



CITY OF KIRKLAND

Planning and Community Development Department

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MEMORANDUM

Date: June 16, 2015

To: Planning Commission

**From: Teresa Swan, Senior Planner
Janice Coogan, Senior Planner
Jeremy McMahan, Development Review Manager, AICP
Paul Stewart, Deputy Director, AICP
Eric Shields, Director, AICP**

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

I. RECOMMENDATION

- Hold public hearing and take public comments on the following neighborhood plans:
 - Moss Bay (see Attachment 1)
 - Juanita (see Attachment 2)
 - South Rose Hill (see Attachment 3)
 - Everest (see Attachment 4)
 - Market Street (Attachment 5 – map updates only)
 - Market Street Corridor (Attachment 6 – map updates only)
 - Kingsgate Plan (see Attachment 7)

- Deliberate and make a recommendation to the City Council if there is time. If not, continue hearing to July 9, 2015, for deliberation.

II. BACKGROUND

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 Many of these plans have not been updated in a long time and thus are out of date.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 There are no standard set of maps for the neighborhoods and most maps are out of date.

As part of the Comprehensive Plan Update, the City Council gave staff direction to review the neighborhood plans for needed updates, and to meet with the neighborhood residents to get input on their vision for the neighborhood and any changes that they think need to be made to their plans. Thus, in January 2014 the City hosted public outreach events for each neighborhood to hear their ideas on a vision for their neighborhood and any concerns or issues for their area. Follow-up events occurred in

June 2014 to review the comments and discuss a vision for each neighborhood. These comments were used to revise the existing neighborhood plans and to create the new Kingsgate Neighborhood Plan. For both the existing and new plans, staff prepared preliminary drafts, reviewed them with the neighborhood associations and incorporated many of their changes into the revised and new neighborhood plans.

For the annexation area, the City adopted a land use plan and zoning with the June 2011 annexation, but not neighborhood plans. King County did not have neighborhood plans for these areas. The annexation area of **Juanita** has been incorporated into the existing North/South Juanita Neighborhood Plan resulting in one new updated neighborhood plan for the entire area. For the annexation area of **Kingsgate**, a new plan has been prepared using a new simpler plan outline. The new neighborhood plan has a map based approach with brief policies that reference the corresponding, more detailed goals and polices in the city-wide Element Chapters rather than restate the goals and policies. The objective of the new plan outline is to shorten the length of the neighborhood plans and make them more concise and easier to update.

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

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

- **Moss Bay Plan:** Planning Commission on [1/8/2015](#) and City Council on [3/17/2015](#)
- **Juanita Plan:** Planning Commission on [2/12/2015](#) and City Council on [3/17/2015](#)
- **South Rose Hill Plan:** Planning Commission on [2/12/2015](#) and City Council on [3/17/2015](#)
- **Everest Plan:** Planning Commission on [4/16/2015](#) and City Council on [5/5/2015](#)
- **Kingsgate Plan:** Planning Commission on [4/16/2015](#) and City Council on [6/2/2015](#)

The Planning Commission did not review the **Market Street Neighborhood Plan** or the **Market Street Corridor Plan** because only the maps are proposed to be updated (see Attachments 5 and 6).

III. CITY COUNCIL BRIEFINGS

On March 17, 2015, City Council reviewed the revised Moss Bay Plan, Juanita Plan and South Rose Hill Plan and provided comments. No comments were received regarding the draft South Rose Hill Plan.

Regarding the draft **Moss Bay Neighborhood Plan**, the City Council's **only comment was to** emphasize the importance of a pedestrian and bicycle connection from the Cross Kirkland Corridor to the Lake. Staff revised the text and mapping in the neighborhood plan to reflect that priority.

Regarding the draft **Juanita Neighborhood Plan**, several comments were suggested from the Council. First, because there is community interest in seeing the future redevelopment of the North Juanita neighborhood center, it was recommended to add text noting this as a future implementation goal with incentives that will encourage redevelopment. Updating neighborhood business district plans is already listed in the draft Implementation Strategies chapter. Second, mentioning the need for

pedestrian facilities on 100th Avenue NE north of NE 145th ST. Proposed draft text already includes reference to this and implementation of the 100th Ave NE Corridor Plan on page 32.

Revised text reflecting the City Council feedback on the Juanita Plan is noted below in underlined text and in Attachment 2, page 24:

Design Guidelines, design review and redevelopment incentives should be established for the Neighborhood Center for all new, expanded or remodeled commercial, multifamily or mixed use buildings.

On **May 5, 2015**, the City Council reviewed the revised **Everest Neighborhood Plan**. One Council member suggested text be added to discourage expansion of existing storage facilities near the NE 85th ST interchange area along the Cross Kirkland Corridor. This is consistent with the policies in the Land Use Element. Another comment was to include a transportation corridor study for 6th Street So. This could occur with either the Everest or Central Houghton Neighborhood Commercial Center study to be initiated in 2016 or be part of an Everest Neighborhood Plan update. Finally, another suggestion was to add that school walk routes and sidewalks in the neighborhood plan should be coordinated with the Transportation Master Plan.

Revised text reflecting the City Council feedback on the Everest Plan is noted below in underlined text and in Attachment 4:

*Page 10, Land Use Section: **The Houghton/Everest Neighborhood Center to be contained within its present boundaries. A plan for future development of the commercial area should be coordinated with the Central Houghton Neighborhood.***

The Houghton/Everest Neighborhood Center is a commercial area that spans the north and south side of NE 68th ST. Commercial uses in this area should satisfy neighborhood needs rather than include intensive uses which would be located more appropriately in the Downtown or other major commercial centers (see the Land Use Chapter). Within the Everest Neighborhood, the height of structures in this area should not exceed 35 feet. The Everest and Central Houghton Neighborhoods should coordinate a plan for the Houghton/Everest Neighborhood Center along both the north and south sides of the NE 68th Street and involve the surrounding neighborhoods in the process. The plan should promote a coordinated strategy for future redevelopment of the Neighborhood Center which minimize adverse impacts on surrounding residential areas. The plan could include a transportation corridor study for 6th Street So.

*Page 13, Land Use Section: **Professional office and limited commercial activities are appropriate in the NE 85th Street freeway interchange. Expansion of these activities is to be limited.***

Conditions in the vicinity of the NE 85th Street freeway interchange are somewhat different. Although much of the surrounding land to the south is developed for single-family use, convenient access to NE 85th and Interstate 405 makes this area attractive for limited commercial activity. The existing office building north of Ohde Avenue takes advantage of this location while limiting impacts to the nearby single-family area. Expansion of existing storage facilities along the Cross Kirkland Corridor is discouraged. As redevelopment occurs along the

Corridor, uses should be encouraged that will complement the use of the CKC, provide connections to the trail that will benefit the pedestrian and bicycle users of the trail. See Land Use Element policies from the Cross Kirkland Corridor Overlay.

Page 18, Transportation Section #4: Improve the pedestrian/bicycle circulation system in the neighborhood by providing improvements for pedestrians and bicycles according to Figure E-5 and consistent with the Transportation Master Plan.

On June 2, 2015, the City Council reviewed the new **Kingsgate Plan** and agreed with the new approach and format of the plan.

One Council member suggested that text under **Policy K-1** below be changed because it is not realistic to think that that residential densities will never change in the future. There could be a variety of reasons for the change. Another City Councilmember **said that he attended the City's vision meetings** for the Kingsgate neighborhood in 2014 because he lives in that neighborhood. He recalls that residents were concerned about the Totem Lake commercial area expanding north of NE 132nd Street and into the Kingsgate neighborhood. The Councilmember wanted to see text added to state that the **Totem Lake commercial area would not be expanded north into the Kingsgate neighborhood**.

Revised text reflecting the City Council feedback is noted below and is reflected in Attachment 7 on page 6.

Policy K-1: Generally maintain the planned residential densities.

The vision of the neighborhood is to generally maintain the current residential densities, but recognizing that over the long term densities may change. Factors such as the need for more housing, development that supports transit, a change in neighborhood values and the cost of land may result in greater residential densities in the future in some areas. However, In the near future, consideration should be given to potentially higher densities along arterials near the commercial area, respecting the height of the surrounding single family neighborhood, as part of a future study of the neighborhood commercial center or other City public review process. Increasing residential density would provide additional housing near shops and services and would further support transit. The boundary of the commercial area should generally not be expanded. See goals and policies in the Land Use Element Chapter of the Comprehensive Plan.

The Totem Lake commercial center located south of the Kingsgate Neighborhood should not be expanded north of NE 132nd Street into the neighborhood.

IV. CRITERIA FOR AMENDING THE COMPREHENSIVE PLAN

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

1. The amendment must be consistent with the Growth Management Act.
2. The amendment must be consistent with the countywide planning policies.

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

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

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

V. PUBLIC COMMENTS

Public comments relating to the neighborhood plans are summarized in Attachment 8. The Planning Commission has reviewed all of the written comments and considered them in reviewing the revised and new neighborhood plans. The written comments are available in City File CAM13-00465, #10.

Attachments:

1. Revised Moss Bay Neighborhood Plan with strike outs and underlines
2. Revised Juanita Neighborhood Plan – clean copy because major reorganization
3. Revised South Rose Hill Neighborhood Plan with strike outs and underlines
4. Revised Everest Neighborhood Plan with strike outs and underlines
5. Revised Market Street Neighborhood Plan – updated maps only
6. Revised Market Street Corridor Plan – updated maps only
7. New Kingsgate Neighborhood Plan
8. Public written comment log

MOSS BAY NEIGHBORHOOD PLAN

DRAFT for Public Hearing

Note: The Moss Bay Neighborhood Plan had its last major update in 1987. 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.¹

1. INTRODUCTION

In terms of land use, the Moss Bay Neighborhood is Kirkland's most complex area. Situated on the shores of Lake Washington, the area contains a wide variety of land uses, including Downtown retail businesses, ~~a freeway interchange~~, industrial activities, offices, well established single-family areas, large-scale multifamily development, a ~~marina~~, a baseball facility, a post office, and ~~a railroad~~ the Cross Kirkland Corridor.

Moss Bay Neighborhood boundaries are illustrated in Figure MB-1.

While the neighborhood is dominated by the commercial activities associated with Kirkland's downtown, there are considerable opportunities for residential development. A major policy emphasis for the Moss Bay Neighborhood is to encourage commercial activities in the Downtown, and to expand "close-in" housing opportunities by encouraging medium to high density residential uses in the perimeter of the Downtown (Figure MB-~~12~~). A mix of residential densities exists in the remainder of the Moss Bay Neighborhood, generally stepping down with increased distance from commercial activities.

As discussed in the Land Use Element, based on planned housing and employment projections, the City should evaluate the area in and around Downtown Kirkland for potential designation as an Urban Center.

For properties within the shoreline jurisdiction, the policies in the Shoreline Area chapter and shoreline management regulations in the Kirkland Zoning Code should be observed.

1. — The name of this neighborhood was changed from Central to Moss Bay in December 2001.

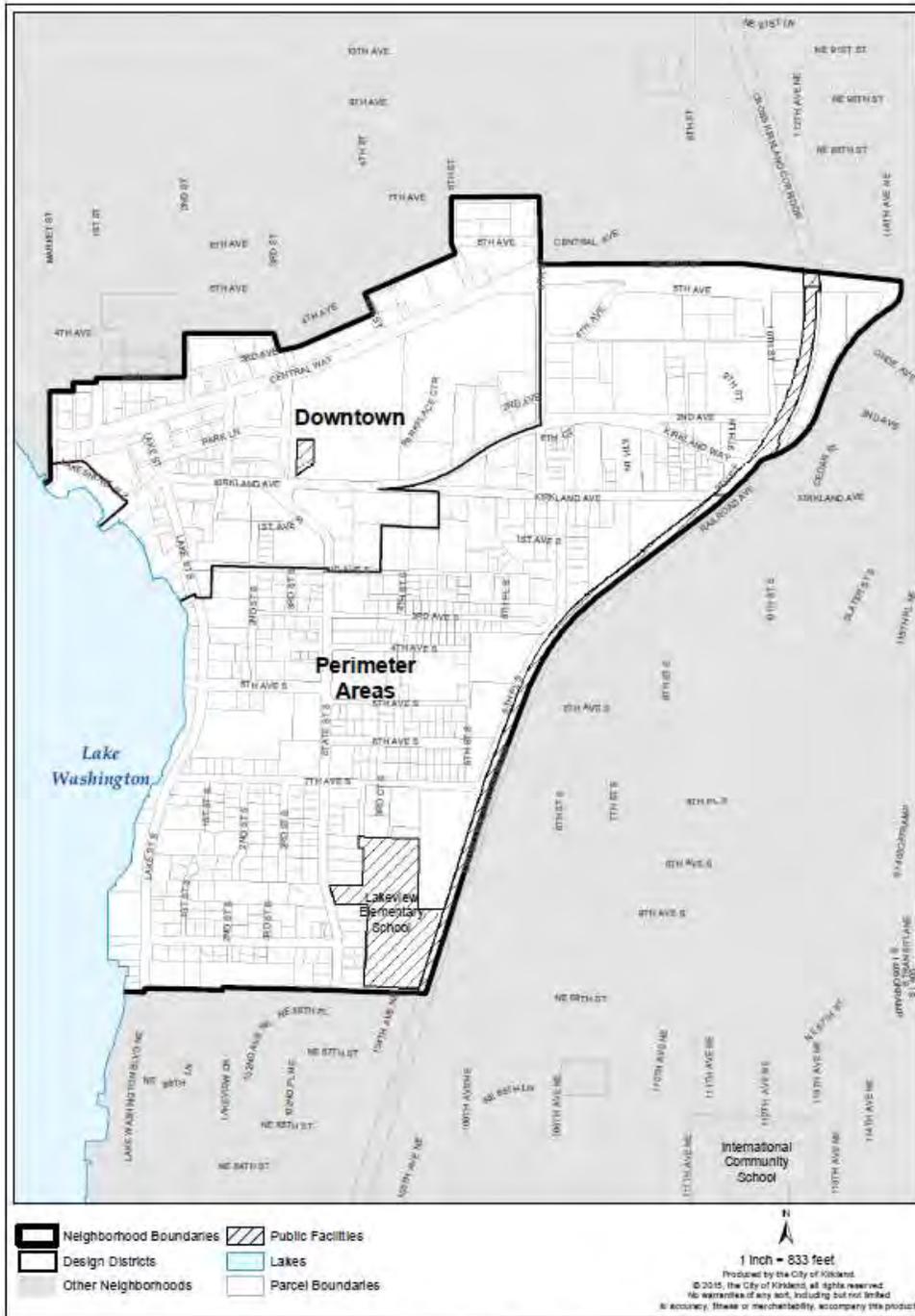
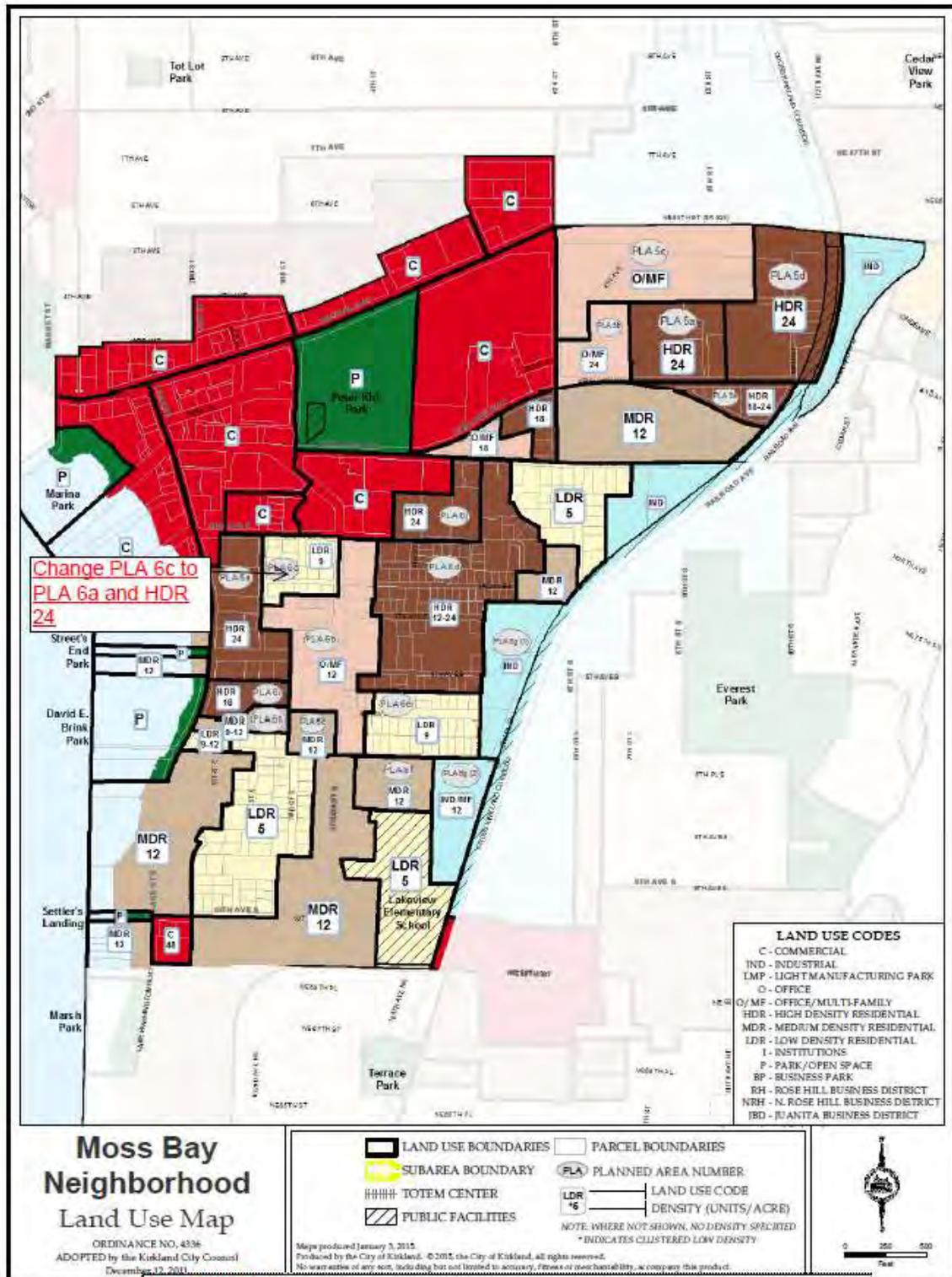


Figure MB-1: Moss Bay Area Boundaries



2. NATURAL ENVIRONMENT

The functional integrity of watercourses should be maintained or improved.

Open streams exist within the eastern portion of the Moss Bay Neighborhood (Figure MB-3). These streams should be maintained or restored, when feasible, in a natural condition and should allow for natural drainage.



Figure MB-3 Moss Bay Wetlands, Streams, and Lakes

Flood insurance is required in identified flood hazard zones.

~~Portions of the Downtown area and lands to the east have been designated as flood hazard zones by the Federal Insurance Administration. Federal law requires that flood insurance be obtained before any federally insured lending institution may approve a loan for development within an identified flood hazard zone.~~

Possible drainage problems exist in the eastern portion of Moss Bay Neighborhood.

In the eastern portion of the Moss Bay Neighborhood, the water table is at, or very near, the surface. In this area, the topsoil is wet and soggy and there could be drainage problems associated with development. Future proposals for development in this area must take these hydrologic conditions into consideration.

Potentially unstable slopes are discussed. Slope stability analysis should be required, and development should be regulated accordingly.

Potentially unstable slopes exist in portions of the Moss Bay Neighborhood ([Figure MB-4](#)). Due to the possibility of landslides, excessive erosion, or other problems associated with development on slopes, a slope stability analysis should be required prior to development on these potentially unstable slopes. The type, design, and/or density of land use should be restricted where landslide or drainage problems are likely to occur. Existing vegetation in these areas should be preserved to the greatest extent feasible to help stabilize the slope and maintain drainage patterns.



Figure MB-4: Moss Bay Geologically Hazardous Areas

3. DOWNTOWN PLAN

A. VISION STATEMENT

Downtown Kirkland provides a strong sense of community identity for all of Kirkland. This identity is derived from Downtown's physical setting along the lakefront, its distinctive topography, and the human scale of existing development. This identity is reinforced in the minds of Kirklanders residents by Downtown's historic role as the cultural and civic heart of the community. Downtown Kirkland is also a vibrant, walkable community where many choose to live and work.

Future growth and development of the Downtown must recognize its unique identity, complement ongoing civic activities, clarify Downtown's natural physical setting, enhance the open space network, and add pedestrian amenities. These qualities will be encouraged by attracting economic development that emphasizes diversity and quality within a hometown setting of human scale.

B. LAND USE

A critical mass of retail uses and services is essential to the economic vitality of the Downtown area.

The Downtown area is appropriate for a wide variety of permitted uses. The area's economic vitality and identity as a commercial center will depend upon its ability to establish and retain a critical mass of retail uses and services, primarily located west of 3rd Street. If this objective is not reached, it relegates the Downtown to a weaker and narrower commercial focus (i.e., restaurants and offices only) and lessens the opportunities and reasons for Kirklanders residents and employees to frequent the Downtown.

The enhancement of the area for retail and service businesses will best be served by concentrating such uses in the pedestrian core and shoreline districts and by encouraging a substantial increase in the amount of housing and office floor area either within or adjacent to the core. In implementing this land use concept as a part of Downtown's vision, care must be taken to respect and enhance the existing features, patterns, and opportunities discussed in the following plan sections on urban design, public facilities, and circulation.

Land use districts in the Downtown area are identified in Figure MB-~~33~~5.

Figure MB-~~33~~5 identifies five land use districts within the Downtown area. The districts are structured according to natural constraints such as topographical change, the appropriateness of pedestrian and/or automobile-oriented uses within the district, and linkages with nearby residential neighborhoods and other commercial activity centers.



Figure MB-5: Downtown Land Use Districts

CORE AREA

Pedestrian activity in the core area is to be enhanced.

The core area should be enhanced as the pedestrian heart of Downtown Kirkland. Land uses should be oriented to the pedestrian, both in terms of design and activity type. Appropriate uses include retail, restaurant, office, residential, cultural, and recreational.

Restaurants, delicatessens, and specialty retail shops, including fine apparel, gift shops, art galleries, import shops, and the like constitute the use mix and image contemplated in the Vision for Downtown. These uses provide visual interest and stimulate foot traffic and thereby provide opportunities for leisure time strolling along Downtown walkways for Kirklanders residents, employees and visitors ~~alike~~.

Drive-through facilities and ground-floor offices are prohibited.

The desired pedestrian character and vitality of the core area requires the relatively intensive use of land and continuous compact retail frontage. Therefore, automobile drive-through facilities should be prohibited. Similarly, office uses should not be allowed to locate on the ground level. These uses generally lack visual interest, generate little foot traffic, and diminish prime ground floor opportunities for the retail uses that are crucial to the ambiance and economic success of the core area.

The attractiveness of the core area for pedestrian activity should be maintained and enhanced. Public and private efforts toward beautification of the area should be promoted. Mitigation measures should be undertaken where land uses may threaten the quality of the pedestrian environment. ~~For example, in areas where take-out eating facilities are permitted, a litter surcharge on business licenses should be considered as a means to pay for additional trash receptacles or cleaning crews.~~

The creation and enhancement of public open spaces is discussed.

Public open spaces are an important component of the pedestrian environment. They provide focal points for outdoor activity, provide refuge from automobiles, and stimulate foot traffic which in turn helps the retail trade. The establishment and use of public spaces should be promoted. Surface parking lots should be eliminated in favor of structured parking. In the interim, their presence should be mitigated ~~role as one form of open area in the Downtown should be improved~~ with landscaped buffers adjacent to rights-of-way and between properties. Landscaping should also be installed where rear sides of buildings and service areas are exposed to pedestrians.

~~A high-priority policy objective should be for developers to include only enough parking stalls in their projects within the core area to meet the immediate need and to locate the majority of their parking in the core frame. This approach would reserve the majority of core land area for pedestrian movement and uses and yet recognize that the adjacent core frame is within a very short walk.~~

The City should generally avoid vacating alleys and streets in the core area. The existing network of street and alleys provides a fine-grained texture to the blocks which allows service access and pedestrian shortcuts. The small blocks also preclude consolidation of properties which might allow larger developments with less pedestrian scale. Vacations may be considered when they will not result in increased building mass and there is a substantial public benefit. Examples of public benefit might include superior pedestrian or vehicular linkages, or superior public open space.

NORTHWEST CORE FRAME

Office and office/multifamily mixed-use projects are appropriate in the Northwest Core Frame.

The Northwest Core Frame includes the area south of City Hall and north of the core area. This area should develop with office, or office/multifamily mixed-use projects, whose occupants will help to support the commercial establishments contained in the core. Retail and restaurant uses are desirable; provided, that they have primary access from Central Way.

This area presents an excellent opportunity for the development of perimeter parking for the core area and is so shown in the Downtown Master Plan (Figure MB-4). Developers should be encouraged to include surplus public parking in their projects, or to incorporate private parking “transferred” from projects in the core or funded by the fee-in-lieu or other municipal source. ~~While pedestrian pathways are not as critical in this area as they are in the core, To maintain the pedestrian character of this area,~~ drive-through facilities should ~~be prohibited nevertheless be encouraged to locate elsewhere, to the east of 3rd Street.~~

NORTHEAST CORE FRAME

A broad range of commercial uses should be encouraged in the Northeast Core Frame.

~~The Northeast Core Frame currently contains the bulk of the Downtown area’s automobile-oriented uses.~~ Redevelopment or new development in this area should be encouraged to represent a broader range of commercial uses with an increased emphasis on pedestrian character.

Future development should set the bulk of structures back from the street while providing low, one-story retail shops at the edge of the sidewalk. ~~Development should also underground utilities, and incorporate parking lot landscaping and a reduction in lot coverage in site design.~~ This will present an open, green face to Central Way and, in conjunction with Peter Kirk Park on the south side of the street, create a tree-lined boulevard effect as one approaches the core area from the east.

EAST CORE FRAME

Development in the East Core Frame should be in large, intensively developed mixed-use projects.

The East Core Frame is located east of Peter Kirk Park, extending from Kirkland Way northerly to 7th Avenue. The area includes the Kirkland Parkplace shopping center as well as several large office buildings and large residential complexes. South of Central Way, the area is largely commercial and provides significant opportunities for redevelopment. Because this area provides the best opportunities in the Downtown for creating a strong employment base, redevelopment for office use should be emphasized. Within the Parkplace Center site, however, retail uses should be a significant component of a mixed-use complex.

Limited residential use should be allowed as a complementary use.

The north side of Central Way, within the East Core Frame, has been redeveloped to nearly its full potential with high density residential uses.

SOUTH CORE FRAME

Retail, office, and office/multifamily mixed-use projects are suitable for the South Core Frame.

The South Core Frame immediately abuts the southern boundary of the core area. This area is suitable for retail, office, and office/multifamily mixed-use projects.

Public parking may be provided in the South Core Frame.

The South Core Frame, like the Northwest Core Frame, presents an excellent opportunity for the development of close-in public parking. Developers should be allowed to include surplus public parking in their projects in this area or to accommodate private parking transferred from the core or funded by fee-in-lieu or other municipal source.

The western half of the South Core Frame should develop more intensively than the eastern half of this area, due to its proximity to the Downtown core. ~~The vacation of 1st Avenue South, west of 2nd Street South, and 1st Street South should be considered as a means of concentrating more intensive development to the west.~~

~~***Mitigation measures to reduce impacts on single-family residences may be required.***~~

~~As this area lies just north of an established single family neighborhood, mitigation measures may be required to minimize the impacts of any new nonresidential development on these single family~~

homes. These measures may include the restriction of vehicle access to projects within the South Core Frame to nonresidential streets. Public improvements, such as physical barriers to restrict traffic flow in these areas, may be considered. The architectural massing of projects in this area should be modulated both horizontally and vertically to reduce their visual bulk and to reflect the topography which presently exists.

[JM1]

C. URBAN DESIGN

The urban design of Downtown Kirkland consists of many disparate elements which, together, define its identity and “sense of place.” This document provides policy guidelines for the design of private development and a master plan for the development of the public framework of streets, pedestrian pathways, public facilities, parks, public buildings, and other public improvements (see Figure MB-46).

