

CHAPTER 4: MOBILITY

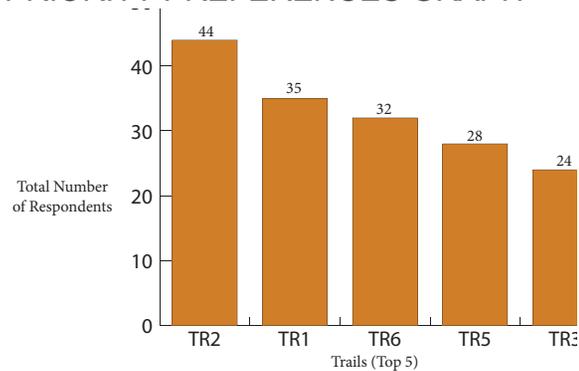
TRAIL RESULTS

FORUM + WEB SURVEY RESULTS

Trails	FORUM	SURVEY	TOTAL
TR1	18	17	35
TR2	23	21	44
TR3	11	13	24
TR4	12	7	19
TR5	14	14	28
TR6	15	17	32
TR7	10	6	16
TR8	12	1	13
TR9	5	1	6
TR10	7	7	14
TR11	8	3	11
TR12	6	2	8
TR13	3	7	10
TR14	6	2	8
TR15	9	3	12
TR16	5	7	12
TR17	1	4	5

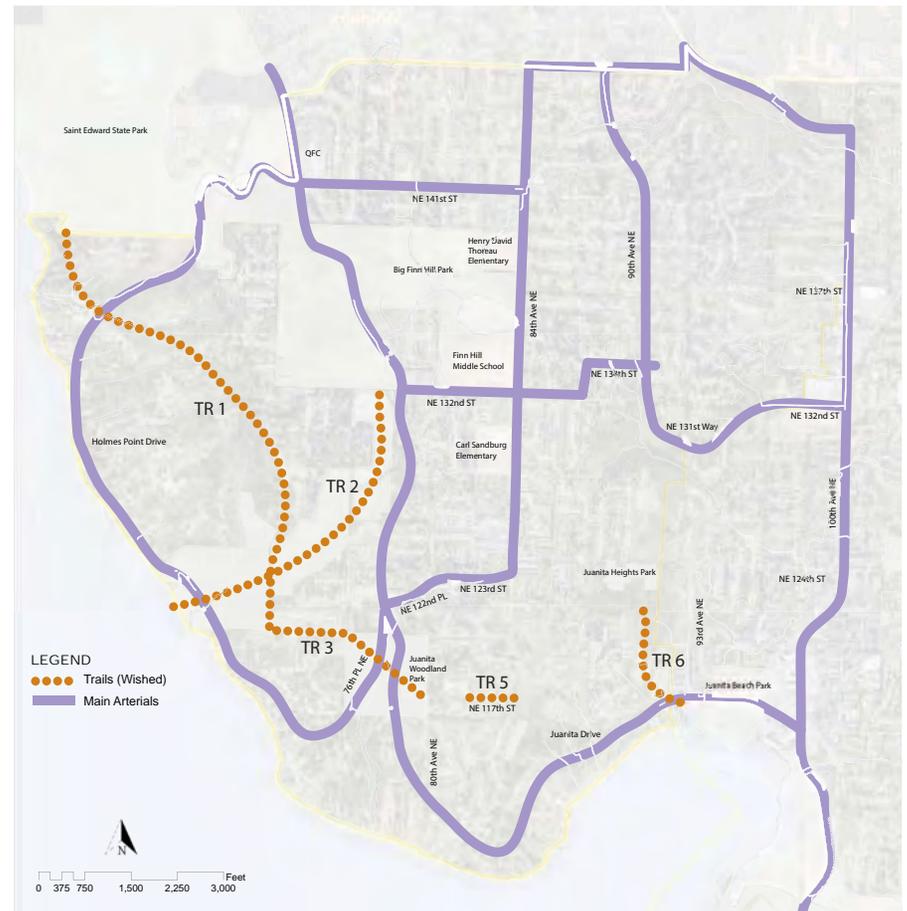
See appendix page ## for full results.

PRIORITY PREFERENCES GRAPH



PRIORITY PREFERENCES MAP

The map below and graph to the lower left highlight the top 5 trails that Finn Hill residents selected to prioritize in their neighborhood.



PUBLIC COMMENTS ON TRAILS

Comments from individual participants at Forum + Web Survey

General

- 72nd PL NE to O.O. Denny
- Connect 84th to Hermosa Vista
- Some of these suggestions are unrealistic due to topography. Some already exist. Make sure to get a reality check from FHNA board members BEFORE these suggestions make it into a plan.
- TR18 is not listed. But it is a major connector for cars
- Would like to see trail 6 closer to lake, perhaps created into the hill above Juanita Drive. Also, trail from end of 80th to 84th...used to exist, developer was supposed to maintain as mitigation for open space and did not, no enforcement.

MAIN POINTS

- Responses from the forum and survey show that participants are interested in trails that connect parks together: O.O Denny to Big Finn Hill, Saint Edward State Park to O.O Denny, O.O. Denny to Juanita Woodland Park, Juanita Woodland Park to Juanita Heights Park and Juanita Heights Park to Juanita Beach Park.

CHAPTER 4: MOBILITY

TRAFFIC CONGESTION

Finn Hill residents were asked to comment on possible solutions to traffic congestion in the neighborhood.

ACTIVITY: ANSWER THE FOLLOWING QUESTION REGARDING TRAFFIC CONGESTION SOLUTIONS (TCS) FOR FINN HILL



Question: "What would you favor to avoid more traffic congestion in Finn Hill?"

Check all that apply:

- Develop a local shuttle service
- Use alternative modes of transportation (bikes, car sharing, private car services (Uber)...)
- Add lanes to major arterials
- Start a "car-sharing" organization for Finn Hill
- Favor pedestrian access to schools and local shops
- Adjust speed limit on arterials

Others (please specify):

Comment card given to participants at Forum

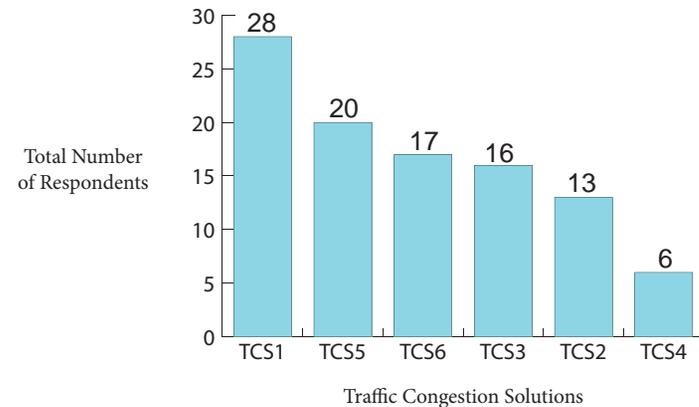


- TCS1:** Develop a local shuttle service
- TCS2:** Use alternative modes of transportation (bikes, car sharing, private car services (Uber)....)
- TCS3:** Add lanes to major arterials
- TCS4:** Start a "car sharing" organization for Finn Hill
- TCS5:** Favor pedestrian access to schools and local shops
- TCS6:** Adjust speed limit on arterials

FORUM + WEB SURVEY RESULTS

Traffic Congestion Solutions	FORUM	SURVEY	TOTAL
	TCS1	12	16
TCS2	4	9	13
TCS3	5	11	16
TCS4	2	4	6
TCS5	5	15	20
TCS6	3	14	17

PRIORITY PREFERENCES GRAPH



PUBLIC COMMENTS ON TRAFFIC CONGESTION

Comments from individual participants at Forum + Web Survey

- Bus shuttle service from kenmore park and ride to juanita beach. juanita is a main artery of traffic and needs to have alternatives for drivers. why does it take me 2.5 hours to take a bus into Houghton (kirkland) when i can drive for 25 minutes in the morning or afternoon. i would love to take a bus but can't leave my house at 4:30am-5am to get to work by 7am. the lack of transportation options is ridiculous
- Bring bus service to Inglewood commercial property
- More bus routes and more frequent buses Make 100th an arterial with 4 lanes all the way to 522 rather than a 2 lane pinch point. Make it preferred to Juanita Drive, which should be kept for local traffic only.
- Limit development so surface roads aren't inundated with new home owners.
- Prioritize light rail and other transit options for Kirkland; connectors to 'kiss n ride' stations. Much better bike lane delineation. Stop Juanita Drive speeders! Maybe even consider small water taxi service from Finn Hill to Kirkland.
- Make it unappealing for those commuting thru (many do to avoid tolls and 405).
- Increase speed limit on NE 145th to 35. Increase speed limit on NE 132nd between 84th and 87th to 35. All arterials should have consistent speeds.
- Find another arterial. No new multi family
- Most options listed above (shuttle, bikes, etc.) would do little to alleviate. I like the Finn Hill 'car sharing' idea - as a commuter to Bellevue there likely is people living around me that I could car pool with. But bottom line is unless you can develop a new arterial other than Juanita Dr, traffic congestion during peak hours will continue to be one of the 'trade-offs' of living in such a nice area. A neighborhood P&R may help.
- Limit development to the capacity of the existing road infrastructure
- Build additional roads off the hill. An additional 900 households will collapse the existing traffic infrastructure during rush hour and public transport won't be able to make up for it
- limit multifamily buildings, like apartments. Juanita Drive cannot accommodate any more cars
- Increase presence of speed humps in residential areas.

ALTERNATIVE SERVICES PROJECT

The King County Metro Alternative Services program provides transportation options to areas of King County that lack infrastructure, density or land use to support traditional fixed-route bus service.

Finn Hill residents were asked several questions to help determine interest in a two-year demonstration project experimenting with new transportation options that would fit the specific needs of this community.

ACTIVITY: ANSWER THE FOLLOWING QUESTIONS REGARDING ALTERNATIVE TRANSPORTATION SERVICES

Finn Hill Neighborhood Plan

Comment Card
Mobility: Public Transit

Finn Hill Alternative Services Project Questions:

1. What would you describe as the biggest unmet transportation need in Finn Hill? (ex: commuter service, park&ride crowding, mid-day travel, school travel, etc.)
2. Did you ever ride the DART 935 route or Route 260? If so, how did the deletion of these routes impact you?
3. Would you like to participate in a community planning process as part of the Finn Hill Alternative Services Project?

Comment card given to participants at Forum



Question 1:

WHAT WOULD YOU DESCRIBE AS THE BIGGEST UNMET TRANSPORTATION NEED IN FINN HILL? (EX: COMMUTER SERVICE, PARK&RIDE CROWDING, MID-DAY TRAVEL, SCHOOL TRAVEL, ETC.)

Comments from individual participants at Forum + Web Survey

- Safer bike & walking options along and across Juanita Drive
- Safe walkable routes to school and effective speed control measures. Signage and enforcement are incredibly poor.
- Adding density without more infrastructure is the major issue --- park and ride crowding and lack of mass transit is an issue
- bus options
- Park and Ride. Bus service.
- Commuter service.
- No Park&Ride on or near Finn Hill
- Bus service, shuttle service.
- School travel, travel of garbage trucks down Juanita (blocking lanes and causing dangerous passing), regular (30min interval) bus service up and down Juanita to down town and beach, commuters bypassing 405 and tolls.
- There should be a park & ride somewhere on Finn Hill.
- Biggest unmet need was the lack of enforcing transportation improvements, i.e. road capacity when approving new development. The densities required by the Growth Management Act are not being met the the concurrency requirements for road capacity.
- Safe bike and ped routes
- Commuters are using Juanita Drive as alternate to bridges & 405. Increase in traffic obvious to longtime residents the day HOV fares & restrictions went into effect on floating bridge & 405
- Access to and from hill. Only 2 ways up the hill from 405
- Park and rides. There aren't any
- Lighting the toll traffic on Juanita Drive
- commuter service
- Commuting
- Park and ride crowding, lack of bike lanes, lack of school parking
- Ability to walk to all schools with safe sidewalks. Lighted crosswalks would be great too.
- Evening and weekend travel.

ALTERNATIVE SERVICES PROJECT

Question 2:

DID YOU EVER RIDE THE DART 935 ROUTE OR ROUTE 260? IF SO, HOW DID THE DELETION OF THESE ROUTES IMPACT YOU?

