



MEMORANDUM

Date: July 14, 2015

To: Planning Commission

From: Joan Lieberman-Brill, Senior Planner, AICP
Janice Coogan, Senior Planner
Paul Stewart, Deputy Director, AICP
Eric Shields, Director, AICP

RE: NEIGHBORHOOD PLAN HEARING, COMPREHENSIVE PLAN UPDATE, FILE NO. CAM13-00465, #5

I. RECOMMENDATION

- Hold public hearing and take public comments on the following neighborhood plans:
 - Highlands (see Attachment 1)
 - North Rose Hill (see Attachment 2)
 - Norkirk (see Attachment 3)
 - NE 85th Subarea Plan (Attachment 4)

- Deliberate and make a recommendation to the City Council.

II. BACKGROUND

The City has 14 existing neighborhood and subareas plans. Many of these plans have not been updated in a long time and thus are out of date. In many cases, they do not reflect new information or data, and existing conditions, such as where development has occurred or right-of-ways that have been improved. There are no standard set of maps for the neighborhoods and most maps are out of date.

As part of the Comprehensive Plan Update, the City Council gave staff direction to review the neighborhood plans for needed updates, and to meet with the neighborhood residents to get input on their vision for the neighborhood and any changes that they think need to be made to their plans. In January 2014 the City hosted public outreach events for each neighborhood to hear ideas on a vision for their neighborhood and any concerns or issues for the neighborhood. Follow-up events occurred in June 2014 to review the comments and discuss a vision for each neighborhood. These comments were used to revise the existing neighborhood plans. Staff prepared preliminary drafts, reviewed them with the neighborhood associations and incorporated many of their suggested changes into the revised neighborhood plans.

All of the updated plans have a **standard set of maps** tailored to each neighborhood based on a citywide map for each topic, such as land use, transportation and wetlands/streams/lakes.

The Planning Commission held study sessions to review the neighborhood plans and the City Council had briefings on the plans on the following meeting dates. The staff memos with background information and a list of key changes can be viewed by clicking on the links below:

- o **Highlands**: Planning Commission on [3/26/2015](#) and City Council on [5/5/2015](#)
- o **North Rose Hill**: Planning Commission on [2/26/2015](#) and City Council on [6/16/2015](#)
- o **Norkirk**: Planning Commission on [3/26/2015](#) and City Council on [6/16/2015](#)
- o **NE 85th Street Subarea Plan**: Planning Commission on [2/12/2015](#) and City Council on [3/17/2015](#)

III. PLANNING COMMISSION STUDY SESSIONS

On March 26 the Planning Commission reviewed the revised **Highlands Neighborhood Plan**. No changes were suggested. The Commission also reviewed the proposed change to eliminate auto sales in the LIT zone requiring an amendment to the Zoning Code, and had no comment.

On February 26 the Planning Commission reviewed the revised **North Rose Hill Neighborhood Plan**. The Commission suggested providing geographical context for the Rose Hill business district and the Totem Lake Urban Center, because portions of both are located in NRH. Revised text reflecting the Commissions feedback on the NRH Plan is noted below in underlined text and in Attachment 2:

Page 1, Overview Section:

Also known as the Rose Hill Business District, the NE 85th Street Subarea straddles both the North and South Rose Hill Neighborhoods along their shared neighborhood boundary at NE 85th Street. See the NE 85th Street Subarea Plan for more information about the commercial corridor.

Along its northern boundary, a portion of the North Rose Hill Neighborhood Business District is within the Totem Lake Urban Center, which is the major employment, retail and service center in the City. For more information about the Totem Lake Urban Center see the Totem Lake Business District Plan.

On March 26 the Planning Commission reviewed the revised **Norkirk Neighborhood Plan**. The Commission suggested revising the text to:

- State that the Cross Kirkland Corridor has replaced the old Northern Pacific Railroad line.
- Refer to the Surface Water Master Plan and shorten up the text describing existing conditions in the Natural Environment Section.
- Policy 18.1 in the Urban Design Section referring to establishment of residential development standards should be eliminated. The intent is to avoid redundancy with the Community Character Element and urban design principles outlined in Appendix C of the Comprehensive Plan, and corresponding zoning regulations addressing detached dwelling unit size, mass, garage location and porch location,

Revised text reflecting the Commissions feedback on the Norkirk Plan is noted below with underlined and strikeout text and in Attachment 3:

Page 6, Historic Context section:

Railroad

The Northern Pacific Railroad line that ~~forms~~ formed much of the eastern boundary of the Norkirk Neighborhood was begun in 1903 and was completed in the summer of 1904 according to information from the Issaquah Depot Museum. Acquired by the City in 2012, the railroad line was replaced with the multi-use Cross Kirkland Corridor.

Page 8, Natural Environment Section:

Policy N-2.1:

Protect and improve the water quality and promote fish passage in the Forbes Creek and Moss Bay basins by undertaking measures identified in the Surface Water Master Plan to protect stream buffers and the ecological functions of streams, Lake Washington, wetlands and wildlife corridors.

The Norkirk Neighborhood is located within the Forbes Creek and Moss Bay drainage basins (Figure N-2). ~~Various Moss Bay and Forbes Creek tributaries and several small wetlands constitute a valuable natural drainage system that flows into Lake Washington and provides the surface water, water quality, wildlife and fish habitat, and open space functions for the neighborhood. (Strikeouts in this paragraph preceded the Commission's request for additional brevity)~~

In the Forbes Creek basin, there is extensive cutthroat trout habitat in the main stem of Forbes Creek downstream of Forbes Lake. Coho salmon are found west of the freeway in Forbes Creek. The various Norkirk Neighborhood tributaries leading into the Creek contribute to the water quality downstream prior to entering Lake Washington. The Surface Water Master Plan guides the City's efforts on water quality measures and projects.

Policy N-2.2:

Evaluate and consider opportunities to improve the function and quality of stream segments adjacent to the Cross Kirkland Corridor during implementation of the Cross Kirkland Corridor Master Plan.

In the Moss Bay drainage basin, the open stream portion of the Peter Kirk Elementary Tributary near the elementary school ~~appears to have good water quality although analysis has not been conducted. It is suspected that water quality rapidly degrades through the piped network downstream prior to entering Lake Washington. In this tributary, may benefit from removal of invasive species and revegetation of the area with native vegetation, including trees and shrubs, is worth investigating.~~ Additionally, the feasibility of re-introduction of resident cutthroat trout into the stream and daylighting the piped portion of this tributary upon redevelopment of the industrial area are opportunities worth investigating. ~~The small wetland and drainage area at Van Aalst Park provides an opportunity for enhancement on public property that could be accomplished as a neighborhood or school community service project. (Strikeouts of the preceding sentence preceded the Commission's request for additional brevity)~~

Page 34, Urban Design section:

Policy N-18.1:

Establish development standards that contribute to a vibrant neighborhood.

~~*Building and site design should respond to both the conditions of the site and the surrounding neighborhood. A variety of forms and materials result in homes with their own individual character, thus reducing monotony. Appropriate building setbacks, garage treatments, sidewalks, alley access, and architectural elements, such as entry porches, help foster a pedestrian orientation and encourage greater interaction between neighbors.*~~

The Commission also requested revision of transportation policies addressing reduction of cut-through traffic/speeding and preferred routes through the neighborhood to City facilities. Some of the Commission thought this should be in the Transportation Element as it applies to all neighborhoods, rather than called out in the Norkirk Plan, and wanted the text to refer to specific preferred routes to and from city facilities. Staff believes no change should be made, since this is a very big concern of the neighborhood historically, and is an ongoing issue with the Norkirk LIT CAR requests. The Commission should make a recommendation on retaining or eliminating the following policies N-1 and N-2 on page 22 of Attachment 3:

Policy N-10.1:

Reduce cut-through traffic and speeding.

~~*Monitor and evaluate traffic patterns and volumes in the Norkirk Neighborhood to minimize cut-through traffic and speeding, especially between Market Street and Central Way. The evaluation should determine if additional strategies such as traffic calming, in cooperation with the Fire Department to accommodate emergency response needs and times, are needed. The neighborhood should be involved in this process.*~~

Policy N-10.2:

Identify preferred routes through the neighborhood to and from City facilities.

~~*The various city administration, public safety, and maintenance facilities located in the Norkirk Neighborhood generate both service and visitor trips. When practical, vehicles should be routed onto collector streets where improvements are in place to protect the pedestrian, rather than onto local access streets that serve the internal needs of residents.*~~

On February 12, 2015 the Planning Commission held a study session on the draft NE 85th Street Subarea Plan. The Commission suggested text be added to the Plan to encourage properties along NE 85th ST to provide reciprocal shared vehicular access easements to allow cars to travel between parking lots. Staff made changes to Policy NE 85-8.1.

At the meeting the Commission considered proposed text from a few of the property owners to rezone parcels south of NE 85th Street in the South Rose Hill Neighborhood (within the NE 85th Subarea). The Planning Commission determined that the proposal should wait to be studied at such time that the NE 85th ST commercial district is evaluated with greater public involvement as part of a future

neighborhood plan update process. The South Rose Hill/Bridle Trails Neighborhood Association submitted a follow up letter to the Planning Commission in June 2015 requesting a more thorough policy discussion be completed for the NE 85th ST Subarea and South Rose Hill/Bridle Trails **Plan's** at the earliest opportunity. Proposed text changes related to the Citizen Amendment Requests located in the North Rose Hill Neighborhood within the NE 85th ST Subarea Plan are included in a separate memo in this meeting packet.

IV. CITY COUNCIL BRIEFINGS

On May 5, 2015, City Council reviewed the revised **Highlands Plan** and provided comments. The City Council requested that the Planning Commission review Goal H-16 and Policy H16.1; both having to do with establishing new multifamily residential design standards. Multifamily design guidelines only now exist in business districts, and the City Council wanted the Planning Commission to explore eliminating **this goal and policy since it doesn't reflect how Kirkland currently regulates multifamily development.** The Highlands Neighborhood Association Chair submitted a comment (Attachment 5 to this memorandum) requesting that the Goal and Policy be retained, citing that these are aspirational and **that they wouldn't be comfortable removing them without input from the whole neighborhood, unless they were to be added city wide.** (The Norkirk Neighborhood has similar policies for multifamily development.)

If this is an important principle for the neighborhood, staff would support retaining the goal and policy. The Commission should make a recommendation on retaining or eliminating the following goal and policy on page 32 of Attachment 1:

Goal H-16: *Promote high-quality residential design by establishing building and site design standards that apply to new multi-family residential development.*

Policy H-16.1:

Establish building and site design standards that apply to all new, expanded, or remodeled multifamily buildings consistent with City-wide policies.

Building design standards should address building scale, mass, materials, and entries; service areas; roof treatments; pedestrian-oriented frontage; and relationship to adjacent land uses.

Site design standards should address building placement on the site; site access and on-site circulation by vehicles and pedestrians; site lighting; landscaping, including that for parking lots; signs; preservation of existing vegetation; and buffers between multifamily developments and single-family housing

On June 16, 2015, the City Council reviewed the revised **North Rose Hill Neighborhood Plan**. The Council had no comments or suggested changes.

On June 16, 2015, the City Council also reviewed the revised **Norkirk Plan** and had no comments or suggested changes.

On March 17, 2015, the City Council reviewed the **NE 85th ST Subarea Plan** and had no comments or suggested changes.

V. CRITERIA FOR AMENDING THE COMPREHENSIVE PLAN

The Zoning Code contains five criteria listed below for amending the Comprehensive Plan.

1. The amendment must be consistent with the Growth Management Act.
2. The amendment must be consistent with the countywide planning policies.
3. The amendment must not be in conflict with other goals, policies, and provisions of the Kirkland Comprehensive Plan.
4. The amendment will result in long-term benefits to the community as a whole, and is in the best interest of the community.
5. When applicable, the proposed amendment must be consistent with the Shoreline Management Act **and the City's adopted** shoreline master program.

The amended neighborhood plans are consistent with the GMA, **PSRC's Vision 2040 and Transportation 2040**, the Countywide Planning Policies, and are internally consistent with the city-wide Element Chapters of the Comprehensive Plan. The policies in the neighborhood plans mirror many of the goals and policies in the city-wide Element Chapters, including the Land Use, Housing, Environment, and Transportation Elements. The neighborhood plans also contain land use maps **that support the City's** future assigned housing and job targets.

The neighborhood plans will result in long-term benefits to the neighborhoods and the community overall and is in the best interest of the community because they establish policies to address future growth in the neighborhoods while maintaining the values of the residents expressed in the 2013 visioning program and the 2014 neighborhood meetings.

VI. PUBLIC COMMENTS

Public comments relating to the neighborhood plans are summarized in Attachment 6. The Planning Commission has reviewed all of the written comments and considered them in reviewing the revised and new neighborhood plans. The written comments are available in City File CAM13-00465, #10.

Attachments:

1. Revised Highlands Neighborhood Plan with strike outs and underlines
2. Revised North Rose Hill Neighborhood Plan with strike outs and underlines
3. Revised Norkirk Neighborhood Plan with strike outs and underlines
4. Revised NE 85th **ST Subarea Plan with strike outs and underlines (does not include CAR's proposed in North Rose Hill)**
5. Comment from Highlands Neighborhood Association dated June 1, 2015
6. Public written comment log
7. Use Zone Chart for KZC Chapter 48 LIT zone with proposed change to eliminate auto sales use

DRAFT HIGHLANDS NEIGHBORHOOD PLAN: STRIKEOUTS/UNDERLINES

Yellow text boxes note information that explains proposed changes to the plan.

1. HIGHLANDS OVERVIEW

The Highlands Neighborhood is the area that lies north of NE 85th Street and is bounded by Interstate 405 to the east and the Cross Kirkland Corridor to the north and west. (See Figures H-1a and H-1b.)

The majority of the area is developed with low-density residential use, with the southern portion of the neighborhood designated for medium-density residential. There are no commercial zones located within the neighborhood, although there are several nearby, including Norkirk Industrial area to the southwest, NE 85th Street Subarea to the east, Totem Lake to the north, and downtown.

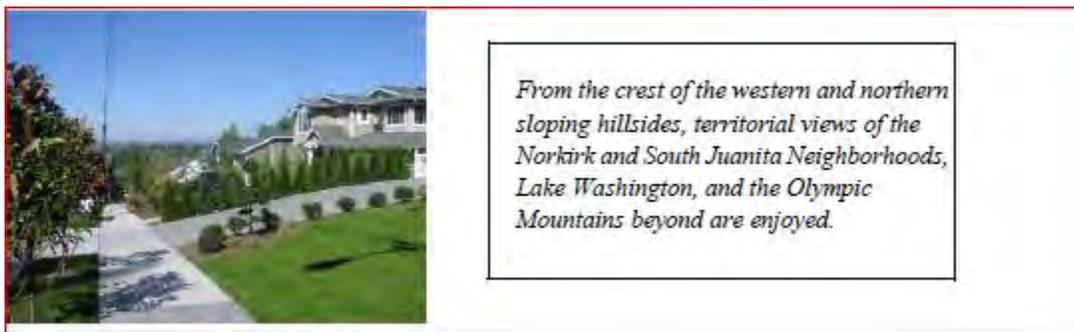
The last update to the Highlands Neighborhood Plan occurred in 2005, adopted by Ordinance 4024, with an update in 2015 as part of the citywide Comprehensive Plan update as required by the Growth Management.

2. VISION STATEMENT

The Highlands Neighborhood is an ideal residential neighborhood close to the downtown that values its quality of life and limited vehicular access. As infill of the neighborhood occurs, its primary focus as a single-family neighborhood with areas of multifamily development continues. A variety of housing types and styles provide for a changing and diverse population, responding to the needs of young families and allowing people to continue living here long after children leave home. ~~Newer, m~~Medium-density multifamily housing ~~is redeveloping~~ in the southern portion of the neighborhood, adjoining the freeway interchange. ~~It stabilizes~~ reinforces the image of the neighborhood as a place that welcomes ~~a variety of people at a variety of incomes~~ diversity.

The natural setting of the neighborhood with its valued tree canopy is protected and enhanced. Neighborhood parks are within walking distance and offer active and passive recreation opportunities. An extensive system of pedestrian and bike routes connect the parks.

Since there are no schools or commercial developments in the Highlands Neighborhood, residents rely on nearby shopping areas and institutions outside the neighborhood. The street network provides safe circulation for people and cars. Ample sidewalks promote pedestrian mobility between schools and activity centers. The pedestrian and bike connections within the neighborhood offer non-vehicular choices to commuters. These community connections strengthen the social fabric of the neighborhood.



3. HISTORIC CONTEXT

In order to envision the early history of the Highlands Neighborhood you must consider life without Interstate 405, which was built in the late 1950s and 1960s and created a new eastern boundary for the neighborhood. Prior to I-405, Highlands was connected to and functioned as part of what was then known as Rose Hill.

Note: Eliminate the following two Neighborhood Boundary maps to avoid redundancy. They are no longer necessary because the neighborhood boundaries are shown on the Highlands Land Use Map.

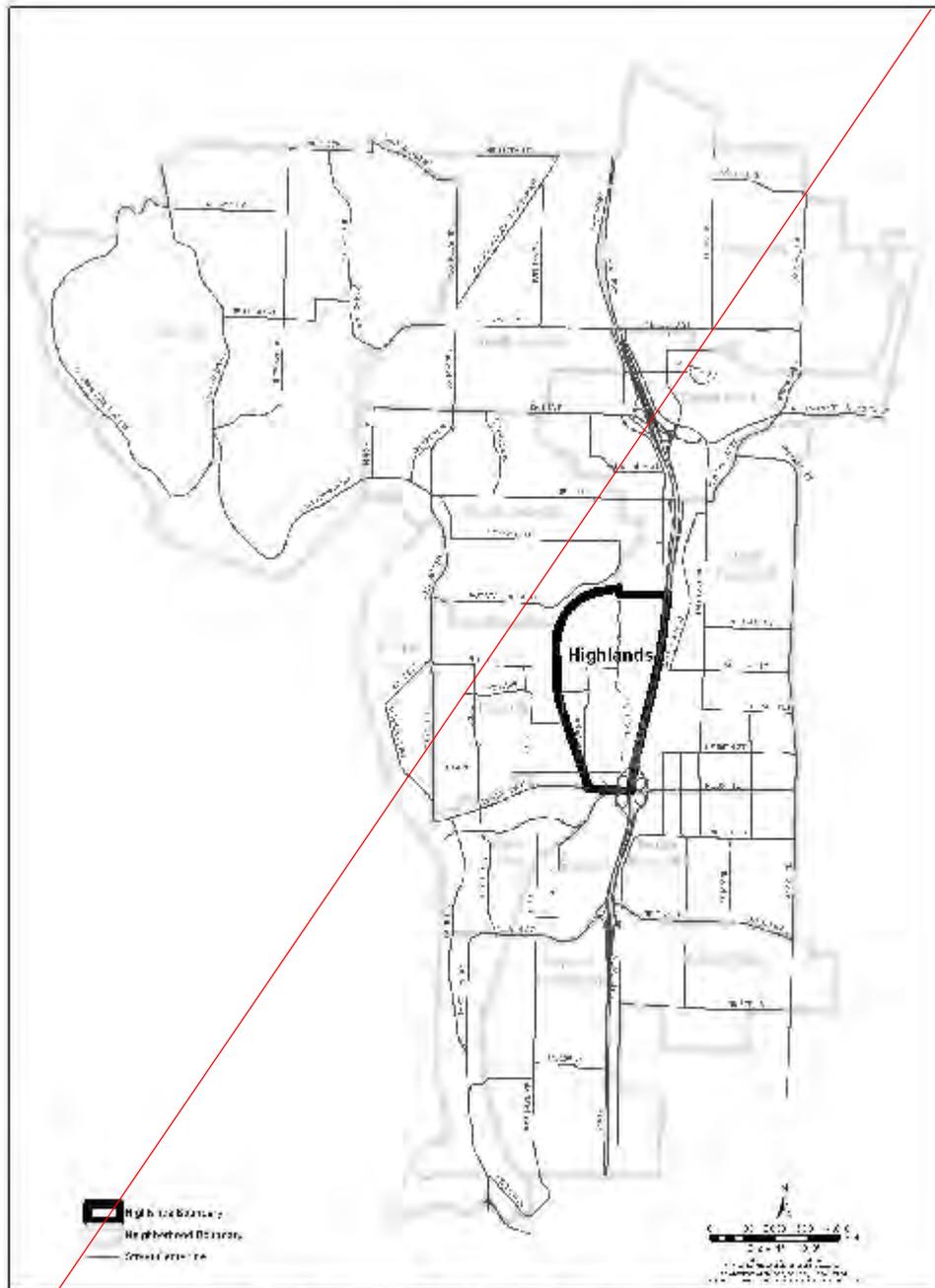


Figure H-1a: Highlands Boundaries

Homesteads

In the 1870s the area that has become the Highlands Neighborhood included portions of a number of homesteads, including the following: Carl Nelson, Martin Clarke, Dorr Forbes and John Hctor (Source: “Our Foundering Fathers” by Arline Ely). These were located in the area south of NE 100th Street. The Spinney Homestead, for which the Park is named, extended south from the Juanita/Totem Lake area. The homesteads were generally engaged in logging and agriculture.

Boom Development Period – 1910 to 1930

A portion of the Highlands Neighborhood was included in the original 5,000-acre site of Peter Kirk’s development company: Kirkland Land and Improvement Company. The original plat extended north to about NE 95th Street. The current Highlands street layout reflects the original platting from 1890. The original street names were: 112th – Fir Street; 114th – Cedar Street; 116th – Sheffield; and NE 100th Street – Victoria Street. The present NE 87th Street was originally called Piccadilly and was the road to the mill near Forbes Lake. These original street names are now included on the bottom of the current street signs. Installing these signs was a joint project of the City and the Kirkland Heritage Society.

When Burke and Farrar, two Seattle developers, bought the remaining parcels of Kirk’s holdings in 1910, they replatted this area and extended the street system to the north. They also aggressively marketed lots in Kirkland. This was a “boom” time for Kirkland and the surrounding areas with the City’s population increasing from 532 in 1910 to 1,714 in 1930.

Recollections of Life in the 1920s, 1930s and Beyond

An interview with Annabel Jensen in the July 2003 Kirkland Courier article provides a view of life in the neighborhood during the 1920s and 1930s. The article notes: “116th and 112th (Sheffield and Fir) were gravel roads then. There was no 405 – Slater Avenue and NE 90th went through to upper Rose Hill. NE 85th was called the Kirkland-Redmond Highway. All the houses were on big lots, with gardens and orchards, dirt driveways, wells and outhouses.” She noted that all the kids worked during the summer picking raspberries and that it was a rare treat to go swimming in the lake. Marina Beach did not exist and “you had to push through the bushes to the water if you wanted to swim. Instead, everyone went to one of the resorts on Juanita Bay where there was ‘a nice sandy beach, a two story clubhouse with a dance floor upstairs and an amusement park in the summer with Dodge ‘Ems’ (bumper cars).”



She noted that there were three grocery stores within a stone's throw of the south part of Highlands. Leatha's Store, also called the Rose Hill Grocery, was on the southeast corner of NE 90th Street and 116th Avenue NE. "It had a gas pump and one of the only telephones around – so everyone came to use it." You picked up the receiver and asked the operator to place your call. Across the street was Acker's store that later became the Grange Hall, and was used for meetings, dances and voting. (The building still stands in 2005.) On the corner of NE 90th Street and 124th Avenue NE (Virginia Street) was Belt's store and a community center where they had dances, fairs, weddings and all types of community activities.

Students went to Rose Hill Grade School, which was located on 122nd Avenue NE just south of the Presbyterian Church on NE 90th Street. At one point, the school burned down and was rebuilt. At its peak about 150 kids went there. After Mark Twain Elementary and Peter Kirk Elementary schools were built, Rose Hill Grade School was no longer used as a school and was eventually torn down in the early 1990s. After completing grade school, students attended Kirkland Junior High, and then went on to Kirkland High School, both of which were located at the present site of Heritage Park in downtown Kirkland. As for how they got to school: "They walked, of course!"

Annexation to Kirkland

The Highlands was annexed to Kirkland in stages, beginning with the period after World War II. A section of the neighborhood from NE 100th Street to NE 104th Street and from the railroad right-of-way (now known as the Cross Kirkland Corridor) to 116th Avenue NE was annexed on December 15, 1947. Additional small areas were annexed in 1963; however, the majority of the neighborhood was annexed in 1967 (on May 15, 1967, and August 21, 1967) when I-405 was nearing completion. This consolidated all of the property west of I-405 into the City of Kirkland.

Construction of I-405

The idea for a bypass road to serve the growing population on the Eastside of Lake Washington started with the construction of Interstate 90 in 1940 when the engineers put in a two-lane overpass at I-90, where this future I-405 would be built. The overpass sat unused for 14 years until construction began in the 1950s. In the initial plans, the only access points to Kirkland from I-405 were those at Houghton (NE 68th Street) and to Juanita at Totem Lake (NE 124th Street). Due to complaints from the community regarding the limited connections, the Central Way (NE 85th Street) interchange was added to the project. An overpass across I-405 at NE 100th Street to provide emergency access as well as pedestrian and bicycle access between the North Rose Hill and Highlands neighborhoods was completed in 2002.

It has been reported that a number of homes that had been in the I-405 right-of-way were moved onto vacant lots in the Highlands Neighborhood. As far as is known, no comprehensive survey of those properties has been made.

Started in 1933, what would later come to be known as the Lee Johnson Chevrolet car dealership was originally located at the corner of Kirkland Avenue and Lake Street South. For a brief time, from 1964 to 1968, the dealership was located in the Highlands Neighborhood north of NE 85th Street to position itself near the existing two-lane highway that was replaced by I-405. That building was later moved and the current dealership was constructed in 1968 at the southeast corner of the Central Way/NE 85th Street I-405 interchange after the completion of the freeway.

Inventory of Historic Properties

In 1990, David Harvey conducted an initial survey of historic properties in the City of Kirkland. He identified four structures in the Highlands Neighborhood. In 1999 the City provided a grant to the Kirkland Heritage Society to conduct a professional inventory of properties that had initially been identified by the Society. One of the objectives of the 1999 inventory was to establish a ranking of the importance of the property. The 1999 inventory, done by Mimi Sheridan, identified 26 properties in the neighborhood and inventory forms were completed on 22 of them. Of these, five were assigned the highest priority – “Most Significant” – and six were assigned the second highest category of “Significant.” It should be noted that the inventory is a means to identify the community’s historic resources and that there is no regulatory impact on these properties.

Note: the Kirkland Heritage Society is the keeper of the 1999 inventory.

Goal H-1: Preserve features and locations that reflect the neighborhood’s history and heritage.

Policy H-1.1:

Provide markers and interpretive information at historic sites.

Providing this information will enable future residents to have a link with the history of the area. [See the Community Character Element of the Comprehensive Plan for historic resources goals and policies.](#)

Note: Only required with development permit for properties identified on list in Community Character Element of the Plan. None in Highlands are on the list, so this is voluntary action paid for by the owner/developer of the property or sponsored by community groups or the City.

4. NATURAL ENVIRONMENT

Goal H-2: Protect and improve the water quality in the Forbes Creek and Moss Bay basins.

Policy H-2.1:

Undertake measures identified in the Surface Water Master Plan to protect stream buffers and the ecological functions of streams, lakes, wetlands, and wildlife corridors and promote fish passage.

Note: The 2014 Surface Water Master Plan establishes priority capital projects and programs to protect and enhance water quality and habitat and reduce flooding.

The neighborhood is located within both the Moss Bay and Forbes Creek drainage basins (Figure H-21). Various small wetland areas and Moss Bay tributaries are located within the western portion of the neighborhood, and the ~~major tributary~~ main stem of Forbes Creek passes through the north end of Highlands. Together, these sensitive areas constitute a valuable natural drainage system that serves the drainage, water quality, wildlife and fish habitat, and open space needs of the neighborhood.

Cutthroat trout use all of the Forbes Creek stream sections downstream of Interstate 405. The main tributary of Forbes Creek crosses beneath the freeway in a culvert from the North Rose Hill neighborhood to Highlands. Within Highlands, downstream from the freeway in the wooded ravine, Forbes Creek is described as a hidden gem. Though the streambed is impacted by occasional high volume stormwater flows that it is forced to carry, the ravine section is vegetated with a fairly mature mixed forest and represents an unexpected, secluded, and little-known quality native habitat surrounded by the intensive human land uses of freeway, industry (to the north) and residential housing.

It should be a priority of the City and neighborhood to initiate and support efforts to enhance the biological integrity of these basins, such as promoting maintenance of native vegetation within buffers and providing continuous fish passage from Lake Washington to Forbes Lake and vicinity.



Trees provide visual relief and promote the natural setting integral to neighborhood identity.

Policy H-2.2:

Opportunities to improve the function and quality of stream segments adjacent to the Cross Kirkland Corridor within the Highlands section should be evaluated and considered during implementation of the Cross Kirkland Master Plan

Note: As funding becomes available, a Public Works capital project could be considered with the final CKC design.

The water quality and quantity characteristics in the Peter Kirk Elementary stream tributary of the Moss Bay Basin near the school appear to be decent although analysis has not been conducted. The quality of water in this stream contributes to the quality of water in Lake Washington. The feasibility of relocating the stream out of the ~~railroad~~-Cross Kirkland Corridor ditches upstream of the school and moving it farther away from the railroad into a more natural channel with native vegetation and reintroduction of cutthroat trout into the stream are opportunities worth investigating.

Policy H-2.23:

Develop viewpoints and interpretive information where appropriate on property around streams and wetlands if protection of the natural features can be reasonably ensured.

Providing education about the locations, functions, and needs of sensitive areas will help protect these features from the negative impacts of development and could increase public appreciation and stewardship of these areas. When appropriate, the placement of interpretive information and viewpoints will be determined at time of development on private property or through public efforts on City-owned land.

Note: signs may be required as a condition of development permit approval for properties containing sensitive areas. Land use permit applications and building permits may be tracked on the City website by neighborhood at [Kirkland Interactive Mapping Portal - Maps.Kirklandwa.Gov](http://KirklandInteractiveMappingPortal-Maps.Kirklandwa.Gov). Also, search sensitive area (SAR) cases at <https://permitsearch.mybuildingpermit.com/>

Goal H-3: Preserve, protect, and properly manage the urban forest, which contributes to the forested nature of the Highlands Neighborhood.

Policy H-3.1:

Enhance and protect the tree canopy.

Note: Adopted in 2006, the City has specific Zoning requirements regarding tree retention and removal. Outreach to educate tree companies about Kirkland requirements is on the urban forestry work program.

As discussed in the Environment Element, it is important to increase this valued tree canopy; therefore, additional trees are desired and encouraged to be planted on private property, and within public parks and rights-of-way. The incremental removal of trees over time degrades the stability and function of tree groves. In order to maintain a city-wide tree canopy coverage of 40 percent, tree management regulations in the Kirkland Zoning Code require a minimum tree cover to be provided when new development occurs on private and City owned property.

Policy H-3.2:

Encourage the preservation and proper management of trees adjoining I-405 and the ~~railroad~~Cross Kirkland Corridor (CKC).

These trees provide a buffer for neighboring development from the freeway and ~~railroad~~CKC impacts.

Note: WA State Dept of Transportation determines tree retention in the I-405 corridor, which they manage. The City can influence the outcome, but as the freeway is widened, there is less tree preservation flexibility.

Goal H-4: Protect potentially hazardous areas, such as, landslide, erosion, and seismic areas, ~~through limitations on development and maintenance of existing vegetation~~ in accordance with geotechnical analysis.

Policy H-4.1:

Encourage clustered development on slopes with high or moderate landslide or erosion hazards (~~Figure H-3~~).

Clustering development is encouraged on properties constrained by ~~these~~ hazard areas identified in Figure H-2 ~~is encouraged~~ in order to retain the natural topography and existing vegetation and to avoid damage to life and property. One way to accomplish clustering is through a Planned Unit Development, where retaining open space and the existing vegetation is a public benefit. On properties similarly constrained at the north end of Highlands, development was clustered to preserve the natural vegetation and minimize land surface modification.

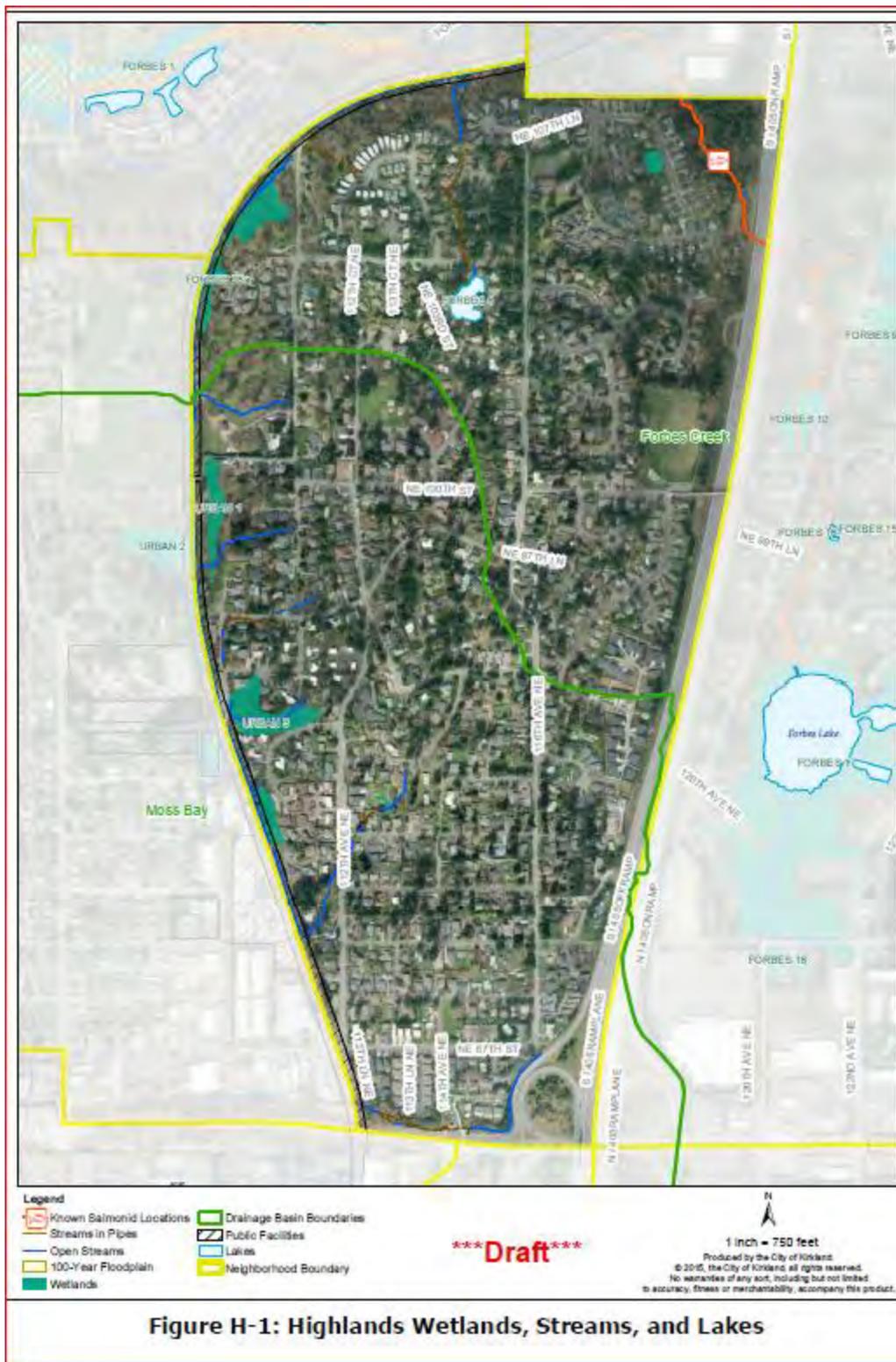
Note: A PUD is a type of development and process that is innovative or otherwise beneficial but does not strictly comply with zoning requirements. It is a voluntary option. Geotechnical analysis is required on high and moderate landslide areas to identify measures to reduce the risk of slope instability to protect life and property. Clustering is one technique that may be recommended by the analysis. To achieve clustering the development may need to modify zoning standards, and thus a PUD may be appropriate.

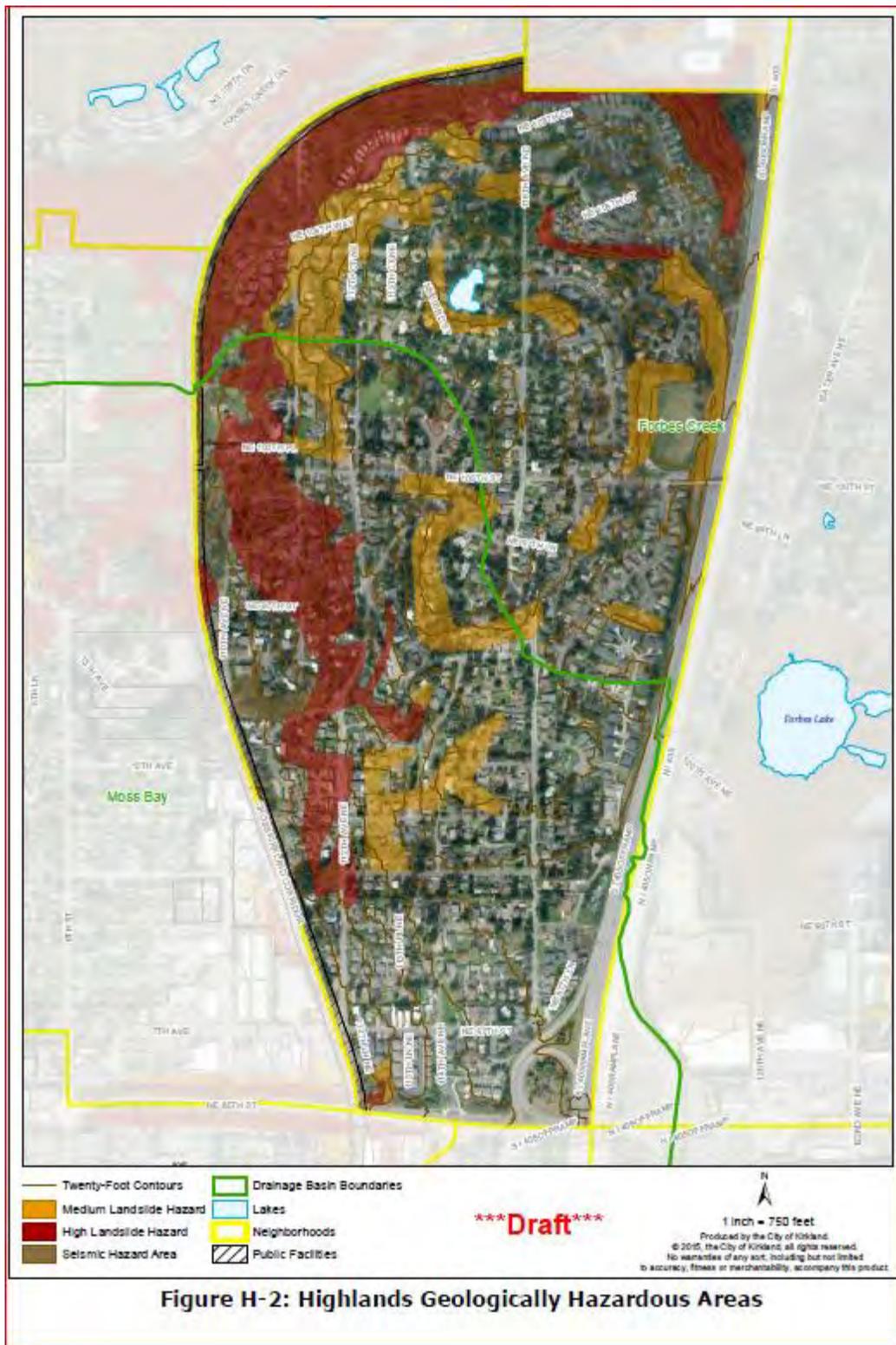
Goal H-5: Protect wildlife throughout the neighborhood.