The following discussion is organized into three sections:

- A. Downtown Design Guidelines and Design Review;
- B. Building Height and Design Districts; and
- C. The Image of the City: Urban Design Assets.

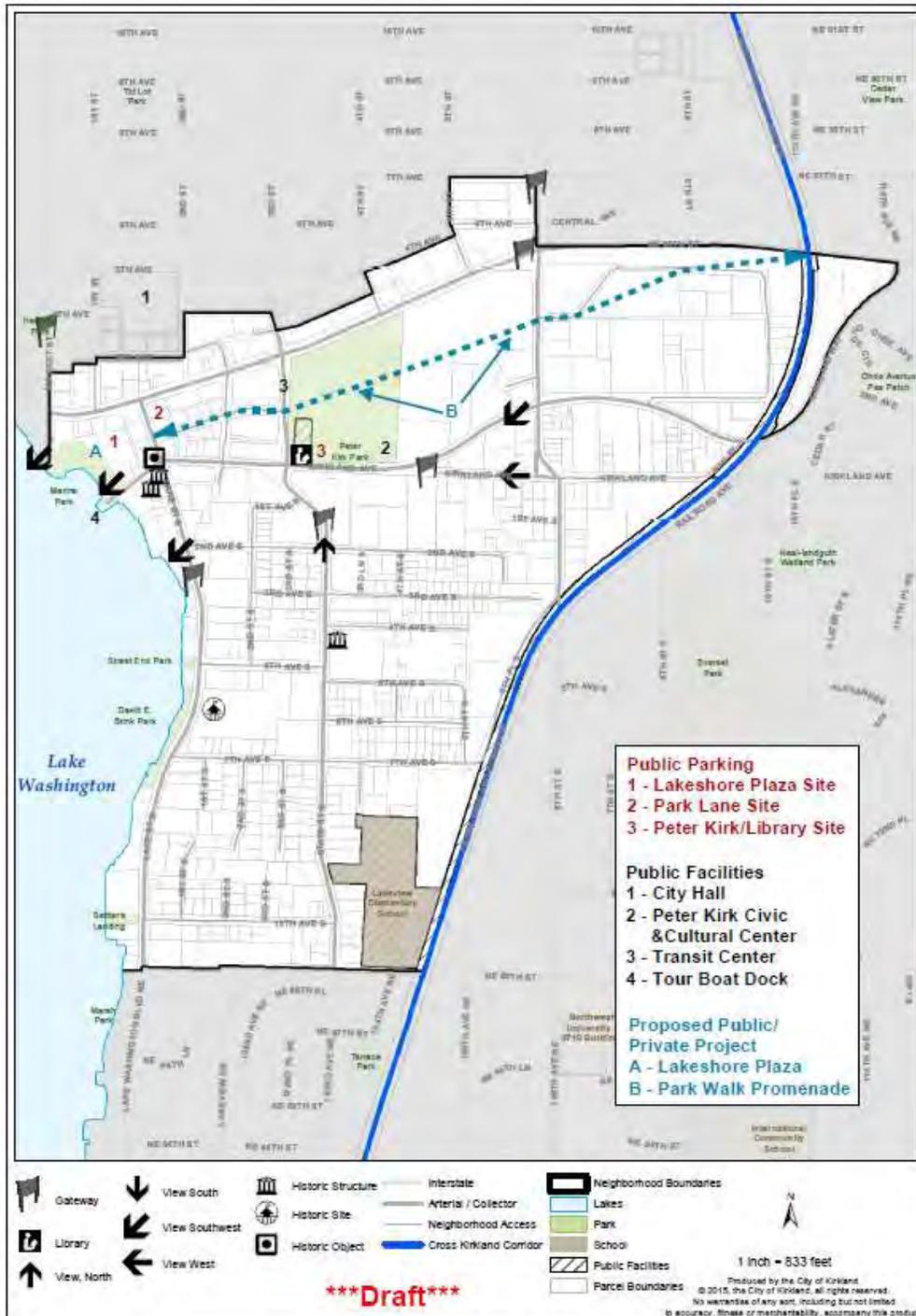


Figure MB-6: Moss Bay Urban Design Features
 Downtown Master Plan

DOWNTOWN DESIGN GUIDELINES AND DESIGN REVIEW

Mechanics of Design Review are described.

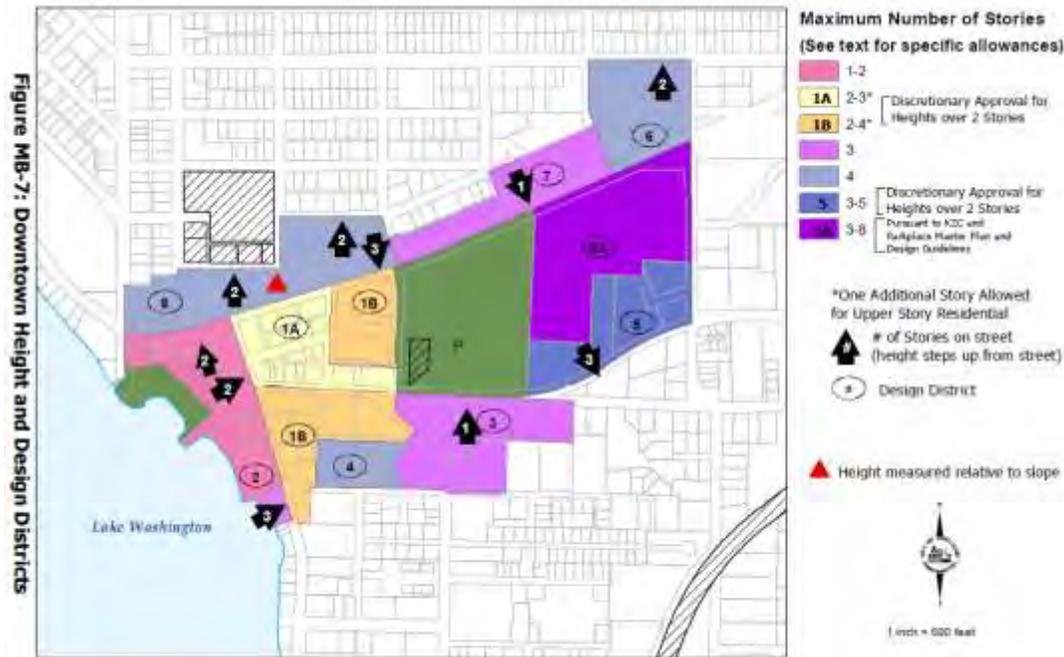
The ~~booklet entitled~~ “Design Guidelines for Pedestrian-Oriented Business Districts,” which ~~is~~ are adopted in Chapter 3.30 of the Kirkland Municipal Code, contains policy guidelines and concepts for private development in Downtown Kirkland. ~~The booklet includes an explanation of the mechanics of the Design Review process to be used for all new development and major renovations in the Downtown area.~~ The ~~booklet entitled~~ “Master Plan and Design Guidelines for Kirkland Parkplace” contains guidelines for the master planned development of the Kirkland Parkplace site (Design District 5A). Discretion to deny or condition a design proposal is based on specific Design Guidelines or a master plan adopted by the City Council and administered by the Design Review Board and Planning Department. Design Review enables the City to apply the Guidelines in a consistent, predictable, and effective manner.

The Guidelines are intended to balance the desired diversity of project architecture with the equally desired overall coherence of the Downtown’s visual and historic character. This is to be achieved by injecting into each project’s creative design process a recognition and respect of design principles and methods which incorporate new development into Downtown’s overall pattern. ~~The Guidelines would be applied to any specific site in conjunction with the policy guidance provided by the Downtown Master Plan and the following text regarding Design Districts.~~

The Design Review Process enables the City to require new development to implement the ~~policy guidance contained in the~~ Guidelines, ~~the Master Plan for Downtown,~~ and to protect and enhance the area’s urban design assets. ~~A more complete description of how Design Review should operate is found in the Zoning Code.~~

BUILDING HEIGHT AND DESIGN DISTRICTS

Figure MB-~~57~~ identifies eight height and design districts within Downtown Kirkland. The boundaries of these districts are determined primarily by the topographical characteristics of the land and the area’s proximity to other noncommercial uses.



Draft

Design District 1

Maximum building height in Design District 1 is between two and five stories, depending on location and use.

This district is bordered by Lake Street, Central Way, 3rd Street, and generally 1st Avenue South. When combined with District 2, this area corresponds to the eCore Area as shown in Figure MB-35.

The maximum building height in this area should be between two and five stories with no minimum setback from property lines. Stories above the second story should be set back from the street. ~~To preserve the existing human scale of this area, development over two stories requires review and approval by the Design Review Board based on the priorities set forth in this plan.~~

Buildings should be limited to two stories along all of Lake Street South to reflect the scale of development in Design District 2. Along Park Lane west of Main Street, Third Street, and along Kirkland Avenue, a maximum height of two stories along street frontages will protect the existing human scale and pedestrian orientation. Buildings up to three stories in height may be appropriate along Central Way to reflect the scale of development in Design District 8 and as an intermediate height where adequately set back from the street. A continuous three-story street wall should be avoided by incorporating vertical and horizontal modulations into the design of buildings.

The portions of Design District 1 designated as 1A in Figure MB-57 should be limited to a maximum height of three stories. As an incentive to encourage residential use of upper floors and to strengthen the retail fabric of the Core Area, a fourth story of height may be allowed. This

additional story may be considered by the Design Review Board for projects where at least two of the upper stories are residential, the total height is not more than four feet taller than the height that would result from an office project with two stories of office over ground floor retail, stories above the second story are set back significantly from the street and the building form is stepped back at the third and fourth stories to mitigate the additional building mass, and the project provides superior retail space at the street level. Rooftop appurtenances and related screening should not exceed the total allowed height, and should be integrated into the height and design of any peaked roofs or parapets.

The portions of Design District 1 designated as 1B in Figure MB-57 provide the best opportunities for new development that could contribute to the pedestrian fabric of the Downtown. Much of the existing development in these areas consists of older auto-oriented uses defined by surface parking lots and poor pedestrian orientation. To provide incentive for redevelopment and because these larger sites have more flexibility to accommodate additional height, a mix of two to four stories in height is appropriate. East of Main Street, development should combine modulations in building heights with modulations of facade widths to break large buildings into the appearance of multiple smaller buildings. South of Kirkland Avenue, building forms should step up from the north and west with the tallest portions at the base of the hillside to help moderate the mass of large buildings on top of the bluff. Buildings over two stories in height should generally reduce the building mass above the second story.

As with Design District 1A, an additional story of height may be appropriate in 1B to encourage residential use of the upper floors and to strengthen the retail fabric in the Core Area. This additional story may be considered by the Design Review Board for projects where at least three of the upper stories are residential, the total height is not more than one foot taller than the height that would result from an office project with three stories of office over ground floor retail, stories above the second story are set back significantly from the street and the building form is stepped back at the third, fourth, and fifth stories to mitigate the additional building mass, and the project provides superior retail space at the street level. Rooftop appurtenances and related screening should not exceed the total allowed height, and should be integrated into the height and design of any peaked roofs or parapets.

Design considerations of particular importance in this area are those related to pedestrian scale and orientation. Building design at the street wall should contribute to a lively, attractive, and safe pedestrian streetscape. This should be achieved by the judicious placement of windows, multiple entrances, canopies, awnings, courtyards, arcades, and other pedestrian amenities. Service areas, surface parking, and blank facades should be located away from the street frontage.

Design District 2

One to three stories in building height above Central Way or Lake Street are appropriate in Design District 2, depending on location.

This area is bordered by the shoreline, Central Way, Lake Street, and 3rd Avenue South. This area serves as the link between Downtown and the lake and helps define the traditional pedestrian-oriented retail environment. In addition, the existing low development allows public views of the Lake from many vantages around the Downtown and allows evening sun into the Downtown core. To emphasize this link and the traditional role, building heights in this area should remain

low. Two stories above the street are appropriate along Central Way and south of Kirkland Avenue. Along Lake Street South between Kirkland Avenue and Central Way, buildings should be limited to one story above the street. Two stories in height may be allowed in this area where the impacts of the additional height are offset by substantial public benefits, such as through-block public pedestrian access or view corridors. Buildings over one story in this area should be reviewed by the Design Review Board for both design and public benefit considerations. These benefits could also be provided with the development of the Lakeshore Plaza project identified in the Downtown Master Plan (see Figure MB-46). Building occurring in conjunction with that project or thereafter should be reviewed in relation to the new context to determine whether two stories are appropriate. South of Second Avenue South, buildings up to three stories above Lake Street South are appropriate. Buildings over two stories should be reviewed by the Design Review Board to ensure an effective transition along the street and properties to the south.

As in District 1, pedestrian orientation is an equally important design consideration in District 2. In addition, improvements related to the visual or physical linkage between building in this area and the lake to the west should be incorporated in building design.

The public parking lot located near Marina Park at the base of Market Street is well suited for a parking structure of several levels, due to its topography. Incentives should be developed to encourage the use of this site for additional public parking.

Design Districts 3 and 7

Maximum building height is three stories in Design Districts 3 and 7.

These districts are east of 3rd Street, north of Central Way, and south of Peter Kirk Park. Maximum building height should be three stories, with a minimum front yard setback of 20 feet and maximum lot coverage of 80 percent. Lower portions of projects with a pedestrian orientation should be allowed to encroach into the setbacks to stimulate pedestrian activity and links to eastern portions of the Downtown. Street trees and ground cover are appropriate along Kirkland Avenue and Central Way. By keeping structures in this area relatively low-rise and set back from the street, views from upland residences can be preserved and the openness around Peter Kirk Park enhanced.

In Design District 3, the restriction of access points to nonresidential streets may be necessary in order to prevent a negative impact of development in this area on the single-family enclave which exists to the south.

Design District 4

Maximum building height to be four stories.

This district is located south of 1st Avenue South, east of 1st Street South. Land in this area is appropriate for developments of four stories in height.

The method for calculating building height should be modified for this area as described in the discussion of height calculation for structures in District 8. The opportunity to take advantage of substantial grade changes with terraced building forms also exists in the western half of District 4.

Vehicular circulation will be an important consideration in project design in this area. The restriction of access points to nonresidential streets in order to prevent a negative impact of development in this area on the single-family enclave which exists to the south may be necessary.

Design District 5

Building heights of two to five stories are appropriate in Design District 5.

This district lies at the east side of Downtown between Design District 5A and Kirkland Way. Maximum building height should be between three and five stories. The existing mix of building heights and arrangement of structures within the district preserves a sense of openness within the district and around the perimeter. Placement, size, and orientation of new structures in this district should be carefully considered to preserve this sense of openness. Buildings over two stories in height should be reviewed by the Design Review Board for consistency with applicable policies and criteria. Within the district, massing should generally be lower toward the perimeter and step up toward the center. Portions of buildings facing Kirkland Way and Peter Kirk Park should be limited to between two and three stories, with taller portions of the building stepped back significantly. Buildings over three stories in height should generally reduce building mass above the third story.

Buildings fronting Peter Kirk Park and the Performance Center should be well modulated, both vertically and horizontally, to ease the transition to this important public space. Buildings should not turn their backs onto the park with service access or blank walls. Landscaping and pedestrian linkages should be used to create an effective transition.

Design considerations related to vehicular and pedestrian access, landscaping, and open space are particularly important in this area. Within the district, a north-south vehicular access between Central Way and Kirkland Way should be preserved and enhanced with pedestrian improvements.

Design District 5A

Building heights of three to eight stories are appropriate in Design District 5A.

This district lies at the east side of Downtown between Central Way and Design District 5 and is commonly known as Parkplace. This property is distinguished from the remainder of Design District 5 by the following factors: it is a large parcel under common ownership; it is topographically distinct based on previous excavation to a level that is generally lower than Central Way and abutting properties to the south and east; it has frontage on Central Way; and it contains a mix of uses not found on other office or residential only properties in District 5. Design considerations related to vehicular and pedestrian access, landscaping, and open space are particularly important in this area. Within the district a north-south vehicular access between Central Way and Kirkland Way should be preserved and enhanced with pedestrian improvements.

Redevelopment of this area should be governed by the Kirkland Parkplace Master Plan and Design Guidelines as set forth in the Kirkland Municipal Code. Heights of up to eight stories are

appropriate as an incentive to create a network of public open spaces around which is organized a dynamic retail destination. Development under the Master Plan and Design Guidelines should guide the transformation of this district from an auto-oriented center surrounded by surface parking into a pedestrian-oriented center integrated into the community by placing parking underground; activating the streets with retail uses; and creating generous pedestrian paths, public spaces and gathering places. Pedestrian connections to adjoining streets, Peter Kirk Park, and adjoining developments should be incorporated to facilitate the integration of the district into the neighborhood. Residential development could be designed to integrate into both the office/retail character of the zone and the active urban nature of Peter Kirk Park. Special attention to building design, size, and location should be provided at three key locations: at the intersection of Central Way and Sixth Street to define and enhance this important downtown gateway; along Central Way to respond to the context along the north side of the street; and facing Peter Kirk Park to provide a transition in scale to Downtown's central greenspace.

Because of the intensity of land use in 5A, the design of the buildings and site should incorporate aggressive sustainability measures, including low impact development measures, deconstruction, green buildings, and transportation demand management.

Design District 6

Maximum building heights of two to four stories are appropriate for Design District 6.

~~This large block of land located between 5th Street and 6th Street, north of Central Way, and south of 7th Avenue, is identified as a major opportunity site for redevelopment elsewhere in this document.~~ Figure MB-8 contains a schematic diagram of design and circulation considerations that should be incorporated in the redevelopment of this district. Development of this district should be relatively intensive and should be physically integrated through pedestrian access routes, design considerations, and intensive landscaping.

Safe, convenient, and attractive pedestrian connections across the district should be provided. ~~This path should be designed under a covered enclosure or arcade along the storefronts in this area. Visual interest and pedestrian scale of these storefronts will contribute to the appeal of this walkway to the pedestrian. A connection of this pathway to Central Way should be made, with a continuation of the overhead enclosure to unify this pedestrian route.~~

Design considerations related to vehicular and pedestrian access, landscaping, and open space are particularly important in this area. The intersection of 6th Street and Central Way is a prominent gateway to the Downtown. ~~New d~~Development in this area should have a positive impact on the image of Kirkland and should be designed to enhance this entry.

~~A substantial building setback or mitigating design such as the site configuration on the south side of Central Way is necessary in order to preserve openness at this important gateway site. The northeast and southeast corners of this block should be set aside and landscaped to provide public open spaces or miniparks at these gateways. Side yard setbacks, however, should be minimal to reduce the appearance of a building surrounded by a parking area.~~

The northern portion of this district should be developed in uses that are residential both in function and scale. Access to this portion of the site may be either from 7th Avenue or from one of the adjacent side streets. Some of the significant trees along 7th Avenue should be incorporated into

the site design as a means of softening the apparent mass of any new structures and to provide additional elements of continuity facing the single-family residences along 7th Avenue. In addition, building mass should step down toward 7th Avenue and design consideration should be given to the massing and form of single-family homes to the north.

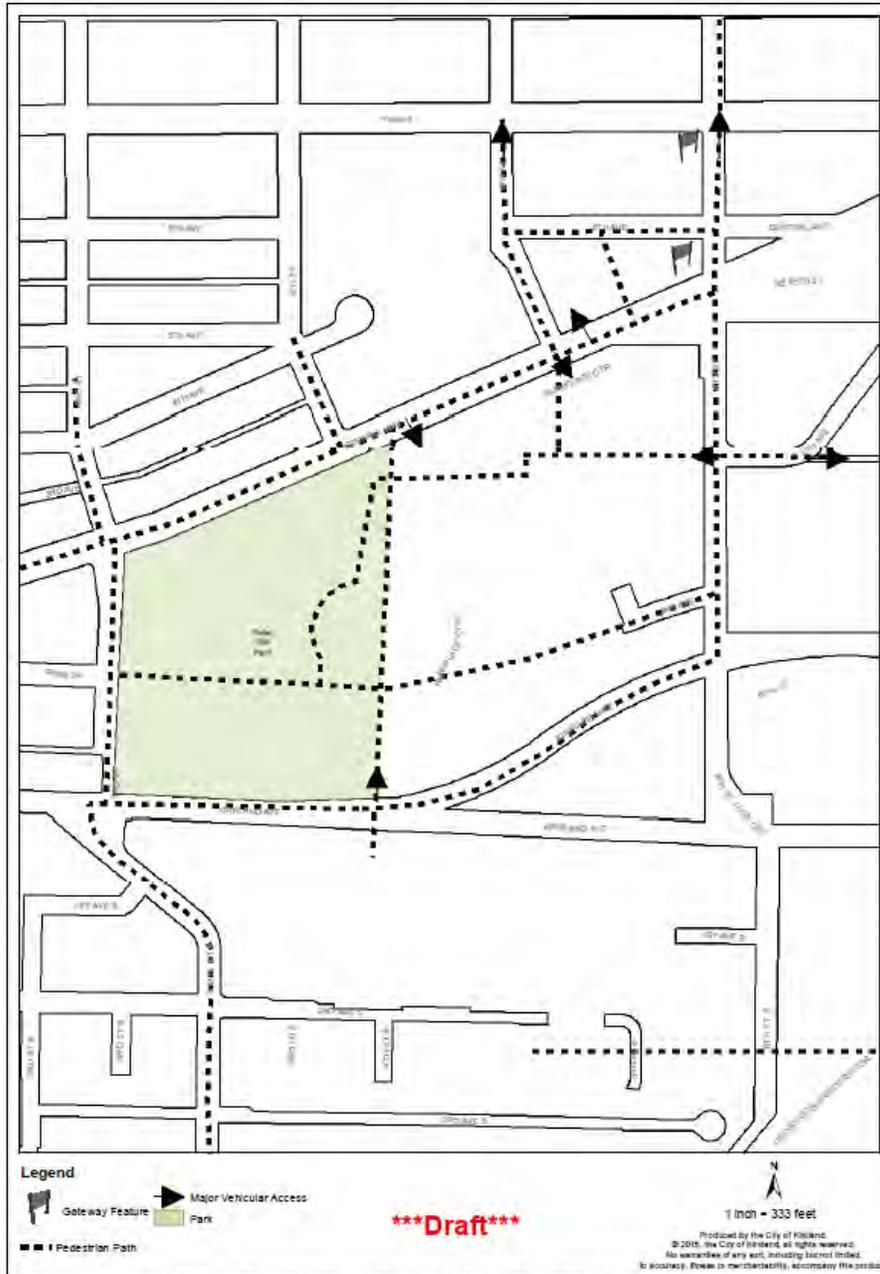


Figure MB-8: Design Districts 5 & 6 - Circulation and Gateways

Design District 8

Building heights of two to four stories are appropriate, depending on location.

This district is located north of Central Way and south of 4th Avenue, between Market Street and 3rd Street. Maximum building height should be three stories abutting Central Way and two stories at 3rd and 4th Avenues. Structures which do not abut either of these streets should be allowed to rise up to four stories.

Building height calculation should require terracing of building forms on sloped sites.

Where dramatic elevation changes exist in this district, an innovative method of calculating height is appropriate. In order to encourage the terracing of building forms on the hillside, building height should be calculated relative to the ground elevation above which the individual planes of the structure lie. Additional bulk controls should apply to restrict the height within 100 feet of noncommercial neighborhoods to the same height allowed in the adjacent zone. Heights on the north side should step down to ease the transition to the core area and moderate the mass on top of the hillside.

Vehicular circulation to nonresidential portions of projects within this area should not occur on primarily residential streets. In addition, design elements should be incorporated into developments in this area which provide a transition to the residential area to the north.

THE IMAGE OF THE CITY: URBAN DESIGN ASSETS

Many of Downtown's urban design assets are mapped on the Master Plan (Figure MB-64) or are discussed explicitly in the text of the Height and Design Districts or the Downtown Design Guidelines. The following text should read as an explanation and amplification of references made in those two parts of the Downtown Plan.

Visual Landmarks

Lake Washington is a major landmark in Downtown Kirkland.

The most vivid landmark in Downtown Kirkland is Lake Washington. The lake provides a sense of openness and orientation and is a prominent feature from two of the three main approaches to the Downtown. Many residents and visitors to Kirkland form their impressions of the community from these important vantage points. The preservation and enhancement of views from the eastern (NE 85th Street) and northern (Market Street) approaches is a high-priority policy objective.

Despite the prominence from these vantage points, the core area is not well oriented to capitalize on its waterfront setting. The existing activity centers of the retail core and the lake are separated by large surface parking lots. The City and property owners around Marina Park should aggressively pursue opportunities to correct this deficiency by structuring the existing surface

parking below a public plaza. This open space amenity could redefine the Downtown and become the focal point of the community.

Other outstanding visual landmarks include the large green expanse of Peter Kirk Park, which provides an open space relief to the densely developed Downtown core to the west. The Peter Kirk Park civic and cultural facilities (Library, Municipal Garage, Peter Kirk Pool, Kirkland Performance Center, Peter Kirk Community Center, Teen Union Building) located at the south edge of Peter Kirk Park, as well as the METRO transit center at the western boundary of the park, are also well-known local landmarks.

The City Hall facility provides an important visual and civic landmark on the northern slope above the Downtown. Marina Park and the pavilion structure situated there are also symbolic reference points of community, recreational, and cultural activities.

There are a number of features in and nearby the Downtown area with historic significance which add to its visual character and historic flavor. These landmarks include the historic buildings on Market Street and the old ferry clock on Lake Street at Kirkland Avenue. These structures should be recognized for their community and historic value, and their preservation and enhancement should have a high priority. In contrast to the bland architecture of many of the buildings in the Downtown constructed since the 1940s, some of the older structures help define the character of the Downtown. The City will consider preserving this character through a process of inventorying these structures and adopting historic protection regulations. New regulations could range from protecting the character of designated historic buildings to protecting the actual structure. Some form of preservation would provide continuity between the Downtown vision and its unique past.

Public Views

Important Downtown views are from the northern, southern, and eastern gateways.

A number of dramatic views exist in the Downtown and its immediate vicinity due to the hills, the valley, and the sloping land areas which form the bowl-like topography characterizing the City's center. One of the views most often associated with Downtown Kirkland is from NE 85th Street just west of Interstate 405. From this vantage point, the hills north and south of the core area form a frame for a sweeping view of Lake Washington in the distance and the Olympic mountain range beyond.

Another striking view, identified in Figure MB-46, is from the Market Street entry into Downtown. This approach is met with a view of the lake, Marina Park and its pavilion, and the City's shoreline. This view could be enhanced with redevelopment of the [GTE-telecommunications](#) site, where the existing massive building substantially diminishes this broad territorial view.

Where the Kirkland Avenue and 2nd Avenue South rights-of-way cross Lake Street and continue to Lake Washington, an unobstructed view of open water is visible to pedestrians and people traveling in vehicles. These views are very valuable in maintaining the visual connection and perception of public accessibility to the lake. These views should be kept free of obstruction.

Gateways

Topographic changes define gateways into the Downtown area.

The gateways into Downtown Kirkland are very clear and convey a distinct sense of entry. Two of the Downtown's three major gateways make use of a change in topography to provide a visual entry into the area.

At the eastern boundary of the Downtown area, Central Way drops toward the lake, and the core area comes clearly into view. This gateway could be enhanced by an entry sign, similar to one located farther up the hill to the east, or some other distinctive structure or landscaping feature.

A second major gateway is the Downtown's northern entrance where Market Street slopes gradually down toward Marina Park. The historic buildings at 7th Avenue begin to form the visual impression of Downtown's character and identity, and the landscaped median adds to the boulevard feeling of this entryway. Some type of sign or other feature could be incorporated into the improvements to ~~the Waverly site~~Heritage Park.

At the Downtown's southern border, the curve of Lake Street at about 3rd Avenue South provides a very clear gateway into the commercial core. It is at this point that the transition from residential to retail uses is distinctly felt. Here, also, is an opportunity to enhance this sense of entry by creation of literal gateposts, signs, or landscape materials.

Pathways

An extensive network of pedestrian pathways covers the Downtown area.

The size and scale of Downtown Kirkland make walking a convenient and attractive activity. An extensive network of pedestrian pathways covers the Downtown area, linking residential, recreational, and commercial areas. Downtown Kirkland is a pedestrian precinct unlike virtually any other in the region. It is almost European in its scale and quality.

