



**MEMORANDUM**

**Date:** February 4, 2015

**To:** Planning Commission

**From:** Janice Coogan, Senior Planner  
Eric Shields, AICP, Planning Director

**Subject:** Comprehensive Plan Update, Neighborhood Plan Updates – NE 85<sup>th</sup> Street Subarea Plan Revisions File No. CAM13-00465, #5 and #14c

This memo addresses the following Comprehensive Plan Update topics:

- NE 85<sup>th</sup> Street Subarea Plan revisions

**I. RECOMMENDATION**

Review draft minor amendments to the NE 85<sup>th</sup> Street Subarea Plan (Attachment 1) and provide staff with direction on any changes. The final draft will be reviewed at a public hearing in summer, 2015 in conjunction with the 2035 Comprehensive Plan update.

As part of the North Rose Hill Neighborhood update process there are two Citizen Amendment Requests being considered within the Subarea Plan. These include Basra CAR to rezone property from LIT to a commercial RH zone and the Griffis CAR to rezone from RSX 7.2 to RH8. These will be reviewed at the February 26<sup>th</sup> Planning Commission meeting. Depending on the recommended outcome, text and map changes may need to be revised in the Subarea Plan.

**II. BACKGROUND DISCUSSION**

The original NE 85<sup>th</sup> Street Subarea Plan was adopted in 2001 followed by Zoning Code amendments for the Rose Hill Business District RH1-8 zones, new Design Guidelines for the Rose Hill Business District and Chapter 92 Design Regulations in 2006. The intent of creating the NE 85<sup>th</sup> Street Subarea Plan was to create an overlay Plan to guide the future development of the NE 85<sup>th</sup> Street mixed use commercial corridor.

Both North and South Rose Hill neighborhoods have a vested interest in the development that occurs in the district and therefore the center of NE 85<sup>th</sup> Street is the boundary line between the two neighborhoods. The land use map shown on Figure 1 of the NE 85<sup>th</sup> Street Subarea Plan shows the boundaries of the Subarea which cover generally NE 92<sup>nd</sup> ST on the north to Ne 80<sup>th</sup> ST on the south (see Attachment 1). Design Review is required for commercial and multifamily

development and the Rose Hill Design Guidelines describe the urban design vision for the corridor. Generally, more intensive development is desired near the I-405 interchange and less intensive as you travel east where multifamily and office are transition uses adjacent to single family development.

As part of the Comprehensive Plan update process, the City conducted a series of meetings with the neighborhoods to review their existing neighborhood plans and identify potential amendments that could be addressed within the scope of the overall Plan amendment process. The City is also taking the opportunity to clean up the text to better reflect current conditions and fix inconsistencies. These reviews are not intended to replace a full neighborhood plan update process or policy changes.

The North and South Rose Hill Neighborhood meetings were held on February 11, 2014 and June 4, 2014 for the purpose of reviewing the existing neighborhood plan and identifying any issues that should be addressed with the plan updates. Attendees were encouraged to read the plans in advance and come prepared with questions and suggestions. All comments received at the neighborhood meetings are available on the City's K2035 website under the Learning Center webpage under [Neighborhood Plan Sessions](#).

Staff met with the leadership of the South and North Rose Hill Neighborhood Associations to discuss proposed changes to both neighborhood plans and were given an opportunity to comment on the draft NE 85<sup>th</sup> Street Subarea Plan. Since the NE 85<sup>th</sup> Street Subarea Plan is an overlay of both neighborhoods, staff considered comments received from residents in both areas in making edits to the draft NE 85<sup>th</sup> Street Subarea Plan. Below is a summary of comments received:

- Desire to see the NE 85<sup>th</sup> Street Subarea Plan implemented including the street improvements that are currently under construction.
- Consider bike and pedestrian infrastructure in the South Rose Hill to improve access and safety.
- There were several questions from residents regarding the policies related to the NE 85<sup>th</sup> Street improvements in the Subarea Plan and what ended up being the final design of the NE 85<sup>th</sup> Street improvements as a result of the engineering, design and funding phases of the street project:

- Provide separate bike access on NE 85<sup>th</sup> Street; conversely put bike lanes on NE 70<sup>th</sup> ST instead

*Staff comment: According to the Public Works Department, bike lanes are not feasible on NE 85<sup>th</sup> Street because of the volume and speed of autos on the street, that I-405 is a barrier. In addition, Redmond has no plans for a bike lane on their section of NE 85<sup>th</sup> Street. NE 80<sup>th</sup> Street is a preferred location for a bike route.*

- Will there be curbed medians and medians with plants on NE 85<sup>th</sup> Street?

*Staff comment: There will be a raised median with landscaping at the 124th Avenue*

*NE intersection. A center median was not feasible along the entire street in order to allow turns into the businesses along each side of the street.*

- Policy NE85-9.2: Do not remove text in the urban design sections until the street improvements/projects are actually completed.

*Staff comment: The street improvements are currently under construction and scheduled to be completed in the fall of 2015 at the same time as the Comprehensive Plan update will be adopted. If the text is left in it will be out of date after adoption. Staff will monitor the completion date for the street improvement. .*

- The speed of NE 85<sup>th</sup> ST should be reduced to 30 mph, lanes narrowed and all crossings be clearly marked, and crosswalks should have signal activation for bikes and pedestrians.

*Staff comment: It is likely unfeasible to lower the speed limit. Crosswalks and timing of lights will be adjusted to allow pedestrians more time to cross street.*

- Why is 126th Avenue NE traffic light removed from plan?

- *Staff comment: A traffic signal was installed at 128<sup>th</sup> Avenue NE and for now it was determined to not be needed.*

- Policy NE 85-9.4 regarding installing sidewalks on north/south streets leading to NE 85<sup>th</sup> ST: This policy should be applied throughout North Rose Hill, specific concerns over 95th street.

*Staff comment: Already in Plan. See also Policy NRH 25.1. Sidewalks were added on NE 90<sup>th</sup> ST and on 120<sup>th</sup> Ave by Costco and on 124<sup>th</sup> Avenue NE with CIP project*

- Improve bike and pedestrian infrastructure to improve access and safety in South Rose Hill and Bridle Trails
- As part of the review of the South Rose Hill Neighborhood Plan, a few residents in the South Rose Hill Neighborhood submitted two texts changes that would result in a change in land use along the south perimeter of the NE 85<sup>th</sup> Street corridor that are also discussed in the South Rose Hill Neighborhood Plan staff memo (see also the Planning Commission discussion section below).

The draft amendments to the neighborhood plan (Attachment 1) reflect the results of this process.

### **III. SUMMARY OF CHANGES AND KEY ISSUES FOR DISCUSSION**

The attached draft illustrates all proposed amendments in track changes. Staff comments are included in the margins indicating the rationale behind most changes. **Highlighted text** are changes as a result of public or neighborhood association comments.

**A. The following summarizes the key revisions made to the NE 85<sup>th</sup> Street Subarea Plan**

1. Overview

- Added reference to Rose Hill Business District to reflect that after the original adoption of the Subarea Plan, Zoning subdistricts were created, Design Guidelines and Design Regulations were adopted.
- Text was deleted in several locations referring to the need for street improvements that are being installed now so text will not be outdated when the Plan is amended.
- Depending on outcome of Griffis CAR, the boundary of RH 8 may change.
- Depending on outcome of Basra CAR to change LIT to Commercial, add text or change the land use map.
- To avoid redundancy, Figures related to sensitive areas, geologically hazardous areas, street classifications, transit routes, description of Parks were deleted and referred to in the North and South Rose Hill Neighborhood Plans.
- Deleted reference to NE 85<sup>th</sup> ST as a state route, reference to Sound Transit express route or Department of DOT no longer applicable,

**B. Discussion Issues for Planning Commission on the South Rose Hill Neighborhood Plan**

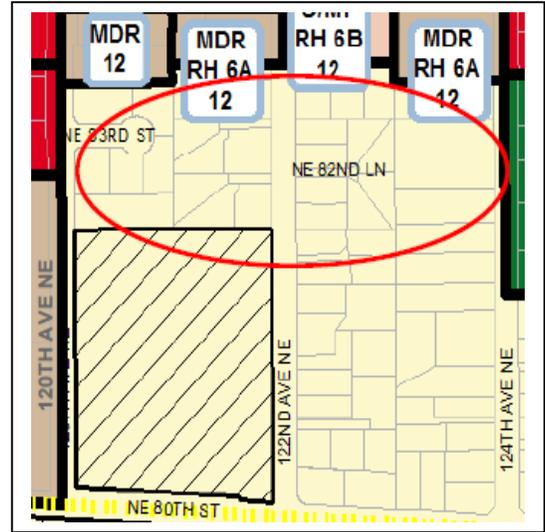
1. A few residents in the South Rose Hill Neighborhood submitted two new text changes to the South Rose Hill Neighborhood Plan that would affect the NE 85<sup>th</sup> Street Subarea Plan. The changes would result in a change in land use (rezone) from low density residential currently zoned RS 7.2 to medium density nine dwelling units per acre (RM 5.0 zoning) and/or change an existing RM 3.6 area from 12 dwelling units per acre to office/mixed use at 24 dwelling units per acre or RM 1.8. (see Attachment 2 neighborhood review comments on pages 9 and 11).

No maps were submitted but the requests seem to refer to the area shown below south of the RH 6A and 6B medium density/office zones located between 120th Avenue NE and 124<sup>th</sup> Avenue, north of the cemetery (see figure below).

The following suggested text amendments were discussed by the neighborhood review group but there was not a consensus whether to recommend them, and there was not an opportunity for discussion with the full Neighborhood Association or with North Rose Hill (since these would affect the 85th Corridor plan as well).

- 1) “Future development potential from 12 units per acre decreasing southward to 9 units per acre south of NE 85<sup>th</sup> Street (Hwy 908) between 120<sup>th</sup> Avenue NE and 124<sup>th</sup> Avenue NE in the RS 7.2 zone

This area is heavily impacted by, and is located immediately south of, the commercial, PR and RM zoning. It is bordered on 120th Avenue NE to the west across the street from the commercial area and King County housing as well as I-405. The east boundary is 124th Avenue NE with Rose Hill Meadows Park across the street. The southern boundary is the northern property line of the Kirkland Cemetery keeping the northern boundary parallel to NE 85th Street (Hwy 908) from 120th Avenue NE east to 124th Avenue NE.



The area has potential as an RM zone due to proximity to Lake Washington High School and Rose Hill Elementary School, transit access on both NE 85th Street (Hwy 908) to the north and NE 80th Street to the south, and its walkability to the commercial area and the Rose Hill Meadows Park. This area can take advantage of resident’s ability to be close to work, services in the Rose Hill Business District, transit, schools, emergency services, and fitness/ and sporting activities. It is also well situated for easy access to the pedestrian bridge across I-405 which provides safe and convenient access for pedestrians and bicyclists to downtown Kirkland”

- 2) “Existing multifamily RM 3.6 areas south of NE 85th Street (HWY 908) should be allowed to develop to a higher density or mixed use due to its northern boundary of commercial, PR zone and the southern boundary of the commercial district.

