

Finn Hill Neighborhood Plan

Draft for May 25, 2017 Planning Commission Study Session

1. Overview

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

Preparation of the Finn Hill Neighborhood Plan involved a comprehensive, two year-long process that included public events, online surveys, development of alternatives by residents, and feedback on priorities, goals and policies from the neighborhood. The public outreach activities and involvement of City commissions, have guided development of this Plan.

2. Vision Statement

The following statement reflects how residents envision the Finn Hill neighborhood and written based on an extensive public outreach process held in February and March 2016.

Finn Hill is a predominantly residential, heavily treed and picturesque neighborhood overlooking Lake Washington. Rising to a height of 535 feet above sea level, with ravines and steep slopes on its flanks, Finn Hill is bounded by Lake Washington to the south and west, NE 145th Street to the north, and the Juanita neighborhood to the east. Access to the neighborhood is limited to three main entry points: Juanita Drive provides access to the southern and western portions of the hill, and Simonds Road/NE 145th streets and NE 132nd/90th streets provide the north east/west access to Finn Hill.

Two mixed use neighborhood commercial centers located on Juanita Drive, Finn Hill Neighborhood Center and Holmes Point Residential Market (Inglewood and Holmes Point), provide retail amenities and multi-family housing in the neighborhood.

Finn Hill residents feel very strongly about the unique setting of their neighborhood. Parks and natural areas are the stars of Finn Hill and considered high value resources that provide important wildlife and recreation connections. There is a deep affinity with, and a desire to care for, the natural environment, parks, open space, tree canopy, and Lake Washington. Residents take pride in their history of participating in fundraising campaigns, work parties, and planning activities focused on protecting the neighborhood's woodlands, streams and parks. Preserving or improving natural open space connectivity wherever possible is a major goal for Finn Hill residents, and received overwhelming support through the public outreach process. Finn Hill is encompassed by

many steep slopes that residents recognize must be protected or developed carefully to prevent landslides and erosion.

In keeping with the desire to preserve natural areas, Finn Hill residents seek to keep density low in residential areas. Although Finn Hill residents understand the need to accommodate newcomers to the neighborhood, they are especially concerned about the consequences from additional density such as undesirable changes to the character of established neighborhoods, loss of tree canopy, and increased traffic congestion.

Multi-family development should be located adjacent to neighborhood commercial zones in order to avoid conflicts with low-density areas and concentrate residential densities in areas that will support public transit. The improvement or redevelopment of existing commercial centers, rather than building new ones, would make more sense in the context of Finn Hill. The Finn Hill Neighborhood Center (Inglewood commercial area) in particular has strong potential for redevelopment and residents expressed a desire to see the amenities here updated and diversified. The Inglewood shopping center could support the inclusion of more multifamily or diverse housing in and adjacent to the center, particularly if doing so would justify additional transit services for the neighborhood.

Transportation around and through Finn Hill is currently car centric. The existing trails and bike networks are much enjoyed and need further improvement. There is also a need for better connectivity up/down hills and towards key facilities such as schools, parks, and shopping centers. Forming a safe network of sidewalks and trails where walking is facilitated and comfortable is a major goal for Finn Hill. There are also concerns about traffic congestion during commute hours on key roads in Finn Hill, particularly Juanita Drive which is the main north-south thoroughfare through the neighborhood. Finn Hill residents support exploring alternative public transit solutions to reduce the need for residents to use their personal cars, especially during heavy commute periods.

Overall, residents want to preserve the existing character of the neighborhood while planning for the future.

3. Guiding Neighborhood Values

Finn Hill residents' vision for their neighborhood's future seeks to balance the preservation and enhancement of its natural environment with the challenges of accommodating regional growth. Ideas and values about parks and the natural environment are closely related to issues concerning land use and transportation. Since the Finn Hill Neighborhood Plan must be implemented through a series of goals and policies, this section is meant to lay out the guiding values and ideas that connect the goals and policies between and within chapters and provide a basis for the rest of the neighborhood plan.

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

Neighborhood parks and green spaces should be connected into a continuous loop of woodland and trails. Key functions for these spaces include providing wildlife habitat, preserving forest canopy, protecting critical areas (including steep slopes), providing hiking and walking opportunities, and providing opportunities for biking that do not conflict with pedestrians. Ideally, the woodlands and trails would create a pervasive sense of connection with the natural environment. Additionally, they would support a broad, neighborhood-wide network of pedestrian sidewalks and paths, and bikeways, that would knit Finn Hill's two commercial areas more closely with the neighborhood.

Value 2: Provide a consistent land use pattern that supports the neighborhood's desire to retain its low density character.