The core of the shopping district, with its compact land uses, is particularly conducive to pedestrian traffic. Both sides of Lake Street, Park Lane, Central Way, and Kirkland Avenue are major pedestrian routes. Many residents and visitors also traverse the land west of Lake Street to view and participate in water-oriented activities available there.

The Downtown area's major east/west pedestrian route links the lake with Peter Kirk Park, the Kirkland Parkplace shopping center, the Cross Kirkland Corridor, and areas to the east. For the most part, this route is a visually clear pathway, with diversity and nearby destinations contributing to its appeal to the pedestrian. Enhancement and improved definition of this important east-west pedestrian corridor would help link the Cross Kirkland Corridor with the Downtown and Lake Washington. It would also help integrate Parkplace with the rest of the shopping district. East/west pedestrian routes along Central Way and Kirkland Way should continue to be improved with a strong pedestrian emphasis as new development and street improvements occur.

Minor pedestrian routes link the residential areas north of Central Way and south of Kirkland Avenue. These linkages need to be strengthened in order to accommodate the residential and office

populations walking from the Norkirk Neighborhood and core frames, respectively. Additional improvements, such as brick paver crosswalks, pedestrian safety islands, and signalization, are methods to strengthen these north-south linkages.

Enhancement of Downtown pedestrian routes should be a high-priority objective.

Enhancement of the Downtown area's pedestrian routes should be a high-priority policy and design objective. For example, minor architectural features and attractive and informative signs should be used to identify public pathways. Public and private efforts to make pedestrian walkways more interesting, functional, convenient, and safe, should be strongly supported. Figure MB-46 highlights a number of projects proposed for this purpose. These projects are discussed in detail elsewhere in this text.

D. PUBLIC FACILITIES

OPEN SPACE/PARKS

Four major park sites are critical to the Downtown's feeling of openness and greenery. These parks weave a noncommercial leisure-time thread into the fabric of the area and provide a valuable amenity, enhancing Downtown's appeal as a destination. Each of the major approaches to the Downtown is met with a park, with ~~the Waverly site~~ Heritage Park and Marina Park enhancing the northern entry, Marina Park enhancing both the northern entry and western entry via Lake Washington, and Peter Kirk Park and Dave Brink Park augmenting the eastern and southern approaches. Physical improvements in and near these parks should strengthen their visual prominence and prevent view obstruction.

Marina Park and Peter Kirk Park in particular are well-used by families and recreational groups. Public facilities at these parks should continue to expand opportunities for residents, such as the installation of permanent street furniture, ~~and play equipment for children at Marina Park.~~

Pedestrian improvements should be made to improve connections between parks and nearby facilities.

~~Downtown projects which are not directly related to the parks should continue to locate adjacent to the parks, and in some cases, should share access or parking.~~ Impacts from projects, such as the tour boat dock at Marina Park and the METRO transit center at Peter Kirk Park, should be minimized. Efforts to provide continuity between these facilities and the parks through the use of consistent walkway materials, landscaping, and other pedestrian amenities will help to reduce the appearance of a separation of uses at these locations.

The boat launch ramp ~~which exists~~ at Marina Park is an important amenity in the community. It should be retained until another more suitable location is found.

OTHER PUBLIC FACILITIES

City Hall and the Peter Kirk Park civic and cultural center add to the community atmosphere and civic presence in the Downtown area. The plan for Downtown developed in 1977 recommended that the City Hall facility be moved from its previous location in the core area to its present site overlooking the Downtown from the northern slope. ~~Relocated in 1982 in its new location,~~ City Hall is close enough to Downtown to contribute workers to the retail and restaurant trade, as well as to provide a visually prominent and symbolic landmark when viewed from the Downtown.

Public efforts to assist the Downtown business district should be continued.

The City should help to foster economic vitality in the Downtown by working with the private sector and by encouraging independent efforts toward economic development by the private sector. Such assistance to the business community might include supporting efforts to establish local improvement or business improvement districts. This could take the form of seed money for preliminary studies and the dissemination of information.

Other public efforts to strengthen the Downtown business climate should include the continued promotion of public projects such as the tour boat dock, in addition to continued support for public and/or private projects such as ~~the~~ Lakeshore Plaza at Marina Park Boardwalk, which would help to implement public policy goals.

E. CIRCULATION

PEDESTRIAN

Pedestrian routes should have equal priority to vehicular routes in Downtown circulation.

Pedestrian amenities and routes should continue to be improved, and should be given equal priority with that of vehicular routes for circulation within the Downtown. Modifications to the street network and traffic patterns should not be allowed to disrupt Downtown pedestrian activity and circulation.

To be a truly successful walking environment, the core area of the Downtown must be safe, convenient, and pleasant for ~~the~~ pedestrians of all ages. Pedestrian safety should continue to be a high priority in the placement and design of intersections, crosswalks, and sidewalks. ~~would be increased greatly by reducing opportunities for conflicts with cars. The reprogramming of crosswalk signals to favor the pedestrian would discourage jaywalking and allow sufficient time for slower walkers to cross the street.~~

Convenience to the pedestrian will be enhanced by improving the directness and ease of pedestrian routes. “Shortcuts” between streets, or even between buildings, can link pedestrian routes over large distances where vehicles cannot circulate. Coordinated public directory signs and maps of walkways should be developed to clearly identify public pathways for the pedestrian.

A system of overhead coverings should be considered to improve the quality of pedestrian walkways year-round.

The pleasures of walking in the Downtown area would be enhanced by the installation of minor public improvements, such as street furniture (benches, planters, fountains, sculptures, special paving treatments), flower baskets, and coordinated banners and public art. The creation of a system of overhead coverings such as awnings, arcades, and marquees would provide protection to the pedestrian during inclement weather, allowing for pedestrian activity year-round. All of these features would add visual interest and vitality to the pedestrian environment.

~~Brick crosswalks have been installed at 3rd Street and Park Lane in conjunction with the METRO transit center facility. The expansion of the use of brick for crosswalks throughout the Downtown should be considered. In any case, additional restriping of crosswalks in the Downtown area should be actively pursued.~~

The establishment and improvement of pedestrian pathways between activity centers should be a high-priority policy objective. Major pedestrian routes within the Downtown area are identified in Figure MB-46. Major pathways include the extensive east-west “spine” or “Park Walk Promenade,” which links the lake with points east of 6th Street and the shoreline public access trail.

The Downtown Master Plan also identifies other important pedestrian routes which provide north-south pedestrian access. Improvements to these pathways should be promoted, particularly at the intersection of 6th Street and Central Way. ~~Elevated crosswalks should be considered among the alternatives reviewed for pedestrian access across Central Way. Disadvantages to elevated crosswalks which should be considered are potential view blockage and the loss of on street pedestrian traffic.~~

~~The portion of the Park Walk Promenade spanning Peter Kirk Park was installed by the City during renovation of the park facilities. The walk serves the Peter Kirk Park civic and cultural center, as well as commercial areas to the east and west. This walkway should be expanded upon when the remaining land south of Kirkland Parkplace develops.~~

The Park Walk Promenade identified on the Downtown Master Plan should consist of a series of minor structures placed at prominent locations along the walkway in order to clearly identify the pathway throughout its length, as well as to provide some protection during wet weather. The walk serves the Peter Kirk Park civic and cultural center, as well as commercial areas to the east and west. This walkway should be expanded upon when the remaining land south of Kirkland Parkplace develops to complete a connection between Central Way and Kirkland Avenue. The plexiglas and metal “space frames” used at Mercer Island’s Luther Burbank Park and at the Seattle Center are possible design options for protective structures. The concrete and metal gateway feature where Parkplace abuts Peter Kirk Park is a good model for visual markers along the east-west pedestrian spine.

Figure MB-46 illustrates pedestrian system improvements for the two major routes which are intended to serve several purposes. These projects would improve the safety, convenience, and attractiveness of foot traffic in the Downtown, provide shelter from the weather, and create a unifying element highlighting the presence of a pedestrian linkage.

A large public plaza should be constructed west of buildings on Lake Street to enhance the Downtown’s lakefront setting (See Figure MB-46).

The Lakeshore Plaza shown on the Downtown Master Plan envisions a large public plaza constructed over structured parking. Ideally, the plaza would be developed through public/private partnerships to provide a seamless connection between the Downtown and the lake. The plaza would be at the same grade as Lake Street and would provide visual and pedestrian access from a series of at-grade pedestrian connections from Central Way and Lake Street.

~~The Park Walk Promenade identified on the Downtown Master Plan should consist of a series of minor structures placed at prominent locations along the walkway in order to clearly identify the pathway throughout its length, as well as to provide some protection during wet weather. The plexiglas and metal “space frames” used at Mercer Island’s Luther Burbank Park and at the Seattle Center are possible design options for protective structures. The concrete and metal gateway feature where Parkplace abuts Peter Kirk Park is a good model for visual markers along the east-west pedestrian spine.~~

VEHICULAR

Automobiles and public transit are still the modes of transportation which move most people in and out of the Downtown, ~~and often between the core area and the frame. Within the Downtown, pedestrian circulation should be given equal priority with vehicular circulation.~~ A primary circulation goal should be to ~~emphasize pedestrian circulation within the Downtown, while facilitating~~ vehicle and transit access into and out of the Downtown, while emphasizing pedestrian circulation and supporting alternative transportation choices into and around the Downtown.

Alternate traffic routes should be considered.

Lake Street should be designated to function as a major pedestrian pathway. The objectives for land use and pedestrian circulation should be seriously considered during any plans for traffic and roadway improvements on Lake Washington Boulevard. The goal to discourage commuter traffic on the boulevard should not be viewed independently from the need to retain vehicle access for tourists, shoppers, and employees to the Downtown.

State Street should continue to serve as a major vehicular route, bringing shoppers and workers into the Downtown area. Sixth Street should be developed to accommodate additional vehicles. ~~Future plans for Lake Street and Lake Washington Boulevard may include the diversion of cars from the Downtown area, and 6th Street would provide the most appropriate north/south alternative route. The existence of commercial development on this street renders it more appropriate than State Street to handle substantial commuter traffic.~~

The use of public transportation to the Downtown should be encouraged.

Third Street has been designed for the pedestrian and public transit user, with the METRO transit center located on this street. The use of public transportation as an alternative for people who work or shop in the Downtown should be encouraged. Increased use of this mode of transportation would help to reduce traffic congestion and parking problems in the core area.

The number of vehicular curb cuts in the Downtown area should be limited. Both traffic flow in the streets and pedestrian flow on the sidewalks are disrupted where driveways occur. In the core

frame in particular, the placement of driveways should not encourage vehicles moving to and from commercial areas to travel through residential districts.

PARKING

The core area is a pedestrian-oriented district, and the maintenance and enhancement of this quality should be a high priority. Nevertheless, it should be recognized that many pedestrians most often arrive in the core via an automobile which must be parked within easy walking distance of shops and services. To this end, as discussed elsewhere in this chapter, private projects which include a substantial amount of surplus parking stalls in their projects should be encouraged to locate these parking stalls in the core frame.

The Downtown area contains a variety of parking opportunities. ~~Four~~Three public parking lots exist in the Downtown area (~~at the west side of Peter Kirk Park, the street-end of Market Street at Marina Park, in Lakeshore Plaza, and at the intersection of Central Way and Lake Street~~) and one public parking structure (the Library garage). These ~~lots~~facilities are shown on the Downtown Master Plan (Figure MB-46).

Public parking to be a permitted use on private properties ~~north and south of the core area.~~

~~Other sites that would be appropriate for public parking include the north and south slope of the Downtown as shown in Figure MB-4. Public parking in these areas would help to serve core-area businesses, while but should not detracting from the dense pattern of development critical to the pedestrian environment there.~~

More intensive development of existing parking areas should be considered as a way to provide more close-in public parking. Certain sites, such as the Market Street-End lot and the Peter Kirk lot, would adapt well to structured parking due to the topography in the immediate vicinity ~~of these lots~~. Structuring parking below Lakeshore Plaza could make more efficient use of the available space and result in a dramatic increase in the number of stalls available.

The fee-in-lieu of parking alternative allows developers in the core area to contribute to a fund instead of providing required parking on site. The City's authority to spend the monies in this fund should ~~be expanded to~~ include the use of the funds on private property in conjunction with parking facilities being provided by private developers.

~~Another option for off site parking should be considered which would allow developers to provide the parking required for their projects elsewhere in the core area or core frame. This alternative should include the construction of parking stalls in conjunction with another developer, if it can be shown that the alternative parking location will be clearly available to the public and is easily accessible to the core area.~~

The City's parking management and enforcement program should be maintained. The program should be evaluated periodically to assess its effectiveness, with revisions made when necessary.

4. PERIMETER AREAS

A. LIVING ENVIRONMENT LAND USE

Residential

The Moss Bay Neighborhood contains a wide variety of housing types, including many single-family residences and multifamily units. It is the intent of the Comprehensive Plan to provide a range of housing opportunities, and a continued broad range is planned for the Moss Bay Neighborhood (Figure MB-12).

Considerations for low-density residential development are discussed.

The various residential densities designated for land in the Moss Bay Neighborhood, and particularly for the areas lying south of Kirkland Avenue, will be compatible if certain concerns are addressed. For example, a low-density designation is appropriate in any area developed predominantly in single-family homes, if the likelihood exists that these structures will be maintained for the lifetime of this Plan. Similarly, an area should remain committed to low-density uses if a higher-density development in the area could not be adequately buffered from single-family houses.

Considerations for medium- and high-density residential development are discussed.

A medium-density designation is appropriate for areas where sufficient land area is available to separate such development from adjacent single-family uses. In addition, medium-density residential development should not be allowed where it would significantly increase traffic volumes on streets where single-family housing is the predominant land use. Other considerations include the overall compatibility of medium-density development with adjacent single-family uses, with respect to height, setbacks, landscaping, and parking areas. If special precautions are taken to reduce adverse impacts on existing single-family homes, higher densities may be allowed. Within the Moss Bay Neighborhood, land surrounding the Downtown is generally most appropriate for these higher-density developments.

Medium-density residential development permitted in block between Kirkland Avenue and Kirkland Way, along 6th Street South, as well as south and west of Planned Area 6.

The block of land lying east of 6th Street, between Kirkland Way and Kirkland Avenue, is largely developed in a mix of single-family and multifamily uses. Medium-density residential development at a density of 12 dwelling units per acre is appropriate for this area as indicated on the Land Use Map, to serve as a transition between high-density development to the north and low-to medium-density development to the south.

Several small offices have developed near the intersection of Kirkland Avenue and Kirkland Way, west of 6th Street. Multifamily residential development is also permitted in this area as shown on the Land Use Map at a density of 18 dwelling units per acre. This area lies both north and south of land with the potential for high-density residential development.

Land is designated for a density of 12 dwelling units per acre between Planned Area 6D and 6th Street South as shown on the Land Use Map. Here, in-fill housing opportunities exist close to the Downtown. Redevelopment should blend in with small lot single-family development to the west along 3rd Avenue South. To ensure compatibility with the existing single-family character of the area, ~~to protect the Everest creek and ravine~~, and to provide a transition between the existing single-family development to the north along 6th Street South and the industrial uses to the south, the following standards should apply:

- (1) ~~Single family d~~etached units, rather than attached or stacked, should be developed.
- ~~(2) Peaked (pitched) roofs are desired design elements.~~
- ~~(3) The ravine and stream should be protected in perpetuity with greenbelt easements.~~
- ~~(4) Development should follow the recommendations of a geotechnical engineer approved by the City with regard to building setbacks from the ravine on the north side of these lots.~~
- (25) No vehicular connection should be established between State Street and 5th Place South or 6th Street South from 2nd or 3rd Avenue South.
- (36) No vehicular connection should be established between 2nd and 3rd Avenue South.
- (47) Pedestrian connection should be provided in lieu of vehicular connection.
- ~~(8) A maximum Floor Area Ratio of 65 percent should be allowed in order to encourage smaller and presumably less expensive homes.~~

A density of 12 dwelling units per acre is also designated for properties along State Street, south of Planned Area 6 (see Figure MB-2). This designation is consistent with densities of existing development as well as with densities permitted along State Street to the north and south. Lands on the east side of Lake Washington Boulevard, south of 7th Avenue South and west of the midblock between First and Second Streets South (see Figure MB-2), are also appropriate for multifamily uses at a density of 12 dwelling units per acre. This designation is consistent with permitted densities to the north and south along Lake Washington Boulevard.

The area situated east of the midblock between First and Second Streets South, west of the midblock between State Street and Second Place South, and south of 7th Avenue South (see Figure MB-2), contains a well-established enclave of single-family homes. Existing development in this area should be preserved.

Development along the shoreline is discussed.

As specified in the Shoreline Area Chapter of this Plan, new residential structures constructed waterward of the high water line are not permitted. Density and additional standards governing new multifamily development can be found in the Shoreline Area Chapter of this Plan and in the shoreline management regulations in the Kirkland Zoning Code.

B. ECONOMIC ACTIVITIES

Commercial and Mixed Use

Economic Activities in the Moss Bay Neighborhood occur primarily in the Downtown area, and in Planned Areas 5 and 6. The boundaries of these three major activity areas are shown in Figure MB-2.

Economic Activities in Planned Area 5 are discussed.

While Planned Area 5 has been developed largely in multifamily uses, several offices – including the United States Post Office – serving the Greater Kirkland area, are located in this planned area. Land use in Planned Area 5 is discussed in greater detail in the Residential section of this chapter.

Limited economic activities presently exist in State Street area.

Although the character of Planned Area 6 is predominantly residential, several economic activities are presently located in the area. Small offices and some commercial uses exist along Lake Street South and along State Street, and industrial development has occurred near the [Cross Kirkland Corridor](#) ~~railroad~~. The [Living Environment Residential](#) Section of this chapter contains a more in-depth discussion of land use in Planned Area 6.

Land on the east side of Lake Street South is generally not suitable for commercial development.

Most of the land on the east side of Lake Street South appears to be unsuitable for commercial use because of steep slope conditions, as well as problems concerning vehicular ingress and egress. The southeast quadrant of the 10th [Avenue](#) ~~Street~~ South and Lake Street intersection, however, is developed with a market which serves as a convenience to the surrounding residences. Limited commercial use of this location ([see Figure MB-2](#)), therefore, should be allowed to remain.

To mitigate impacts to the adjoining residential area, new development should be subject to the following standards:

- (1) Commercial uses should be oriented to serving the neighborhood. Uses should not include vehicle service stations, drive-in or drive-through businesses, auto service and sales, or storage facilities.
- (2) As part of mixed-use development, upper floors should be limited to residential uses rather than office uses and residential should be limited to a density of 48 units per acre.
- (3) Design review should be used to address scale, context, and pedestrian orientation of new development.

Industrial activities east of the ~~railroad~~ [Cross Kirkland Corridor](#) described.

The strip of land located east of the ~~railroad tracks~~ [Cross Kirkland Corridor](#), south of Central Way and west of Kirkland Way, contains an existing [office and](#) light industrial use. While the area's proximity to I-405 and NE 85th Street makes it attractive for commercial development, the area is

also near residential uses, and should be subject to greater restrictions than other industrial areas. Buildings should be well screened by a landscaped buffer, and loading and outdoor storage areas should be located away from residential areas. ~~In addition, the number and size of signs should be strictly limited, with only wall and ground-mounted signs permitted. Pole signs, such as the one currently located in this gateway area, are inappropriate. Development along the Cross Kirkland Corridor should include an attractive orientation to the Corridor in terms of well modulated buildings and avoidance of blank walls.~~ Finally, it is noted in the Everest Neighborhood Plan that there is a major territorial view at the intersection of NE 85th Street and Kirkland Way. This view of Lake Washington, Seattle, the Olympic Mountains and Downtown Kirkland falls over property in this area.

CB. PLANNED AREA 5

High-density residential and office uses permitted in Planned Area 5.

The eastern portion of the Moss Bay Neighborhood has been designated as Planned Area 5. Due to topographic conditions and circulation patterns, land in Planned Area 5 is relatively secluded. The area has been designated for high-density residential and office uses because of the ability to buffer such high-density development from other uses in the area. The area is developed primarily in high-density residential development while limited office uses exist in the northwestern portion of the area. This planned area is divided into five subareas, based on the unique conditions for development within each area.

Central A Subarea

The Central A subarea of PLA 5 should be permitted to develop with high-density residential uses (up to 24 dwellings/acre).

West B Subarea

The southern portion of Subarea B is adjacent to 6th Street and the entire subarea is south of 4th Avenue. Subarea B is heavily impacted by traffic, as well as existing and future commercial uses and offices to the west. The noise and traffic make this area inappropriate for single-family use, while its ease of access and proximity to the Downtown makes it appropriate for both offices and multifamily uses at a density of up to 24 dwelling units per acre. New development in this subarea should minimize access points directly onto 6th Street. Access for offices, however, should be provided exclusively from 6th Street or 4th Avenue and precluded from Kirkland Way. Structures should be limited to three stories in height.

North C Subarea

Subarea C, located north of Subareas B and A, and north and west of Subarea D, contains office development and the U.S. Post Office facility serving Greater Kirkland. Remaining land should develop as professional office or multifamily residential with no designated density

limit. Structures up to five or six stories in height are appropriate in the area north of Subareas B and A for developments containing at least one acre. The adjacent steep hillside limits potential view obstruction from tall buildings. At the same time, taller than normal structures could themselves take advantage of views to the west while maintaining greater open area on site and enhancing the greenbelt spine. Structures up to four stories in height are appropriate in the eastern portion near Subarea 5D for developments containing at least one acre, if additional building setbacks are provided from residential development to the east in Subarea 5D.

East D Subarea

The easternmost third of PLA 5 is identified as Subarea D. This area has developed in high-density multifamily uses. Any future development should be multifamily residential at a density of up to 24 dwelling units per acre.

South E Subarea

The most southerly subarea is the smallest and is somewhat isolated from the other subareas. Lying between 2nd Avenue and Kirkland Way, this area could develop with high-density multifamily residential (up to 24 units per acre). Due to sight distance problems on Kirkland Way, access to and from this area should be restricted to 2nd Avenue.

DC. PLANNED AREA 6

Concept of “Subareas” discussed.

The bulk of the land south of Kirkland Avenue is contained in Planned Area 6 (Figure MB-2). Within this planned area, land is divided into a number of subareas, based on unique conditions including use conflicts, various parcel ownerships, traffic problems, lack of utilities, and other factors which may influence future development of the land. Due to its location, this planned area also has a special relationship with the Downtown.

Land use in Subarea A discussed.

Land contained in Subarea A lies south of the Downtown area, east of Lake Street, and west of State Street. This land is designated for high-density development due to its nearness to the shops, services, and transportation choices available in the Downtown ~~and adjacency to Lake Street.~~

Land use in Subarea B discussed.

The lands along State Street are designated as Subarea B. Much of this land is already developed with office uses making future office development also appropriate. Multifamily development should also be allowed due to its compatibility with offices and adjacent residential uses. Such multifamily development should occur at a density of 12 dwelling units per acre.

Standards for future professional office development along State Street are listed.

Future professional offices along State Street should locate only north of 7th Avenue South, in order to encourage a compact office corridor. The standards pertaining to office development should be as follows:

- (1) The hours of operation should be limited if noise or other adverse conditions would impact nearby residential uses.
- (2) ~~Structures should generally be limited to one story in height. Building massing should be modulated in order to preserve to respond to~~ the visual character of ~~the~~^{this} residential neighborhood. ~~Two-story structures may be permitted if their overall bulk is limited.~~
- (3) Parking should be visually screened from adjacent residential uses. Driveways are not to be located adjacent to residential uses.
- (4) Appropriate landscaping should be required to visually integrate office buildings with the residential character of the surrounding area.
- (5) Free-standing signs should not be allowed.

Land use in Subarea C discussed.

~~Subarea C located west of State Street and south of the Downtown contains a pocket of single-family homes which should be maintained as low density residential. This will help preserve the housing stock of dwelling units close to the Downtown for low- and fixed-income people.~~^[M2]

High-density residential uses to be permitted in Subarea D with improvements to public facilities.

Subarea D is roughly bounded on the west by properties fronting on State Street, on the east by the ~~railroad~~^{Cross Kirkland Corridor}, on the north by the Downtown, and on the south by the midblock between 6th Avenue and 5th Avenue South (see Figure MB-2). The subarea is a residential area between a mixture of commercial and residential uses to the west and industrial activities to the east. There are single-family and multifamily units of varied densities intermingled. The area has been long designated for multifamily use and has been going through a period of transition.

Subarea D is designated for medium-density residential (up to 12 dwelling units per acre). ~~The future development potential for Subarea D is considerable, given the amount of vacant or undeveloped land, particularly in the northern third of the subarea.~~ Because of its close proximity to existing high-density residential development, residential densities up to 24 dwelling units per acre may be appropriate. ~~The area, however, now lacks adequate public facilities, such as sewers, water, sidewalks, and streets.~~ ~~To support these higher densities, streets and sidewalks will need to be upgraded at the time of development. Until these facilities are adequately upgraded, development should be limited to medium density (12 dwelling units per acre).~~ In addition, multifamily development should be regulated to ensure compatibility with existing single-family homes within and bordering this area.

Natural constraints exist in northeast corner of Subarea D.

Natural constraints including potentially unstable slopes and the presence of Everest Creek may also require the limitation of development potential in the northeast corner of Subarea D, although an increase to higher density may be feasible if these constraints are adequately addressed.

Subarea E to be limited to single-family residential.

Subarea E, located north of 7th Avenue South and south of Subarea D is developed almost exclusively with detached single-family homes. Although this area is surrounded by higher-density development, it remains viable for single-family development. Consequently, future development should be limited to single-family residential.

Subarea F is appropriate for medium-density (12 dwelling units per acre) residential development.

Subarea F is developed in medium- to high-density residential development. Due to the nearness of this area to single-family units in Subarea E, additional residential development should be at a density no greater than 12 units per acre.

Subarea G-1 to develop in light industrial uses.

Subarea G-1 should be reserved for light industrial and office uses. The presence of the existing industrial and office uses as well as the railroad tracks Cross Kirkland Corridor and other industrial uses to the east make a light industrial designation appropriate for this subarea.

Buffering of industrial development in Subarea G-1 from nearby residences is discussed.

While the railroad tracks Cross Kirkland Corridor borders Subarea G-1 to the east, residential developments lie to the west and north. Existing industrial uses are not adequately buffered from adjoining residential uses. Prior to any expansion of industrial development in this area, landscaped buffers and acoustical barriers should be installed where necessary with particular attention to mitigating noise and lighting impacts.

~~*Subarea G 2 to develop with light industrial and office uses, or if developed in its entirety, Subarea G 2 is appropriate for medium-density (12 dwelling units per acre) residential development.*~~

~~Subarea G 2, south of 7th Avenue South, is appropriate for light industrial and stand-alone office development. Office use here would be compatible with the existing light industrial use in PLA 6 G 2. Special precautions should be taken to buffer new light industrial or office uses from adjoining residential uses. Existing light industrial development is not adequately buffered from adjoining residential uses. Therefore, prior to any expansion, landscaped buffers and acoustical barriers should be installed where necessary with particular attention to mitigating noise and lighting impacts.~~

~~Medium-density residential development at 12 dwelling units per acre is appropriate within Subarea G 2 if the entire subarea is developed at one time, thereby eliminating any chance for incompatible uses or impacts to remain. Multifamily development should be regulated to ensure compatibility with nearby single-family development, Lakeview Elementary School, as well as light industrial uses.~~

- ~~(1) Traffic from residential uses should gain access from the west, to avoid light industrial traffic along 5th Place South.~~
- ~~(2) Pedestrian access should be developed to the elementary school and available for public use.~~

~~*Existing industrial traffic from uses in Subareas G 1 and 2 to be limited to 7th Avenue South in Subarea E should be routed to the east.*~~

~~Single family development in Subarea E is also significantly affected by traffic generated in neighboring Subarea G. Truck traffic traveling from the industrial area to State Street should be restricted within Subarea E, in order to minimize its impact on single family uses. Industrial and office traffic should not be permitted on 2nd, 3rd, 4th, 5th, or 6th, or 7th Avenue South, since thus, existing industrial traffic should be limited to 7th Avenue South. Even at present levels, however, this traffic it is not compatible with single-family homes in the area. If possible, therefore, existing industrial and office traffic should be routed to the east on 5th Place South. In addition, pedestrian and bicycle enhancements, including sidewalks, curbs, gutters, and crosswalks should be developed along 7th Avenue South to provide safe access to and from Lakeview Elementary School.~~

~~*Access concerns for expansion of industrial development along the railroad Cross Kirkland Corridor are discussed.*~~

~~Fifth Place South, adjacent to the Cross Kirkland Corridor, has been improved along the railroad Cross Kirkland Corridor, from 7th Avenue South to 6th Street South. It was opened in part to alleviate incompatible traffic impacts generated from light industrial uses onto residential uses to the west. Access directly across the railroad tracks from 7th Avenue South should also be considered, upon redevelopment of those properties located east of the tracks. Measures should be~~

taken to prevent 7th Avenue South from becoming a through route between State Street and 6th Street South.