This area has commercial to the west, Lee Johnson auto dealers, commercial office use to the north, office zone to the east, and its southern boundary parallel to the eastern south boundary of the commercial zone. This area falls in the design review boundary. Its proximity to the transit route, its walkability to the business district as well as the benefit of the Rose Hill Meadows Park, makes this area well suited for office/mixed use at a density not more than 24 units per acer. This area is situated approximately 200 feet south of NE 85th Street (HWY 908) and makes it ideal for emergency services access. These parcels allow for the ability to live and work in the same area, with easy access to the I-405 and NE 85th Street interchange allowing minimal impact on neighborhood streets as well as allowing easy access to the downtown core and other city business areas and regional influences”

*Staff comment: Based on the public process set up for the Citizen Amendment Requests and scope of changes for the Neighborhood Plan update process, staff believes this request would be a land use policy change that ideally should have been submitted as a Citizen Amendment Request.. However, the proposal could be considered if the Planning Commission feels it has merit. It would not be a CAR, rather a plan change initiated by the neighborhood or Planning Commission. Staff is concerned that the request is not supported by the neighborhood association. The Planning Commission should discuss these two text change requests and provide direction to staff.*

2. Does the Planning Commission have additional changes or edits to the Plan?

Attachments:

1. Draft NE 85<sup>th</sup> Street Subarea Plan with strikethrough and underline text
2. Comments from the South Rose Hill Neighborhood Association on the draft SRH Plan
3. Comments from Glen Buhlman
4. Comments from Margaret Carnegie

# NE 85<sup>TH</sup> STREET SUBAREA PLAN

Draft 1/21/15

*Yellow highlighted text denotes suggested edits as a result of public or neighborhood association comments.*

*The NE 85<sup>th</sup> Street Subarea Plan was originally adopted in 2001 by O-3787 and a minor update 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

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1980s, there were a number of additional, small annexations in the study area. The remainder of the North Rose Hill and South Rose Hill neighborhoods ~~were~~ 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

**Commented [JC1]:** This graphic is not needed. The Subarea boundaries are shown on the land use map.

**Commented [JC2]:** New street improvements will include wider sidewalks where they do not exist, landscape strips with street trees, decorative lighting and improved crosswalks. New sidewalks were added to 124<sup>th</sup> Avenue NE

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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, 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.

**Commented [JC3]:** The NE 85<sup>th</sup> Street improvements are under construction and are scheduled to be completed by the time the Comprehensive Plan update is adopted in Fall 2015.

## 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.

**Commented [JC4]:** See comments from a few residents in South Rose Hill who may want to change low density to medium density residential.

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.***

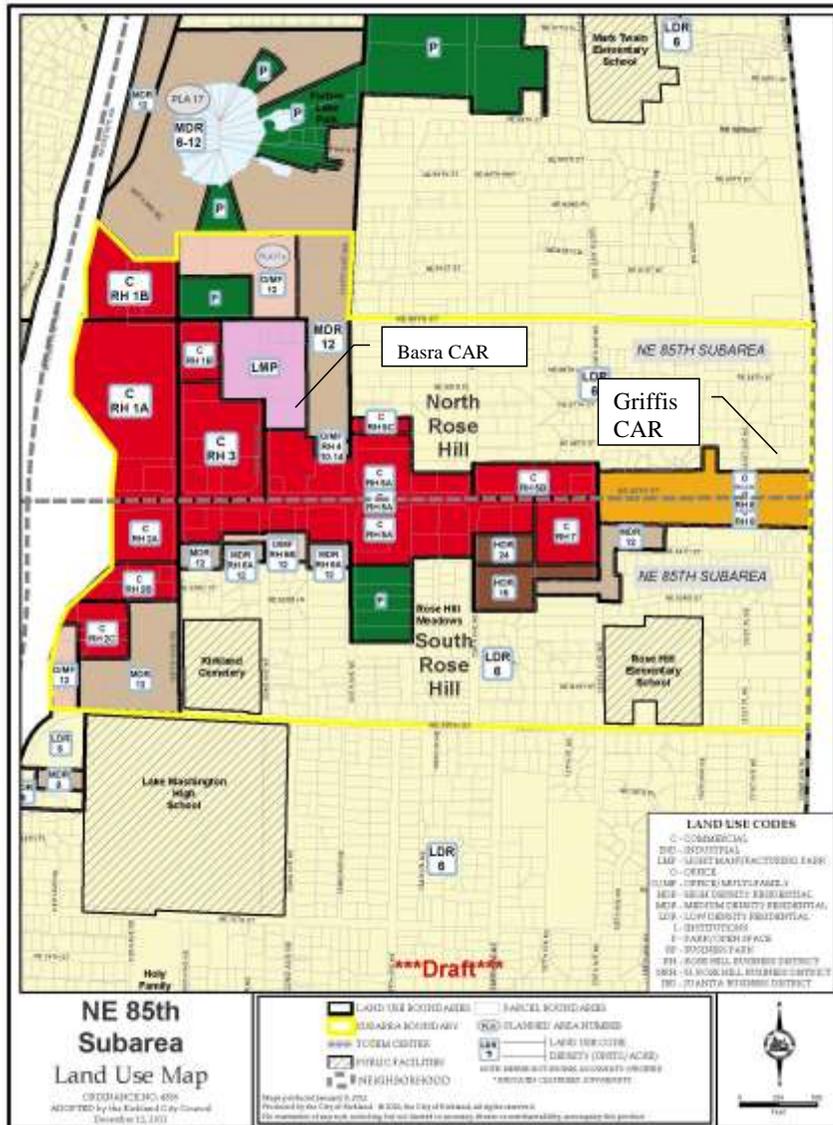
#### ***Policy NE85-1.1:***

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.

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**Commented [JC5]:** Depending on the outcome of the Basra and Griffis Citizen Amendment Requests being considered with the update of the North Rosehill Plan the land use map and text may need changing.

Figure NE85-21: NE 85th Subarea Land Use

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

### Policy NE85-2.1:

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

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

Much of the NE 85th Street Subarea, including all the land along NE 85th Street itself, currently is designated ~~either~~ for commercial (retail, office, and service), office, light manufacturing park, 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.

**Commented [JC6]:** The light industrial manufacturing park designation may change depending on the decision of the Basra CAR request

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

Subarea Plan policies ~~should~~ recognize the economic significance to the City of the major regional retail uses located in the NE 85th Street commercial area, and enhance the area's commercial viability while minimizing impacts on adjacent residential neighborhoods to the north, south and east. These policies ~~should~~ also designate appropriate locations for various types and intensities of commercial uses, with the most intensive development adjacent to the NE 85th

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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~~ nNew 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.

**Commented [JC7]:** The last sentence relates to the Griffis CAR and expanded commercial boundaries

***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.

**Commented [JC8]:** Policy 3.3 relates to the Griffis CAR.

***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.

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### *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 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:**

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

- **Traffic and access:**

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

- **Design considerations:**

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

### *Policy NE85-4.2b:*

#### *Area RH-2b:*

- **Land Use:**

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

- **Building bulk:**

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

- **Traffic and access:**

Same as RH-2a.

- **Design considerations:**

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

### *Policy NE85-4.2c:*

#### *Area RH-2c:*

- **Land use:**

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

## NE 85<sup>TH</sup> STREET SUBAREA PLAN

- **Building bulk:**

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

- **Traffic and access:**

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

- **Design considerations:**

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

***Policy NE85-4.3:***

***Area RH-3:***

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

***Policy NE85-4.4:***

***Area RH 4:***

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

***Policy NE85-4.5:***

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

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

## NE 85<sup>TH</sup> STREET SUBAREA PLAN

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

- (1) Set vehicular access points located on north-south side streets back from adjacent residential properties as much as possible without creating problems for traffic turning to and from NE 85th Street. Allow only one driveway for access to commercial property on the east side of 124th Avenue NE.
- (2) Locate a heavily landscaped buffer strip along any boundary with residential properties or along streets separating commercial development from residential properties.
- (3) Retain existing significant trees and vegetation within the buffer. Preclude this landscaped area from further development by the creation of a greenbelt protective easement.
- (4) Keep sources of noise and light to a minimum and directed away from adjacent residential properties.
- (5) Area RH-5b: On the north side of NE 85th Street east of 126th Avenue NE, restrict permitted uses to those that generate limited noise, light and glare, odor, and traffic impacts. Examples of uses that would be appropriate in this area include medical/dental offices, insurance offices, dry cleaners, and coffee shops. Examples of uses that would not be appropriate in this location include gas stations, car washes, uses with drive-through windows, and uses with extended hours of operation.
- (6) Area RH-5c: In addition to standards (1) through (4) above, development in Area RH-5c should observe the following development standards:
  - (a) Allowable uses should be limited to the following:
    - i. Any use permitted in an RS zone, subject to the applicable use regulations of KZC 15.10; and
    - ii. Parking serving an established commercial use fronting on NE 85th Street. No new above-grade structures should be allowed; and
  - (b) A landscape buffer meeting the requirements of Buffering Standard 1 (KZC 95.2542-1) should be provided along any property line adjoining low-density residential use. If Buffering Standard 1, Option b, is proposed, the required fence should be allowed to meander through the buffer or otherwise be placed so as to minimize impacts on adjoining property. The landscape buffer should be contained in an easement, and the easement language should prohibit relocation, alteration, or relinquishment of the easement without a majority affirming vote of the City Council.

In addition, the buffers should include the following:

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

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

## NE 85<sup>TH</sup> STREET SUBAREA PLAN

- (iv) Release detained and treated storm water runoff into the City system in 124th Avenue NE; and
- (v) Demonstrate that the existing drainage along the east edge of the subject parcel will not be reduced, increased, or redirected.

### ***Policy NE85-4.6:***

#### ***Area RH-6a:***

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

#### ***Area RH-6b:***

Allow multifamily residential and office uses only.

#### ***Area RH-6a and 6b:***

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

### ***Policy NE85-4.7:***

#### ***Area RH-7:***

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

### ***Policy NE85-4.8:***

#### ***Area RH-8:***

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

**Commented [JC9]:** See comments from group in South Rose Hill who may want to expand boundary of this area to the south.

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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.

**Commented [JC10]:** Griffis CAR requests expanding the north boundary of RH 8.

*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 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.~~

**Commented [JC11]:** No longer part of the express bus program.

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

**Commented [JC12]:** Again NE 85<sup>th</sup> Street and intersection improvements should help this situation. No bike lanes are planned for NE 85<sup>th</sup> ST according to Public Works. Bicycle network system is being planned and prioritized in Transportation Master Plan and Active Transportation Plan.

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").~~

**Commented [JC13]:** NE 85<sup>th</sup> Street is no longer a State Route.

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

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improvements need to recognize and reinforce NE 85th Street's dual role of a regional transportation corridor, and a street serving local businesses and adjacent neighborhoods. The impact of proposed transportation improvements, such as the median, center curbing to control left turn lanes and driveway locations on existing businesses should be acknowledged and carefully considered in evaluating such changes to the street. See the North and South Rose Hill Neighborhood Plan chapters for figures related to classification of streets, pedestrian and bicycle networks within the Subarea.