Comments from individual participants at Forum + Web Survey

- I drive more now.
- never rode the DART but have picked up buses from Kingsgate and South Kirkland P & R - but just getting there at rush hour can be 30 minutes!
- never
- Yes I did. It stop me from riding metro
- Now I drive to P&R
- I rode route 260, but Route 234 was fine for my needs so I wasn't greatly impacted.
- HuGE! Those routes need to be put back. Important to have that option. We used it to get down to Juanita, to take buses to Seattle.
- Huge impact to kids and commuter wishing to access DT transit center.
- No - although I would have considered the 260 if it had serviced a P&R on Finn Hill.
- No. I go to a park and ride lot.
- Yes. Requires more time and connections.

No (6 responses)

Question 3:

DO YOU HAVE OTHER COMMENTS REGARDING TRANSIT AND MOBILITY IN FINN HILL?

Comments from individual participants at Forum + Web Survey

- Need safer ways to walk from top of hill down to 100th Ave NE
- I'd like to see better priority emphasis placed on speed control and road infrastructure that keeps pace with housing development (or restrict development so that our roads are not so unsafe and overcrowded).
- Kirkland keeps approving density without updated transportation infrastructure - recipe for gridlock.
- it is awful. there are only 2 ways down the hill (thankfully not 1, like in some places). we have lived here for 12 years and there never has been any bus options (finn hill to downtown kirkland, 45 minutes is an option instead of actual 2.5 hours). it is the one negative to living up here.
- Morning and evening I feel trapped on Finn Hill with the massive increase in traffic from the 520 toll and the 405 toll. Evaluation of those tolls and distribution of the proceeds needs to take into consideration impact on local traffic.
- ETC trails connection most of the Kirkland neighborhoods that are safe for walkers AND bicyclists should be the priority, not adding lanes or roads for cars.
- If there were more destinations in commercial areas on Finn Hill, people would demand transit TO Finn Hill, not just FROM it.
- dedicated bike lanes and real (elevated) sidewalks would improve safety.
- If Finn Hill had more "destination" restaurants, recreation, & services, we wouldn't have to travel down Juanita Drive/leave the Hill.
- I'll say it one more time: need a Park and Ride!
- You don't move to/live on Finn Hill with an expectation of convenience/ access to commuter services - live in town if that's a priority - assume you moved to Finn Hill for its rural appeal & wild spaces
- Bus/public transportation/shuttle service is sorely lacking in expedited trips to other transportation hubs like the Kenmore Park and Ride.
- This is an area with lots of hills, turns, and not that much lighting.
- Would like to see better walkability than vehicle transportation.

TAKE AWAY

PUBLIC TRANSIT:

Route 2 along Juanita Drive was ranked as the highest priority route in need of public transit services.

Route 1 along Holmes Point Drive received the lowest priority rating as it is located in a less densely populated area and is a more rural roadway. Residents expressed some interest in this route but were realistic about the possible low ridership numbers. People also liked how this route would bring people to O.O Denny Park especially during the summer months.

Residents prioritized north-south and east-west transit connections to main arterials within the neighborhood as well as connections to larger transit hubs and park and rides outside of Finn Hill.

The top four bus stop priorities are located at major intersections. Two are near commercial areas along Juanita Drive (Juanita Drive and NE 141st ST at Inglewood; Juanita Drive and NE 122nd PL at Plaza Garcia). The other two are located near schools (NE 141st ST and 84th Ave NE near Henry David Thoreau Elementary and NE 132nd ST and 84th Ave NE near

Finn Hill Middle School).

The number one shuttle stop priority was for service to Juanita Beach Park.

Two shuttle stop priorities matched bus stop priorities along Juanita Drive at the two commercial areas.

BIKE ROUTES:

The main priority bike route travels through the Hermosa Vista development off Juanita Drive and would require a new bicycle and pedestrian connection along NE 117th ST to connect with 84th Ave NE. Many residents expressed a desire for bikes and pedestrians to have cut-throughs between neighborhoods to main arterials in order to avoid travel along car-heavy traffic corridors.

A bike route along Holmes Point Drive was also a high priority but there was a question as to whether there was enough room to accommodate a bike lane. Also safety concerns came up due to blind corners, narrow road and steep hillsides.

Residents expressed safety concerns regarding shared use routes between cars and bikes as well as bikes and pedestrians.

SIDEWALKS AND INTERSECTIONS:

Many of the sidewalks prioritized are located near schools (Henry David Thoreau Elementary, Finn Hill Middle School and Carl Sandberg Elementary) and would safely connect schools together.

Finn Hill residents specifically singled out a sidewalk connecting Juanita Beach Park to Juanita Heights Park along 93rd Ave NE. This was a popular route connection that was repeated again and again by pedestrians and bicyclists.

The intersection priorities are located next to busy commercial areas (Inglewood and Plaza Garcia) and schools (Henry David Thoreau Elementary and Carl Sandberg Elementary).

Sidewalk and intersection priorities matched up around the schools along 84th Ave NE.

TRAILS:

The top trail priority is to connect O.O. Denny Park with Big Finn Hill Park. Many of the trails aim to connect the large parks together.

Several of the top trail priorities match up with the green loop priority segments in the Parks and Open Space section.

The priority trails are focused more on the west side of the neighborhood and also a few along the south side.

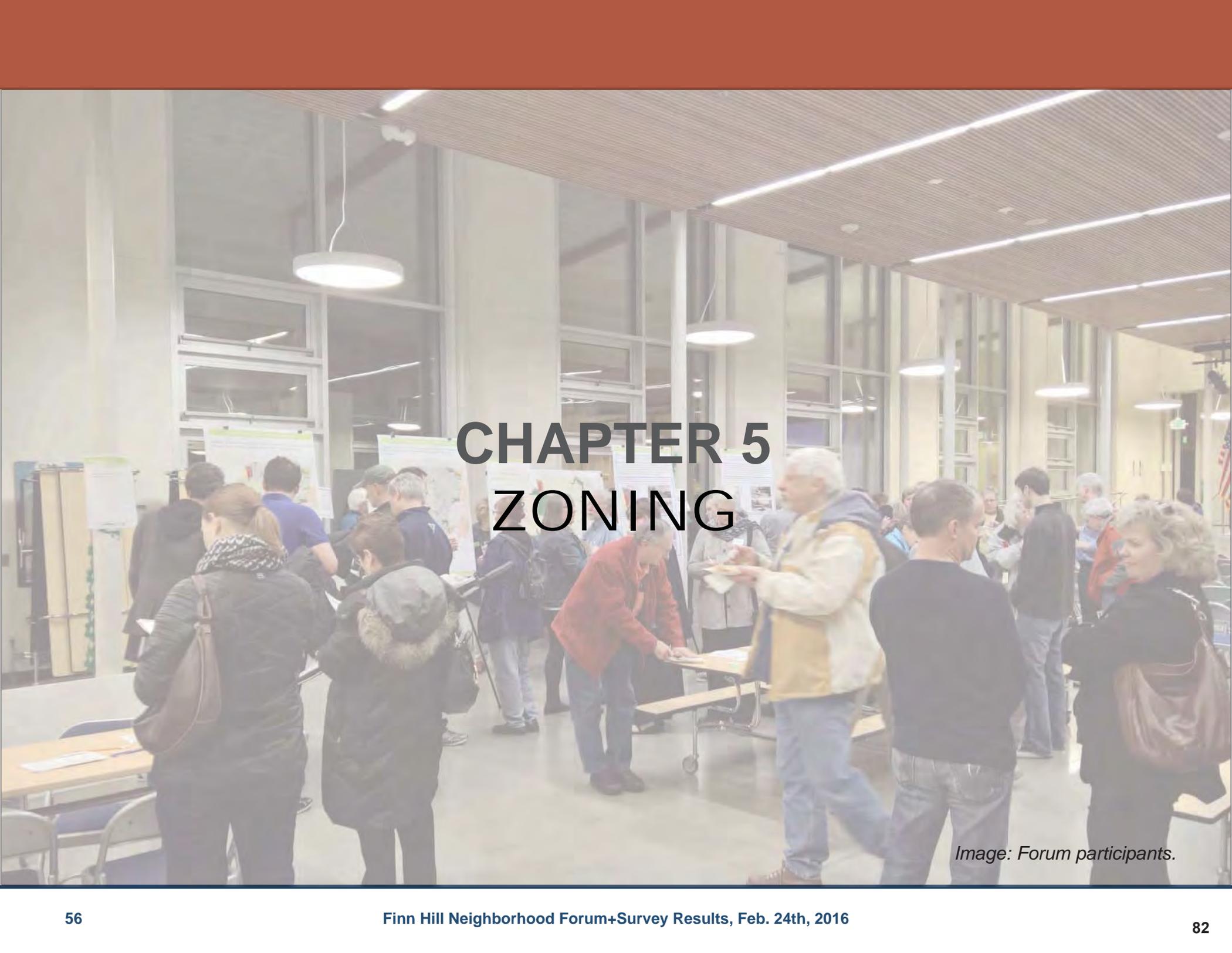
TRAFFIC CONGESTION:

Finn Hill residents expressed frustration with congestion. Many connected it to tolling on 405 and 520 which funnels traffic

through Finn Hill along Juanita Drive to avoid the tolls.

The top choice to help decrease traffic congestion is to develop a local shuttle service.

Residents also suggested neighborhood park-and-rides and limiting development on the hill because road infrastructure can't handle more cars.

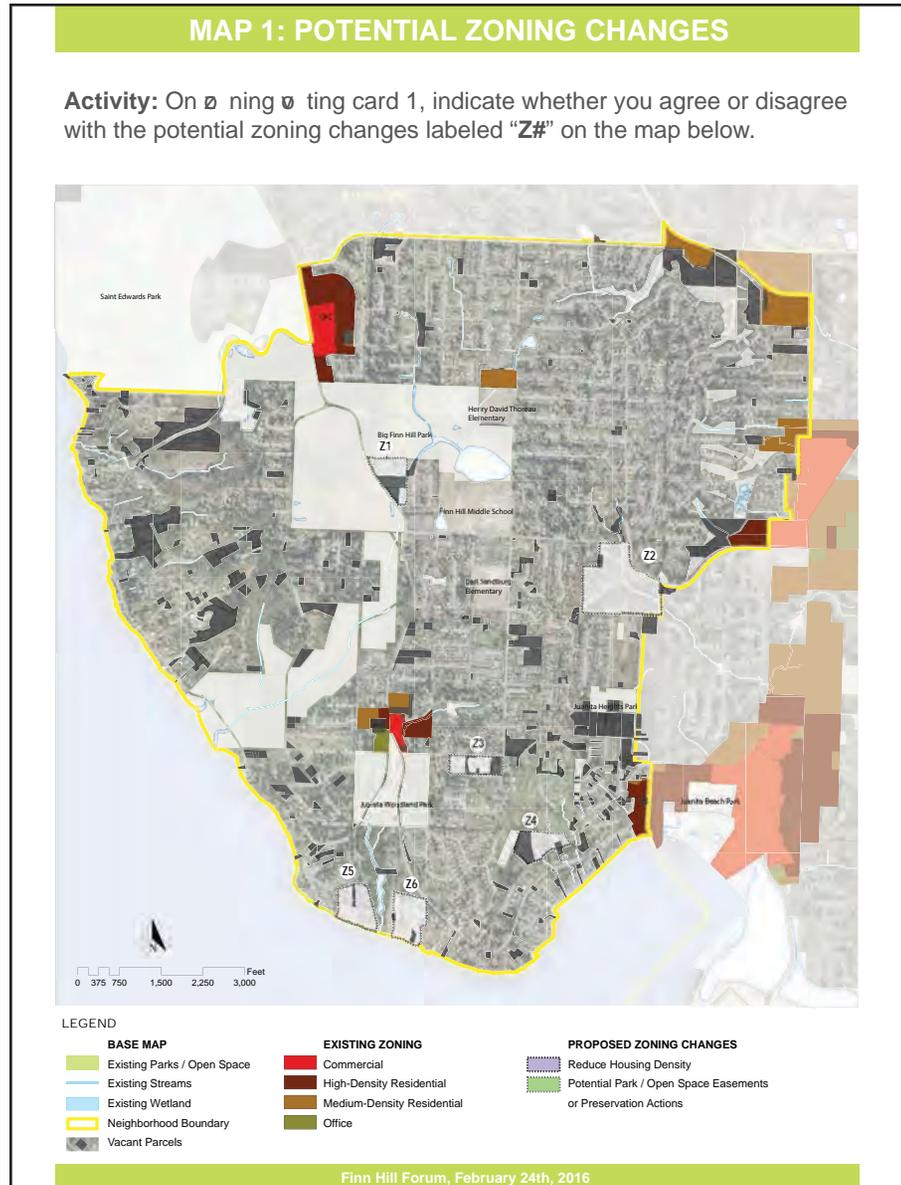


CHAPTER 5 ZONING

Image: Forum participants.