A range of low density single family zoning exists from four to eight dwelling units per acre or equivalent RSA 4 to RSA 8 zoning. A patchwork of zoning districts exist where lower density surrounds smaller, islands of higher single family density zones. The neighborhood's residential zoning should minimize small pockets of zoning that allow residential development at densities and in forms that are inconsistent with surrounding homes. As part of the neighborhood planning process and depending on the topography, environmentally critical areas, existing street network and surrounding development, changes in land use to lower or higher density may be appropriate to provide a more consistent land use pattern. (See Land Use Section 6 for additional discussion).

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

For critical areas including landslide hazard areas, the neighborhood should examine regulatory options for increased protection of these areas and connecting them to the broader green space network city wide (see NV1, above). These include:

- a. Regulating development on geological hazard areas and streams and wetlands;
- b. Zoning approaches such as encouraging clustering of lots or structures to reduce impacts on slopes and retain more trees;
- c. Requiring protective covenants or open space easements to protect critical areas; and
- d. Purchasing property containing critical areas.

See Natural Environment Section 4 for more discussion.

Value 4: Develop the neighborhood commercial districts into pedestrian oriented villages that are human in scale, provide needed services, gathering places, within walking distance of residential, support transit options, developed with sensitivity to the neighborhood's environmental and traffic concerns and maintain the neighborhood's character.

This value complements Neighborhood Value 2 above and is based on the principles of the "10 minute walkable neighborhoods" concept discussed in the Land Use Element of the Comprehensive Plan. This concept emphasizes accessibility and walkable destinations, and it has already been implemented in other neighborhoods of Kirkland. Finn Hill residents have expressed an openness to considering denser multifamily residential development near existing commercial districts, in order to diversify residential housing choices (including affordable housing and housing for seniors), enhance shopping amenities, and improve transit options.

Value 5: New development in the neighborhood should be in keeping with the neighborhood's vision of preserving and enhancing Finn Hill's natural environment.

Land use changes and development review decisions should reflect the vision statement and the goals and policies of the neighborhood plan.

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



Denny Fest Summer Event

4. Historical Context

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

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

Early European settlers of Finn Hill were predominantly of Finnish descent. The first families settled in 1896; some of the 55 families in the area include the Reineckainen (later changed to Raine), Norman, Mielonen, Petonen, Lindquist, Jarvi, Salmonson, and Haapa families⁴. The Finnish language was spoken. Families would share Finnish style bath houses heated with wood. At one time there were three halls for community dances, plays, and other programs.

As elsewhere in Kirkland, these early settlers first logged the area, then burned and pulled out the massive stumps left behind to prepare the land for agriculture. The Woodins Logging Co. had a tramway to take the logs from the top of the hill to Juanita Bay. Fruit, dairy, and vegetables were among the crops grown.

The Inglewood neighborhood—now part of Finn Hill and the area of Finn Hill's largest commercial development was first platted and named by L.A. Wold in 1888⁵. In the 1970's Paul Kirk designed a unique subdivision into 21 circular one acre lots surrounded by common open space in the southeast area of Finn Hill.

O.O. Denny Park is named for Orion Denny, son of Seattle founder Arthur Denny. The property was Orion's country estate and his widow willed it to the City of Seattle. The property was later used as a summer camp for kids before becoming open to the public as a park.

As Seattle was preparing for the 1962 World's Fair, and the 10 million people who'd be coming to experience it, the Evergreen Point floating bridge was completed to connect Kirkland to Seattle.

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

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

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

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

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

This led to a sharp increase in the population of communities on the eastside, including Kirkland and Finn Hill

Today, single family residential has replaced farms and agriculture. Finn Hill was annexed into Kirkland in 2011.



The Benjamin Reinikainen family, circa 1908, the first family to build on Finn Hill (east of Lake Washington).

Photo from the Barrie and Raine/Snow Collections.

5. Natural Environment

The goals and policies herein build on the citywide Comprehensive Plan Environment Element policies. What is unique about the Finn Hill neighborhood is the amount of forested hills, natural stream corridors and shoreline areas concentrated within the City of Kirkland, which is reflected in the neighborhood's vision statement on protecting the local natural environment.

During the development of the Finn Hill Neighborhood Plan, the following priorities were emphasized through community outreach exercises:

- Conserve the natural environment, including tree canopy, wildlife habitat, streams, and wetlands.
- Restrict and enforce development standards to protect critical areas including streams, wetlands, and steep slopes susceptible to erosion and landslide hazards.
- Provide wildlife corridors and recreational connectivity.
- Ensure development standards protect the natural environment and forested neighborhood character.