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

***Policy NE85-6.1:***

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

***Policy NE85-6.2:***

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

***Policy NE85-6.3:***

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

***Policy NE85-6.4:***

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

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

***Policy NE85-7.1:***

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

***Policy NE85-7.2:***

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

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

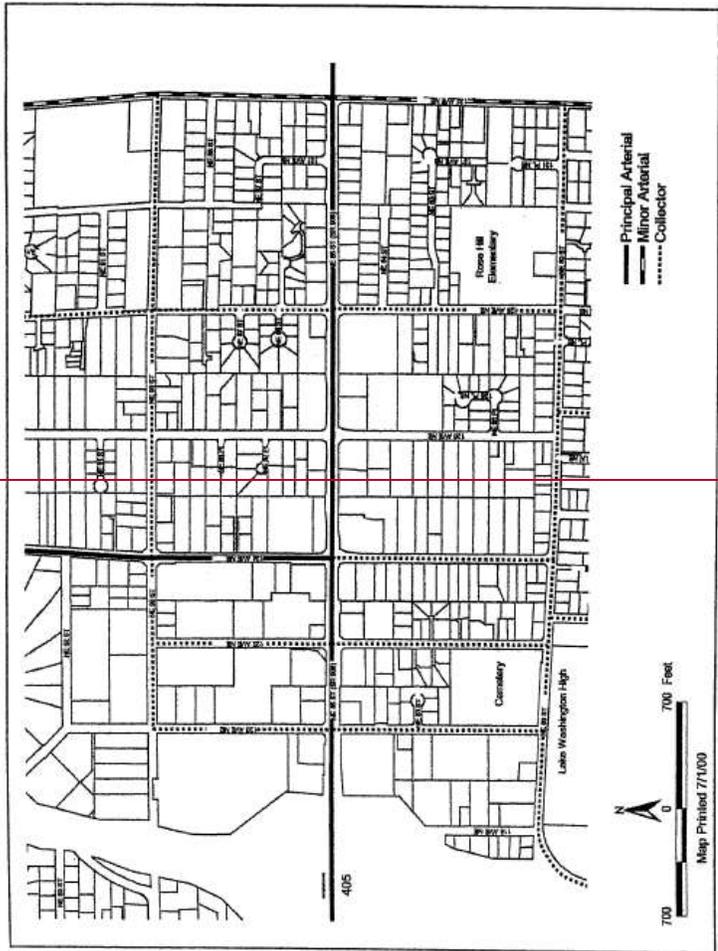
**Policy NE85-8.1:**

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.~~

**Commented [JC14]:** As it turns out with the design of NE 85<sup>th</sup> Street an entire landscape boulevard was not feasible to maintain left turn opportunities to businesses and U turns or BAT lanes no longer planned.

DRAFT

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

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**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.

**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.~~

**Commented [JC15]:** According to Public Works no signal is planned at 126<sup>th</sup> Avenue NE because one was added at 128<sup>th</sup> Avenue NE

**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.

**Commented [JC16]:** High occupancy vehicle lanes on NE 85<sup>th</sup> Street were determined to not be beneficial or feasible.

**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**

**Commented [JC17]:** Delete Transit Route Figure because it is in Transportation Element and the routes change.

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

**Policy NE85-12.1:**

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

**Policy NE85-12.2:**

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

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## 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.~~

**Commented [JC18]:** TMP's are required for major commercial developments city wide as regulated by the KMC. Policies are also in the Transportation Master Plan.

## 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.~~

**Commented [JC19]:** Deleted no need to be redundant. Parks are discussed in the North and South Rose Hill Neighborhood Plans and Parks Elements.

~~Seattle City Light has a power line that runs north and south just east of the alignment of 124<sup>th</sup> 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.~~

**Commented [JC20]:** Public comments regarding this and listed as desired in the PROS Plan.

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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.~~

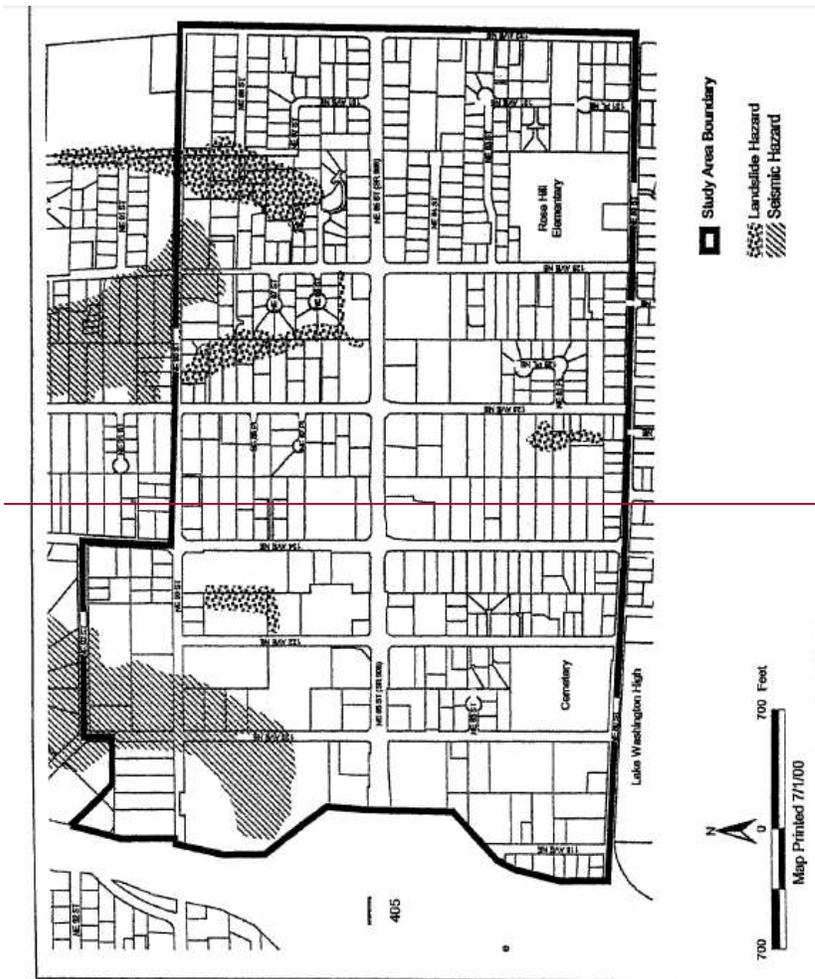
**Commented [JC21]:** Park property has been acquired near lake and discussed in the North Rose Hill Plan.

## 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;

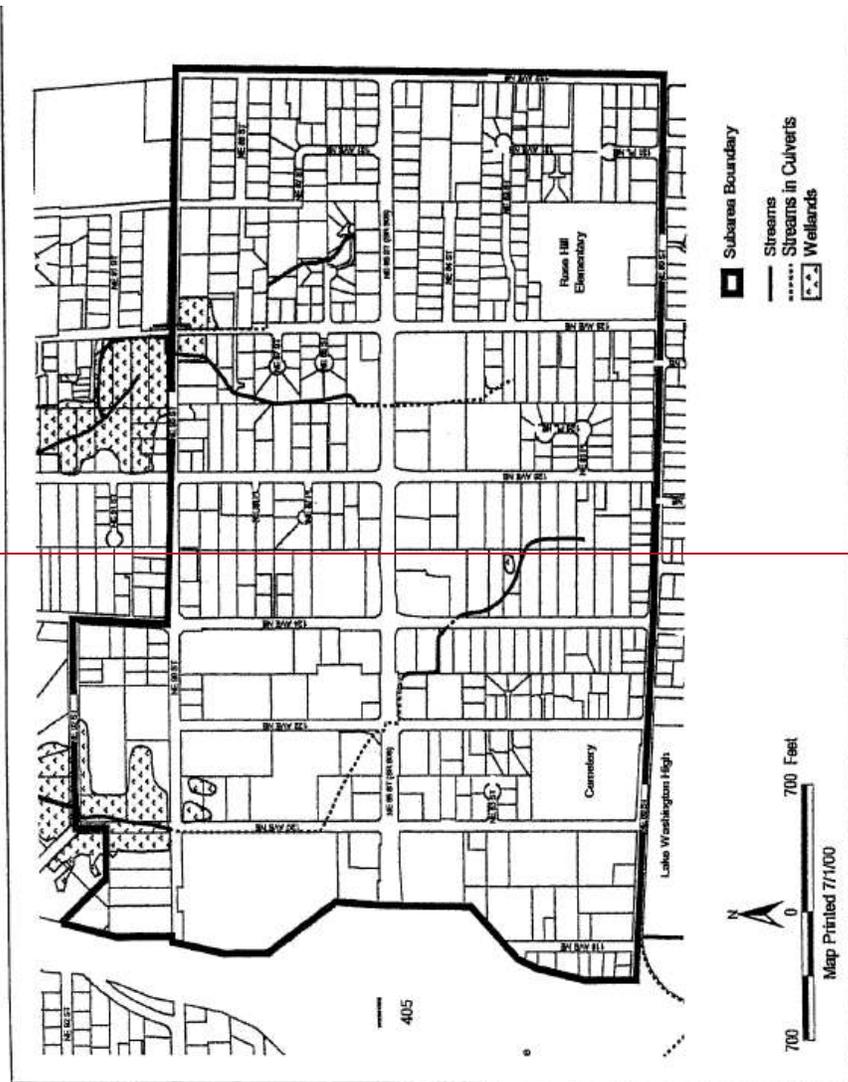
# NE 85<sup>TH</sup> STREET SUBAREA PLAN



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

**Commented [JC22]:** Not needed because figures are located in North and South Rose Hill neighborhoods.

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

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

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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 85<sup>th</sup> 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.~~

**Commented [JC23]:** The Utility and Public Services Elements and KMC establish policies establish related policies for new development:  
Undergrounding utility distribution and telephone lines U-1.8, U-5.7  
Eliminate septic systems and connect to sanitary sewer U-3.3  
Surface water design standards U-4.2  
Also overhead utility lines are being undergrounded with the NE 85<sup>th</sup> ST project

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

***Goal NE85-17.15: Provide coordinated streetscape improvements throughout the Subarea that enable pedestrians, drivers, bicyclists, and other users to have a safe, pleasant experience.***

***Policy NE85-157.1:***

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

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

**Commented [JC24]:** WSDOT no longer involved. Redundant with previous text.

**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.

**Commented [JC25]:** Goals and policies in NE 85-16 and old 18 for commercial and multifamily design review were combined.

**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~~.

**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.

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***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:***

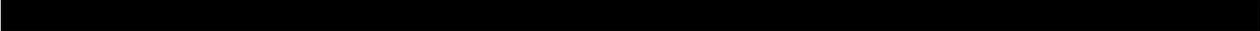
~~Establish site design standards that address issues including, but not limited to: building placement on the site; vehicular access and on-site circulation; site lighting; landscaping, including parking lot landscaping; signs; and buffers between multifamily development and adjacent single-family homes.~~

***Policy NE85-19.3:***

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

Insert new Figure NE-85-6 Urban Design Elements





# **XV. NEIGHBORHOOD PLANS**



## ~~XV.G. SOUTH ROSE HILL NEIGHBORHOOD~~

*Draft 9/5/14 Note: The South Rose Hill Neighborhood Plan had its last major update in 1991. Therefore, references in this chapter to goals, policies, or specific pages in other chapters may be inaccurate if the other chapters have since been updated.*

[MR1]

### 1. VISION STATEMENT

The South Rose Hill Neighborhood should continue to retain its character as a stable residential neighborhood. The neighborhood should be enhanced to emphasize its human scale, pedestrian orientation, and economic vitality. Strong emphasis should be placed on providing pedestrian and bicycle pathways. These nonmotorized corridors should provide safe passageways for school, educational/institutional uses as well as to the commercial district. The expansion, upgrading, and acquisition of park and recreation facilities (including “pocket parks”) will be necessary to make them more accessible to the neighborhood and its residents. The neighborhood does offer some limited options for higher-density development at appropriate locations to provide housing diversity.