Standards for industrial and office activities in Subarea G-1 and 2 are listed.

In addition, industrial or office activities in Subarea G-1 and 2 must conform with the following standards:

- (1) The height of structures associated with industrial or office activity should not exceed 25 feet near the perimeter of the development. Taller structures may be permitted if there is additional setback to compensate for the added height and bulk and if mountain views from 6th Street South, 5th Avenue South, and 9th Avenue South are not blocked.
- (2) Hours of operation should be restricted to normal daytime working hours. Industrial or office activities during evening or weekend hours may be permitted on a case-by-case basis, if they ~~are not noticeable from~~ do not disrupt nearby residential areas.
- (3) Industrial and office uses should not create excessive noise, glare, light, dust, fumes, and other adverse conditions which disrupt the residential character of the surrounding area.
- (4) Adequate fencing, landscaping, and/or other visual screening should be required between residential uses and adjacent industrial and office developments and their related parking.
- (5) New industrial and office uses or tenants should receive all access from the east, on 6th Street South, to mitigate traffic impacts on residential uses along 7th Avenue South.

Land use in Subarea H discussed.

A transition of density, building, and other special design considerations are appropriate where Subarea H adjoins the established single-family enclave lying along 7th Avenue South, 1st Street South, and 2nd Street South. The density of development in this southernmost portion of the subarea should be no greater than nine dwelling units per acre. A higher density (12 units per acre) may be appropriate, provided that such development observes substantial setbacks from the neighboring single-family units. The maintenance of existing vegetation and additional screening in the setback buffer also should be required. In any case, development within 100 feet of 7th Avenue South should be restricted to detached, single-family homes.

Land use in Subarea I discussed.

The property in Subarea I which lies between Subarea H (9 units per acre) and Subarea A (24 units per acre) is appropriate for up to 18 units per acre (see Figure MB-2). This would represent an intermediate density between the lands to the north and the south.

Special considerations for development in Subareas H and I are discussed.

Due to the steep hillside which rises above Lake Street South, the potential exists for a taller building in Subareas H and I. In such case, the buildings should be designed to step back into the hill and maintain a scale which is both compatible with surrounding buildings, and does not have a massive appearance from Lake Street. Obstruction of views from the east and the preservation

of trees should be among the issues considered for development in Subareas H and I. In addition, in order to protect the pocket of single-family homes to the south from excessive traffic impacts, development other than single-family homes in the southern 100 feet of this area should not be allowed to gain from 7th Avenue South.

Special considerations for development in Subarea J discussed.

Subarea J is located east of State Street and north of Second Avenue South. This land is designated for high-density development (up to 24 dwelling units per acre) due to its nearness to the Downtown area and access directly off Kirkland Avenue, an arterial. Within Subarea J, land lying directly south of the intersection of Kirkland Way and Kirkland Avenue may accommodate commercial uses as well as high-density uses. Such commercial development should be limited to the northern half of the site and to access only from Kirkland Avenue.

[JM3]

ED. OPEN SPACE/PARKS

Marina Park and Peter Kirk Park are to be preserved.

The Moss Bay Neighborhood contains two parks of communitywide and perhaps regional significance. These facilities are Marina Park and Peter Kirk Park. These parks should be maintained not only because of their importance in terms of recreation, but also because of their contribution to open space in the Downtown area. In addition, Lakeview Elementary School helps meet some of the recreational needs of residents in the southern portion of the neighborhood. ~~Lake Street Landing Park and a small waterfront pocket park at the end of 5th Avenue~~ Street End Park, David Brink Park, and Settlers Landing Park also provide further recreational opportunities as well as a sense of openness along Lake Street South.

~~South of Kirkland Avenue in the Moss Bay Neighborhood, there should be at least one aggregation of dedicated open space between Lake Street South and State Street for the development of a neighborhood park. The open space sites may be private use areas contained within private developments; or these sites could include public use as a result of land dedications, outright public purchase, or some combination of these methods.~~

Major pedestrian and bicycle pathways considered.

Pedestrian and bicycle pathways are also part of the park and open space system, in addition to providing a transportation function. Major pathways in the Moss Bay Neighborhood should be established according to the designations in Figures MB-10 and MB-117.

FE. PUBLIC SERVICES/FACILITIES

~~Adequate water, sewer, and drainage facilities are to be provided prior to occupancy of new development.~~

-
Sewer and water service is not adequate to support full development of the Moss Bay Neighborhood according to land use designations in Figure MB-2. Isolated problems have also arisen with regard to storm drainage in the Moss Bay Neighborhood. These system deficiencies should not necessarily prohibit additional development in the area. However, prior to the occupancy of new development, the water, sewer, and drainage facilities should be extended and/or upgraded as necessary to meet the requirements of designated land use for the area.

-
~~Water, sewer, and drainage facilities discussed.~~

-
One area in which sanitary sewer service is inadequate is located in Planned Area 6, on the east side of State Street. In some parts of this area, sanitary sewers do not exist. In other cases, existing sewer lines are old and will need to be replaced. Similarly, water service is absent or provides insufficient fire flow throughout much of the area. As discussed in the Living Environment Section of this chapter, the water, sewer, and drainage lines must be upgraded and/or extended as necessary to meet the requirements for development at the maximum potential density for this area and not just the parcel being developed.

~~Undergrounding of utilities is to be actively encouraged.~~

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

~~Vehicular circulation patterns described, and the following provisions are recommended:~~

Vehicular circulation patterns are fairly well established in the Moss Bay Neighborhood area (see Figure MB-79). There is a relatively large flow of traffic through the area, in addition to traffic generated by activities within the Downtown. The major north/south traffic corridors include Lake Street, State Street, 3rd Street, and ~~108th Avenue NE~~ (6th Street South). The major east/west corridors include Central Way, Kirkland Avenue/Kirkland Way, and NE 68th Street. Future modifications to circulation patterns in the Moss Bay Neighborhood include the following provisions:

- (1) Dead-end streets between State Street and ~~railroad~~ the Cross Kirkland Corridor should be improved.
The dead-end streets between State Street and the ~~railroad tracks~~ Cross Kirkland Corridor are very narrow and, in some cases, are in need of resurfacing. In order to enhance access for

residents and emergency vehicles, appropriate improvements to these streets should be made as new development occurs in the area. In some cases, developments should establish a vehicular connection between these narrow streets, provided this connection does not significantly increase traffic volumes on streets where predominantly single-family homes exist.

- (2) Industrial traffic in residential areas to be minimized. Industrial access should occur along ~~the railroad~~5th Place South; and

~~In order to minimize the impact of industrial traffic in residential areas, access to industrial uses should follow the routes so designated in Figure MB-7. If industrial access along the west side of the railroad is extended to 6th Street South, then 7th Avenue South should be closed to industrial traffic. As discussed in the Living Environment Section of this chapter, no expansion of industrial uses in this area should be permitted unless access to the east is provided.~~

- (3) Major pedestrian and bicycle pathways are shown in ~~should be enhanced according to~~ Figures MB-7, MB-10 and MB-11 and should continue to be enhanced.

~~Major pedestrian and bicycle pathways should be enhanced throughout the Moss Bay Neighborhood according to the designations shown in Figure MB-7. The proposed pathway along presently unopened segments of 4th Street South should be designed in such a way that access would be possible for emergency vehicles, while at the same time precluding other motor vehicles from using the pathways. Pedestrian and bicycle connections from the Cross Kirkland Corridor to the Downtown and other activity nodes in the neighborhood should be completed.~~ Bicycle lanes should be established along Lake Street South and along State Street. Pedestrian and bicycle access across Lake Street South should also be improved. Such improvements would facilitate safer access to the waterfront and could allow for some waterfront-related parking east of Lake Street South.

Sidewalks have not been installed in many of the residential areas in the Moss Bay Neighborhood. Sidewalks are particularly needed in the multifamily areas surrounding the Downtown, to provide residents with safe and convenient pedestrian access to shops and activities.



Figure MB-9: Moss Bay Street Classifications

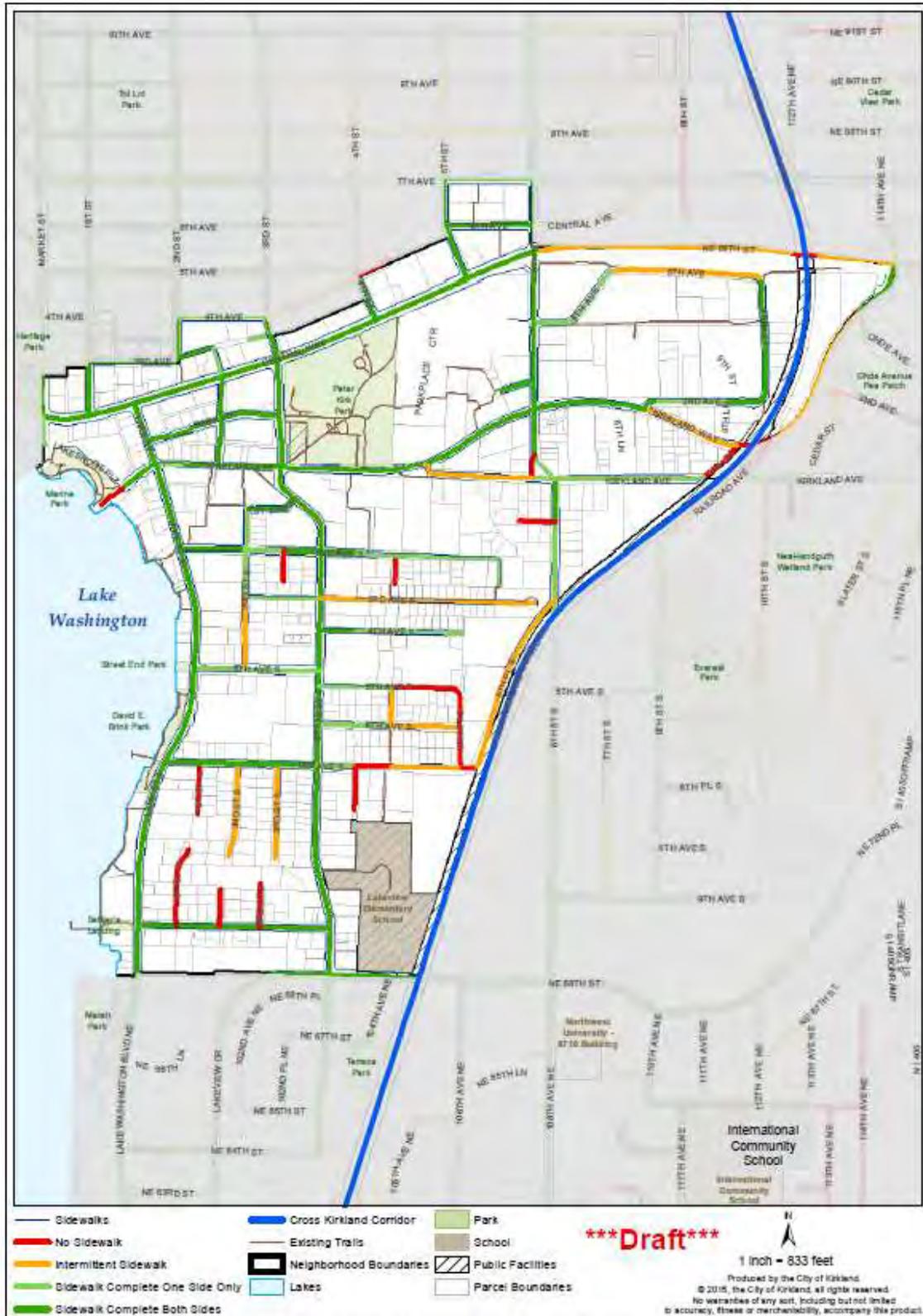


Figure MB-10: Moss Bay Pedestrian System

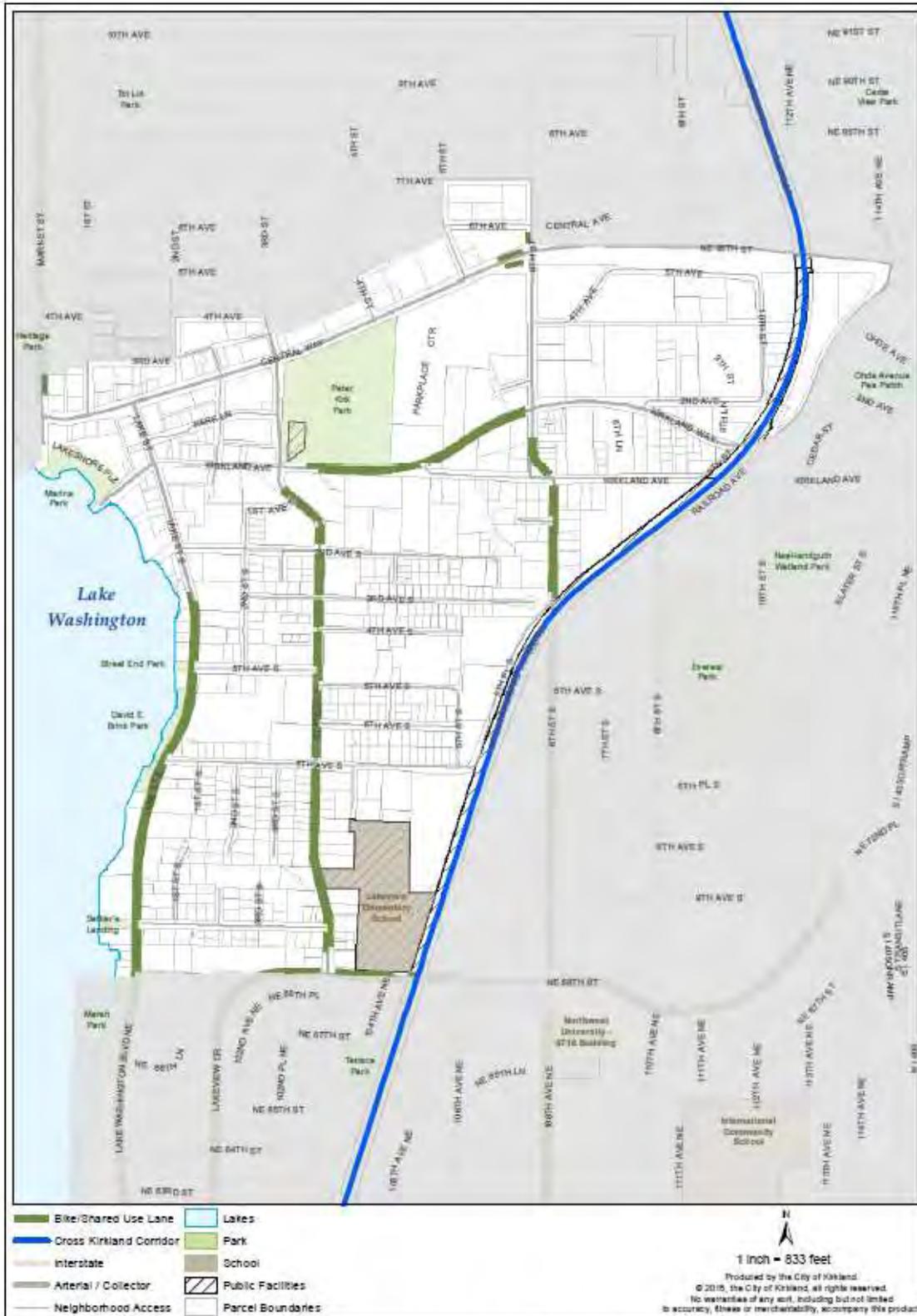


Figure MB-11: Moss Bay Bicycle System

Juanita Neighborhood Plan

Draft Plan for June 25, 2015 public hearing with Strikethrough and Underlined text version.

Note: As part of the GMA Update in 2015 the Juanita Neighborhood Plan was reorganized to combine areas previously described as North and South Juanita, Juanita Slough, Juanita Heights and areas of North Juanita annexed in 2012.

1. OVERVIEW

The Juanita neighborhood is located in the central north portion of Kirkland. The neighborhood is bounded by the city limits of NE 145th ST on the north; generally 20th Avenue NE on the south; Interstate 405 and Totem Lake neighborhood to the east; and the lower slope of Finn Hill following the alignment of 91rd Avenue NE on the west. The northern portion from NE 132nd ST to NE 145th ST was annexed in 2011 from unincorporated King County (See Figure J-1, Land Use Map).

100th Avenue NE and Juanita-Woodinville Way NE provide the main north-south vehicular, bicycle and pedestrian connections through the neighborhood, while NE 112th ST, Forbes Creek Drive, NE 116th ST, NE 124th ST, NE 132nd ST provide the main east-west connections.

The neighborhood contains many active and natural parks, a regional shoreline park, a recreational community center and various types of open spaces. Three elementary schools and one high school are located in the neighborhood.

Two neighborhood commercial areas provide business services, restaurants, banks, and grocery stores for nearby residents and businesses. The South Juanita Neighborhood Center is located on either side of 100th Avenue NE between NE 124th Street and just south of NE 116th Street. The North Juanita Neighborhood Center is located north of NE 132nd Street on the west side of Juanita-Woodinville Way NE. The area east of 100th Ave NE and north of NE 132nd Street contain office uses and two medical treatment facilities. See Juanita Business District section below and the Pedestrian Oriented Design Guidelines for the Juanita Business District for the long term vision for that area.

The majority of the land area is devoted to low density residential. Medium and high density residential surround the commercial areas and along main arterials as a transition to low density residential neighborhoods. Planned Area 9 on Forbes Creek Drive, now developed with multi family, was once the location for the Kirkland Sand and Gravel Company.

2. VISION STATEMENT

Juanita is a diverse neighborhood containing two mixed use neighborhood commercial centers (known as the South Juanita and North Juanita Neighborhood Centers) with nearby multifamily and substantial single-family residential areas. The neighborhood centers are stable and provide goods and services to the surrounding community along with housing and local jobs. The South Juanita Neighborhood Center continues to redevelop with the initial development of Juanita Village. The North Juanita Neighborhood Center has great potential for redevelopment

and improvement. The two neighborhood centers will evolve into cohesive pedestrian-oriented mixed-use neighborhood centers that incorporate innovative urban design features. Gateways containing signs and landscaping are located in prominent location that identify the boundaries of the neighborhood.

Pedestrian access and views to and along the shoreline within Juanita Bay of Lake Washington are primarily limited to Juanita Beach Park and Juanita Bay Park because most of the private development along the shoreline restricts access and views. Pedestrian access should be extended along the entire Juanita shoreline, provided that it does not impact the ecological function of the wetlands, streams and shoreline habitat. Juanita Bay and associated wetlands to the east are single most critical environmental feature of the neighborhood that must be protected and thus pedestrian access requires careful planning and design. Whenever redevelopment occurs, major view corridors to the lake should be opened. Measures should be taken to significantly improve public views of the lake. The City's Shoreline Master Program contains policies and regulations to ensure that the ecological function of the lake and shoreline will be maintained and even restored where possible and that public views and access are provided.

Juanita Creek drains into Juanita Bay. It is a major fish-bearing stream that has suffered from the impacts of urbanization. Development will not be allowed to interfere or negatively impact the Juanita Creek drainage system; in fact, the streams have been and will continue to be restored and enhanced in sections through future public and private action. The Juanita Bay Park and wetland areas along Forbes Creek Drive will continue to be preserved.

There are relatively few large vacant parcels within the neighborhood so most new development will be infill and redevelopment. A major policy direction for Juanita is to protect the low-density residential areas of the neighborhood. High-density residential development is to be contained within clear and stable boundaries.

The Juanita neighborhood values its many historic structures that are landmarks to the neighborhood. The Langdon House and Homestead (1888), Ostberg Barn (1905), Dorr Forbes House (1906), Shumway Mansion (1909) and Johnson Residence (1928) are located in South Juanita. The Shumway Mansion was relocated from the Moss Bay Neighborhood when the property at its former location was redeveloped. The Malm House (1929) is located in North Juanita. If at all feasible, these structures should be preserved. See also the Community Character Element.

Public services and capital facilities will be required to implement the neighborhood plan and support the community. The traffic circulation system must acknowledge the needs of the region yet provide a safe and efficient network for the Juanita residents. The expansion and upgrading of park and recreation facilities will be necessary to be more accessible to the neighborhood.

Taken in total, these actions will create a "sense of place" for Juanita residents that make Juanita unique from other neighborhoods. The neighborhood will develop in the future aligned with its environment and strengths.

3. LAND USE

Specific land use designations for the Juanita neighborhood are illustrated in Figure J-1. These designations are based on several factors including natural environment (see Natural Environment section below), adjacent uses, traffic patterns, land use inventories, and other relevant concerns. For convenience, the following analysis of the land use areas are divided according to functional headings. The use of a particular piece of property is influenced by all applicable functional considerations (namely, natural and built environments, economic activities, open space, and public services).

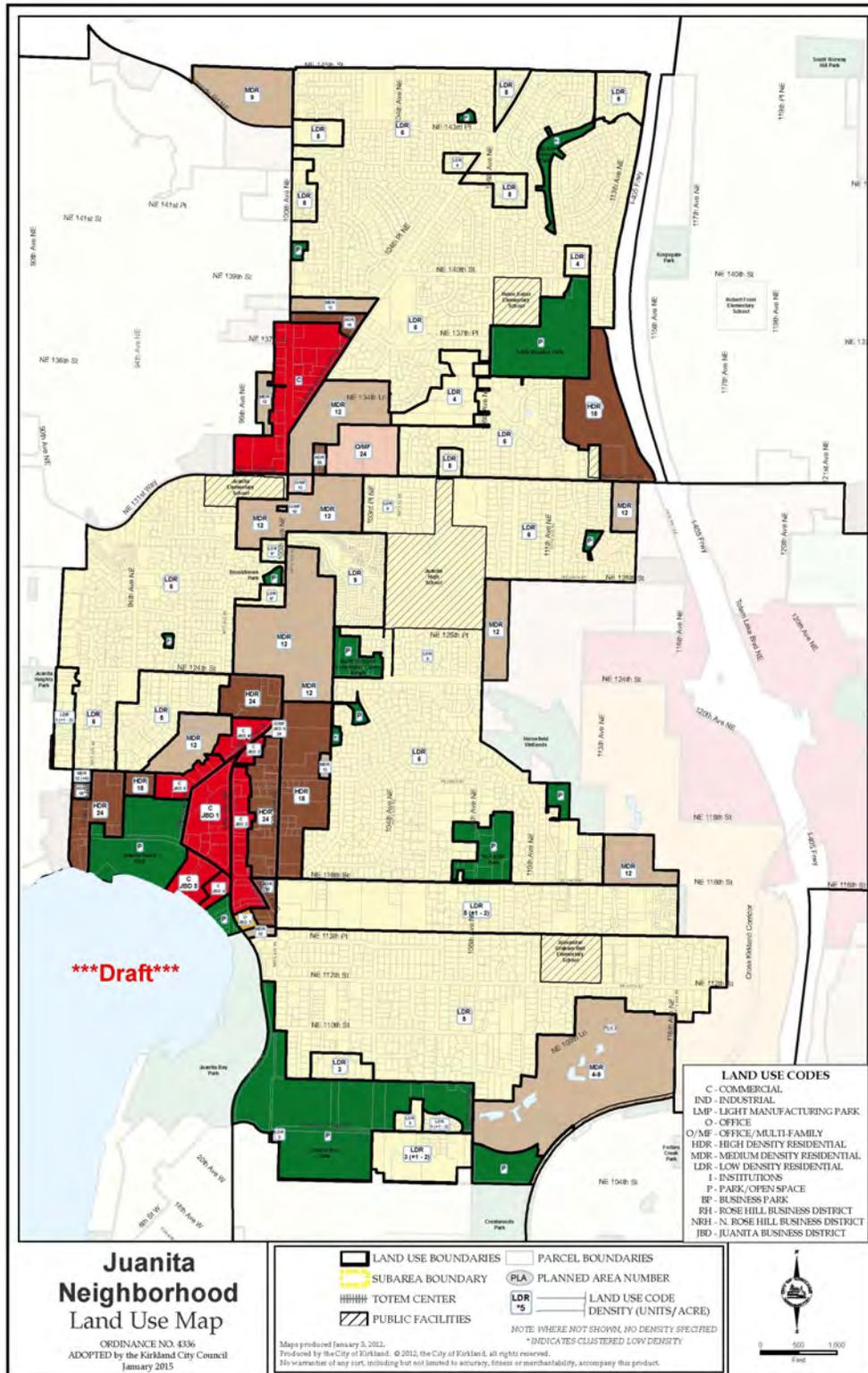


Figure J-1: Land Use

Low Density Residential Areas

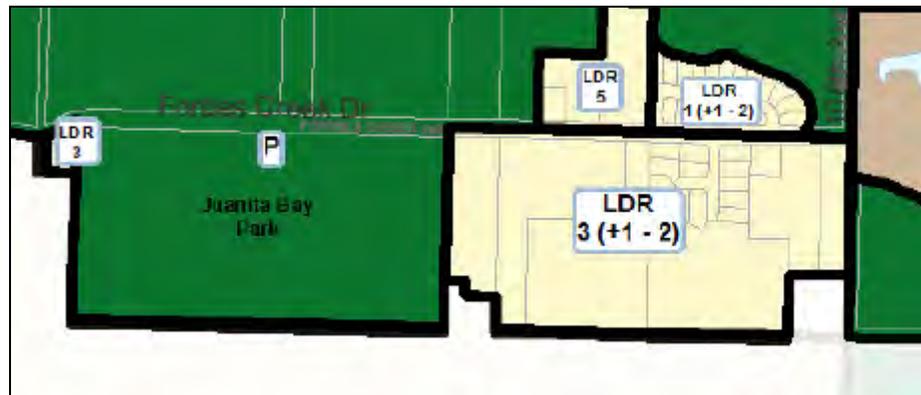
Most single-family residential areas in Juanita are designated at six units per acre.

Juanita is a varied neighborhood with significant and well-defined multifamily and single-family areas. The majority of the single-family residential areas in the neighborhood are designated for development at six units per acre (Figure J-1). There should be no encroachment of multifamily or commercial development into these low density areas except along the perimeter where properties are served by arterials, where transit, bike and pedestrian facilities are available. New development along collector or arterial streets should combine driveways whenever possible.

Forbes Creek Valley

Land use along Forbes Creek Drive is almost entirely of park and open space with some single-family detached homes, including a clustered small lot development. For seismic and flood hazard areas west of Planned Area 9 discussed in the Natural Environment Section, residential development should continue comparable to existing low densities at four to five dwelling units per acre.

Residential development on the unstable slope south of Forbes Creek Drive is to be limited to up to three dwelling units per acre subject to standards and development is permitted up to five units per acre if additional standards are met.



The natural and other development constraints discussed in the Natural Environment Section combine to limit residential densities to one to three dwelling units per acre. It is the cumulative effects resulting from full development at medium to high densities that are of greatest concern for increase in hazards of life and property. The wooded character of the slope should be maintained regardless of the allowed density.

The base density for residential development on the unstable slope south of Forbes Creek Dr. is three dwelling units per acre subject to the following standards:

- (1) Soils analysis is required.
- (2) Clustering of structures is encouraged.
- (3) The maintenance of vegetative cover to the maximum extent feasible is required.
- (4) Watercourses are to be retained in a natural state.

- (5) Surface runoff is to be controlled at predevelopment levels.
- (6) Points of access are to be minimized.

Four to five dwelling units per acre are permitted according to additional standards.