Policy H-5.1:

Encourage creation of backyard sanctuaries for wildlife habitat in upland areas.

People in Highlands have opportunities to attract wildlife and improve habitat on their private property by providing food, water, shelter, and space for wildlife. The City, the State Department of Fish and Wildlife, and other organizations and agencies experienced in wildlife habitat restoration can provide assistance and help organize volunteer projects.

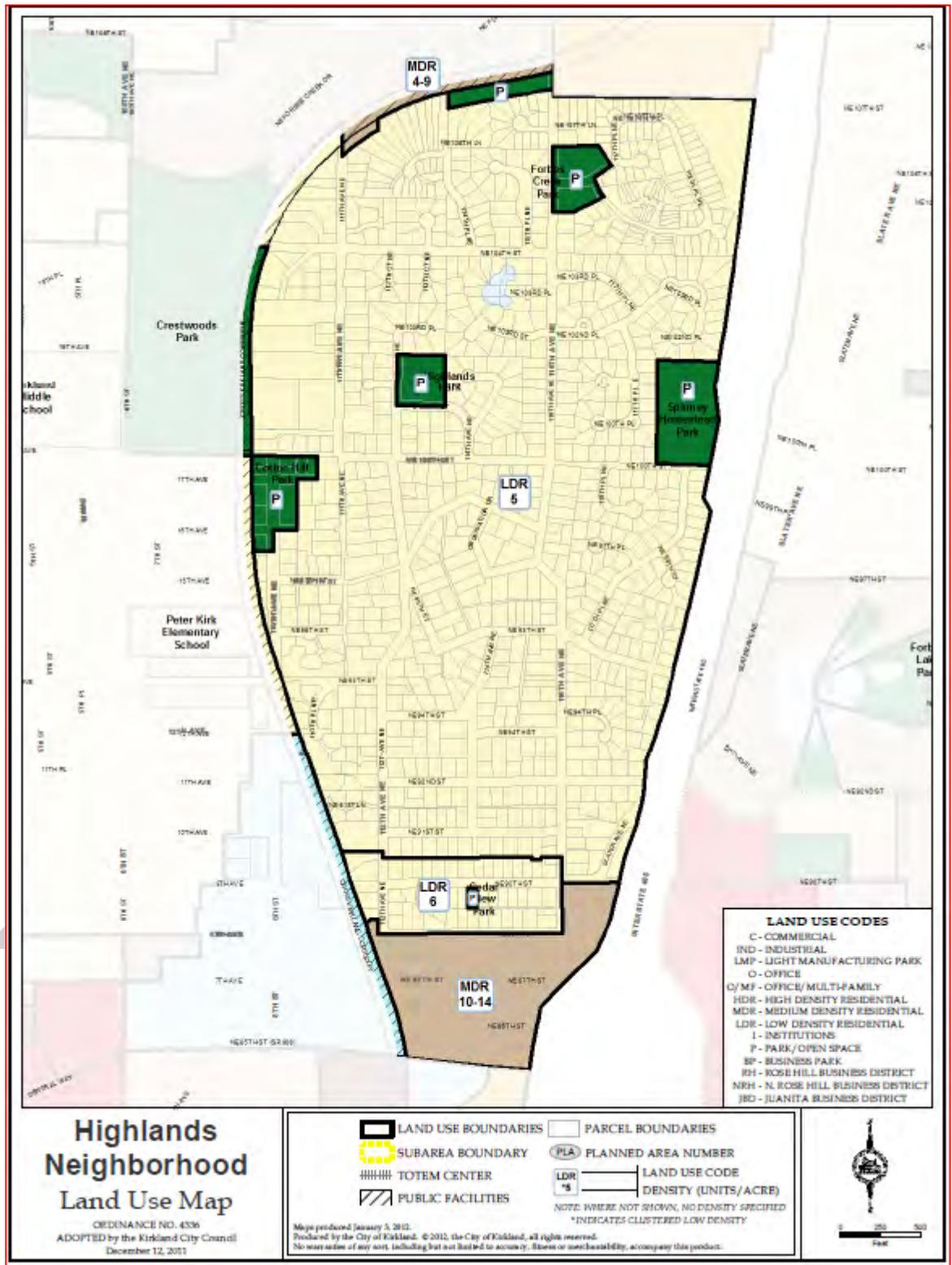




5. LAND USE AND HOUSING



Highlands is a well-established neighborhood that has predominantly low-density (five to six dwelling units per acre) single-family residential development throughout the northern and central areas of the neighborhood, with a medium-density multifamily zone at the south end. The land use is residential or parks and open space, and there are no commercial areas or schools located within Highlands. (Figure H-43)



Goal H-6: Promote and retain the residential character of the neighborhood and encourage a variety of housing styles and types to serve a diverse population.

Policy H-6.1:

Maintain the predominant detached single-family housing style in the Highlands Neighborhood.

The predominant housing style in the neighborhood is the traditional detached single-family home.

Policy H-6.2:

Allow innovative residential development styles and techniques as permitted by Citywide regulations when specific public benefits are demonstrated.

~~Public benefits are increased protection of hazardous areas, affordable or lower cost housing, or housing choice. Clustering on landslide and erosion hazard areas is encouraged by Policy H 4.1. It is important to provide The provision of housing options for a wide spectrum of income levels and lifestyles is also an important value to support and encourage. Rising housing prices and changing demographics throughout the City and region require strategies to promote alternative housing. Low impact development, Cottage cottage, compact single-family, attached, accessory dwelling units, and clustered dwellings may also be are appropriate throughout the neighborhood consistent with City-wide policies subdivision and zoning regulations. These techniques can also allow for more environmentally sensitive site planning by concentrating development on the most buildable~~

Note: City has adopted various innovative housing incentives since 2006. Low impact development (LID) is an innovative housing technique identified in the City's Surface Water Master Plan and the National Pollutant Discharge Elimination System, Phase II Program (NPDES). LID techniques are intended to address surface water impacts on streams and wetlands and ultimately Lake Washington. LID is a major component of the current City of Kirkland NPDES permit, and development codes will be revised to include more robust LID requirements by 2017.

Note: Adopted in 2009, zoning requires that 10% of units in multi-family residential developments of 4 units or more are affordable to persons of low and moderate income.

portion of a site while preserving natural drainage, vegetation, and other natural features. Building and site design should be compatible with the existing single-family character of the neighborhood.



An example of a detached accessory dwelling unit.



Multifamily housing can provide the public with benefits of housing choice and affordability to Highlands residents.

Policy H-6.3:

Encourage medium-density multifamily development as a transition between low-density residential areas in Highlands and more intensive land use development to the **west and south** of the neighborhood. ...

The southern area of Highlands is currently zoned for multifamily at a density of 12 dwelling units per acre. The area has not been developed to its full capacity under this zoning, and has the potential to provide more multifamily units within this portion of the neighborhood.



6. TRANSPORTATION

TRANSIT

The Highlands Neighborhood is served by Metro Transit, Route 238 that travels east/west along NE 87th Street and north/south along 114th Avenue NE, providing service through two of the three access points of

~~the neighborhood. Metro Route 238 also offers limited service to Highlands students attending Lake Washington High School. This route runs once in the morning and afternoon into the center of the neighborhood along 116th Avenue NE, NE 100th Street, and 112th Avenue NE. There is school bus transportation provided within the neighborhood to kindergarten children only. Metro transit provides service to high school students.~~

STREETS

Highlands has limited access. Within Highlands, the circulation pattern is a grid. Maintenance and enhancement of this ~~grid~~ system will promote neighborhood mobility and will provide for equitable distribution of traffic on neighborhood streets. The streets that compose this grid network consist of collectors and local streets; there are no minor or principal arterials within Highlands. ~~See the description below and~~ Figure H-54 maps the Highlands street network. Street classifications are described in the Transportation Element and Kirkland Zoning Code.

There are three vehicular access points to the neighborhood that are all located within the southern ~~region portion~~ of the neighborhood: ~~a.)~~ 114th Avenue NE from NE 85th Street (access from south); ~~b.)~~ NE 87th Street (access from west); and ~~c.)~~ 12th Avenue/110th Avenue NE (access from west). The latter two cross the ~~railroad right of way~~ Cross Kirkland Corridor for access to the neighborhood. There are gates and signals at NE 87th Street and a grade crossing with passive warning devices at the 12th Avenue/110th Avenue NE neighborhood access point.

Note: throughout the Highlands Plan references to the Cross Kirkland Corridor replace the railroad.

A fourth access point is an overpass bridge over Interstate 405 at NE 100th Street for emergency vehicles, bicycles, and pedestrians. This overpass ~~also~~ links the Highlands neighborhood with the North Rose Hill neighborhood.

~~Neighborhood Collectors: Numerous streets within the grid network of Highlands serve as neighborhood collectors. These streets connect the neighborhood to the arterial system and provide primary access to adjacent uses. Design standards for these streets call for two traffic lanes, a parking lane, curb, gutter, sidewalk, and landscape strip.~~

~~112th Avenue NE, north of NE 87th Street is a collector street up to NE 100th Street. It provides access to the western portion of Highlands.~~

~~110th Avenue NE is one of the three access routes into Highlands, connecting west to 12th Avenue across the railroad right of way.~~

Note: Current descriptions of the street system are eliminated, since standards are described in the Kirkland Zoning Code.

116th Ave NE, north of NE 87th Street, is unique as the only collector street that runs the entire length of the Highlands neighborhood from north to south. Extension of the sidewalk on the east side of 116th Ave NE, from NE 100th Street south to NE 95th Street, is a funded project.

Note: Sidewalk improvement completed.

~~NE 100th Street is a collector street between 112th and 116th Avenues NE.~~

~~NE 97th Street is a collector street for two blocks, from 110th Avenue NE to 112th Avenue NE.~~

~~NE 87th Street is a collector street that provides access into the neighborhood from the west across the railroad right-of-way.~~

~~114th Avenue NE is a collector that is an access route into Highlands north from NE 85th Street.~~

Goal H-7: Maintain limited vehicular access to and from the neighborhood.

Policy H-7.1:

Provide road improvements as needed on the three access routes into Highlands.

~~The Capital Improvement Plan for 2006-2011 identifies improvements to the intersection at NE 85th Street and 114th Avenue NE. These improvements include an increase of an additional left-turn lane so that there will be two left-turn lanes on southbound 114th Avenue NE to turn east onto NE 85th Street. There will continue to be one lane southbound on 114th Avenue NE for travel either straight or turning right. The intersection will also receive any needed improvements, such as sidewalks and walls, to accommodate the increased roadway width.~~

Note: Improvements to 114th Avenue NE are completed

~~At present eastbound traffic on NE 85th Street turns left at 114th Avenue NE to enter Highlands. Current traffic volumes turning left into Highlands do not warrant at this time a left-turn phase; however, this could be considered in the future if needed.~~

Goal H-8: Manage traffic impacts within the neighborhood to enhance neighborhood mobility and provide for more equitable distribution of traffic on neighborhood streets.

Policy H-8.1:

Monitor existing traffic calming measures and provide additional measures as needed.

The southern region of Highlands receives more traffic volumes due to the southern location of the three neighborhood access points. Current traffic calming measures within the neighborhood include speed cushions. Additional measures should be developed as needed in cooperation with the Fire Department to accommodate emergency response needs and times.

Policy H-8.2:

Explore the possible extension of NE 104th Street (Figure H-65) as infill development occurs in this area.

An anticipated extension could be considered with future infill to provide better mobility through this portion of the neighborhood. Since sensitive area features are located nearby, the exact location will be determined at time of development during the permit process, when feasibility can be evaluated. If a vehicle extension is not required or is not feasible, pedestrian and bicycle connection still should be pursued.

Goal H-9: Avoid development of unimproved rights-of-way impacted by sensitive areas.

Policy H-9.1:

Maintain 110th Avenue NE, north of the existing street at ~~NE 98th Street Avenue NE~~, as an unimproved right-of-way.

This unimproved right-of-way is impacted by sensitive areas and runs through Cotton Hill Park and should remain in its natural condition.

PEDESTRIAN/BICYCLE CIRCULATION

The existing Active Transportation Plan (ATP) maps most of the planned bicycle and pedestrian infrastructure planned for a 10-year horizon. Those projects mapped in the Highlands NE neighborhood plan not shown in the ATP will be added during periodic updates to the ATP. Figures H-7-6 and H-8-7 show the existing and ~~planned-desired bicycle-pedestrian~~ and ~~pedestrian-bicycle~~ infrastructure in the Highlands neighborhood.



City policy requires that all through streets have pedestrian improvements. Generally, these improvements include sidewalks, curbs, and landscape strips. As new development occurs, pedestrian improvements are usually installed by the developer. In developed areas, the City should identify areas of need and install sidewalks through the capital improvement budget process. Pedestrian and bicycle infrastructure and access are important within this neighborhood, particularly to youth, due to limited transit and school bus routes. The proposed pedestrian improvements (Figure H-8-6) include those streets identified as school walk routes.

Bicycles are permitted on all City streets. Those routes identified for proposed bicycle improvements are shown on Figure H-7. Improvements may include a shared roadway, a designated bike lane with a painted line, or a shared use path for bicycle and pedestrian use.

Goal H-10: Encourage mobility and the use of nonmotorized transportation by providing appropriate facilities for pedestrians and bicyclists throughout the Highlands neighborhood and between neighborhoods.

Note: City is working on map to show public trail easements on private property.

Policy H-10.1:

Enhance and maintain pedestrian and bicycle infrastructure within the Highlands neighborhood, especially on routes to schools and activity nodes.

Note: City prioritizes funding for non-motorized projects based upon: safety concerns, school walk routes, CKC connection, cost, grant \$ availability, if already sidewalk on one side of street, near transit routes, public comment, & 10-minute neighborhood.

The following streets should be improved with sidewalks, curbs, gutters, landscape strips, and bicycle improvements along their entire length:

116th Avenue NE serves as an important north-south spine through the length of the neighborhood with direct access to Forbes Creek Park and access only two blocks off this route to three neighborhood parks: Highlands Park, Spinney Homestead Park, and Cedar View Park. It also connects with two access routes from the west and south into the neighborhood. A sidewalk is completed along most of the east side of the street. An asphalt walkway provides a temporary sidewalk on two southern portions.



NE 100th Street ~~is designated as a Priority One route in the Active Transportation Plan and~~ serves as an east/west link between Redmond and the waterfront in Kirkland. At Interstate 405, there is the NE 100th Street overpass, which provides emergency vehicle access and a pedestrian and bicycle route to link the Highlands and North Rose Hill neighborhoods. It serves as an important connection between the two north-south collectors of 116th Avenue NE and 112th Avenue NE and is used by students as a route to Kirkland Junior High School. A sidewalk is completed on the south side of the street.

NE 97th Street is a designated school walk route to Peter Kirk Elementary, and sidewalks are needed on both sides to improve passage for children. A sidewalk exists on the south side of the street between 110th Avenue NE and 112th Avenue NE.

NE 87th Street ~~is designated as a Priority One route in the Active Transportation Plan,~~ provides access into Highlands at the railroad tracks, and connects with a second neighborhood access point at NE 114th Street. It also serves as an important connection between the two north-south collectors of 116th Avenue NE and 112th Avenue NE. As a route with high volume of vehicular traffic, it is important that the bicycle and pedestrian infrastructure be improved to meet the need for nonmotorized access into the neighborhood. Between 112th and 116th Avenue NE sidewalks are located along both sides of NE 87th Street, except a portion east of 114th Avenue NE, where it is only along the north side of the street.

112th Avenue NE should be improved with sidewalks, curbs, gutters, landscape strips, and bicycle improvements between NE 87th and NE 100th Street. This collector street runs north-south in the western part of Highlands, and is a designated school walk route, with access off this route to Peter Kirk Elementary. Except for a section between 87th Street and NE 90th Street, a sidewalk has been completed along the west side of 112th Avenue NE to 100th Street.

Policy H-10.2:

Promote greater pedestrian and bicycle connection between the Highlands and North Rose Hill and South Juanita neighborhoods.

Provide a nonmotorized connection across Interstate 405 at NE 90th Street as outlined in the Active Transportation Plan. Given the limited access points into Highlands, it is important to increase the neighborhood's connectivity with adjacent neighborhoods. A second overpass across Interstate 405 would help achieve greater connectivity to the North Rose Hill neighborhood.

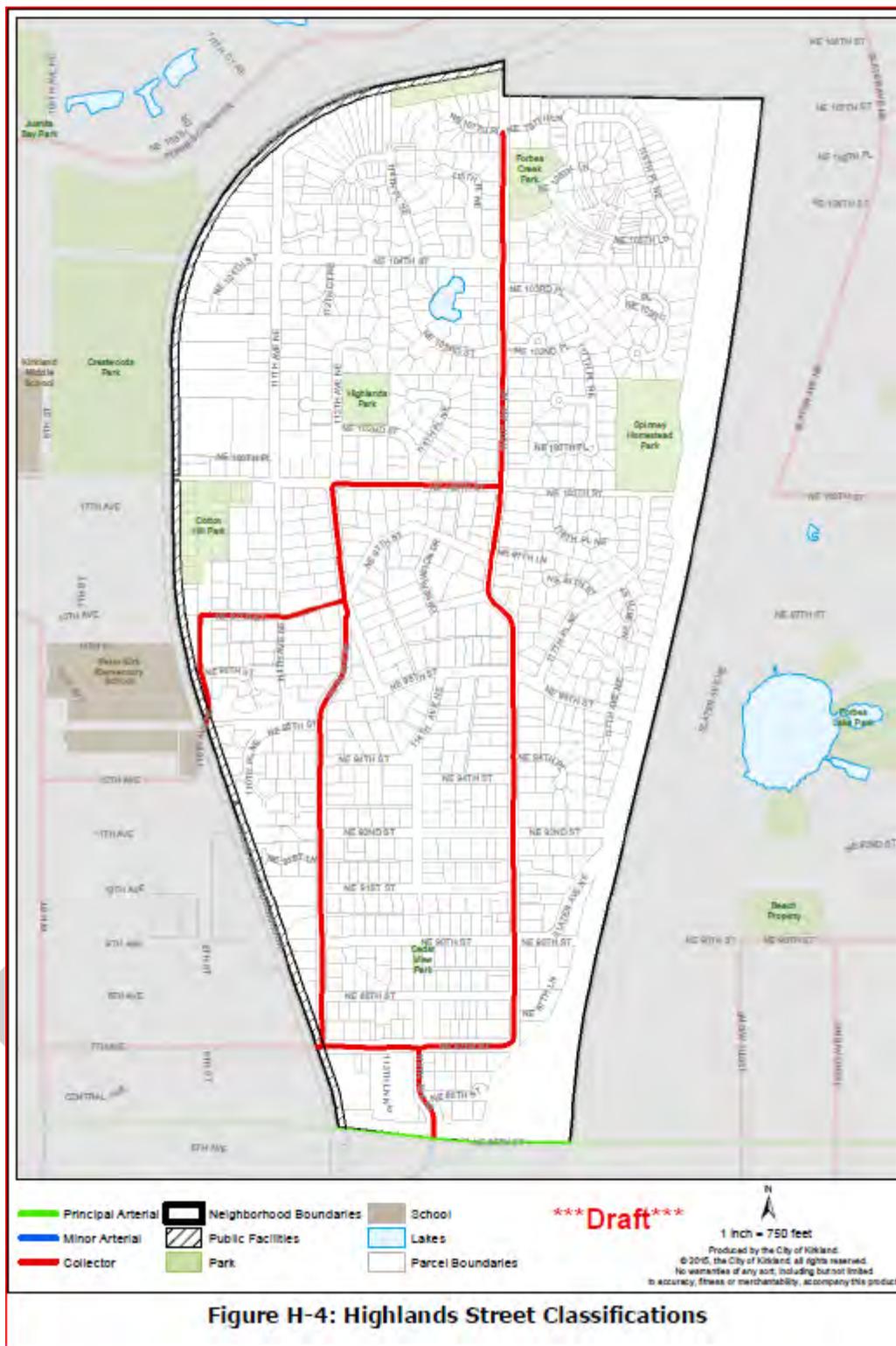
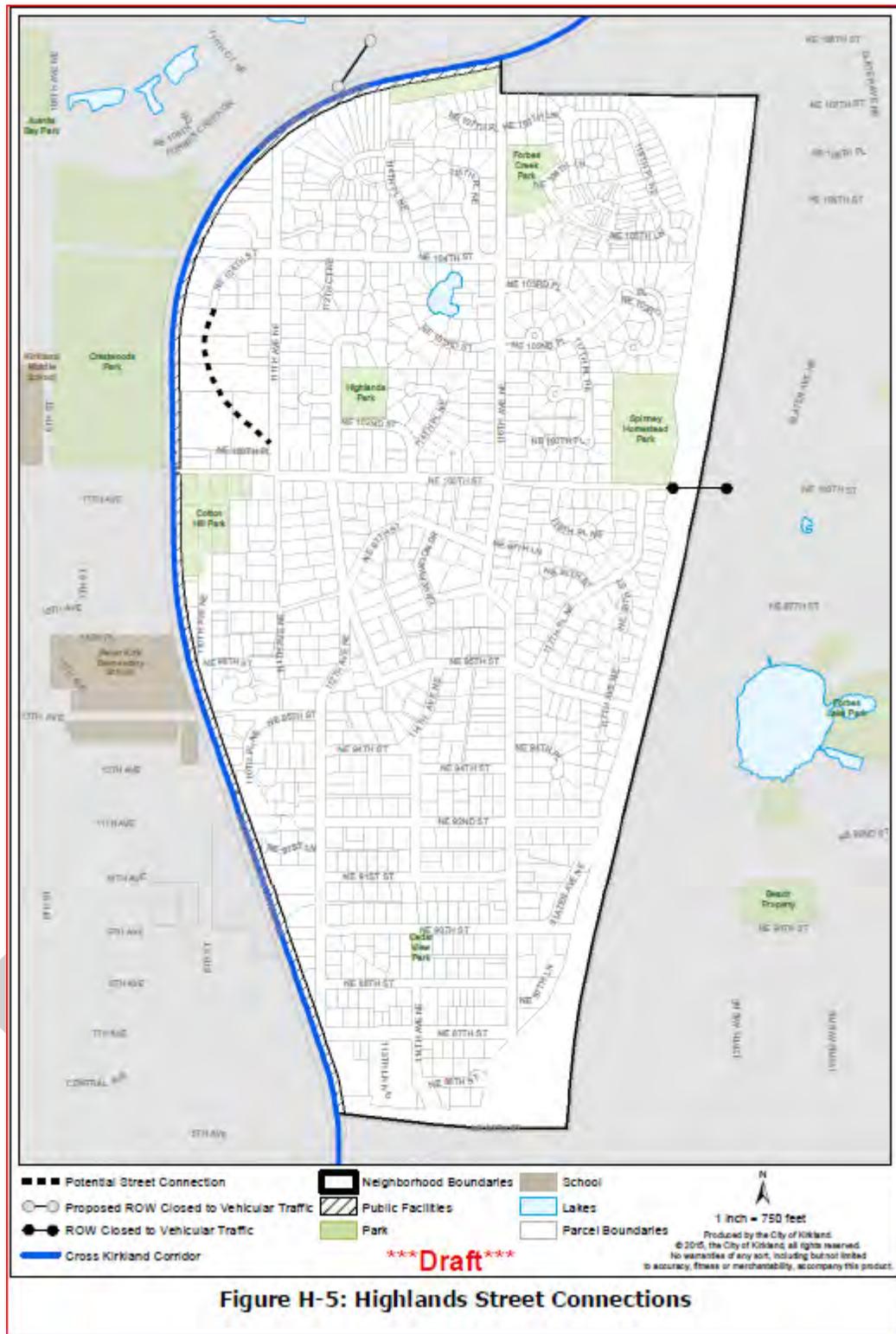


Figure H-4: Highlands Street Classifications



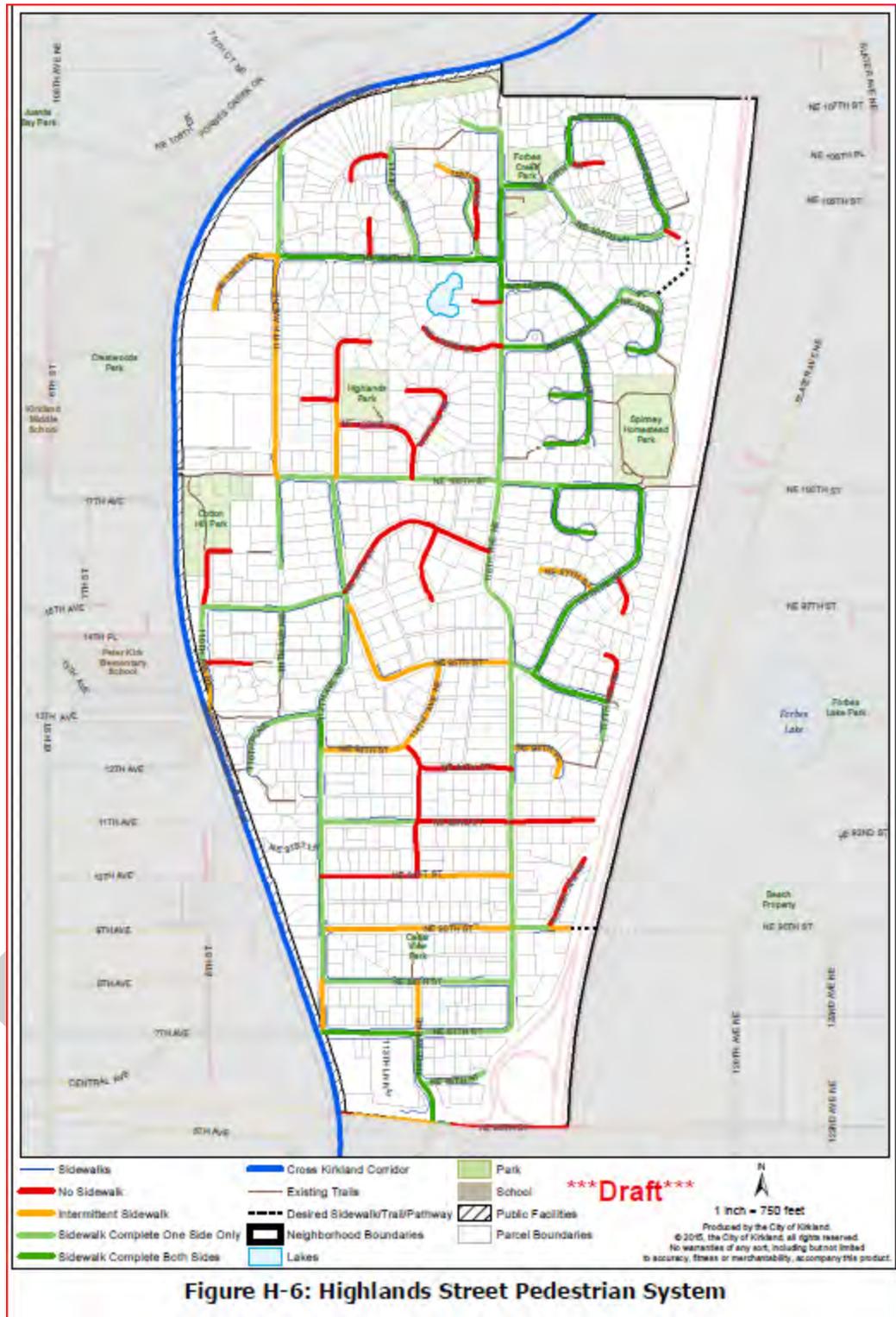


Figure H-6: Highlands Street Pedestrian System





The existing Emergency and Nonmotorized Overpass at NE 100th Street provides a connection between Highlands and the North Rose Hill neighborhood.

Explore the possibility of an emergency access route with pedestrian and bicycle access ~~across the railroad right of way~~ to Forbes Creek Drive at the northern border of Highlands (Figure H-6). ~~The City should work with the owner of the railroad to provide a~~ The City should consider ~~An~~ emergency only access route at the northern border of Highlands to improve emergency vehicle response time and ~~to promote~~ connectivity for pedestrians and bicyclists ~~to the north~~.

Note: The Fire Department continues to identify an emergency only route between Highlands and South Juanita as a high priority potential project in 2012 Strategic Plan and 2014 Standards of Coverage and Deployment Plan. Also see Policy H-12.1.

Policy H-10.3:

Develop off-street trails for recreational use to promote greater connectivity within Highlands and to adjacent neighborhoods and areas.

Develop ~~a shared use path along the railroad right of way~~ Cross Kirkland Corridor (CKC) as proposed ~~within the Active Transportation Plan (ATP) in the Cross Kirkland Corridor Master Plan. The proposed shared use path along the railroad right of way for bicyclists and pedestrians~~ The Corridor is part of a larger bicycle and pedestrian trail network to link neighborhoods within Kirkland and to other cities. ~~This route has been identified within the ATP as a Priority One corridor.~~

With development, redevelopment or platting, public pedestrian and bicycle access easements should be provided for properties adjacent to the CKC consistent with the CKC Master Plan and the Parks, Recreation and Open Space (PROS) Plan.

Note: added to be consistent with Cross Kirkland CKC and PROS Plans.

Expand the existing off-street trail network as opportunities arise with infill development because nonmotorized connections within Highlands and to adjacent areas are important to residents.

7. OPEN SPACE/PARKS

Within Highlands, there are a number of park and open space opportunities dispersed throughout the neighborhood. These parks and open spaces offer the benefits of passive and active recreation and serve a vital role in protecting sensitive and natural areas. They are briefly described below and mapped shown in Figure H-9 the Parks, Recreation and Open Space Element.

Forbes Creek Park is a two-acre neighborhood park that was created as part of a Planned Unit Development and is located on 116th Avenue NE and NE 106th Lane. It was deeded to the City in 1981. It offers opportunities for active recreation through two unlighted tennis courts, one outdoor basketball court, and a children's playground. There are also open lawn areas and pedestrian paths.

Cotton Hill Park is an ~~undeveloped~~ two-acre parcel located at the end of 110th Avenue NE at approximately NE 98th Street. It is within a sensitive area containing deciduous and evergreen trees and wetlands. ~~Due to the presence of this sensitive area, the right of way within this area should remain undeveloped~~ The park features trails and environmental interpretive signs.



Highlands Park is ~~the oldest established public park within the neighborhood. This a~~ 1.4-acre park ~~which offers striking views of Lake Washington and the Olympic mountains. There are~~ The park includes an open space lawn area, and opportunities for active recreation at this park: picnic tables, a children's playground, basketball court, and a baseball softball playfield with backstop.



Spinney Homestead Park is a seven-acre ~~neighborhood~~ park located at NE 100th Street, ~~and approximately 117th Place NE,~~ just west of Interstate 405. The park ~~has includes~~ a large open lawn area ~~that is used by youth Little League and soccer teams for organized practice by youth sports teams and for informal recreation activities by neighborhood residents.~~ The park also has a children's playground, paved loop, ~~trail and 40-stall small~~ parking lot. The pedestrian and bicycle overpass across Interstate 405 at NE 100th Street connects Highlands with the North Rose Hill neighborhood and provides access to Spinney Homestead Park by those residents.

Cedar View Park is a small neighborhood park of 0.17 acres located at 11401 NE 90th Street. It consists of a small picnic area and playground equipment ~~and is the most recently acquired park in Highlands.~~

A 1.53-acre public open space tract owned jointly by the homeowners within the Highland Creste development is located adjacent to the ~~railroad right-of-way~~ Cross Kirkland Corridor (CKC) at the northern boundary of the neighborhood. Trail access along 116th Avenue NE to the residential area to the south adjoins this parcel. ~~There may be potential for further development of this open space as a park when the proposed shared-use path along the railroad right-of-way is developed~~ The open space has the potential to support and enhance future development of the CKC.

Goal H-11: Seek opportunities to improve existing parks and open space in the neighborhood.

Policy H-11.1:

Explore the possibility of a neighborhood-gathering place.

At present, there are no community buildings or schools within Highlands and, therefore, no community meeting places. Instead, Peter Kirk Elementary school serves this purpose. It is encouraged that the open spaces and parks within Highlands be explored as a possible and suitable location for a neighborhood-gathering place (e.g., picnic shelter).

Policy H-11.2:

Enhance parks facilities within Highlands neighborhood.

Explore improving drainage at Spinney Homestead Park, adding more play structures at Cedar View Park, and improving the facility at Highlands Park to benefit neighborhood residents. See the Park, Recreation and Open Space (PROS) Plan for further details.

Note: neighborhood gathering place (i.e. picnic shelter) will be considered as part of upgrades to Spinney Homestead Park depending on community priorities and budget in 2014/2015 CIP.

Note: Eliminate the following Parks and Open Space map to avoid redundancy with a new citywide map being added to the Park, Recreation and Open Space Element.

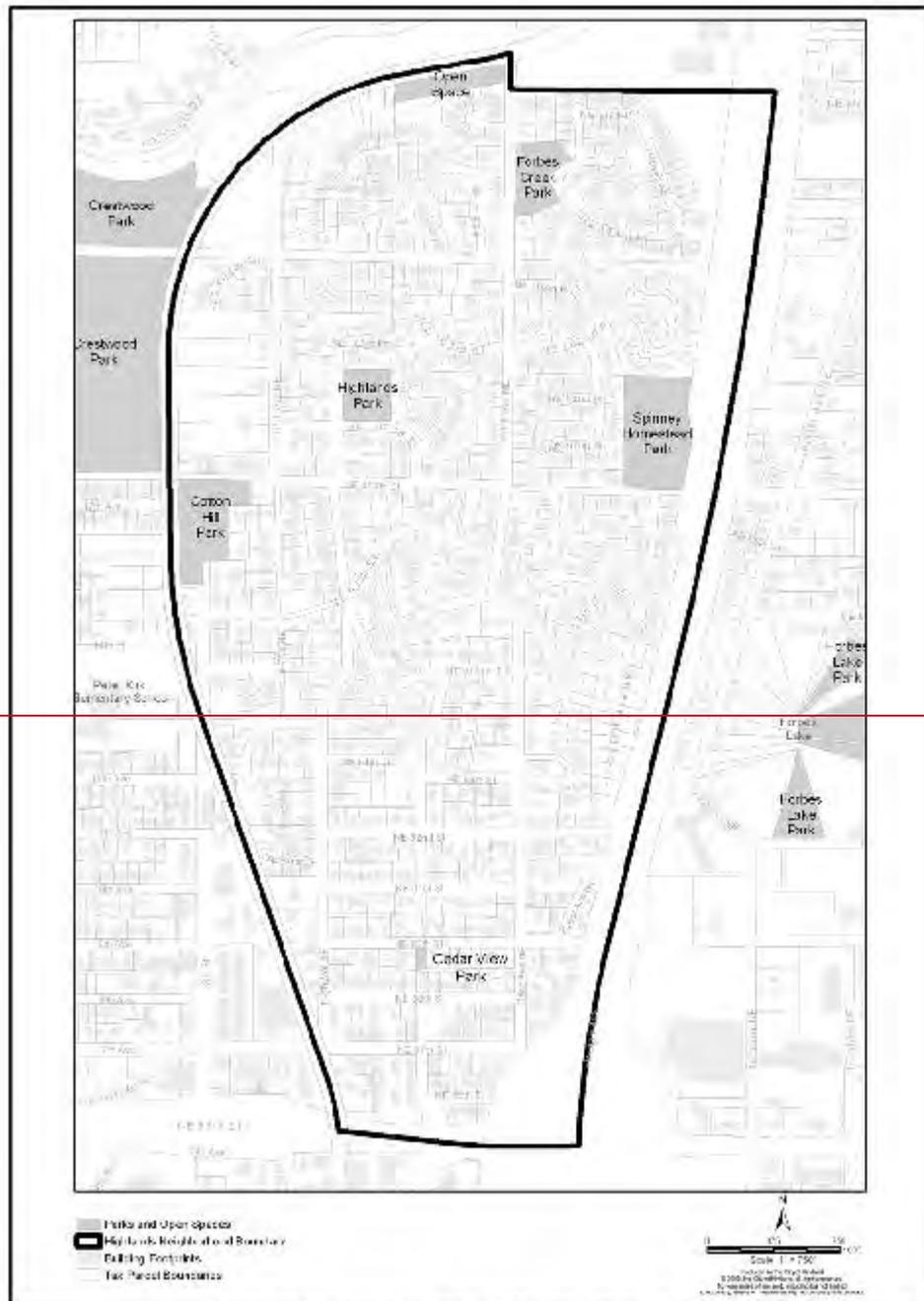


Figure H-9: Highlands Parks and Open Spaces

8. PUBLIC SERVICES/FACILITIES

Goal H-12: Provide enhanced emergency service to the northern region of the Highlands neighborhood.

Policy H-12.1:

Provide enhanced emergency service (fire and police) through possible access across the ~~railroad right-of-way~~ Cross Kirkland Corridor at 111th Avenue NE to improve response time.

Note: this project is on the 20-year transportation project list as an unfunded non-motorized project. State law requires two fire response teams.

Fire Station 21, located at the corner of Forbes Creek Drive and 98th Avenue NE, serves the northern region of Highlands. Responders must travel south to 7th Avenue or NE 85th Street to enter the neighborhood and then travel back north. Since ~~the national standard state law for~~ requires fire response is to have two fire response teams on site before entering the building for firefighting, the first team to respond must await the arrival of a second engine. An emergency only access ~~across the railroad right-of-way to Forbes Drive~~ (similar to the emergency-only activated access at NE 100th Street and at 98th Avenue NE) would save approximately three to five minutes in response time from Station 21 to the northern area of Highlands. An emergency access to the north would also allow another way for emergency crews to exit the neighborhood to respond to other calls. Emergency response vehicles currently utilize the NE 100th Street in this manner. The reduced response times would also affect those calls in the neighborhood for emergency medical response saving three to five minutes on medical calls, such as heart attacks and strokes.

~~Shared pedestrian~~ Pedestrians and bikes ~~access~~ could utilize an emergency route (see Policy H-7.1). While emergency access is supported by the neighborhood, general vehicular access is not.

Addition or alteration of access to Highlands through this area would cross Forbes Creek. Any work should be coordinated with planned habitat restoration projects detailed in the City's Surface Water Master Plan ~~Update~~.

~~*Goal H-13: Ensure that water and sewer service is provided to new development.*~~

~~***Policy 13.1:***~~

~~Provide potable water and sanitary sewers to new development in accordance with the Water Comprehensive Plan and the Sanitary Sewer Comprehensive Plan. New development is required to install water and sewer service as a condition of development.~~

Note: Requirements for sewer not specific to Highlands and already in Utility Element. Delete to eliminate redundancy.

9. URBAN DESIGN

Goal H-14: Preserve public view corridors from the neighborhood, especially those facing west to Lake Washington and the Olympic mountains.

Policy H-14.1:

Preserve the views of Lake Washington and the Olympic mountains from NE 104th Street, 112th Avenue NE, and 116th Avenue NE. (Figure H-108)

View corridors that lie within the public domain are valuable for the beauty, sense of orientation, and identity that they impart to neighborhoods. The Highlands public view corridors are to be preserved and enhanced for the enjoyment of current and future residents. One means of this may be the undergrounding of utilities.

Note:
Undergrounding of utilities occurs with development – per Kirkland Zoning Code .



Goal H-15: Provide streetscape, gateway and public art improvements in the neighborhood that contribute to enhanced visual quality and a sense of neighborhood identity.