The South Rose Hill Neighborhood is heavily influenced by I-405 on the west and the NE 85th Street commercial corridor to the north. This corridor is a major entranceway to Kirkland on the east and provides a view of Lake Washington, Seattle, and the Olympic mountains to the west. With the adoption of the NE 85th Street Subarea Plan, the north boundary of the South Rose Hill Neighborhood is the centerline of NE 85th Street [MR2].

Although, retail and auto-oriented commercial development will probably continue to cluster around the interchange, over time the commercial corridor will become more mixed use with residential above ground floor commercial. While serving some of the needs of both the South Rose Hill and North Rose Hill Neighborhoods, the NE 85th Street corridor known as the Rose Hill Business District also provides community and regional commercial shopping and retail and personal services (see Figure SRH-1). Multi family and office uses serve as a transition between the NE 85<sup>th</sup> Street corridor and single family neighborhoods. See the NE 85th Street Subarea Plan for more information about the corridor.

[MR3]

Public services and facilities should be planned to adequately meet the needs of existing and future demands and strive to achieve a high level of service for South Rose Hill. The traffic circulation system should be designed so that traffic is focused onto the arterial and collector roads to avoid cut-through traffic on local streets, equitably distributed throughout the neighborhood and not channeled to impact certain streets [DD4]. New street improvements and undergrounding of overhead utility lines along NE 85<sup>th</sup> Street will improve the pedestrian experience and attractiveness of the commercial area. Extension of the sanitary sewer system into areas currently not served should occur prior to further development.

Moved this text up. As part of the NE 85th Street Subarea Plan, the north boundary of the South Rose Hill Neighborhood was has been adjusted to the centerline of NE 85th Street.

# XV.G. SOUTH ROSE HILL NEIGHBORHOOD

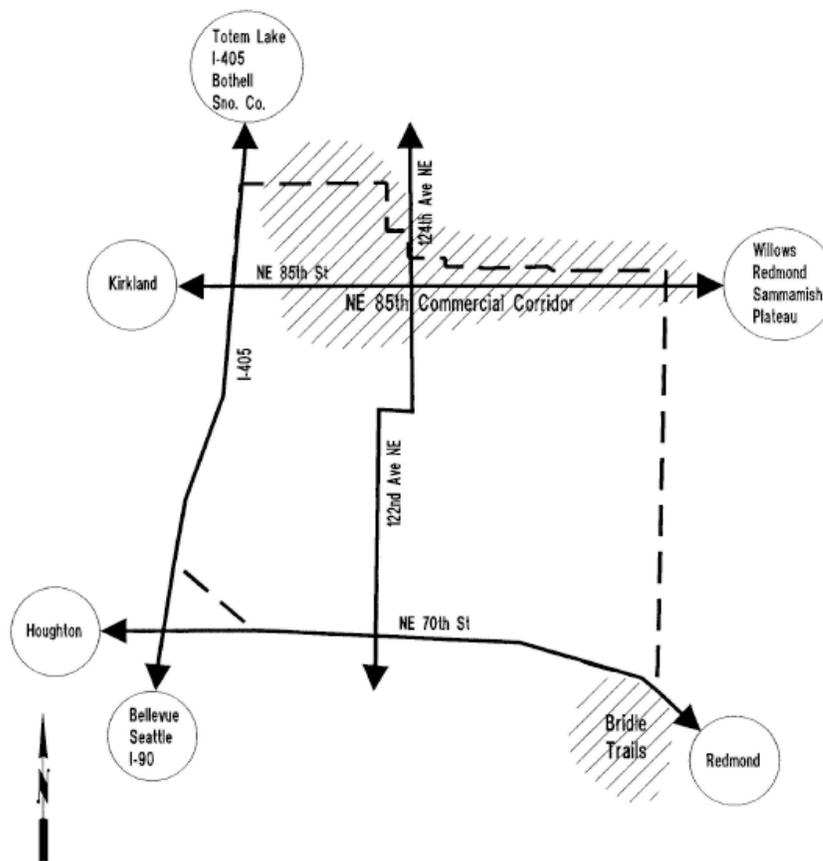


Figure SRH-1: South Rose Hill Regional Influences

Note: Delete Figure 1; not needed.

## 2. NATURAL ENVIRONMENT

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

## ~~XV.G. SOUTH ROSE HILL NEIGHBORHOOD~~

The South Rose Hill Neighborhood contains on the north a stream and wetland associated with the Forbes Lake drainage basin as shown in Figure SRH-2. The stream originates north of NE 80th Street between 124th and 126th Avenue NE and travels in a northwestern direction in a piped system to NE 85th Street where it day lights and ends at Rose Hill Meadows park. On the south a known stream and wetland exist as part of the Moss Bay Drainage Basin. [MR5]The streams [MR6] and wetlands should be left in [its] [MR7] natural state and rehabilitated where possible when new development occurs. The policies found in the Natural Environment chapter and Zoning Code should be observed including buffer setbacks. ~~In addition, setbacks should be provided,~~ and natural greenbelt easements ~~should be~~ recorded to preserve these sensitive areas.

*Moderate landslide hazard and seismic hazard areas are identified. New development in these areas should be in accordance with geotechnical analysis.*

The South Rose Hill Neighborhood also contains a few moderate landslide and seismic hazard areas in its north and south west quadrant due to soil types and conditions as shown in Figure SRH-2. [MR8]Seismic ~~The~~ soils are saturated or sometimes flooded formations of organic materials and fine-textured alluvial deposits subject to liquefaction. Moderate landslide soils are underlain by permeable soils consisting of sand, gravel or glacial till. The policies found in the Natural Environment chapter of this Plan and the Zoning Code should be observed. In addition, recommendations of a geotechnical engineering study should be followed when new development is proposed.

[MR9]

### **3. LIVING ENVIRONMENT LAND USE**

#### Residential

*Low-density detached residential housing is the predominant land use, except in the NE 85<sup>th</sup> ST commercial corridor* [DD10].

Except for the north and south perimeter of the neighborhood commercial corridor, the predominant land use in the South Rose Hill Neighborhood is predominantly [MR11] a low-density single-family detached residential housing. ~~The lack of sanitary sewer service into the neighborhood continues to be expanded as development occurs. will likely slow the development rate.~~ Outside of the designated commercial district areas, future development should remain predominantly low-density residential at six dwelling units per acre with limited pockets of medium-density development [DD12] as a transition [DD13] between the two districts [DD14] or at locations which have access to transportation corridors, transit service, and commercial facilities (see Figure SRH-3).

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

Opportunities for medium-density development ~~in the residential district of South Rose Hill~~ are limited to parcels around the perimeter of the [Rose Hill Business](#) district ~~and east and west ends of NE 70<sup>th</sup> ST~~. Medium-density development should include design standards that ensure compatibility with the low-density single-family development that dominates the character of the residential core. Areas where multifamily development is appropriate are described below.

*Along NE 70th Street and west of 119th Avenue NE, multifamily development should be permitted subject to standards which reduce impacts on single-family areas and preserve vegetation.*

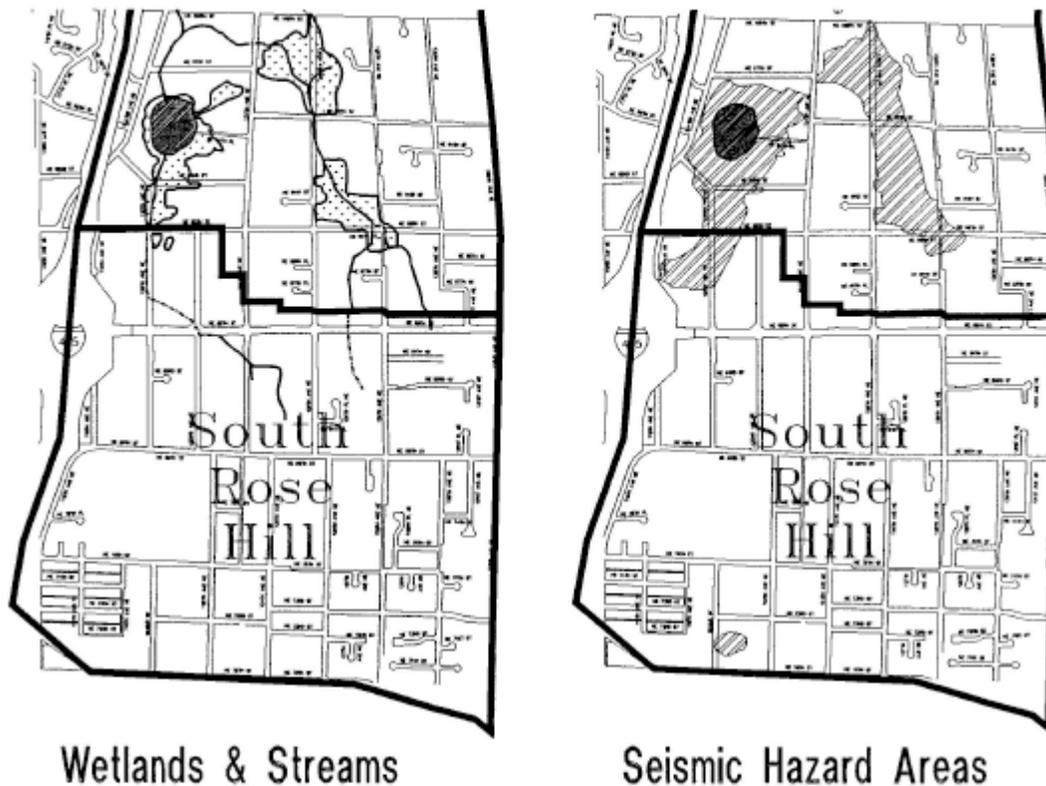
Note: Zoning Code Section 115.136 regulates the size and height of structures abutting low density zones and uses (see below).

[MR15]

Property adjoining NE 70th Street, and between the alignment of 119th Avenue NE on the east and the eastern boundary of the multifamily use on the west, south of approximately NE 72nd Street if extended, consists of large, further developable lots. Future development of multifamily housing at 12 dwelling units per acre is appropriate at this location due to its proximity to the ~~NE 70th Street~~[Houghton](#) park and ride, access to a secondary arterial and transit routes along NE 70th Street, and the existing multifamily and institutional land uses to the east and west. In order to reduce the impacts on adjoining single-family areas to the north and to preserve existing significant vegetation on the western slope and along the northern boundary of this area, the following standards should be followed:

- (1) Multifamily development should consist of attached rather than stacked dwelling units. This standard would allow duplex or townhouse development.
- (2) ~~Horizontal facade setback modulation~~[Setbacks](#) between units [and building modulation](#) should be incorporated into the design of the units to diminish solid lines adjoining NE 70th Street.
- (3) Structure [size and heights](#) should be [limited abutting low density zone or uses to be](#) visually compatible with ~~adjoining~~ single-family development.
- (4) Structures should be clustered to preserve significant groupings of trees and provide open space.
- (5) Natural Greenbelt Protective Easements should be established to perpetually retain the significant trees adjoining the single-family property to the north and along the slope separating the Willow Run multifamily development from the subject property.
- (6) The entire site should be developed as a whole to ensure one access point along NE 70th Street as far to the east as possible to avoid turning movements and backups at the NE 70th Street park and ride, the intersection at 116th Avenue NE and NE 70th Street, and the Willow Run apartments.

# XV.G. SOUTH ROSE HILL NEIGHBORHOOD



Note: The locations of the environmentally sensitive areas are approximate. Site specific investigations will be necessary to determine if environmentally sensitive areas exist on a parcel.