At the Forum Zoning Station and on the Survey, participants were asked to respond to potential zoning changes within the Finn Hill Neighborhood, both in residential areas and in the commercial areas, that emerged as points of interest in prior community meetings and survey feedback. Participants were also asked to consider several levels of potential zoning changes within the two existing commercial areas of Inglewood and Plaza Garcia, as well as a potential new community commercial area at the old fire-station. The results of the voting and comments are available in this section, with all comments received transcribed in the appendix.

POTENTIAL ZONING CHANGES



ZONING VOTING CARD 1 MAP 1: POTENTIAL ZONING CHANGES

Please consider the following questions regarding the potential zoning changes shown on MAP 1.

	AGREE / YES	DISAGREE / NO	NOT SURE
1. Given existing lot sizes, development pattern, and environmental constraints, are the existing zoning districts appropriate?	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
2. Would you support clustered housing instead of smaller individual lot sizes, in order to preserve larger areas of open space?	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
3. Indicate whether you agree or disagree with the potential zoning changes labeled “Z#” on Map 1 :			
Z1. Promote conservation easements or similar actions to preserve this area as park or open space.	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Z2. Promote conservation easements or similar actions to preserve this area as park or open space.	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Z3. Change zoning from RSA8 to RSA6 <input type="radio"/> or RSA4 <input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Z4. Promote conservation easements or similar actions to preserve this area as park or open space.	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Z5. Change zoning from RSA8 to RSA6 <input type="radio"/> or RSA4 <input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Z6. Change zoning from RSA8 to RSA6 <input type="radio"/> or RSA4 <input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
If you have any additional comments, please make them below:			
	AGREE / YES	DISAGREE / NO	NOT SURE

POTENTIAL ZONING CHANGES

Results (%)	1.	Agree	Disagree	Not Sure		
TOTAL		29	41	30		
FORUM		35	38	27		
SURVEY		23	44	33		
	2.	Agree	Disagree	Not Sure		
		57	24	19		
		62	21	17		
		51	27	22		
	3.Z1	Agree	Disagree	Not Sure		
		86	6	8		
		89	4	7		
		83	7	10		
	3.Z2	Agree	Disagree	Not Sure		
		84	4	12		
		85	2	12		
		83	5	12		
	3.Z3	Agree	Disagree	Not Sure	RSA 6	RSA 4
		59	14	27	-	-
		76	17	7	19	81
		41	10	49	-	-
	3.Z4	Agree	Disagree	Not Sure		
		86	7	8		
		85	7	7		
		86	6	9		
	3.Z5	Agree	Disagree	Not Sure	RSA 6	RSA 4
		61	13	26	-	-
		81	14	5	18	82
		38	11	51	-	-
	3.Z6	Agree	Disagree	Not Sure	RSA 6	RSA 4
		62	13	26	-	-
		83	15	2	18	82
		38	11	51	-	-

Main points from voting results:

- The majority of respondents favor clustered housing, conservation easements, or similar actions to preserve open space.
- Over 80% of voters at the Forum from supported downzoning the RSA8 areas shown on Map 1 (these areas identified at previous community meetings) to RSA4 while a majority Survey respondents of marked “not sure” to reduced housing zoning.

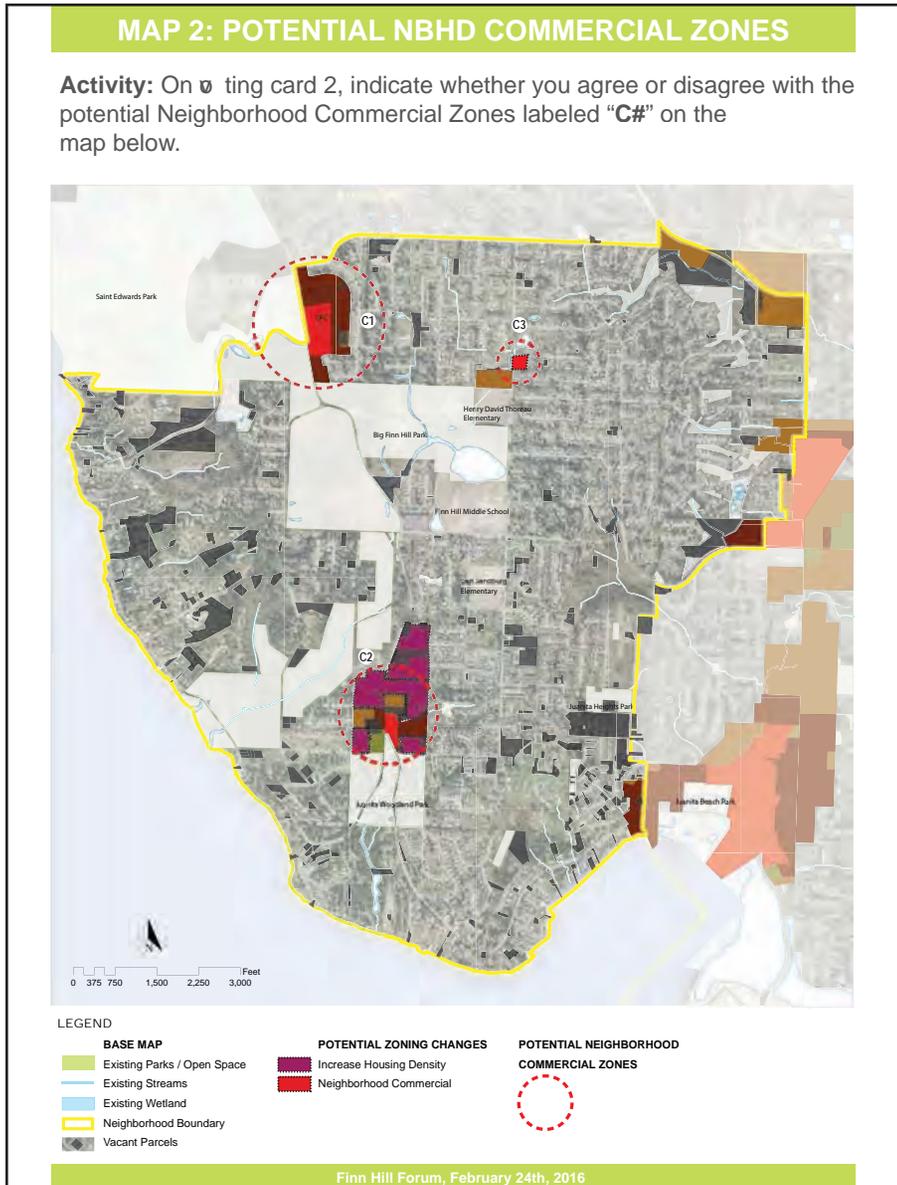
Main points from forum and survey comments:

- Preserve single-family/low density character of the neighborhood.
- Preserve trees as much as possible.
- Cluster any commercial density around the existing commercial areas.

Additional Comments:

See Appendix page 82.

POTENTIAL NEIGHBORHOOD COMMERCIAL AREAS



ZONING VOTING CARD 2
 MAP 2: POTENTIAL NBHD COMMERCIAL AREAS

Please consider the following questions in regarding the potential neighborhood commercial areas shown on MAP 2.

	AGREE / YES	DISAGREE / NO	NOT SURE
1. Indicate whether you agree or disagree with the potential neighborhood commercial areas labeled “C#” on Map 2:			
C1. Inglewood Commercial Area (<i>enhance existing</i>)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
C2. Plaza Garcia Commercial Area (<i>enhance existing</i>)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
C3. Old Firehouse (<i>new development</i>) The community has expressed the need for a neighborhood community center / community gathering space, and identified the Old Firehouse as a possible location for these amenities. Do you support development of the Old Firehouse with accompanying zoning changes?	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
2. Do you support changing zoning in other areas? Please explain:	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
If you have any additional comments, please make them below:	AGREE / YES	DISAGREE / NO	NOT SURE

POTENTIAL NEIGHBORHOOD COMMERCIAL

Results (%)	1.C1	Agree	Disagree	Not Sure
TOTAL		81	13	6
FORUM		86	14	0
SURVEY		77	13	10
	1.C2	Agree	Disagree	Not Sure
		63	31	7
		44	52	5
		62	31	8
	1.C3	Agree	Disagree	Not Sure
		70	17	13
		55	36	9
		70	14	16
	2.	Agree	Disagree	Not Sure
		19	32	49
		23	37	40
		17	31	53
	2.	Open answer: See Appendix page ##		

Main points from voting results:

- The overall results show the majority of respondents are in favor of some level of improvements at all three proposed commercial areas.

Main points from forum and survey comments:

- Inglewood is the best place to support more amenities. Plaza Garcia commercial area is too impacted by traffic for much more development.
- A small neighborhood commercial area at the old fire station would be a valuable community amenity.
- In all cases many commented that while they are not against improvements, they are concerned about the potential consequences/costs that could accompany improvements, such as increased housing density, traffic congestion, and environmental degradation.

Additional Comments:

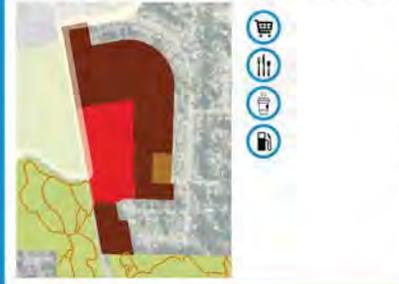
See Appendix pages 83-84.

INGLEWOOD COMMERCIAL AREA

INGLEWOOD

Activity: On zoning voting card 3, indicate whether you agree or disagree with the proposed Neighborhood Commercial Zone described below.

Existing Conditions: Inglewood 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.





New Mixed Use Development: Inglewood 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.





LEGEND

<p>BASE MAP</p> <ul style="list-style-type: none"> ■ Existing Parks / Open Space — Existing Streams — Existing Wetland — Neighborhood Boundary ■ Vacant Parcels 	<p>EXISTING ZONING</p> <ul style="list-style-type: none"> ■ Commercial ■ High-Density Residential ■ Medium-Density Residential ■ Office 	<p>MOBILITY</p> <ul style="list-style-type: none"> — Sidewalks — Public Transit — Bike Lane — Trails ▲ Bus Stop ▲ Shuttle Stop
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Wished
 Planned
 Existing

0 750 1500 Feet

Finn Hill Forum, February 24th, 2016

ZONING VOTING CARD 3
INGLEWOOD COMMERCIAL AREA

The Inglewood Commercial Area could be envisioned as a mixed use development with multi-story residential and commercial buildings. This would require zoning changes such as increasing mixed use commercial, increasing building height limits, and/or increased housing options. 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. Redevelopment could also provide the opportunity to install plazas and public open space for community use and events within a walking or biking distance from houses.