Policy H-15.1:

Use public and private efforts to establish and improve gateway features at the locations identified in Figure H-10.

Improvements, such as landscaping, signs, public art, structures, or other features, could be included at neighborhood gateways to provide a sense of neighborhood identity. Three neighborhood association kiosks, located near the entrance points to the neighborhood at 116th Avenue NE, 112th Avenue NE, and 110th Avenue NE, may also benefit from additional landscaping.

Policy H-15.2:

Provide streetscape enhancement of pedestrian lighting and landscaping along NE 87th Street between the railroad right-of way and 116th Avenue NE.

An important entrance to Highlands is along NE 87th Street. It can offer greater neighborhood identity and an improved pedestrian environment through streetscape improvements.

Goal H-16: Promote high-quality residential design by establishing building and site design standards that apply to new multi-family residential development.

Policy H-16.1:

Establish building and site design standards that apply to all new, expanded, or remodeled multifamily buildings consistent with City-wide policies.

Building design standards should address building scale, mass, materials, and entries; service areas; roof treatments; pedestrian-oriented frontage; and relationship to adjacent land uses.

Site design standards should address building placement on the site; site access and on-site circulation by vehicles and pedestrians; site lighting; landscaping, including that for parking lots; signs; preservation of existing vegetation; and buffers between multifamily developments and single-family housing.

Note: there currently are no multi-family design standards outside of business districts. Since 1999, single family zoning regulations address the building mass in relation to the lot size (i.e.FAR regulations).



Figure H-8: Highlands Urban Design Features

DRAFT NORTH ROSE HILL PLAN: STRIKEOUTS/UNDERLINES

Yellow text boxes note information that explains proposed changes to the plan.

1. NORTH ROSE HILL OVERVIEW

The North Rose Hill neighborhood ~~is the area lying lies~~ between Interstate 405 and 132nd Avenue NE bordering Redmond. It is bounded by NE 85th Street on the south and NE 116th Street, Slater Avenue NE, and NE 123rd Street on the north (see Figure NRH-13).

Most of the area is developed, but there remain significant tracts of developable land. The land use pattern is relatively well established. Low density residential uses are predominant in the neighborhood, while commercial uses are concentrated along its north and south boundaries in the North Rose Hill Business District and in the NE 85th Street Subarea.

Also known as the Rose Hill Business District, the NE 85th Street Subarea straddles both the North and South Rose Hill Neighborhoods along their shared neighborhood boundary at NE 85th Street. See the NE 85th Street Subarea Plan for more information about the commercial corridor.

Along its northern boundary, a portion of the North Rose Hill Neighborhood Business District is within the Totem Lake Urban Center, which is the major employment, retail and service center in the City. For more information about the Totem Lake Urban Center see the Totem Lake Business District Plan.

The last update to the North Rose Hill Neighborhood Plan occurred in 2003, adopted by Ordinance 3889, with an update in 2015 as part of the citywide Comprehensive Plan update as required by the Growth Management Act (GMA).

Note: The Land Use Map is revised to identify the boundaries of the Totem Lake Urban Center, including the proposed inclusion of the Lake Wa Institute of Technology.

2. VISION STATEMENT

The North Rose Hill neighborhood is a vital and growing residential neighborhood. Since its annexation from King County in 1988, the North Rose Hill neighborhood has transitioned from a semi-rural to a suburban community while retaining or enhancing features that keep it attractive and vibrant.

The natural setting of the neighborhood with Forbes Lake and its associated wetlands, streams, and open space associated with an extensive system of parks, is protected and enhanced.



Wetlands, streams, wildlife habitat and natural areas are important features of the neighborhood and contribute to the overall well-being and quality of life.

The extension of sewer service and management of the stormwater system have improved the water quality in the Forbes Creek Basin.

Mature tree canopies are a protected asset providing visual relief. Neighborhood parks are within walking distance and provide settings for both active and passive recreation.

As North Rose Hill continues to develop, it is balancing Citywide and neighborhood transportation and housing needs, while leaving neighborhood integrity intact. Managed growth strengthens the unique residential character by preserving established low density residential areas and by promoting a variety of housing alternatives and styles.

The ~~North Rose Hill~~ neighborhood is primarily developed with single-family residential homes, with areas of multifamily development servng as a transition between the North Rose Hill and Rose Hill Business Districts and single family core. Innovative housing is integrated with traditional detached styles to serve a diverse community. ~~Increased housing has occurred~~ Residential development in the North Rose Hill Business District; accommodates supportive commercial uses alongside high density residences. ~~where a neighborhood commercial orientation supports and is compatible with the residential uses located there~~. The neighborhood has absorbed growth while preserving and strengthening its unique character within the fabric of the larger City. ~~Increased opportunities for lower cost housing successfully integrate innovative housing with traditional detached styles, providing choices for a diverse community~~.

Focusing commercial activities toward the Rose Hill Business District (NE 85th Street Corridor) and the North Rose Hill Business District enhances neighborhood integrity. These areas provide important shopping and services for Kirkland residents and the region. Design of new development within the North Rose Hill Business District is complementary to both the vision of the ~~Totem Lake neighborhood~~ Totem Lake Business District and the residential core of the North Rose Hill neighborhood. In both the NE 85th Street commercial corridor, (east of the commercial and auto oriented freeway interchange), and in the North Rose Hill Business District, residential and office use above ground floor commercial is compatible

| with the residential neighborhood. Development in the commercial districts creates seamless transitions to protect and enhance the residential core.

Note: Eliminate the following Neighborhood Boundary map to avoid redundancy. It is no longer necessary because neighborhood boundaries are shown on the NRH Land Use Map.

DRAFT

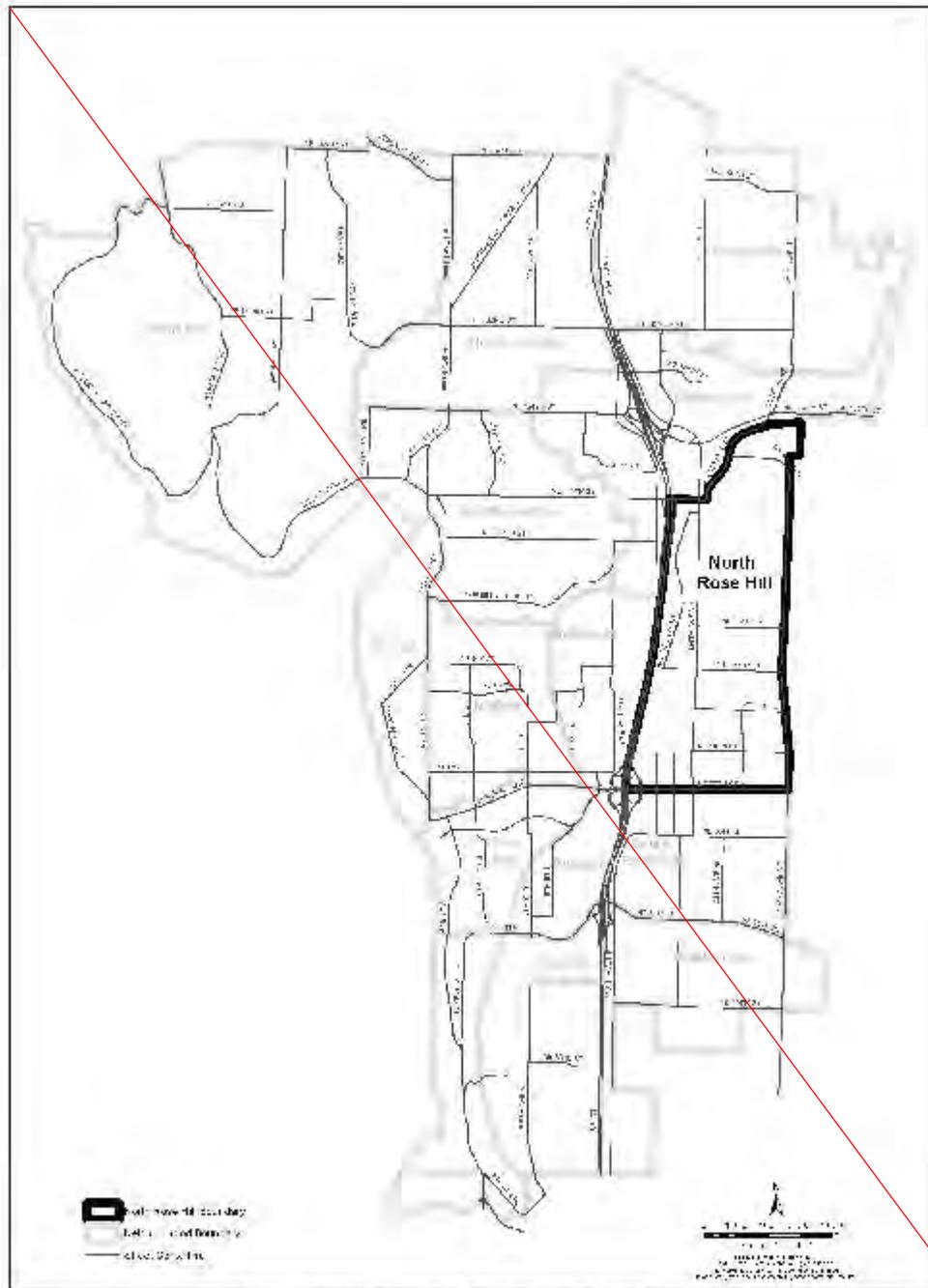


Figure NRH-1: North Rose Hill Boundaries

XV.F-2

City of Kirkland Comprehensive Plan

Printed September 2010

The street network provides efficient and safe circulation ~~for those who live and work here, while n~~New vehicular and pedestrian connections ~~between streets, and the addition and extension of sidewalks~~ increase mobility. Pedestrian and bicycle connections link residential areas with transit routes, public facilities, commercial areas, and to adjacent neighborhoods. These linkages encourage walking and community connection. Transit connects the North Rose Hill neighborhood to activity centers and the surrounding community. Pedestrian crossings over I-405 and arterial roads connect the North Rose Hill neighborhood to other neighborhoods and the region. Arterials have been improved with transit lanes, bicycle lanes, landscaped center medians and other amenities.

The Lake Washington ~~Technical College~~Institute of Technology has expanded its partnership role in the community, providing educational, technical and social services. Significant historic features and locations that reflect the neighborhood’s character and heritage are identified with markers and interpretive information. Community meeting places are located in parks, North Rose Hill Fire Station 26, Mark Twain Elementary School, and Lake Washington ~~Technical College~~Institute of Technology.



Good planning and citizen involvement make this an ~~ideal~~ neighborhood. The North Rose Hill neighborhood is vibrant and attractive, and has all of the attributes of a strong community.

Replace "ideal" with "flourishing"

The demands of growth have been balanced with historic preservation. The natural beauty of the neighborhood has been retained. Mature trees, wildlife habitat, streams, and wetlands are seen throughout the neighborhood. A variety of housing options are available to meet the needs of a diverse population. Thriving commercial areas provide employment and services for Kirkland citizens and contribute to the City’s economic well-being. Streets are safe and attractive and the transportation system provides easy access within the neighborhood and to other parts of the City and region. ~~In 2012 people~~People enjoy living and working in the North Rose Hill neighborhood.

3. HISTORIC CONTEXT

North Rose Hill was seen by one of Kirkland’s founders, Peter Kirk, as an attractive site for the construction of his “Pittsburgh of the West” iron foundry. There was access to water in the lake now known as Forbes Lake named after an earlier settler, Dorr Forbes from Juanita, who logged much of the timber from the area

around the lake. There was to be railroad service to provide transportation for the iron ore to the foundry, and the soon to be created iron railings were to be shipped to far off Asia via vessels departing from the Port of Seattle.

The Kirkland Steel Mill was partially completed on North Rose Hill, near where the current Rose Hill Presbyterian Church is located. But it wasn't to be. In 1893, when the foundry would have begun production, two things happened. The iron ore that was to come from our nearby Cascade Mountains was of inferior quality, and this combined with the financial panic of 1893 shattered the dream.

When land was first cleared to the east of Kirkland the area was nicknamed "Stumpville" in honor of the hillside of tree stumps that could be seen from the town. As development occurred and people began moving to Kirkland during the 1890's, it is believed that the developers decided "Rose Hill" was a much more attractive name for this area. With the profuse growth of pink roses on the hillside, it was truly a fitting description.

In the early 1900's, real estate developers platted much of North Rose Hill into two-acre "mini-farms," encouraging people to move from the big city of Seattle and elsewhere to this pastoral community. People came, buying up the properties and building small homes. Orchards, berry patches, chicken coops and rabbit hutches became the norm so families could supplement their meager earnings with homegrown fruits, eggs, and meats. Some families even had their own cow to provide milk, cream and butter. If they had too much product, they bartered with their neighbors or sold excess produce to the local cannery.

Dirt roads were expanded as more people moved to North Rose Hill. The main road from downtown was Piccadilly, now called 7th Avenue. Street name signs can now be seen referencing the historic names of the streets. During the 1930's there was so little traffic you could walk down the middle of NE 85th into Kirkland, often without having to move out of the way for cars. Wild pink roses grew everywhere on the banks along the roads. In the summer you could pick bouquets of flowers as you went for a walk.

By 1911, a new four-room schoolhouse was being constructed across from the old steel mill to provide schooling for children in grades 1 – 8. Depending on annual class sizes, each room would serve two to three grade levels. Known as Rose Hill School, it served Rose Hill children until the early 1950's, having expanded as more families moved to the neighborhood. The building continued to function as the maintenance facility for the Lake Washington School District until the 1980's. In the early 1990's it was demolished. The site is now developed with an office building. In 1954, Rose Hill Elementary was added to service South Rose Hill children, and in 1955 Mark Twain Elementary was added for North Rose Hill families.

Rose Hill had many natural springs. Since many of the homes in the area did not have plumbing and water service had not been extended to that area yet, people depended on either springs or wells for their water. One spring located just below the present day Rose Hill U-Haul and Midas Muffler businesses was used enough that neighbors built a small shelter over the water source for its protection. The water was sweet, cold, refreshing and clean.

North Rose Hill has always been a residential community. In the 1920's and 1930's, people would walk a couple of blocks to their mailboxes lined up with many of their neighbors' on one of the main roads. It gave the ladies an opportunity to visit with each other. The men were often away at sea as whalers or merchant seamen while their wives were at home tending the truck gardens and animals as well as raising the children.

Until the late 1950's you could walk to at least two neighborhood markets to pick up the loaf of bread or quart of milk or canned vegetables you needed; one market was on 124th Avenue NE and one was on 129th Avenue NE.

The steady transformation from a rural outlying area of King County to a suburban neighborhood in Kirkland has brought with it a chance to shape development into the future. Annexation of portions of the North Rose Hill neighborhood from King County to the City of Kirkland started in 1970, with the annexation of the majority of the neighborhood occurring in 1988. Infill development on vacant and developable land continues to attract more people to this neighborhood.

Goal NRH 1 – Preserve features and locations that reflect the neighborhood's historic heritage.

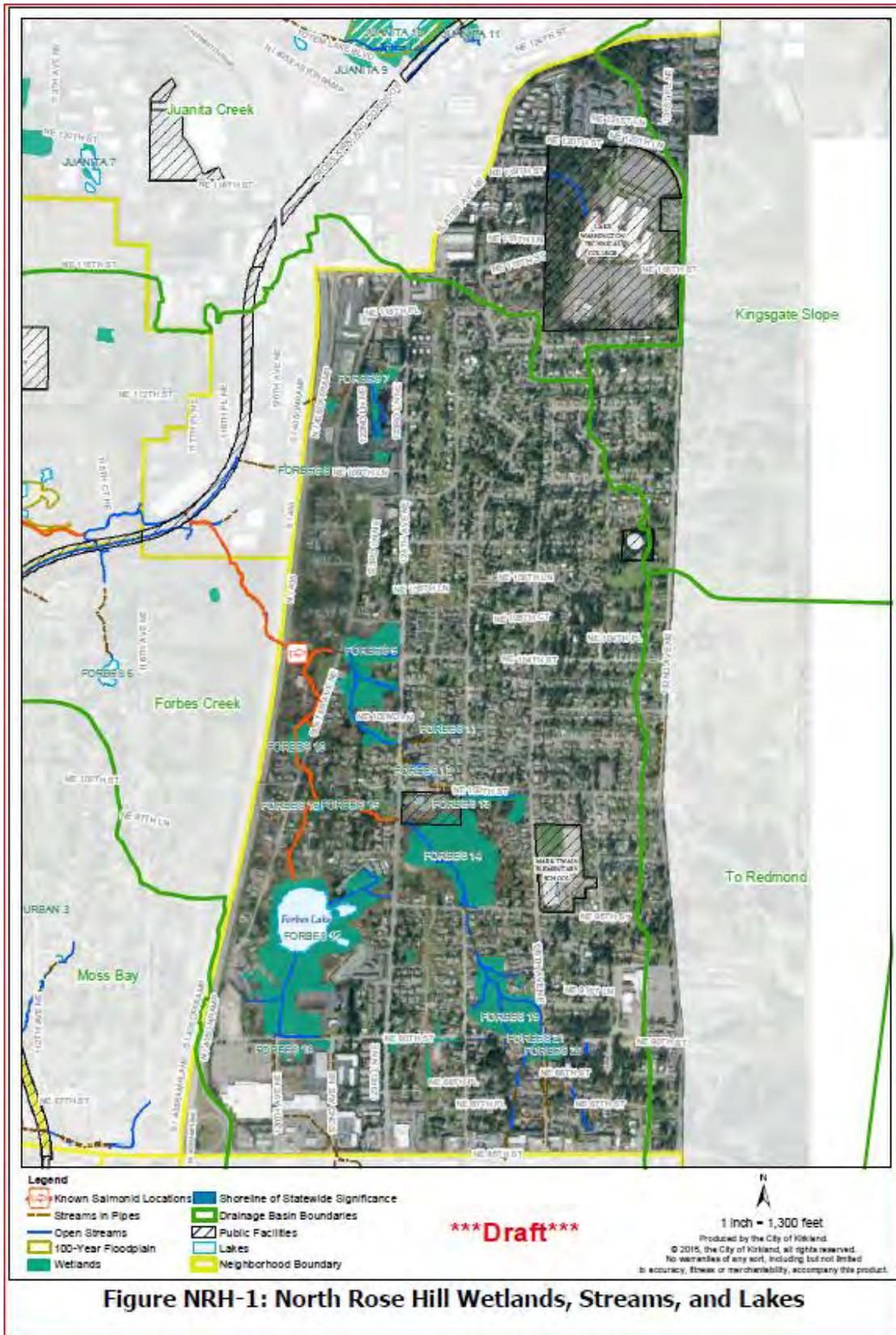
Policy NRH 1.1:

Provide markers and interpretive information at historic sites.

Providing this information will enable future residents to have a link with the history of the area. [See the Community Character Element of the Comprehensive Plan for Citywide historic resources goals and policies.](#)

4. NATURAL ENVIRONMENT

The Citywide policies regarding the natural environmental quality, natural amenity and function, environmental hazards, ~~and~~ stormwater management, ~~and sustainable management strategies~~ are found in the ~~Natural~~ Environment Element ~~(Chapter V)~~ of the Comprehensive Plan. ~~Citywide stormwater management policies are also found in the Utilities Element. –and are applicable in North Rose Hill.~~ Completed in 1998, the Kirkland's Streams, Wetlands and Wildlife Study by The Watershed Company and ongoing Surface Water Utility field work informed the North Rose Hill Environment section.





Goal NRH 2 – Protect and improve the water quality in Forbes Lake and in the Forbes Creek and Juanita Creek basins.

Policy NRH 2.1:

Undertake public management strategies and adopt development regulations to enhance stream buffers, promote fish passage, and improve the function of streams, lakes, wetlands and wildlife corridors.

Most of the North Rose Hill neighborhood is located within the Forbes Creek drainage basin, although a small portion in the north end is located within the Juanita Creek drainage basin. The neighborhood contains large wetland areas, several tributaries and the headwaters of Forbes Creek and Forbes Lake [that feeds into Lake Washington.](#) (see Figure NRH-21). Together, these sensitive areas constitute a valuable natural drainage system that serves the drainage, water quality, wildlife and fish habitat, and open space needs of the neighborhood. There is ~~extensive~~ cutthroat trout habitat in the main stem of Forbes Creek downstream of Forbes Lake. Coho salmon are found west of the freeway. Over the years, these natural areas have been degraded by surrounding development. While the stream system remains basically intact, proper solutions to correct impacts are required. These impacts include narrowed and degraded buffers, habitat fragmentation, native vegetation loss, water quality degradation, barriers to fish passage, and increased flooding.

Water quality in the Forbes Creek basin is probably similar to that observed in other urbanized stream systems. Typical pollutants may include sediment, oil, fecal coliforms, and excess nutrients. Failure to control the impact of this pollution on the stream is likely to reduce the variety and abundance of fish, especially salmon.

The City ~~may be~~ required, under ~~various the~~ State NPDES Phase II Municipal Stormwater Permit and WRIA 8 Chinook Salmon Conservation Plan~~Federal programs~~, to investigate and remediate water quality problems. A variety of methods are available for assessing water quality and the resulting impacts on the stream environment. Strategies and capital projects to address these issues are identified in the City's Surface Water Master Plan.

The City and neighborhood should initiate and support efforts to enhance the biological integrity of these basins such as strengthening requirements for improved/enhanced buffers and providing for continuous fish passage from Lake Washington to Forbes Lake and vicinity. Water quality analysis and monitoring to ~~identify~~implement capital projects ~~identified~~ identified in the Surface Water Master Plan to improve the system should be initiated.

Goal NRH 3 – Locate and design new development to preserve and enhance the health, safety, drainage, habitat, and aesthetic functions provided by sensitive areas.

Policy NRH 3.1:

Site structures away from wetland, lake, or stream areas, consistent with the natural environment policies and regulations.

Buildings should be set back and sensitive area buffers should be maintained when development adjoins sensitive areas.

Policy NRH 3.2:

Utilize ~~flexible~~ Low Impact Development and innovative housing techniques to reduce storm water impacts and protect designs and styles adjoining sensitive areas where they would better protect these features.

Note: Low Impact Development regulations manage stormwater by more closely mimicking predevelopment stormwater conditions.

~~Sensitive areas like wetlands, lakes, and streams or their buffers are public benefits worth protecting and managing. Flexible and innovative housing designs and styles are justified throughout the North Rose Hill neighborhood (e.g., attached, or clustered, development and cottage, low impact, or small lot single-family housing) where they would~~ may better protect these natural areas by limiting offsite stormwater discharge, minimizing lot coverage, and by clustering improvements further from sensitive areas.

Policy NRH 3.3:

Reduced maximum residential density may occur around Forbes Lake due to the presence of ~~natural features~~wetlands, streams and their buffers.

~~In recognition of the natural constraints of Forbes Lake and its associated sensitive areas (wetland, buffer, and stream),~~ drainage basin density regulations in the Kirkland Zoning Code may reduce the number of residential units that can be developed on ~~contiguous~~ adjacent upland areas.

Policy NRH 3.4:

Enhance stream buffers connecting identified natural wildlife areas around wetlands and Forbes Lake in order to provide corridors for wildlife movement between them.

Riparian linkages between wildlife habitats are essential to maintaining wildlife populations. The upper Forbes Creek wetland system east of the freeway contains more isolated blocks of wildlife habitat which are connected hydrologically, but separated by roads and development. Although these wetlands provide significant wildlife refuges at each location, their value as wildlife habitat would increase if there were continuous travel corridors.

Policy NRH 3.5:

Develop viewpoints and interpretive information around streams and wetlands if protection of the natural features can be reasonably ensured.

Providing education about the locations, functions, and needs of sensitive areas will help protect these features from potentially negative impacts of nearby development, and could increase public appreciation and stewardship of these areas.

Goal NRH 4 – Protect and properly manage the urban forest throughout the North Rose Hill neighborhood.

Policy NRH 4.1:

Encourage retention of native vegetation and significant stands of native trees on hillsides, along stream banks, and in sensitive area buffers.

The retention of this vegetation provides fish and wildlife habitat, filters stormwater runoff, produces oxygen, stabilizes slopes, moderates temperature and intercepts rainfall that would otherwise become surface runoff.

The compounded value and benefit of groves of trees or maintaining native trees in clusters necessitate the identification and protection of that natural resource element early in the development process. Natural greenbelt protection easements should be recorded prior to development.

Policy NRH 4.2:

Preserve as many trees as possible during the development process.



Where there are feasible and prudent alternatives to development of a site in which viable, significant trees can be preserved, the trees should be retained and protected during development.

Policy NRH 4.3:

Protect notable trees and groves of trees.

~~In addition to protection of significant trees, notable trees and groves of trees should be protected. Notable trees are those of a particular size, species, or stature providing a certain level of benefits that are significant to the North Rose Hill neighborhood. These trees provide visual relief and promote the natural setting integral to neighborhood identity.~~

Note: Changes bring this narrative into consistency with current ZC tree regulations and with municipal community interaction goals in the Urban Forestry Strategic Management Plan, adopted in 2013.

~~While a municipal heritage or notable tree program is not currently in place, the neighborhood supports voluntary efforts to encourage preservation of heritage trees. Heritage trees are set apart from other trees by specific criteria such as outstanding age, size, and unique species, being one of a kind or very rare, an association with or contribution to a historical structure or district, or association with a noted person or historical event.~~

~~Until the City develops regulations to protect notable trees and groves of trees Citywide, The City should continue to promote retention of significant trees and groves of trees on private property consistent with zoning regulations. Maintenance and removal of significant trees and groves of trees on developed private property will have a great impact to the overall urban forest. Proper pruning and reasonable reasons for~~

removal of mature trees are strongly advised by the City, and appropriate tree replacements expected wherever possible.

Goal NRH 5 – Protect ~~potentially-landslide, erosion and seismic~~ hazardous areas, such as ~~landslide, erosion, and seismic areas, through limitations on development and maintenance of existing vegetation~~ in accordance with geotechnical analysis.

Policy NRH 5.1:

Regulate development on slopes with high or moderate landslide or erosion hazards and on seismic hazard areas to avoid damage to life and property.

The North Rose Hill neighborhood contains areas with steep slopes including moderate and high erosion and/or landslide hazards. ~~Moderate and high landslide hazard areas are~~ primarily ~~found-located~~ north of NE 112th Street and south of NE 94th Street (see Figure NRH-32). These landslide hazard areas are prone to landslides, which may be triggered by grading operations, land clearing, irrigation, or the load characteristics of buildings on hillsides.

Seismic hazard areas are located primarily in conjunction with wetlands that are located throughout the neighborhood (see Figure NRH-32). These areas have the potential for soil liquefaction and differential ground settlement during a seismic event.

To minimize any potential hazards, new development in these areas should be consistent with the recommendations of a qualified geotechnical professional and the goals and policies contained in the ~~Natural~~ Environment Element.

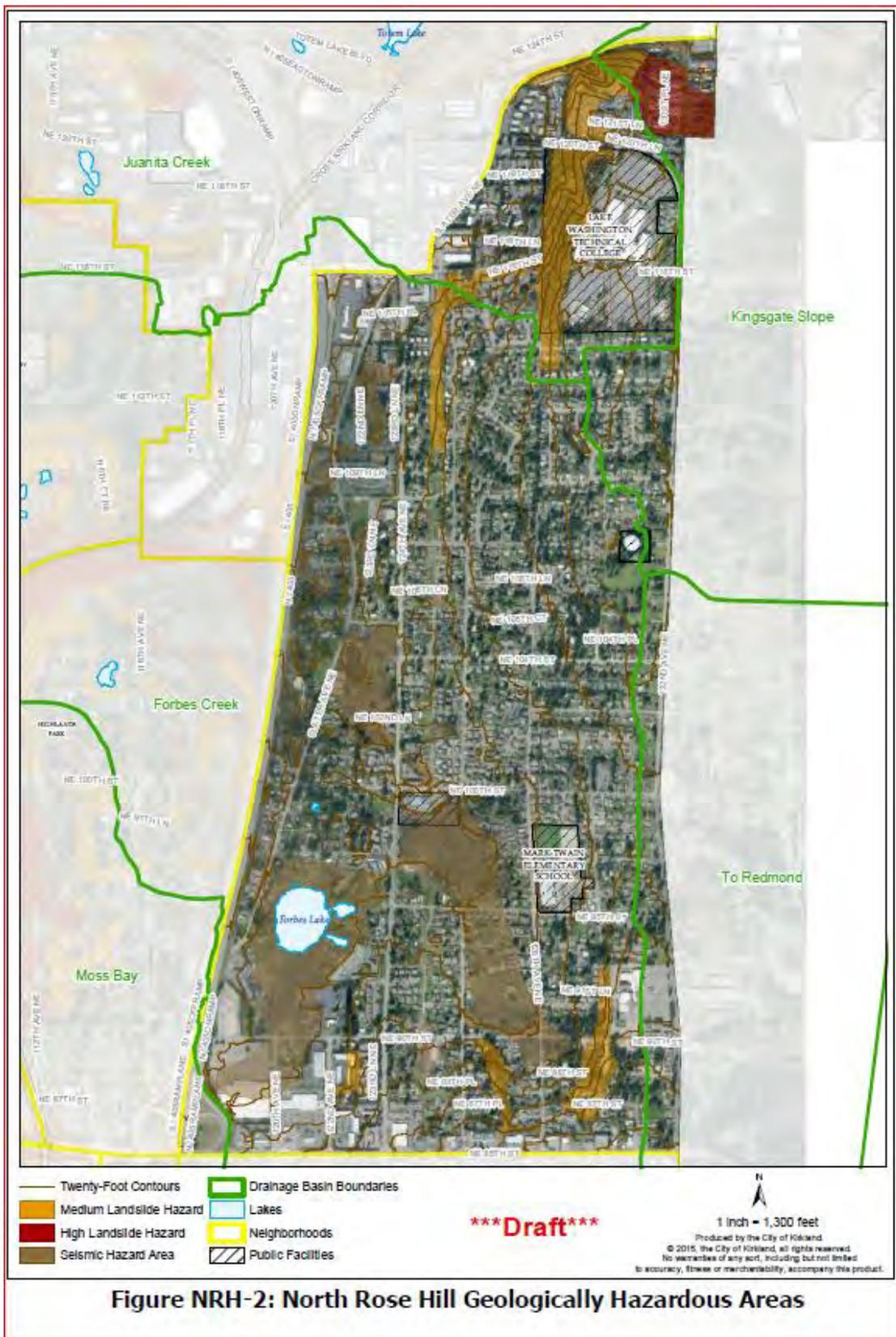


Figure NRH-2: North Rose Hill Geologically Hazardous Areas

Goal NRH 6 – Protect wildlife throughout the neighborhood.

Policy NRH 6.1:

Encourage creation of backyard sanctuaries for wildlife habitat in upland areas.

People living in the neighborhood have opportunities to attract wildlife and improve wildlife habitat on their private property. These areas provide food, water, shelter, and space for wildlife. The City, the State of Washington Department of Fish and Wildlife, and other organizations and agencies experienced in wildlife habitat restoration can provide assistance and help organize volunteer projects.

Goal NRH 7 – Identify priorities and funding sources for sensitive areas acquisition, restoration, or education.

Policy NRH 7.1:

Identify priority locations in the Forbes Creek drainage basin.

Ensure that future generations in the North Rose Hill neighborhood will enjoy the benefits of sensitive areas. Coordinate with the City’s Natural Resources Management Plan and Surface Water Master Plan.

5. LAND USE

RESIDENTIAL

Goal NRH 8 – Promote and retain the residential character of the neighborhood.

Policy NRH 8.1:

Encourage a variety of housing styles and types to serve a diverse population.

The predominant housing style in the neighborhood is the traditional detached single-family home. Cottage, compact single-family, attached, and clustered dwellings are appropriate options to serve a diverse population and changing household demographics as allowed by [Citywide](#) policies. These should incorporate architectural and site design standards to ensure compatibility with adjacent single-family areas.

Policy NRH 8.2:

Locate new commercial development in the business districts at the north and south boundaries of the North Rose Hill neighborhood in order to prevent commercial encroachment.

Note: Citizen initiated requests may result in revised business district boundaries.

Commercial development should remain in established commercial areas and not extend into the residential core of the neighborhood. Commercial development is prohibited in low, medium or high density residential areas (see Figure NRH-43).

Goal NRH 9 – ~~Allow-Encourage~~ innovative residential development styles ~~when specific public benefits are demonstrated~~ as allowed by Citywide regulations.

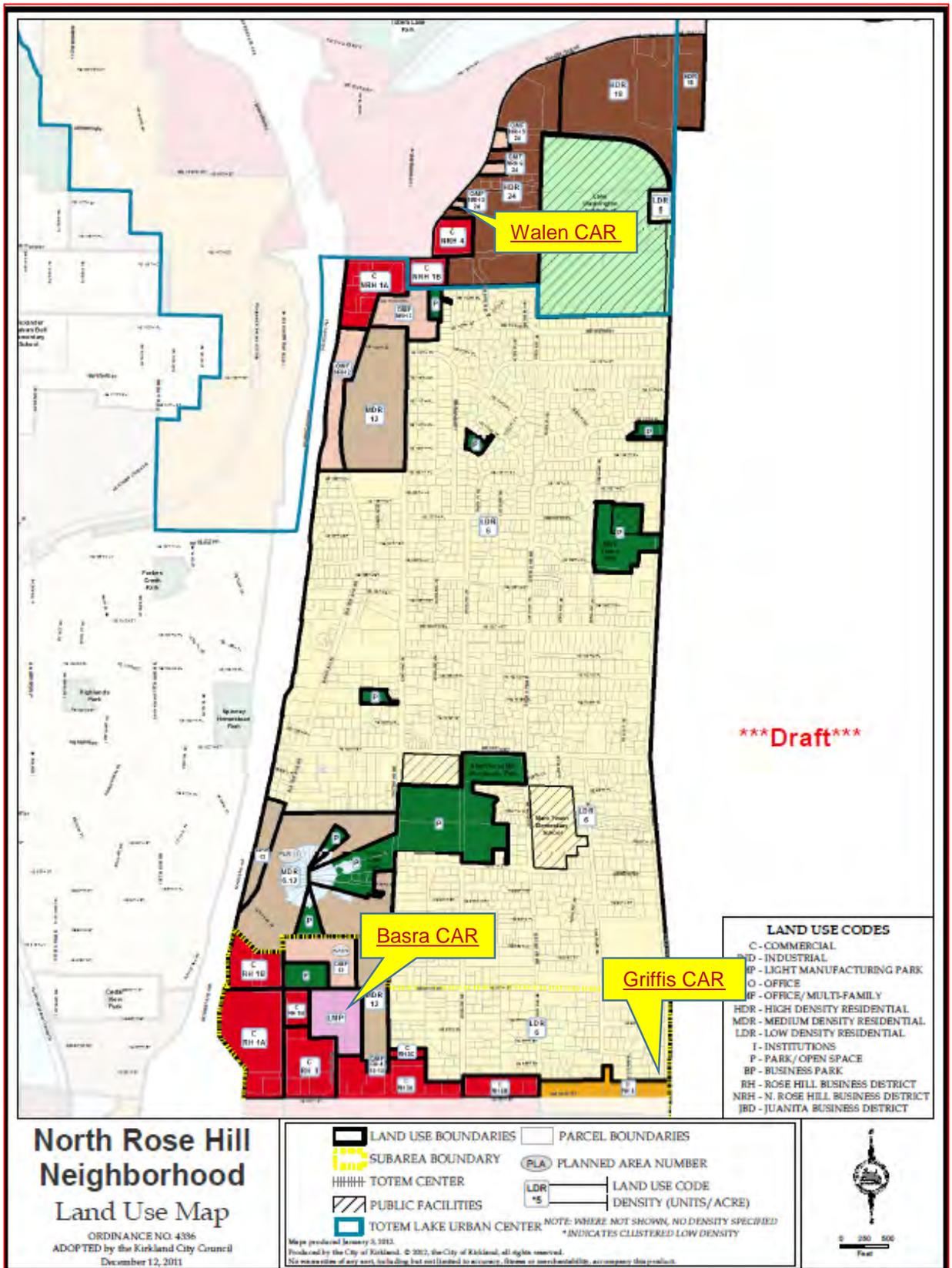
Note: City has adopted various innovative housing incentives since 2003.

Policy NRH 9.1:

~~Allow-Encourage~~ innovative development styles or techniques ~~if to enable~~ increased protection of sensitive or hazardous areas, affordable or lower cost housing, or housing choice ~~are demonstrated~~.

The protection of sensitive areas and the provision of housing options for a wide spectrum of income levels and lifestyles are important values to support and encourage. Rising housing prices throughout the City and region require strategies to promote lower cost housing.

Note: Land Use designations and boundaries may change on Land Use Map below, depending on outcome of Citizen Amendment Requests shown



LOW DENSITY DEVELOPMENT

Goal NRH 10 – Maintain predominately detached single-family residential development at a density of six units per acre in low density areas and allow some density increase if specific public benefits are demonstrated as allowed by Citywide policies (see Figure NRH-43).

Policy NRH 10.1:

Preserve low density areas south of NE 117th Street to approximately NE 86th Street, and between the freeway and 132nd Avenue NE.

These areas are the residential core of the North Rose Hill neighborhood. Neighborhood character should be protected while ensuring housing choice by allowing innovative housing styles and techniques that are subject to design standards. Consider densities that support public values if it results in less or equal development intensity as compared to traditional development.

MEDIUM DENSITY DEVELOPMENT

Goal NRH 11 – Allow multifamily development at a density of 12 units per acre as a transition between low density areas and more intensive development (see Figure NRH-43).

Note: Property between the Boys and Girls Club and NE 113th Place is fully developed with Waterstone Townhomes, Waterstone Flats, Aspen Creek and Aspen Lane Condos. Therefore Policy is deleted.

Policy NRH 11.1:

~~— Allow multifamily development with a density of 12 units per acre in the area north of the Kirkland Boys and Girls Club to NE 113th Place, subject to the following standards:~~

- ~~(1) To reduce the potential for a piecemeal development pattern, aggregation of at least two acres should be encouraged for multifamily development.~~
- ~~(2) Improvement of an east/west right-of-way, such as NE 112th Place or an appropriate alternate may be required. This connection would provide improved general and emergency access to Slater Avenue NE.~~
- ~~(3) Retention of significant vegetation to provide protection from I-405 should be required.~~
- ~~(4) If adjacent to wetland areas or 124th Avenue NE, natural environment and transportation goals should be observed.~~

Policy NRH 11.21:

Allow multifamily development with a density of 12 units per acre west of Slater Avenue NE, at approximately NE 97th Street.

Protection of established single-family areas to the north should be required. Building location and landscaping should buffer the low density residential area.



HIGH DENSITY DEVELOPMENT

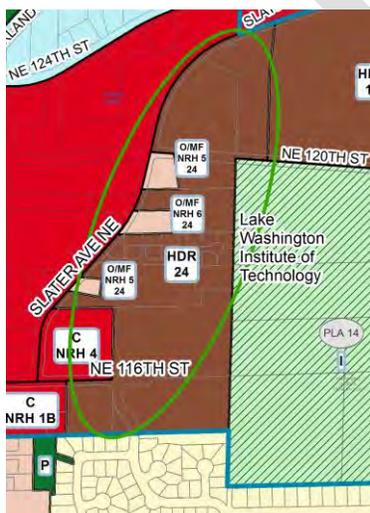
Goal NRH 12 – Locate high density development with densities between 18 and 24 units per acre at the north end of the neighborhood, close to the ~~Totem Lake neighborhood~~ Totem Lake Business District and the Lake Washington Institute of Technology Technical College (see Figure NRH-43).