-  Seismic Hazard Areas
-  Wetlands
-  Piped Streams
-  Streams (All Classes)



See Figure NE85-5 and NE85-6 for Sensitive Area Information

Figure SRH-2: South Rose Hill Sensitive Areas [\(insert new sensitive area map and landslide and seismic hazard maps consistent with Natural Environment Chapter\)](#)

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*Medium-density development at 12 dwelling units per acre is appropriate in areas north of NE 70th Street and east of 116th Avenue NE.*

The land located north of NE 70th Street and east of 116th Avenue NE is currently developed with multifamily housing. The land is oriented toward the freeway and the ~~NE 70th Street~~ Houghton park and ride. Multifamily housing is appropriate [at 12 dwelling units per acre](#) at this location due to its adjacency to transit service along NE 70th Street, 116th Avenue NE, and the park and ride, as well as to adjoining properties that are similarly designated. ~~Therefore, medium density development at 12 dwelling units per acre is appropriate.~~

*The area south of NE 73rd Street and east of 116th Avenue NE is appropriate for a transitional density of nine dwelling units per acre. Guidelines for detached units are discussed.*

A half-block area, adjoining the south side of NE 73rd Street and east of 116th Avenue NE, is bordered on the south by multifamily uses. Proximity to the ~~NE 70th Street~~ Houghton park and ride, orientation to bus routes along 116th Avenue NE, and the lower elevation of this area which buffers it from single-family homes to the east, make this area well-suited for a transitional density of nine dwelling units per acre. In order to reduce impacts on adjoining single-family homes to the north, across NE 73rd Street, detached residences should be allowed, ~~subject to the following standards~~[DD16];[SRHBT17]

~~(1) — Water pressure must be sufficient to serve existing homes and any additional density.~~

~~(2) — Development improvements to NE 73rd Street along the property frontage should occur prior to occupancy.~~

*Further development potential for nine dwelling units per acre exists north along 116th Avenue NE from NE 78th Street to the southern boundary of Lakeview Estates. Standards should be followed to ensure compatibility and vegetation preservation.*[DD18]

In the northwest corner of the residential district, extending north along 116th Avenue NE from the alignment of NE 78th Street to the southern boundary of Lakeview Estates, the land consists of vacant and large lots with further development potential. This area is close to the park and ride, is oriented toward a transit route along 116th Avenue

## ~~XV.G. SOUTH ROSE HILL NEIGHBORHOOD~~

NE, and is between Lake Washington High School, I-405, and south of existing multifamily housing. These factors combine to make this land well-suited for multifamily uses at a density of nine dwelling units per acre. Future multifamily development should be subject to the following standards to ensure compatibility with detached dwelling units to the south and the preservation of significant vegetation:

- (1) Multifamily development should consist of attached rather than stacked dwelling units. This standard would allow duplex or townhouse development.
- (2) ~~Horizontal facade setback modulation~~ Setbacks between units and building modulation should be required design elements.
- (3) Structures size and heights should be limited abutting low density zones or uses to be visually compatible with ~~adjoining~~ single-family development.
- (4) ~~Clustering of s~~Structures should to[SRHBT19] clustered to help preserve significant groupings of trees and provide open space.
- (5) ~~Establishment of a~~Natural Greenbelt ~~P~~protective easements should be established to perpetually retain the significant trees adjoining the Lakeview Estates parcel and the high school.
- (6) Access to multifamily uses should not impact adjacent single-family areas.
- (7) Pedestrian access through the development should be required to facilitate access to Lake Washington High School.
- (8) Vegetative buffering (preferably with native, drought-tolerant plants) should be provided next to single-family areas.[DD20]

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

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

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*Future development potential from 12 units per acre decreasing southward to 9 units per acre south of NE 85th Street (Hwy 908) between 120th Avenue NE and 124th Avenue NE in the RS 7.2 zone.*

This area is heavily impacted by, and is located immediately south of, the commercial, PR and RM zoning. It is bordered on 120th Avenue NE to the west across the street from the commercial area and King County housing as well as I-405. The east boundary is 124th Avenue NE with Rose Hill Meadows Park across the street. The southern boundary is the northern property line of the Kirkland Cemetery keeping the northern boundary parallel to NE 85th Street (Hwy 908) from 120th Avenue NE east to 124th Avenue NE. The area ~~is ideal for~~ has potential as an RM zone due to proximity to Lake Washington High School and Rose Hill Elementary School, transit access on both NE 85th Street (Hwy 908) to the north and NE 80th Street to the south, and its walkability to the commercial area and the Rose Hill Meadows Park. This area ~~is uniquely situated to~~ can take advantage of resident's ability to be close to work, services in the Rose Hill Business District, transit, schools, emergency services, and fitness/ and sporting activities. It is also well situated for easy access to the pedestrian bridge across I-405 which provides safe and convenient access for pedestrians and bicyclists to downtown Kirkland.

[SRHBT21][DD22]

### ~~4. ECONOMIC ACTIVITIES~~ COMMERCIAL

Commercial

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

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

## ~~XV.G. SOUTH ROSE HILL NEIGHBORHOOD~~

*Neighborhood ~~c~~Commercial development is permitted on the north side of NE 70th Street, across from the Bridle Trails Shopping Center. Medium-density detached single-family residential development is also appropriate in the immediate vicinity.*

The northwest corner of NE 70th Street and 132nd Avenue NE contains a small-scale [neighborhood](#) commercial development. Development should not extend into the surrounding low-density residential neighborhood. ~~however.~~

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

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

- (1) Commercial uses should be oriented to serving the neighborhood. Uses should not include vehicle service stations, drive-in businesses, auto service and sales, or storage facilities.
- (2) Building height, bulk, modulation, and roofline design should reflect the scale and character of single-family development. Blank walls should be avoided.
- (3) New structures should be substantially buffered from nearby low-density residential uses. Such buffering should consist of an earthen berm a minimum of 20 feet wide and five feet high at the center. In some places, the existing slope may replace the berm. The berm or slope should be planted with trees and shrubbery in sufficient size, number, and spacing to achieve a reasonable obstruction of views of the subject property. Alternatively, an equal or superior buffering technique may be used.
- (4) Businesses must be oriented to NE 70th Street or 132nd Avenue NE and must be directly connected, with on-site sidewalks, to sidewalks in adjacent rights-of-way.
- (5) Commercial access must be taken only from NE 70th Street and/or 132nd Avenue NE. Turning movements may be restricted to promote public safety.
- (6) Parking areas should be landscaped and visually screened from adjoining residential development.
- (7) The number and size of signs should be minimized to avoid a cluttered, intensive, commercial appearance. A master sign plan should be implemented. Back-lit or internally-lit translucent awnings should be prohibited. Only wall- or ground-mounted signs should be permitted.
- (8) Noise impacts to surrounding residential development should be minimized.
- (9) Hours of operation of businesses on the site should be limited to no more than 16 hours per day, ending at 10 p.m.

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## ~~XV.G. SOUTH ROSE HILL NEIGHBORHOOD~~

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Immediately to the north of the commercial area, medium-density residential development is appropriate. Units should be small-lot detached single-family residences, however. [MR23]

*Existing multifamily RM 3.6 areas south of NE 85th Street (HWY 908) should be allowed to develop to a higher density or mixed use due to its northern boundary of commercial, PR zone and the southern boundary of the commercial district.*

This area has commercial to the west, Lee Johnson auto dealers, commercial office use to the north, office zone to the east, and its southern boundary parallel to the eastern south boundary of the commercial zone. This area falls in the design review boundary. Its proximity to the transit route, its walkability to the business district as well as the benefit of the Rose Hill Meadows Park, makes this area well suited for office/mixed use at a density not more than 24 units per acer. This area is situated approximately 200feet south of NE 85th Street (HWY 908) and makes it ideal for emergency services access. These parcels allow for the ability to live and work in the same area, with easy access to the I-405 and NE 85th Street interchange allowing minimal impact on neighborhood streets as well as allowing easy access to the downtown core and other city business areas and regional influences. [SRHBT24] [DD25]

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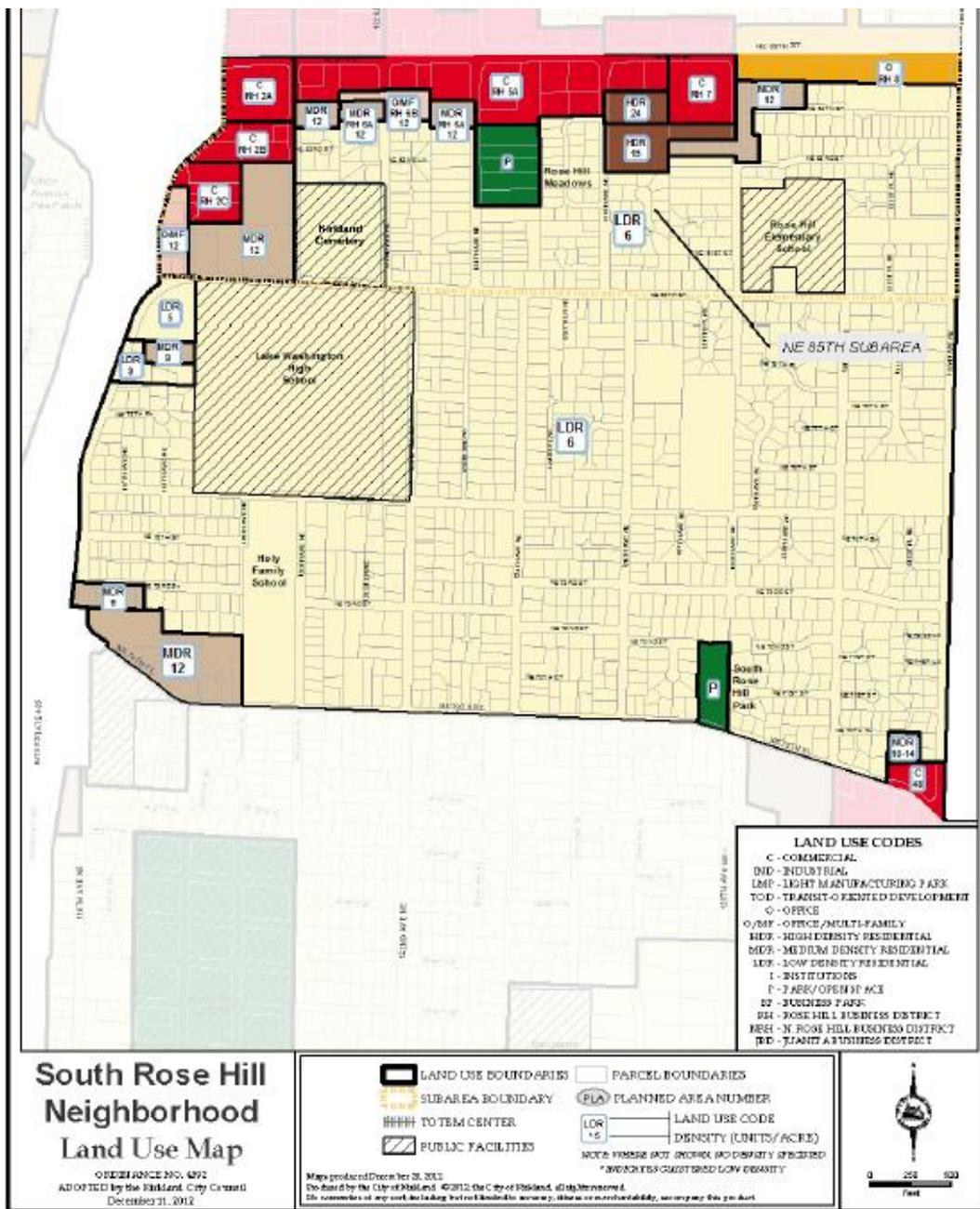


Figure SRH-3: South Rose Hill Land Use

## 5.3 OPEN SPACE/PARKS

South Rose Hill has a number of publicly owned areas that currently provide park and open space opportunities for neighborhood residents. [The City has joint use agreements with the school district to use the facilities for recreation.](#) They are briefly described below.