Residential densities on the unstable slope may be increased by an extra one to two dwelling units per acre (up to five dwelling units per acre) depending on the degree to which the development proposal conforms to the following standards:

- (1) Soils and geologic analysis are required. The City will approve a qualified professional and establish reasonable study parameters. Analysis would cover the area of the site to be developed as well as adjacent sites.
- (2) The developer indemnifies and holds the City harmless.
- (3) Structures are clustered away from the steepest slopes and watercourses.
- (4) The vegetative cover is maintained to the maximum extent possible.
- (5) Watercourses are retained in a natural state.
- (6) Surface runoff is controlled at predevelopment levels.
- (7) Points of access to arterials are minimized.
- (8) The City has the ability to provide the necessary emergency services.
- (9) A minimum level of aggregation of land may be desirable in order to minimize adverse impacts.
- (10) There is a public review process of the development proposal, such as a Planned Unit Development or Rezone review process.

Medium Density Residential Planned Area 9

Medium density residential, commercial recreation, and limited small offices are permitted in Planned Area 9 subject to standards.

Planned Area 9 was designated for several reasons including previous location of the Kirkland Sand and Gravel, locational characteristics, and challenges associated with future development. Forbes Creek flows through the area. Surrounding this area are residential uses on the slopes as well as immediately adjacent in the Valley. To the east is Par Mac industrial area in Totem Lake (see Figure J-1).

The property is developed as stacked dwelling units at a medium density residential at a density of nine dwelling units per acre. A clubhouse or restaurant is permitted as part of a recreation facility. Small offices also may be permitted on a limited basis if well integrated into a predominantly residential or recreational facility.

Standards for commercial recreation uses in Planned Area 9 are listed.

The following standards apply to any commercial recreation facilities that would be permitted in this Planned Area.

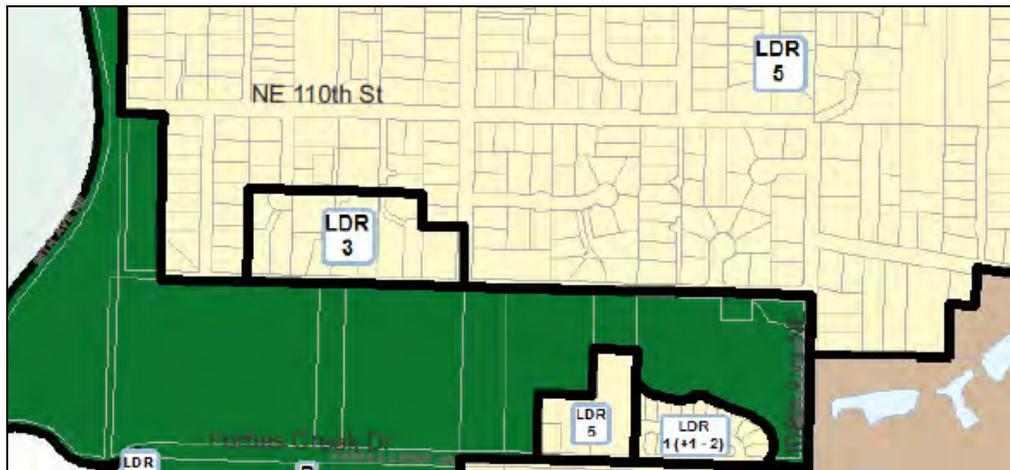
- (1) Noises produced from these activities are not to exceed levels normally found in a residential setting.
- (2) Visual buffering towards residential uses will be required to reduce the impacts of structures or parking areas.
- (3) Night lighting of outdoor areas should be limited and shielded in a manner that will not illuminate residential areas adjacent to the facility or elsewhere in the Valley.



North of NE 108th Street

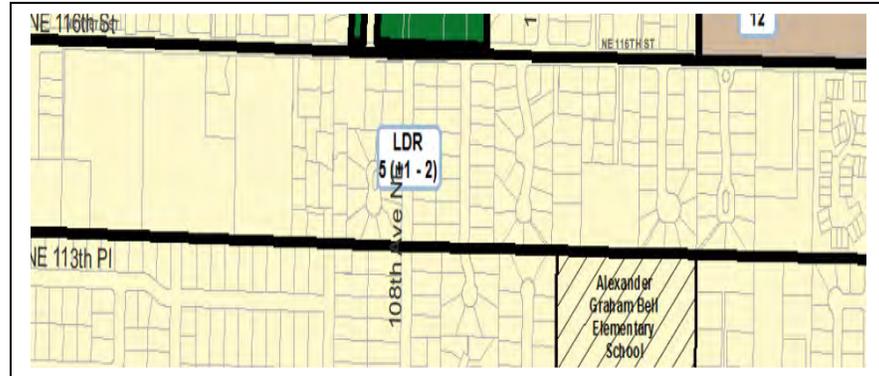
Residential development may be limited on potentially unstable slopes north of NE 108th ST based on slope stability investigations.

Portions of the hillside north of NE 108th ST fall within a potentially hazardous slope area (see Figure J-43). Residential densities of five dwelling units per acre are permitted except for lower areas, at three dwelling units per acre. All permitted developments should be preceded by adequate slope stability investigations. The presence of an open unnamed stream, limited access, and a large groundwater supply impose limits on the feasible residential densities.



South of NE 116th Street

Medium density clustered housing at up to seven units per acre is allowed on the south side of NE 116th Street subject to conditions.



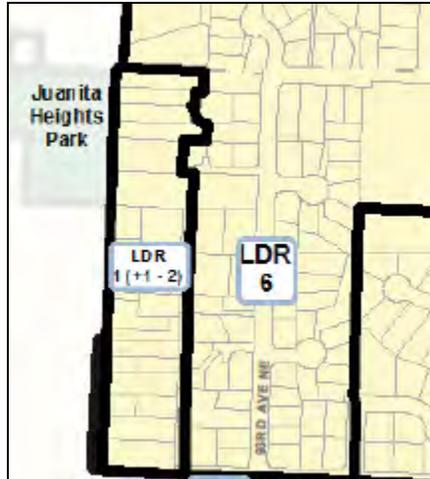
A number of properties fronting on the south side of NE 116th Street have been developed with common wall or clustered housing at a single-family density. Low-density development up to five units per acre is allowed, and slightly higher densities up to seven units per acre may be permitted subject to the following conditions:

- (1) This added increment of density would only be allowed through a Planned Unit Development permit.
- (2) Visual buffering by a landscaped setback (normally 40 feet) should separate the slightly higher density development from adjacent single-family residences.
- (3) There is to be no direct access from individual dwelling units onto NE 116th Street. Access to NE 116th Street is to be limited to interior loop roads, cul-de-sacs, or similar streets. The added increment of density should not be available to properties where topographic conditions pose traffic hazards due to line-of-sight problems. Furthermore, access should be limited to NE 116th Street and not onto residential streets to the south.
- (4) Pedestrian access through the development should be required to facilitate access to schools or other public destinations.
- (5) Extensions of higher-density development should not penetrate into lower-density areas and should therefore, be permitted only within a specified distance from NE 116th Street (to the approximate alignment of NE 114th Street).
- (6) The height of structures should not exceed that of adjacent residential zones.

- (7) Some common open space usable for a variety of activities should be included on site.

Southeast slope of Finn Hill

Up to three units per acre should be permitted on the southeast slope of Finn Hill subject to additional standards.



The base density for residential development on the southeast slope of Finn Hill and the hillside northeast of NE 121st Place should be one unit per acre (See Land Use Figure J-1). As discussed in the Natural Environment section, limitations on development are necessary in these areas to preserve the natural features and to minimize potential hazards. Development in these areas should be subject to the following standards:

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

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

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

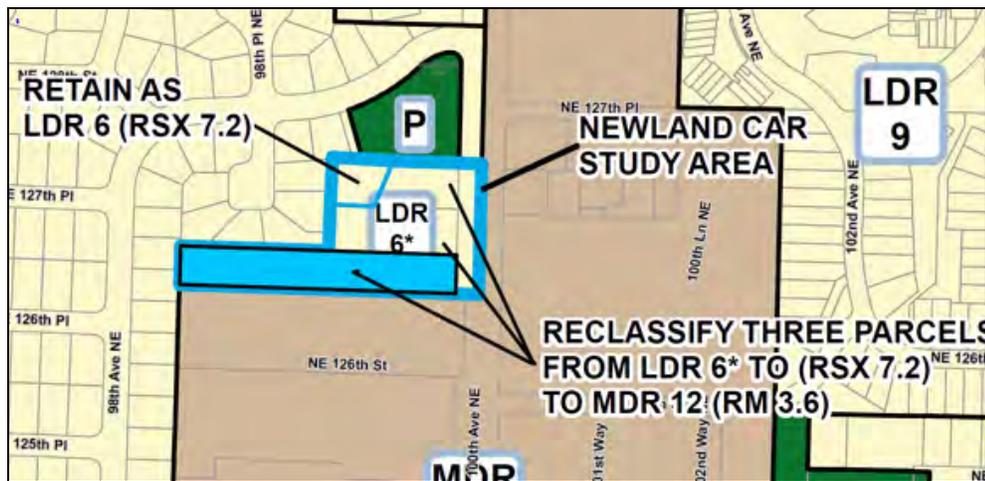
(10) Public review of the development proposal such as a Planned Unit Development or Rezone.

Note: If Newland CAR is approved the properties in inset would rezone from Low Density Residential (RSX 7.2 zone) to Medium Density Residential (RM 3.6 zone). There would be no need for the text below shown in strikeout text. The multi family standards listed below would apply.

~~Clustered housing at single-family density should be allowed on properties along 100th Avenue designated on Figure J-1, subject to conditions.~~

~~Clustered housing at single family residential density (six units per acre) should be allowed in the properties fronting on the west side of 100th Avenue NE north of NE 124th Street that is designated on Figure J-1. Lots in this area are limited because of presence of streams. Clustering should only be allowed given the following conditions:~~

- ~~(1) The proposal would be reviewed through a Planned Unit Development permit.~~
- ~~(2) Units should be clustered away from Juanita Creek.~~
- ~~(3) There is to be no direct access from individual dwelling units onto 100th Avenue NE. 100th Avenue NE is to be limited to interior loop roads, cul-de-sacs, or similar streets. Furthermore, access should be limited to 100th Avenue NE, and not onto residential streets to the west.~~
- ~~(4) Some common open space usable for a variety of activities should be included on site.~~



Medium and High Density Residential

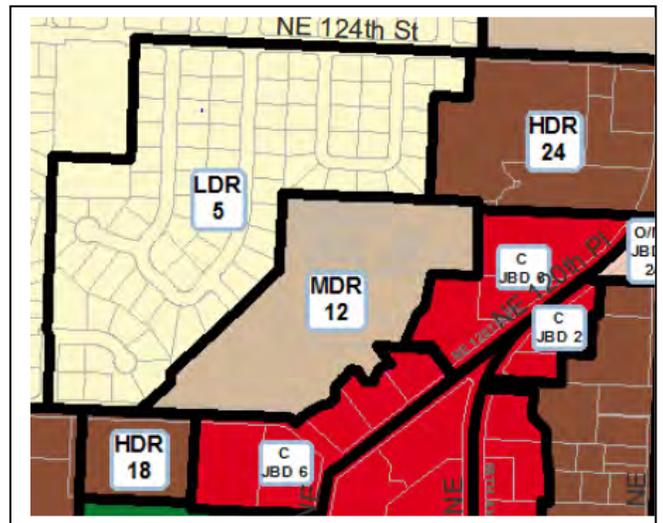
The densities shown in Figure J-1 for medium and high density residential areas either reflect the prevailing existing development levels or have standards to help protect sensitive areas, such as Juanita Creek, or to lessen traffic and parking problems in heavily congested areas, such as along 100th Avenue NE south of NE 124th or along 93rd Avenue NE.

General standards for multifamily development are as follows:

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

Medium density residential development is allowed north of NE 120th Street and west of 93rd Avenue NE at a density of 12 units per acre with up to 18 units per acre allowed if affordable housing is provided and the following standards are met.

Northeast 120th Street west of Juanita Business District JBD 6 is a natural boundary line for the medium to high-density residential to the south and low-density residential to the north. Two properties directly south of NE 120th Street and west of 93rd Avenue NE are suitable for medium-density residential at 12 – 18 units per acre, subject to the following standards:



- (1) Dwelling units may be detached, attached or stacked.
- (2) Future development should compliment the adjacent single-family residential neighborhood. Building height, modulation, rooflines, separate exterior front entry doors to each unit and window treatments, and garages should reflect the design and character of single-family development as seen from the east, west or north. Each unit

ATTACHMENT 2

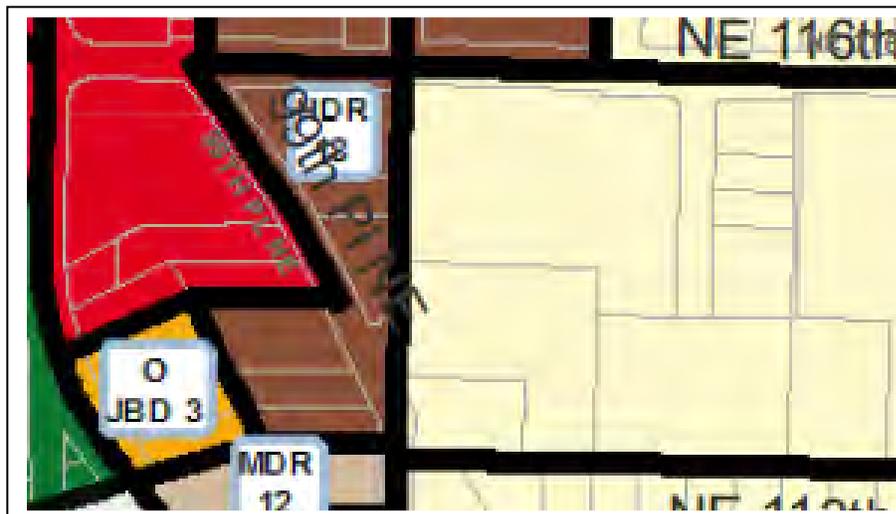
should have its own exterior front door. One common main door with interior corridor access to the units and/or a second level access with a common walkway to more than three units are not allowed. With the building permit application, the applicant shall provide the exterior building design showing compliance with the above elements for review by the Planning Official.

- (3) Enclosed garages are encouraged. On-site surface parking or carports with peaked roofs should be screened by buildings or dense evergreen vegetation from the west and north.
- (4) Buildings should be set back a minimum of 10 feet from the west property line adjoining the low-density residential development to the west.
- (5) Evergreen trees (preferably with native, drought-tolerant trees) should be planted along the west property line to provide a buffer between the medium-density development and the adjacent single-family residence to the west.
- (6) The property adjacent to 93rd Avenue NE should have vehicular access only from 93rd Avenue NE. If both properties are developed together at the same time, vehicular access should be combined and taken from 93rd Ave. NE and not from NE 120th Street to reduce traffic impacts for the single-family neighborhood to the north.

In addition, the properties may be developed at 18 units per acre if affordable housing is provided at one affordable unit for each three market rate housing units beyond the 12 units per acre.

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

South of NE 116th Street and west of 100th Avenue NE is a high-density residential area. Although this area could receive access from NE 116th Street, 98th Avenue NE, or 99th Place NE, access should be limited to 99th Place NE because of limited sight distances, high traffic volumes along NE 116th Street and 98th Avenue NE and presence of streams and wetlands.



Other medium and high density areas north of NE 132nd ST are discussed

Medium and high density residential uses located north of NE 132nd ST reflects land use designations and zoning at the time of annexation and functions as a transition between the mixed use commercial North Juanita Neighborhood Center and low density residential development. Medium density residential on the north and south side of Simonds Road reflects existing uses and densities at the time of annexation from King County and allows for clustering around steep slope areas.

COMMERCIAL LAND USES

5. Juanita Neighborhood Centers

Existing conditions in both commercial neighborhood centers are discussed.

Juanita contains two mixed use commercial neighborhood centers: South Juanita Neighborhood Center located between NE 116th ST and NE 124th ST and North Juanita Neighborhood Center located north of NE 132nd Street as described below (see Figure J-1).

5.A. South Juanita Neighborhood Center

The mixed use South Juanita Neighborhood Center is the historic, commercial and activity center of South Juanita (see Figure J-1 and JBD Section below). The district lies at the hub of the community street network and transit corridor at NE 116th Street, Juanita Drive and 98th Ave NE anchored by Juanita Village. It encompasses several recreational amenities found at the Juanita Bay Park and Juanita Beach Park. Currently, the commercial district is not oriented to Juanita Bay and only limited views to Lake Washington are available through park land. The opportunity for the neighborhood center to function as a recreational focus is hampered by the lack of multiple access points to the shoreline, and the difficulty of crossing the busy arterials of NE 116th Street and 98th Ave NE.

Goals for the South Juanita Neighborhood Center are listed

The Center's Role in the Community is

- (1) To make the neighborhood center the heart of the community, reflecting its identity and serving as a local social, commercial, and recreation center.
- (2) To recognize that the neighborhood center contains a strong residential community.
- (3) To provide a full range of neighborhood commercial services.

***Relationship to Parks,
Lake Washington Shoreline, and Natural Features***

- (1) To take advantage of the lake, other natural features and the parks, and emphasize the recreation-oriented area with more pedestrian access and views to Lake Washington.
- (2) To enhance these features through cooperative community improvement actions.

Visual Character and Identity

- (1) To make the Juanita Bay shoreline a key aspect of the district's identity.
- (2) To emphasize the district's recreational assets as a major part of its identity.
- (3) To reduce visual clutter, such as non-conforming signs and overhead wires.
- (4) To visually enhance the center's streetscapes.
- (5) To protect the wooded hillsides surrounding the district.
- (6) To maintain the small scale building character, except where development of a larger building complex would result in substantial public benefit through excellence in design, provision of pedestrian amenities, and reduction of environmental impacts.
- (7) To utilize Juanita's history as a part of its identity.

Business Development

- (1) To serve the Juanita neighborhood's commercial needs as a first priority.
- (2) To improve retail sales through organized marketing, improved identity, and a greater spectrum of services.
- (3) To attract a variety of new businesses, such as clothing, hardware, or recreational retail stores.
- (4) To create its own identity distinguishable from the other Kirkland business districts.

Traffic Circulation and Parking

- (1) To provide sufficient parking for commercial and recreational activities. Parking management should strive for joint use of parking lots serving businesses on weekdays and recreational users and shoppers on weekends.
- (2) To make intersections safer and more efficient.
- (3) To establish bicycle facilities.
- (4) To have improved King County METRO service to the district through the establishment of additional transit shelters and stops.

- (5) To reduce the negative effects of traffic on pedestrian activity and street qualities where possible.
- (6) To consider the possibility of a water taxi connection to Moss Bay, Carillon Point, and other Lake Washington destinations.

Pedestrian Activity Goals

- (1) To provide a shoreline trail that connects Juanita Bay Park, Juanita Beach Park, and the business district.
- (2) To provide public trails from the surrounding residential areas to the district.
- (3) To provide pedestrian amenities such as crosswalks, sidewalks, street trees, and street furniture.

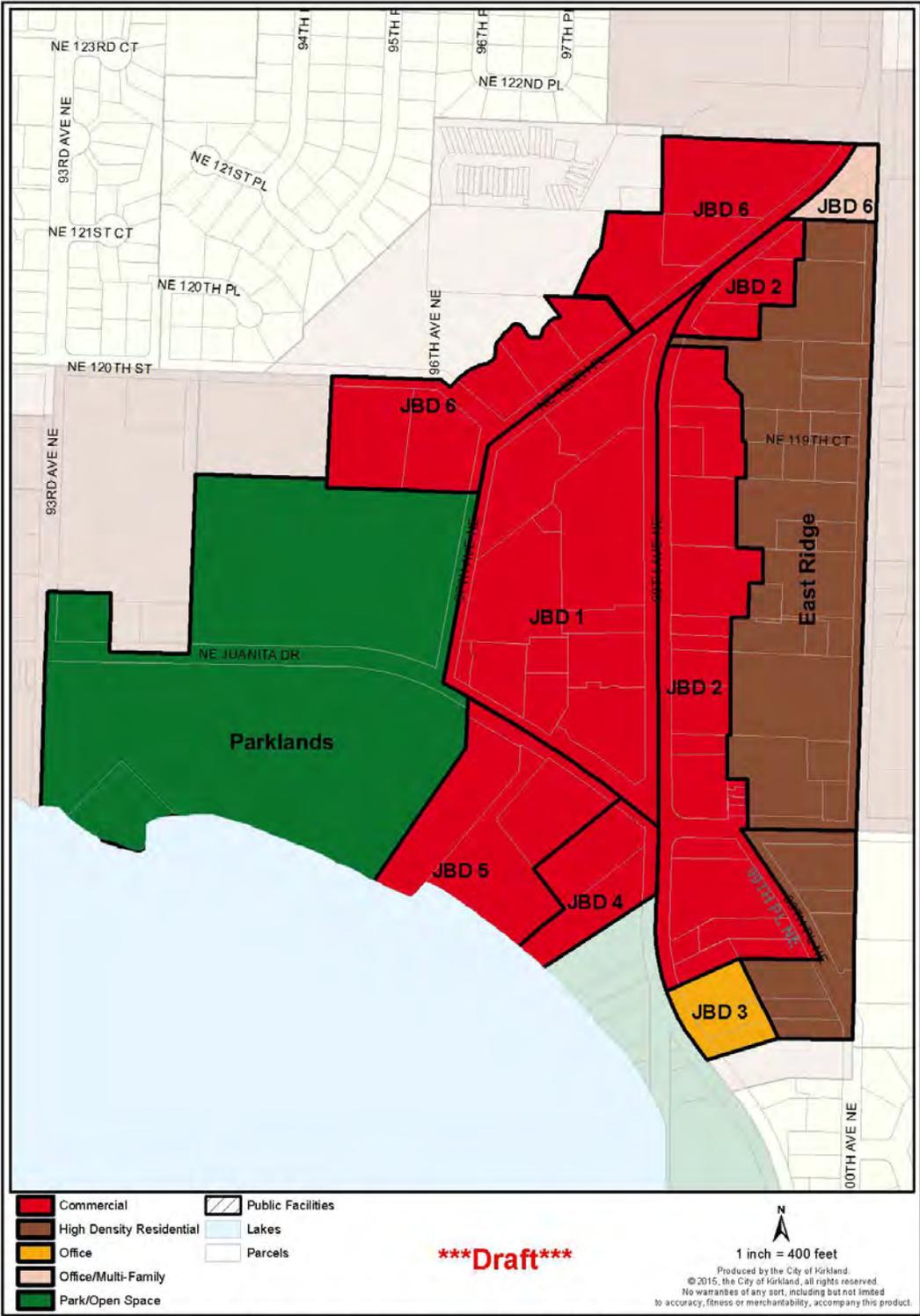


Figure J-2: Juanita Business District Land Use Areas

Land Use Figure J-1 and Figure J-2 above identifies several subdistricts within the South Juanita Neighborhood Center.

	JBD 1	JBD 2	JBD 3	JBD 4	JBD 5	JBD 6	East Ridge	Parklands
USES								
Residential	• b • b	•	•	•	•	•	•	
Retail	•	•		• c	• d	• d		
Office	•	•	•	• c	•	•		
HEIGHT (Stories)								
Max. Height Permitted Outright	2	2	2	2	2	2	3	1
Max. Height Permitted with Special Considerations	a	3	3			3		e
DESIGN REVIEW								
	•	•	•	•	•	•		



October 1990 (Ordinance 3230)
December 1993 (Ordinance 3401)

a: Master-planned development allowing more intensive use is encouraged, see text.
 b: Allowed on ground floor only if project is mixed use or facing 97th Avenue NE.
 c: Not allowed in wetlands.
 d: Restaurant, tavern or neighborhood-oriented retail only.
 e: To be determined with park masterplan.

Delete Chart. In Zoning Code

Two primary types of development are permitted in JBD 1

JBD 1

Juanita Business District 1 subarea contains the mixed use Juanita Village Development with a variety of retail, services, restaurants, banks and residential uses to serve the surrounding neighborhood. There are two primary types of development available in this subarea: individual parcel development and master-planned mixed-use development.

Individual Parcel Development

Where a development is proposed on a site containing fewer than eight acres, retail, office, and/or multifamily are allowed. The maximum height for this development type is two stories, and the project would be subject to Design Review. Individual projects should be designed to combine vehicular and pedestrian access points whenever possible.

Master-Planned Mixed-Use Development

The second type of development may require assembly of properties (of at least eight acres) to create a master-planned, mixed-use project which clusters development to the north part of the subdistrict. If almost the entire area of JBD 1 (eleven acres minimum) is assembled, then a development could be proposed with a maximum height of six stories on the north end stepping down to two stories toward the south end. If only eight acres are assembled, then the maximum height at the north end would be four stories. Proposals with a minimum of eight acres would be required to have vehicular access off at least two of the following streets: 98th Avenue NE, Juanita Drive, and 97th Avenue NE.

In the master-planned mixed-use development, the allowed uses would be retail, office, and multifamily. At least two of these uses would be required for the project to be considered mixed-use. Pedestrian-oriented businesses should be located on the ground floor of all buildings; however, some multifamily units could be located on the ground level if they are part of a mixed-use development, or if they face 97th Avenue NE. This type of master-planned development should be reviewed at a public hearing, be subject to Design Review and could be approved if it provides a high order of public amenities and urban design.

Design standards are discussed.

Design standards for both development types are further described in the Design Guidelines for the business district contained in the Kirkland Municipal Code. ~~Options should be explored for (i) establishing and maintaining the view corridor to the lake shown in Figure J-9 establishing and maintaining pedestrian connections across the block.~~ Appropriate types of pedestrian connections should include sidewalks along building fronts and landscaped public open spaces tied to a pedestrian system which connects the East Ridge multi-family area west through JBD 2 to Juanita Beach Park (see Figure J-~~32~~ and J-8).

In addition, the master-planned development should include a plan for the entire development parcel. Individual increments of development should show how they relate to adjacent developed properties in terms of common access, and a complementary arrangement of facilities, spaces, and linkages. For example, shared accesses and reciprocal vehicular easements should be established in order to reduce the number of curb cuts on the major streets to the minimum necessary. Similarly, shared parking/service areas are strongly encouraged. Signs should be coordinated.

Retail, office, and residential uses should be allowed in JBD 2.

JBD 2

In this area, retail, office, and residential uses should be allowed. As in JBD 1, residential units may be allowed on the ground floor of mixed-use projects except along streets. To provide convenience for shoppers, drive-through facilities should be allowed in JBD 2 as stand-alone uses. Buildings up to two stories should be allowed with buildings up to three stories if approved by the Design Review Board if views from East Ridge are preserved. More efficient parking lots, combined drives, and a more attractive streetscape along 98th Avenue should be encouraged. Pedestrian access easements should be provided for connections between East Ridge and Juanita Beach Park through the business district (see Figure J-~~37~~ for approximate locations).

A gateway into the business district should be provided in JBD 3.

JBD 3

In this area, office or multifamily uses should be allowed, but restaurants, taverns, or any retail uses should not. Drive-through facilities should be prohibited. The maximum building height should be three stories. Since access onto 98th Avenue NE can be difficult in this area due to poor sight distances and high traffic volumes, access should be taken from 99th Place NE through East Ridge whenever possible. Additional setbacks and landscaping should be provided along 98th Avenue NE to create an attractive entrance or gateway into the business district.

Retail, office, and residential uses should be allowed in JBD 4.

JBD 4

Retail, office, and residential uses which are a maximum of two stories should be allowed in non-wetland areas. Driveways should be combined due to hazardous traffic conditions along 98th Avenue NE. Drive-through facilities should be prohibited. Buildings should be clustered to provide views of the lake when possible. The wetland area should be preserved and regulated in accordance with the shoreline management regulations in the Kirkland Zoning Code. Public access along or near the shoreline should be required as described in the Environment and Shoreline Area sections.

Continuous shoreline access between Juanita Bay Park and Juanita Beach Park is important; the missing link should be acquired provided that it does not negatively impact the sensitive areas.

JBD 5

Office and multifamily uses are allowed as should be restaurants, taverns, or neighborhood-oriented retail. Drive-through facilities should be prohibited. The maximum building height should be two stories. The most important objective in this area is to provide pedestrian access along the shoreline and views to the lake. The City should pursue acquisition of a footbridge or other structure waterward of the Bayview Condominiums. This stretch of shoreline is a critical pedestrian link needed to complete a Juanita Bay Shoreline Trail between Rose Point and Juanita Beach Park. The shoreline trail should be completed where possible and clearly signed for use by the public and maintained properly.