Note: Property between NE 120th Street and NE 123rd St. is fully developed with multifamily and PSE substation. Therefore this policy is deleted.

Policy NRH 12.1:

~~Allow multifamily development at a density of 18 units per acre in the northeast corner of the neighborhood subject to the following standards to ensure protection of landslide and erosion hazard slope areas and preservation of significant vegetation:~~

- ~~(1) Preparation of a slope stability analysis and compliance with recommendations to ensure stability.~~
- ~~(2) Retention of maximum vegetative cover.~~
- ~~(3) Clustering of structures to preserve significant groupings of trees.~~
- ~~(4) Dedication of natural greenbelt easements in the sensitive slope areas.~~
- ~~(5) Substantial setbacks and landscape buffers adjacent to single family areas.~~



Policy NRH 12.2:

Allow 24 units per acre in the area east of Slater Avenue NE and north of NE 116th Street, close to the activities and services of Totem Lake.

High residential densities are found in the multifamily areas adjacent to NE 116th Street and extending north along Slater Avenue NE. This

Note: A CAR (Walen) is under study to allow a broader range of commercial uses south of NE 120th St. on the east side of Slater Ave. NE, to support vehicle dealerships directly across Slater Ave. NE.

fully-developed area is closely associated with the activities and services in the Totem Lake commercial area and the North Rose Hill Business District.

PLANNED AREA 17

Goal NRH 13 – Protect the natural features of Forbes Lake, Forbes Creek, and associated sensitive area wetlands and buffers (see Figure NRH-4).

Policy NRH 13.1:

Consider medium density residential development with a maximum density of 12 units per acre subject to the following development standards:

- (1) Development should be subject to a public review process.
- (2) A minimum of two acres should be aggregated for multifamily development to reduce the potential for a piecemeal development pattern.
- (3) West of Forbes Lake, development should provide for the continuation of a bicycle and pedestrian path that generally follows the alignment of Slater Avenue NE and connects to NE 90th Street.
- (4) New development adjacent to Forbes Lake should provide for public access to the lake in appropriate locations. Public access should be limited to passive uses, such as walking trails or viewpoints.
- (5) Vehicular connection through this subarea to NE 90th Street is not permitted.
- (6) Future development density potential may be reduced ~~from what otherwise could be achieved~~ around Forbes Lake based on the presence of environmental constraints in PLA 17 and the application of management techniques zoning requirements to protect these resources.
- (7) If adjacent to wetland areas or 124th Avenue NE, Goals NRH 3 and 23 should be observed.



INSTITUTIONAL

PUBLIC – PLANNED AREA 14

*LAKE WASHINGTON ~~TECHNICAL COLLEGE~~ INSTITUTE OF TECHNOLOGY
(SEE FIGURE NRH-4)*



Goal NRH 14 – Recognize and enhance the role the Institute of Technology college plays in the North Rose Hill neighborhood, the wider Kirkland community and in the region.

Note: the Lake WA Institute of Technology is being considered for inclusion in the Totem Lake Urban Center.

Note: Public Comment received at NRH neighborhood meeting: keep the institute in NRH – do not incorporate it into the Totem Lake Neighborhood.

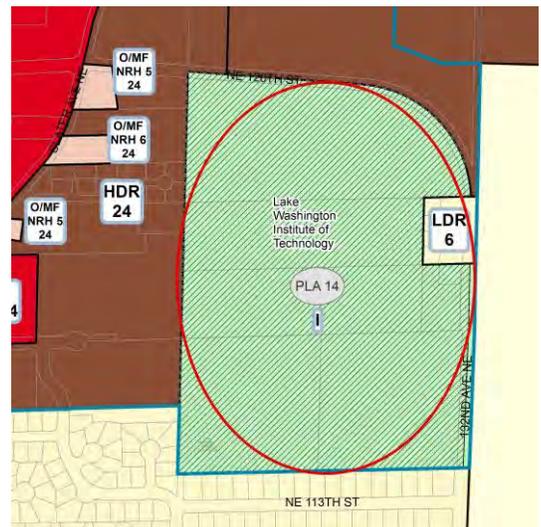
Policy NRH 14.1:

Encourage Lake Washington ~~Technical College~~ Institute of Technology to provide nonmotorized connections between the surrounding residential areas and the campus.

These links will provide access to the college at multiple locations.

Policy NRH 14.2:

Seek partnership opportunities between Lake Washington Institute of Technology ~~Technical College~~ and the City on educational, technical, recreational, and social services.



Community partnerships build neighborhood pride and self-determination.

Policy NRH 14.3:

Encourage Lake Washington ~~Institute of Technology Technical College~~ to continue to provide community meeting facilities for the neighborhood and the City.

Community meetings generate community involvement and these public facilities provide the North Rose Hill neighborhood a location for such meetings.

Goal NRH 15 – Ensure that any Institute of Technology college expansion is compatible with the surrounding residential neighborhood.

Policy NRH 15.1:

Provide public review of major expansion of the ~~college institute~~. Mitigation may be required for impacts of the proposed expansion and, where feasible, the existing use.

Traffic impacts on the surrounding residential neighborhood should be addressed with expansion of the facility.

Policy NRH 15.2:

~~Consider an extension of NE 116th Street to 132nd Avenue NE, in order to improve access to the college.~~

Note: The extension of NE 116th St is not feasible within native growth protection easement on west slope of campus.

~~Street extension should not adversely impact campus traffic, safety and security. Except for that right of way, no development should occur in the steep and heavily vegetated slope area. This area should remain a dedicated natural greenbelt easement.~~

Policy NRH 15.3:

~~Consider relocating the NE 120th Street driveway farther to the west, away from the bend in the road to the east.~~ Allow no additional driveways to 132nd Avenue NE.

Note: driveway relocation is not feasible since the area west of the driveway is in a native growth protection easement.

~~Limiting curb cuts These modifications would improve maintains~~ traffic flow and safety.

Policy NRH 15.4:

Encourage creation of affordable housing on campus or near the ~~college institute~~.

Lake Washington ~~Technical College Institute of Technology~~ is a major public facility in North Rose Hill. It occupies about 55 acres. The ~~institute college~~ is a major traffic generator and located along a bus line, which would benefit from affordable housing located close by.

PRIVATE – CITY CHURCH (SEE FIGURE NRH-4)

Goal NRH 16 – Ensure that any future church expansion or redevelopment of the site is compatible with the surrounding residential community.

Policy NRH 16.1:

Provide public review of redevelopment or expansion of the church. Consider mitigation of impacts from the proposed expansion and, where feasible, the existing use.

Existing parking lot design and landscaping deficiencies, and traffic, storm drainage, and visual impacts on the surrounding residential neighborhood should be addressed with expansion or redevelopment of the facility.

Policy NRH 16.2:

Encourage housing at this site.

City Church occupies about ~~16-14~~ acres and is a major private institution in North Rose Hill. Opportunities to provide housing in conjunction with redevelopment of the site should be pursued.



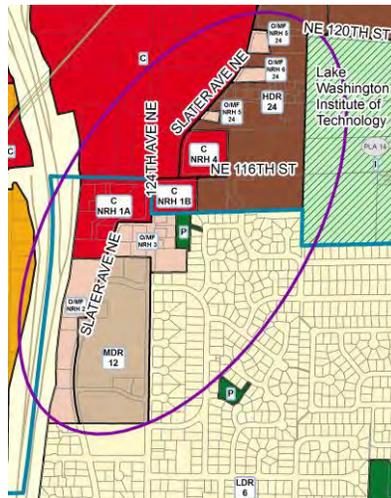
Note:
City
Ministries
Housing is
not part of
the City
Church
property.

COMMERCIAL

NORTH ROSE HILL BUSINESS DISTRICT

(SEE FIGURE NRH-4)

A portion of the North Rose Hill Business District along with high density property to the northeast along Slater Avenue NE, and the Lake Washington Technical Institute is within the ~~proposed-Totem Lake Urban Center~~ pursuant to the King County Countywide Planning Policies.



Note: North
Rose Hill
Business
District NRH
1B, NRH 4,
NRH 5, & NRH
6 zones are
within the
current
boundary of the
Totem Lake
Urban Center.
LWTech is
being
considered for
inclusion.

Goal NRH 17 – Develop the North Rose Hill Business District to complement the ~~Totem Lake neighborhood~~Totem Lake Business District.

Policy NRH 17.1:

Improve NE 116th Street with coordinated streetscape improvements and gateway features.

This is a major entranceway to the North Rose Hill and ~~Totem Lake neighborhood~~Totem Lake Business Districts. It should provide a positive first impression.

Policy NRH 17.2:

~~Establish~~Ensure high quality urban design ~~standards~~ for commercial and mixed-use residential development in the North Rose Hill Business District.

~~Encourage building~~ Designs that ~~standards provide~~ensure architectural and human scale buildings, discourage parking lots in front of buildings, ensure pedestrian orientation, and provide convenient bike and pedestrian connections to the neighborhood, and are complementary to the design standards for the ~~Totem Lake neighborhood~~Totem Lake Business District.

Utilize the design review process for commercial and mixed-use residential development to administer these standards.

Goal NRH 18 – Encourage increased residential capacity in the North Rose Hill Business District to help meet housing needs.

Policy NRH 18.1:

Allow increased height when upper story residential use is provided.

Increased building height should be permitted to ensure that this use is on an equal footing with the development of a commercial use since housing development may be less financially profitable than commercial development when both are allowed. An increase in height should be allowed when upper story residential use is provided to further encourage developers to choose to provide housing. This incentive would enable residential use to be included either in mixed-use projects or in stand-alone developments where retail use is not mandated as a ground floor use.

Policy NRH 18.2:

~~Implement regulatory and other incentives to~~Require and encourage affordable housing in conjunction with ~~Citywide efforts~~ residential development.



Zoning regulations require all multifamily development containing four or more units to provide ten percent of the units as affordable units. If more affordable units are proposed, the City offers incentives in exchange for the public benefit of providing additional affordable housing. may include floor area ratio increases, reduced setbacks, increased height, reduced parking requirements, increased lot coverage, fee waivers (road impact fees, park impact fees, permit fees, and utility and/or infrastructure costs), reduced review process (e.g., staff level review rather than hearing examiner), and expedited permit processing.

Goal NRH 19 – Limit the types of commercial uses to those that are compatible with the residential focus of the North Rose Hill Business District.

Policy NRH 19.1:

Designate the following subareas to address site-specific development standards.

Use the NRH (North Rose Hill) Business District prefix to identify the subareas.

NRH 1A

- West of 124th Avenue NE is a mixed-use retail commercial/residential designation.

- This area should have a regional commercial character that supports and promotes the residential development that is being encouraged to locate there. Uses should be compatible with residential development.
- The types of commercial uses allowed in this area should be compatible with the community and the region. Car and boat dealerships and big box retail uses are prohibited.
- Increased building heights should be allowed in order to provide sufficient incentive to develop a range of housing choices in conjunction with commercial development.
- Buildings exceeding two stories must be developed with residential uses above the ground floor. A maximum of five stories is permitted.
- Hotel uses are appropriate to a maximum of four stories. These facilities should be designed to be compatible with the residential character of the area.
- With any development at the corner of NE 116th Street and 124th Avenue NE, neighborhood gateway features, such as open space, plaza, or signage should be integrated with a pedestrian connection linking Slater Avenue NE and NE 116th Street. In the alternative, a corner feature should be provided.

NRH 1B

- East of 124th Avenue NE is a mixed-use retail commercial/residential designation.
- This area should have a neighborhood commercial character to support and promote the residential development that is being encouraged to locate there. Uses should be compatible with residential development.
- The types of commercial uses allowed in this area should be limited to both office uses and those retail uses that serve the people working and living in Kirkland. Traditional neighborhood business uses are retail sales of goods and services with limited gross floor area. Car and boat dealerships, hotels/motels, entertainment, and big box retail uses are prohibited.
- Increased building heights should be allowed in order to encourage new residential development or redevelopment in conjunction with commercial development. Buildings exceeding two stories must be developed with residential uses above the ground floor. A maximum of five stories is permitted.
- Establish 15-foot landscape buffers between commercial development and adjacent residential uses.

NRH 2

- This area borders I-405 and provides a transition between the freeway and established residential areas to the east, and between the mixed-use retail/residential uses to the north along 116th Street and established residential areas to the south.
- Stand-alone or mixed-use office/residential uses should be developed.
- Provide flexibility in density to encourage residential development and affordable housing.

- The types of commercial uses allowed should be limited to those compatible with the residential focus of the area. Retail uses, restaurants, and taverns should be prohibited.
- Establish building and site design standards that require pedestrian orientation, horizontal and vertical modulation, peaked roofs, parking lot placement in side and rear yards, and other elements to increase compatibility with surrounding residential uses. Building mass should be oriented away from low density areas.
- Building heights should not exceed the maximum elevations of adjacent multifamily residential development to the east.
- To encourage residential redevelopment some height increase is justified. Buildings exceeding two stories must be developed with residential uses above the ground floor.

NRH 3

- This area functions as a transition between the mixed-use retail/residential uses to the north along NE 116th Street and established residential areas to the south.
- Stand-alone offices or residential uses or mixed-use office/multifamily uses are appropriate.
- The types of commercial uses allowed should be compatible with the residential focus of the area. Retail uses, restaurants, and taverns are prohibited.
- Provide flexibility in density to encourage residential development and affordable housing.
- Building height should not exceed three stories to provide a transition to the established multifamily and single-family homes to the east and south.
- Impacts from development should be mitigated adjoining established single-family areas located to the east and south.
- A 15-foot-wide heavily landscaped buffer should be provided, and building mass should be oriented away from low density areas. Design standards should require pedestrian orientation, horizontal modulation, and blank wall treatments, to increase compatibility with surrounding residential uses. Peaked roofs are encouraged. Property abutting the publicly owned open space to the east should provide pedestrian connection to 124th Avenue NE.

NRH 4

- Allow general commercial uses north of NE 116th and east of Slater Avenue NE.
- The existing North Park Business Center includes some wholesale/manufacturing uses as a carryover from when the area was designated for industrial development. Continue to allow new wholesale/manufacturing uses in the existing structures if they maintain or enhance compatibility with nearby residential development. Relocate nonconforming businesses to sites that do not adjoin residential development and are specifically designated for industrial uses and development, if and when redevelopment occurs.

- Limit building height to a maximum of three stories to reflect the scale of multifamily residential development surrounding much of NRH 4.
- Some height increase is justified to encourage residential redevelopment and affordable housing. Buildings exceeding two stories must be developed with residential uses on one floor.
- Bring parking lot landscaping and design into conformance as redevelopment occurs.
- Establish building and site design standards for redevelopment to require pedestrian orientation, horizontal modulation, blank wall treatments, parking lot landscaping, lighting and noise limits, and 15-foot landscape buffers between commercial development and adjacent residential uses.

NRH 5

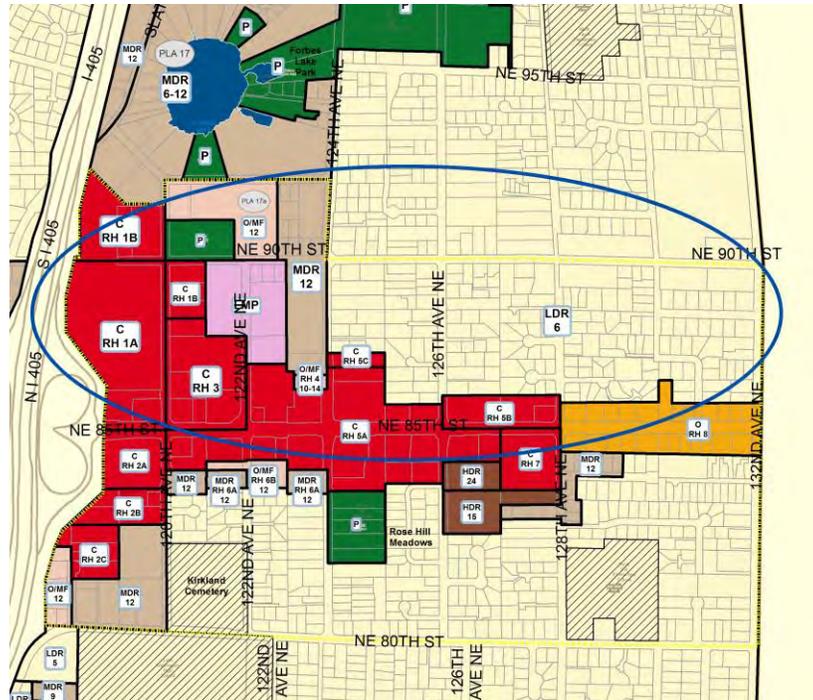
- Allow office and residential uses with a density of 24 units per acre at the following two locations where existing office uses are currently located:
 - At the southeast corner of 120th Street and Slater Avenue NE.
 - At the property surrounded by the Ridgewood Village multifamily development abutting Slater Avenue NE.
- The types of commercial uses allowed should be compatible with the residential focus of the area. Retail uses, restaurants, and taverns are prohibited.

Note: A CAR (Walen) is under study to allow a broader range of commercial uses south of NE 120th St. on the east side of Slater Ave. NE, to support vehicle dealerships directly across Slater Ave. NE.

NRH 6

- Allow either stand-alone residential use with a density of 24 units per acre or office use on the ground floor and residential uses above on the lot abutting Slater Avenue NE between the Totem Firs and Slater Park multifamily developments.
- The types of commercial uses allowed should be compatible with the residential focus of the area. Retail uses, restaurants, and taverns are prohibited.

NE 85TH STREET SUBAREA



Goal NRH 20 – Support the goals and policies found in the NE 85th Street Subarea chapter of the Comprehensive Plan for land development.

Note: 2 CAR's are proposed in the NE 85th St. Subarea:

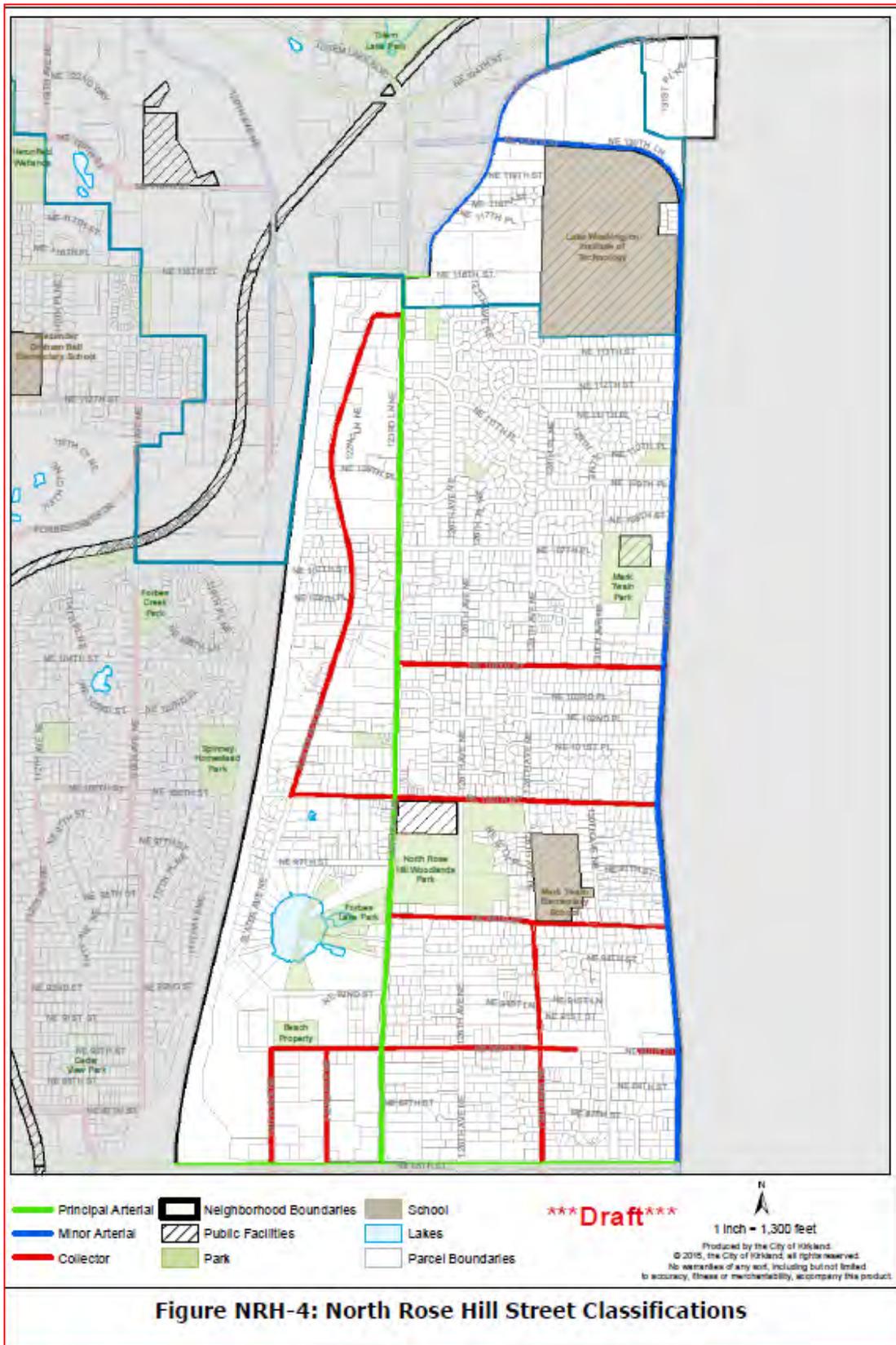
1. (Basra) which is under study to allow commercial uses at increased height to be added in the industrial LIT zone near the freeway interchange, for hotel development.
2. (Griffis) which is under study to allow office uses to expand northward into the low density area abutting the RH 8 office zone at the east end of the Subarea.

6. TRANSPORTATION

STREETS

The original circulation pattern in North Rose Hill was a grid pattern. Maintenance and enhancement of this grid system will promote neighborhood mobility and will provide for equitable distribution of traffic on neighborhood streets. The streets that compose this grid network are ~~described below and~~ shown on Figure NRH-54 and street classifications are described in the Transportation Element of the Comprehensive Plan.

~~124th Avenue NE is a principal arterial that is the most traveled route into and through the neighborhood. Most of 124th Avenue NE is improved with two lanes and asphalt shoulders. At the major intersections with NE 85th Street and with NE 116th Street, 124th Avenue NE is developed with curb, sidewalk, landscape strip, and five lanes. In development of the remainder of the street, maintenance of one through lane in each direction is preferred. Full development will likely have a center left turn lane, curbs, gutters, landscape strip, sidewalks and bike lanes. 124th Avenue NE carries transit routes 230 and 277.~~



~~132nd Avenue NE is a minor arterial that is improved with two travel lanes, bike lanes, and an asphalt path on the west side. Full development of this street will likely have one through lane in each direction with a center left turn lane, curbs, gutters, landscape strip, bike lanes and sidewalks. 132nd Avenue NE carries transit route 238.~~

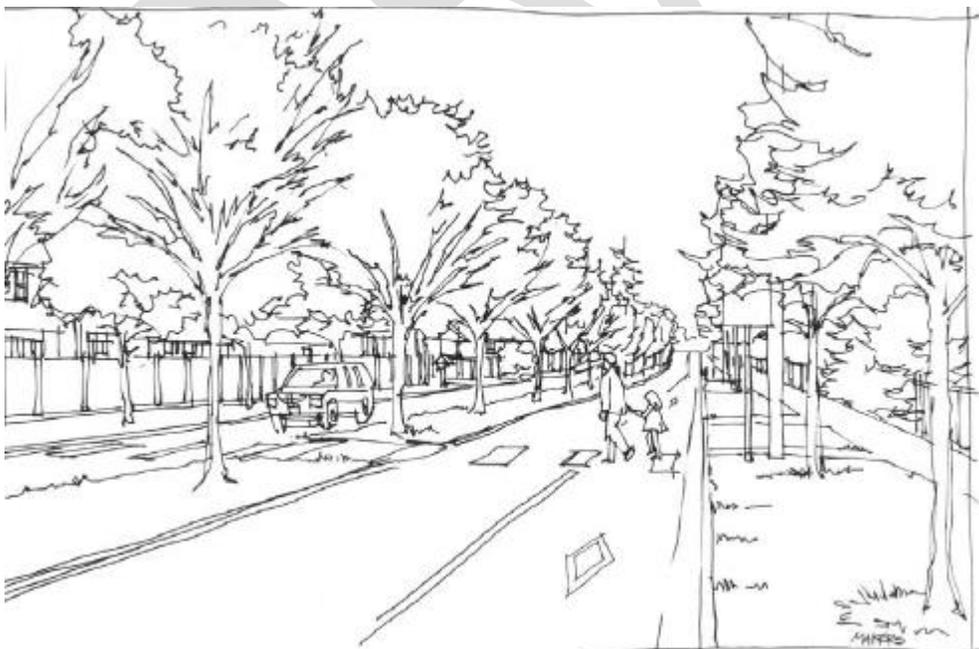
Note: street classifications are described in the Transportation Element. They are deleted here in an effort to reduce redundancy.

~~NE 116th Street is a principal arterial. Improvements east of 124th Avenue NE include three lanes, curb, gutter, landscape strip, and sidewalk. West of 124th Avenue NE, NE 116th Street has four travel lanes, a center turn lane, and intermittent bike lanes, sidewalks, curbs, and gutters, and landscape strips. NE 116th Street carries transit route 236.~~

~~Neighborhood Collectors: Numerous streets within the grid network of North Rose Hill serve as neighborhood collectors. These streets connect the neighborhood to the arterial system and provide primary access to adjacent uses. Design standards for these streets call for two traffic lanes, a parking lane, curb, gutter, sidewalk, and landscape strip. The specific streets that serve this function are shown on Figure NRH-5.~~

~~Slater Avenue NE, north of NE 116th Street, is a minor arterial and is improved with two travel lanes, a center turn lane, bike lanes, curb, gutter, sidewalk, and landscape strip. Slater Avenue NE carries transit route 238. Slater Avenue NE, south of NE 116th Street, is a collector and is primarily improved with two travel lanes. There is intermittent curb, gutter, sidewalk, and landscape strip where new development has occurred.~~

~~Neighborhood Access: All of the streets not discussed above are classified as neighborhood access streets. These streets provide access to adjacent residences and connect to neighborhood collectors. Full improvements on these streets include two traffic lanes, curb, gutter, sidewalk, and landscape strip.~~



Goal NRH 21 – Maintain and enhance the arterial street network.

Policy NRH 21.1:

Enhance the arterial street network with the following improvements:

124TH AVENUE NE

- Provide 80 feet of right-of-way width the length of 124th Avenue NE. Dedication of an additional 10-foot minimum of right-of-way from each side of the street is necessary when development occurs.

The right-of-way dedication is necessary to accommodate a center turn lane and landscaped median islands, one through lane in each direction, one bike lane in each direction, intersection queue bypass lanes for transit, and a wide landscape strip and sidewalk on both sides of the street.

- Provide sidewalks, curbs, gutters, landscape strips, and bike lanes along the entire length of 124th Avenue NE.

This street provides direct access to both the Woodland Park and the Boys and Girls Club. Completion of sidewalks to improve pedestrian safety, especially between public facilities, is a high priority.

- Provide crosswalk improvements, such as pedestrian signage, safety refuge islands, and signals, at existing and emerging activity centers.

Crosswalk improvements at key locations ~~such as 95th Street and NE 112th Place~~ that serve activity centers should be installed as warranted.

Note:
These two crosswalks are completed.

- Prioritize traffic flow for transit by providing queue bypass lanes or signal preemption.

Queue bypass lanes at locations where traffic queuing at intersections would otherwise slow buses will help to encourage transit use.

- Improve the appearance of and function of 124th Avenue NE with the installation of landscape medians.

Pedestrian safety will be paramount in the design of the landscape medians with consideration for pedestrian visibility. The design of the median must also consider emergency vehicular access. Additionally, minimize locations where medians interfere with driveway access when evaluating the appropriateness of either intermittent or continuous landscape medians.

132ND AVENUE NE

- Coordinate improvements to 132nd Avenue NE with the City of Redmond.

While Kirkland's City limits extend to the east side of 132nd Avenue NE this street is a mutual concern to both Kirkland and Redmond. Both jurisdictions should coordinate planning facilities that address common issues of concern.

- Provide sidewalks, curbs, gutters, landscape strips, and bike lanes along the entire length of 132nd Avenue NE.

This street provides direct access to both Mark Twain Park and the Lake Washington ~~Technical College~~ Institute of Technology. Completion of sidewalks to improve pedestrian safety, especially between public facilities, is a high priority.

- Provide a traffic signal and signalized crosswalk when engineering signal warrants are met at NE 100th Street.

Crosswalk improvements at other key locations that serve activity centers should also be installed as warranted.

- Prioritize traffic flow for transit by providing queue bypass lanes or signal preemption.

Queue bypass at locations where traffic queuing at intersections would otherwise slow buses will help to encourage transit use.

- Improve the appearance of and function of 132nd Avenue NE with the installation of landscape medians.

Pedestrian safety will be paramount in the design of the landscape medians with consideration for pedestrian visibility. The design of the median must also consider emergency vehicular access.

NE 116TH STREET

- Install sidewalks, bike lanes, planter strips and consider other improvements such as landscape medians, high occupancy vehicle treatments, and on-street parking west of 124th Avenue NE.

These improvements are necessary to provide street definition, pedestrian safety, and access in support of the mixed-use residential/commercial development that is encouraged here.

SLATER AVENUE NE



- Install bike lanes and sidewalks south of NE 116th Street.

Because this street provides direct access to the NE 100th Street pedestrian bicycle I-405 overpass and the Boys and Girls Club, pedestrian and bicycle safety is very important.

Goal NRH 22 – Manage traffic impacts within the neighborhood to enhance neighborhood mobility and provide for more equitable distribution of traffic on neighborhood streets.

Policy NRH 22.1:

Prepare a traffic calming analysis and program for the existing and proposed street network.

The City should work with the community to identify and provide methods to lower traffic speeds and direct traffic through the neighborhood.

Policy NRH 22.2:

Consider alternative design to conventional “grid patterned” streets to address topographic and sensitive area constraints, aesthetics, and safety of children and pedestrians/bicyclists, while at the same time considering emergency vehicular access.

Street design should address these physical constraints while minimizing impacts to emergency response vehicles.

Policy NRH 22.3:

Map where anticipated street connection locations could be considered with future infill development in order to provide predictability in the development process and for the neighborhood.

While the North Rose Hill Street Connection Plan Map (Figure NRH-6-5 and Table NRH-1) indicates and describes the potential locations of street connections for future infill development, the exact location will be determined at the time of development. The development permit process should ultimately determine

these locations. When new street connections are not required or not feasible, pedestrian and bicycle connections should still be pursued.

Goal NRH 23 – Control development adjoining 124th and 132nd Avenues NE to enhance safety and efficiency of circulation.

Policy NRH 23.1:

Discourage direct access.

If driveways to 124th or 132nd Avenues NE must be provided, separation of at least 300 feet between driveways should be required. New driveways should be located so that future development can meet this standard and/or use a shared driveway.

Access easements to allow for shared access to 124th Avenue NE and or interior connections to side streets should be provided.

As access to side streets becomes available, driveways to 124th Avenue NE should be closed.

Policy NRH 23.2:

Design buildings and landscape adjoining development to minimize potential noise and visual impacts generated by traffic on 124th and 132nd Avenues NE.

Goal NRH 24 – Avoid development of unimproved rights-of-way impacted by sensitive areas.

Policy NRH 24.1:

Do not improve the following specific right-of-way segments:

126th Avenue NE, south of NE 100th Street. This segment of 126th Avenue NE bisects the North Rose Hill Woodlands Park and fire station. It is also within a wetland area, and should remain in its natural condition.

120th Avenue NE, from NE 92nd Street to NE 90th Street. Improvement of this street would connect Slater Avenue NE to NE 85th Street corridor. Due to environmental constraints in the vicinity of this right-of-way, this should remain in its natural condition. Additionally, this connection could increase traffic on Slater Avenue NE, and cause greater congestion at the intersection of NE 85th Street and 120th Avenue NE.

NE 92nd Street, west of 122nd Avenue NE. Due to environmental constraints in the vicinity of this right-of-way, this should remain in its natural condition.

PEDESTRIAN/BICYCLE CIRCULATION

The existing Active Transportation Plan (ATP) maps most of the planned bicycle and pedestrian facilities planned for a 10-year horizon. Those projects mapped in the North Rose Hill neighborhood plan not shown in the ATP will be added during periodic updates to the ATP. Figures NRH-7-6 and NRH-8-7 show the ~~planned-desired bike and~~ pedestrian and bike system in the North Rose Hill neighborhood identified in 2003.

City policy requires that all through-streets have pedestrian improvements. Generally, these improvements include curbs, landscape strips, and sidewalks. As new development occurs, pedestrian improvements are usually installed by the developer. In developed areas, the City should identify areas of need and install sidewalks through the capital improvement budget process.

Bicycles are permitted on all City streets. However, bicycle lanes should be located on 132nd Avenue NE, 124th Avenue NE, and Slater Avenue NE. These lanes should be identified by appropriate signs and markings. Other streets ~~planned-desired~~ for bike routes are designated in the Active Transportation Plan and in Figure NRH-7, bike system. City policy establishes that delineating desired bicycle lanes with striping occurs only on collector and arterial streets.

Goal NRH 25 – Maintain and enhance the street network for all modes of transportation.

Policy NRH 25.1:

Encourage mobility and the use of nonmotorized transportation by providing appropriate facilities for pedestrians and bicyclists throughout the North Rose Hill neighborhood and between neighborhoods.

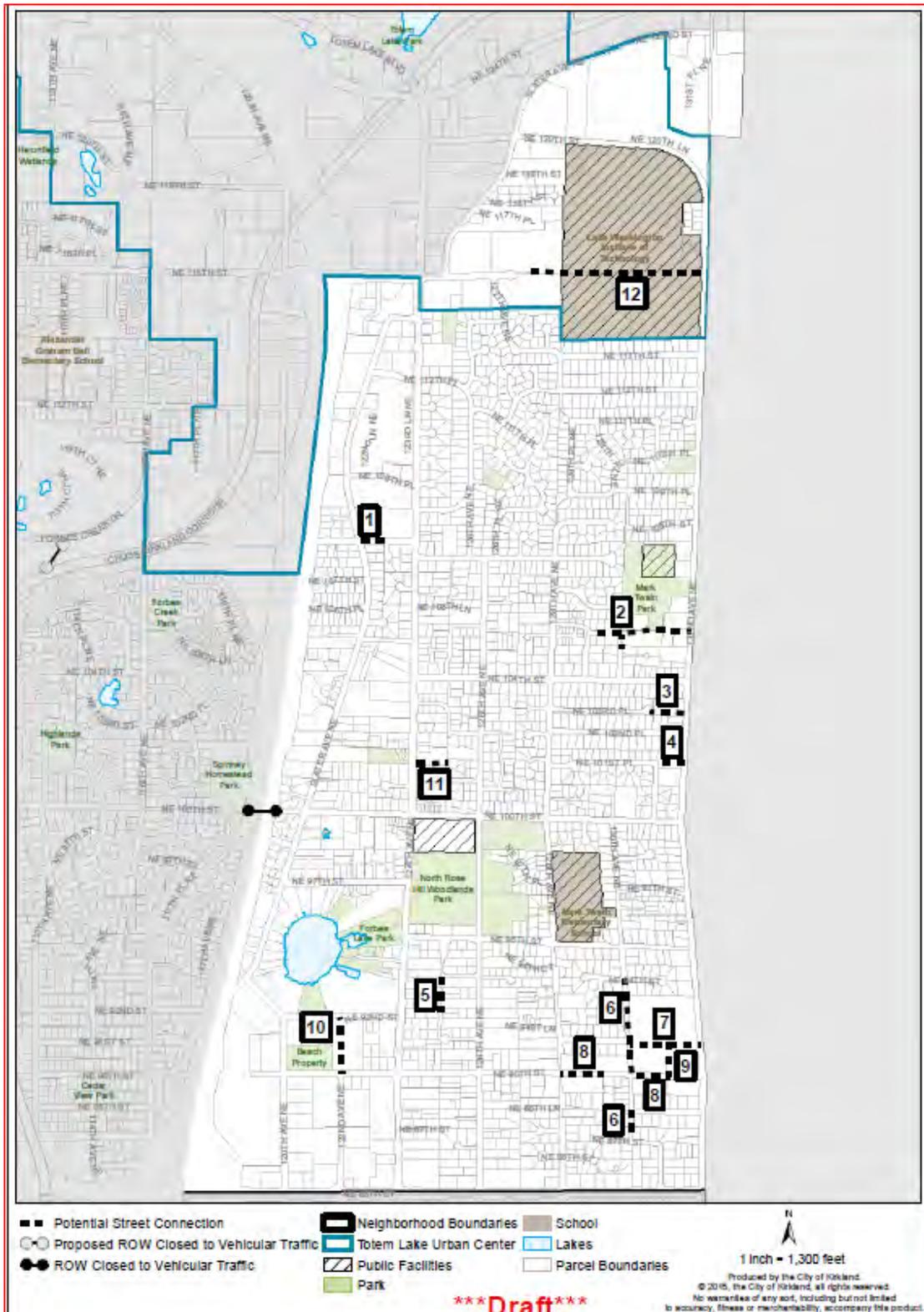


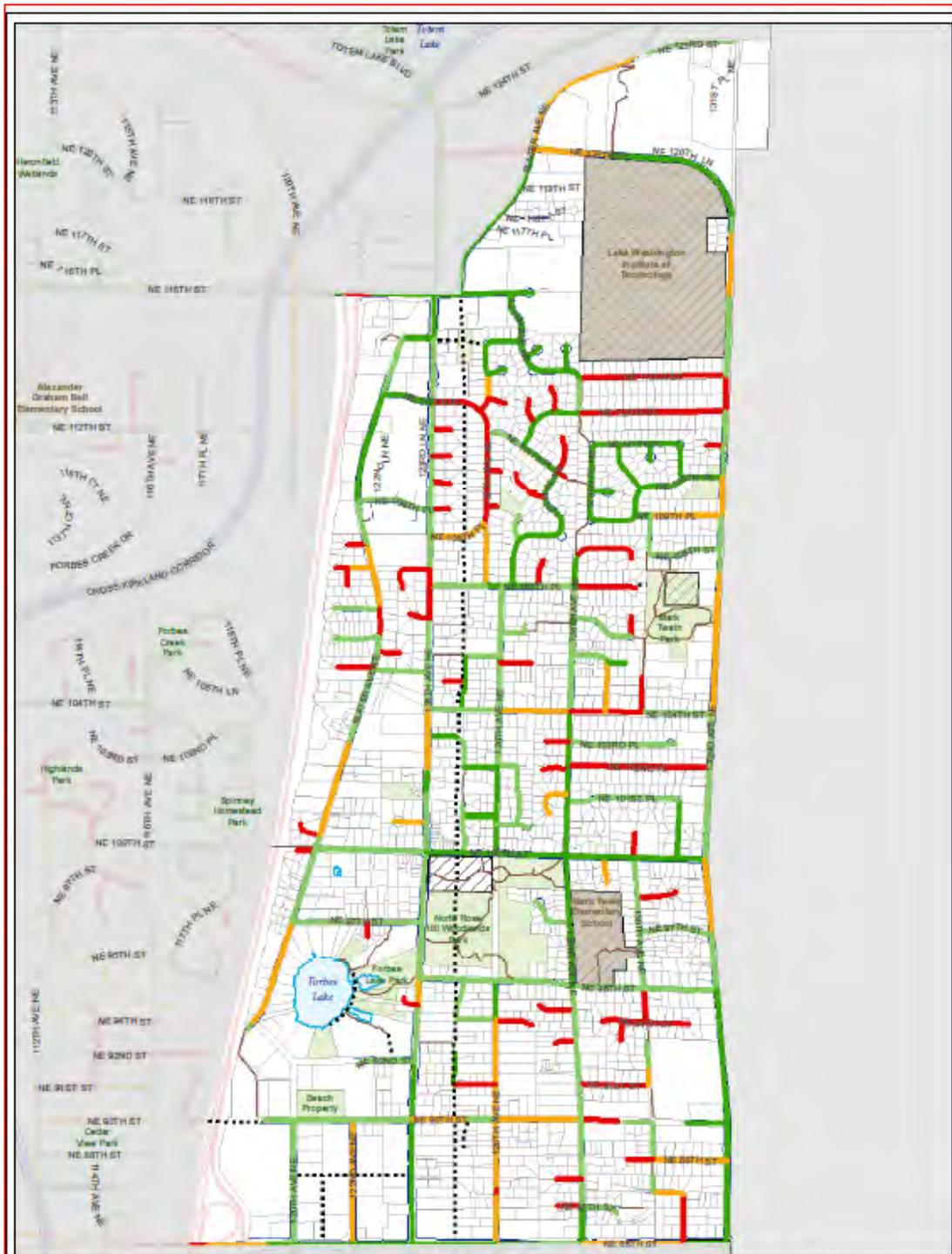
Figure NRH-5: North Rose Hill Street Connection Plan

XV.F. NORTH ROSE HILL NEIGHBORHOOD

Renumber the following list

Table NRH-1: North Rose Hill Street Connection Plan Description List

1. ~~NE 88TH STREET BETWEEN 124TH AVENUE NE AND 126TH AVENUE NE~~
2. NE 108TH STREET BETWEEN SLATER AVENUE NE AND 123RD AVENUE NE
3. ~~NE 105TH STREET BETWEEN 129TH AVENUE NE AND 132ND AVENUE NE~~ Place
4. NE 103RD PLACE BETWEEN 132ND AVENUE NE AND EXISTING CUL-DE-SAC END Portions of
5. NE 101ST PLACE BETWEEN 131ST PLACE NE AND 132ND AVENUE NE
6. ~~NE 97TH STREET BETWEEN 130TH AVENUE NE AND 132ND AVENUE NE~~
Completed
7. Deleted by Ord. 4212.
8. 125TH AVENUE NE BETWEEN NE 94TH STREET AND NE 95TH STREET
9. 130TH AVENUE NE BETWEEN NE 87TH STREET AND NE 94TH STREET
10. NE 91ST STREET BETWEEN 130TH AVENUE NE AND 132ND AVENUE NE – Sections are completed Portions of
11. ~~NE 90TH STREET BETWEEN 128TH AVENUE NE AND 132ND AVENUE NE – Sections are completed~~
12. 131ST AVENUE NE BETWEEN NE 90TH STREET AND NE 91ST STREET
13. 122ND AVENUE NE BETWEEN NE 90TH STREET AND NE 92ND STREET
14. ~~126TH PLACE NE BETWEEN NE 102ND PLACE AND NE 100TH PLACE~~
Completed
15. NE 101ST PLACE BETWEEN 124TH AVENUE NE AND 125TH AVENUE NE
16. NE 116TH STREET BETWEEN 127TH AVENUE NE AND 132ND AVENUE NE
17. ~~NE 100TH PLACE BETWEEN SLATER AVENUE AND 124TH AVENUE NE~~
Completed



— Sidewalks — Existing Trails — Park
— No Sidewalk — Intermittent Sidewalk — Sidewalk Complete One Side Only — Sidewalk Complete Both Sides
— Existing Trails - - - - Desired Sidewalk/Trail/Pathway — School *** Draft ***
 Neighborhood Boundaries — Lakes — Park
— School — Public Facilities — Parcel Boundaries
N
 1 Inch = 1,300 feet
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 No warranty of any sort, including but not limited
 to accuracy, fitness or merchantability, accompany this product.