**South Rose Hill Neighborhood Park** is a 2.5-acre site that was purchased as a result of a successful Park Bond in 1989. This park is located on NE 70th Street, at approximately 128th Avenue NE (see Figure SRH-4). Improvements in this park are typical of a neighborhood park facility, including pedestrian access, [basketball area and restroom.](#)

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

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

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

[Rose Hill Meadows is a 4.10 acre park located south of NE 85<sup>th</sup> ST on 124<sup>th</sup> Avenue NE. Park improvements were completed in 2009 and include a play area, walking trails, picnic areas and shelter, and wetland restoration.](#)

*Efforts should be made to acquire additional parkland for this neighborhood, including smaller parcels.*

Despite these parks and open space facilities, the neighborhood is deficient in parkland [especially in the western portion of the neighborhood](#) ~~based on the standard of 15 acres per 1,000 population, because much of this land is owned by the Lake Washington School District.~~ As a result, every effort should be made to acquire additional parkland for this neighborhood, including smaller parcels for use as “pocket parks.” These parks serve limited park needs where neighborhood park opportunities are lacking. Pocket parks are typically less than one acre in size and developed with amenities like picnic tables and playground facilities. They serve a smaller user group and service area than neighborhood parks. [See the Parks and Open Space Plan and Element for the status of park development in the South Rose Hill neighborhood.](#)

~~The broadcasting tower site should be acquired, if possible.~~

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Note: Property is currently being developed for 35 lot subdivision

~~North of NE 75th Street and west of 128th Avenue NE, the 6.4-acre broadcasting tower property has been identified as a potential park site. However, since the site has a long-term lease, acquisition is unlikely in the near term. If acquisition becomes possible, it should be pursued.~~

*Lake Washington School District should maintain open space and recreation facilities for public access.*

To the maximum extent possible, the Lake Washington School District should allow public access and maintain and enhance open space and recreation facilities, like ballfields, when redevelopment or expansion occurs at the high school or elementary school.

~~Community and regional park needs will also be met outside of the South Rose Hill Neighborhood. Community parks that serve South Rose Hill include Peter Kirk Park, Everest Park, and Crestwoods Park. Regional parks that serve the neighborhood include the Kirkland waterfront parks, Juanita Beach Park, and Marymoor Park.~~

Note: Text regarding parks outside neighborhood is addressed in the Parks Element.

## 6. PUBLIC SERVICES/FACILITIES

Public Services/Facilities include street improvements, bicycle and pedestrian facilities, and utilities such as water, sewer, and storm drainage. Specific policies for these topics as they relate to South Rose Hill follow. Citywide policies can be found in the Public Services/Facilities [and Transportation](#) chapters.

### STREETS

*Street system should provide and maintain integrity of the residential district.*

The underlying goal of the transportation system in South Rose Hill is to provide efficient and safe [circulation of vehicles, bicycles and pedestrians movement](#) within and through the neighborhood. At the same time, the street system should promote and maintain the integrity of the residential district. [Street classifications for the streets and needed sidewalks, street and intersection improvements for the South Rose Hill Neighborhood](#) are found in the Transportation Element.

~~Changes to street system may occur in accordance to City and regional decisions mandated by the GMA.~~

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Note: Included in Transportation Element

~~Like all neighborhoods in Kirkland, this neighborhood is experiencing increased traffic. Much of the projected traffic increase is based on regional growth and is felt to some degree by every neighborhood in the City and on the Eastside. As such, the issue of traffic and use of single occupancy vehicles requires a broader response. The City side policies addressing the transportation system will be formulated and discussed as part of the Transportation Element to be included in a subsequent update of the Comprehensive Plan that was mandated by recent Statewide Growth Management Act (GMA) legislation. As City, State and regional decisions are made, changes to the Kirkland street system may be necessary. A balance between safe and efficient circulation of vehicles, bicycles, and pedestrians, and maintenance of the integrity of the residential neighborhood should be sought.~~

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

~~Transportation demand management is a concept that attempts to control traffic by reducing the overall number of trips generated by a specific use. Successful use of this concept may help reduce the need for future capital improvements. Components of a typical transportation management program are discussed in the Public Services/Facilities chapter in Policy 4.2.~~

## ~~Figure SRH-4: South Rose Hill Parks and Open Space~~

Delete Figure  
see land use  
map for location  
of parks

The original circulation pattern in South Rose Hill was laid out in a grid pattern. Maintenance and enhancement of this grid system will promote neighborhood mobility and will provide for equitable distribution of traffic on neighborhood streets. Traffic should be managed to keep I-405 destination traffic on arterials and discourage its use of neighborhood streets. Figure SRH-5 shows the Street Classification System for South Rose Hill.

### *Primary Arterials*

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

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

### *Secondary Arterials*

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

[MR26]

### *Collector Streets*

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

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

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

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

### **BICYCLE FACILITIES**

~~Bicycles are permitted on all public streets. However, major bicycle routes in South Rose Hill are designated in Figure SRH-6. Improvements for bicycles including striped and marked bicycle lanes and posted signs is desired~~<sup>[DD27]</sup>.<sup>[MR28]</sup> South Rose Hill, due to its proximity to the NE 80<sup>th</sup> St pedestrian/bicycle overpass over I-405 as well as the fact that all residents in the neighborhood live within less than 2 relatively flat miles of the Bridle Trails Shopping Center and the NE 85th Commercial District places a high priority on safe bicycle access within and through the neighborhood. Bicycles are permitted on all public streets. However, the major, minor and collector arterials that bound the neighborhood are an impediment to safe and comfortable bicycle access for many residents<sup>[DD29]</sup>. Potential improvements for bicycling include providing protected bicycle lanes on arterial/collector streets and providing improved safe crossings of arterials, particularly NE 85<sup>th</sup> St, 116<sup>th</sup> Ave NE and NE 70<sup>th</sup> St. Maintenance or improvements to pedestrian/bicycle/equestrian facilities should be made..<sup>[DD30]</sup>

The bicycle/pedestrian overpass located at NE 60<sup>th</sup> St and I-405 provides a vital link between downtown Kirkland, the Cross Kirkland Corridor and Redmond<sup>[DD31]</sup>. Providing high-comfort bicycle facilities to connect to this overpass and to the schools in and around the neighborhood is a priority. In particular, a safe crossing of 116<sup>th</sup> Ave NE at the NE 80<sup>th</sup> St pedestrian/bicycle bridge to connect to downtown and the Cross Kirkland Corridor is desired. Good bicycle access should be provided through the neighborhood to key destinations via neighborhood greenway streets that, include safe crossings of the arterials. Additional priorities should include providing safe comfortable bicycle connections across NE 85<sup>th</sup> to connect to the North Rose Hill neighborhood.

Refer to the TMP for the bicycle facilities network map.

### **PEDESTRIAN CIRCULATION**

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

## ~~XV.G. SOUTH ROSE HILL NEIGHBORHOOD~~

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

*Other areas targeted for pedestrian access are listed.*

~~South of NE 80th Street, 128th Avenue NE should be upgraded with a pedestrian route connecting to the South Rose Hill Neighborhood Park and beyond to NE 70th Street. This route would go through the potential park site at the radio broadcasting tower property. As development occurs at the old radio broadcasting tower property, The unimproved portion of 128th Avenue NE the right-of-way between NE 80th Street and NE 75th ST the potential park site should be developed as a street to provide a through vehicular and pedestrian connection[DD32]path until future development eventually requires sidewalk improvements. When redevelopment occurs at the radio tower site, either as a park or as another use, a trail should develop there to complete the connection between the North Rose Hill and Bridle Trails Neighborhoods, along the 128th Avenue NE street alignment.~~

Within the residential district, NE 75th Street and NE 80th Street provide east/west pedestrian links between the schools and surrounding residential development. The unopened portion of the NE 75th Street right-of-way located between 126th and 127th Avenues NE should be developed [MR33]as a pedestrian path until future development requires sidewalk improvements. [MR34]

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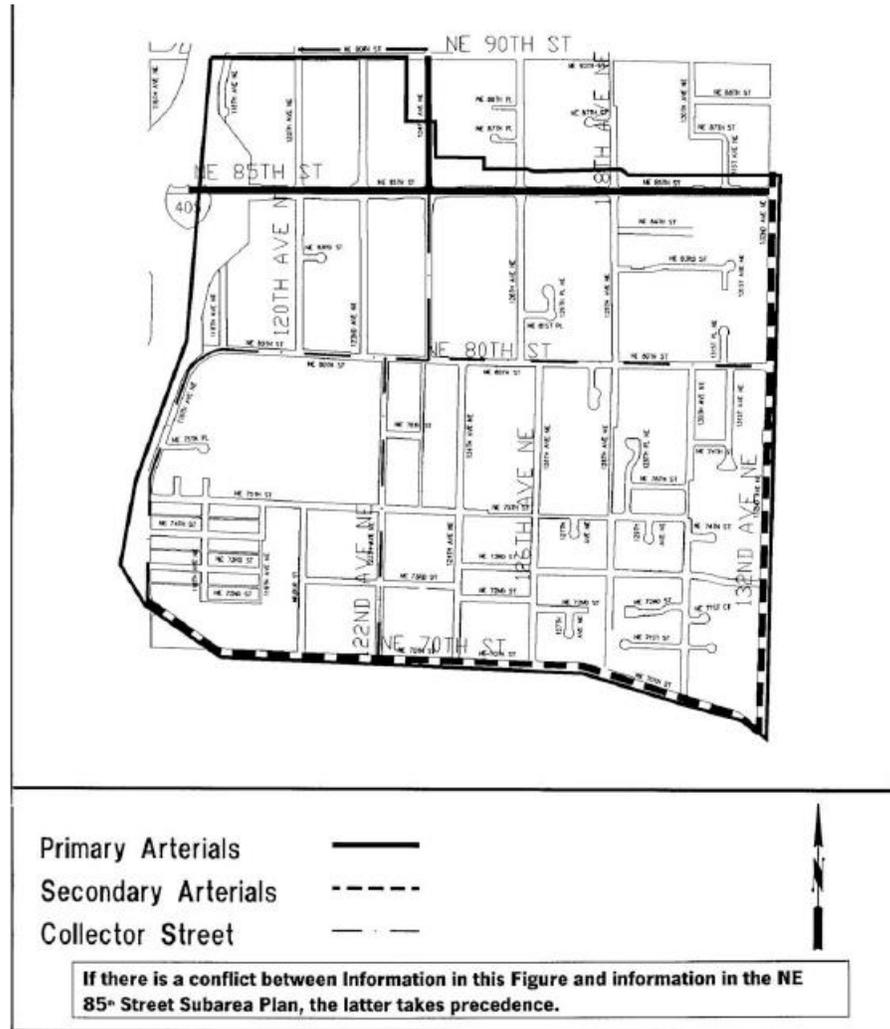