Pedestrian access easements along Juanita Creek should be acquired.

JBD 6

Appropriate uses in this area should be office and multifamily with restaurants, taverns, and neighborhood-oriented retail allowed. Drive-through facilities should be prohibited. Buildings should be a maximum of two stories. However, three-story buildings could be approved by the Design Review Board. Pedestrian access easements along Juanita Creek should be acquired which are designed to prohibit unrestricted access to the creek. All development should protect the creek as described in the Natural Environment section. In the triangular parcel between 98th Avenue NE and 100th Avenue NE, office and multifamily should also be allowed, but not restaurant, tavern, or neighborhood-oriented retail due to its prominent location when entering the district and its proximity to the East Ridge area.

Pedestrian access between the business district and JBD 2/East Ridge should be improved.

JBD 2/East Ridge

Multifamily residential development should be permitted in this area at the densities established in Figure J-1. The maximum building height should be three stories. The most important objective for this area should be to provide public pedestrian easements for access to the business district. Potential locations for these easements are shown in Figure J-97; however, consideration for these important connections should be given when any site develops or remodels. Another important objective for East Ridge area should be to maintain the existing conifers which are located primarily at the south end of the subdistrict. These trees help to frame the business district, provide a visual buffer and give it the look of the Northwest.

Parklands

Juanita Beach Park

The vision for the Juanita Beach Park Master Plan is to provide a family friendly, multi-generational community park that fits the scale, character, and history of the park site and the surrounding neighborhood. The park is a focal point for the neighborhood center and provides waterfront access and a balanced mix of active and passive recreation opportunities while protecting and enhancing the natural environment.

Park Integration Goals:

- Link park to surrounding neighborhoods
- Unify north and south sides of the park
- Buffer parking lot views
- Encourage bike and pedestrian access

Recreation Goals:

- Create multi-use recreational facilities
- Provide recreation appropriate to the site character
- Balance development with environmental restoration and enhancement opportunities
- Balance active recreation and passive recreation activities

Environmental Stewardship Goals:

- Enhance Juanita Creek to create a healthy stream environment. (This could include the reach within the park and up-stream reaches)
- Create a salmon and wildlife friendly shoreline
- Enhance and restore wetlands

- Educate park visitors about habitat values
- Use low impact development and sustainability design principles

Community-Building Goals:

- Create community gathering areas

Aesthetic Goals:

- Buildings should not dominate the landscape
- Provide aesthetically pleasing night lighting
- Create naturalistic landforms
- Improve the visual quality of the shoreline
- Create framed views of the lake
- Incorporate art as an integrated element of landscape forms and built structures

Historical Resources Goals:

- Maintain and restore Forbes House and associated landscape
- Provide appropriate interpretation of area history

A Master Plan for Juanita Beach Park has been adopted and includes the long term plan for park development with improvements already made to the south portion. As funding is available the Master Plan should continue to be implemented to upgrade the park facilities, provide recreation activities and restore natural areas.

CIRCULATION

Figure J-6 and 7 graphically portrays pedestrian and bicycle circulation concepts for the neighborhood center. Policies for specific streets follow.

98th Avenue NE - The current lane configuration of 98th Avenue NE should remain with two traffic lanes in each direction and a center left-turn lane. Streetscape improvements to 98th Avenue NE should include:

- (1) Reducing curb cuts/consolidating driveways.
- (2) Installing large landscaped pedestrian islands at or near crosswalks.
- (3) Upgrading the street trees and choosing a variety which will not block the views of the businesses.
- (4) Installing a bicycle facility.

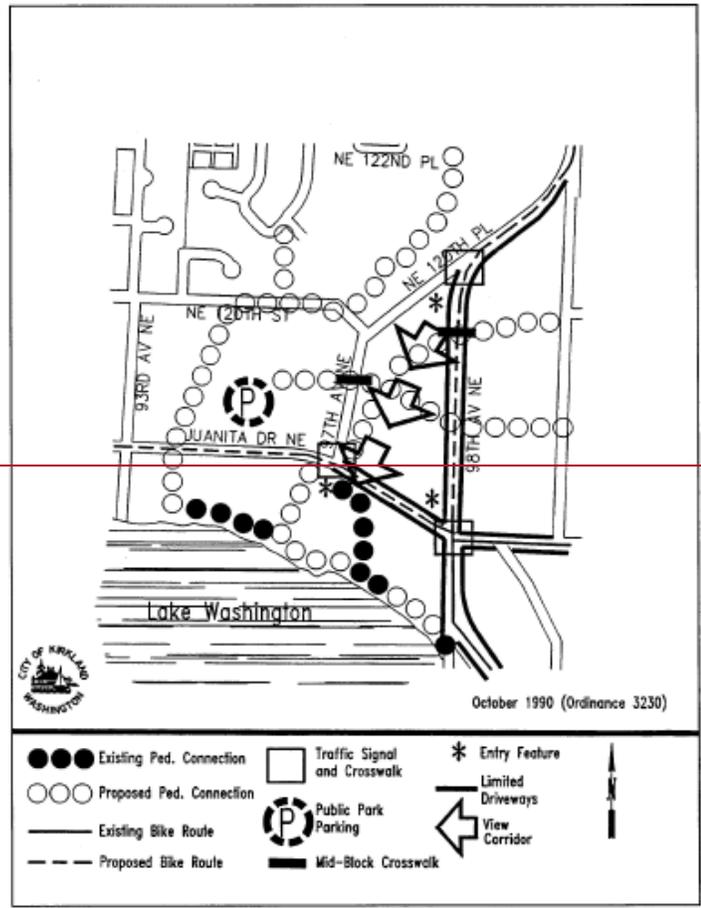


Figure J-3: Juanita Business District Circulation & Urban Design

Street improvements are recommended that will tie the neighborhood center with Juanita Beach Park.

NE 120th Place/97th Avenue NE - A critical component of the South Juanita Neighborhood Center plan is to tie the business district with the park. Sidewalk extensions, special paving, or other features should be used to allow for safe pedestrian crossing between the business district and Juanita Beach Park. Curb, gutter, sidewalk, and street trees also should be added.

Juanita Drive – The Juanita Drive Corridor Study was completed in 2014. The study developed a plan for future improvements to the Juanita Dr. corridor between Juanita Village and the northern city limits in Finn Hill. The improvements in the study should be implemented to improve pedestrian and bicycle connections including curb, gutter, sidewalks, street trees, lighted crosswalks, intersection improvements and traffic calming. The variety of street trees used should not block views of the lake.

URBAN DESIGN

Creation of a neighborhood scale pedestrian district is an underlying goal of redevelopment.

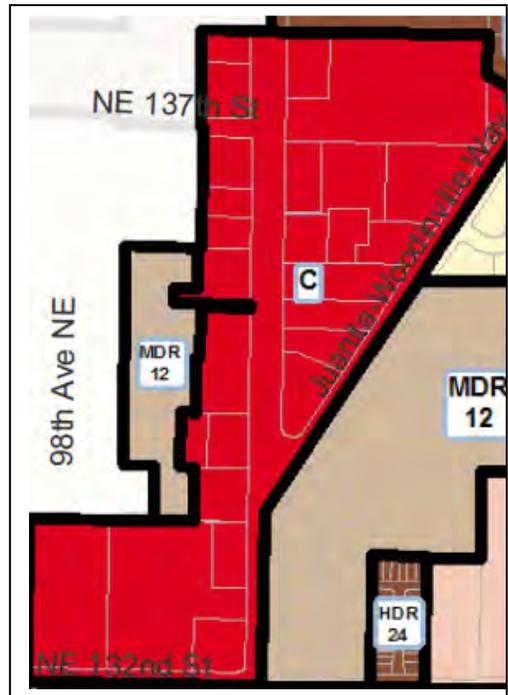
The underlying goal of redevelopment in the South Juanita Neighborhood Center is to create a neighborhood-scale pedestrian district which takes advantage of the amenities offered by

Juanita Bay. Figure J-38 displays some important urban design features of the business district.

Pedestrian pathways from the surrounding residential areas to and through the business district and on to Juanita Beach Park should be acquired and improved. Currently there are some informal trails from JBD 2/East Ridge to the core area, but they are inadequate and cross private property. Residents wishing to walk to the district have to go out of their way as there are no direct routes.

View corridors to the lake should be established with new development in the business district. Several buildings in JBD 5 block the view of the lake, but view opportunities are available through Juanita Beach Park, down public streets, or potentially through JBD 4.

Entry features, such as signs or sculpture, should be established in the locations shown in Figure J-38. These features should be identity-giving elements which, for example, could reflect Juanita Bay. In addition, coordinated streetscape improvements should be used throughout the business district, including street trees, street furniture, and other amenities like flowers, banners, and signs.



Design regulations and Guidelines are established for the JBD.

Design regulations and Design Guidelines for Pedestrian-Oriented Business Districts are established for the Juanita Business District. The regulations will be implemented through a Design Review process in the Zoning Code. The Guidelines include policies and concepts for parking lot landscaping and layout, pedestrian linkages, through sites, public open space landscaping, signs, building materials, roof treatments, building placement, and other design elements.

5.B. North Juanita Neighborhood Center

The North Juanita Neighborhood Center is the commercial and activity center for north Juanita (see Figure J-1). It contains shops and businesses that serve the local residents, but redevelopment would provide more needed services and gathering places, and improve the vitality of the area. The center is split by the location of the two parallel main arterials (100th Ave NE and Juanita-Woodinville Way NE) serving the area and pass through traffic between I-405 and the Bothell Highway. A corridor plan for 100th Avenue NE and adjacent uses should be prepared and implemented. The corridor plan could address such issues as street improvements, landscaping and lighting improvements, bicycle and pedestrian facilities to improve circulation, safety, and techniques to improve the visual appearance of the district similar to the Juanita Village development to the south.

The goal of this area is to create in the future, a mixed use, pedestrian oriented district that is similar to the South Juanita Business District in design but to a lesser degree in scale.

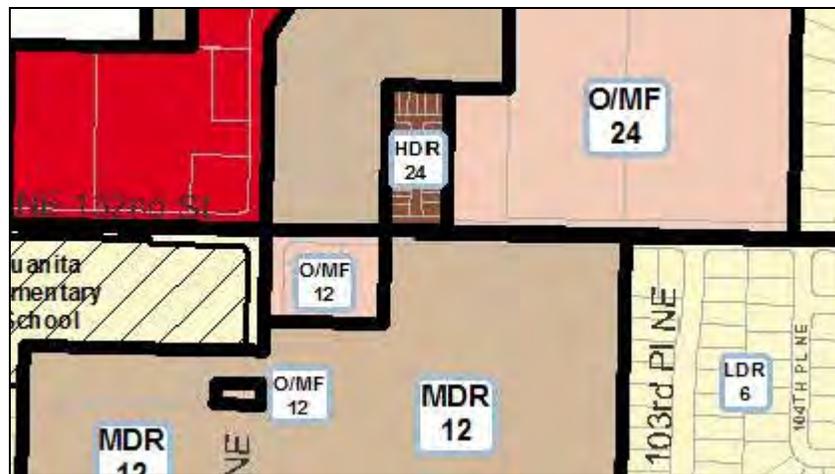
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A mix of retail, office and upper floor residential uses is appropriate. The variety of uses should be geared to serving the neighborhood including restaurants, groceries, hardware stores, health centers etc. However, a portion of the ground floor should be devoted to commercial uses with residential above. Commercial uses should be oriented to adjacent arterials and pedestrian pathways. Surface parking areas located to the side or rear of buildings. Pedestrian pathways should connect uses on site and with adjacent properties.

Design Guidelines, design review and redevelopment incentives should be established for the Neighborhood Center for all new, expanded or remodeled commercial, multi family or mixed use buildings.

See also the general Urban Design section.

Properties at the east and south corners of NE 132nd Street and 100th Avenue NE are designated for office/multifamily use.



Office/multifamily residential uses are appropriate for property on the east side of 100th Avenue NE at the intersection of NE 132nd Street and 100th Avenue NE shown in Figure J-1.

Such uses would be compatible with the surrounding multifamily developments and professional offices along NE 132nd Street. Commercial uses which are high traffic generators are not appropriate at on the south side of the intersection due to Juanita Elementary School to the west. Therefore, restaurant, tavern, or neighborhood-oriented retail uses should not be permitted on the south side of the intersection.

Special attention should be given to landscaping at the intersection to create a gateway and attractive entrance into the neighborhood and City. The City may require dedication of land for a sign.

The area along the north side of NE 132nd Street east of 100th Ave NE should be retain as office and multifamily uses. Existing development includes an office building, and two medical in-patient treatment facilities. Building height for the office area should be permitted up to 60 feet to accommodate the needs of these specialty facilities, including hospital standards for ventilation.

3. NATURAL ENVIRONMENT

Geologically Hazardous Areas

Juanita contains geologically hazardous soil areas shown on Figure J-43 which include moderate and high landslide slopes and seismic hazard soils. Juanita also contains Juanita and Forbes Creeks within the South Juanita Slope, Juanita Creek and Forbes Creek drainage basins which are subject to risk of earthquake damage as a result of seismically induced settlement.

Primary areas at risk for moderate and high landslide include the southeast slope of Finn Hill, southwest of the Heronfield Wetlands, the South Juanita Slope on the east and west sides of 100th Ave NE and along the south and north side of Forbes Creek Drive.

Much of the area south of Forbes Creek Dr. lies on the part of the Juanita Slope identified as unstable. Slopes are steep at an average of 15 percent with some slopes up to 40 percent. There is a series of ravines which represent a particularly high hazard of sliding. There also is considerable amount of groundwater in the slope causing artesian pressure and many small streams. Some creep and sloughing indicate active slope movement. The instability of the sand layer greatly increases when wet or modified. The presence of clay in the lower portions of the slope and saturated sand and gravel can also be contributing factors to landslides when wet. The slope will also be particularly prone to sliding in a time of a low-intensity earthquake. Limitations on development in geologically hazardous areas are described below and in the Environment Chapter.

The moderate and high landslide hazard slopes are expected to remain stable if left in a natural condition. Construction on or adjacent to these slopes may cause or be subject to landslides, excessive erosion, drainage, or other problems associated with development on a slope. Moderate and High Landslide Hazard steep slopes can be stabilized by preserving vegetative cover and following recommendations of slope stability analysis. Development should be regulated on these slopes to avoid or minimize damage to life and property. Therefore, a slope stability analysis should be required prior to development on these slopes as well as seismic hazard areas identified in Figure J-4.

It is important to retain significant trees because they can help to maintain the visual character of the neighborhood and help to protect unstable areas. Where possible, new development should be required to retain visually prominent stands of significant trees. Development in slope areas these areas could result in extensive cut and fill and disturbance. The stability of the slope can be maintained by preserving vegetative cover. Maintenance of vegetative cover to the maximum extent feasible, in turn, helps to control the rate of surface water runoff which minimizes erosion and enhances water quality. See Environment Element and Utilities Element Chapters.

It should be noted that in slope areas, limitations on development are not due entirely to the existence of natural constraints. There may be additional reasons for limiting the type or density of development in slope areas, such as access, utility service, adjacent uses, and others.

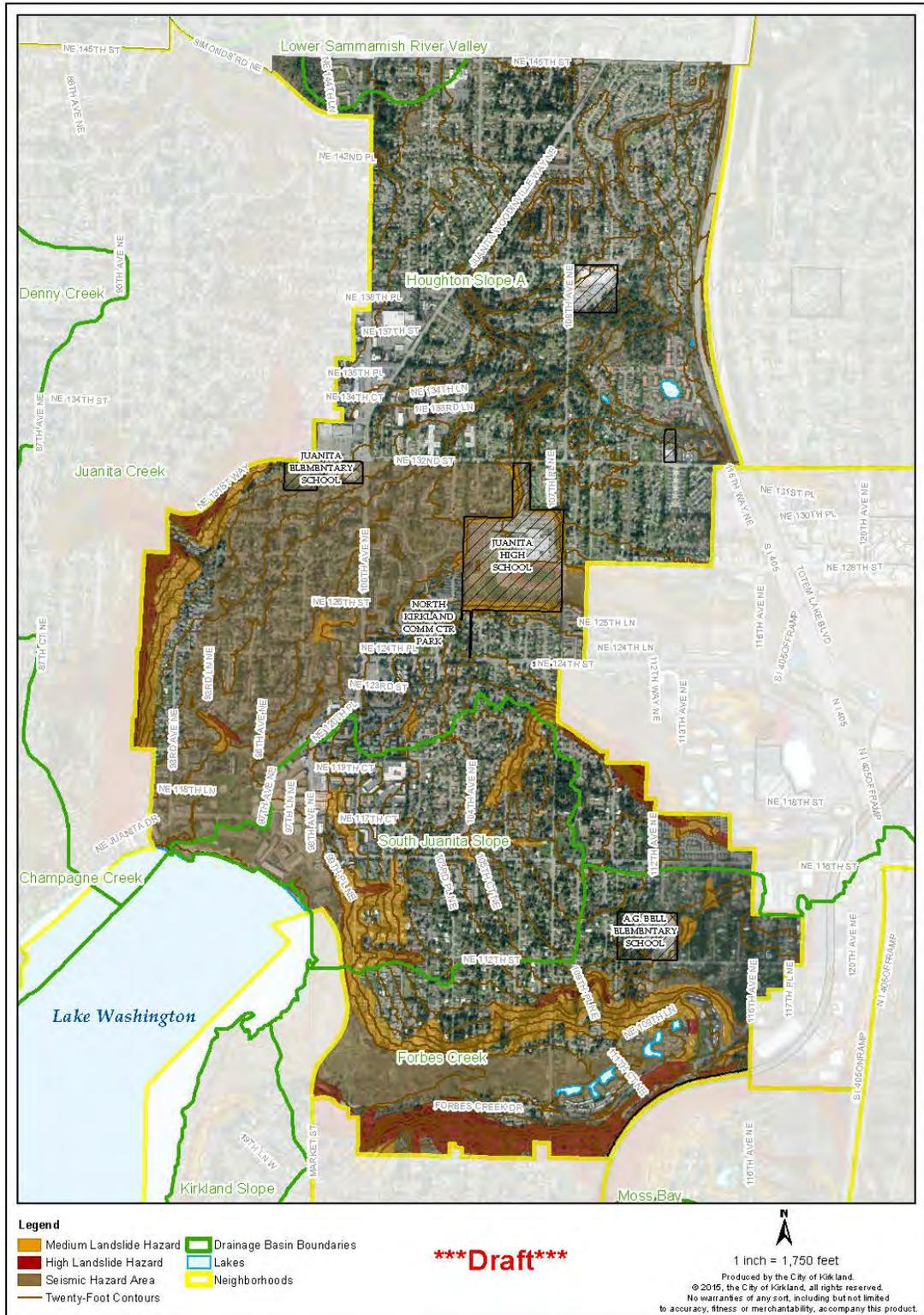


Figure J-3: Juanita Geologically Hazardous Areas

Wetlands, Streams and Lakes

The Valley portion contains Forbes Creek and areas subject to uneven settlement and flooding due to wetlands, and streams (see Figure J-54). Much of the Forbes Creek Valley area has been identified as a Flood Hazard and Seismic Hazard Area. Analysis of proposed developments should be required to mitigate problems associated with these factors. These flood areas are designated by the Federal Emergency Management Agency (FEMA). Federal law requires that flood insurance be obtained before any federally insured lending institutions may approve a loan for the development within an identified flood hazard zone. Also, Forbes Creek and associated stream corridor should be maintained in a natural condition to allow for natural drainage as well as possible salmon spawning (see Environment Element).

The Finn Hill slope and hillsides north and south of Juanita Bay and Forbes Creek Drive also contain streams and ravines which flow into the Juanita Creek and Forbes Creek drainage basins. In order to ensure these streams, ravines and slopes are maintained in a natural condition and minimize disturbance of unstable slopes, Natural Greenbelt Protective Easements should be created over them. Significant trees are prominent on these slopes from many vantages and if retained, they will help to reduce erosion on steep slopes.

The Juanita Creek drainage basin has suffered from development impacts over the years. The gradual filling of Juanita Bay with eroded sediments is one indication of this as is the decreased fish population. Therefore, stringent erosion control measures and substantial stream setbacks should be imposed on new development during and after construction. Native riparian vegetation should be planted in the setbacks to improve fish habitat and discourage activity near the banks.

Many of the minor creeks feeding Juanita Creek have been culverted which speeds flow and eliminates natural filtration. Streams should be removed from culverts whenever possible, and new culverting should be prohibited as regulated in KZC Chapters 83 and 90. The City has made improvements to portions of Juanita Creek to reduce erosion and restoration projects, such as at Juanita Beach Park. The City should continue efforts to rehabilitate Juanita Creek as a priority in its Capital Improvement Program. In addition, stream teams or volunteer citizen groups could work to enhance this resource.

Wetlands, like streams, should be protected with substantial buffers and erosion control measures. Public access through the Juanita Bay wetland and views of the lake should be provided if these actions will not impact the wetland. Public access should be developed along the Juanita Bay shoreline or through the wetland associated with the bay where appropriate and include interpretive centers. The interpretive centers should emphasize the biological importance of the wetland and the importance of protecting the resource. Measures should be taken to open significant public views of the lake whenever possible which will benefit the general public, provided the action will not negatively impact the wetland.

The portion of the Juanita Creek wetlands east of Juanita High School should be left in a natural state. Public access as described for the Juanita Bay wetlands should also be developed along this wetland.

The unnamed stream located east of the hillside above Juanita Bay (and associated wetlands along 98th Ave NE) should be preserved and maintained in its natural state not only to provide storage and flow for natural runoff, but to provide natural amenities in the area.

ATTACHMENT 2

The policies found in the Environment and Shoreline Area Chapters should be observed along with the policies described in this section when reviewing development proposals in Juanita to ensure the protection of the drainage, habitat, and aesthetic functions of the natural resources.

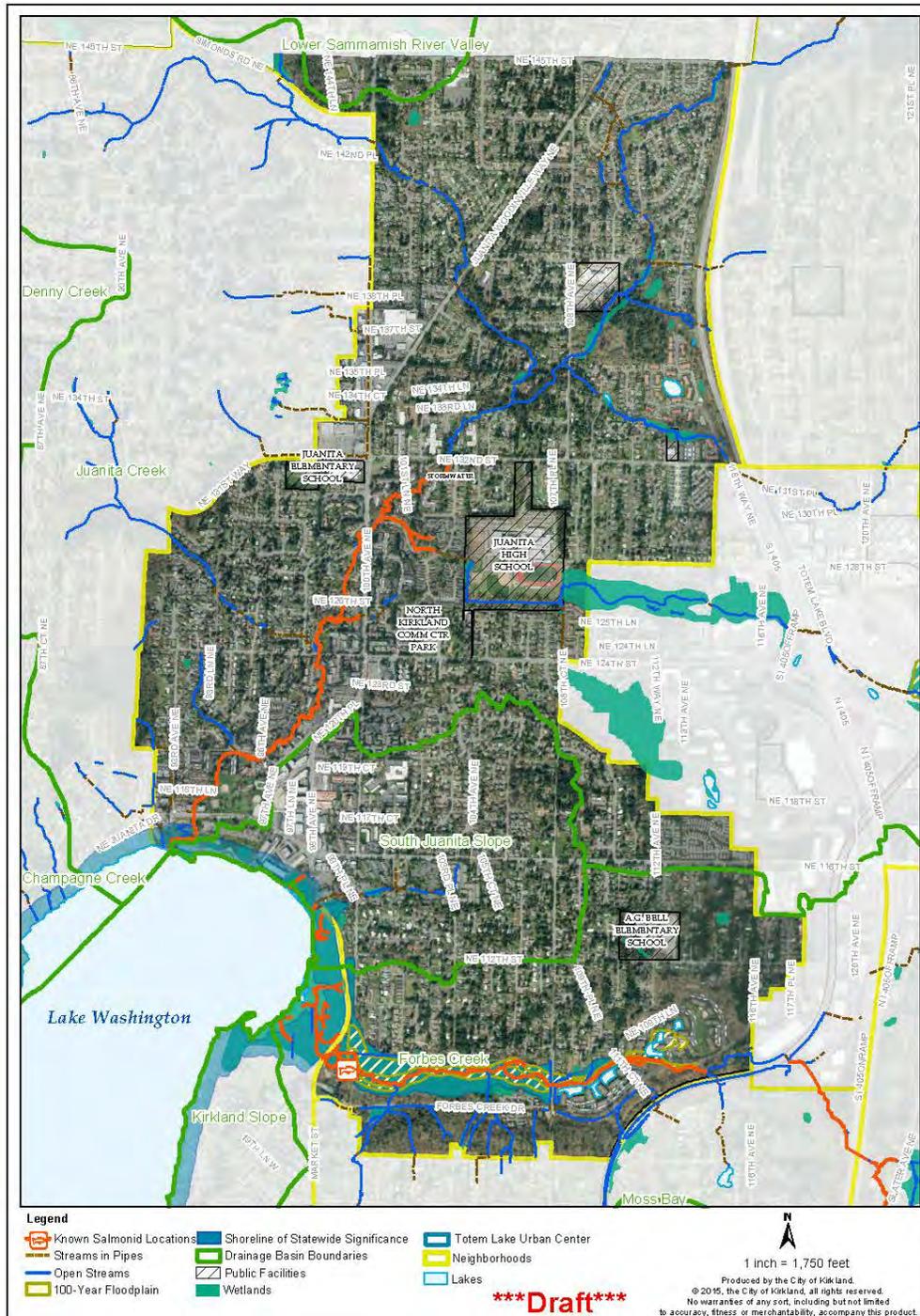


Figure J-4: Juanita Wetlands, Streams, and Lakes

6. OPEN SPACE AND PARKS

Enhance parks within the Juanita neighborhood

There are approximately ten publicly owned parks in the Juanita Neighborhood that provide park, recreation and open space amenities, offer public access to the lake or protect sensitive and natural areas (see Figure J-1). The two regional parks include the Juanita Bay Park and the Juanita Beach Park. Juanita Bay Park, developed under a master plan, offers wildlife watching, a boardwalk, trails and passive recreation opportunities in around a large wetland system. Juanita Beach Park, also developed under a master plan, contains 25 acres and is developed with a swimming beach, play structures, restroom and launches for non-motorizing boats also under a master plan. Juanita Creek and associated wetlands located within the Park underwent restoration as part of the master plan. Continued implementation of the park master plan should occur, including new restrooms and concessions shelter near the shoreline, and a skatepark and playfield on the north side of Juanita Drive.

North Kirkland Community Center and Park is a recreation activity focal point for the neighborhood. The five acre site with a recreation center and playground has been identified in the Parks Recreation and Open Space Plan (PROS Plan) as in need of redevelopment to provide additional capacity and amenities. In light of this, effort should be taken to acquire public pedestrian easements over lands surrounding the park for safe access to it. In addition, the master plan should incorporate the following ideas:

- (1) Surrounding single-family residences should be buffered from major activity areas.
- (2) Vehicular traffic should be routed so as not to negatively impact the single-family residences to the east.

Other parks in the Juanita Neighborhood include:

- McAuliffe Park is 26.7 acres and developed for special outdoor events and enjoyment of the gardens.
- Juanita Heights Park is 6 acres. The PROS Plan identifies a need for pedestrian easements or access ways across private property to improve the entrance to the park.
- Brookhaven Park and Wiviott Property, and some unnamed small neighborhood parks of less than an acre in size provide additional recreational opportunities, and in some cases storm detention facilities and open space.
- Edith Moulton Park is 26.7 acres and partially developed. A park master plan will be developed for the park, including restoration of native vegetation along Juanita Creek as planned in the PROS Plan.
- Windsor Vista Park is 4.8 acres, is currently undeveloped and contains a creek through the property. A park master plan should be developed for the park for active and passive recreation as described in PROS Plan.

The southeast slope of Finn Hill, the slope northeast of NE 121st Place, and Forbes Valley are important open spaces for the neighborhood. Significant stands of trees should be preserved as described in the Natural Environment section. During development, tree cutting should be minimized.

The open space character of the Forbes Valley should be maintained.