Figure NRH-6: North Rose Hill Street Pedestrian System



Bike/Shared Use Lane	Lakes
Cross Kirkland Corridor	Park
Interstate	School
Arterial / Collector	Public Facilities
Neighborhood Access	Parcel Boundaries

*****Draft*****

1 inch = 1,300 feet
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Figure NRH:7 North Rose Hill Bicycle System

The following nonmotorized connections should be improved and added to the ~~Nonmotorized~~ Active Transportation Plan as appropriate. The Capital Improvement budget process prioritizes when routes will receive funding for improvements. If funded, these routes should be improved with pedestrian and bicycle facilities as needed:

:

- Between bus stops and residential development.
- Along school walk routes – highest priority.
- Connecting activity areas such as parks and the Boys and Girls Club, and Lake Washington ~~Technical College~~ Institute of Technology.
- Wherever a street connection is not required or feasible to connect dead end streets to adjacent streets. When new street connections are not required or not feasible, pedestrian and bicycle connections should still be pursued.
- Between the Redmond regional trail and the I-405 pedestrian overpasses. Known as the Bay to Valley Trail, this link should follow NE 90th Street, heading west from the Redmond boundary at 132nd Avenue NE, to connect to a planned 90th Street overpass, and then north through the existing pedestrian easement at the Costco parking lot, to Slater Avenue NE connecting to the existing 100th Street overpass. Public pedestrian and bicycle easements should be provided across private properties within the designated Bay to Valley Trail, identified in the Park Recreation and Open Space Plan, when development, redevelopment or platting occurs to complete the trail system. See the PROS Plan for further details.
- Around a limited portion of Forbes Lake connecting City-owned property and existing public access across private property.
- Various links between the Lake Washington ~~Technical College~~ Institute of Technology and surrounding residential development to the west and south.
- Along the Seattle City Light transmission line easement in cooperation with the utility and adjacent property owners.

Policy NRH 25.2:

Develop the following new nonmotorized connections to provide convenient and safe pedestrian mobility between the business districts and residential areas in the neighborhood.

- North/south link between Slater Avenue NE through the North Rose Hill Business District to NE 116th Street and northward to the ~~Totem Lake neighborhood~~ Totem Lake Business District.

- ~~North/south link between Slater Avenue NE and the Rose Hill Business District through the Costeo parking lot.~~
- East/west link between 124th Avenue NE and the low density area of North Rose Hill through the open space west of 126th Avenue NE at approximately NE 114th Place.

7. OPEN SPACE/PARKS

There are a number of publicly and privately owned areas in the North Rose Hill neighborhood that currently provide park and open space opportunities. In addition, there is a private nonprofit facility in the neighborhood that provides recreation opportunities. They are briefly described below ~~and shown in Figure NRH-9.~~

PARKS

Mark Twain Park is a seven-acre neighborhood park ~~that was transferred to the City in 1989 as part of the annexation agreement between the City and King County. This park is~~ located on 132nd Avenue NE, at approximately NE 107th Street. Improvements in this park include walking and jogging paths, a children's playground, a basketball court, and an open lawn area for informal recreation activities. Development and improvement of facilities for passive uses, such as walking or jogging, is encouraged.

Note: Eliminate the following Parks and Open Space map to avoid redundancy. It is no longer necessary because a citywide Parks and Openspace map is being added to the Park, Recreation and Open Space Element.

North Rose Hill Woodlands Park

...is a ~~26.8~~ 21 acre neighborhood and nature park located between 124th Avenue NE and 128th Avenue NE south of NE 100th Street. It contains ~~over a half mile of paved~~ and boardwalk trails, interpretive signs, picnic ~~areas~~ shelter, children's playground, benches, wetlands, and an open lawn area for informal play. Parking and public restrooms are available at the fire station ~~on~~ near the site.

Forbes Lake Park is a ~~7.2~~ 9-acre waterfront park located at 9501 124th Avenue N, ~~west of the Lockshire development on NE 92nd Street, and south of the Lake Kirkland development on NE 97th Street~~. Together the park contains over 479 lineal feet of shoreline. The park is currently undeveloped. Future plans for the park include a continuous trail connecting parkland on the eastern side of the lake with parklands to the south and southwest, creating a continuous route of travel from 124th Avenue NE to Slater Avenue. Forbes Lake is an important public landmark and open space feature in the neighborhood. In future development, the City should seek to enhance the public views of the lake and wetland areas. To preserve the natural wetland system, active recreational use of this area should be discouraged.

PUBLIC SCHOOLS

Mark Twain Elementary School is an eight-acre site located at NE 95th Street and 130th Avenue NE. The school is improved with playfields, children's play equipment and open space for informal recreation. The school's multipurpose room also provides indoor recreation space on a limited basis.

Lake Washington Technical College Institute of Technology is a State vocational-technical college. The ~~college-institute~~ occupies 54 acres at approximately 132nd Avenue NE and NE 120th Street. With the exception of the instructional buildings and associated parking, the site is heavily wooded. The slope on the west side of the site is not well suited for active recreational use.

PRIVATE NONPROFIT RECREATION

Kirkland-Redmond Boys and Girls Club is a private nonprofit service organization whose primary mission is to serve youth. It is located at 124th Avenue NE and NE 108th Street. This facility includes a multipurpose room, game room, gymnasium, arts and crafts room, library, and educational center. The site also has a playfield.

OPEN SPACE TRACTS

Various open space tracts have been dedicated in many existing subdivisions. Ownership of several of these tracts has been transferred to the City (Tract B Trillium Court, and Tract A, Lake Kirkland Park). The remaining tracts are ~~either~~ owned jointly by the homeowners within the subdivision ~~or by King County~~. These tracts vary in size and have generally been left as unimproved open space.

Goal NRH 26 – Prioritize acquisition of a new neighborhood park where park level of service is deficient.

Note: The PROS Plan identifies park needs throughout the City.

Policy NRH 26.1:

Acquire suitable land in the ~~northwest-northern~~ portion of the neighborhood for neighborhood park development.

There are deficiencies in the neighborhood park level of service based on the desire for parkland to be located within one-quarter-mile of all residents. ~~The Park Recreation and Open Space (PROS) Plan has identified a need for a park in the northern portion of North Rose Hill. See the PROS Plan for further details. Therefore, the north end of the neighborhood is targeted for potential site acquisition.~~

Policy NRH 26.2:

~~— Consider other locations for park and open space acquisition as opportunities arise. —~~

~~Acquisition of additional land for park and open space should be considered using evaluation criteria established by the Park Board and City Council. Criteria include those related to cost, location, site characteristics, and available funding.~~

Goal NRH 27 – Seek opportunities to ~~develop community meeting places~~ improve connectivity to parks.

Policy NRH 27.1:

~~Public pedestrian access easements should be provided across properties abutting Forbes Lake Park when development, redevelopment or platting occurs to improve access to the park. Provide a community gathering place at Woodlands Park in conjunction with the development of the Williamson property~~

Note: Woodlands Park already has a picnic shelter serving as a gathering place.

~~This need has been identified in the Park Recreation and Open Space (PROS) Plan. See the PROS Plan for further details. A designated community gathering place, such as a well designed picnic shelter, should be incorporated into Woodlands Park when the Williamson property is developed in the future. The shelter~~

~~should be made available on both a scheduled and unscheduled basis for community gatherings and informal meetings.~~

Goal NRH 28 – Seek opportunities to develop off-street trails for recreational use that connect activity nodes and neighborhoods.

Policy NRH 28.1:

~~Explore the potential for~~ Complete a the Seattle City Light Power Line trail connecting the North Rose Hill neighborhood to the South Rose Hill and ~~Totem Lake neighborhood~~ Totem Lake Business Districts within the Seattle City Light Power Line Easement.

Public pedestrian and bicycle easements should be provided under the Seattle City Light power easement when development, redevelopment or platting occurs to complete the trail system. See PROS Plan for further details. ~~As This~~ off-street north/south trail through the neighborhood serves the recreational needs of the community by providing a safe pedestrian and bicycle link separated from the street system. This will provide a more pedestrian friendly option to the street system. Eventually this trail could link up to the Bridle Trails neighborhood and trail systems in adjoining jurisdictions.

8. PUBLIC SERVICES/FACILITIES

UTILITIES

SURFACE WATER

~~***Goal NRH 29 – Create a stormwater collection and transmission system that decreases peak flows, reduces flooding, and that protects and improves water quality***~~ ***Provide adequate utility services in the neighborhood.***

Policy NRH 29.1:

Protect and improve water quality through the use of the best available source control and treatment practices as identified in the Surface Water Master Plan and managed by the City’s Storm Water Utility.

Policy NRH 29.2:

~~Utilize best management practices to m~~Mitigate stormwater impacts ~~of past and future development through by reduction decreasing of the height and duration of~~ peak flows.

These policies mirror those of the City's ~~surface water utility's~~Storm Water Utility's Surface Water Master Plan. The goals are written to include both controls that are placed on proposed new development (through design requirements), and programs and projects implemented by the City to address existing problems.

The easiest and least expensive way to protect water quality is to stop pollution at its source. Everyday activities of individuals in a watershed affect the quality of water in our streams. In cases where pollution cannot be eliminated at the source, treatment systems can be used to remove pollutants from water before it flows into a stream or lake.

When peak flows are increased, and persist for longer time periods than under pre-developed conditions, the quality of the water and available habitat in a stream will decrease. Kirkland has many streams in which such damage has already occurred. Two of the major goals of the surface water utility are to repair such damage, and to prevent future damage. This is accomplished through construction of capital improvement projects, and through regulation of new development.

Goal NRH 30—Enhance and protect the Forbes Creek and Juanita Creek Basins in the North Rose Hill neighborhood.

Policy NRH 3029.13:

Investigate water quality and Forbes Lake flooding/levels and develop projects and programs to address identified problems.

Property owners adjoining Forbes Lake are concerned that lake level fluctuations contribute to infiltration of drain fields and basement flooding. ~~Lack of formal public access to the lake has hindered public involvement in these issues since there has been no public benefit identified in using City funds for private benefit. However, if potential water quality impacts to fish in lower reaches of Forbes Creek do result from fluctuations in Forbes Lake water levels, there is a public benefit for the City to investigate and address these concerns.—Ongoing monitoring by community volunteers and by the City quantify lake level fluctuations and test water quality. Current development practices reduce the potential for flooding by restricting placement of new improvements within sensitive area buffers and eliminate septic systems failures by requiring connection to the sanitary sewer system. Upstream retrofit opportunities to address lake level fluctuations would be considered as part of the Capital Improvement Plan prioritization process based on identified need in the Surface Water Master Plan.~~

Policy NRH 3029.24:

Give funding priority to projects and programs that address identified water quality and lake flooding/level problems.

These projects and programs should be identified in both the Surface Water Master Plan, and the surface water portion of the Capital Improvement Program.

SEWER

~~***Goal NRH 31—sanitary sewers to those areas currently on septic systems pursuant to the Sanitary Sewer Comprehensive Plan.***~~

Note: Requirements for sewer not specific to NRH and already in Utility Element. Delete to eliminate redundancy.

~~***Policy NRH 31.1:***~~

~~—Install new sanitary sewer systems concurrent with new development.~~

~~***Policy NRH 31.2:***~~

~~—Maintain individual property owners’ existing septic systems in high working order.~~

~~***Policy NRH 31.3:***~~

~~—Eliminate failing septic systems.~~

The Emergency Sewer Program is a program identified in the Capital Improvement Program to eliminate failing septic systems.

WATER

~~***Goal NRH 32—Provide water service to new development in accordance with the Water Comprehensive Plan.***~~

Note: Requirements for Water not specific to NRH and already in Utility Element. Delete to eliminate redundancy.

~~***Policy NRH 32.1:***~~

~~—Provide potable water to meet water quality and fire flow standards.~~

~~***Policy NRH 32.2:***~~

~~—Encourage the efficient use of and conservation of potable water by the adoption of appropriate development standards.~~

Water is becoming a scarce resource which must be managed efficiently.

9. URBAN DESIGN

Goal NRH ~~33~~30 – Ensure that public improvements and private development contribute to neighborhood quality and identity in the North Rose Hill Business District.

Policy NRH ~~33~~30.1:

~~Establish~~ Utilize the design review process to administer building and site design standards that apply to all new, expanded, or remodeled commercial, multifamily, or mixed-use buildings in coordination with the Design Guidelines for Pedestrian-Oriented Business Districts contained in the Kirkland Municipal Code and Design Regulations in the Zoning Code.

Building design standards ~~should~~ address building scale, building mass, materials; building entries; service areas; roof treatments; pedestrian oriented frontage; and relationship to adjacent land uses.

Site design standards ~~should~~ address building and parking area placement on the site; vehicular and pedestrian access to the site and on-site circulation; site lighting; landscaping, including parking lot landscaping; signs; preservation of existing vegetation, and buffers between higher intensity development and adjacent land uses.

Design review will ensure compliance with these standards and help create an attractive image of the North Rose Hill Business District.

Note: Urban Design Guidelines for NRHBD are contained in the KMC Design Guidelines for Pedestrian Oriented Business Districts and in the Zoning Code. Therefore these policies can be combined.

Policy NRH ~~33.2~~:

~~Utilize the design review process to administer building and site design standards applicable to commercial, multifamily, and mixed-use development.~~

~~Design review will ensure compliance with these standards.~~

Policy NRH ~~33.3~~30.2:

Minimize the appearance of parking areas through location and shared facilities.

Parking in front of buildings is discouraged. Combined lots that serve more than one business or use are encouraged.

Policy NRH ~~33.4~~30.3:

Include high quality materials, the use of public art, bicycle and pedestrian amenities, directional signs on all arterials, and other measures for public buildings, and public infrastructure, such as streets, and parks.

~~These will help create an attractive image of the~~ These contribute to an inviting and desirable North Rose Hill Business District experience.

Goal NRH ~~34~~31 – *Provide transitions between the commercial and residential uses in the neighborhood.*

Policy NRH ~~34~~31.1:

~~Establish~~ Address transition impacts and protect nearby residential neighborhoods with site and building development requirements such as landscape buffers and height regulations ~~that address transition areas and protect nearby residential neighborhoods.~~

Landscaping is used to soften and separate uses by creating a transition zone. Likewise, the size or height of the building should not overpower adjoining residential areas.

Goal NRH ~~35~~32 – *~~Promote~~ Require high quality ~~design by establishing building and site and~~ design standards ~~that apply to all new~~for innovative residential ~~designs and styles like attached, clustered, compact single-family, or cottage~~ housing in low density zones.*

Note: Site and design standards for innovative housing in low density zones are contained in the Zoning Code and Subdivision Ordinance.

Policy NRH ~~35~~32.1:

~~Establish~~ Implement the design standards for various innovative housing techniques and styles contained in the Subdivision Ordinance and Zoning Code. ~~These standards~~ that address: building placement on the site, clustering, open space preservation, building scale in proportion with the lot and with the surrounding neighborhood, preservation of existing vegetation, and integration with detached single-family homes. Innovative housing techniques include small lot single family, historic preservation, and low impact development subdivisions and cottage, carriage and two/tree unit homes. These standards will help ensure acceptance of innovative housing.

Goal NRH ~~36~~33 – *Provide streetscape improvements ~~throughout the neighborhood~~ that contribute to a sense of neighborhood identity and enhanced visual quality.*

Policy NRH ~~36~~33.1:

Establish a street tree plan for the neighborhood.

Trees bordering streets can unify the neighborhood's landscape.

Policy NRH 36.2:

Develop center landscape medians and/or other enhancements along 132nd and 124th Avenues NE with extensive greenery to visually soften and enhance these arterials.

Consider seasonal color, and drought-tolerant native species in their design.

Policy NRH 3633.3:

Incorporate design features into pedestrian routes.

Pedestrians require more detailed visual stimuli than do people in fast moving vehicles. Pedestrian paths should be safe, enjoyable, and interesting. Varying pavement textures and pedestrian safety islands and signalization at crosswalks are methods to strengthen these pathways.

Goal NRH 3734– Develop gateway features that strengthen the character and identity of the neighborhood.

Policy NRH 3734.1:

Use public and private efforts to establish gateway features at the locations identified in Figure NRH-108.

These should frame and enhance views into the neighborhood. An existing gateway sign is located on 124th Avenue NE north of NE 85th Street. Other preferred locations are shown in Figure NRH-108.

At some locations, private development should install gateway features as part of future development. In other instances, public investment is necessary. Depending on the location, improvements such as landscaping, signs, structures, or other features that identify the neighborhood could be included.

Goal NRH 3835 – Preserve territorial views.

Policy NRH 3835.1:

Preserve the territorial view of the Totem Lake commercial area from NE 120th Street.

This view conveys the neighborhood's context in the larger community. It is an important feature that should be preserved.



Figure NRH-8: North Rose Hill Urban Design Features

XV.L. NORKIRK NEIGHBORHOOD

Yellow text boxes note information that explains proposed changes to the plan.

1. NORKIRK OVERVIEW

The Norkirk Neighborhood lies between the Cross Kirkland Corridor on the east, Market Street on the west, the Moss Bay Neighborhood, including downtown on the south, and the crest of the Juanita Slope at approximately 20th Avenue, on the north (see Figure N-1).

Most of the area is developed, and the land use pattern is well established. The neighborhood is predominately residential in character, and contains some of Kirkland's oldest homes. The neighborhood is also home to many civic and public uses including City Hall, the City Maintenance Center and the Kirkland ~~Junior High Middle~~ School. The core(of the neighborhood consists of low density residential development, while medium and high density residential uses are concentrated on the south end, transitioning to the commercial uses of the Central Business District. Commercial and multifamily residential development adjoins Market Street on Norkirk's western boundary. Light industrial uses are located in the southeastern portion of the neighborhood.

The last update to the Norkirk Neighborhood Plan occurred in 2007, adopted by Ordinance 4078, with an update in 2015 as part of the citywide Comprehensive Plan update as required by the Growth Management Act (GMA).

2. VISION STATEMENT

The Norkirk Neighborhood ~~in 2022~~ is a stable and tranquil community of neighbors who represent a range of ages, households, incomes, and backgrounds. Norkirk residents highly value the distinct identity of their own neighborhood as well as its proximity to downtown Kirkland.

Norkirk residents are good neighbors because we know one another. That's because the Norkirk Neighborhood is a pleasant and safe place for walking. From the sidewalks, people greet neighbors who are working in their gardens or enjoying the quiet from their front porches. Children play in their yards and in the parks, or ride their bikes along streets where they recognize their neighbors. Norkirk is linked to other Kirkland neighborhoods and commercial areas by safe bike and pedestrian routes and local transit.

Norkirk residents prize our beautiful surroundings. We benefit from open spaces and abundant trees. From numerous spots throughout the neighborhood one can view Lake Washington and its shoreline, the Olympics, or Mount Rainier. The parks, woodlands, and wetlands are considered the neighborhood's backyard, and residents care for those places.

The neighborhood has a unique civic presence and identity. Many City services and facilities are located here, attracting community members from outside the neighborhood. The Norkirk Neighborhood is home to both City Hall and the City Maintenance Center where the work of local government takes place. Kirkland ~~Junior High Middle~~ School, situated next door to Crestwoods Park, serves the entire city.

XV.L. NORKIRK NEIGHBORHOOD

Norkirk is also home to Peter Kirk Elementary School, which draws its enrollment from not only the Norkirk Neighborhood but also from the Market and Highlands Neighborhoods.

~~In 2022,~~ The Norkirk Neighborhood is comprised mainly of single-family homes. Houses come in a variety of styles and sizes and, between houses, there is light and vegetation. The neighborhood feels uncrowded. Residents cherish many homes dating from early in the 20th century. Low density residential areas successfully integrate alternative housing styles throughout the neighborhood, which provides choices for a diverse community.



Annual Norkirk Neighborhood Picnic, 2005

Note: Eliminate the following Neighborhood Boundary Map to avoid redundancy. It is no longer necessary because neighborhood boundaries are shown on the Norkirk Land Use Map.

XV.L. NORKIRK NEIGHBORHOOD

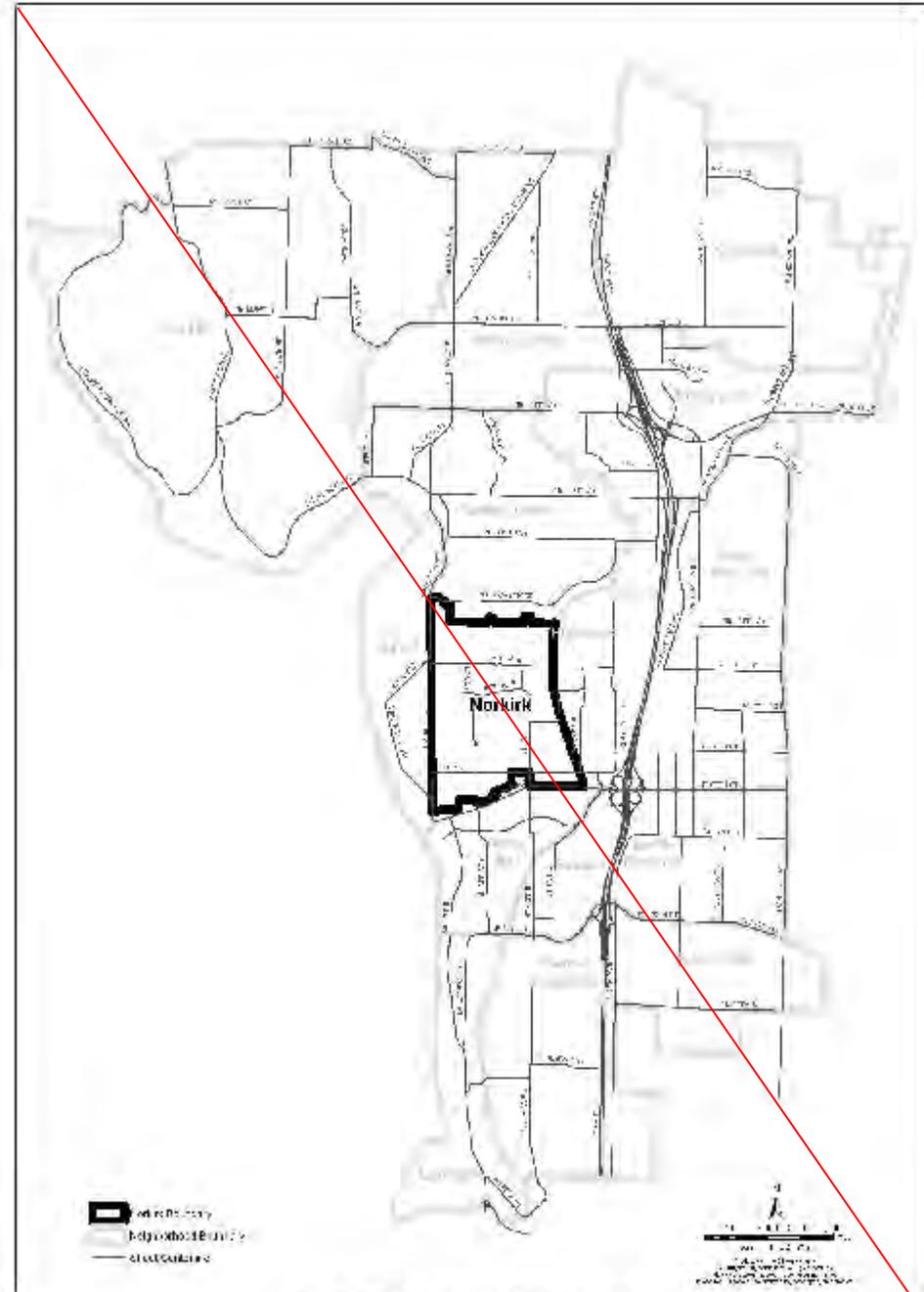


Figure N-1: Norkirk Boundaries

XV.L-2



Kirkland Junior High School

Note: change to middle school

Higher density multifamily development at the southern boundary of the neighborhood provides additional housing choice and a stable transition between the single-family core and the more intensive commercial and residential development in downtown Kirkland. Additional multifamily development and commercial activities are located along the Market Street Corridor. Here the alley and topographic break separate the single-family area from the Market Street Corridor, minimizing conflicts between adjacent land uses and ensuring neighborhood integrity. These commercial areas provide important shopping and services for both neighborhood residents and the region. Design of new development within the Market Street Corridor is complementary to the adjacent residential portions of the Market and Norkirk Neighborhoods, helping to create seamless transitions to protect and enhance the residential core.

~~In 2022,~~ Industrial and office uses in the southeast portion of the neighborhood are compatible with the residential uses that surround them. Located near the railroad tracks, this area provides a central City location for technology, services, offices use, wholesale businesses and the City Maintenance Center. Landscape buffers, building modulation and traffic management help integrate this area into the neighborhood.

Norkirk ~~in 2022~~ is an outstanding neighborhood in which to live.

3. HISTORIC CONTEXT

Introduction

The Norkirk Neighborhood is one of the most historic in the City of Kirkland. Norkirk has had a significant role in the development of the City starting in the late 1880's when a majority of land was purchased to be part of Peter Kirk's new town. The area around the present City Hall was the civic center of Kirkland in the 1900's. The churches were the community meeting places and the Kirkland Woman's Club, the American Legion Hall and schools provided numerous community services. Central School was purchased by the City of Kirkland in 1977; it was vacated in 1978 and damaged by fire in 1980. The City of Kirkland reinforced Norkirk's importance as the civic center of the City by building the new City Hall on the Central School site in 1982.



*Photo of Congregational and Baptist Churches
and Central School 1905*

*Arline Andre collection, Kirkland Heritage
Society*

Homesteads in the 1880's

The land homesteaded in the 1880's by John DeMott and George Davey included most of the Norkirk Neighborhood and portions of downtown. These two homesteads extended from First Street to Sixth Street and from Kirkland Avenue up to 18th Avenue. The Carl Nelson and Martin Clarke Homesteads extended east of 6th Street up to 116th in the Highlands Neighborhood.

Kirkland Land and Improvement Company

Between 1888 and 1890, Peter Kirk's Kirkland Land and Improvement Company purchased many of the homesteads to begin the proposed new city, which would support the construction of the steel mill on Rose Hill near Forbes Lake. In 1890, the original plat was done with the street layout much as we see it today – particularly from Market to 3rd Street and south of 10th Avenue. The town center was to be at the intersection of Market Street and Piccadilly (7th Avenue). Piccadilly with its wide right-of-way was the connecting road to the mill on Rose Hill.

In 1893 the nationwide depression wiped out Kirk's dream of Kirkland becoming the "Pittsburgh of the West" as the financial backing stopped and the mill closed without ever having produced steel. Very little development occurred in Kirkland until after 1910. Even though times were tough, the citizens voted to incorporate in 1905.

Boom Development 1910 – 1930 – Burke and Farrar

The most significant era of development in Norkirk was from 1910 through the 1930's after Burke and Farrar, Seattle developers, purchased Peter Kirk's remaining holdings. The area north of 10th Avenue and east of 3rd Street was replatted in 1914 to better reflect the topography. This era coincided with the national popularity of the Arts and Crafts movement and the construction of bungalow and craftsman styles of homes. The Norkirk Neighborhood has the greatest number of bungalows in the City – it is very appropriate for the neighborhood logo to reflect that time period and architectural style.



*Representative photographs of Bungalows
Inventory Reports from Kirkland Heritage Society*

Railroad

The Northern Pacific Railroad line that ~~forms~~ formed much of the eastern boundary of the Norkirk Neighborhood was begun in 1903 and was completed in the summer of 1904 according to information from the Issaquah Depot Museum. Acquired by the City in 2012, the railroad line was replaced with the multi-use Cross Kirkland Corridor.

Change of Street Names

In the late 1920's the street names defined in the original Kirk Plat were changed to the present numbering system to facilitate public safety. The street signs installed in 1999 and 2000 reflect the original historic names. For example: 3rd Street was Jersey Street; 6th Street was Orchard Street; 7th Avenue was Piccadilly Avenue; and 18th Avenue was Portland Avenue.

Naming of the Neighborhood

The name likely came from geographic references to "North Kirkland" relative to downtown. This was formalized with the naming of the Norkirk Elementary School in 1955. The 6/23/55 East Side Journal newspaper had the following story:

The name "Norkirk Elementary School" submitted by Donna Lee Owen, age 7 of Redmond, was chosen by school board members as the name of the new elementary school under construction in north Kirkland. Donna is the daughter of Mr. and Mrs. Alvin L. Owen, Jr. and is a student in the second grade.

Historic Properties-

The Kirkland Heritage Society utilized a grant from the Kirkland City Council to conduct an inventory of properties meeting established historic criteria in 1999. The Norkirk Neighborhood had one-third of the buildings on the Citywide inventory. Twenty percent of the highest priority structures are located in Norkirk. The Kirkland Woman's Club, Trueblood House, Campbell building and Peter Kirk building are on the National and State Registers of Historic Places. The cluster of historic properties at the intersection of Market Street and 7th Avenue

form an important historical link and entrance to the Norkirk Neighborhood. The Newberry House, Kirkland Cannery, Sessions Funeral Home, 5th Brick Building, the site of the former First Baptist Church/American Legion Hall, and the Houghton Church Bell are designated by the City of Kirkland as Community Landmarks. See the Community Character Element of the Comprehensive Plan for further historic resources information.



Woman's Club and Peter Kirk Building – Recognized by City of Kirkland Inventory and Centennial Collections, Kirkland Heritage Society

Goal N-1: Encourage preservation of structures and locations that reflect the neighborhood's heritage.

Policy N-1.1:

Provide markers and interpretive information at historic sites.

~~Providing this i~~Information ~~will~~ identifying these important sites ~~and~~ enable future residents to have a link with the history of the area.

Policy N-1.2:

Provide incentives to encourage retention of identified buildings of historic significance.

~~Allow f~~Flexibility in lot size requirements for lots that contain historic buildings is an incentive to preserve and protect historic resources. ~~This~~The Historic Preservation subdivision incentive ~~will~~ allows lots containing historic buildings to be subdivided into smaller lots than would otherwise be permitted if the historic buildings meet designated criteria and are preserved on-site.

Minimum lot size in this situation would be 5,000 square feet in an RS 6.3 or 7.2 zone. This incentive would allow up to two smaller lots, including the one containing the historic building, if the recognized integrity of the historic building were preserved. If additional lots were created by the subdivision, they would have to meet the lot size requirements for the zone.

A particularly significant historic building in the neighborhood is the Kirkland Cannery. Located in the industrial area of Norkirk, some zoning flexibility to allow nonindustrial uses such as live work lofts may be appropriate in order to preserve this building.

Note: The Kirkland Cannery is included in the LIT CAR study area.

4. NATURAL ENVIRONMENT

Goal N-2: Protect and enhance the natural environment in the Norkirk Neighborhood.

Policy N-2.1:

Protect and improve the water quality and promote fish passage in the Forbes Creek and Moss Bay basins by undertaking measures identified in the Surface Water Master Plan to protect stream buffers and the ecological functions of streams, Lake Washington, wetlands and wildlife corridors.

The Norkirk Neighborhood is located within the Forbes Creek and Moss Bay drainage basins (Figure N-2). ~~Various Moss Bay and Forbes Creek tributaries and several small wetlands constitute a valuable natural drainage system that flows into Lake Washington and provides the surface water, water quality, wildlife and fish habitat, and open space functions for the neighborhood.~~

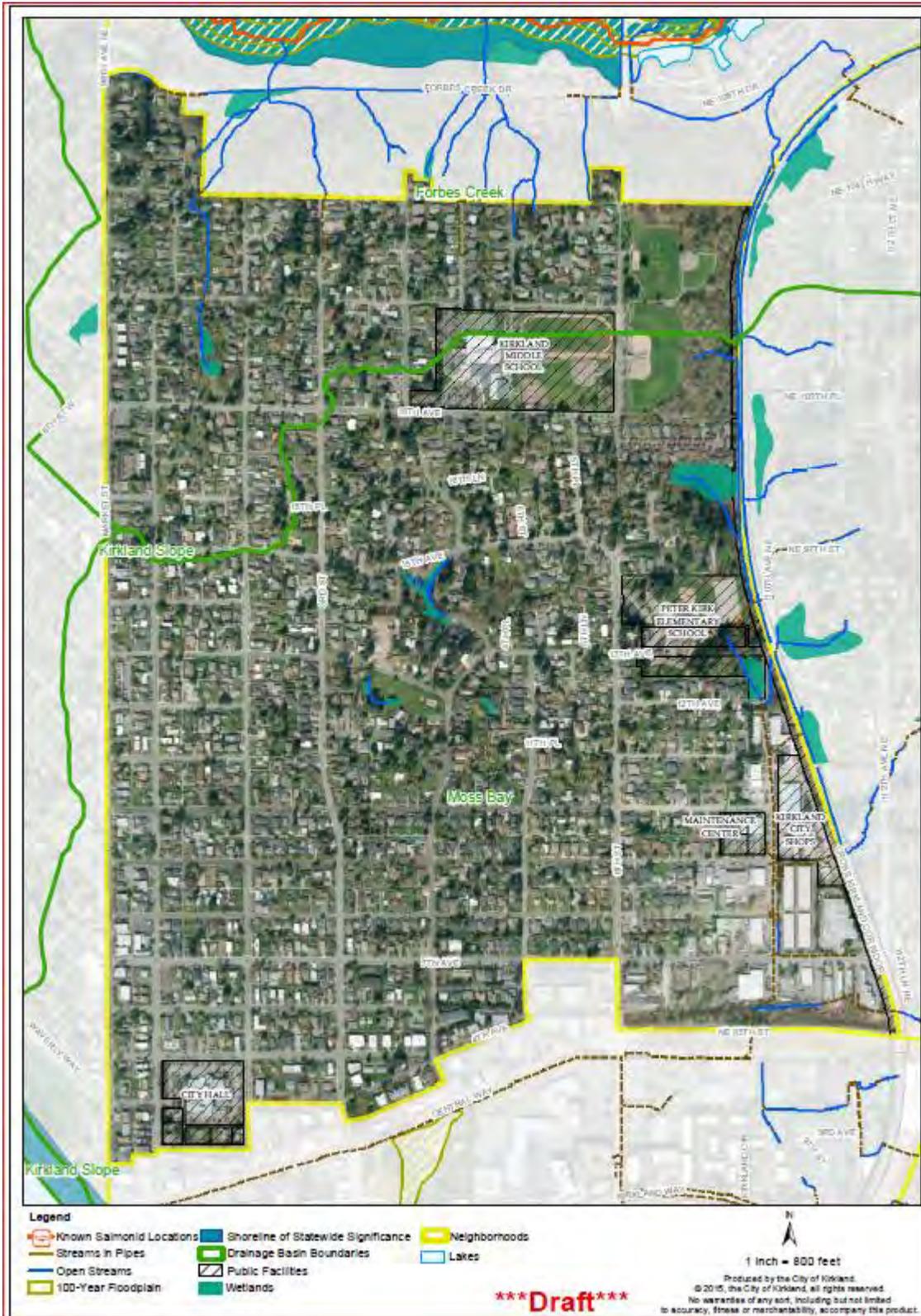
In the Forbes Creek basin, there is extensive cutthroat trout habitat in the main stem of Forbes Creek downstream of Forbes Lake. Coho salmon are found west of the freeway in Forbes Creek. The various Norkirk Neighborhood tributaries leading into the Creek contribute to the water quality downstream prior to entering Lake Washington. The Surface Water Master Plan guides the City's efforts on water quality measures and projects.