Local example: Juanita (above)

With this information, please indicate the extent to which you agree or disagree that the neighborhood plan should consider changing zoning to support new amenities in the Inglewood Commercial Area:

1. Disagree: Keep Inglewood as is.

2. Agree: Allow mixed use up to 3 stories.

3. Strongly Agree: Allow mixed use up to 5 stories.

Other, please specify:



INGLEWOOD COMMERCIAL AREA

Results (%)	Disagree	Agree	Strongly Agree
TOTAL	20	56	25
FORUM	18	60	22
SURVEY	22	50	28

Main points from voting results:

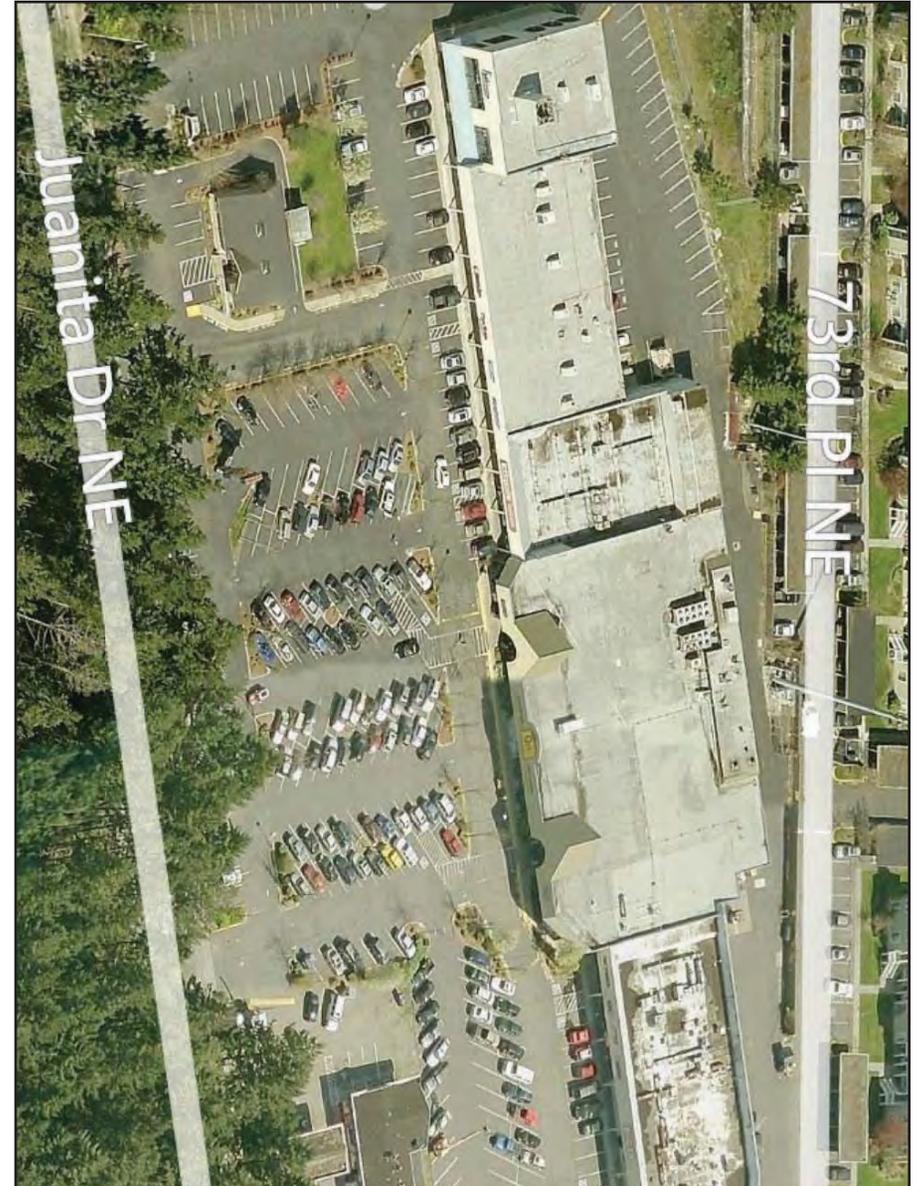
- The overall results show the majority of respondents are in favor of allowing mixed use up to 3 stories.

Main points from forum and survey comments:

- Comments indicate that more amenities are desired at the Inglewood commercial area, but increasing residential density is not supported in the surrounding neighborhood.
- Many concerns revolve around traffic congestion and aesthetics of the potential redevelopment. Several comments repeated the need for public transit at this area.

Additional Comments:

See Appendix page 85.



Inglewood shopping center aerial.

PLAZA GARCIA COMMERCIAL AREA

PLAZA GARCIA COMMERCIAL AREA

Activity: On zoning voting card 4, indicate whether you agree or disagree with the potential Neighborhood Commercial Area described below.

BACKGROUND: The community has expressed that the amenities residents of Finn Hill would most like to see include restaurants, cafés, pubs, local retail stores, and additional transit stops. To be financially feasible, these amenities require a sufficiently large population in the surrounding area to support the businesses providing the amenities. With housing located nearby, access by walking and biking could ease some of the increased need for parking. A higher density may also help support the creation of a new public transit route.

Existing Conditions: The Plaza Garcia Commercial Area is currently a strip mall style commercial development anchored by a Mexican restaurant of the same name and surrounded by condos and single family housing. Current amenities include a restaurant and gas stations.



New Mixed Use Development: The Plaza Garcia Commercial 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, and coffee shop.



LEGEND

<p>BASE MAP</p> <ul style="list-style-type: none"> Existing Parks / Open Space Existing Streams Existing Wetland Neighborhood Boundary Vacant Parcels 	<p>EXISTING ZONING</p> <ul style="list-style-type: none"> Commercial High-Density Residential Medium-Density Residential Office 	<p>MOBILITY</p> <ul style="list-style-type: none"> Sidewalks Public Transit Bike Lane Trails Bus Stop Shuttle Stop 	<p>POTENTIAL ZONING CHANGES</p> <ul style="list-style-type: none"> Increase Housing Density 	<p>WISHED / PLANNED / EXISTING</p> <ul style="list-style-type: none"> Wished Planned Existing
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Finn Hill Forum, February 24th, 2016

ZONING VOTING CARD 4 PLAZA GARCIA COMMERCIAL AREA

The Plaza Garcia Commercial Area could be envisioned as a more energetic commercial development supported by additional multi-family housing. This would require zoning changes such as upzoning surrounding residential areas, increasing building heights, and/or expanding commercial zoning. The increased density could support additional amenities including small neighborhood retail stores, additional restaurants, and coffee shop within a walking or biking distance from houses.



Local example: Kirkland (above)

With this information, please indicate the extent to which you agree or disagree that the neighborhood plan should consider changing zoning to support new amenities in the Plaza Garcia Commercial Area:

- 1. Disagree: Keep Plaza Garcia as is.
- 2. Agree: 1-2 stories commercial and multifamily.
- 3. Strongly Agree: Allow mixed use up to 3 stories
- Other, please specify:



PLAZA GARCIA COMMERCIAL AREA

Results (%)	Disagree	Agree	Strongly Agree
TOTAL	33	36	31
FORUM	29	41	29
SURVEY	38	30	32

Main points from voting results:

- The overall results show 67% of respondents in favor of some level of improvements at the Plaza Garcia commercial area, with the majority of those favoring 1-2 stories commercial and multifamily.

Main points from forum and survey comments:

- While improvements to the amenities provided are desired, the comments reflect concerns over traffic and residential density at the Plaza Garcia commercial area.
- Potential environmental damage, specifically to the nearby creek, is also a concern.

Additional Comments:

See Appendix pages 86-87.



Plaza Garcia shopping center aerial.

TAKE AWAY

Residential Areas:

- In general there is strong support for **residential down-zoning** across the board, particularly in RSA8 zones, to remove patches of higher residential zoning density.
- Policies that promote the acquisition of land for open-space or parks designation are favored. In general, **protection of the natural environment** both for recreational purposes and conservation is a neighborhood priority.
- Neighbors are concerned about the possibility of developers building to zoning capacity on large lots that are currently undeveloped or are currently underdeveloped. There is interest in **preventing any new large developments** that would be out of place within the single-family neighborhood.
- Open space preservation should consider possible connection with other patches of habitat and/or trails.
- Development on steep slopes should be limited, and only allowed where possible and with engineering approval.

Commercial Areas

- While congestion issues are a concern, the community does tend to support **enhancing commercial amenities** provided at the two existing commercial areas of Inglewood and around Plaza Garcia, in addition to the creation of a new small neighborhood commercial zone on or around the grounds of the old firehouse. However, **concerns over environmental degradation, traffic congestion, and increased housing density** were voiced.
- The community identified the Inglewood Commercial Zone as an appropriate place for mixed-use development and increased amenities, however density is still a concern. Comments also pointed toward 100th as a potential corridor of growth.
- The community is less aligned on a vision for the Plaza Garcia area, with many neighbors commenting on the lack of space for further development and general **concern regarding traffic on Juanita Drive and NE 122nd Pl.** However, there is a majority opinion that the area is in need of some sort of improvement.

APPENDIX FOR CHAPTER 3

NATURAL ENVIRONMENT

ALL STORMWATER COMMENTS:

- Resolve open storm water through ditches / intermittent stream along NE 140 place between 75th & 80th and open stream it turns to running North to South through 3 properties
- Denny creek needs to be daylighted just west of the beaver pond in Big Finn Hill Park, and proper culvert under Juanita Drive.
- Existing parks/open space
- Yes, all the new developments underway require special stormwater considerations and swales. Especially at the north end of Holmes Point, there's lots of flooding that's been recorded and complained about.
- Follow 84th to the end towards the lake. It dead ends into what used to be forest and wetlands. Now 84th and hill drains into neighborhood below creating pounding and basement flooding on adjoining properties. Something needs to be done to manage that run off better. It should be on the city's radar
- The stormwater runoff coming from Finn Hill into Denny Creek needs to be carefully studied for redirection and control. The creek is overwhelmed when heavy rains occur.
- I'm concerned about polluted runoff from at-home car washes, lawn fertilizer, home pesticide and herbicide use, and litter entering our storm water system and damaging the health of our local streams, wetlands, and ultimately Lake Washington and Puget Sound. I'd like to see improved outreach and education, as well as rules and regulations aimed at improving water quality and reducing detrimental impacts to the storm water system.
- I don't have enough knowledge but do think stormwater is important, especially to protect slopes.
- more rain gardens!
- Steep slopes should be prioritized
- I am but familiar with this category

ALL PRESERVATION COMMENTS

- East slope open spaces and streams as they aren't official parks or segmented areas
- Champagne Point & wetlands!! Salmon stream I think? If so- are there ESA funds or any CWA \$\$ for this? 2. #7 stream. Water quality. 3 tie between east slope & holmes point space for habitat connectivity.
- O.O. Denny park, Juanita Woodland Park/Streams and the Champagne creek and Wetland,
- Existing parks / open spaces.
- Finn Hill's many forested areas all require preservation and protection. I would not set up any specific segments as uniquely requiring preservation and protection.
- Trails should be placed to connect top of hill to Juanita beach.
- Existing Parks - O.O. Denny, Juanita Woodland, Big Finn Hill. Although segments of North / South Holmes Point warrant protection, I would want to limit the impact on private property owners of these areas - inevitably, if we're going to meet required housing growth targets some of the build-able portions of these areas are going to be needed. Severe slope / landslide areas should be the focus of protection.
- Encourage preservation and replanting of trees and natural plants along all streams, do not place streams in tunnels. Any path or road building should not run alongside stream beds but placed elsewhere to prevent erosion and disturbing stream.. Encourage a diversity of native tree species when replanting areas.
- Focus on what we have to make a good foundation for the future
- Any areas that are near or leading into the lake.

HOLMES POINT OVERLAY COMMENTS: FORUM

- needs to be strengthened in regards to significant tree removal from new building sites. Especially--currently relook at plats just south of park!!!
- Some residents don't respect the overlay, and some chase wildlife, such as herons, away from their property.
- Hold developers to the same standard.
- Please start a heritage tree program! Similar to Plant Amnesty's
- I live in the Holmes Point Overlay and I think the rules related to tree removal with the City of Kirkland need to be reviewed and revised. There are way too many nuisance trees and view blocking trees that should be evaluated for replacement but under the current rules, they won't even be considered for reasonable replacement options.
- Needs to be strengthened to encourage connectivity to adjacent forest cover areas.
- Sufficient for native trees. Need to reduce--need to rethink policies for planted trees. Permitting of non-native, overplanted trees is overused. Personal story: neighbor planted (too closely) cedar "hedge" now they are "significant" trees that cannot be cut/thinned--As a result we cannot put solar on our roof. Not sure that tradeoff is good.
- NEEDS TO BE ENFORCED.
- I think a far more important goal is for sensible development in the whole FH area
- meet with original neighbors
- There are DANGEROUS TREES on Juanita Drive that loom over the roadway--they need to be taken out. I have an issue with Developers taking down tall trees--(i.e. up from Plaza Garcia) on Juanita Dr. and replacing with small new trees in the postage stamp yards homes are allowed. These trees will never mature as they will not have adequate space--Also animals will be displaced i.e. owls, eagles, squirrels etc. Replacing forest with tiny trees is not a solution to cutting down our forest.
- The new homes that have been added in and around hillside--There is more water runoff than before because of loss of greenspace.
- More trees to prevent landslides
- needs to be expanded to include areas adjacent to all areas of Finn Hill Park, even if across Juanita--better corridor for wildlife and canopy
- Must NOT be reduced.
- Better enforcement
- green areas protected trees, native plants planted.