Figure SRH-5: South Rose Hill Street Classification

# XV.G. SOUTH ROSE HILL NEIGHBORHOOD

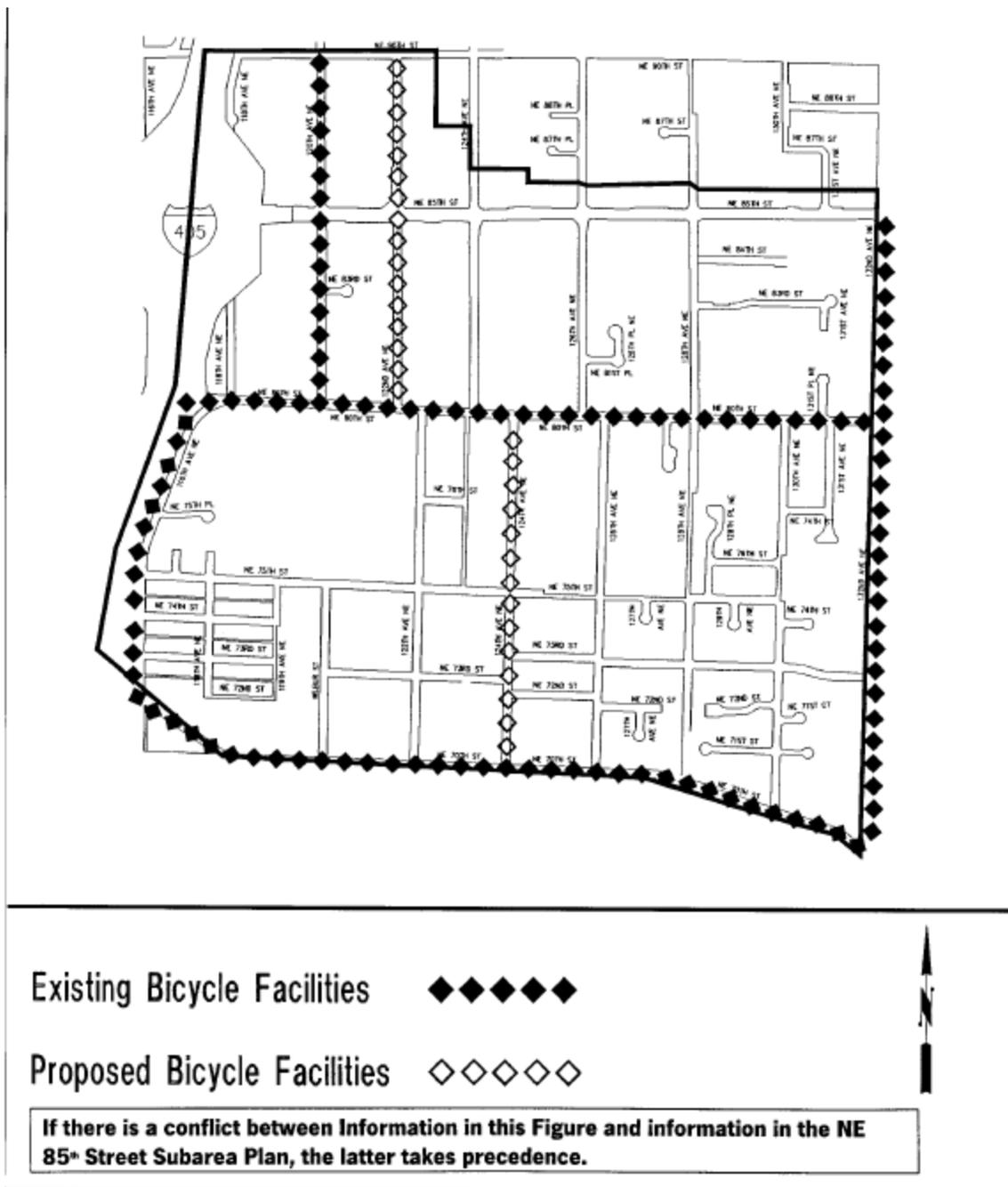


Figure SRH-6: South Rose Hill Bicycle Routes

# XV.G. SOUTH ROSE HILL NEIGHBORHOOD

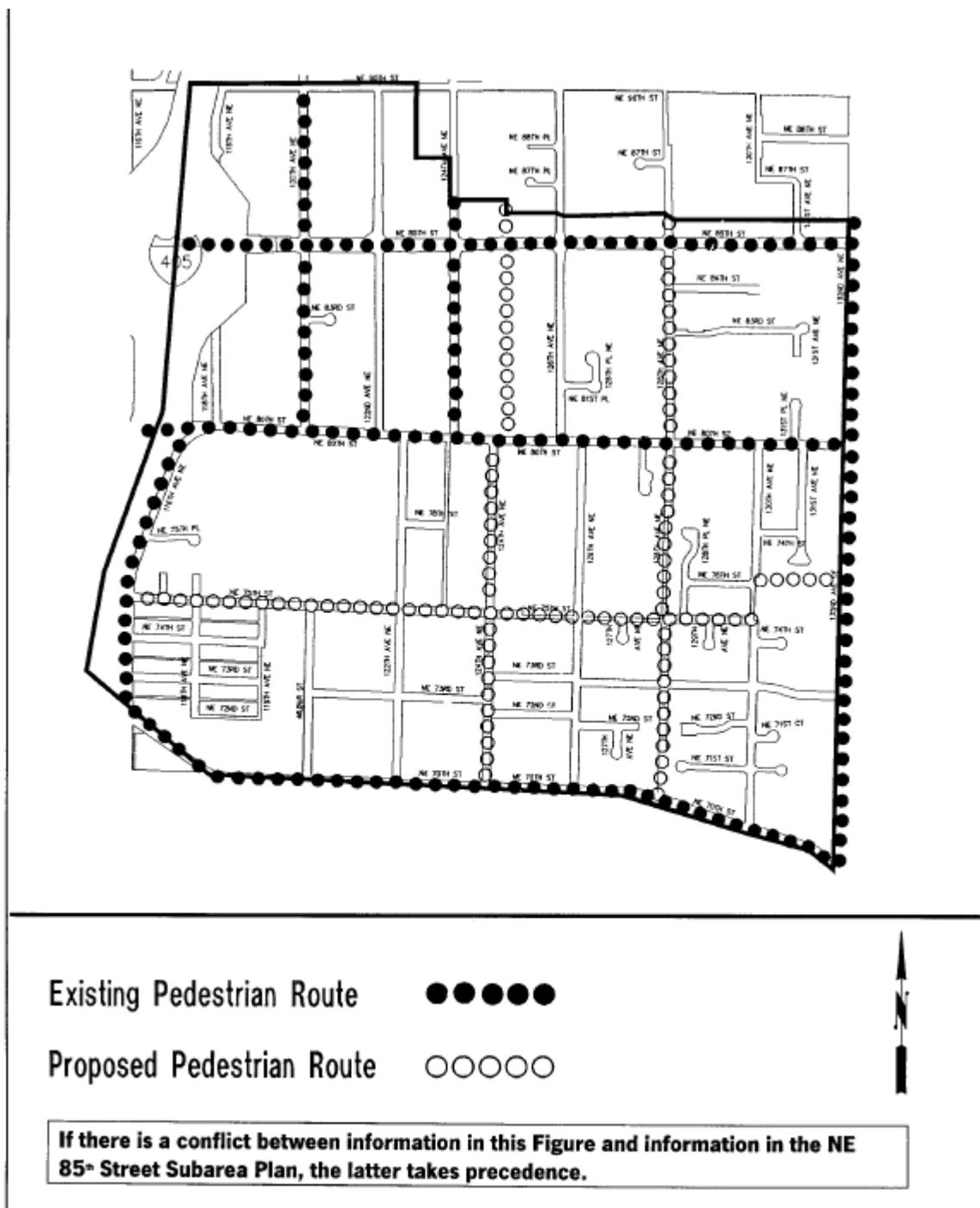


Figure SRH-7: South Rose Hill Pedestrian Routes

## XV.G. SOUTH ROSE HILL NEIGHBORHOOD

The Seattle City Light Transmission Line Easement which extends across the entire South Rose Hill Neighborhood from north to south [east of 124<sup>th</sup> Avenue](#) provides a future potential opportunity to create a [greenway pedestrian and bicycle trail](#) through the neighborhood. Here another opportunity exists to link the North Rose Hill and Bridle Trails Neighborhoods.

A potential future pedestrian path connecting NE 76th Street to 132nd Avenue NE should be developed in cooperation with the church when opportunities arise to implement this [trail](#)[DD35]. [MR36]

### UTILITIES

*~~Rose Hill Water District provides water, and~~  
~~The City provides~~ [water and sewer service](#) to the neighborhood.*

~~The Rose Hill Water District provides water service to the entire South Rose Hill Neighborhood.~~ The City of Kirkland provides [water and sewer service](#) to the neighborhood. [Many properties still use](#) ~~Currently, the majority of the neighborhood uses~~ septic systems. Sanitary Sewer [mains and connections](#) should be provided to these areas before new development can occur. ~~Sewer main extensions are typically installed by developers as part of a development project.~~

*New development must ensure protection of Forbes Lake and Creek and Lake Washington.*

North of NE 80th Street[MR37], South Rose Hill is part of the Forbes Lake [MR38] drainage basin. South of NE 80th Street[MR39], drainage flows into Lake Washington [MR40] via underground storm sewers that cross I-405. New development [should](#) ~~must~~ ensure protection of Forbes Lake and Creek as well as Lake Washington. To this end, the best available stormwater management practices should be utilized. These include preservation and use of natural, rather than mechanical, drainage systems.

[With redevelopment of the NE 85<sup>th</sup> Street sections of the overhead utility lines were undergrounded improving the public views to the west significantly and attractiveness of the commercial district.](#) When possible, [the remainder](#) ~~the undergrounding of overhead~~ utility lines ~~is encouraged, especially~~ along NE 85th Street [should be undergrounded.](#) ~~where significant public views are interrupted.~~

## 7. URBAN DESIGN

Note: Update Figure below to delete Albertsons, Nursery, Radio Tower property, add Rose Hill Meadows, and neighborhood commercial

The urban design [assets](#)~~elements~~ shown in Figure SRH-8|[MR41] give the South Rose Hill Neighborhood its visual image and identity. These are central in establishment of the character of the neighborhood. Discussion of these urban design [assets](#)~~elements~~ follows.

