Hill Transportation Plan (and related to TMP)

Transportation Commission meeting July 27, 2016

Carl Wilson

I am interested in getting good ped/bike access to/from the top of Finn Hill, especially along the west end of NE 132nd St past the former Albertson's site and around the big curve to NE 90th St. I think we will eventually need a major project, as widening that route for sidewalk / bike facilities will probably require cutting into the hill with retaining walls in the area of the big curve. To support that goal, I have several comments:

- Both the TMP and the draft Finn Hill plan show "sidewalk complete on one side" in the area of the big curve, but that is not correct. This route has a narrow shoulder as a substandard ped route. It is not ADA compliant. This route needs a real sidewalk.
- The TMP shows "recommended bike lanes" on the big curve route. The draft Finn Hill Plan shows "possible bike route." I think the language in the Finn Hill Plan is a step backwards, as "possible" is weaker than "recommended".
- In comparison, the Finn Hill Plan shows a "desired" bike route on 141st Place, but that route is too steep for a functional bike route. The "desired" route should be 132nd to 90th.
- Continuous sidewalks are needed on 90th north of the big curve.

Moving away from the big curve area; two more comments:

- An existing path north from Juanita Elementary School between 132nd St and NE 134th St is not shown on any of these maps.
- 84th Ave is shown in the Finn Hill Plan as a "possible" bike route. I believe 84th should be a definite bike route project. 84th should eventually have sidewalks as well.

Chapter 70 – HOLMES POINT OVERLAY ZONE

Sections:

- 70.05 Purpose
- 70.15 Standards
- 70.25 Variations from Standards

.05 Purpose

The purpose of the Holmes Point minimum site disturbance development standards is to allow infill at urban densities while providing an increased level of environmental protection for the Holmes Point area, an urban residential area characterized by a predominance of sensitive environmental features including but not limited to steep slopes, landslide hazard areas and erosion hazard areas, and further characterized by a low level of roads and other impervious surfaces relative to undisturbed soils and vegetation, tree cover and wildlife habitat. These standards limit the allowable amount of site disturbance on lots in Holmes Point to reduce visual impacts of development, maintain community character and protect a high proportion of the undisturbed soils and vegetation, tree cover and wildlife, and require an inspection of each site and the area proposed to be cleared, graded and built on prior to issuance of a building permit.

(Ord. 4437 § 1, 2014; Ord. 4196 § 1, 2009)

.15 Standards

Within the parcels shown on the Kirkland Zoning Map with an (HP) suffix, the maximum impervious surface standards set forth in Chapter 18 KZC are superseded by this (HP) suffix, and the following development standards shall be applied to all residential development:

1. When review under Chapter 85 KZC (Geologically Hazardous Areas) or Chapter 90 KZC (Drainage Basins) or the City of Kirkland’s Surface Water Design Manual is required, the review shall assume the maximum development permitted by this (HP) suffix condition will occur on the subject property, and the threshold of approval shall require a demonstration of no significant adverse impact on properties located downhill or downstream from the proposed development.
2. Total lot coverage shall be limited within every building lot as follows:
 - a. On lots up to 6,500 square feet in size, 2,600 square feet;
 - b. On lots 6,501 to 9,000 square feet in size, 2,600 square feet plus 28 percent of the lot area over 6,500 square feet;
 - c. On lots over 9,000 square feet in size, 3,300 square feet plus 10 percent of the lot area over 9,000 square feet;
 - d. On a lot already developed, cleared or otherwise altered up to or in excess of the limits set forth above prior to July 6, 1999, new impervious surfaces shall be limited to five (5) percent of the area of the lot, not to exceed 750 square feet;
 - e. For purposes of computing the allowable lot coverage within each lot, private streets, joint-use driveways or other impervious-surfaced access facilities required for vehicular access to a lot in easements or within flag lots shall be excluded from calculations.

Summary Table:

Lot Size	Maximum Lot Coverage
Less than 6,500 sq. ft.	2,600 sq. ft.
6,501 sq. ft. to 9,000 sq. ft.	2,600 sq. ft. plus 28% of the lot area over 6,500 sq. ft.

Lot Size	Maximum Lot Coverage
9,001 sq. ft. or greater	3,300 sq. ft. plus 10% of the lot area over 9,000 sq. ft.
Developed, cleared or altered lots	New impervious limited to 5% of the total lot area, but not to exceed 750 sq. ft.

3. In addition to the maximum area allowed for buildings and other impervious surfaces under subsection (2) of this section, up to 50 percent of the total lot area may be used for garden, lawn or landscaping, provided:

- a. All significant trees, as defined in Chapter 95 KZC, must be retained. The area limits set forth in this subsection are to be measured at grade level; the area of allowable garden, lawn or landscaping may intrude into the drip line of a significant tree required to be retained under this subsection if it is demonstrated not to cause root damage or otherwise imperil the tree’s health;
- b. Total site alteration, including impervious surfaces and other alterations, shall not exceed 75 percent of the total lot area;
- c. At least 25 percent of the total lot area shall be designated as a Protected Natural Area (PNA), in a location that requires the least alteration of existing native vegetation.