The Forbes Valley area, extending from Lake Washington east to 116th Avenue NE, remains today as a large natural open space that is an extension of Juanita Bay Park. The Forbes Valley, with many wetland areas, is wooded with few existing homes. In the eastern section is Planned Area 9 which is developed as an attached and stacked residential project. The primary policy thrust for the Forbes Valley is to maintain it as a large open space along with low density residential development.

Wooded open spaces dominate the character of the Forbes Valley and should be maintained.

The dominant visual quality of the lower Forbes Valley is one of wooded areas and open space. This area is recognized as a significant regional open space and is preserved as an extension of Juanita Bay Park. The area's ecological and drainage connections to Lake Washington places it under the jurisdiction of the state Shoreline Management Act.

If development does occur, open space, particularly along the stream, must be maintained.

If private development of the lower Forbes Valley area does occur, the maintenance and preservation of the open space character will be required. In addition to maintaining the character of the area, specific requirements will include the preservation of open space within vegetative buffers adjacent to the creek with a possible pedestrian trail paralleling the stream. A continuous trail through the Forbes Valley should be planned and completed. Similar requirements of vegetative buffers and trails along the creek are discussed in the section dealing with the development of Planned Area 9.

Acquisition of parkland should be actively pursued.

Even with the acquisition of the McAuliffe Park, Juanita Beach Park and annexation of Edith Moulton Park, Juanita lacks park facilities and parkland given the size of the neighborhood. General areas where parks are needed are southwest and northeast portions of North Juanita as shown in Figure J-1 and as noted in the Parks Recreation and Open Space (PROS) Plan.

Juanita has open space tracts that were originally part of the subdivisions and subsequently purchased by King County. These are part of the City's Open Space System but are storm water facilities managed by the Public Works Department. Other open space parcels are private storm water facilities. The City maintains those facilities located in easement or tracts that are part of single family developments, but they are not part of the City's open space system.

The City should actively pursue acquisition of parkland when opportunities to preserve open space present themselves and when funding is available. Adequate funding for continued maintenance of parks and open spaces should be encouraged concurrent with new development of the parks and open spaces.

The City also partners with the Lake Washington School District to provide joint use of Juanita Elementary School recreational facilities that help meet the community’s needs for recreation after school hours and during the summer. The City should continue a partnership with schools to provide recreational facilities to residents, including Juanita High School.

View corridors provided by the street system should be protected and enhanced.

One important open space of great community value is often overlooked. The street system provides Juanita with a number of excellent local and regional views. Such view corridors lie within the public domain and are valuable for the beauty, sense of orientation, and identity they impart. These view corridors are to be preserved and enhanced. One way to achieve this is through the undergrounding of utilities. See Community Character and Park, Recreation and Open Space Elements.

Other important goals and objectives for open space and parks are described in the Open Space/Parks Element chapter.

Major pedestrian/bicycle path system discussed.

Pedestrian and bicycle pathways are recognized as part of the open space system.

Pedestrian and bicycle pathways are also part of the park and open space system in addition to providing a transportation function. Bicycle facilities separated from vehicles should be provided where feasible on main arterials. Major pathways in the Juanita should be established according to the designations in the Transportation Element. See also Figure J- 6 and 7 in the Transportation Section below.

7. TRANSPORTATION

The Eastside has experienced increased traffic as a clear result of ongoing growth trends. Various transportation programs have set forth regional policies to handle this situation as it transcends any single jurisdiction. As with most of Kirkland, Juanita is located such that it is heavily impacted by the region’s week day rush hour traffic.

The transportation system should serve local and regional needs.

The transportation system in Juanita should provide a network of safe streets to serve the residents, while recognizing and serving the regional needs. The neighborhood is divided by the following principal: 100th Avenue NE, NE 116th Street, NE 124th Street, NE 132nd Street (Figure J-56). These streets are heavily traveled by local residents and commuters from outside the neighborhood. These streets and Juanita Drive and Juanita-Woodinville Way NE, which are minor arterials, take commuters to and from I-405. Future improvements should recognize this situation and protect the integrity of the residential neighborhoods.

The following is a list of priorities desired for the transportation network in Juanita:

- **NE 132nd Street** - The City should improve this street to provide safe access to and from Finn Hill, particularly near Juanita Elementary

ATTACHMENT 2

- **100th Avenue NE north of NE 124th Street-** A 100th Avenue NE Corridor Study for the street segment between NE 132nd ST and NE 145th ST recommended intersection, crosswalk, access control, lighting, signing, bike lanes and other street and stream improvements to the corridor. As funding is available these improvements should be implemented.
- **Juanita Drive** - see discussion in the Juanita Business District section and approved Juanita Dr. Master Plan.
- **NE 145th ST/100th Avenue NE intersection-** add a City or neighborhood gateway sign and improve pedestrian crossings.
- Consideration should also be given to the use of native, drought-tolerant plant materials along streets. In addition, every effort should be taken to retain significant trees in the right-of-way during construction of streets.
- A new emergency, pedestrian and bike overpass across I-405 at approximately NE 140th ST connecting Juanita, Totem Lake and Kingsgate neighborhood is desired.
- Measures should be taken to reduce the speed of traffic on all Collector Streets through residential neighborhoods.

~~As King County METRO works to improve its public transportation system, consideration should be given to adding bus routes and scheduled times to serve the neighborhood. In addition, King County METRO or Washington State Department of Transportation (WSDOT) should consider additional park and ride facilities or mixed use transit oriented development at the Kingsgate Park and Ride facilities.~~

Further discussion of planned transportation improvements are described in the Transportation Element and Transportation Master Plan.

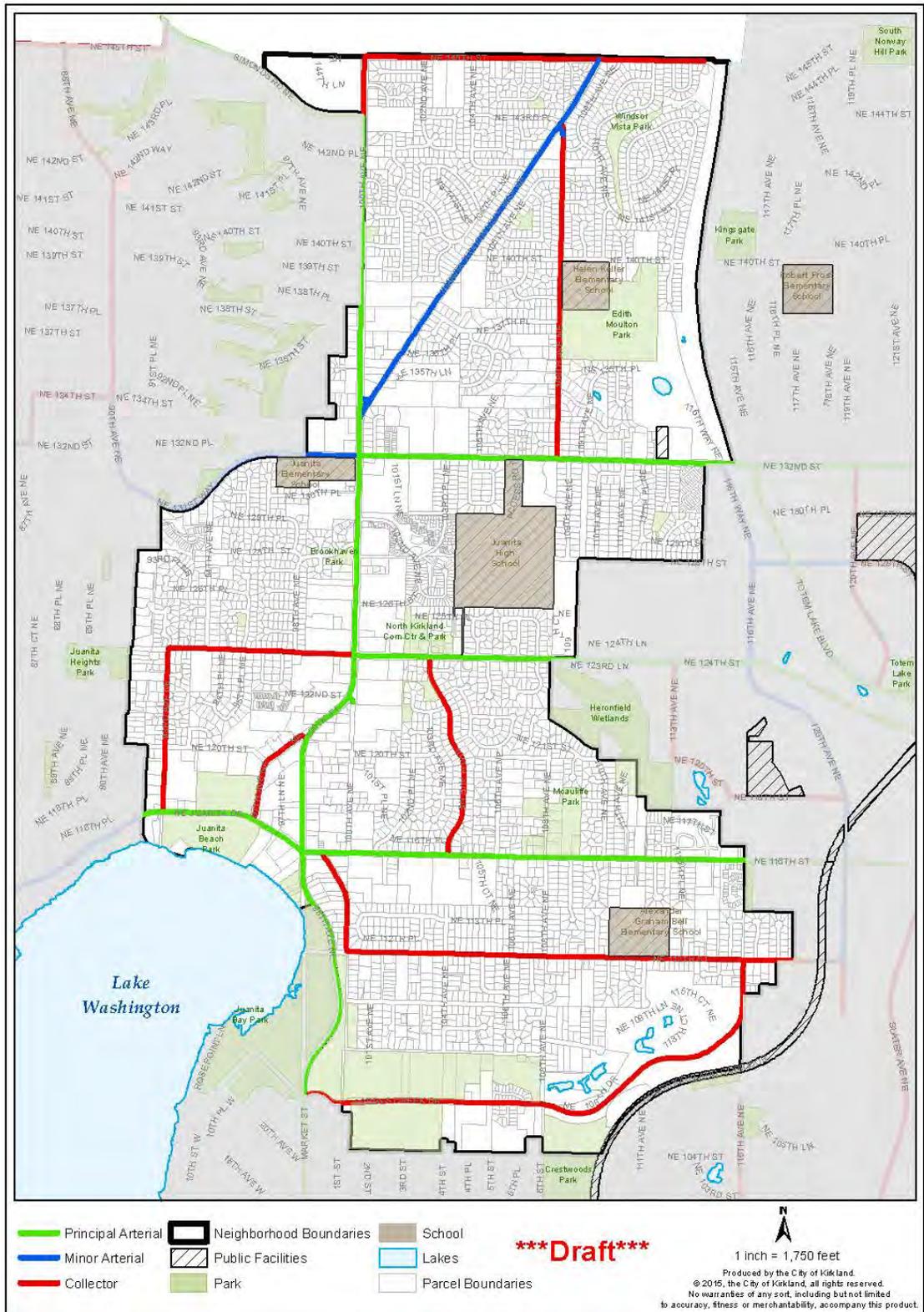


Figure J-5: Juanita Street Classifications

BICYCLE FACILITIES

Bicycles are permitted on all public streets, but several streets in Juanita are designated in Figure J-67 to be improved bicycle routes. Improvements for bicycles can include a separate lane, signs, or simply a wide shoulder. Improvements for specific streets are to be made as part of the City's Capital Improvement Program.

King County has a special bicycle route called the "Lake Washington Loop" so riders can ride around the lake. In Juanita, this route follows 98th Avenue and Juanita Drive.

A *designated* bicycle route should be identified between *Finn Hill*, *Juanita Beach Park*, the *Cross Kirkland Corridor* and the *Sammamish Valley Trail*.

Similarly, the City should work to identify the best bicycle route between *Finn Hill*, *Juanita Beach Park*, *Cross Kirkland Corridor* and the *Sammamish Valley Trail* in Redmond. The route should be clearly marked and tied with facilities in the Totem Lake Neighborhood. See also the *Transportation Master Plan*.

Access easements are encouraged to connect with pedestrian and bicycle corridors.

The *Parks, Recreation and Open Space Plan (PROS)* identifies two signature bicycle and pedestrian routes for bicycles and pedestrians. The *Juanita Bay to Valley Trail* would connect *Juanita Bay* with *North Rose Hill Woodlands Park* and eventually to *Sammamish Valley* with a *greenway bicycle and pedestrian route*. The route generally follows *Juanita Drive* in *Finn Hill* south through *Forbes Valley*, and south along *18th Avenue NE/ NE 100th ST*, connects to the *Cross Kirkland Corridor* and east to the *Sammamish Trail* in *Redmond*.

Public pedestrian and bicycle easements should be provided across properties to access these signature trails when development, redevelopment or platting occurs to complete the trail system. See the *PROS Plan* for further details. The City should work to improve routes for bicycles and pedestrians including clearly marked signs and connections to transit facilities, schools, parks and commercial activity areas.

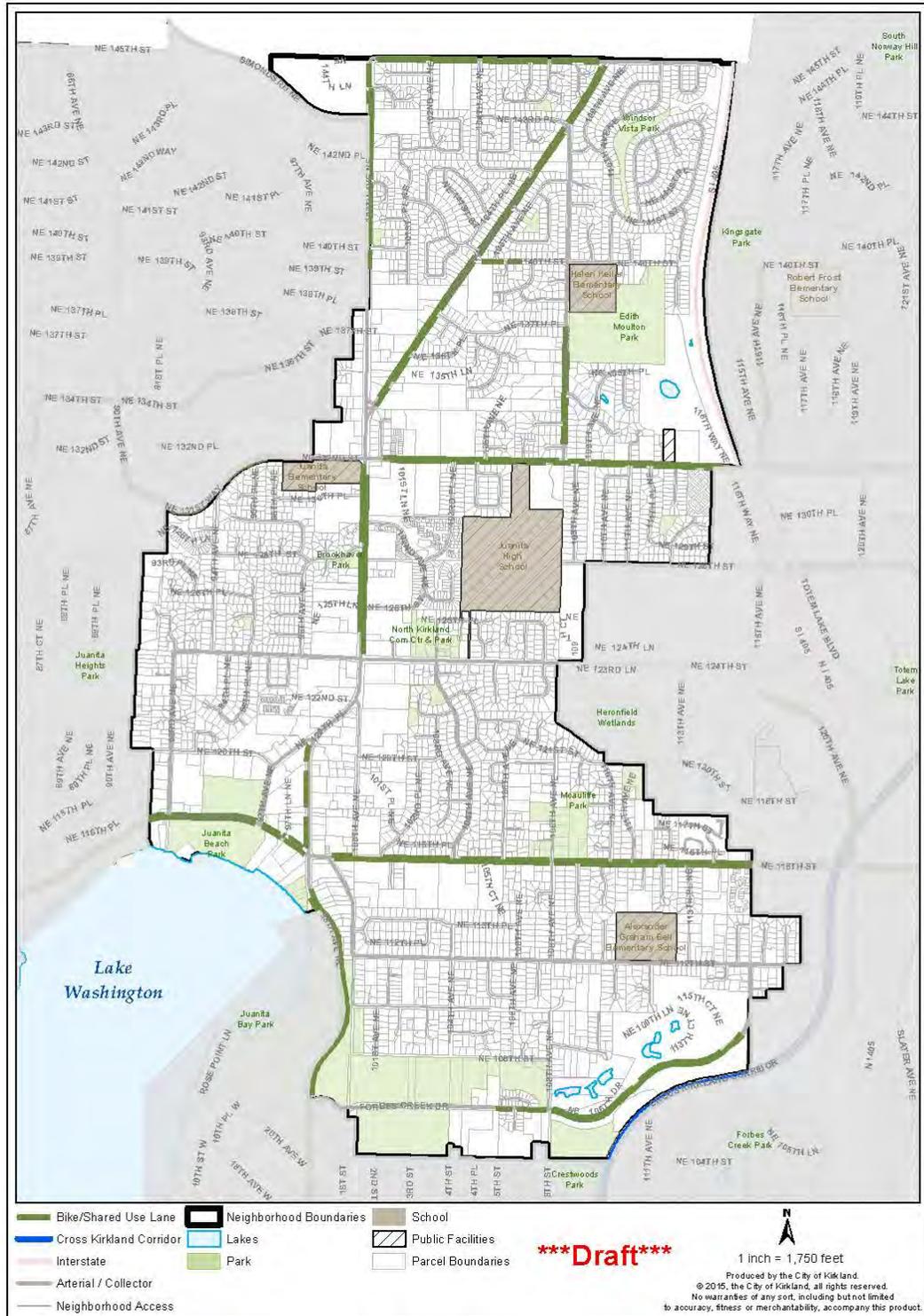


Figure J-6: Juanita Bicycle System

PEDESTRIAN CIRCULATION***Areas targeted for improved pedestrian access are listed***

There are several areas in Juanita where improved pedestrian access would be highly desirable to the residents. Figure J-87 shows existing and desired pedestrian. In the following areas, pedestrian easements should be acquired either through conditioning new development or major redevelopment:

- (1) Along the Lake Washington shoreline from Juanita Bay Park to Juanita Beach Park.
- (2) From 100th Avenue NE to 98th Avenue NE in both the north and south neighborhood commercial business districts (see also South Juanita Business District Section).
- (3) From 95th Place NE to the South Juanita Business District.
- (4) Along Juanita Creek from Lake Washington to 100th Avenue NE and from 100th Avenue NE to the Totem Lake Business District if consistent with the Shoreline Area and Environment Chapters.
- (5) From the Idylwood neighborhood to NE 124th Street.
- (6) From Finn Hill (such as from Juanita Heights Park) through Juanita to Cross Kirkland Corridor.
- (7) From the lakeshore to the Cross Kirkland Corridor by way of Forbes Creek Drive.

When reviewing development proposals, attention should be given to improve and establish pedestrian connections from the developments to King County METRO stops and parks.

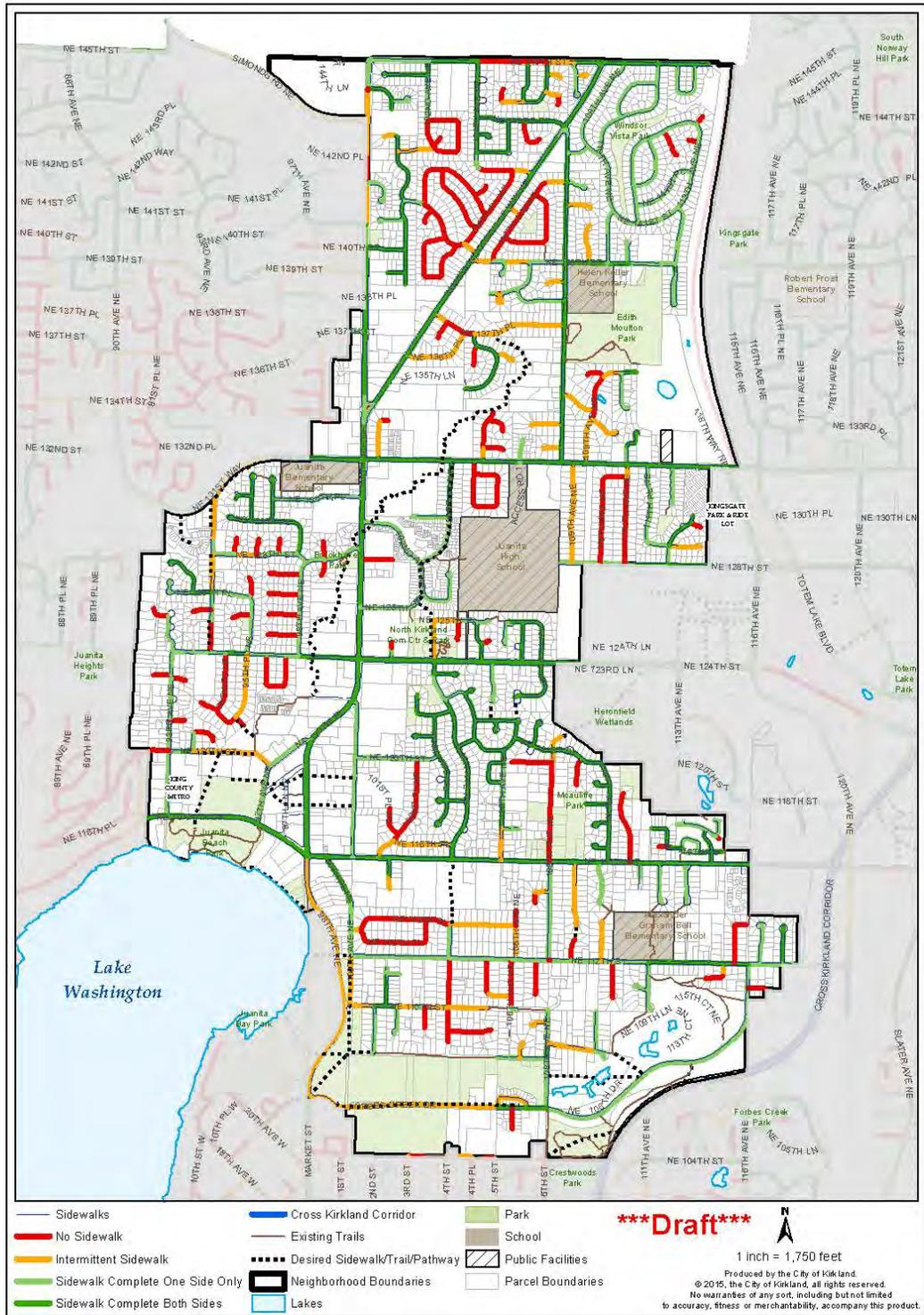


Figure J-7: Juanita Pedestrian System

8. PUBLIC SERVICES AND FACILITIES

Water, sewer, and drainage facilities are adequate for planned development in the Juanita Neighborhood. The goals and policies contained in the Utilities, Capital Facilities and Public Services Chapters of the Comprehensive Plan provide the general framework for these services and facilities.

UTILITIES

The Northshore Utility District and the City both provide utility service to the neighborhood.

The Northshore Utility District provides water service generally north of NE 124th ST and sanitary sewer service north of NE 116th ST. The City of Kirkland serves the remaining areas (see the Utilities Element). Sewer and water main extensions are typically installed by developers as part of a development project.

Encourage undergrounding of overhead utilities.

Overhead utility lines often disrupt significant public views and require more maintenance than underlines. View corridors provided by street systems should be protected and enhanced by placing utilities underground.

STORM WATER

Natural storm drainage systems should be used as one measure to protect the Juanita Creek and Forbes Creek Drainage Basins.

Juanita is part of the Juanita and Forbes Creek Drainage Basins. New development should ensure protection of the creeks (see Natural Environment section). One way to accomplish this is through the use of low impact development techniques, such as biofiltration swales and natural systems. Therefore, future development in Juanita should use natural systems for storm drainage purposes as much as possible.

Forbes Creek and Juanita Creek should to be maintained or restored as functioning elements of the natural drainage system.

The restoration and maintenance of Forbes Creek and the associated wetlands is of special concern in order to serve drainage, aesthetic, educational, and biological functions (see Natural Environment Element).

Natural drainage systems are to be maintained.

The natural drainage system should be preserved and utilized according to the goals and policies in the Environment and Utilities Elements. Future development adjacent to streams should maintain the stream in an open, natural configuration or restore the stream if necessary.

9. URBAN DESIGN

The Urban Design Elements shown in Figure J-89 taken together create a visual identity for Juanita. Discussion of these elements follows. See the Juanita Business District section of this chapter and the Community Character Element chapter for more discussion of urban design.

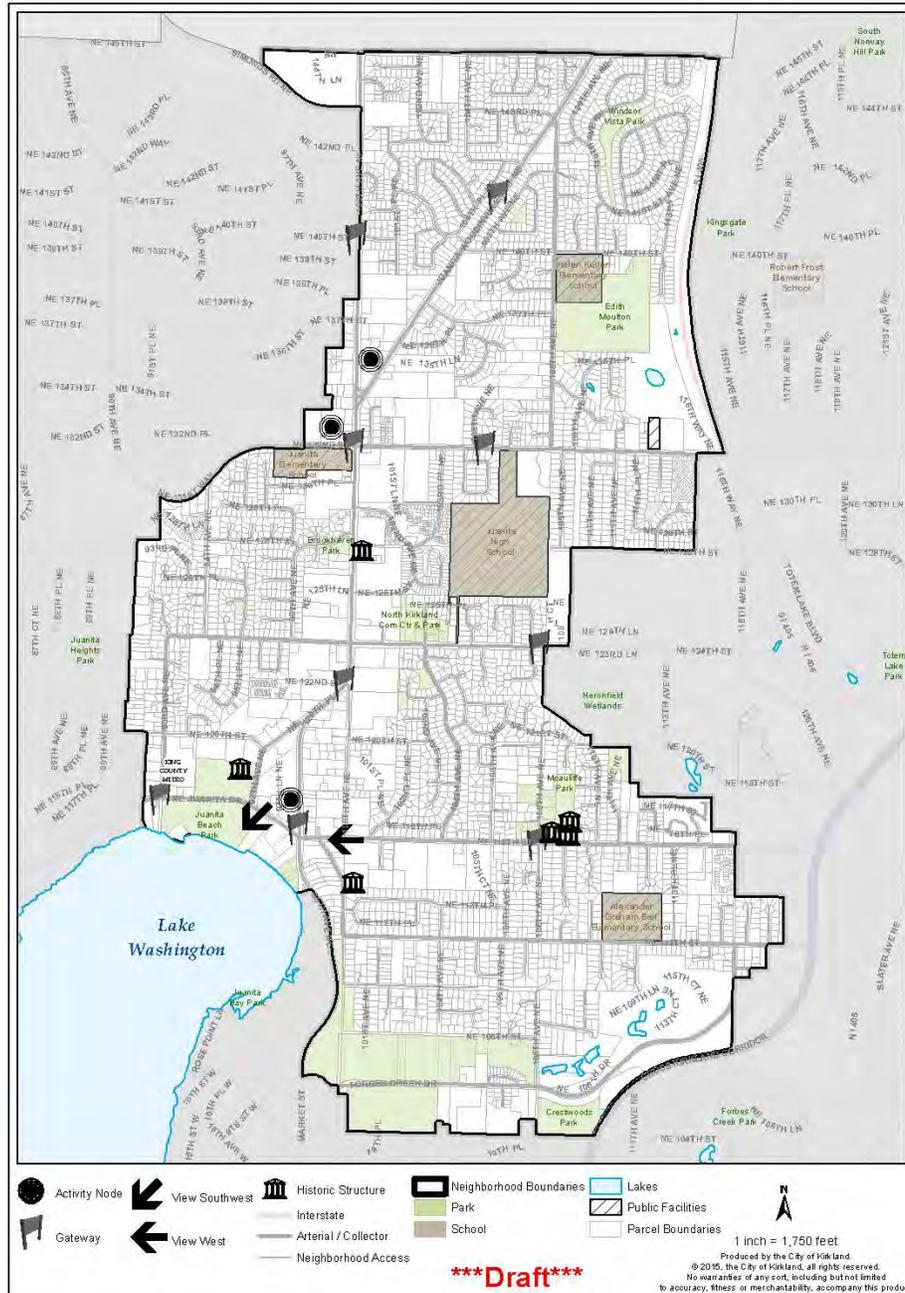


Figure J-8: Juanita Urban Design Features

Gateways to the neighborhood are identified on Figure J-98.

Gateways to the neighborhood provide an important first impression of the area's character and quality. Gateway locations are noted on Figure J-89 some of which have been previously described in this chapter. The locations were selected because they are prominent vantage points when entering the neighborhood. Each is located on a major pathway in the neighborhood. Improvement of these gateways is recommended by the most available means. This may involve dedication of land or construction and maintenance of the gateways by private developers as part of project approval. Typical improvements include landscaping and signs which recognize Juanita not only as a unique neighborhood, but also as part of the City of Kirkland.

View corridors to the lake and to Finn Hill should be opened and enhanced.

Given Juanita's unique location on Juanita Bay, whenever there is development, major view corridors to the lake should be opened. Measures should be taken to improve significant public views. Public territorial views of the southeast slope of Finn Hill should be preserved and enhanced by removing elements which clutter the view, such as certain non-conforming signs and utility lines.

"Edges" created by landscaping or topographic change should be preserved.

Juanita is fortunate to have significant stands of trees which create a "soft edge" and provide containment for the ~~commercial areas South Juanita Business District (Figure J-)~~. Similarly the hillside in Totem Lake, once known as "Welcome Hill," helps to define the boundary between Totem Lake and Juanita. Interstate 405 in the northeast corner of the neighborhood provides a hard edge or distinct boundary between Juanita and Kingsgate. Future development should preserve these edge conditions and encourage additional landscaping or topographic change to demarcate different areas or provide organization.

Pathways, with directional signs, should be developed to connect to activity areas. Landmarks should be preserved and enhanced.

There are several important nodes in Juanita where activity is concentrated. Juanita Bay Park and the walking bridge east of 100th Ave NE, and Juanita Beach Park are nodes with regional significance. Other key focal points include schools, the North Kirkland Community Center and Park, and the two commercial business neighborhood centers. Pathways and signs should be developed to lead to these nodes.

Finally, the landmarks and urban design features shown on Figure J-89 are significant, for they help to distinguish the neighborhood from other places and provide a point of reference and a sense of place for the residents. Efforts should be taken to preserve and enhance these identity-giving features.

South Rose Hill Neighborhood Plan

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

Note: The South Rose Hill Neighborhood Plan had its last major update in 1991 with a partial update in 2002. Amendments were made in 2015 as part of the GMA Update. See also NE 85th ST Subarea Plan Chapter. 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.