HOLMES POINT OVERLAY COMMENTS: WEB SURVEY

- I'm interested in tree preservation just NW of #2
- Expand to areas 2 and 4
- I think the overlay should come north and east of Juanita Woodlands Park to include the area toward zone 2, but the area around zone 4 seems like an area where the trees should be conserved.
- especially in number 4
- It needs to cover the entire Finn Hill. It needs to be evaluated carefully with the community when subdivision is proposed, even in the area where it is in effect the developers are ignoring it.
- I think 3&4 should be added. Especially if trees help with slope stability?
- We should be doing more to preserve trees and wildlife in those areas. Development should be limited and follow strict rules to ensure preservation of wildlife and trees.
- No
- area 3. probably the other areas, too, but i'm not as familiar with them.
- Many houses and housing developments/subdivisions are going in to the Holmes Point overlay zone that appear to be destructive of forests, wildlife habitat, and wooded trails. Since Kirkland annexed Finn Hill, many, many acres of forest have been destroyed and are slated for destruction. Sadly some of the most beautiful, special parts of this neighborhood will never be the same and the wildlife and birds will be never as plentiful. Has this neighborhood plan process been started 5 years ago, when it was first discussed, much of this beauty might have been saved; hopefully it's not too late.
- expand to include area 4
- The hillside along Juanita dive towards town (section 4 and wider), outside the overlay is fragile as well (note previous slides) and it is being aggressively developed.
- I find the overlay to be too inflexible in terms of tree preservation. I'm frustrated at the inability to selectively remove trees when myself and my neighbors already have several significant trees on our lots. In other words, if I can demonstrate that I have several significant trees, and that removal of one or two would not pose danger, then I should have a fair shot at getting permission to remove. The inflexible policy now has the unintended consequence of trees being removed in violation, (therefore with no review taking place), likely leading to a worse outcome than if we had a policy that allowed for more flexibility. As a general observation, it seems that developers / development gets to take down as many trees as they want, whereas homeowners are restricted from removing any.
- The original intent of the overlay was to protect slopes and wetlands by preserving conifer trees. It has now morphed into retaining all trees in the entire Finn Hill and Holmes Point areas including ornamental trees. This is not only unworkable but is illogical.
- Expand to include #4
- Expand to include area in 3 and 4.
- Our experience with Kirkland and Dangerous trees was not good. We met all the requirements and were not allowed to cut trees too close to the house, double trunks etc. tree protection needs to also protect existing homeowners. Our homes are not a park.
- Strengthen tree protection in areas 2 and 3. There are still many trees here, but no protection of existing tree cover.
- Landowners should have more natural vegetation on their property. those who have lakefront should not use fertilizer on their lawns because it goes into the lake. They should have native vegetation and trees along the shore line to help the ecology of the lake and wildlife. The erosion they experience is because they ignore the need of vegetation and runoff treatment.
- # 4 as it stretches along the lake and some steep pitches
- Strengthen and expand the Holmes Point Overlay in order to improve the neighborhood's tree canopy, which is an key component of the preserving the character of Finn Hill, as well as providing critical habitat for wildlife, reducing flooding and water damage to homes and businesses, and sequestering carbon from the atmosphere.
- If any expansion is proposed area 4 should be included.

Finn Hill Neighborhood Plan Comment Card



Do you feel that the Holmes Point Overlay: (check those that apply)

- is sufficient as is?
- needs to be expanded? Indicate where or draw on the map on the left
- needs to be strengthened? Indicate how or draw on the map on the left
- needs to be reduced? Indicate where or draw on the map on the left

Holmes Point Overlay Zone

GREEN FUTURES RESEARCH AND DESIGN LAB

Finn Hill Neighborhood Plan Comment Card



Do you feel that the Holmes Point Overlay: (check those that apply)

- is sufficient as is?
- needs to be expanded? Indicate where or draw on the map on the left
all of FH
- needs to be strengthened? Indicate how or draw on the map on the left
- needs to be reduced? Indicate where or draw on the map on the left

Holmes Point Overlay Zone

GREEN FUTURES RESEARCH AND DESIGN LAB

Finn Hill Neighborhood Plan Comment Card



Do you feel that the Holmes Point Overlay: (check those that apply)

- is sufficient as is?
- needs to be expanded? Indicate where or draw on the map on the left
- needs to be strengthened? Indicate how or draw on the map on the left
- needs to be reduced? Indicate where or draw on the map on the left

Holmes Point Overlay Zone

GREEN FUTURES RESEARCH AND DESIGN LAB

Finn Hill Neighborhood Plan Comment Card



Do you feel that the Holmes Point Overlay: (check those that apply)

- is sufficient as is?
- needs to be expanded? Indicate where or draw on the map on the left
include areas adjacent to all areas of Finn Hill Park
- needs to be strengthened? Indicate how or draw on the map on the left
even if across Jamb
- needs to be reduced? Indicate where or draw on the map on the left
better corridors for wildlife + canopy

Holmes Point Overlay Zone

GREEN FUTURES RESEARCH AND DESIGN LAB

Finn Hill Neighborhood Plan Comment Card



Do you feel that the Holmes Point Overlay: (check those that apply)

- is sufficient as is?
- needs to be expanded? Indicate where or draw on the map on the left
- needs to be strengthened? Indicate how or draw on the map on the left
- needs to be reduced? Indicate where or draw on the map on the left

Holmes Point Overlay Zone

The new homes that have been add in around hillside that is more water canopy

green space

than before

GREEN FUTURES RESEARCH AND DESIGN LAB

Finn Hill Neighborhood Plan Comment Card



Do you feel that the Holmes Point Overlay: (check those that apply)

- is sufficient as is?
- needs to be expanded? Indicate where or draw on the map on the left
- needs to be strengthened? Indicate how or draw on the map on the left
better enforcement
- needs to be reduced? Indicate where or draw on the map on the left

Holmes Point Overlay Zone

GREEN FUTURES RESEARCH AND DESIGN LAB

Finn Hill Neighborhood Plan

Do you feel that the Holmes Point Overlay: (check those that apply)

- is sufficient as is?
- needs to be expanded? Indicate where or draw on the map on the left
- needs to be strengthened? Indicate how or draw on the map on the left
WALK TREES TO PREVENT LANDSLIDES
- needs to be reduced? Indicate where or draw on the map on the left

Finn Hill Neighborhood Plan

Do you feel that the Holmes Point Overlay: (check those that apply)

- is sufficient as is?
- needs to be expanded? Indicate where or draw on the map on the left
WALK TREES TO PREVENT LANDSLIDES
- needs to be strengthened? Indicate how or draw on the map on the left
- needs to be reduced? Indicate where or draw on the map on the left
WALK NOT BE REDUCED

Finn Hill Neighborhood Plan

Do you feel that the Holmes Point Overlay: (check those that apply)

- is sufficient as is?
- needs to be expanded? Indicate where or draw on the map on the left
EXPAND TO FINN HILL DISTRICT
- needs to be strengthened? Indicate how or draw on the map on the left
STRENGTHEN TO PREVENT LANDSLIDES
- needs to be reduced? Indicate where or draw on the map on the left

Finn Hill Neighborhood Plan

Do you feel that the Holmes Point Overlay: (check those that apply)

- is sufficient as is?
- needs to be expanded? Indicate where or draw on the map on the left
- needs to be strengthened? Indicate how or draw on the map on the left
- needs to be reduced? Indicate where or draw on the map on the left

Finn Hill Neighborhood Plan

Do you feel that the Holmes Point Overlay: (check those that apply)

- is sufficient as is?
- needs to be expanded? Indicate where or draw on the map on the left
ON THE FINN HILL DISTRICT
- needs to be strengthened? Indicate how or draw on the map on the left
STRENGTHEN TO PREVENT LANDSLIDES
- needs to be reduced? Indicate where or draw on the map on the left

Finn Hill Neighborhood Plan

Do you feel that the Holmes Point Overlay: (check those that apply)

- is sufficient as is?
- needs to be expanded? Indicate where or draw on the map on the left
- needs to be strengthened? Indicate how or draw on the map on the left
- needs to be reduced? Indicate where or draw on the map on the left

Finn Hill Neighborhood Plan

Do you feel that the Holmes Point Overlay: (check those that apply)

- is sufficient as is?
- needs to be expanded? Indicate where or draw on the map on the left
- needs to be strengthened? Indicate how or draw on the map on the left
ALSO DISTRICT OVERLAYS FINN HILL DISTRICT PREVENT LANDSLIDES
- needs to be reduced? Indicate where or draw on the map on the left

Finn Hill Neighborhood Plan

Do you feel that the Holmes Point Overlay: (check those that apply)

- is sufficient as is?
- needs to be expanded? Indicate where or draw on the map on the left
- needs to be strengthened? Indicate how or draw on the map on the left
- needs to be reduced? Indicate where or draw on the map on the left

APPENDIX FOR CHAPTER 4

MOBILITY

BIKE ROUTES

Bike Path Typology Results

FORUM	BR1	BR2	BR3	BR4	BR5	BR6	BR7	BR8	BR9	BR10	BR11	BR12
A	5	2	3	1	1	1	0	1	0	1	1	2
B	1	1	1	0	1	0	0	2	0	0	0	0
C	3	4	3	1	1	0	0	0	1	1	0	0
D	1	1	3	0	0	0	0	0	0	0	2	1
NOT SPECIFIED	6	4	8	3	7	3	1	6	3	5	4	5

SIDEWALKS + SAFER INTERSECTIONS

Sidewalk Typology Results

FORUM	SW1	SW2	SW3	SW4	SW5	SW6	SW7	SW8	SW9	SW10	SW11	SW12	SW13	SW14	SW15	SW16	SW17
A				1					1					1			1
B		3		4							1		3	2			
C	1			1													1
D	1		1	1	1	1	2	1	2					2	3	2	3
NOT SPECIFIED	1	7	1	11	3	3	6	2	7	1	3		6	7	7	8	12

WEB SURVEY	SW1	SW2	SW3	SW4	SW5	SW6	SW7	SW8	SW9	SW10	SW11	SW12	SW13	SW14	SW15	SW16	SW17
A	2	6	1	6	3	2	4	1	2	1	2	1	1	3	6	2	3
B	3	5	4	7	4	6	8	4	5	3	4	3	3	5	6	4	2
C	0	1	0	1	0	0	0	0	1	0	0	0	1	1	1	1	1
D	2	3	0	3	2	1	3	1	1	1	1	1	5	1	3	1	0

APPENDIX FOR CHAPTER 5

ZONING

VOTING CARD 1 COMMENTS

- Retain single family character. Strive to retain + expand protected open space, parks.
- Get rid of all RSA8
- VERY VERY misleading by talking about all the areas marked for dividing lots - the poster marks dividable lots as “vacant” where in fact they are not.
- There should be more downzoning outside of Z3, Z5, Z6. Finn Hill in general should be downzoned.
- Parks good / apartments bad.
- Reduce single family home densities and cluster multi family housing around commercial areas.
- I currently have a CAR with the city of Kirkland to upzone from RSA4 to RSA6. This is in the Finn Hill neighborhood. I feel the RSA8 zoning is too dense and does not fit the Finn Hill area.
- What is “clustered housing” in Q2? RSA6+ should be closer to 100th than Jaunita Dr. RSA6+ need to be in areas well-served by roads. The blanket default for all of Finn Hill should be 4, except areas adjacent to commercial, med density, high density, or major arterials. Z1 can support commercial zoning to service park. Restaurants, cafes, Greenlake Park is the model.
- Additional Comments
- Keep as many mature trees as possible during any development.
- We need creative infill cluster housing to accommodate future growth.
- Behind Plaza Garcia Rd. cannot be widened to accommodate increased traffic. Ingress and egress from lot will spill near the intersection that can already be difficult. The increase in density will negatively impact Champagne Creek... NE 122nd PI / NE12.. [unintelligible] PI as road meanders Juanita Park.
- I live in the corner of Finn Hill park in the neighborhood off 138th PI NE. Here we are R4 but developed at R2 for the most part. If all those lots developed to R4 it would greatly change the character of the area. I would love to encourage movement to R2 where we are already at that density.
- I don't know enough specifics about the changes to zoning listed about to make an opinion about the proposed zone changes. I do not support changing zones to allow for high-density residential. The current zoned area behind Plaza Garcia is concerning.
- *EXTREMELY* concerned about the commercial zone along Juanita Dr expanding beyond the current levels by the gas stations/Plaza Garcia.

As well as the HDR just east of that area. My house borders this and have major concerns of how this impacts the trees and open space that is currently there along the creek. I understand the need for density but this particular area seems odd to me.