In general, the PNA shall be located in one (1) contiguous area on each lot unless the City determines that designation of more than one (1) area results in superior protection of existing vegetation. The PNA shall be designated to encompass any critical areas on the lot and, to the maximum extent possible, consist of existing viable trees and native vegetation that meet the minimum vegetation condition standards set forth in subsection (4)(a) of this section.

If the lot does not contain an existing area meeting the vegetation requirements of subsection (4)(a) of this section or if the applicant demonstrates to the satisfaction of the Planning Official that retaining such vegetation area is not feasible because it would significantly restrict the ability to develop the subject property based on applicable zoning regulations, a PNA shall be restored or established to the standards set forth in subsection (4)(b) of this section;

- d. If development on the lot is to be served by an on-site sewage disposal system, any areas required by the Department of Public Health to be set aside for on-site sewage disposal systems shall be contained as much as possible within the portion of the lot altered for garden, lawn or landscaping as provided by this subsection. If elements of the on-site sewage disposal system must be installed outside the landscaped area, the elements must be installed so as not to damage any significant trees required to be retained under subsection (3)(a) of this section, and any plants that are damaged must be replaced with similar native plants.

4. Minimum Vegetation Conditions in the Protected Natural Area

- a. Existing Native Vegetation – Priority is given to designate contiguous areas containing native vegetation meeting the following standards:

- 1) Trees – Viable trees at a tree density of 150 tree credits per acre within the PNA, calculated as described in KZC 95.33.

Example: A 10,000-square-foot lot requires a 2,500 sq. ft. PNA (10,000 x 25% = 2,500 sq. ft.). Within the 2,500 sq. ft. PNA, nine (9) tree credits are required (2,500 sq. ft./43,560 sq. ft. = 0.057 acres x 150 tree credits = 8.6, rounded to nine (9) tree credits). Note: the tree density for the remaining lot area is 30 tree credits per acre.

- 2) Shrubs – Predominately 36 inches high, covering at least 60 percent of the PNA.
- 3) Living Groundcovers – Covering at least 60 percent of the PNA.

- b. Vegetation Deficiencies

- 1) If the PNA contains insufficient existing vegetation pursuant to subsection (4)(a) of this section, the applicant shall restore the PNA with native vegetation to meet minimum supplemental vegetation standards pursuant to subsection (4)(b)(3) of this section.
 - 2) If the Planning Official determines that it is not feasible to retain an existing vegetation area, the applicant shall establish a PNA in a location approved by the Planning Official and planted in accordance with the supplemental vegetation standards in subsection (4)(b)(3) of this section.
 - 3) Supplemental Vegetation Standards – The applicant shall provide at a minimum:
 - a) Supplemental trees, shrubs and groundcovers selected from the Kirkland Native Plant List, or other native species approved by the Planning Official.
 - b) Trees – Planted with a tree density of 150 tree credits per acre as described in KZC 95.33. The minimum size and tree density value for a supplemental tree worth one (1) tree credit in the PNA shall be at least six (6) feet in height for a conifer and at least one (1) inch in caliper (DBH) for deciduous or broad-leaf evergreen trees, measured from existing grade.
 - c) Shrubs – Planted to attain coverage of at least 80 percent of the area within two (2) years, and at the time of planting be between 2- and 5-gallon pots or balled and burlapped equivalents.
 - d) Living Groundcovers – Planted from either 4-inch pot with 12-inch spacing or 1-gallon pot with 18-inch spacing to cover within two (2) years 80 percent of the naturalized area.
 - 4) Soil Specifications – Soils in supplemental vegetation areas shall comply with KZC 95.50, particularly those areas requiring decompaction.
 - 5) Mulch – Mulch in supplemental vegetation areas shall comply with KZC 95.50.
 - 6) Prohibited Plants – Invasive weeds and noxious plants listed on the Kirkland Plant List in the vicinity of supplemental plantings shall be removed in a manner that will not harm trees and vegetation that are to be retained.
 - 7) Landscape Plan Required – In addition to the tree retention plan required pursuant to KZC 95.30, application materials shall clearly depict the quantity, location, species, and size of supplemental plant materials proposed to comply with the requirements of this section. Plants installed in the PNA shall be integrated with existing native vegetation and planted in a random naturalistic pattern. The Planning Official shall review and approve the landscape plan.
5. Subdivisions and short subdivisions shall be subject to the following requirements:
- a. New public or private road improvements shall be the minimum necessary to serve the development on the site in accordance with Chapter 110 KZC. The City shall consider granting modifications to the road standards to further minimize site disturbance, consistent with pedestrian and traffic safety, and the other purposes of the road standards; and
 - b. Impervious surfaces and other alterations within each lot shall be limited as provided in subsections (2) and (3) of this section. In townhouse or multifamily developments, total impervious surfaces and other alterations shall be limited to 2,600 square feet per lot or dwelling unit in the R-6 and R-8 zones, and 3,300 square feet per lot or dwelling unit in the R-4 zone.
6. Tree Retention Plan – The applicant shall submit a tree retention plan required under KZC 95.30. In addition, it shall include the existing conditions and general locations of all shrubs and groundcover on the subject property.
7. The Planning and Building Department shall conduct site inspections prior to approving any site alteration or development on parcels subject to this (HP) suffix condition as follows:

a. Prior to issuing a permit for alteration or building on any individual lot subject to this (HP) suffix condition, the Planning Official shall inspect the site to verify the existing conditions, tree and other plant cover, and any previous site alteration or building on the site. Prior to this inspection and prior to altering the site, the applicant shall clearly delineate the proposed Protected Natural Area and the area of the lot proposed to be altered and built on with environmental fencing, 4-foot high stakes and high-visibility tape or other conspicuous and durable means, and shall depict this area on a site plan included in the application.

b. Prior to approving any subdivision or building permit for more than one (1) dwelling unit on any parcel subject to this (HP) suffix condition, the Planning Official shall inspect the site to verify the conditions, tree and other plant cover, and any previous site alteration or building on the site. Prior to this inspection and prior to altering the site, the applicant shall clearly delineate the proposed Protected Natural Area and the area of the proposed grading for streets, flow control and other common improvements, with environmental fencing, 4-foot high stakes and high-visibility tape or other conspicuous and durable means, and shall depict this area on a plot plan included in the application. Development of individual lots within any approved subdivision or short subdivision shall be subject to an individual inspection in accordance with subsection (7)(a) of this section.

As part of the subdivision application, the applicant shall choose the tree retention plan options as required by KZC 95.30(6). If the applicant chooses integrated review (rather than phased review) the applicant shall show the Protected Natural Area (PNA) on the face of the plat.

8. Tree and Landscape Maintenance Requirements

a. Protected Natural Area(s) – The PNA(s) shall be retained in perpetuity. Prior to final inspection of a building permit, the applicant shall provide:

- 1) A final as-built landscape plan showing all vegetation required to be planted or preserved; and
- 2) A recorded PNA protection easement, in a form approved by the City Attorney, to maintain and replace all vegetation that is required to be protected by the City. The agreement shall be recorded with the King County Recorder's Office. Land survey information shall be provided for this purpose in a format approved by the Planning Official.
- 3) Plants that die must be replaced in kind or with similar plants contained on the Native Plant List, or other native species approved by the Planning Official.

b. All significant trees in the remaining 75 percent of the lot shall be maintained in perpetuity, and tree removal will be allowed only for hazardous and nuisance trees pursuant to KZC 95.23(5)(d).

9. Pervious areas which are not geologically hazardous or environmentally sensitive areas governed by Chapter 85 or 90 KZC shall be maintained as open space in an undisturbed state, except for the following activities:

- a. Incidental trimming or removal of vegetation necessary for protection of property or public health and safety, or the incidental removal of vegetation to be used in the celebration of recognized holidays. Replacement of removed hazardous trees may be required;
- b. Noxious weeds may be cleared as long as they are replaced with appropriate native species or other appropriate vegetation and bark mulched to prevent erosion;
- c. Construction of primitive pedestrian-only trails in accordance with the construction and maintenance standards in the U.S. Forest Service "Trails Management Handbook" (FSH 2309.18, June 1987, as amended) and "Standard Specifications for Construction of Trails" (EM-7720-102, June 1996, as amended); but in no case shall trails be constructed of concrete, asphalt or other impervious surface;
- d. Limited trimming and pruning of vegetation for the creation and maintenance of views, and the penetration of direct sunlight, provided the trimming or pruning does not cause root damage or otherwise imperil the tree's health as allowed for in Chapter 95 KZC; and

e. Individual trees or plants may be replaced with appropriate species on a limited basis. Forested hydrological conditions, soil stability and the duff layer shall be maintained.

10. Conformance with this (HP) suffix condition shall not relieve an applicant from conforming to any other applicable provisions of the Zoning Code, Subdivision Ordinance, or Shoreline Master Program.

(Ord. 4491 §§ 3, 11, 2015; Ord. 4437 § 1, 2014; Ord. 4196 § 1, 2009)

.25 Variations from Standards

For development activity occurring after July 6, 1999, upon written request from the applicant, the Planning Director may allow up to a 10 percent increase in impervious surface on individual lots over the limits set forth above, provided such increase is the minimum necessary to allow reasonable use of the property and meets all other applicable decision criteria for a variance as provided in Chapter 120 KZC, and one (1) or more of the following circumstances applies:

1. Development of a lot will require a driveway 60 feet or longer from the lot boundary to the proposed dwelling unit;
2. On-site flow control facilities are required by the Public Works Department;
3. The requested increase will allow placement of new development on the site in such a way as to allow preservation of one (1) or more additional significant trees, as defined in Chapter 95 KZC, that would otherwise be cleared; or
4. The requested increase is necessary to provide additional parking, access ramp or other facilities needed to make a dwelling accessible for a mobility-impaired resident.

(Ord. 4437 § 1, 2014; Ord. 4196 § 1, 2009)