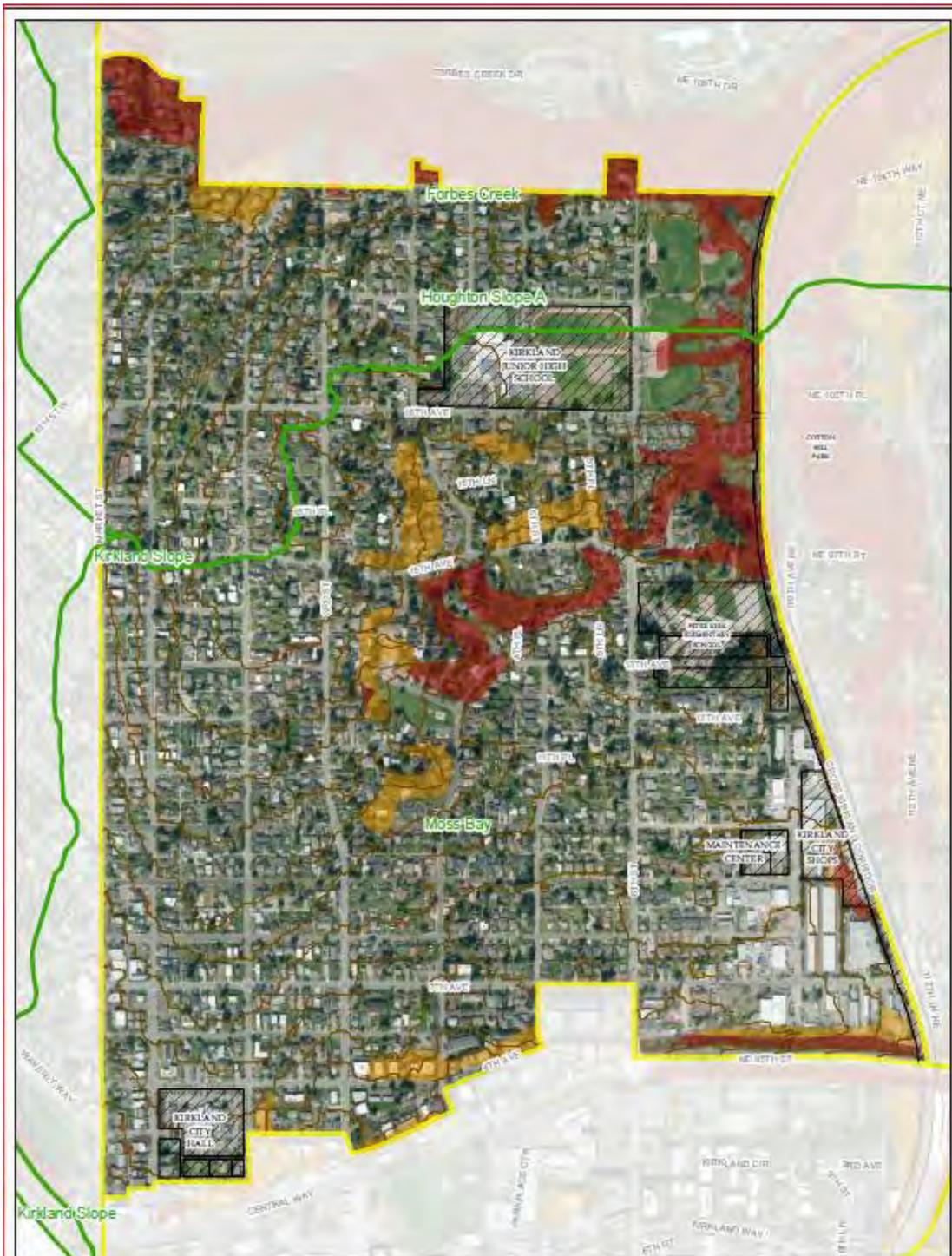
The small wetland and drainage area at Van Aalst Park provides an opportunity for enhancement on public property that could be accomplished as a neighborhood or school community service project.

Policy N-2.2:

Evaluate and consider opportunities to improve the function and quality of stream segments adjacent to the Cross Kirkland Corridor during implementation of the Cross Kirkland Corridor Master Plan.

In the Moss Bay drainage basin, the open stream portion of the Peter Kirk Elementary Tributary near the elementary school ~~appears to have good water quality although analysis has not been conducted. It is suspected that water quality rapidly degrades through the piped network downstream prior to entering Lake Washington. In this tributary, may benefit from~~ removal of invasive species and revegetation of the area with native vegetation, including trees and shrubs, ~~is worth investigating.~~ Additionally, the feasibility of re-introduction of resident cutthroat trout into the stream and daylighting the piped portion of this tributary upon redevelopment of the industrial area are opportunities worth investigating. ~~The small wetland and drainage area at Van Aalst Park provides an opportunity for enhancement on public property that could be accomplished as a neighborhood or school community service project.~~





- Legend**
- Medium Landslide Hazard
 - High Landslide Hazard
 - Seismic Hazard Area
 - Twenty-Foot Contours
 - Drainage Basin Boundaries
 - Lakes
 - Neighborhoods
 - Tolem Lake Urban Center

Draft

1 inch = 800 feet
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Figure N-2: Norkirk Geologically Hazardous Areas

Policy N-2.23:

Develop viewpoints and interpretive information around streams and wetlands if protection of the natural features can be reasonably ensured.

Providing education about the locations, functions, and needs of sensitive areas will help protect these features from potentially negative impacts of nearby development, and could increase public appreciation and stewardship of these areas. When appropriate, the placement of interpretive information and viewpoints will be determined at the time of development on private property or through public efforts on City-owned land.

Policy N-2.34:

Maintain a healthy urban forest by protecting, enhancing and properly managing the urban forest by striving to retain and enhance the tree canopy that includes including street public trees on public property, and landmark and specimen trees high retention value trees, groves of trees and associated vegetation on private property.

In the Norkirk Neighborhood, protecting, enhancing, and retaining healthy trees and vegetation are key values and contribute to the quality of life. Where there are feasible and prudent alternatives to development of a site in which these trees can be preserved, the trees should be retained and protected.

Proper Maintenance and removal of significant trees on developed private property will have a great impact to has a positive effect on the overall urban forests, which includes. Proper pruning and reasonable reasons for removal of mature trees are strongly advised by the City, and appropriate tree replacements expected wherever possible when tree removals occur. The City should continue to promote retention of significant trees and groves of trees on private property consistent with zoning regulations. Where desirable, the tree canopy can be enhanced through street tree planting and in park and open space areas.

While a municipal heritage or notable tree program is not currently in place, the neighborhood supports voluntary efforts to encourage preservation of heritage trees. Heritage trees are set apart from other trees by specific criteria such as outstanding age, size, and unique species, being one of a kind or very rare, an association with or contribution to a historical structure or district, or association with a noted person or historical event.



Note: Changes bring this policy and narrative into consistency with current ZC tree regulations and with municipal community interaction goals in the Urban Forestry Strategic Management Plan, adopted in 2013.

Policy N-2.45:

On properties containing high or moderate landslide or erosion hazard areas, ensure that development is designed to avoid damage to life and property.

The Norkirk Neighborhood contains areas with steep slopes including moderate and high landslide and/or erosion hazards. Moderate and high landslide hazard areas with development potential are primarily found north of Peter Kirk Elementary School near the railroad tracks (see Figure N-3). These areas are prone to landslides, which may be triggered by grading operations, land clearing, irrigation, or the load characteristics of buildings on hillsides.

Clustering detached dwellings away from these hazard areas is encouraged when development occurs, in order to retain the natural topography and existing vegetation and to avoid damage to life and property. One way to accomplish clustering is through a Planned Unit Development, where retaining open space and the existing vegetation beyond the extent normally required would be a public benefit.

Policy N-2.56:

Avoid development of unimproved rights-of-way impacted by sensitive and landslide hazard areas:

Those portions of 16th Avenue (east of 7th Street), that are found to have sensitive areas, should not be improved. A portion of unopened right-of-way is within a wetland area, and should remain in its natural condition. Additionally, those portions of 20th Avenue that are found to be in moderate and high landslide hazard areas should be analyzed to determine if street improvements can be safely made without significant impacts on the adjacent geologically hazardous areas or adjacent sensitive areas.

Policy N-2.67:

Protect wildlife throughout the neighborhood by encouraging creation of backyard sanctuaries for wildlife habitat in upland areas.

People living in the neighborhood have opportunities to attract wildlife and improve wildlife habitat on their private property. These areas provide food, water, shelter, and space for wildlife. The City, the State of Washington Department of Fish and Wildlife, and other organizations and agencies experienced in wildlife habitat restoration can provide assistance and help organize volunteer projects.

5. LAND USE

The Norkirk Neighborhood contains diverse land uses that are successfully integrated into the dominant single-family residential land use pattern. Churches and schools are dispersed throughout the low density residential core, while other public institutional uses such as Kirkland City Hall is located in Planned Area 7 and the City Maintenance Center is located in the industrial area of the neighborhood. Multifamily apartments and condominiums are in the southern portion of the neighborhood adjacent to the Central Business District. Retail, commercial, office, multifamily and mixed uses are focused in the Market Street Corridor and office, light industrial, and service commercial are concentrated in the light industrial zone at the southeast corner of Norkirk. [For more information about the Market Street Corridor see the Market Street Corridor Plan.](#)

RESIDENTIAL

Goal N-3: Promote and retain the residential character of the neighborhood while accommodating compatible infill development and redevelopment.

Policy N-3.1:

Retain the predominantly detached single-family housing style in the core of the Norkirk Neighborhood.

Norkirk is a well-established neighborhood that has predominately low density (six dwelling units per acre) traditional single-family residential development located generally north of 7th Avenue. The land use transitions from the single-family core to medium and high density multifamily development at its south end. Preservation of the eclectic mix of housing styles and sizes is important to the neighborhood's distinct character.



Policy N-3.2:

Allow lot sizes that match the existing lot size and development pattern (see Figure N-4).

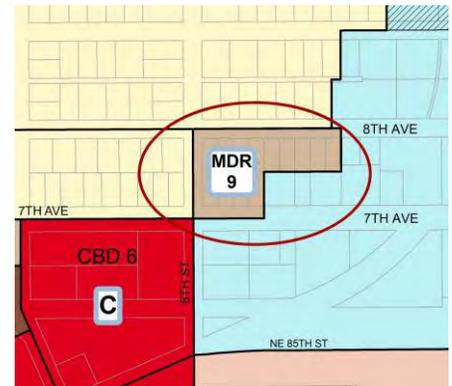
A limited area, bounded on the east by 2nd Street, on the west by the alley between Market and 1st Streets, on the south by 8th Avenue, and on the north by the alley between 12th and 13th Avenues, has a particularly large number of lots that are less than 7,200 square feet. Seven dwelling units per acre, which is comparable to the Single-Family Residential 6.3 zoning classification (6,300 square feet minimum lot size), are in context with the predominant platting pattern here. Similarly sized lots should be allowed in proximity to these smaller lots to be consistent with the lot pattern and to provide more housing capacity and home ownership opportunities.



Policy N-3.3:

Allow attached or detached residential development at nine dwelling units per acre as a transition from the industrial area to 6th Street, between 7th and 8th Avenues (see Figure N-4).

There is an existing pattern of detached houses in this area. Continuing to allow the option for attached housing provides a choice of housing styles.



Goal N-4: Allow—Encourage alternative innovative residential development options that are compatible with surrounding development.

Policy N-4.1:

Allow-Encourage a variety of development styles that provide housing choice in low density areas as allowed by Citywide regulations.

Providing housing options for a wide spectrum of households is an important value to support and encourage. Alternative-Innovative housing provides more housing choice to meet changing housing demographics such as smaller households. Rising housing prices throughout the City and region require strategies to promote lower cost housing. Allowing design innovations can help lower land and development costs and improve affordability.

Innovative development styles or techniques also enable increased protection of hazardous or sensitive areas. They can allow for more environmentally sensitive site planning by concentrating development on the most buildable portion of the site while preserving natural drainage, vegetation, and other natural features.

Compatibility with the predominant traditional detached single-family housing style in the neighborhood will determine the acceptance of housing alternatives. Architectural and site design standards to ensure compatibility with adjacent single-family homes are important to the successful integration of alternative housing into the neighborhood. Innovative housing techniques and Styles-styles such as cottage, compact-small lot single-family, historic preservation and low impact development subdivisions, cottage and common wall (attached) homes, accessory dwelling units, and clustered dwellings are appropriate options to serve a diverse population and changing household size and composition. They also may help maintain the diversity of housing that characterizes Norkirk. Standards governing the siting and construction of alternative housing types in Norkirk should be consistent with citywide zoning, development, and subdivision regulations.

Policy N-4.2:

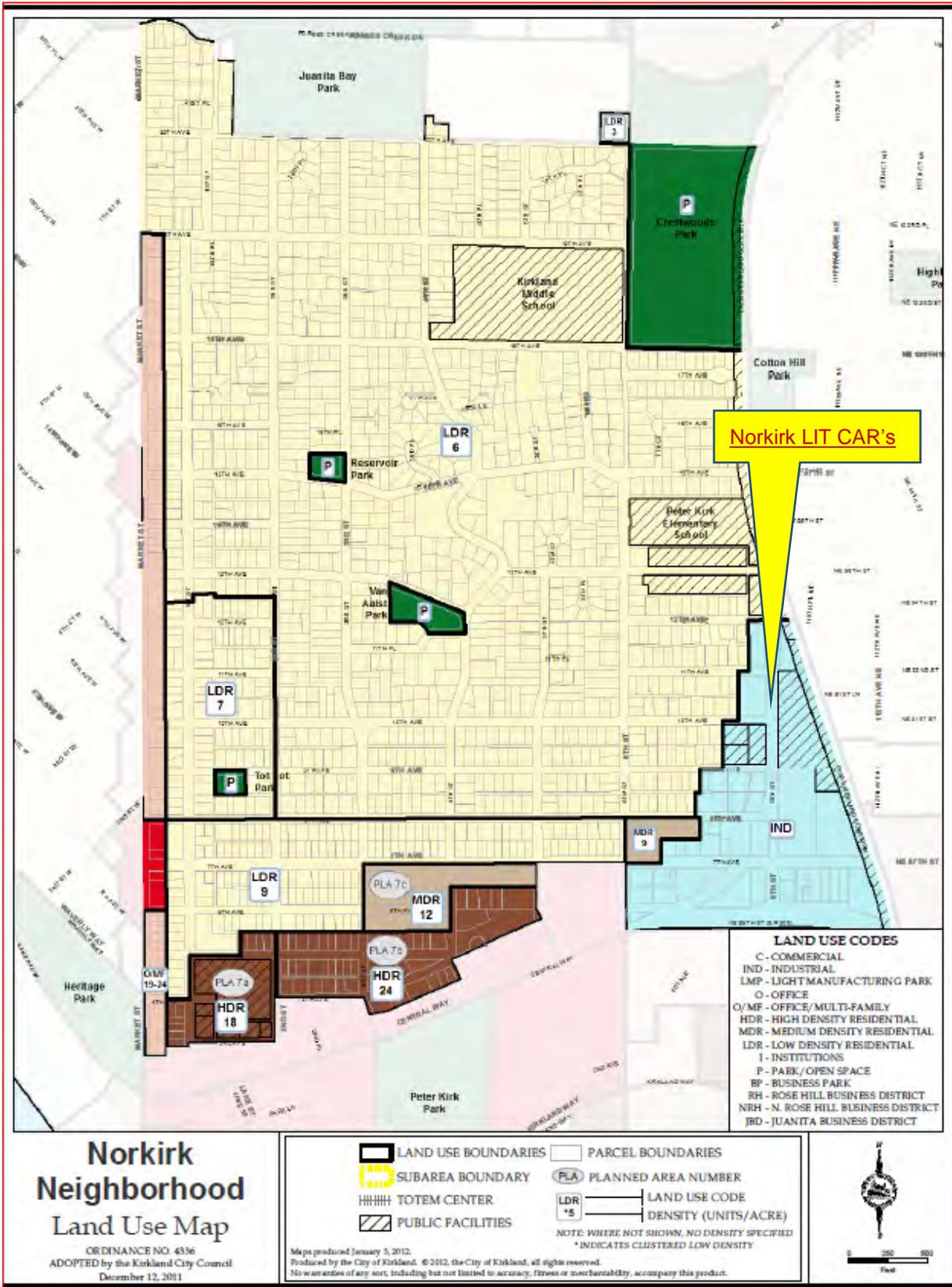
Encourage diversity in size of dwelling units by preserving and/or promoting smaller homes on smaller lots.

Diversity can be achieved by allowing properties to subdivide into lots that are smaller than the minimum lot size allowed in the zone if at least one of the lots contains a small home. This incentive encourages diversity, maintains neighborhood character, and provides more housing choice.

The Small Lot Single Family subdivision incentive enables Up to 50 percent of the lots to be subdivided ~~should be allowed~~ to be smaller than the zoning designation allows if a small home is retained or built on the small lots. The lots containing the small homes should be no less than 5,000 square feet in the RS 7.2 and RS 6.3 zones. The size of the homes on one or both lots would be strictly limited by a reduced floor area ratio and all other zoning regulations would apply.

-

Note: land use designations on Land Use Map (below) may change depending on outcome of Citizen Amendment Requests shown below.



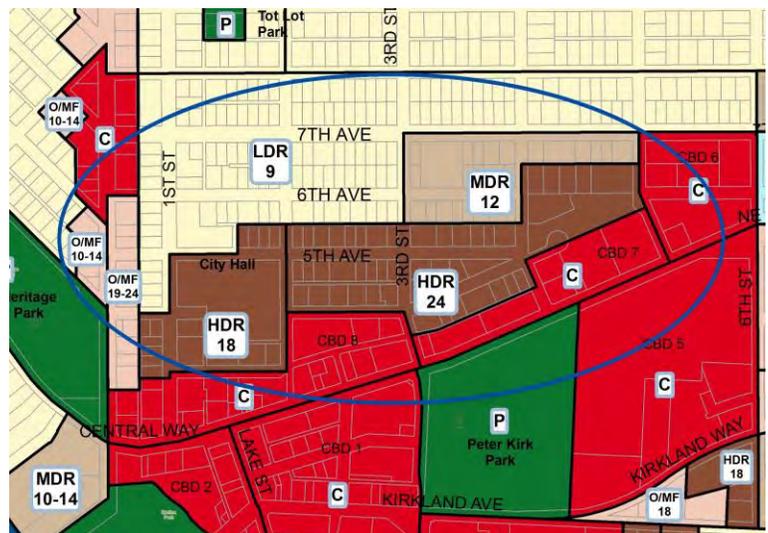
PLANNED AREA 7

Goal N-5: Maintain effective transitional uses between the downtown and the low density residential core of the neighborhood.

Policy N-5.1:

Allow a range of residential densities in Planned Area 7.

Planned Area 7 (PLA 7) is a transition zone, between the low density residential core of the neighborhood and the downtown. A slope separates this area from commercial development in the downtown. Multifamily and single-family dwellings, as well as institutional uses such as Kirkland City Hall, are appropriate here. Three subareas within PLA 7 allow ~~varying densities consistent with~~ a hierarchy of increasing densities approaching the Central Business District (CBD). Medium density is allowed south of 7th Avenue in PLA 7C, while higher densities are allowed in PLA 7A, located between the Market Street commercial corridor and 2nd Street, and PLA 7B, located south of PLA 7C, between 2nd Street and the CBD. Future development throughout PLA 7 should be compatible with the scale of structures in adjacent single-family zones.



PLA 7A – High density residential development up to 18 dwelling units per acre is allowed. Much of this area is owned or developed with Kirkland City facilities, including City Hall, and to a lesser extent, it is developed with medium and high density residential uses.

PLA 7B – High density residential development up to 24 dwelling units per acre is allowed. Most of this area is developed with high and medium density residential uses. Office use is also appropriate for the lot located at the southwest corner of 4th Street and 4th Avenue.

PLA 7C – Medium density development up to 12 dwelling units per acre is allowed. Much of this area is developed with medium and some high density residential uses, making future low density residential development less appropriate. ~~At the same time~~ Here, high density development is not appropriate due to the adjacency of a single-family residential area north of 7th Avenue and west of 3rd Street.



Condominiums on 4th Avenue and 2nd Street and Kirkland City Hall at 123 5th Avenue

COMMERCIAL

Goal N-6: Focus commercial development in established commercial areas.

Policy N-6.1:

Locate new commercial development in the Market Street Corridor at the west boundary of the Norkirk Neighborhood.

Commercial development should remain in established commercial areas within the Market Street Corridor and not extend into the residential core of the neighborhood or north of 19th Avenue. A slope and alley parallel to Market Street provide a topographic and manmade break-transition between the Market Street Corridor and the residential core of the neighborhood. Similarly, a slope running parallel to Central Way provides a topographic break-transition between commercial development in the downtown and residential development in Planned Area 7. Commercial development is prohibited in low, medium, or high density residential areas (see Figure N-4).

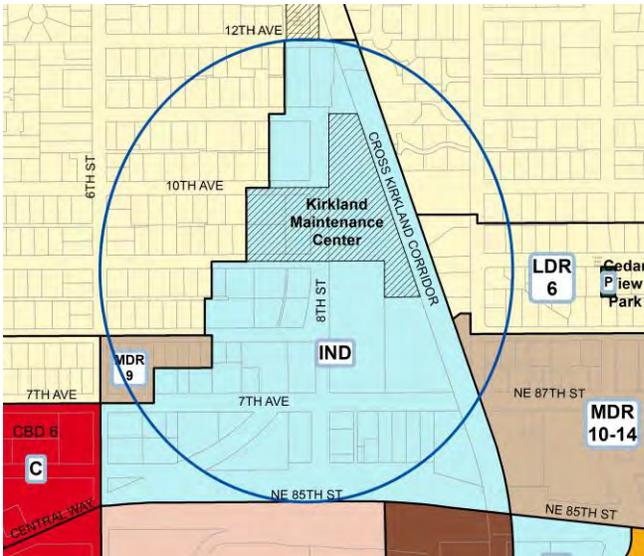
Policy N-6.2: Coordinate planning for the Norkirk Neighborhood with the goals and policies found in the Market Street Corridor section of the Comprehensive Plan.

The western boundary of the Norkirk Neighborhood is located in the middle of Market Street. The Market Street Corridor is shared with the Market Neighborhood. It is important for both neighborhood plans to be coordinated with the subarea plan for the corridor.



INDUSTRIAL

Goal N-7: Maintain the light industrial area to serve the needs of the community.



Note: Seven CAR's are proposed within various portions of the LIT zone and at 642 and 648 9th Avenue in the RS zone. The study will consider:

- uses allowed in the LIT zone, including residential and /or live/work lofts
- transitional uses along edge of LIT Zone
- rezoning 2 properties from Low Density Residential to LIT and allowing live/work lofts.

Policy N-7.1:

Encourage limited light industrial uses, auto repair and similar service commercial uses, and offices to serve the neighborhood and surrounding community.

- South of 7th Avenue, between 6th and 8th Streets, office uses up to three stories are encouraged to serve as a transition between the downtown and the industrial area. Gateway features and landscaping at the intersection of 6th Street and 7th Avenue and 6th Street and Central Way soften the transition into this area.
- In the remainder of the area, limited light industrial, warehousing, city services, service commercial uses such as auto or furniture repair, and small offices are appropriate.



Policy N-7.2:

Encourage businesses that promote environmentally sustainable technologies.

Sustainable green technology provides benefits to Kirkland’s economy and the neighborhood. The rapidly expanding new energy/clean technology industry sector promotes environmental stewardship and a vibrant economy.

Goal N-8: Ensure that adverse impacts associated with industrial uses are minimized.

Policy N-8.1:

Regulate industrial uses to ensure that impacts which may disrupt the residential character of the surrounding area are controlled.

Techniques to minimize noise, glare, light, dust, fumes and other adverse conditions, found in the polices in the Community Character Element of the Comprehensive Plan, and limiting hours of operation, should be used so that industrial activities do not create conflicts with surrounding residential development.

Policy N-8.2:

Industrial traffic should be controlled in order to protect the character, safety, and peace of the residential neighborhood.

Industrial truck traffic should avoid passing through residential areas. Industrial traffic should be directed to 8th Street south of 12th Avenue, 7th Avenue between 6th Street and the ~~railroad tracks~~ Cross Kirkland Corridor, 6th Street between 7th Avenue and Central Way, and the NE 87th Street/114th Avenue NE connection between the ~~railroad tracks~~ Cross Kirkland Corridor and NE 85th Street in the Highlands Neighborhood. There should be no access from 12th Avenue into the industrial area. Additionally, 11th Avenue should remain closed to industrial access.

6. TRANSPORTATION

STREETS

The street network in Norkirk is a grid pattern. Maintenance of this grid will promote neighborhood mobility and more equitable distribution of traffic on neighborhood streets. The streets that compose this grid network consist of collector and local streets and alleys, with one principal arterial: Market Street, located at the western boundary. Portions of Norkirk platted in the early part of the 20th century have a distinct alley grid that contributes to the unique character of the neighborhood. There are no minor arterials in Norkirk. Streets classifications are described below in the Transportation Element and shown on Figure N-5.

Note: Street classifications are described in the Transportation Element. They are deleted here in an effort to reduce redundancy.

~~Market Street is a principal arterial that is the most traveled route into and through the neighborhood. Most of Market Street is fully improved with one lane in each direction, and a series of left turn pockets south of the mid-block between 20th and 19th Avenues. The street is fully developed with curbs, gutters, sidewalks, landscape strips and bike lanes. A landscape median provides additional green space while controlling left turn movements. A center turn lane north of 20th Avenue extends to Forbes Creek Drive.~~

~~Collectors: Numerous streets within the grid network of Norkirk serve as neighborhood collectors. These streets connect the neighborhood to the arterial system and provide primary access to adjacent uses. Design standards for these streets call for two traffic lanes, a parking lane, curbs, gutters, sidewalks, and landscape strips. The specific streets that serve this function are listed below and shown on Figure N-5.~~

- ~~• 18th Avenue east of Market Street is a collector street up to 5th Place. It provides access to the northern portion of the neighborhood.~~
- ~~• 15th Avenue east of Market Street is a collector street to 6th Street.~~
- ~~• 12th Avenue east of 6th Street is a collector street that connects to the Highlands Neighborhood where it crosses the railroad tracks.~~
- ~~• 7th Avenue east of Market Street is the only collector street that runs the entire width of the Norkirk Neighborhood from east to west. It connects to the Highlands Neighborhood where it crosses the railroad tracks.~~
- ~~• 3rd Street between Central Way and 18th Avenue is a collector that provides access into Norkirk north from downtown.~~
- ~~• 5th Place is a collector street between 15th Avenue and 18th Avenue.~~
- ~~• 6th Street between Central Way and 15th Avenue/5th Place is a collector street that provides access into Norkirk north from downtown.~~

~~Local Access: All of the streets not discussed above are classified as local access streets. These streets provide access to adjacent residences and connect to collectors. Full improvements on these streets typically include one traffic lane in each direction, two parking lanes, curbs, gutters, sidewalks, and landscape strips.~~

~~Alleys: Portions of Norkirk platted in the early part of the 20th century have a distinct alley grid.~~

Goal N-9: Maintain and enhance the street network.

Policy N-9.1:

Maintain the street and alley grid in the Norkirk Neighborhood.

The grid system enhances mobility within the neighborhood. Alleys provide access and a service route for the lots they abut, while the streets provide circulation through the neighborhood. Utilizing alleys minimizes the number of curb cuts needed to serve abutting uses, thus minimizing conflicts with pedestrian and vehicular traffic on the streets.

Goal N-10: Minimize cut-through traffic and speeding.

2003 was the last coordinated traffic study in Norkirk. Public Works Department has done random traffic studies since then. Traffic circles and street narrowing are traffic calming techniques that were installed prior to 2003, according to Public Works.

Policy N-10.1:

Reduce cut-through traffic and speeding.

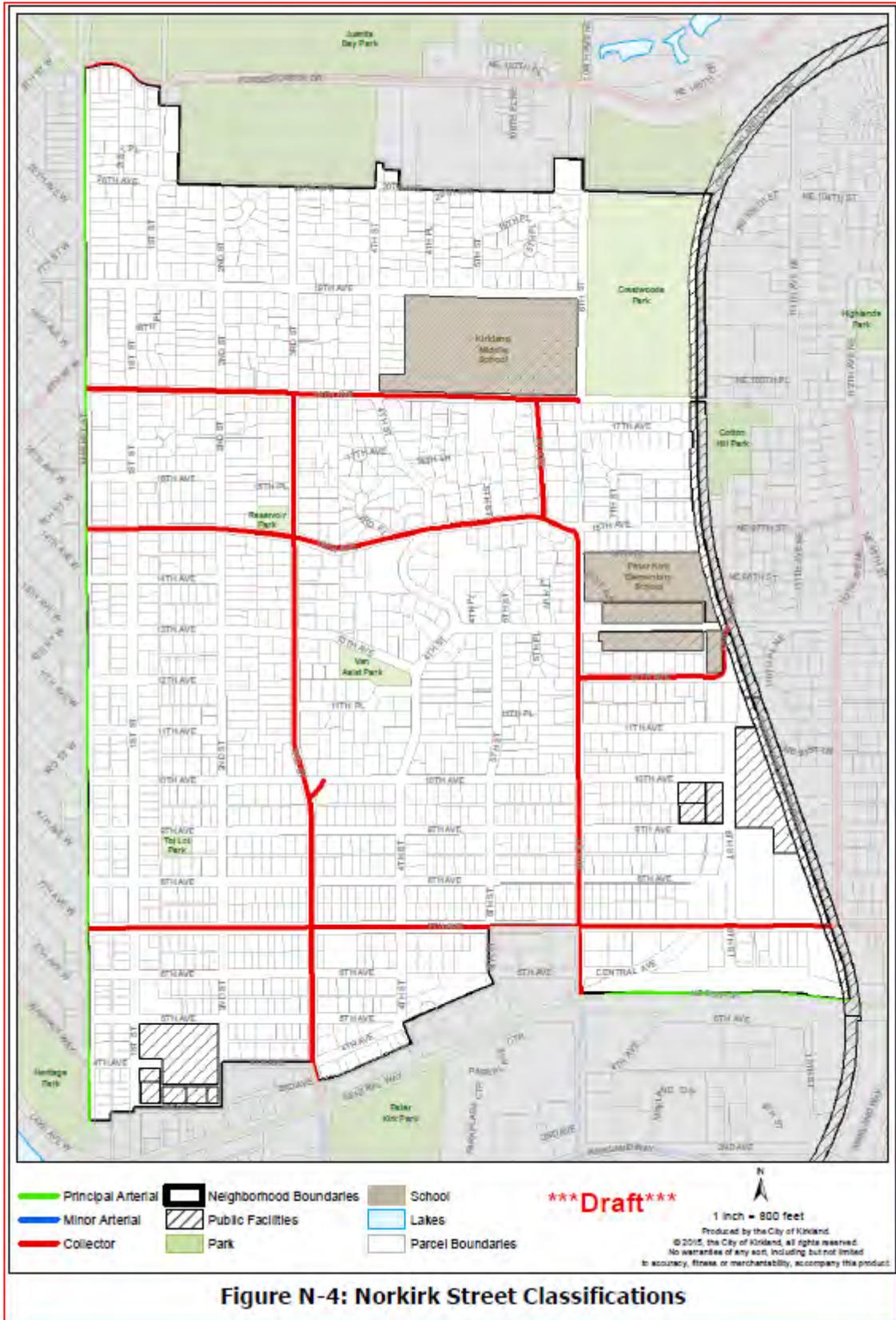
Monitor and evaluate traffic patterns and volumes in the Norkirk Neighborhood to minimize cut-through traffic and speeding, especially between Market Street and Central Way. The evaluation should determine if additional strategies such as traffic calming, in cooperation with the Fire Department to accommodate emergency response needs and times, are needed. The neighborhood should be involved in this process.

Policy N-10.2:

Identify preferred routes through the neighborhood to and from City facilities.

The various city administration, ~~public safety~~, and maintenance facilities located in the Norkirk Neighborhood generate both service and visitor trips. When practical, vehicles should be routed onto collector streets where improvements are in place to protect the pedestrian, rather than onto local access streets that serve the internal needs of residents.





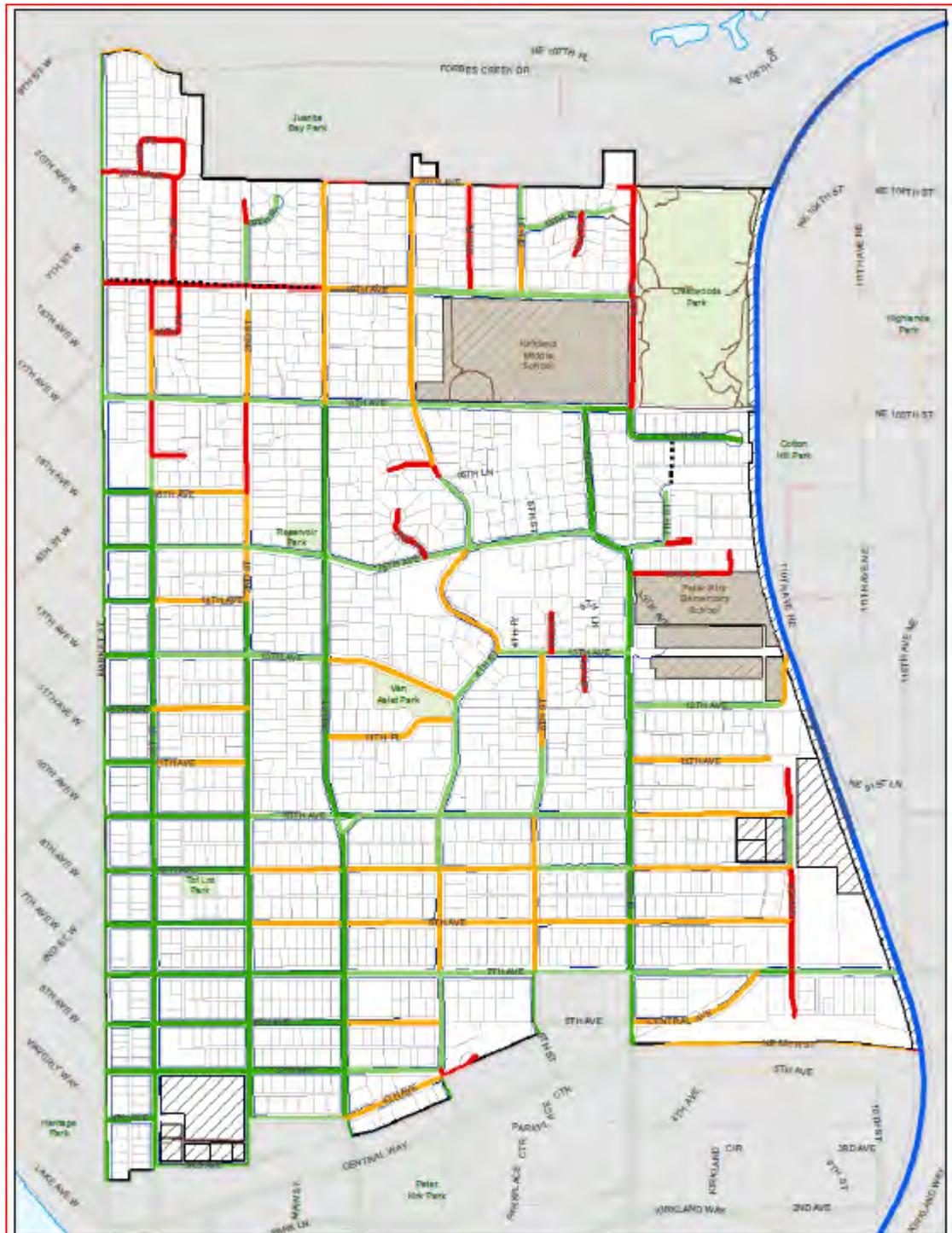


Figure N-5: Norkirk Pedestrian System



— Bike/Shared Use Lane Neighborhood Boundaries School
— Cross Kirkland Corridor Lakes Public Facilities
— Interstate Park Parcel Boundaries
— Arterial / Collector — Neighborhood Access

*****Draft*****
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Figure N-6: Norkirk Bicycle System

The preferred routes for visitors coming from outside the neighborhood to City Hall and for other City vehicles leaving City Hall are along 7th Avenue via 1st Street and 5th Avenue, along 3rd Street via 4th and 5th Avenues, and along 1st Street via 3rd Avenue. ~~Emergency vehicles responding or leaving City Hall or the Maintenance Center to respond to police, fire or medical emergencies take whatever route provides the most timely response.~~ The preferred routes for service vehicles and visitors to the Maintenance Center are along 7th Avenue and 8th Street, internal to the industrial area in which it is located.

TRANSIT

~~In 2006, Metro transit routes 234, 236, and 255 serves the Norkirk Neighborhood along Market Street and to a lesser extent through the neighborhood, connecting to Kirkland's Transit Center and other neighborhoods and jurisdictions. Route 234 connects Norkirk to Kirkland's Transit Center and with Kenmore and Bellevue and provides service along Market Street. Route 255, which also runs along Market Street, connects Norkirk to Kirkland's Transit Center, downtown Seattle, and the Brickyard Park and Ride lot. The 236 transit route provides service through Norkirk along 3rd Street and 18th Avenue, connecting to Kirkland's Transit Center and Market Street. This route connects to Woodinville.~~

The Cross Kirkland Corridor, located at the eastern boundary of the neighborhood, was acquired by the city in 2012. In the near term it will be used as a recreational trail connecting to other neighborhoods and cities. ~~It may provide regional rail service to commuters in the future.~~ A key tenet of the Cross Kirkland Corridor Master Plan is a corridor that may one day include high capacity transit.

PEDESTRIAN/BICYCLE CIRCULATION

The existing City of Kirkland Active Transportation Plan (ATP) maps the planned bicycle and pedestrian facilities planned for a 10-year horizon. Those projects mapped in the Norkirk Neighborhood Plan that are not shown in the ATP should be added. Figures N-6 and N-7 show the planned-desired bike and pedestrian system in the Norkirk Neighborhood. The Capital Improvement budget process prioritizes when routes will receive funding for improvements. If funded, these routes should be improved with pedestrian and bicycle facilities as needed.

City street standards require that all through streets have pedestrian improvements. Generally, these improvements include curbs, gutters, landscape strips, and sidewalks. As new development occurs, pedestrian improvements are usually installed by the developer. In developed areas without sidewalks, the City should identify areas of need and install sidewalks through the capital improvement budget process.

Bicycles are permitted on all City streets. Bike facilities may include a shared roadway; a designated bike lane with a painted line; or a shared use path for bicycle and pedestrian use. Those routes identified ~~for as proposed~~ desired bicycle improvements are shown in Figure N-6.

Goal N-11: Encourage nonmotorized mobility by providing improvements for pedestrians and bicyclists throughout the Norkirk Neighborhood.

Policy N-11.1:

Enhance and maintain pedestrian and bicycle infrastructure within the Norkirk Neighborhood, especially on routes to schools, designated school walk routes, at activity nodes and connecting to adjacent neighborhoods.

The following routes should be evaluated in added to the Active Transportation Plan. The Capital Improvement budget process which prioritizes when routes identified in ATP will receive funding for improvements. If funded, these routes should be improved with sidewalks, curbs, gutters, and landscape strips and lighting as needed:

- 19th Avenue between Market and 6th Street leads to Kirkland ~~Junior High~~ Middle School and Crestwoods Park.
- 7th Avenue between Market and the Highlands Neighborhood provides a centrally located east/west pedestrian and bike route.
- 4th Street between Central Way and 19th Avenue provides a centrally located north/south pedestrian route.
- 6th Street between 20th Avenue and Forbes Creek Drive connects the Norkirk and South Juanita Neighborhoods.
- 20th Avenue between 3rd Street and 5th Street provides an east/west pedestrian route at the northern boundary of the Norkirk Neighborhood.

Note: Transportation Master Plan is considering funding for sidewalk additions. City prioritizes funding based upon: safety concerns, school walk routes, CKC connection, cost, grant \$ availability, if sidewalk is already on one side of street, near transit routes, public comment, & 10 minute neighborhood.