1. VISION STATEMENT

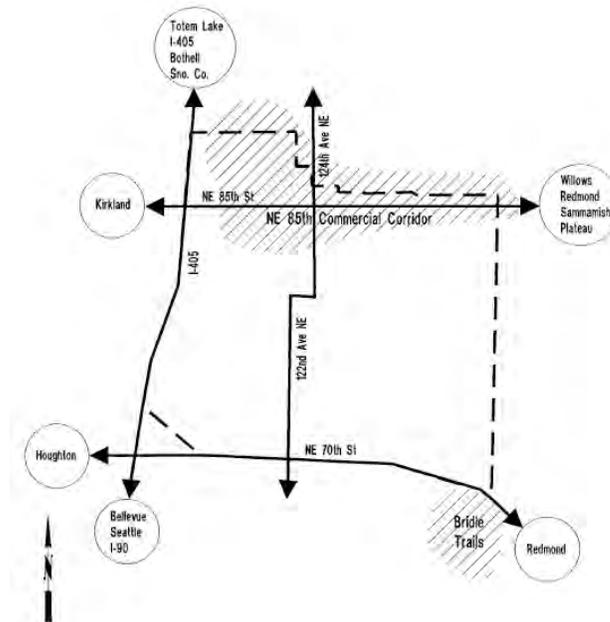
The South Rose Hill Neighborhood should continue to retain its character as a stable residential neighborhood. The neighborhood should be enhanced to emphasize its human scale, pedestrian orientation, and economic vitality. Strong emphasis should be placed on providing pedestrian and bicycle pathways. 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.

Although, rRetail 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 85th Street corridor and single family neighborhoods. See the NE 85th Street Subarea Plan for more information about the corridor.

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. is equitably distributed throughout the neighborhood and not channeled to impact certain streets. New street improvements and undergrounding of overhead utility lines along NE 85th Street will improve the pedestrian experience and attractiveness of the commercial area. NE 70th Street provides a significant east-west connection to Redmond and Houghton. 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.



[Delete Figure no longer needed](#)

Figure SRH-1: South Rose Hill Regional Influences

2. NATURAL ENVIRONMENT

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

The South Rose Hill Neighborhood contains a stream associated with the Forbes Lake drainage basin as shown in Figure SRH-2. The stream originates north of NE 80th Street between 124th and 126th Avenue NE and travels in a northwestern direction to NE 85th Street. The South Rose Hill Neighborhood is primarily a broad plateau with only two small identified wetland areas, shown in Figure SRH-1. The neighborhood's only open stream originates at the wetlands in Rose Hill Meadows Park and flows to the northwest, where it is mostly piped until it reaches NE 90th Street where the stream daylights in the wetland area draining to Forbes Lake. The other small wetland area sits behind houses in the block just east of Holy Family School. The stream and wetlands should be left in ~~its~~ their 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.

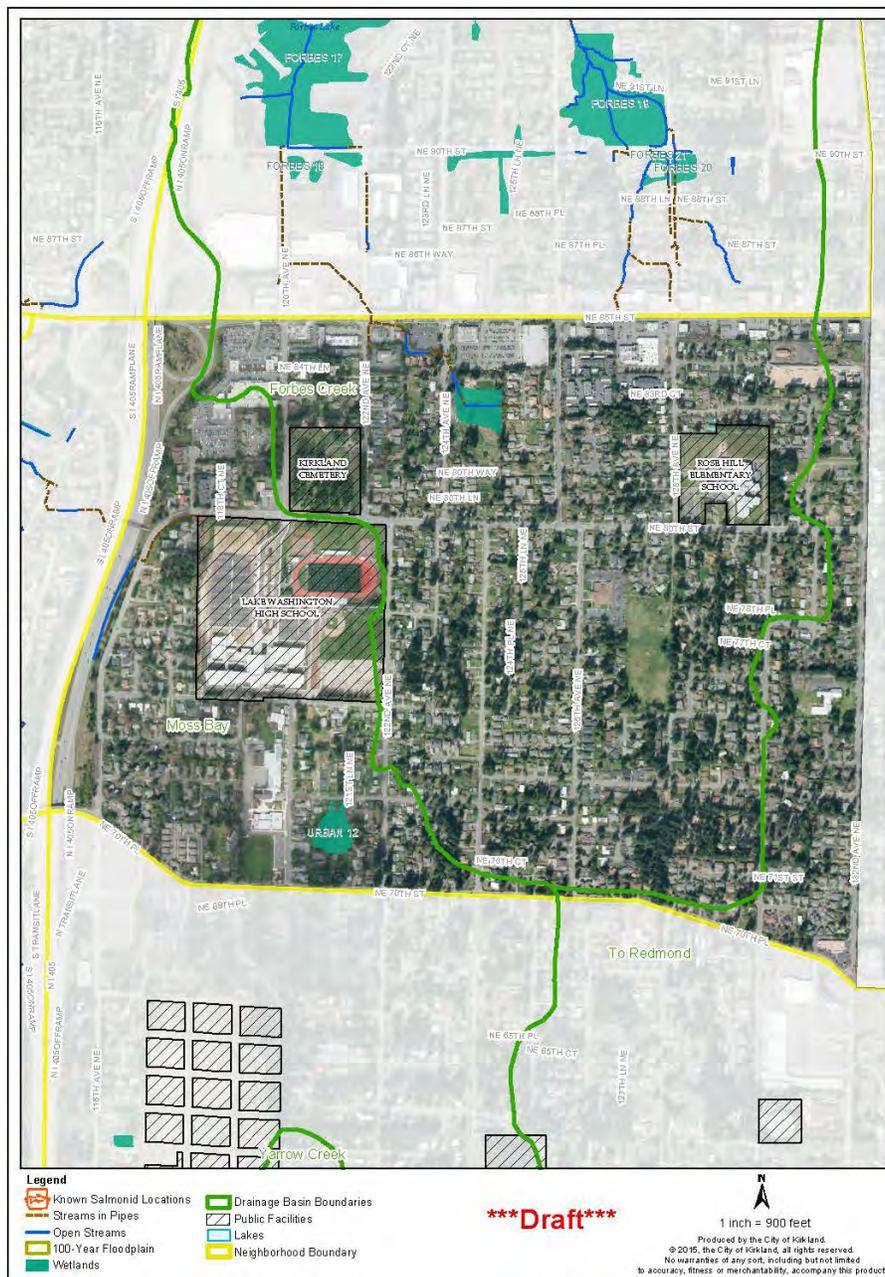


Figure SRH-1: South Rose Hill Wetlands, Streams, and Lakes

Geologically Hazardous 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 seismic hazards in its northwest quadrant due to soil types and conditions as shown in Figure SRH-2. The South Rose Hill Neighborhood contains two moderate landslide areas in its north and west due to soil types and slope conditions. The small wetland in the block east of Holy Family School is the only identified seismic hazard area in South Rose Hill. These areas are shown in Figure SRH-2. 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.

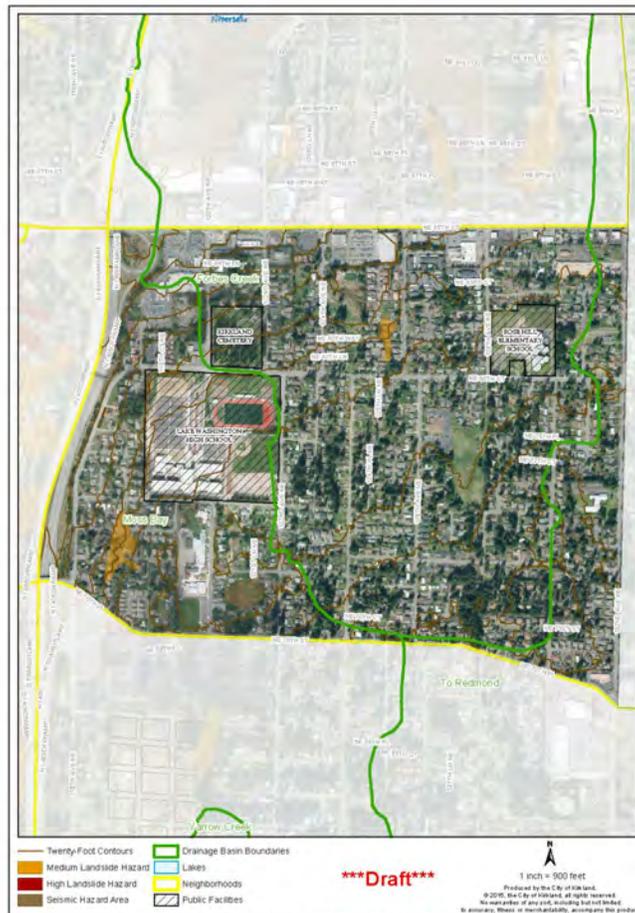


Figure SRH-2: South Rose Hill Geologically Hazardous Areas

3. LIVING ENVIRONMENT LAND USE

Residential

Low-density detached residential housing is the predominant land use, except in the NE 85th ST commercial corridor and portions of NE 70th ST.

Except for the north and south perimeter of the neighborhood commercial corridor, the predominant land use in the South Rose Hill Neighborhood is predominantly a low-density single-family detached residential housing. The lack of sSanitary 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 as a transition between single family and commercial areas the two districts or at locations which have access to transportation corridors, transit service, and commercial facilities (see Figure SRH-3).

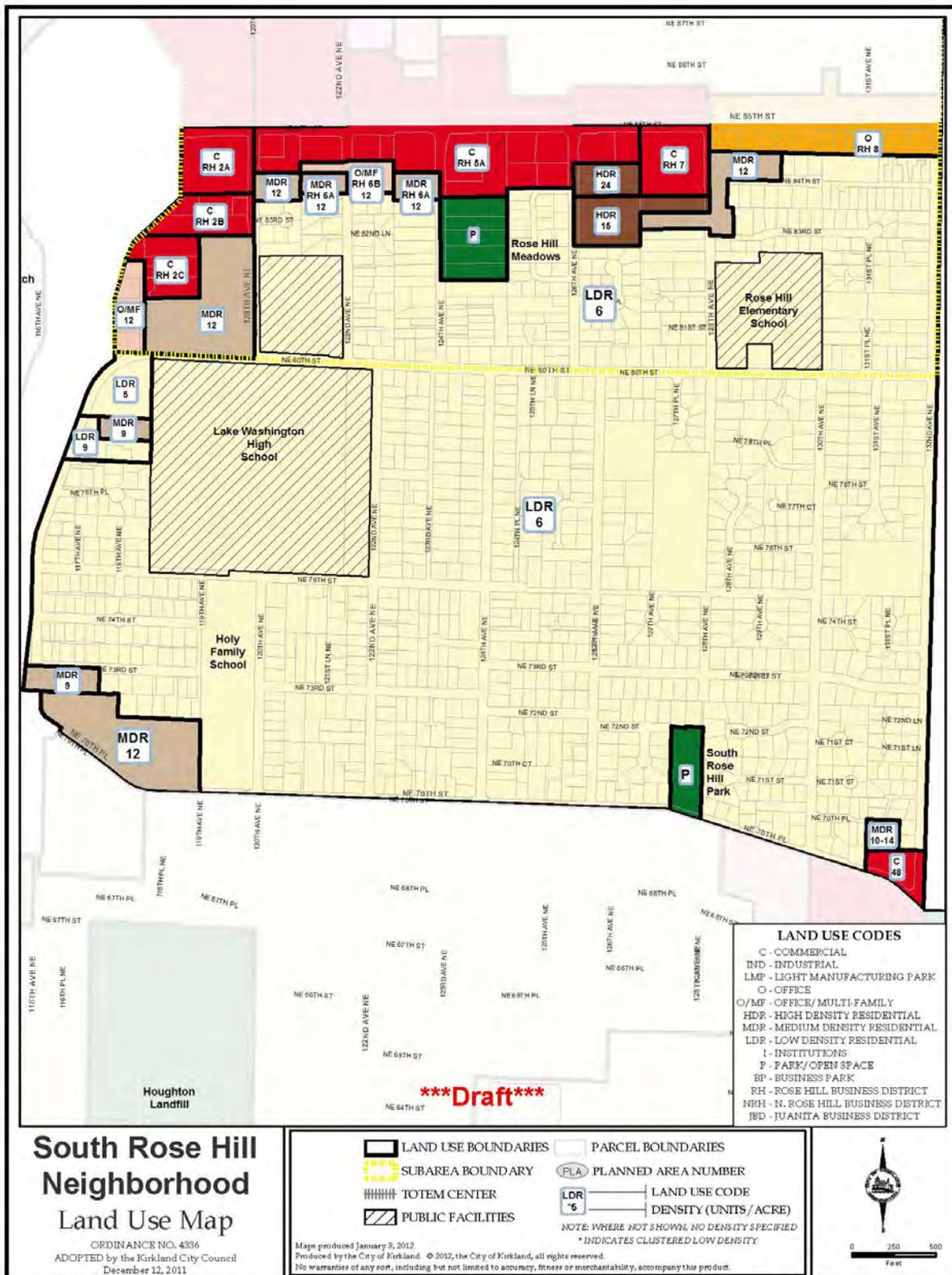
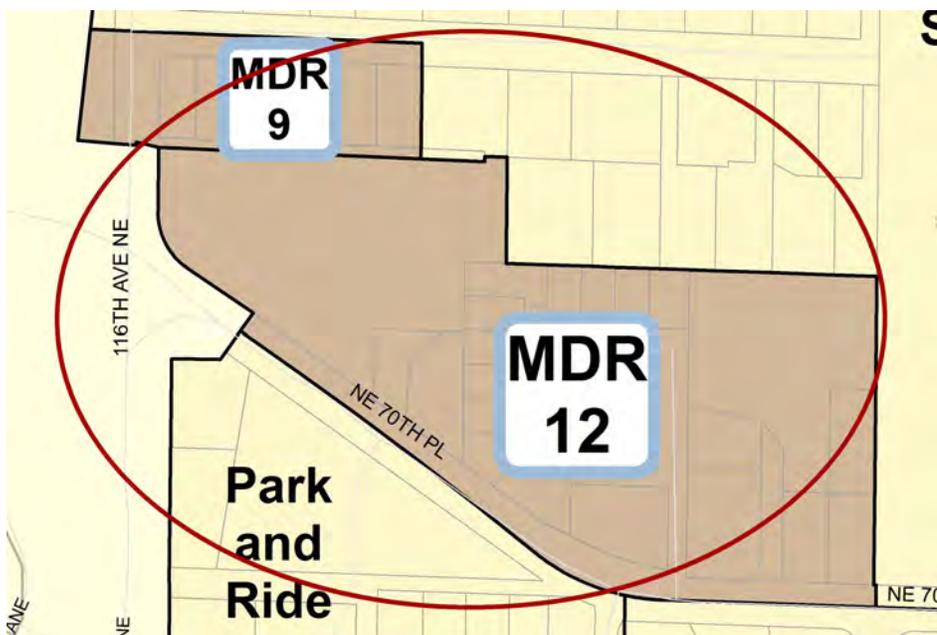


Figure 3 South Rose Hill Land Use Map

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 70th 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 at 9-12 dwelling units per acre should be permitted subject to standards which reduce impacts on single-family areas and preserve vegetation.



Property adjoining NE 70th Street, and between the alignment of 119th Avenue NE on the east and 116th Avenue NE ~~the eastern boundary of the multifamily use on the west, south of approximately NE 72nd Street if extended,~~ consists of existing multi family and large, further developable lots. Future development of multifamily housing at 9 to 12 dwelling units per acre is appropriate where shown on Land Use Map Figure 1 at this location due to ~~its~~ the 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 for multifamily development:

- (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 properties ~~iesy~~ to the north and along the slope separating the Willow Run and Lakeview Estates multifamily developments and the High School ~~from the subject property.~~
- (6) Properties should be consolidated where feasible ~~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.

~~*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:~~

- (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.~~

~~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 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 sStructures should to clustered to help preserve significant groupings of trees and provide open space.~~
- ~~(5) Establishment of nNatural Ggreenbelt Pprotective 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.~~

~~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.~~

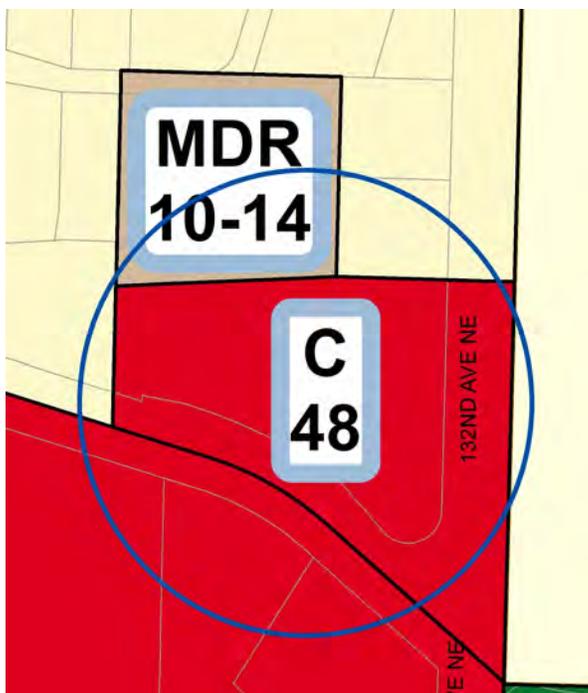
4. ECONOMIC ACTIVITIES COMMERCIAL

Commercial

NE 85th Street is a mixed use regional transportation and commercial corridor, featuring retail, office, ~~and business park~~ and medium to 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.

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 (see [Figure 3](#)). 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.

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

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. They are briefly described below. [In addition, the City has a joint use agreement with the Lake Washington School District to use the Rose Hill Elementary school for recreation.](#)

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-34). 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 85th ST on 124th Avenue NE. Park improvements were completed in 2009 and include a play area, walking trails, picnic areas and shelter, and wetland restoration.](#)

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

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 Recreation 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.*~~

~~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.~~

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.*~~

~~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.



Figure SRH-4: South Rose Hill Street Classifications

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.

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-45 shows the Street Classification System for South Rose Hill.

Principal Arterials

~~NE 85th Street~~ is a primary principal 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 Minor Arterials

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

Collector Streets

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

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

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

116th Avenue NE is a collector arterial street 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. Bicycle routes in South Rose Hill are designated in Figure SRH-6. South Rose Hill residents place a high priority on safe bicycle access through the neighborhood due to its proximity to the NE 80th ST pedestrian/bicycle overpass over I-405, and distance to the Bridle Trails Shopping Center and the NE 85th ST commercial district. However, the principle and secondary and collector arterials major that bound the neighborhood are an impediment to safe and comfortable bicycle access for many residents. —Desired improvements for bicyclings

~~include providing protected bicycle lanes on arterial or collector streets and improved safe crossings particularly NE 85th ST, 116th Ave NE and NE 70th ST. Maintenance or improvements to pedestrian, bicycle and equestrian facilities should be made. striped and marked bicycle lanes, and posted signs. See the Transportation Management Plan in the Transportation Element for the bicycle facilities network Map.~~

~~The bicycle and pedestrian overpass located at NE 60th ST and I-405 provides a vital link between downtown Kirkland, the Cross Kirkland Corridor and Redmond. Providing comfortable 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 116th Avenue NE at the NE 80th ST pedestrian and bicycle bridge to connect to downtown and the Cross Kirkland Corridor is desired. Good bicycle access should be provided to key destinations via neighborhood greenway streets that include safe crossings of the arterials. An additional priority should include providing safe and comfortable bicycle connections across NE 85th ST to connect to the North Rose Hill neighborhood.~~

PEDESTRIAN CIRCULATION

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

~~Within the South Rose Hill Neighborhood, the existing and proposed pedestrian trail system shown in Figure SRH 7 includes only the major pedestrian paths and sidewalks. Improvements to public rights of way include curb, landscape strip, and sidewalk. As new development occurs, pedestrian improvements are usually installed by the developer. In developed areas, The City has identified should identify areas where of need and install sidewalks are needed such as along 116th Avenue NE and 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. The unimproved portion of the right of way between NE 80th Street and the potential park site should be developed as a pedestrian path until future development eventually requires sidewalk improvements. When redevelopment occurs at the radio tower site, either as a park or as another use, a trail should develop there to complete the connection between the North Rose Hill and Bridle Trails Neighborhoods along the 128th Avenue NE street alignment.~~

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

The Seattle City Light Transmission Line Easement which extends across the entire South Rose Hill Neighborhood from north to south east of 124th 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.

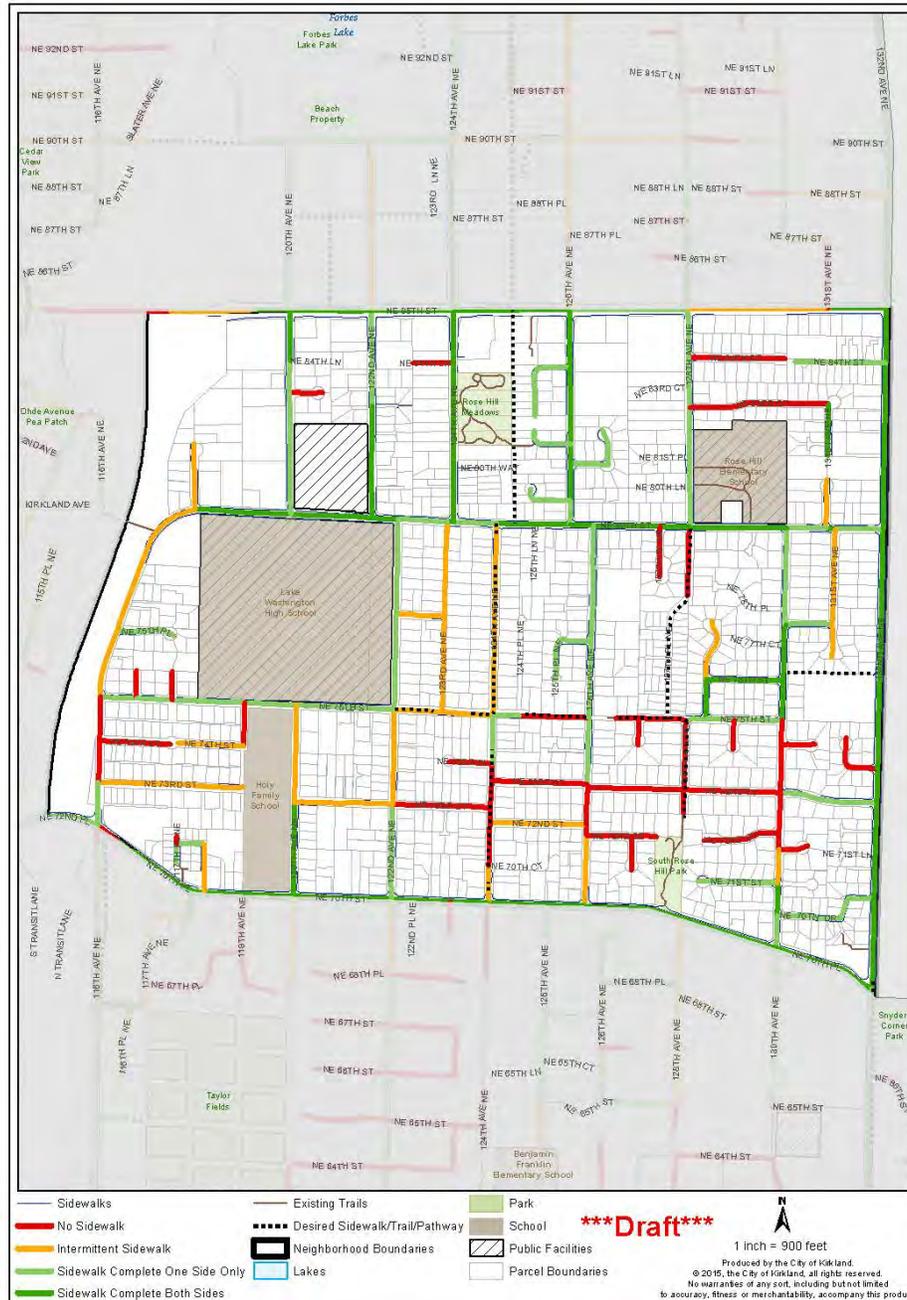


Figure SRH-5: South Rose Hill Street Pedestrian System

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 780th Street and east of approximately 122nd Avenue NE, South Rose Hill is part of the Forbes Creek Lake drainage basin. South of NE 80th Street, west of 122nd Avenue NE is part of the Moss Bay drainage basin, drainage flows into Lake Washington 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 85th 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

The urban design ~~elements-features~~ shown in Figure SRH-8 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 ~~elements-features~~ follows.

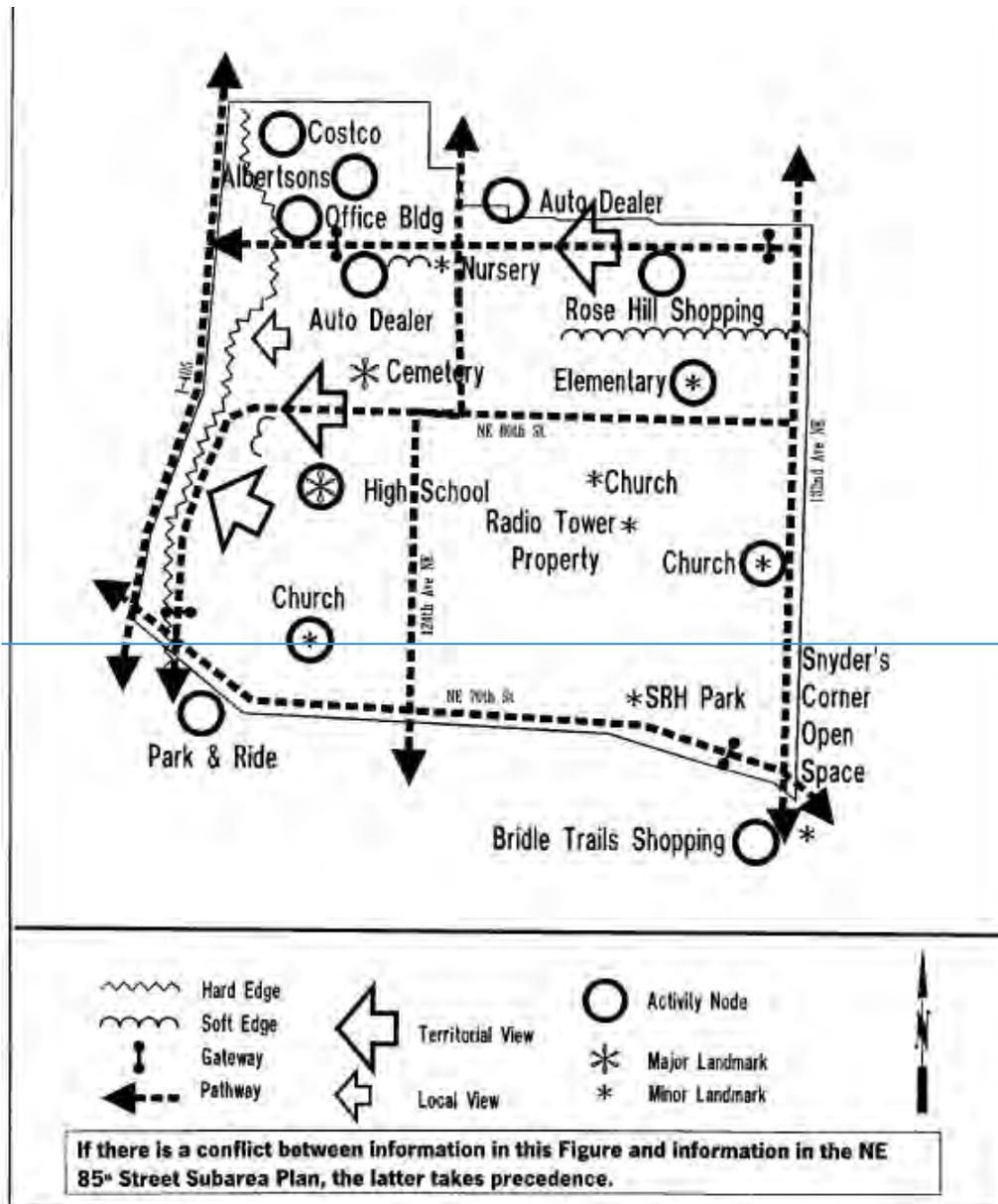


Figure SRH-8: South Rose Hill Urban Design Elements

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

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. 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 Rose Hill](#) Elementary School are viewed as minor activity centers.

Landmarks of visual or historical significance are discussed.

Visual landmarks such as the Cemetery 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 such as the Landry House. 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, and the Great Western Iron and Steel Works in Rose 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.

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.