- It's so nice to know what the hell RSA8 or A4 or A6 means. Who put this together. Whatever it means, I don't think people want more crammed housing. There are too many people on this hill already!
- Pretty sure the stream that runs along 124 & through Juanita Woodlands is designated as a salmon stream by city/state or fed. As such- seems odd to designate that area as commercial/high density because of CWA/JARPA permitting requirements?
- There are a lot of places zoned r-6 that would really tear up forests and forever change the character of the neighborhood and places zoned r-8 that would also ruin these beautiful places.
- I think entire hillside areas should be 4.
- Z1 is the largest contiguous park space we have. It has ball fields and some lawn space. This should be expanded to allow for more lawn / open park space, to allow for large community gatherings / concerts / theater / events. Development should be allowed for cafes and other community gathering spots that support and service the active park. Right now this area is woefully underutilized. This park could be a jewel and a focal point for the entire Hill.
- Zoning for new development is too dense as it now exists. Look at the yardless replats that have occurred on Finn Hill.
- Not sure about the zoning. My votes were yes only if they are a downOne of density. Also I strongly oppose any multi family on the west side of Juanita drive.
- Please explain what RSA4, RSA6, and RSA8 mean.
- Q2: agree, so long as gross density stays low

VOTING CARD 2 OPEN ANSWER

- plaza garcia traffic already congested- difficult commuter/commercial/curve/intersection combination- poor choice for more density
- Why is there no consideration of the traffic congestion which will increase at Plaza Garcia + NE 122nd PI, which can NOT be widened which is congested often, for those of us trying to get on Juanita Drive.
- ; focus on mixed use next to existing mass transit (top of Juanita in Kenmore) areas near 100th
- ; micro-commercial with pubs and bodegos
- ; upzoning should be focused on 100th, where existing roads/transit can support
- down zoning RSA6 or RSA4
- There is too much new growth.
- We can't just say yes or no to these questions. If I say yes to "enhancing" Inglewood, does that give someone carte blanche to tear it down so 300 condos can go in with retail space below? You need to be specific. We don't need zoning changed to allow more crammed housing. Do people not want yards? We live in the PNW. We are supposed to be outdoors people Why the hell would you want to live in a house with your neighbors so close you could reach out your window and knock on their front door.
- there is no space in the little plaza garcia area for parking, let alone building more densely around the fire station. the 2 traffic lights are already difficult and the possibility of making 120th Ave NE a thoroughfare would lead to children's safety especially at risk
- No other commercial zoning on the hill.
- I'm not sure what you mean by "enhancing". The commercial zones could definitely look better, but I'm not interested in seeing them get denser. I think the area around the old firehouse should remain no further developed, as it borders fragile areas.
- C1 is an old-style strip mall. We should encourage redevelopment into a more modern urban village. University Village or Juanita Village should be the model. C2 Plaza Garcia needs redevelopment (one of the gas stations needs to go, it needs more parking, etc.) but it shouldn't grow too much. That area is already congested and the roads simply can't support too much additional traffic/housing. C3 is in the heart of a residential area and could definitely support a small commercial development. Shops and cafes could support the park and school.
- I'd mark 'Yes', but I'm unsure of what areas we'd target given that so much of the area is already developed as single family homes. In general, I think the area could use more commercial zoning to allow for restaurant / pubs, and other amenities.
- Not as it pertains to commercial development.
- Reduction in density to preserve unique aspect of greater Finn Hill area
- There is a creek behind plaza Garcia and it does not make sense to expand commercial anywhere on Juanita drive. We have everything we need. And no multi family should cross Juanita drive and encroach on Juanita woodlands. This area is fragile.
- Reduce zoning of some R6/8 areas to match the density that already exists. In many areas this is 3 - 4 homes per acre. With the current zoning lots with existing single family homes can be replaced by at least 2 sometimes 3 homes on the same lot. This practice is destroying the character of Finn Hill and the tree cover.
- I think any development around Juanita Drive needs to be carefully considered. Juanita Drive cannot handle the residential traffic already present, is not pedestrian friendly in spite of all the trails around, etc.
- Concerned about northeastern flange of Plaza Garcia zone. Wouldn't support RSA6-8
- except down zone from 8 units + 6 units acre to 4 units using construction easement purchase, TOD, development credits in commercial / mixed use areas
- downzoning to eliminate lots of < 5000 sq.ft.
- downzone Z5 + Z6
- Inglewood Area needs a gathering space but the intersection of 123rd & Juanita would be a good place to promote business, bus stop, park & ride, where all roads join and half way up/down hill
- Additional Comments
- We need townhomes and apartments if we don't want RSA8 [unintelligible] SFH lots
- Transform the lake in Finn Hill Park to something more accessible, that people can swim in.
- Hermosa Vista/ Surfinere intersect in Juanita Drive extremely hazardous- needs to be made safe!
- I generally disagree with res. density

VOTING CARD 2 OPEN ANSWER

- C2: that way too much density. Juanita is already over taxed. There's no capacity. Instead of burying density in deepest part of Finn Hill, put it on periphery, which is served by roads.
- Downzone residential - more townhomes & on/ family to commercial areas
- Additional Comments
- Preserve mature trees
- more cluster and additional housing etc. infill creation
- Too many homes are being squeezed into existing neighborhoods. Currently there are 36 new homes planned within 2 blocks of my house. Trees coming down for these homes will increase storm water run off issues and allow more Juanita Dr traffic noise to impact the neighborhood.
- Please, please, please don't ruin the open space and large trees to put in apartment buildings by plaza Garcia. Such a travesty to lose openness and nature esp. with the proximity to the other parks and water ways there
- This survey is really piss-poor. I feel like we are missing a lot of info on here that people can't accurately respond to. I feel like with the vagueness of these questions and us not knowing what we really are saying yes or no to, is someone's subversive way of trying to get their agenda passed.
- Again- the stream in Juanita Woodlands drains to salmon bearing stream. Densification will adversely affect it.
- Finn Hill needs more little commercial urban centers and areas to meet up. Just as importantly it needs CONNECTIONS between them, achieved either with VASTLY stepped up public transit, or shuttles, (particularly for the elderly) so that people have destinations and alternatives to driving down into Juanita. Ways should be created to connect Bastyr University, as well as Kenmore, with commercial destinations. How difficult is it to encourage building a small, attractive coffee shop, or creating a farmers' market, or set of urban village storefronts, art galleries, or other destinations? These would give the hikers and bikers destinations too beyond just the trails.
- I agree the need for a community center unfit hell, and I think it should include meeting space, and exercise space, similar to Bellevue's community centers. The firehouse is a possibility, but not in exchange for development. I think big Finnhill park offers an option as does the Inglewood shopping area. There is a lot of turnover of those businesses, working a deal with the owner of the property for a community center could enhance the businesses as well.
- Dense housing should be located along Simmonds Road or 100th, which are well-served by high-capacity roads and public transit. It should not be located deep into Finn Hill, where roads are already at capacity and cannot be easily expanded.
- No multi family on the west side of Juanita drive!
- Increased density area for plaza Garcia is way too large and will negatively impact the look and feel of Finn hill

VOTING CARD 3 OTHER

- great spot for apartments if increased bus service
- some places would be acceptable but not the Juanita “hatchet” job.
- Great idea!!
- Do not develop to look like Juanita Village which is “boxy” architecture
- Maybe focus on offices instead of housing on lots
- agree, only if there is transit linking to major bus routes (up to Kenmore and downtown Kirkland)
- no more than 2 story
- we also need cafes to serve Big Finn Park. Make more like Greenlake. Fire station, undeveloped adjacent land should be zoned commercial
- More density means even more traffic on Juanita Dr.
- The traffic/transit infrastructure on Finn Hill does not support increase of density.
- Considering the number of residents in the area, I think the current use (which is really just a grocery store, mediocre restaurants, and a seedy bar) is grossly inadequate.
- No!
- I would LOVE for this shopping district to be more of a community gathering / outdoor / walkable place with more shops / restaurants, like Juanita Village.
- Support improving retail space but without more housing density.
- We should limit development, not expand it to make taller buildings.
- Make it more attractive! These drawings are boring and have little charm.
- I would support mixed use up to five stories if it was in exchange for a community center that offered recreation as well as meeting space. The design needs to be such that the top two floors are pushed back so the appearance of the buildings is less dense and sunlight is a lot to get through. I also think that the building should be architecturally pleasing, not the ugly boxes being built all over Seattle. Bricks, expose wood, not painted panels. Transportation to the location via bus and or trails would be critical for success
- 5 stories is too much; that much housing would add too much traffic to the already-strained Juanita Drive.
- It has potential to be like Juanita Village - with affordable housing / apartment options, good restaurants, and a nice vibe for meeting up with friends.
- There is no demand for changes or additions. Juanita and Kenmore are close. Just leave it alone
- If I wanted to live in downtown Kirkland or Ballard I would already be there. This view is not consistent with the current neighborhood or vision for it.
- would this extend across Juanita Drive into the woods? IF that is the case I do not want to see this redevelopment go forward. we do not need the trees to disappear. Why wasn't this section put before the last section where we were asked if we would support the redevelopment?
- Constraints of Juanita Drive makes this seem like a very bad idea. As with the development at the base of Juanita drive, concepts of people living and working in this area (and hence not driving) are fanciful at best. I also think that any development should keep the grocery store and sufficient parking. We've already lost Albertson's and the other grocery store that never happened in Juanita Village. This area needs a store.
- Allow up to 3 stories, but require low-impact development; sidewalks/ADA access; seating and awnings for bus stops; bicycle lanes; native trees, preferably preserving mature trees and groves; and, public place garbage and recycling. Encourage mass transit over single-occupancy driving.
- We need walkable, dense areas to protect our single family neighborhoods, as well as make alternative transportation options work.

VOTING CARD 4 OTHER

- commercial area footprint should be smaller. Don't expand beyond current commercial area
- but limit extending area to just north of car wash
- keep vegetation and trees. Improve entrances and exits area
- Expand and make this intersection a viable, vibrant community gathering place. Fire station: nature center, pub, shops
- NE 122nd (changing names as heads eastward) cannot be widened for additional traffic. Those of us who already use it daily find it difficult as we near Juanita Drive. I am also concerned for the environmental impact on Champagne Creek that is along NE 122nd and passes under Juanita Drive to head west to spawning grounds on Lake Washington. In addition, it is a sanctuary for a variety of wildlife- deer, raccoons, foxes, mountain beaver, crows, squirrels, song birds...
- Just keep the growing in a slow manor
- outside/inside gathering area to connect to fire station area on holmes drive
- maybe approve a pub, if proposed
- please keep magic shears and plaza garcia* *"best of show" 4th of July parade
- make sure increased housing is reflected in increased bus service and linkage to routes
- The proposed map goes too far, The image above needs to be near Big Finn Hill Park, which already has the open space to support community gathering
- great idea! :)
- if maximum housing is approved than already unacceptable traffic becomes worse
- People in this area seem to like the small town feel of this area, so I do not support adding growth to this area.
- The site is too small for much of anything but a strip mall, ugly as that may be. Redevelopment with multistory buildings would require underground parking and would likely not pencil out for a developer.
- No no no!
- Strip mall style developments are unattractive and don't have the atmosphere of modern mixed development locations.
- We have such poor road infrastructure between Plaza Garcia and Juanita beach that I can't possibly support the notion of this kind of development. I think greater attention first to the roads, THEN to the building development.
- You can fix up the stores, but please for the love of God we don't need more people on this hill! Who wrote this damn survey, developers?
- there is no space to expand
- Create more higher-density and commercial on the other side of the road, adding shops, galleries, town center -- up zone if necessary.
- I would not export expanding the commercial zone beyond what currently exists. However what does exist can certainly be enhanced. I do not think it's possible to build enough density to expect the surrounding area to support commercial, it will still be a drive to location and will need to have adequate parking (and not the typical shortsighted parking Kirkland goes for) safe ingress egress and trails/bike trails for easy access from neighborhoods. Without adequate parking for restaurants, coffee shops, pubs businesses will be doomed to failure as there is not easily accessible neighborhood parking in the area. Note the coffee shops tend to have a high percentage of single occupancy vehicles, so it is truly critical that the Finn Hill neighborhood association is active in pushing the city for plenty of parking in the area. Also two hour parking is insufficient for restaurant and coffee Shop. Three hours min is needed
- Redevelopment makes sense--Southwest Finn Hill needs a community-gathering spot of cafes, bars, and restaurants. But not too many new residential units. Road and transit cannot support dense housing.
- No
- The proposal is overly dense. This is already a very congested area. Adding high density housing and retail makes the problem worse. High density development is not consistent with the current character of the neighbourhood or with vision for the future (preservation).
- Suggested increase in area for higher density building is way too large
- Juanita Drive as is cannot handle this development. Plaza Garcia already overflows the given parking and I don't see many cars (as usual) in the example pictures. This area has great trails, but casual walking is difficult with no sidewalks after dark, etc.
- Allow up to 2 stories, but require low-impact development; sidewalks/ADA access; seating and awnings for bus stops; bicycle lanes; native trees, preferably preserving mature trees and groves; and, public place garbage and recycling. Encourage mass transit over single-occupancy driving.