Note: Transportation Master Plan is considering lighting for pedestrian safety, mostly at crosswalks.

Note: City is working on map to show public trail easements on private property.

Policy N-11.2:

Support development of the Cross Kirkland Corridor.

Develop ~~a shared use path for bicyelists and pedestrians along the railroad right of way~~ Cross Kirkland Corridor for transportation and recreation as described in the ~~Active Transportation Plan (ATP) and the Comprehensive Park, Open Space and Recreation Plan~~ Cross Kirkland Corridor Master Plan (CKC) and pursue opportunities for connections into the neighborhood consistent with the CKC Master Plan and the Park, Recreation and Open Space (PROS) Plan. ~~Referred to as the Cross Kirkland Corridor, the proposed path along the railroad right-of-way is part of a larger trail network to link neighborhoods within Kirkland to other cities. This route has been identified within the ATP as a Priority 1 corridor.~~

7. OPEN SPACE/PARKS

There are a number of publicly owned parks in the Norkirk Neighborhood that currently provide park and open space amenities. Some also protect sensitive and natural areas. In addition, ~~the City has a partnership with Kirkland Junior High and Peter Kirk Elementary serve the neighborhood with Lake Washington School District for joint use of recreational facilities at Kirkland Middle School and Peter Kirk Elementary School, which through a City/school district partnership program that fosters mutual use and development of parks and recreation facilities help meet the community's needs for recreation.~~ The use of school district facilities enables the City to provide a much higher level of service to the neighborhood than would otherwise be possible.

PARKS



Crestwoods Park is a 27-acre community park, 20 acres of which are located in the Norkirk Neighborhood. The remainder is located in South Juanita.

Crestwood Park is located east of 6th Street, north of 18th Avenue. Improvements in this park include paved and unpaved trails, two adult softball fields, one regulation little league field, one soccer field, children's playground, public restrooms, picnic tables, basketball court, parking, wildlife habitat and natural areas.

Reservoir Park is a 0.6-acre neighborhood park located at the northwest corner of 3rd Street and 15th Avenue. It includes a children's playground.

Tot Lot Park is a 0.6-acre neighborhood park located at 9th Avenue and 1st Street. This fenced park features playground equipment for young children and a community garden.



Van Aalst Park is a 1.6 acre neighborhood park located in the middle of the Norkirk Neighborhood at 13th Avenue and 4th Street. It includes a children's playground, basketball court, sand volleyball pit and open space for informal recreation activity.

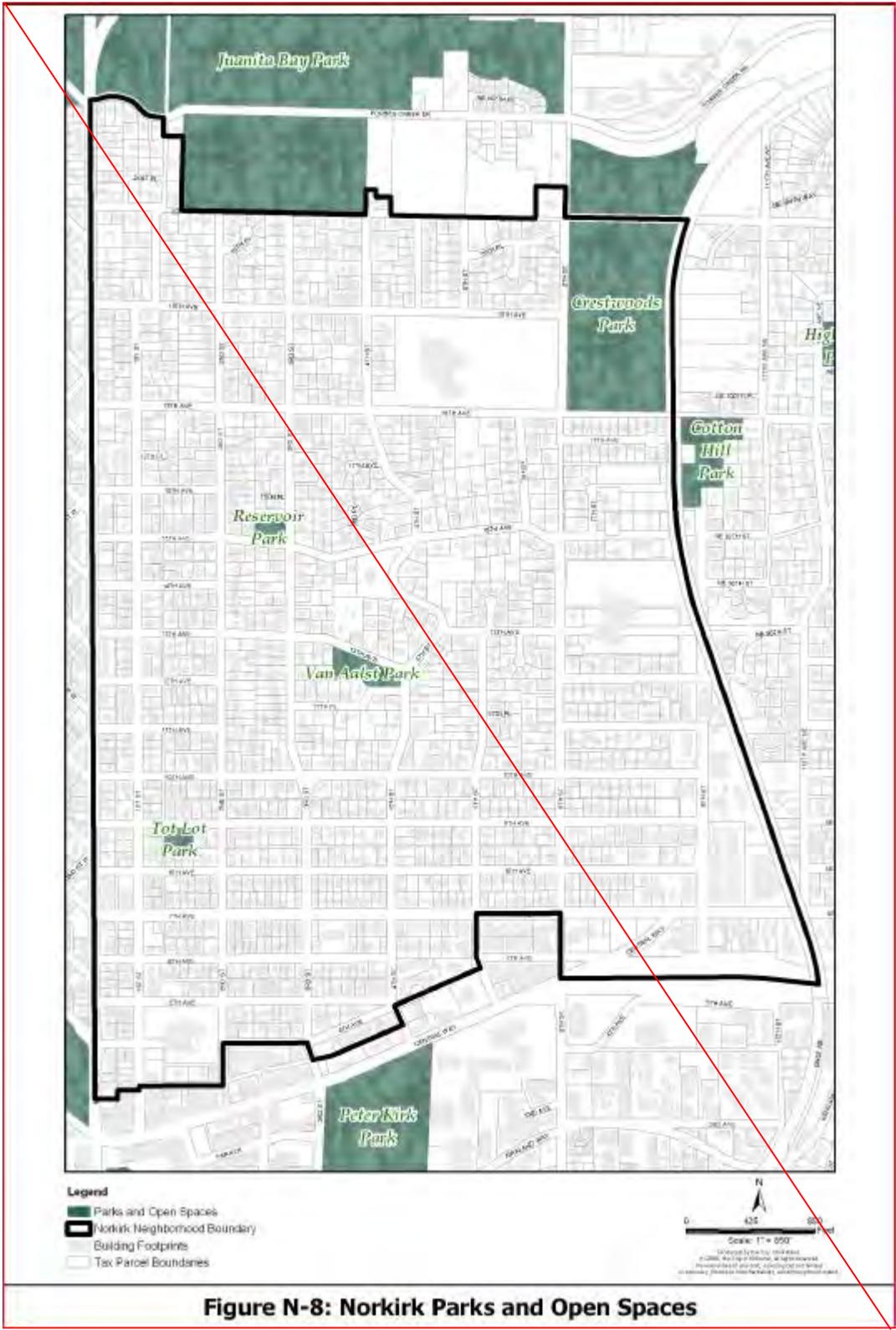


Figure N-8: Norkirk Parks and Open Spaces

PUBLIC SCHOOLS

Kirkland ~~Junior High~~Middle School is over 15 acres and is located adjacent and to the west of Crestwoods Park. It complements the park in size and supplies valuable open space for the neighborhood. The school grounds are improved with one baseball/softball field, one small nonregulation practice softball field, a quarter-mile running track, one football field, and four outdoor unlighted tennis courts. The school's fieldhouse provides indoor recreation space for the City's community-wide recreation program.

Peter Kirk Elementary School is an 11-acre site located on 6th Street at approximately 13th Avenue. The site provides playfields for youth sports, as well as space for informal recreation activities for nearby residents. Additionally, the school provides children's playground equipment and indoor recreation space on a limited basis.

Goal N-12: Improve existing parks, open space, and shared school facilities in the neighborhood.

Policy N-12.1:

Enhance parks within the Norkirk Neighborhood as needed.

A possible improvement to Peter Kirk Elementary School field would enhance neighborhood recreation opportunities. Improvements would likely include turf renovation as well as new irrigation and drainage systems.

[The Park Recreation and Open Space Plan \(PROS\) has identified the need to make further improvements to the Van Aslst Park. See the PROS Plan for further details.](#)

8. PUBLIC SERVICES/FACILITIES

The Norkirk Neighborhood is home to City Hall and the Maintenance Center. These public facilities are where citywide governmental services are administered. City Hall, in particular, attracts citizens from outside of the neighborhood to participate in the many functions and services of the municipality.

~~The City provides water and sewer and surface water service to its citizens. Gas, telephone, Internet and cable service are private utilities provided by private purveyors.~~



*City of Kirkland Public Works Maintenance
Center Extension*

~~***Goal N-13: Assure water, sewer and surface water management facilities for the neighborhood.***~~

Note: Requirements for sewer and water not specific to Norkirk and already in Utility Element. Delete to eliminate redundancy.

~~***Policy N-13.1:***~~

~~Provide potable water and sanitary sewers and surface water management facilities to new and existing development in accordance with the Water Comprehensive Plan, the Sanitary Sewer Comprehensive Plan, the Surface Water Master Plan, the Kirkland Municipal Code, and currently adopted storm water design requirements.~~

~~New development is required to install water and sewer service as a condition of development. It must also meet storm water requirements. Although most homes are on sanitary sewer service, a few remain on septic systems. When redevelopment or further subdivision occurs, or an addition or alteration is proposed that increases the use of an existing septic system, connection to the public sewer system is required by Title 15 of the Kirkland Municipal Code.~~

Goal N-14: Manage parking for public facilities in the neighborhood.

Policy N-14.1:

Provide adequate parking for civic buildings, either on-site, on adjacent local streets, or in nearby parking lots.

Civic activities such as voting, public meetings and other community events, as well as day-to-day use, create a high parking demand, particularly at Kirkland City Hall. During periods of elevated public use, parking may spill over onto nearby residential streets, beyond those adjoining City Hall. To mitigate the impacts of on-street parking on local residents during these periods of peak use, the City should arrange for alternate employee parking locations, for example, by securing shared parking agreements with local private institutions such as churches to use their parking lots.

9. URBAN DESIGN

Goal N-15: Provide transitions between the low density residential core and adjacent higher intensity uses.

Policy N-15.1:

Address transition impacts and protect nearby low density residential character with ~~Establish site and building~~ development regulations for the industrial area, Planned Area 7, and the Market Street Corridor ~~to address transitions and protect neighborhood character.~~

Note: Current LIT, PLA 7 and MSC zoning restricts heights within 100 feet of single family uses, limits size within 30 feet of single family uses, and requires landscape buffers to provide transition protection between SF and higher intensity development (i.e. commercial, multifamily and/or industrial) Landscape buffers in LIT 15', in PLA 7 15' or 5', and in the Market St. Corridor 15' or 5' for MF

Landscape buffers ~~should be~~ are used to soften and separate uses by creating a transition zone. In addition, the building mass and height of higher density structures should be restricted to prevent overwhelming adjoining low density uses.

Goal N-16: Provide streetscape, gateway and public art improvements that contribute to a sense of neighborhood identity and enhanced visual quality.

Policy N-16.1:

Construct and improve gateway features at the locations identified in Figure N-9.

An existing gateway sign is located on 6th Street north of 7th Avenue. Other desired locations are shown in Figure N-9. The City should pursue opportunities to work with private property owners to install gateway features as part of future development. In other instances, public investment will be necessary. Depending on the location, improvements such as landscaping, signs, public art, structures, or other features that identify the neighborhood could be included.

Goal N-17: Preserve public view corridors within the neighborhood, especially those of Lake Washington, and the Olympic Mountains.

Policy N-17.1:

Preserve the public view corridors of Lake Washington, Seattle, and the Olympic Mountains from 1st, 2nd and 3rd Streets (Figure N-9).

The street system provides Kirkland neighborhoods with a number of local and regional views. View corridors that lie within the public domain are valuable for the beauty, sense of orientation, and identity that they impart to neighborhoods. The Norkirk public view corridors should be preserved and enhanced for the enjoyment of current and future residents. One means of doing this may be the undergrounding of utilities.



View from intersection at 9th Avenue and 1st Street

Goal N-18: Encourage residential design that builds community.

Policy N-18.1:

~~Establish development standards that contribute to a vibrant neighborhood.~~

Note: There currently are no multi-family design standards outside of business districts. Since 1999, single family zoning regulations address the building mass in relation to the lot size (i.e. FAR regulations)

~~Building and site design should respond to both the conditions of the site and the surrounding neighborhood. A variety of forms and materials result in homes with their own individual character, thus reducing monotony. Appropriate building setbacks, garage treatments, sidewalks, alley access, and architectural elements, such as entry porches, help foster a pedestrian orientation and encourage greater interaction between neighbors.~~

Policy N-18.2:

Establish multifamily building and site design standards to enhance neighborhood compatibility.

Building and site design standards should address issues such as building placement on the site, site access and on-site circulation by vehicles and pedestrians, building scale, site lighting, signs, landscaping (including that for parking lots), preservation of existing vegetation, and buffers between multifamily developments and single-family housing.

Policy N-18.3:

Encourage the appropriate scale for single-family development.

Appropriate scale results in the perception that new houses are in proportion with their lots. Setbacks, building mass, lot coverage, landscaping and building height all contribute to houses that successfully fit into the neighborhood.

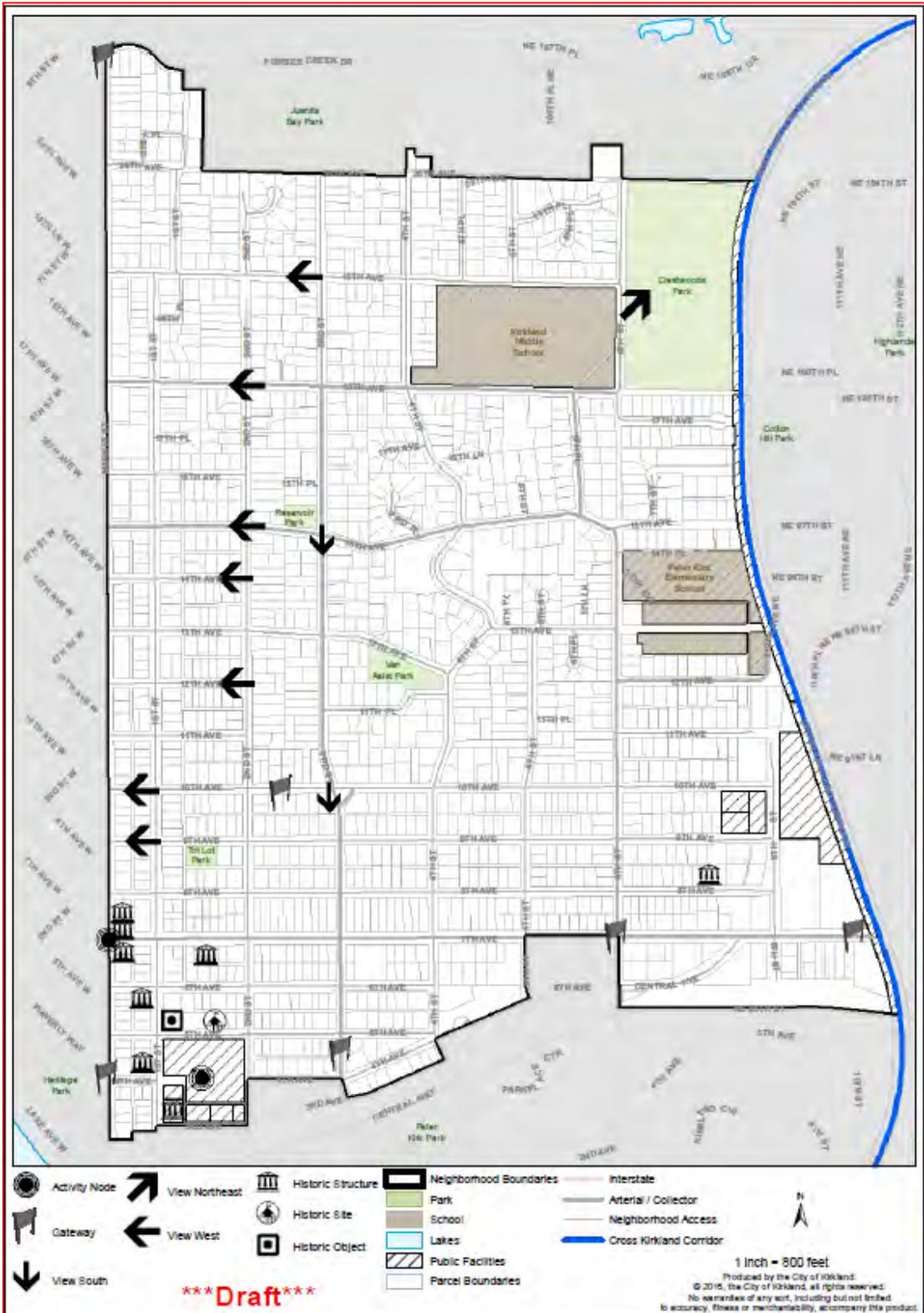


Figure N-7: Norkirk Urban Design Features

NE 85TH STREET SUBAREA PLAN

Draft Plan for June 25, 2015 public hearing with strikethrough and underlined text.

Note: This draft does not include the recommendation for the Basra and Griffis Citizen Amendment Request rezones located in North Rose Hill Neighborhood. The NE 85th Street Subarea Plan was originally adopted in 2001 by O-3787 with amendments in 2015 as part of the GMA Update.

1. INTRODUCTION OVERVIEW

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

AB. PLANNING CONTEXT

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

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

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

NE 85TH STREET SUBAREA PLAN

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

BC. PHYSICAL CONTEXT

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

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

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

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

2. VISION STATEMENT

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

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

NE 85TH STREET SUBAREA PLAN

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

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

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

3. LAND USE

A. INTRODUCTION

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

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

B. RESIDENTIAL

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

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

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

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

Policy NE85-1.1:

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

Policy NE85-1.2:

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

NE 85TH STREET SUBAREA PLAN

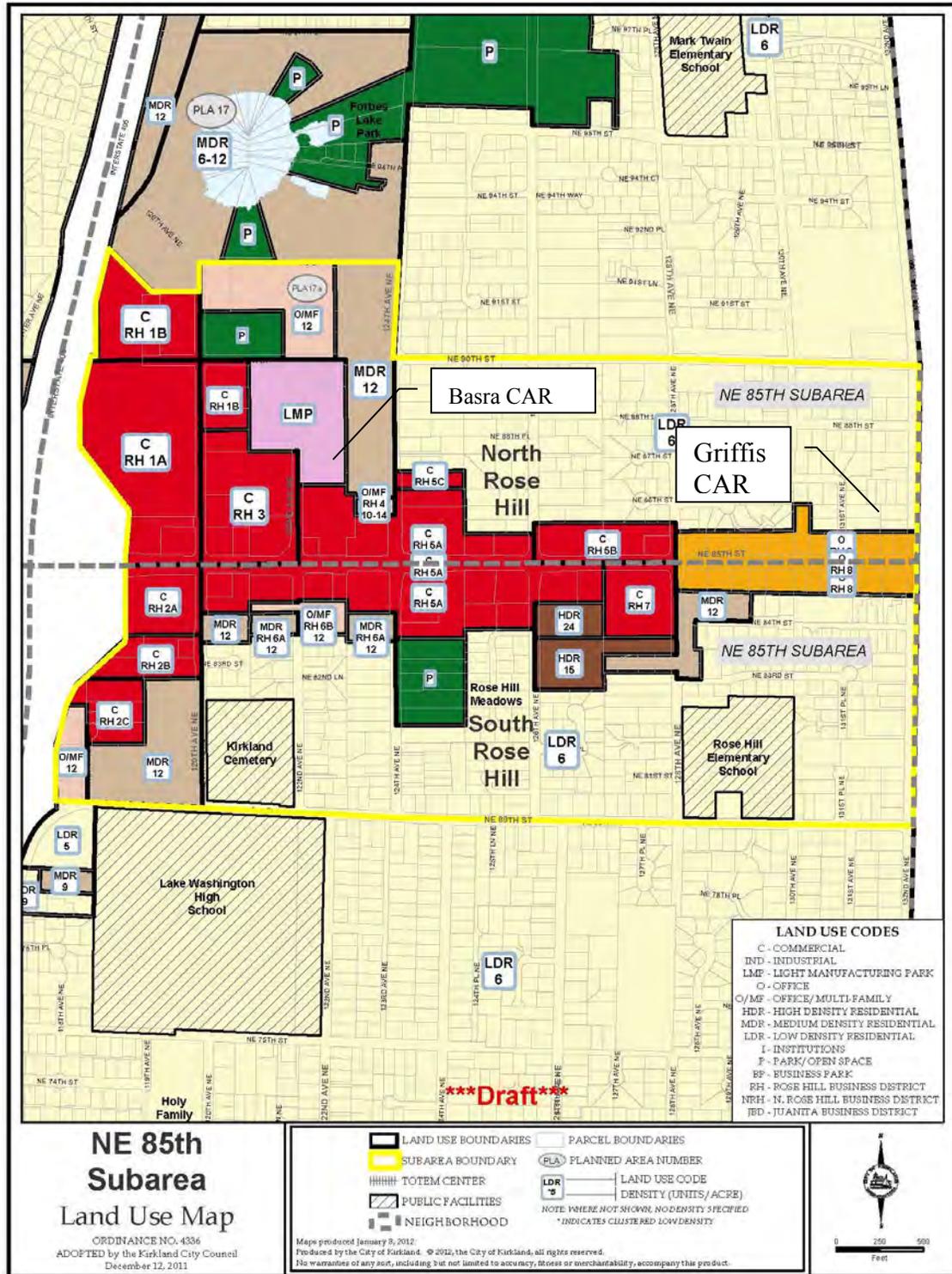


Figure NE85-21: NE 85th Subarea Land Use

(Note: Land Use Map may change depending on the recommendation of the Basra and Griffis CAR)

NE 85TH STREET SUBAREA PLAN

Insert New Figure 1

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

Policy NE85-2.1:

~~Implement~~ ~~Develop and adopt~~ Subarea-wide architectural and site design standards for medium-density residential development as described in the Urban Design section of this Subarea Plan. See [Rose Hill Business District Design Guidelines and Zoning Code Chapter 92 Design Regulations](#).

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

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

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

Commercial developments in the Subarea vary widely in age and condition. A ~~new~~ grocery store and drug store have been built on the south side of NE 85th Street, between 124th and 126th

NE 85TH STREET SUBAREA PLAN

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

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

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

Policy NE85-3.1:

Recognize the economic significance to the City of the major retail uses located in the NE 85th Street Subarea, and cooperate with these business owners to help assure their continued viability, consistent with the other goals and policies of this Subarea Plan.

Policy NE85-3.2:

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

Policy NE85-3.3:

Limit commercial development to the NE 85th Street commercial area as defined by the land use designations in Figure NE85-~~12~~, NE 85th Subarea Land Use. Except as provided in Policy NE85-3.7, do not allow such development to spread into the adjoining residential neighborhoods.

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Policy NE85-3.4:

Require that all new and remodeled commercial and multi-family development be subject to appropriate architectural and site design standards, in order to improve the appearance of the commercial area, and to assure appropriate transition and buffering between the commercial area and the adjacent residential areas.

Policy NE85-3.5:

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

Policy NE85-3.6:

Upgrade public infrastructure to support commercial redevelopment in the Subarea.

Policy NE85-3.7:

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

- (1) The parcel fronts on a principal arterial; and
- (2) The parcel abuts and would functionally serve an established commercial use fronting on NE 85th Street; and
- (3) The size of the parcel is less than 25 percent of the size of the established commercial uses it would serve; and
- (4) The site lies within close proximity (less than 1/2 mile) of the I-405 interchange; and
- (5) Development standards contained in Policy NE85-4.5 will ensure that the potential impacts on surrounding uses resulting from commercial use of this parcel will be minimized.

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

Policy NE85-4.1a:

Area RH-1a:

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

Policy NE85-4.1b:

Area RH-1b:

Limit new development to accessory parking for the commercial development in Area RH-1a, or alternatively to light industrial uses that generate minimal traffic. Do not allow uses that have high traffic generation, such as most retail uses. Observe wetland constraints and

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observe all applicable wetland and sensitive area regulations. Allow retail sale of fuel on the north side of NE 90th Street if ancillary to commercial development in RH-1a.

Policy NE85-4.2a:

Area RH-2a:

- **Land use:**

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

- **Building bulk:**

Establish a maximum building height that allows for a maximum of five stories if offices above retail or a maximum of six stories if residential above retail. The maximum height should be 67 feet with additional height allowed for a sloping roof form (five feet) and roof top appurtenances. Provide openness by limiting the total floor area, separating the buildings and including ample building modulation. Step back upper stories from NE 85th Street.

- **Traffic and access:**

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

- **Design considerations:**

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

Policy NE85-4.2b:

Area RH-2b:

- **Land Use:**

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

- **Building bulk:**

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

NE 85TH STREET SUBAREA PLAN

- **Traffic and access:**

Same as RH-2a.

- **Design considerations:**

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

Policy NE85-4.2c:

Area RH-2c:

- **Land use:**

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

- **Building bulk:**

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

- **Traffic and access:**

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

- **Design considerations:**

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

Policy NE85-4.3:

Area RH-3:

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

NE 85TH STREET SUBAREA PLAN

Street in any redevelopment, and encourage existing development to consolidate driveways and curb cuts.

Policy NE85-4.4:

Area RH 4:

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

Policy NE85-4.5:

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

Continue to allow general commercial uses in this core portion of the NE 85th Street commercial area, subject to district-wide design guidelines. Require new development to limit the number of driveways on NE 85th Street, and encourage existing development to consolidate driveways and curb cuts. In addition, observe the following transition standards:

- (1) Set vehicular access points located on north-south side streets back from adjacent residential properties as much as possible without creating problems for traffic turning to and from NE 85th Street. Allow only one driveway for access to commercial property on the east side of 124th Avenue NE.
- (2) Locate a heavily landscaped buffer strip along any boundary with residential properties or along streets separating commercial development from residential properties.
- (3) Retain existing significant trees and vegetation within the buffer. Preclude this landscaped area from further development by the creation of a greenbelt protective easement.
- (4) Keep sources of noise and light to a minimum and directed away from adjacent residential properties.
- (5) Area RH-5b: On the north side of NE 85th Street east of 126th Avenue NE, restrict permitted uses to those that generate limited noise, light and glare, odor, and traffic impacts. Examples of uses that would be appropriate in this area include medical/dental offices, insurance offices, dry cleaners, and coffee shops. Examples of uses that would not be appropriate in this location include gas stations, car washes, uses with drive-through windows, and uses with extended hours of operation.
- (6) Area RH-5c: In addition to standards (1) through (4) above, development in Area RH-5c should observe the following development standards:
 - (a) Allowable uses should be limited to the following:
 - i. Any use permitted in an RS zone, subject to the applicable use regulations of KZC 15.10; and
 - ii. Parking serving an established commercial use fronting on NE 85th Street. No new above-grade structures should be allowed; and

NE 85TH STREET SUBAREA PLAN

- (b) A landscape buffer meeting the requirements of Buffering Standard 1 (KZC 95.~~2542-4~~) should be provided along any property line adjoining low-density residential use. If Buffering Standard 1, Option b, is proposed, the required fence should be allowed to meander through the buffer or otherwise be placed so as to minimize impacts on adjoining property. The landscape buffer should be contained in an easement, and the easement language should prohibit relocation, alteration, or relinquishment of the easement without a majority affirming vote of the City Council.

In addition, the buffers should include the following:

- i. Trees within the north and east buffers should be 10 to 12 feet in height at the time of planting; and
- ii. The planting strip between the parking area and 124th Ave. NE should be at least 10 feet wide; and
- iii. The east buffer should include raised topography, either in the form of fill or a berm at least three feet in height, but taller if feasible, if the raised topography:
 - (a) Is approved in writing by Seattle City Light; and
 - (b) Does not worsen existing drainage conditions; and
 - (c) Does not, in and of itself, result in the loss of on-site significant trees; and
- (c) Landscape islands should be provided in the parking lot interior and designed and oriented to help shield surrounding properties from light and glare; and
- (d) The following significant tree shall be retained: The large conifer tree adjacent the north property line; and
- (e) The use of this property should not result in any new driveways along 124th Avenue NE. However, existing driveways should be allowed to be widened or relocated to improve ingress to and egress from the site if such widening or relocation is consistent with City-adopted engineering standards; and
- (f) Prior to issuance of construction permits, the applicant should provide an acoustical study prepared by a qualified acoustical engineer demonstrating that the project will comply with City-adopted noise level standards; and
- (g) Site lighting should minimize off-site light and glare impacts by (i) utilizing state-of-the-art technology, (ii) incorporating low-glare and low-wattage luminaries, and (iii) being located to minimize off-site light and glare impacts. Higher wattage and higher mounted lights should be turned off no later than 10:00 p.m. Monday through Friday and no later than 8:00 p.m. Saturday and Sunday. Existing sources of light should be removed or replaced with new fixtures where such would effectively reduce off-site light intrusion; and

NE 85TH STREET SUBAREA PLAN

- (h) Changes to the existing site topography should be minimized; and
- (i) Prior to issuance of construction permits, the applicant should demonstrate through appropriate civil engineering drawings and data that the project will comply with City-adopted standards for storm water runoff control and treatment. Storm water control should, at a minimum, accomplish the following:
 - (i) Collect all new storm water runoff from newly-introduced impervious surfaces in on-site catch basins;
 - (ii) Detain collected storm water runoff on-site;
 - (iii) Treat collected storm water runoff through approved filtration devices;
 - (iv) Release detained and treated storm water runoff into the City system in 124th Avenue NE; and
 - (v) Demonstrate that the existing drainage along the east edge of the subject parcel will not be reduced, increased, or redirected.

Policy NE85-4.6:

Area RH-6a:

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

Area RH-6b:

Allow multifamily residential and office uses only.

Area RH-6a and 6b:

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

Policy NE85-4.7:

Area RH-7:

Encourage mixed-use development. Allow additional building heights as an incentive to develop the areas as a single, coordinated project with ground-level retail and pedestrian amenities. Include office, retail, and multifamily residential in any such development; orient the multifamily to the south and east (i.e., towards existing adjacent multifamily-designated areas). Encourage the development of the area as a neighborhood center with a cluster of smaller, primarily neighborhood-oriented businesses. Limit permitted uses to those that generate limited noise, light and glare, odor, and traffic impacts. Examples of uses that would be appropriate in this area include medical/dental offices, insurance offices, dry cleaners, and coffee shops. Examples of uses that would not be appropriate in this location include gas stations, car washes, uses with drive-through windows, and uses with extended hours of operation. Encourage infill or “liner” retail along NE 85th Street as an interim alternative to complete site redevelopment. Require new development to reduce the number

NE 85TH STREET SUBAREA PLAN

of driveways on NE 85th Street, and encourage existing development to consolidate driveways and curb cuts.

Policy NE85-4.8:

Area RH-8:

Allow a range of less intensive office, neighborhood retail, and neighborhood service uses on both sides of NE 85th Street from 128th Avenue NE to 132nd Avenue NE. Limit permitted uses to those that generate limited noise, light and glare, odor, and traffic impacts. Examples of uses that would be appropriate in this area include medical/dental offices, insurance offices, dry cleaners, and coffee shops. Examples of uses that would not be appropriate in this location include gas stations, car washes, uses with drive-through windows, and uses with extended hours of operation. Encourage property owners to aggregate their properties to allow more efficient redevelopment with fewer access points onto NE 85th Street, by providing incentives including increased building heights up to three stories with decreased front setbacks. Encourage new buildings to be located at the front of the lots, with parking underneath, at the rear of buildings, or between adjacent buildings. Encourage mixed-use buildings to have residential units on upper levels. Discourage single-story retail buildings.

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

4. TRANSPORTATION

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

~~However, NE 85th Street does not now accommodate a balanced mix of transportation modes. NE 85th Street currently is oriented almost exclusively to serving the private automobile (see Figure NE85-3, "NE 85th Subarea Street Classification"). The street has no bicycle, transit, or carpool facilities, and only the most minimal pedestrian facilities. At various points along the street, sidewalks are narrow or nonexistent, and pedestrian crossings are perceived as inadequate at best, dangerous at worst. Because of ever increasing traffic volumes, even automobile traffic~~

NE 85TH STREET SUBAREA PLAN

~~is experiencing increasingly frequent and severe delays during peak traffic periods. NE 85th Street currently has uncontrolled left turns from the center lane.~~

Many agencies in addition to the City of Kirkland have ~~contributed in a voice in~~ shaping the future of NE 85th Street. It is a main arterial route linking the City of Redmond to I-405. ~~In addition, NE 85th Street is designated State Route Number 908, providing the Washington State DOT a role in any improvements to be made to the arterial.; options for interchange reconfiguration (such as a direct access off ramp or road serving the commercial area in the northeast quadrant of the interchange) will be considered. that travels along NE 85th Street (see Figure NE85-4, “NE 85th Subarea Transit Routes”).~~

The City of Kirkland should cooperate with these various agencies to identify and implement the various improvements to NE 85th Street that are needed to serve a more balanced mix of transportation modes, including bicycles, transit, carpools, and pedestrians. Ideally, these improvements can be made while maintaining or enhancing NE 85th Street’s overall vehicular capacity, and if possible without adding to the overall width of the street. Finally, proposed improvements need to recognize and reinforce NE 85th Street’s dual role of a regional transportation corridor, and a street serving local businesses and adjacent neighborhoods. The impact of proposed transportation improvements, such as ~~the median, center curbing to control left turn lanes and driveway locations~~ on existing businesses should be acknowledged and carefully considered in evaluating such changes to the street. See the North and South Rose Hill Neighborhood Plan chapters for figures related to classification of streets, pedestrian and bicycle networks within the Subarea.

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

Policy NE85-6.1:

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

Policy NE85-6.2:

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

Policy NE85-6.3:

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

Policy NE85-6.4:

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

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

Policy NE85-7.1:

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

Policy NE85-7.2:

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

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

Policy NE85-8.1:

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

NE 85TH STREET SUBAREA PLAN

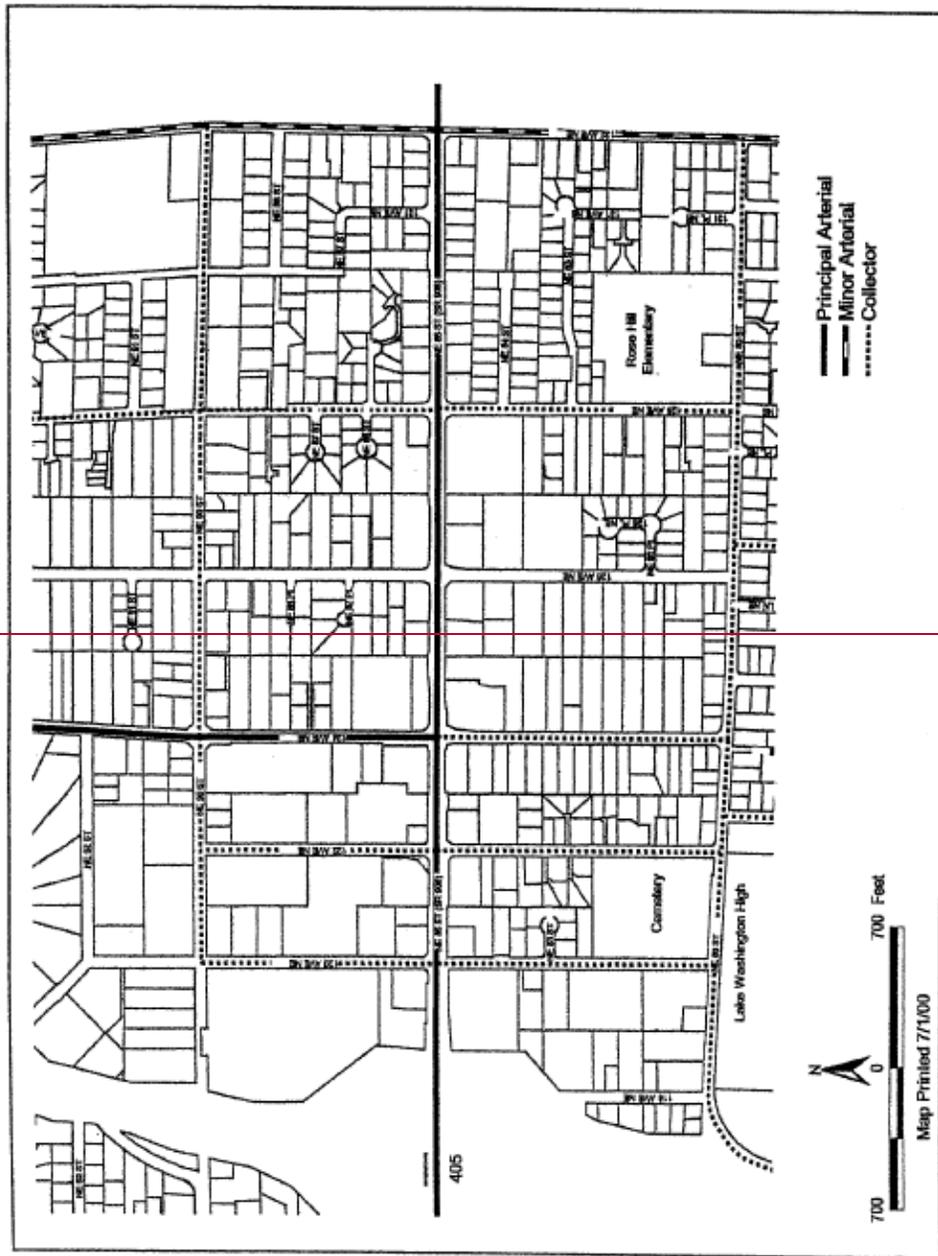


Figure NE85-32: NE 85th Subarea Street Classification (refer to figure in North and South Rose Hill Plans)

NE 85TH STREET SUBAREA PLAN

Policy NE85-8.12:

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

Policy NE85-8.23:

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

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

Policy NE85-9.1:

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

Policy NE85-9.2:

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

Policy NE85-9.3:

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

Policy NE85-9.4:

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

Policy NE85-9.5:

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

Policy NE85-9.6:

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

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

Policy NE85-10.1:

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

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

Policy NE85-11.1:

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

Policy NE85-11.2:

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

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

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

Policy NE85-12.1:

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

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Policy NE85-12.2:

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

Policy NE85-12.23:

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

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

Policy NE85-13.1:

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

5. PARKS/OPEN SPACE

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

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

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

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

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

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

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

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

6. NATURAL ENVIRONMENT

Goal NE85-1513: Observe all citywide sensitive areas policies and development regulations when developing or redeveloping properties in the Subarea.