# XV.G. SOUTH ROSE HILL NEIGHBORHOOD

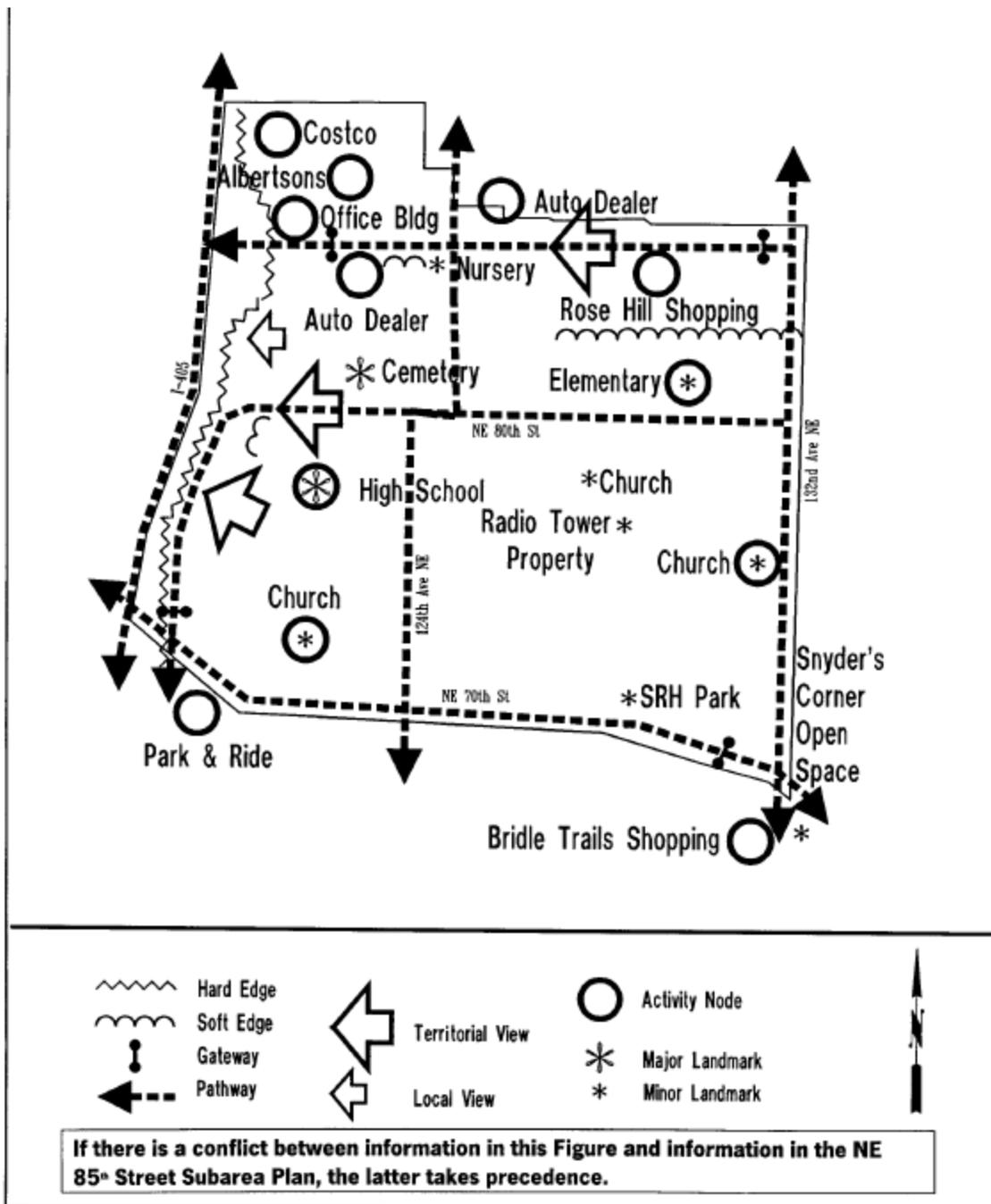


Figure SRH-8: South Rose Hill Urban Design Elements

*Four gateways to South Rose Hill are identified, as are recommendations for installation of signs and landscaping.*

## XV.G. SOUTH ROSE HILL NEIGHBORHOOD

The first impression of a neighborhood's character is derived from its entrances or gateways. Four gateways have been identified in South Rose Hill, all of them located along major streets or pathways leading into the neighborhood. The gateways on NE 85th Street mark the major entrances to the [Rose Hill Business commercial](#) district in South Rose Hill, while those at 116th Avenue NE and NE 70th Street mark entrances into the residential district. A neighborhood (or City) gateway sign and landscaping should be installed near the intersection of NE 70th Street and 132nd Avenue NE, along NE 70th Street and east and west ends of NE 85th ST. ~~A City gateway sign and landscaping should be installed at the intersection of NE 85th Street and 132nd Avenue NE, along NE 85th Street.~~ These should be developed either as a part of or in combination with private development, through land acquisition, or as part of street improvement projects, such as the NE 70th Street Improvement Project.

*Activity nodes are identified.*

The neighborhood contains both major and minor activity nodes. [MR42]Lake Washington High School, the [Houghton](#) park and ride, [two parks](#) and shopping areas both in and outside the neighborhood are major activity centers for residents in South Rose Hill. The various churches and [Mark Twain](#) [MR43]Elementary School are viewed as minor activity centers.

*Landmarks of visual or historical significance are discussed.*

Visual landmarks such as the [Cemetery](#)[DD44] and Lake Washington High School contribute to the residential character of South Rose Hill. They also help distinguish this neighborhood from others. In addition, yet to be identified historical landmarks may also be located within South Rose Hill ([add Landry House](#)[DD45]?). [MR46]Creation of easements for the installation of historical interpretive signs that identify sites of historical value should be encouraged. Possible locations may include, but not be limited to, the Cemetery and Cemetery caretaker's residence, Rose Hill Community Club[MR47], ~~and the Great Western Iron and Steel Works in Rose Hill.~~

Note: Location for the Great Western Iron and Steel Company is located near Forbes Lake in NR Hill

*Major public views should be enhanced and preserved.*

Major public views of Lake Washington, the Seattle skyline, and the Olympic Mountains beyond should be enhanced and preserved.

*Landscaping and site design techniques should be used in future development to create "edges" to separate various land uses.*

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## **XV.G. SOUTH ROSE HILL NEIGHBORHOOD**

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Interstate 405 constitutes a “hard edge” or boundary on the west edge of the South Rose Hill Neighborhood. Existing trees and residential uses form a “soft edge” between the commercial and residential districts. Finally, existing clusters of trees along the slope to the west of the high school separate the institutional land use from residential uses to the west. Where appropriate, future development should use landscape materials or site design techniques to help create these edges between different land uses, in order to help stabilize development patterns within the South Rose Hill Neighborhood.

Glen Buhlman comments on draft NE 85<sup>th</sup> ST Plan received November 16, 2014:

Vision Section:

- 3<sup>rd</sup> paragraph- For the sentence "Steps also have been taken to minimize cut-through traffic and other traffic impacts...", is this accurate? I am not aware of any steps taken to minimize cut-through traffic and some of the steps taken (e.g. rebuilding 124<sup>th</sup> Ave NE between NE 80<sup>th</sup> St and NE 85<sup>th</sup> St, adding the traffic light at 128<sup>th</sup> Ave NE) have potentially increased cut-through traffic.

Commercial Section:

- This entire section is just hogwash. In the 4<sup>th</sup> paragraph: "Subarea Plan policies recognize the economic significance to the City of the major regional retail uses ...". This is hogwash. It saying that these giant blank walls we have facing the street and these giant parking craters that Safeway/Walgreens created are good for the city because they bring sales tax so NRH and SRH just have to suck it up and accept that they don't get to have a livable neighborhood business district that is inviting and pleasant because they just have to "take one for the team" and let the other neighborhoods have good things while we leave NE 85<sup>th</sup> as a place for businesses to go to die. We killed a 7-11 with this "economic significance" policy. That's incredibly hard to do. You have to try really hard to do EVERYTHING wrong to kill a 7-11.
- Now, I am not sure what kind of changes we can make to this section as part of this process but I think at the very least we need to rewrite this to say that we recognize that the prior policies and development standards have destroyed the livability of this corridor and the neighborhoods want to bring livability back and to make it a neighborhood business district that serves our neighborhood rather than serving the freeway, especially the eastern end of the subarea.

Transportation Section:

- Do we have to say that NE 85th is an important transportation link between Redmond and 405? Can we say it is an "alternate" and that WA520 is the primary so that we can stop treating NE 85th as a highway now that it is no longer a highway?
- This section should clearly state that the priority of NE 85th is to be a neighborhood business district for SRH and NRH, not a highway for Redmond and regions further east to get to the 405.
- Policy NE85-6.1 says "adequate facilities for pedestrians and bicyclists throughout subarea". But there are not a lot of supporting details on this. We should add:
  - NE 85th St is the most direct and flattest route between downtown Kirkland and downtown Redmond and City should work with Redmond on a long-term plan to provide all ages and abilities bicycle access along this route
  - Speed of NE 85th St should be reduced to 30 mph, lanes narrowed and further engineering changes made at intersections to calm traffic speeds and improve safety for people crossing NE 85th St and comfort for people walking along NE 85th St

- Additional pedestrian crossing between 124th and 128th Ave NE (it's too far for people to walk to crosswalk so they currently dart across in the middle)
- All crossings of NE 85<sup>th</sup> St should be prioritized for people walking and bicycling including:
  - Clearly marked crossbikes (green thermoplastic lanes or paving bricks or ... through intersections) and traffic calming crosswalks (bricks etc) at all intersections
  - Signal activation by people on bicycle (either beg button accessible from roadway or camera/loop detectors that detect bicyclist in roadway without requiring person on bicycle to take the lane or go up onto sidewalk)
  - Bicycle signal heads at all intersections crossing NE 85<sup>th</sup>
  - Leading Pedestrian Indicators and Leading Bicycle Indicators as well as crosswalk/crossbike timings that allow for people of all ages and abilities to safely cross on foot and on bicycle
  - Turning radii of all intersections reduced to slow turning traffic
- Policy NE85-12.3
  - We should clearly state that this interchange should be resigned to be more urban in nature rather than the rural design it currently is and to provide safe access for people walking and bicycling in east/west direction

#### Urban Design Section:

- The first 3 paragraphs need to be more forceful and say that the NE 85th Subarea needs to be turned from a highway strip-mall wasteland into a neighborhood business district that is inviting to and serves the needs of the NRH and SRH neighborhoods.
- Policy NE85-17.1 mentions bicyclists but then there is nothing further said about it. How are we going to make it so people can get through this subarea and to the businesses on bicycle? This needs to be a key focus of this section. You can't be an urban neighborhood without having walkability, bikeability and transit.

## Janice Coogan

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**From:** carnegiema@frontier.com  
**Sent:** Monday, January 26, 2015 1:51 PM  
**To:** Janice Coogan  
**Subject:** Re: Draft revisions to NE 85th ST Subarea Plan

Janice, the thing I most noticed were all the references to bicycle use when there are not bike lanes being provided, as is my understanding. Sites of mention were; pg 2, 14, 15, 16, and 20. A site I have reported in the past that is a school safety route issue is on the north side N.E. 95th, east of 124th Ave. N.E. where a left turn lane was added, leaving no safe walking space. mc-----

On Mon, 1/26/15, Janice Coogan <JCoogan@kirklandwa.gov> wrote:

Subject: Draft revisions to NE 85th ST Subarea Plan  
 To: "'carnegiema@frontier.com'" <carnegiema@frontier.com>, "Karen Tennyson (tennysonkk@aol.com)" <tennysonkk@aol.com>  
 Cc: "Joan Lieberman-Brill" <JLiebermanBrill@kirklandwa.gov>  
 Date: Monday, January 26, 2015, 10:37 AM

Margaret and Karen,

Attached for your review  
 by the North Rose Hill neighborhood association are the  
 following:

revised draft NE  
 85th Street Subarea Plan with strikethrough and  
 new text changessummary of the changes made to the subarea plan  
 that staff made or in response to comments received from the  
 Association or as a result public made at the neighborhood  
 plan update meetings held last year  
 (shown in yellow highlights).

The draft is a work in  
 progress and have tried to include as many comments as  
 possible that are not considered policy. The revised draft  
 plan is scheduled for review and study by the  
 Planning Commission at its February 12th  
 meeting. If anyone has comments on the drafts  
 please email me prior to February 3 otherwise they  
 may address comments to the Planning Commission or attend