- We need walkable, dense areas to protect our single family neighborhoods, as well as make alternative transportation options work.

The Finn Hill Neighborhood Plan

DRAFT OUTLINE

May 5, 2016

Green Futures Research + Design Lab

Finn Hill Neighborhood Alliance

City of Kirkland

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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 to be added to the City of Kirkland's Comprehensive Plan. This will be the first Neighborhood Plan for Finn Hill since its annexation to the City in 2011.

The process has involved research and public events, the development of alternatives and the development of the final Plan.

Public Process Overview

Date	Event	Attendees / participants
August 2015	O.O. Denny Festival	
October 15th, 2015	Listening Session	50 +
November 2 nd -11th, 2015	Online Survey	167 respondents
November 14th, 2015	Alternatives Workshop	70 participants
February 24th, 2016	Priorities Forum	70 participants
March 2 nd -27th, 2016	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.

Chapter 1-Vision Statement

Finn Hill is a largely residential and heavily treed picturesque neighborhood overlooking Lake Washington. Two mixed use neighborhood commercial centers, Inglewood and Plaza Garcia, provide retail amenities and multi-family housing in the neighborhood.

Finn Hill residents feel very strongly about the unique setting of their neighborhood¹. 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, tree canopy, and the lake. Preserving or improving natural space connectivity wherever possible is a major goal for Finn Hill, and have received the strongest support through the Listening Session and the Alternatives Workshop, as well as in the surveys. Additionally, Finn Hill’s natural setting also includes many steep slopes that residents recognize must be protected during and after development.

In keeping with the desire to preserve Finn Hill’s natural areas is the desire of Finn Hill residents to mostly keep density low. Although Finn Hill residents understand the need to accommodate newcomers to the neighborhood, they are especially concerned about the consequences from additional density (on neighborhood character, environmental integrity, traffic congestion, parking spaces, school capacity...). When necessary, 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. Inglewood in particular has strong potential for redevelopment and residents expressed a desire to see the amenities here updated and diversified.

Another opportunity for Finn Hill is in addressing the transportation network. Transportation around and through Finn Hill is currently car centric, though the existing trails and bike networks are much enjoyed and need further development. here is also a need for better connectivity up/down hill and towards key facilities (schools, shopping center etc). Forming a safe network of sidewalks, trails and crosswalks where walking is comfortable and the first choice for many trips should be a major goal for Finn Hill. There are also concerns about key roads in Finn Hill, particularly Juanita Drive which is the main North South thoroughfare through the neighborhood.

¹ The vision statement was written with extensive public input. The vision statements were written based on statements made by the public and voted for inclusion during the Neighborhood Forum and Survey held Feb/Mar 2016. Statements with greater than 50% approval are included here, and are presented in order of highest to lowest approval (nature 79%; density 68%; transit 62%; existing character 50%).

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

Chapter 2-Overarching Neighborhood Policies

Finn Hill's vision statement suggests a number of overarching policies that concern multiple chapters of this document.

Chapter 3-Historical Context

Brief history of Finn Hill, including text and historical maps.

- Pre (European) settlement ecology and society
- Early settlement including logging and farming, early railroads
- Founding families
- Key events in Finn Hill's history up to annexation
- Finn Hill's current character as a forested neighborhood

Chapter 4: Residential Areas

Introduction:

Through various community engagement workshops and digital surveys, the community has identified that maintaining the low-density residential character of the neighborhood is a major value. Finn Hill residents are largely opposed to the existence of islands of higher density housing in the whole neighborhood. They wish to see these lots down-zoned both to match the surrounding conditions and to preserve sensitive areas. In addition, the community is supportive of restricted development in environmentally sensitive areas, mitigating disruption to wildlife, retaining the tree canopy as much as possible, and generally conserving land for open space and parks.

Main Issues:

- Islands of incongruous zoning provide opportunities for residential development that is out of character with the surrounding neighborhood.
- Residential development could cause increased traffic congestion.
- Loss of habitat, open space, parks, trails connections, or tree canopy due to development.
- Development in potentially hazardous areas such as steep slopes.

Values:

- Develop consistent zoning policy that is congruous with single-family-home character of the neighborhood.
- Preserve open space and tree canopy.
- Maintain access to parks, open space, and trails.

Chapter 5-Holmes Point Overlay

Main Issues:

- Current extent and regulations of HPO
- The neighborhood has concerns about how well the current version of the HPO is enforced, with specific concerns about developers being given permission to cut down more trees than allowed or not being punished effectively when they do.
- The neighborhood expressed support for strengthening and/or expanding the HPO. Reference areas suggested by residents during the Neighborhood Forum and Survey.
- Reference neighborhood's support for tree preservation and conservation
 - Reference goals/policies in Ch 6 Natural Environment, including: "As many trees as possible should be preserved during development, particularly large native trees and groves." (91% support)

Chapter 6-Natural Environment

Main issues:

- Protecting and enhancing the natural environment is important to Finn Hill. Conserve natural environment, including tree canopy, wildlife habitat, streams, and wetlands. Reference back to Vision Statement.
- Need for protection and restriction of development in sensitive areas, including streams and wetlands (note upcoming reg changes) and on steep slopes (See Fig 6.1.1).
- Connectivity for wildlife and recreation important;
- Create and/or enforce existing development standards to protect the natural environment and forested neighborhood character.

General Goals:

- **Goal 6.1: Protecting and enhancing the natural environment is important to Finn Hill. (90% support, 1% no, 9% unsure)**
- **Goal 6.2: New development and redevelopment should be required to preserve and enhance the ecosystem. (87% support; 4% no, 9% unsure)**

6.1-Slopes and Sensitive Areas

Finn Hill's topography includes many steep slopes, particularly on the east, south, and west edges of the neighborhood (See Fig 6.1.1: Seismic Hazards and Landslide and Erosion Hazards maps provided by Kirkland). These steep slopes are vulnerable to erosion and landslides, particularly if the existing vegetation is removed.

The current² City of Kirkland Zoning Code Chapter 85 establishes the special regulations applying to development on property containing geologically hazardous areas including:

- Erosion Hazard Areas, defined as “those areas containing soils which, according to the USDA Soil Conservation Service King County Soil Survey dated 1973, may experience severe to very severe erosion hazard” (ss 85.13.2);
- High Landslide Hazard Areas, defined as “areas sloping 40 percent or greater, areas subject to previous landslide activities and areas sloping between 15 percent and 40 percent with zones of emergent groundwater or underlain by or embedded with impermeable silts or clays” (ss 85.13.4a);
- Medium Landslide Hazard Areas, defined as “Areas sloping between 15 percent and 40 percent and underlain by relatively permeable soils consisting largely of sand and gravel or highly competent glacial till” (ss 85.13.4b); and
- Seismic hazard areas, defined as “areas subject to severe risk of earthquake damage as a result of seismically induced settlement or soil liquefaction” (ss 85.13.5).

² Also 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.

<< Location for Fig 6.1.1 + filename >>

In Erosion Hazard Areas, development activity is subject to increased scrutiny and must comply with regulations to control erosion contained in KMC Title 15.

In both Landslide Hazard Areas and Seismic Hazard Areas, additional information is required for development permits, including topographic surveys, geotechnical reports, and geotechnical recommendations for special engineering or mitigation. The City may impose restrictions and limitations on development based on this information in order to prevent serious hazards, property damage, and casualties.

The FHNP builds on this Kirkland Zoning Code:

6.2-Tree and Canopy

Main Issues:

- Tree removal regulations (both sides of the issues). Based on public forum/survey:
 - Very few residents are worried about being able to remove trees (and then it is primarily non-natives)
 - Large majority of residents want to protect existing trees and tree canopy, especially native species.
 - Very strong community support for more stringent and enforced limits on tree removal by developers--need for better enforcement of current regulations.
 - Note current Kirkland regulations (specifically HPO) and general feeling that these might not be strong enough for Finn Hill based on strong community identity with trees, vision statement, etc.
 - Sprint 4 has the #s etc to back this up.

Goals:

- Goal 6.2.1: Preserve and restore tree canopy, and create and maintain canopy connections throughout the neighborhood
 - Note that canopy protection is related to wildlife preservation as key wildlife habitat
 - Note that canopy protection helps with stormwater and vegetation generally helps with steep slopes.
 - Canopy protection also helps protect soil ecosystems.
- Goal 6.2.2: Maintain ecosystem function (including succession and decomposition etc) in preserved areas
- Goal 6.2.3: Protect soil ecosystems (important for tree/forest health)

6.3-Streams, wetlands and surface water

6.3.1- Lakes, streams and wetlands

Main Issues:

- Protect and restore lake shoreline habitat

- Note Critical Area Ordinance will increase sensitive area stream and wetland buffers by June 2016.

Goals:

- **Goal 6.3.1: Conserve and restore streams and wetlands and protect their biological integrity, including in stream habitat and adjacent riparian habitat**

6.3.2-Surface Water

Main Issues:

- Strengthen surface water management plan to minimize environmental degradation (water quality, erosion, flash flooding/erosion of ravine and streams) – see project list in Surface Water Plan and CIP³.
 - Low impact development as one method to address this.
- Note need to identify where treatment can be added to park or streets, opportunities for preserving land, etc.

6.4-Wildlife and Habitat

Main Issues:

- Relate back to forest canopy section, stream and wetland section
- Relate back to soil and forest canopy development concerns
- Protect wildlife habitat in existing preserved areas (note need to work with other agencies)
- Improve, connect and protect wildlife corridors
 - Reference green loop and spurs
 - Identify priorities and funding sources for acquiring sensitive areas
- Promote urban habitat including backyard habitats, Green_Shores for Homes; mention Kirkland's participation in both programs.
- This ecosystem was previously fire-dominated, which suggests that early and mid successional habitats may be a good 'template' for wildlife habitat where old douglas firs are no longer present.
- Promote design decisions to reduce wildlife mortality (dark sky, bird window strikes?)

Chapter 7-Parks and Open Spaces

Main Issues:

³ in 2016 the City will be updating LID regulations which may have some suggestions on how to achieve this

The neighborhood has a need for a connectivity, which can be achieved through a “Green Loop” within Finn Hill. The loop would connect pedestrian and bicycle trails and provide a space to promote recreation and preservation activities. Some improvements are needed in existing parks too, in both facilities and programming, in order to meet the diversity of needs in the Finn Hill neighborhood. People also need new parklands with diverse uses 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.

7.1-Parks and Public Land

Issue 1: According to the results from a series of public events in Finn Hill, this neighborhood has a high desire for a “Green Loop” that can link current open spaces, natural areas and trail systems, and promote active recreation and environmental preservation in Finn Hill.

Issue 2: Desired improvements in existing parks (expansion, signage, new activities, preservation, etc), including implementing what has been identified in PROS Plan, and the new activities and facilities need, which are summarized from community meetings.

Issue 3. Promote conservation and restoration of existing parks as desired by community.

Issue 4: New Parklands: Finn Hill has several big parks, but is missing small neighborhood parks accessible within a short walk of every home. To meet the City’s level of service standards for overall distribution and equity, the PROS Plan has also identified a need for park acquisition in the northeast part of Finn Hill. A goal of the Finn Hill Neighborhood Plan is to provide a park within .25 mile of each resident in the North Finn Hill Area.⁴ (See Figure 7.4: New Parklands Map)

Issue 5: Zoning change parcels to Parkland

Policy 7. 1.13: Identifying existing open spaces, city owned greenbelt, change zoning to open space as necessary (partially completed task with K2035 update)
There are three zoning changes proposing from the 11/14 workshop, change to parkland⁵. (See Figure 7.6) And please refer to Chapter 5 Zoning for detail.

Issue 6: Dog Park: Dog walking is a very popular activity in Finn Hill. There is a need for dog parks in the neighborhood according to the feedback.

Issue 7. Promoting stewardship and ensuring availability of desired facilities need coordination with other parks districts.