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

NE 85TH STREET SUBAREA PLAN

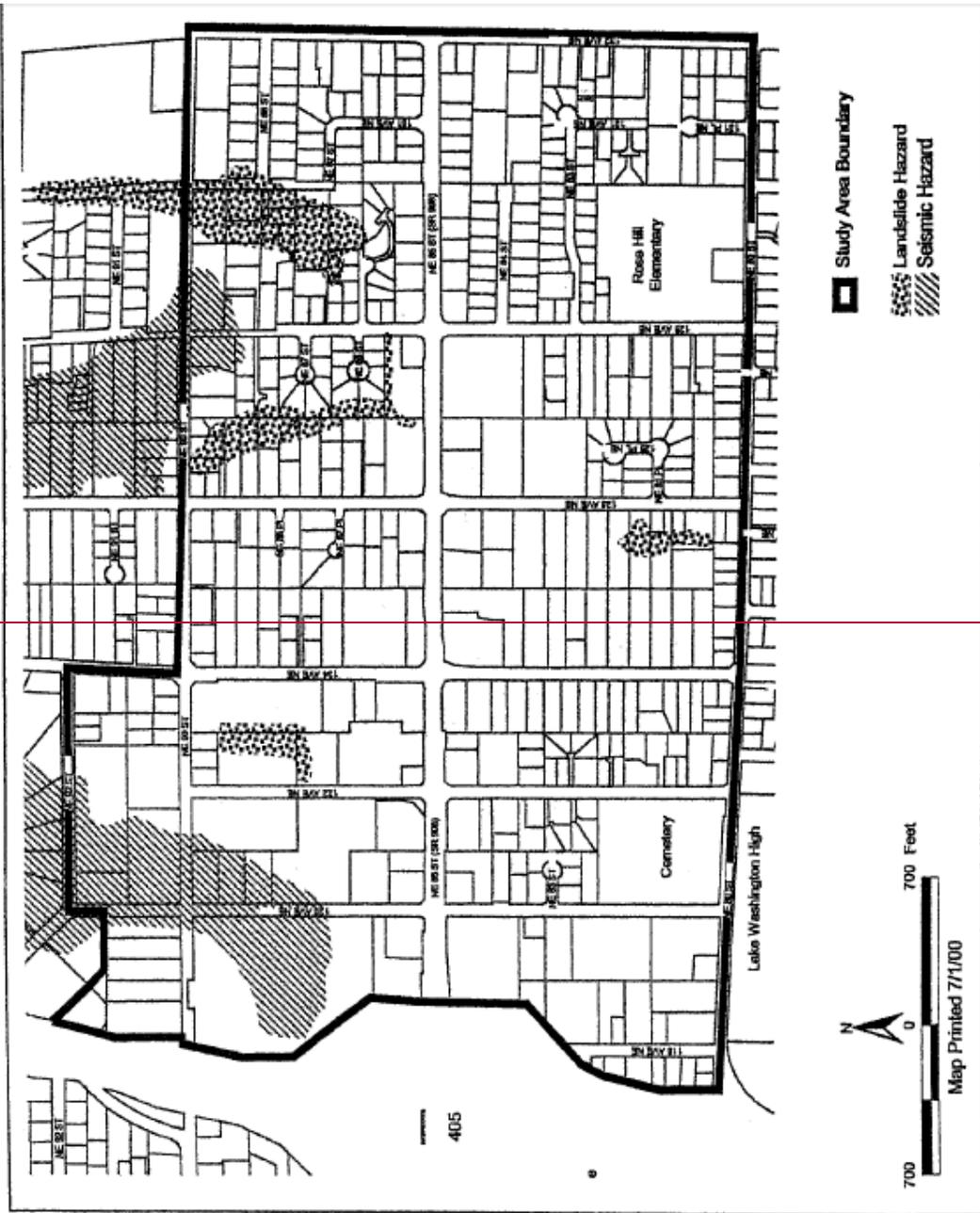


Figure NE85-53: NE 85th Subarea Landslide and Seismic Hazards

NE 85TH STREET SUBAREA PLAN

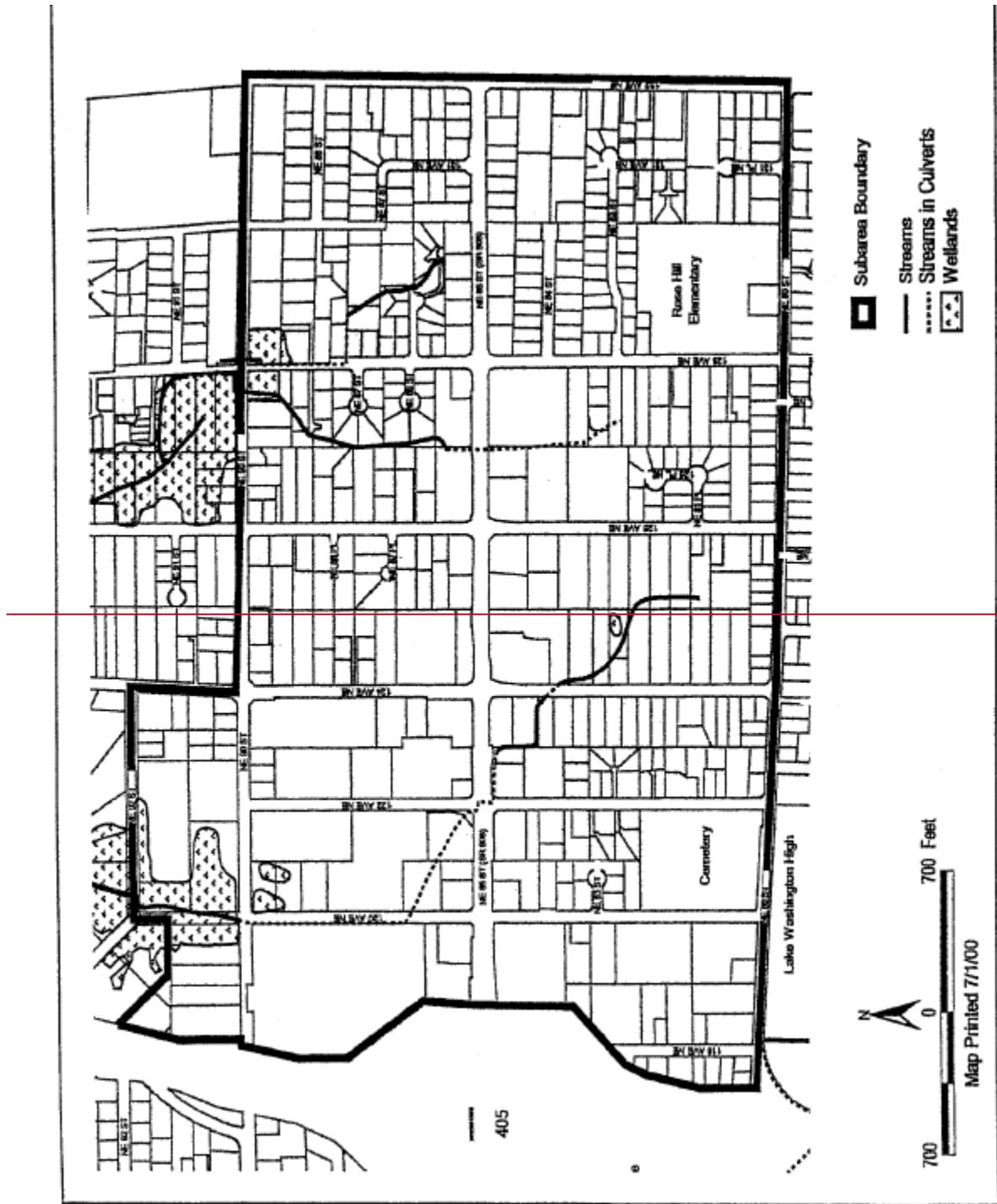


Figure NE85-64: NE 85th Subarea Sensitive Areas

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

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

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

7. PUBLIC SERVICES AND FACILITIES

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

Goal NE85-16.14: Provide adequate public services within the Subarea consistent with City wide policies in the Utilities and Public Services Elements.

~~Policy NE85-16.1:~~

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

~~Policy NE85-16.2:~~

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

~~Policy NE85-16.3:~~

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

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8. URBAN DESIGN

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

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

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

Goal NE85-1715: Provide coordinated streetscape improvements throughout the Subarea that enable pedestrians, drivers, bicyclists, and other users to have a safe, pleasant experience.

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Policy NE85-157.1:

~~Coordinate with WSDOT to provide streetscape improvements on NE 85th Street. Develop NE 85th Street with ~~include~~ wider sidewalks with street trees and curbside landscape strips, attractive streetlights, ~~and~~ public signage, and enhanced pedestrian crosswalk markings, signals and signage at appropriate locations.~~

Policy NE85-1715.2:

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

Policy NE85-1715.3:

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

Policy NE85-1715.43:

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

Policy NE85-1715.45:

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

Goal NE85-1816: Establish—Implement ~~mandatory~~ building and site design standards that apply to all new, expanded, or remodeled commercial and multifamily buildings in the Subarea, with the objectives of creating a more attractive ~~commercial~~—Subarea, enhancing pedestrian orientation, and creating effective buffers and transitions between the commercial and multifamily ~~land~~ uses and the established residential neighborhoods to the north and south.

Policy NE85-1816.1:

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

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Policy NE85-1816.2:

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

Policy NE85-1816.3:

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

Policy NE85-1816.4:

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

Policy NE85-1816.5:

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

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

Policy NE85-19.1:

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

Policy NE85-19.2:

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

Policy NE85-19.3:

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

Joan Lieberman-Brill

From: Karen Story <karen@nwnative.us>
Sent: Monday, June 01, 2015 1:08 PM
To: Joan Lieberman-Brill
Subject: Highlands Neighborhood Plan update

Follow Up Flag: Follow up
Flag Status: Flagged

Dear Joan,

This email is from the Highlands Neighborhood Association regarding the request from City Council at their briefing on May 5th, to have the Planning Commission consider deleting Goal H-16 and Policy H-16.1 regarding establishing multifamily design standards.

The majority of our board feels as follows:

We feel there should be multifamily design guidelines for neighborhoods. Although it may not seem like a high priority now, Kirkland is growing into a denser city, and multifamily will become an increasingly key component of the city fabric, with profound impacts on quality of life for everyone.

The H-16 verbiage in the Highlands comp plan is not a directive, but a goal. We would like to see it remain as a goal, not just for Highlands, but citywide. We understand and appreciate that actually establishing neighborhood multifamily design guidelines could be a lot of work and could take some time.

We don't think there's a conflict between the goal and current city policy, since it is a goal with no timeline implied.

For this interim comp plan update, the directive (as we understand it) is not to make major changes, but only to make minor tweaks. Removing goal H-16 seems like more of a major change than a tweak. Unless it were added to the city comp plan, to apply to all neighborhoods, we wouldn't be comfortable removing it from the Highlands plan without input from the whole neighborhood.

Sincerely,
Highlands Neighborhood Board
Karen Story, Chair

COMPREHENSIVE PLAN UPDATE COMMENTS--GENERAL NEIGH PLANS

Comment	Name	Address	Date	Via Email	Via Letter	Via Survey	Via Other
Commented on the Planning Department's presentation on trends: questions if 1 in 4 people will be over 65 by 2035 in Kirkland. Encourages XYZ Generation to minimize government control and regulations and reverse trend on larger government; increase support in science, technology, math, medicine and innovation; those who have more to offer are compensated at greater level, reduce focus on sports as a business; and reduce expectation that government has obligation to redistribute wealth.	Mark B Nelson	nelson.markb@gmail.com	12/20/2013	x			
Do not increase density at Houghton shopping center until traffic flow issues are resolved. Not realistic that new residents would have no cars and bus services will be lacking with upcoming cuts in service.	Sarah Taylor	srtaylor2@hotmail.com	8/12/2014	x			
Supports approval of draft plan.	Moss Bay Neighborhood Board	bea.nahon@nahoncpa.com	1/2/2015	x			
Limit the number of banks, beauty salons, cleaners, bars, and salons in Downtown Kirkland. To make room for more general services which serve the needs of employees so they do not need to drive further for those services. "Think about this when you are 'planning' Kirkland."	Margaret Bull	wisteriouswoman@gmail.com	3/24/2015	x			
Wants to keep the goal H-16, policy H-16.1 to remain. States need for multifamily design guidelines for neighborhoods, and citywide.	Highlands Neighborhood Board, Karen Story	karen@nwnative.us	6/1/2015	x			
Involve the Lakeview and Moss Bay neighborhoods in planning and outreach for Everest/Houghton Commercial Center.	Chuck Pilcher	chuck@bourlandweb.com	4/14/2015	x			
No rezones in Bridle Trails Plan and concerns about proposed 35 lot subdivision. Joogan clarified that no rezones were planned as part of Neigh Plan.	Ksenia Nasielski	knasielski@gmail.com	5/11/2015	x			
President of Lake Washington Institute of Tech stating they have no recommended changes to NRH Neighborhood plan.	Amy Goings, President Lake Washington Inst. of Tech	amy.goings@lwtech.edu	4/1/2015	x			
Concerned that "complete" neighborhood plans are not actually complete. Within Bridle Trails Neighborhood Plan wants: a) more study on equestrian treatment, b) Plan for future development of Bridle Trails commercial center. In South Rose Hill, wants further review of land use designations between NE 80th and 85th Streets	South Rose Hill/Bridle Trails Neighborhood Association		6/22/2015				
Desired revisions to first draft of NRH plan presented at Neighborhood Association meeting.	NRH Neighborhood Association, Ellina Waldman	ellinag@gmail.com	11/17/2014	x			
Desired revisions to first draft of Highlands plan presented at Neighborhood Association meeting.	Karen Story	karen@nwnative.us	11/20/2014	x			
Wants safe walk route to Mark Twain Elementary School on north side of NE 95th, east of 124th Ave NE	Margaret Carnegie	carnegiema@frontier.com	1/26/2015	x			

Chapter 40 – INDUSTRIAL ZONES (LIT, PLA 6G)

Sections:

- 40.05 User Guide
 - 40.05.010 Applicable Zones
 - 40.05.020 Common Code References
- 40.10 General Regulations
 - 40.10.010 LIT Zones
 - 40.10.020 PLA 6G Zones
- 40.20 Permitted Uses
- 40.30 Density/Dimensions
- 40.40 Development Standards

40.05 User Guide

Step 1. Check that the zone of interest is included in KZC 40.05.010, Applicable Zones. If not, select the chapter where it is located.

Step 2. Refer to KZC 40.05.020, Common Code References, for relevant information found elsewhere in the code.

Step 3. Refer to the General Regulations in KZC 40.10 that apply to the zones as noted.

Step 4. Find the Use of interest in the Permitted Uses Table in KZC 40.20 and read across to the column pertaining to the zone of interest. If a Use is not listed in the table, it is not allowed. A listed use is permitted unless “NP” (Not Permitted) is noted for the table. Note the Required Review Process and Special Regulations that are applicable. There are links to the Special Regulations listed immediately following the table (PU-1, PU-2, PU-3, etc.).

Step 5. Find the Use of interest in the Density/Dimensions Table in KZC 40.30 and read across the columns. Note the standards (Minimum Lot Size, Required Yards, Maximum Lot Coverage, and Maximum Height of Structure) and Special Regulations that are applicable. There are links to the Special Regulations listed immediately following the table (DD-1, DD-2, DD-3, etc.).

Step 6. Find the Use of interest in the Development Standards Table in KZC 40.40 and read across the columns. Note the standards (Landscape Category, Sign Category, and Required Parking Spaces) and Special Regulations that are applicable. There are links to the Special Regulations listed immediately following the table (DS-1, DS-2, DS-3, etc.).

Note: Not all uses listed in the Density/Dimensions and Development Standards Tables are permitted in each zone addressed in this chapter. Permitted uses are determined only by the Permitted Uses Table.

40.05.010 Applicable Zones

This chapter contains the regulations for uses in the industrial zones (LIT, PLA 6G) of the City:

40.05.020 Common Code References

1. Refer to Chapter 1 KZC to determine what other provision of this code may apply to the subject property.
2. Public park development standards will be determined on a case-by-case basis. See KZC 45.50.
3. Chapter 115 KZC contains regulations regarding home occupations and other accessory uses, facilities, and activities associated with Assisted Living Facility and Detached, Attached or Stacked Dwelling Units uses.
4. Chapter 115 KZC contains regulations regarding common recreational space requirements for Detached, Attached or Stacked Dwelling Units uses.

5. Development adjoining the Cross Kirkland Corridor or Eastside Rail Corridor shall comply with the standards of KZC 115.24.
6. Refer to KZC 115.105 for provisions regarding outside use, activity and storage.
7. Structures located within 30 feet of a parcel in a low density zone or a low density use in PLA 17 shall comply with additional limitations on structure size established by KZC 115.136.

(Ord. 4476 § 2, 2015)

40.10 General Regulations
40.10.010 LIT Zones

1. If the property is located in the NE 85th Street Subarea, the applicant shall install a through-block pedestrian pathway to connect an east-west pathway designated in the Comprehensive Plan between 124th Avenue NE and 120th Avenue NE pursuant to the through-block pathway standards in KZC 105.19 (See Plate 34K).
2. Retail uses are prohibited unless otherwise allowed in the use zone tables.

40.10.020 PLA 6G Zones

1. Developments creating four or more new dwelling units shall provide at least 10 percent of the units as affordable housing units as defined in Chapter 5 KZC. Two additional units may be constructed for each affordable housing unit provided. In such cases, the minimum lot size listed in the Use Regulations shall be used to establish the base number of units allowed on the site, but shall not limit the size of individual lots. See Chapter 112 KZC for additional affordable housing incentives and requirements.
2. The required yard of any portion of the structure must be increased one foot for each foot that any portion of the structure exceeds 25 feet above average building elevation (does not apply to Detached, Attached or Stacked Dwelling Units, Assisted Living Facility and Public Park uses).
3. All vehicular access shall be from the east. The site access shall be configured to structurally prevent the use of 7th Avenue South or other residential streets (does not apply to Detached, Attached or Stacked Dwelling Units, Assisted Living Facility and Public Park uses).

(Ord. 4476 § 2, 2015)

40.20 Permitted Uses

Permitted Uses Table – Industrial Zones (LIT, PLA 6G)

(See also KZC 40.30, Density/Dimensions Table, and KZC 40.40, Development Standards Table)

Use		Required Review Process:		
		I = Process I, Chapter 145 KZC IIA = Process IIA, Chapter 150 KZC IIB = Process IIB, Chapter 152 KZC		DR = Design Review, Chapter 142 KZC None = No Required Review Process
		NP = Use Not Permitted # = Applicable Special Regulations (listed after the table)		
		LIT		PLA 6G
40.20.010	Assisted Living Facility		NP	None 1, 2, 3, 4, 5, 6
40.20.020	Auction House	7, 8	None	NP
40.20.030	Automobile Sales	9	I	NP
40.20.040	Breweries, Wineries, and Distilleries	7, 10	None	None 10, 11, 12, 13, 14, 15
40.20.050	Community Facility	7	None	IIA 12
40.20.060	Day-Care Center		See KZC 40.20.250, School or Day-Care Center	None 16, 17, 18, 19
40.20.070	Detached, Attached or Stacked Dwelling Units		NP	None 4, 5, 6
40.20.080	Entertainment, Cultural and/or Recreational Facility	7	None	NP
40.20.090	Government Facility	7	None	IIA 12
40.20.100	Hazardous Waste Treatment and Storage Facilities	7, 20	None	NP
40.20.110	High Technology	7, 14, 21	None	None 12, 15, 21
40.20.120	Industrial Laundry Facility	7, 14	None	None 11, 12, 13, 14, 15

The Kirkland Zoning Code is current through Ordinance 4450, passed September 2, 2014.

Use		Required Review Process:		
		LIT	PLA 6G	
		I = Process I, Chapter 145 KZC IIA = Process IIA, Chapter 150 KZC IIB = Process IIB, Chapter 152 KZC DR = Design Review, Chapter 142 KZC None = No Required Review Process NP = Use Not Permitted # = Applicable Special Regulations (listed after the table)		
40.20.130	Kennel	7, 23, 24	None	NP
40.20.140	Manufacturing		NP	11, 12, 13, 14, 15 None
40.20.150	Mini-Day-Care Center	7, 16, 17, 18	None	16, 17, 18, 19 None
40.20.160	Office Use	7	None	12, 15 None
40.20.170	Packaging of Prepared Materials Manufacturing	7, 11, 14	None	NP
40.20.180	Public Park	See KZC 45.50 for required review process.		
40.20.190	Public Utility	7	None	12 IIA
40.20.200	Recycling Center	7, 26	None	NP
40.20.210	Restaurant	7, 19, 27	None	NP
40.20.220	Retail Establishment Providing Banking and Related Financial Services	7, 19, 27	None	NP
40.20.230	Retail Establishment Providing Rental Services	7	None	NP
40.20.240	Retail Establishment Providing Storage Services	7, 28, 29	None	28, 29 None
40.20.245	Retail Establishment Selling Marijuana or Products Containing Marijuana	7, 30, 31	None	NP
40.20.250	School or Day-Care Center	7, 16, 17, 18	None	Schools are NP, see KZC 40.20.060 for Day-Care Centers
40.20.260	Vehicle or Boat Repair, Services, Storage, or Washing	7, 25	None	NP

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Use		Required Review Process:		
		I = Process I, Chapter 145 KZC IIA = Process IIA, Chapter 150 KZC IIB = Process IIB, Chapter 152 KZC		DR = Design Review, Chapter 142 KZC None = No Required Review Process
		NP = Use Not Permitted # = Applicable Special Regulations (listed after the table)		
		LIT	PLA 6G	
40.20.270	Warehouse Storage Service	7, 14	None	11, 12, 13, 14, 15
40.20.280	Wholesale Establishment or Contracting Services in Building Construction, Plumbing, Electrical, Landscaping, or Pest Control	7	None	11, 12, 13, 14, 15
40.20.290	Wholesale Printing or Publishing	7, 14	None	11, 12, 13, 14, 15
40.20.300	Wholesale Trade	7, 14	None	11, 12, 13, 14, 15

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Permitted Uses (PU) Special Regulations:

- PU-1. A facility that provides both independent dwelling units and assisted living units shall be processed as an assisted living facility.
- PU-2. A nursing home use may be permitted as part of an assisted living facility use in order to provide a continuum of care for residents.
- PU-3. The assisted living facility shall provide usable recreation space of at least 100 square feet per unit, in the aggregate, for both assisted living units and independent dwelling units, with a minimum of 50 square feet of usable recreation space per unit located outside.
- PU-4. Site design must provide for a bicycle and pedestrian path connection to Lakeview Elementary School and be available for public use.
- PU-5. All vehicular access shall be from 7th Avenue South. Access from 5th Place South is prohibited.
- PU-6. This use is only permitted south of 7th Avenue South and only if the entire PLA 6G zone south of 7th Avenue South is included.
- PU-7. Within the NE 85th Street Subarea, D.R., Chapter 142 KZC.
- PU-8. Livestock auctions are not permitted.
- ~~PU-9. a. This use is permitted only on properties that adjoin 8th Street or 7th Avenue in the Norkirk neighborhood.~~
- ~~b. Outdoor automobile sales, storage, and display are not permitted.~~
- ~~c. Outdoor sound systems are not permitted.~~
- ~~d. Outdoor balloons, streamers, and inflatable objects are not permitted.~~
- ~~e. Test drives must be accompanied by an employee through the LIT zone and limited to 8th Street, 7th Avenue, and either 6th Street or 114th Avenue NE en route to Central Way/NE 85th Street.~~
- ~~f. Hours of operation are limited to 7:00 a.m. to 8:00 p.m.~~
- ~~g. This use primarily entails the sale of alternative fuel vehicles such as biodiesel, ethanol, and electric vehicles.~~
- PU-10. May include tasting rooms, accessory retail sales, or office utilizing not more than 20 percent of the gross floor area (50 percent if the property is located within 150 feet of the Cross Kirkland Corridor).
- PU-11. The following manufacturing uses are permitted:
- a. Food, drugs, stone, clay, glass, china, ceramic products, electrical equipment, scientific or photographic equipment, fabricated metal products;
 - b. Fabricated metal products, but not fabrication of major structural steel forms, heavy metal processes, boiler making, or similar activities;

- c. Cold mix process only of soap, detergents, cleaning preparations, perfumes, cosmetics, or other toilet preparations;
 - d. Packaging of prepared materials;
 - e. Textile, leather, wood, paper and plastic products from pre-prepared material; and
 - f. Other compatible uses which may involve manufacturing, processing, assembling, fabrication and handling of products, and research and technological processes.
- PU-12. Prior to issuance of a development permit, documentation must be provided and stamped by a licensed professional verifying that the expected noise to be emanating from the site adjoining to any residential zoned property complies with the standards set forth in WAC 173-60-040(1) for a Class B source property and a Class A receiving property.
- PU-13. Outdoor storage and fabrication are not permitted.
- PU-14. No more than 20 percent of the gross floor area may be utilized for accessory uses such as wholesale, office, retail or service.
- PU-15. Use shall not create noise, glare, light, dust, fumes, and other adverse conditions which disrupt the residential character of the surrounding area.
- PU-16. A six-foot-high fence is required along the property lines adjacent to the outside play areas.
- PU-17. Hours of operation may be limited by the City to reduce impacts on nearby residential uses.
- PU-18. May include accessory living facilities for staff persons.
- PU-19. This use is permitted if accessory to a primary use, and:
- a. It will not exceed 20 percent of the gross floor area of the building; and
 - b. The use is integrated into the design of the building.
- PU-20. Must comply with the state siting criteria adopted in accordance with RCW 70.105.210.
- PU-21. This use may include research and development, testing, assembly, repair or manufacturing or offices that support businesses involved in the pharmaceutical and biotechnology, communications and information technology, electronics and instrumentation, computers and software sectors.
- PU-22. Reserved.
- PU-23. Must provide suitable shelter for the animals.
- PU-24. Must maintain a clean, healthful environment for the animals.
- PU-25. Access from drive-through facilities must be approved by the Public Works Department. Drive-through facilities must be designed so that vehicles will not block traffic in the right-of-way while waiting in line to be served.

- PU-26. May deal in metal cans, glass, and paper. Other materials may be recycled if the Planning Director determines that the impacts are no greater than those associated with recycling metal cans, glass, or paper. The individual will have the burden of proof in demonstrating similar impacts.
- PU-27. This use is permitted if accessory to a primary use, and there is no vehicle drive-in or drive-through.
- PU-28. May include accessory living facilities for resident security manager.
- PU-29. This use not permitted if any portion of the subject property is located within 150 feet of the Cross Kirkland Corridor.
- PU-30. Permitted only where 50 percent of the boundaries of the LIT zone adjoin commercial zones.
- PU-31. Not permitted on school walk routes shown on Plate 46.

(Ord. 4479 § 2, 2015; Ord. 4476 § 2, 2015)

40.30 Density/Dimensions

Density/Dimensions Table – Industrial Zones (LIT, PLA 6G)

(Refer to KZC 40.20, Permitted Uses Table, to determine if a use is allowed in the zone; see also KZC 40.40, Development Standards Table)

USE	Minimum Lot Size	REQUIRED YARDS (See Ch. 115 KZC)			Maximum Lot Coverage	Maximum Height of Structure ABE = Average Building Elevation
		Front	Side	Rear		
40.30.010	Assisted Living Facility ¹	3,600 sq. ft.	20'	5' ²	10'	60% ³
40.30.020	Auction House	None	20'	0'	0'	80% ³
40.30.030	Automobile Sales	None	20'	0'	0'	80%³
40.30.040	Breweries, Wineries, and Distilleries	None	20'	0'	0'	90% ³
40.30.050	Community Facility	None	20'	0'	0'	80% ³
40.30.060	Day-Care Center	None	20'	0'	0'	80% ³
40.30.070	Detached, Attached or Stacked Dwelling Units	3,600 sq. ft. per dwelling unit	20'	Detached units: 5' Attached or stacked units: 5' ^{2,4}	10' ⁵	60% ³
40.30.080	Entertainment, Cultural and/or Recreational Facility	None	20'	0'	0'	80% ³
40.30.090	Government Facility	None	20'	0'	0'	80% ³
40.30.100	Hazardous Waste Treatment and Storage Facilities	None	30'	0'	0'	90% ⁶
40.30.110	High Technology	None	20'	0'	0'	80% ³
40.30.120	Industrial Laundry Facility	None	20'	0'	0'	90% ³
40.30.130	Kennel	None	20' ⁷	0' ⁷	0' ⁷	80% ³
40.30.140	Manufacturing	None	20'	0'	0'	90% ³
40.30.150	Mini-Day-Care	None	LIT: 20' PLA 6G: 30'	0'	0'	80% ³
40.30.160	Office Use	None	20' ⁹	0' ⁹	0' ⁹	70% ⁸ LIT: 35' above ABE. ⁸ PLA 6G: 35' above ABE. ³

The Kirkland Zoning Code is current through Ordinance 4450, passed September 2, 2014.

USE	Minimum Lot Size	REQUIRED YARDS (See Ch. 115 KZC)			Maximum Lot Coverage	Maximum Height of Structure ABE = Average Building Elevation	
		Front	Side	Rear			
40.30.170	Packaging of Prepared Materials Manufacturing	None	20'	0'	0'	90%	35' above ABE. ³
40.30.180	Public Park	Development standards will be determined on a case-by-case basis. See KZC 45.50.					
40.30.190	Public Utility	None	20'	0'	0'	80%	35' above ABE. ³
40.30.200	Recycling Center	None	20'	0'	0'	80%	35' above ABE. ³
40.30.210	Restaurant	None	20'	0'	0'	80%	35' above ABE. ³
40.30.220	Retail Establishment Providing Banking and Related Financial Services	None	20'	0'	0'	80%	35' above ABE. ³
40.30.230	Retail Establishment Providing Rental Services	None	20'	0'	0'	80%	35' above ABE. ³
40.30.240	Retail Establishment Providing Storage Services	None	20'	0'	0'	LIT: 90% PLA 6G: 80%	35' above ABE. ³
40.30.245	Retail Establishment Selling Marijuana or Products Containing Marijuana	None	20'	0'	0'	80%	35' above ABE. ³
40.30.250	School or Day-Care Center	None	20'	0'	0'	80%	35' above ABE. ³
40.30.260	Vehicle or Boat Repair, Services, Storage, or Washing	None	20'	0'	0'	80%	35' above ABE. ³
40.30.270	Warehouse Storage Service	None	20'	0'	0'	90%	35' above ABE. ³
40.30.280	Wholesale Establishment or Contracting Services in Building Construction, Plumbing, Electrical, Landscaping, or Pest Control	None	20'	0'	0'	LIT: 80% PLA 6G: 90%	35' above ABE. ³
40.30.290	Wholesale Printing or Publishing	None	20'	0'	0'	90%	35' above ABE. ³
40.30.300	Wholesale Trade	None	20'	0'	0'	90%	35' above ABE. ³

The Kirkland Zoning Code is current through Ordinance 4450, passed September 2, 2014.

Density/Dimensions (DD) Special Regulations:

- DD-1. For density purposes, two assisted living units shall constitute one dwelling unit. Total dwelling units may not exceed the number of stacked dwelling units allowed on the subject property. Through Process IIB, Chapter 152 KZC, up to 1-1/2 times the number of stacked dwelling units allowed on the subject property may be approved if the following criteria are met:
- a. Project is of superior design, and
 - b. Project will not create impacts that are substantially different than would be created by a permitted multifamily development.
- DD-2. Five feet but two side yards must equal at least 15 feet.
- DD-3. If adjoining a low density zone other than RSX, then 25 feet above average building elevation (does not apply to institutional uses in low density zones).
- DD-4. The side yard may be reduced to zero feet if the side of the dwelling unit is attached to a dwelling unit on an adjoining lot. If one side of a dwelling unit is so attached and the opposite side is not, the side that is not attached must provide a minimum side yard of five feet.
- DD-5. The rear yard may be reduced to zero feet if the rear of the dwelling unit is attached to a dwelling unit on an adjoining lot.
- DD-6. Structure height may be increased above 35 feet in height through a Process IIA, Chapter 150 KZC, if:
- a. It will not block local or territorial views designated in the Comprehensive Plan; and
 - b. The increased height is not specifically inconsistent with the applicable neighborhood plan provisions of the Comprehensive Plan; and
 - c. The need for an increase in height is directly related to the hazardous waste treatment and/or storage activity; and
 - d. The required yard of any portion of the structure may be increased up to a maximum of one foot for each foot that any portion of the structure exceeds 35 feet above ABE. The need for additional setback yards will be determined as part of the review of any request to increase structure height.
- DD-7. Outside runs and other facilities for the animals must be set back at least 10 feet from each property line and must be surrounded by a fence or wall sufficient to enclose the animals. See KZC 115.105, Outdoor Use, Activity and Storage, for further regulations.
- DD-8.
- a. If adjoining a low density zone other than RSX, then 25 feet above average building elevation (does not apply to institutional uses in low density zones); and
 - b. In the Norkirk neighborhood, south of 7th Avenue and west of 8th Street, maximum height is 40 feet above average building elevation, with no limit on number of stories.
- DD-9. The following regulations apply only to veterinary offices:

- a. Outside runs and other outside facilities for the animals must be set back at least 10 feet from each property line and must be surrounded by a fence or wall sufficient to enclose the animals. See KZC 115.105, Outdoor Use, Activity and Storage, for further regulations.

(Ord. 4479 § 2, 2015; Ord. 4476 § 2, 2015)

40.40 Development Standards

Development Standards Table – Industrial Zones (LIT, PLA 6G)

(Refer to KZC 40.20, Permitted Uses Table, to determine if a use is allowed in the zone; see also KZC 40.30, Density/Dimensions Table)

Use	Landscape Category (Chapter 95 KZC)	Sign Category (Chapter 100 KZC)	Required Parking Spaces (Chapter 105 KZC)	
40.40.010	Assisted Living Facility	D	A	1.7 per independent unit. 1 per assisted living unit. ⁷
40.40.020	Auction House	B ¹	E	1 per each 300 sq. ft. of gross floor area.
40.40.030	Automobile Sales	A	C²	See KZC 105.25.
40.40.040	Breweries, Wineries, and Distilleries ³	A	C	1 per each 1,000 sq. ft. of gross floor area. Tasting rooms, 1 per each 100 sq. ft. of gross floor area. ⁴
40.40.050	Community Facility ³	C ⁵	B	See KZC 105.25.
40.40.060	Day-Care Center	D	B	See KZC 105.25. ⁶
40.40.070	Detached, Attached or Stacked Dwelling Units	D	A	1.7 per unit.
40.40.080	Entertainment, Cultural and/or Recreational Facility	B	E	See KZC 105.25.
40.40.090	Government Facility ³	C ⁵	B	See KZC 105.25.
40.40.100	Hazardous Waste Treatment and Storage Facilities	A	C	1 per each 1,000 sq. ft. of gross floor area.
40.40.110	High Technology ³	LIT: A ¹⁵ PLA 6G: A	D	LIT: See KZC 105.25. ^{8,15} PLA 6G: See KZC 105.25. ^{4,8}
40.40.120	Industrial Laundry Facility ³	LIT: A ¹⁵ PLA 6G: A	C	LIT: 1 per each 1,000 sq. ft. of gross floor area. PLA 6G: 1 per each 1,000 sq. ft. of gross floor area. ⁴
40.40.130	Kennel	B	E	LIT: 1 per each 300 sq. ft. of gross floor area. PLA 6G: 1 per each 1,000 sq. ft. of gross floor area. ⁴
40.40.140	Manufacturing ³	A	C	1 per each 1,000 sq. ft. of gross floor area. ⁴
40.40.150	Mini-Day-Care Center	LIT: D PLA 6G: E	B	See KZC 105.25. ^{9,10}
40.40.160	Office Use ³	C ¹¹	LIT: E PLA 6G: D	LIT: 1 per each 300 sq. ft. of gross floor area. ¹² PLA 6G: 1 per each 300 sq. ft. of gross floor area. ^{4,12}
40.40.170	Packaging of Prepared Materials Manufacturing	LIT: A ¹⁵ PLA 6G: A	C	LIT: 1 per each 1,000 sq. ft. of gross floor area. ¹⁵ PLA 6G: 1 per each 1,000 sq. ft. of gross floor area.

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Use		Landscape Category (Chapter 95 KZC)	Sign Category (Chapter 100 KZC)	Required Parking Spaces (Chapter 105 KZC)
40.40.180	Public Park	Development standards will be determined on a case-by-case basis. See KZC 45.50.		
40.40.190	Public Utility ³	LIT: C⁵ PLA 6G: A⁵	B	See KZC 105.25.
40.40.200	Recycling Center	A	C	See KZC 105.25.
40.40.210	Restaurant	B	E	1 per each 100 sq. ft. of gross floor area.
40.40.220	Retail Establishment Providing Banking and Related Financial Services	B	E	1 per each 300 sq. ft. of gross floor area.
40.40.230	Retail Establishment Providing Rental Services	B ¹	E	1 per each 1,000 sq. ft. of gross floor area.
40.40.240	Retail Establishment Providing Storage Services ³	A	E	LIT: See KZC 105.25. PLA 6G: See KZC 105.25. ⁴
40.40.245	Retail Establishment Selling Marijuana or Products Containing Marijuana	B	E	1 per each 300 sq. ft. of gross floor area.
40.40.250	School or Day-Care Center	D	B	See KZC 105.25. ^{10,13}
40.40.260	Vehicle or Boat Repair, Services, Storage, or Washing	A	E	See KZC 105.25. ¹⁴
40.40.270	Warehouse Storage Service ³	LIT: A¹⁵ PLA 6G: A	C	LIT: 1 per each 1,000 sq. ft. of gross floor area. PLA 6G: 1 per each 1,000 sq. ft. of gross floor area. ⁴
40.40.280	Wholesale Establishment or Contracting Services in Building Construction, Plumbing, Electrical, Landscaping, or Pest Control ³	LIT: B¹ PLA 6G: A	LIT: E PLA 6G: C	LIT: 1 per each 1,000 sq. ft. of gross floor area. PLA 6G: 1 per each 1,000 sq. ft. of gross floor area. ⁴
40.40.290	Wholesale Printing and Publishing ³	LIT: A¹⁵ PLA 6G: A	C	LIT: 1 per each 1,000 sq. ft. of gross floor area. PLA 6G: 1 per each 1,000 sq. ft. of gross floor area. ⁴
40.40.300	Wholesale Trade ³	LIT: A¹⁵ PLA 6G: A	C	LIT: 1 per each 1,000 sq. ft. of gross floor area. PLA 6G: 1 per each 1,000 sq. ft. of gross floor area. ⁴

The Kirkland Zoning Code is current through Ordinance 4450, passed September 2, 2014.

Development Standards (DS) Special Regulations:

- DS-1. Outdoor storage for this use must be buffered as established in Chapter 95 KZC for Landscaping Category A.
- DS-2. Cabinet signs are not permitted.
- DS-3. In the PLA 6G zone, site and building design shall be complementary with surrounding residential, through use of design elements such as roof forms, building modulation, setbacks, and landscaping. The City may require revision of the building design, site plan or landscaping plan in order to minimize noise and enhance the visual character of the area.
- DS-4. The Planning Director may allow incidental visitor parking to access from 7th Avenue South; provided, that the applicant can demonstrate that the visitor parking will not adversely affect the residential character of the neighborhood, the parking will not be used by delivery vehicles, and the design precludes expanded use of this parking.
- DS-5. Landscape Category A or B may be required depending on the type of use on the subject property and the impacts associated with the use on the nearby uses.
- DS-6. An on-site passenger loading area must be provided if this use can accommodate five or more children. The City shall determine the appropriate size of the loading areas on a case-by-case basis, depending on the number of attendees and the extent of the abutting right-of-way improvements. Carpooling, staggered loading/unloading time, right-of-way improvements or other means may be required to reduce traffic impacts on nearby residential uses.
- DS-7. If a nursing home use is included, the following parking standards shall apply to the nursing home portion of the facility:
- a. One parking stall shall be provided for each bed.
- DS-8. If manufacturing, then one per each 1,000 square feet of gross floor area. If office, then one per 300 square feet of gross floor area.
- DS-9. An on-site passenger loading area may be required depending on the number of attendees and the extent of the abutting right-of-way improvements.
- DS-10. The location of parking and passenger loading areas shall be designed to reduce impacts on nearby residential uses.
- DS-11. The following regulations apply only to veterinary offices:
- a. If there are outdoor runs or other outdoor facilities for the animals, then use must comply with Landscape Category A.
- DS-12. If a medical, dental, or veterinary office, then one per each 200 square feet of gross floor area.
- DS-13. An on-site passenger loading area may be provided. The City shall determine the appropriate size of the loading areas on a case-by-case basis, depending on the number of attendees and the extent of the abutting right-of-way improvements. Carpooling, staggered loading/unloading time, right-of-way improvements or other means may be required to reduce traffic impacts on nearby residential uses.

- DS-14. Outdoor vehicle or boat parking or storage areas must be buffered as required for a parking area in KZC 95.45. See KZC 115.105, Outdoor Use, Activity and Storage, for additional regulations.
- DS-15. The landscaping and parking requirements for accessory uses such as wholesale, office, retail or service will be the same as for the primary use.

(Ord. 4479 § 1, 2015; Ord. 4476 § 2, 2015)