⁴ See Figure 7.4: New Parklands Map

⁵ See Figure 7.6 Zoning change to parkland map

Issue 8. Preserve Finn Hill Meadows horse farm on NE 84th ST –

7.2-Trails (bike and pedestrian)

Pedestrian and bicycle pathways provide an important transportation function within the parks and open space system. The Forum and Survey Results reflect residents' desires for expanding walking, hiking, and cycling trails in Finn Hill.

Issue 9: There is a need for trail connection in Finn Hill Neighborhood.

Issue 10: Trail development Priorities.

7.3-Water Access

Issue 11: There is a strong community desire for more publicly accessible waterfront areas (FH listening Session) There is a particular desire to have more access to the lake for small craft & kayaks, which are too heavy to carry (FH listening Session)

Chapter 8-Transportation

The essential goal of the Finn Hill transportation system is to provide safe and efficient circulation of vehicles, bicycles and pedestrians within the neighborhood and to surrounding communities.

8.1- Sidewalks and Intersections; Pedestrian System

The Finn Hill neighborhood would like to enhance their pedestrian circulation system to provide recreational and alternative transportation opportunities. City of Kirkland street standards require that all through streets include pedestrian improvements. The new development of sidewalks should focus on completing connections to schools, parks, transit stops and other public facilities. Finn Hill residents have identified areas where sidewalks and safer intersections should be prioritized.

Figure 8.1 Finn Hill sidewalks and intersections (planned and wished)

Main Issues and Potential Policies:

Issue 1: School Connections

- Connect students on west side of Juanita Drive with schools on east side
- Prioritize sidewalks around schools, parks, public transit and commercial areas but leave them off rural roadways (Holmes Point Drive)
- Sidewalks needed along school routes

Issue 2: Neighborhood Connections

- Connect Hermosa Vista development and Goat Hill with 84th ST
- Access by foot to commercial areas and parks

Issue 3: Safety

- Intersection/crosswalk improvements - signage, safety refuge islands, signals, flashing lights, flags
- Improved lighting
- Prioritized list of specific streets that should be improved for walking
- Consider grade separation where potential non-motorized and motorized transport may cause safety concerns
- Blind corners along Juanita Drive
- Sidewalks along major arterials
- Bridges over Juanita Drive

Figure 8.2 Refer to map below to see where Finn Hill residents marked priority preferences for sidewalks and intersections (Top 5)

Issue 4: Neighborhood Character

- Sidewalks appropriate in some areas but not others. “Walking lane” on Holmes Point Drive may be more appropriate and cost effective.

8.2-Vehicular Traffic

The vehicular circulation patterns in the Finn Hill neighborhood are well established and the primary mode of transportation is motorized vehicles. The primary north-south route through the neighborhood is Juanita Drive. Finn Hill residents expressed concern regarding increased congestion along Juanita Drive, especially during weekday commuting hours, from new tolling procedures on 405 and 520. They feel Juanita Drive should maintain its rural character and doesn't have the capacity to accommodate more vehicles as a by-pass street rather than a residential street. Holmes Point Drive NE, 84th Ave NE and 90th Ave NE provide additional

north-south connections. The primary east-west routes are NE 145th ST, NE 141st St, NE 132nd ST, NE 123st ST, NE 131st Way/NE 132nd ST. NE 132nd ST provides access to Finn Hill Middle School and 84th Ave NE serves Henry David Thoreau Elementary. Many of the older subdivision contain cul-de-sac streets that limit through-connections.

Figure 8.3 Finn Hill Street Classifications -

Main Issues

Issue 1: Congestion

- Commuters take Juanita Drive to avoid tolls on I-405 and 520 resulting in congestion issues
- Bad traffic; back-ups along Juanita Drive
- 100th ave should be main thoroughfare route not Juanita Drive

Issue 2: Safety

- Speeding
- Goat Hill narrow streets and related safety issues

Issue 3: Multi-modal options and connections/aesthetics

8.3- Public Transit

The Finn Hill neighborhood is served by public transit in the northwest corner. Bus route 234 provides service along 84th Ave NE, NE 132nd ST and NE 137th ST. Finn Hill residents expressed interest in a more extensive transit system through the neighborhood but also understand the current density may not be enough to sustain a fixed-route option. Alternative transportation options are being considered for this neighborhood and further studies are needed to determine most effective strategy.

Figure 8.4 Map of public transit system (current and wished)

Main Issues

Issue 1: General concerns

- Population not dense enough to support public transit
- Need mobility options for aging population
- Connection to transit hubs
- Lack of efficiency - takes 2.5 hours to downtown Kirkland by bus so just easier to drive.

- Need more transit routes through Finn Hill

Figure 8.5 See survey below for Finn Hill residents' preferences for alternative modes of transportation to help with traffic congestion

Figure 8.6 Refer to map below to see where Finn Hill residents marked priority preferences for bus routes, bus stops and shuttle stops

8.4- Bike Routes and Facilities

Bicycle routes provide recreational opportunities and alternative transportation services. Desired improvements for bicyclists include 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 other trail systems nearby.

Figure 8.7 Map of bike routes (planned and wished)

Main Issues

Issue 1: Safety

- High priority for safe bicycle access within and through the neighborhood
- Separated bike lanes (rumble strips, curb stone, dots, etc)

Issue 2: Users/Amenities

- Comments regarding whether bike lanes are geared more toward commuters or recreationists.
- Intra-neighborhood routes should be targeted for bicyclists

Issue 3: Connections

- Bike routes should connect to parks and other amenities within Finn Hill
- "Lake Washington Loop" travels along Juanita Drive - need a designated bike route that connects to other trail systems outside of Finn Hill (Burke Gilman, Cross Kirkland Corridor, Sammamish River Trail)

Figure 8.8 Refer to map below to see where Finn Hill residents marked priority preferences for bike routes

8.5- Hiking trails

Trails provide recreational opportunities within the neighborhood and due to the large amount of green space in Finn Hill there already exists an extensive trail system. Currently trails are

confined to each park and don't expand beyond the park boundaries. The main goal for many Finn Hill residents is to create a continuous, neighborhood-wide trail system that aims to connect the detached green spaces and parks together.

Figure 8.9 Map of current hiking trails

Main Issues

Issue 1: Connections

- Adding new routes that connect major parks/green spaces
- Trails connecting crown of Finn Hill (Green Loop)
- Connections subareas of neighborhood that are cut-off
- Connect to neighboring trail systems

Figure 8.10 Refer to map below to see where Finn Hill residents marked priority preferences for trails

Chapter 9-Commercial Areas & Business Districts

Introduction:

Through various community engagement workshops and digital surveys, the community has identified that they would like to be able to have better access to local, neighborhood size commercial areas and amenity. Rather than creating new ones, improving the existing ones was suggested as a better option. In particular, the community has expressed that the amenities residents of Finn Hill would most like to see include restaurants, cafés, pubs, locally-owned retail stores, and additional transit stops. However, the community has also expressed a strong wish that any further development will address the issues of potential increased traffic congestion, increased housing density, and environmental degradation.

Issues:

- Residents of Finn Hill to have to travel outside of the neighborhood for some basic amenities.⁶
- Generic commercial developments do not fit the aesthetic character of the neighborhood.

⁶ SP2: Survey

- Existing commercial areas need improvement, but without encroaching on residential areas, causing traffic congestion, or environmental degradation due to increased commercial development.
- Insufficient connections (pedestrian, vehicular, transit) between commercial areas and surrounding neighborhood.

Values:

- Commercial areas should be sensitive to the character of the community, reflecting its identity and serving as local social and commercial centers.
- Should provide a full range of services.
- Improve connections to commercial areas with transportation infrastructure and sidewalk/path connections.
- Minimize environmental damage from development.
- Encourage mixed use, pedestrian oriented commercial service.
- Establish design guidelines and design standards for the commercial centers consistent with Finn Hill's urban design goals and the surrounding neighborhood.
- Improve commercial amenities.⁷
- Mixed use development.
- Address traffic and safety concerns, especially along Juanita Drive.

Urban Design Goals:

These standards are based on community input and feedback.⁸

Structures:

- Commercial areas should include mixed-use buildings with housing over retail.⁹
- Buildings should be located such that sidewalks may be activated with activities.¹⁰
- Residents are willing to accept additional height in Plaza Garcia of 1-2 stories and in Inglewood of 3-5 stories.

Streets:

Commercial area streets should be multi-modal and include parking.¹¹

⁷ From Sprint 4: 81.4% in favor at Inglewood based on 86 votes. 62.5% in favor at Plaza Garcia based on 88 votes.

⁸ SP2: Instant Poll, Survey; SP4

⁹ SP2: Instant Poll 56%; Survey 69%

¹⁰ SP2: Instant Poll 67%; Survey 63%

¹¹ SP2: Instant Poll 51%

Amenities:

- Public spaces in the commercial areas should include seating options and gathering places or plazas.¹²

Sustainability:

- Greening elements should be employed in the commercial areas.¹³
- Renewable energy should be employed in the commercial areas, particularly solar.¹⁴

Public Art:

Public art should be used where possible to add character to the commercial areas.¹⁵

9.2-Inglewood

Introduction:

The Inglewood Commercial Area 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. The Inglewood Commercial Area 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.

Issues:

- Inglewood Commercial Area is an underutilized resource.¹⁶
- There is no public transit to Inglewood.
- Lacks connections with trails and sidewalks.
- Traffic congestion in and around the area is a major concern.

¹² SP2: Instant Poll 24% / 31%; Survey 57% / 61%

¹³ SP2: Instant Poll, Survey

¹⁴ SP2: Instant Poll 52%; Survey 72%

¹⁵ SP2: Instant Poll, Survey

¹⁶ SP2: Survey question 6.1.

9.3-Plaza Garcia

Introduction:

The Plaza Garcia Commercial Area is currently a strip mall style commercial development anchored by a Mexican restaurant of the same name and surrounded by condos and single family housing. Current amenities include a restaurant and gas stations. The Plaza Garcia Commercial 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, and coffee shop.

Issues:

- The Plaza Garcia Commercial Areas is an underutilized resource.¹⁷
- Lacks public transit and connections with trails and sidewalks.
- Traffic congestion in and around the area is a major concern, particularly on Juanita Drive and NE 122nd Place.
- Potential increase in density within surrounding neighborhood due to development. Requires further study.

9.4-Small-Scale Neighborhood Commercial Amenities

Introduction:

The community has expressed the need for a neighborhood community center / community gathering space, and identified the Old Firehouse as a possible location for these amenities. Further study is needed.

Issues:

- Community has need for community center/meeting place and amenities such as small local shops or café within walking distance

Chapter 10-Public Services and Utilities

Under construction...

¹⁷ SP2: Survey 6.1

- Reference stormwater section above
- Emergency services
- Issue: Neighborhood road width (Goat Hill) may have inadequate street widths for safe access and emergency service access. Further discussion is needed to address this
- There is a new fire station under investigation, and a fire strategic plan...

Key Milestones and Schedule for the Finn Hill Neighborhood Plan Process

5/3/2016

✓ April 2015 -September 2015	<ul style="list-style-type: none"> • GFL under contact; team formation; tour; information gathering; Denny Fest
✓ October 8, 2015	
✓ October 15, 2015	<ul style="list-style-type: none"> • Planning Commission study session
✓ November 14, 2015	<ul style="list-style-type: none"> • Public involvement to inform and identify issues <ul style="list-style-type: none"> ○ Listening session event with instant polling ○ Public Alternatives workshop ○ Web survey conducted with community to identify issues and ideas
✓ December 2015-January 2016	<ul style="list-style-type: none"> • Public comments and alternatives documented; alternatives hybridized and further developed
✓ January 14, 2016	<ul style="list-style-type: none"> • Joint meeting with Planning Commission, Park Board, Transportation Commission
✓ February - March 2016	<ul style="list-style-type: none"> • Community Priorities Forum and web survey to share hybrid Alternatives and get feedback • Preferred alternatives developed
April 2016- July 2016	<ul style="list-style-type: none"> • Draft Plan development <ul style="list-style-type: none"> ○ Policy concepts to Planning Commission for direction ○ Share draft with Neighborhood Association ○ GFL draft report on recommendations for plan template and implementation strategies due ○ Planning Commission study sessions
Fall 2016	<ul style="list-style-type: none"> • Draft neighborhood plan available for public review and comment • City conducts environmental review • Planning Commission study sessions • Public Open House • Planning Commission holds public hearing • Planning Commission recommendation to City Council
December 2016	<ul style="list-style-type: none"> • City Council final adoption