Goal FH-1: Protect and enhance Finn Hill Neighborhood's natural environment.

Protect and enhance the natural environment by retaining native topography, tree canopy, and stream and wildlife corridors, which are key to stabilizing steep slopes, controlling storm water, and preserving neighborhood character.

Goal FH-2: Require new development to preserve and protect ecosystem functions.

Compliance with the Zoning Code regulations regarding tree retention, critical areas, and geologic hazardous areas are necessary to ensure new development, redevelopment and land surface modification meet neighborhood expectations and relevant goals and policies.

Trees and Forest Ecosystems

Goal FH-3: Maintain a healthy, sustainable urban forest through the protection and restoration of native trees, vegetation, and soil.

To protect Finn Hill's neighborhood character and natural environment, concern for existing and future urban tree canopy coverage (UTC) emerged as a neighborhood priority. The benefits associated with protecting Finn Hill's tree canopy include:

- High tree canopy coverage contributes to lower storm water runoff volumes, lower peak stream flows and fewer flooding incidents.

- Protecting native vegetation reduces soil erosion, preventing sediment and other pollutants from entering streams and Lake Washington.
- Preserving continuous tree canopy is important for maintaining wildlife habitat and providing wildlife corridors.
- Protecting native trees and vegetation helps to protect soil ecosystems. In return, soils and the communities of microorganisms that they support are important in supporting healthy native trees and vegetation.



Policy FH 3.1: Preserve and restore tree canopy throughout the neighborhood.

While Kirkland's city-wide tree canopy coverage goal is 40 percent, the Finn Hill Neighborhood has established a 50 to 60 percent tree canopy goal (Note: the percent canopy is a discussion issue). In the Holmes Point Overlay area (HPO) (KZC Chapter 70), tree retention is more restrictive than the rest of the city. The HPO regulations require preservation of soil, vegetation and trees through designated Protected Natural Areas. Other Zoning Code regulations require open space covenants and easements be recorded on property to protect critical areas and slopes, in conjunction with strong development standards described in Policy NE 3.2, NE 4.6 and NE 4.9.

Preserving forest canopy and ecosystem function is also achieved through public purchase of land. Implementation of many of the strategies in the Kirkland Urban Forestry Strategic Management Plan also work towards achieving this policy.

Policy FH 3.2: Establish regulations to protect trees during development, particularly large native trees and groves, and require restoration of trees, vegetation and soil impacted by development.

Strengthening tree retention regulations is a major concern of Finn Hill residents. The majority of residents support more stringent limits on tree removal including the need for enforcement of adopted regulations. Residents want protection of existing trees, retention of tree canopy and restoration of impacted areas.

Protecting mature trees is important for the aforementioned reasons, as larger trees substantially improve air quality, mitigate storm water, reduce heat island temperatures, sequester more

carbon, offer diverse wildlife habitat opportunities and contribute to neighborhood character. Emphasis should be on retaining and replanting native tree species such as Douglas Fir, Vine Maple and Madrone trees.

The City should improve and enforce regulations which may result in amending KZC Chapter 70, Holmes Point Overlay and Chapter 95, Tree Management and Required Landscaping regulations.

Policy FH 3.3: Protect soil quality during development.

Protecting and enhancing soil quality focuses not just on characteristics such as nutrient availability, but also focuses on soil biological activity, organic matter content, water infiltration, and soil structure. Therefore native soils should be kept intact as much as possible, preventing soil compaction, erosion and removal during construction activities. Soil quality can be protected by 1) reducing the allowable clearing and grading areas; 2) limiting disturbance to native soils during construction; 3) applying protective layers of mulch blankets over soils where heavy equipment access is required; 4) complying with erosion control requirements; and 5) salvaging and storing native top soils for reapplication to the site. Low impact development techniques and soil requirements for planting new native trees and vegetation in the Zoning Code are encouraged to implement this policy.

In addition to these policies that address tree protection, the policies in the Holmes Point Overlay section (Section 5 below) are also relevant.

Streams, Wetlands, and Shorelines

Finn Hill contains many streams, particularly along the western edge of Lake Washington's shoreline, and a number of wetlands (See Figure 4.1). The residents of Finn Hill feel strongly that streams, wetlands and the Lake Washington shoreline habitat should be protected and restored. These values are consistent with adopted policies in the Environment and Shoreline Area Chapters of the Comprehensive plan, regulations in KZC Chapter 90, Critical Areas Wetlands, Streams, Chapter 83, Shoreline regulations and City sponsored volunteer restoration programs.

Goal FH-4: Preserve and restore streams, wetlands and shorelines and protect their biological integrity, including in stream and adjacent riparian habitat.

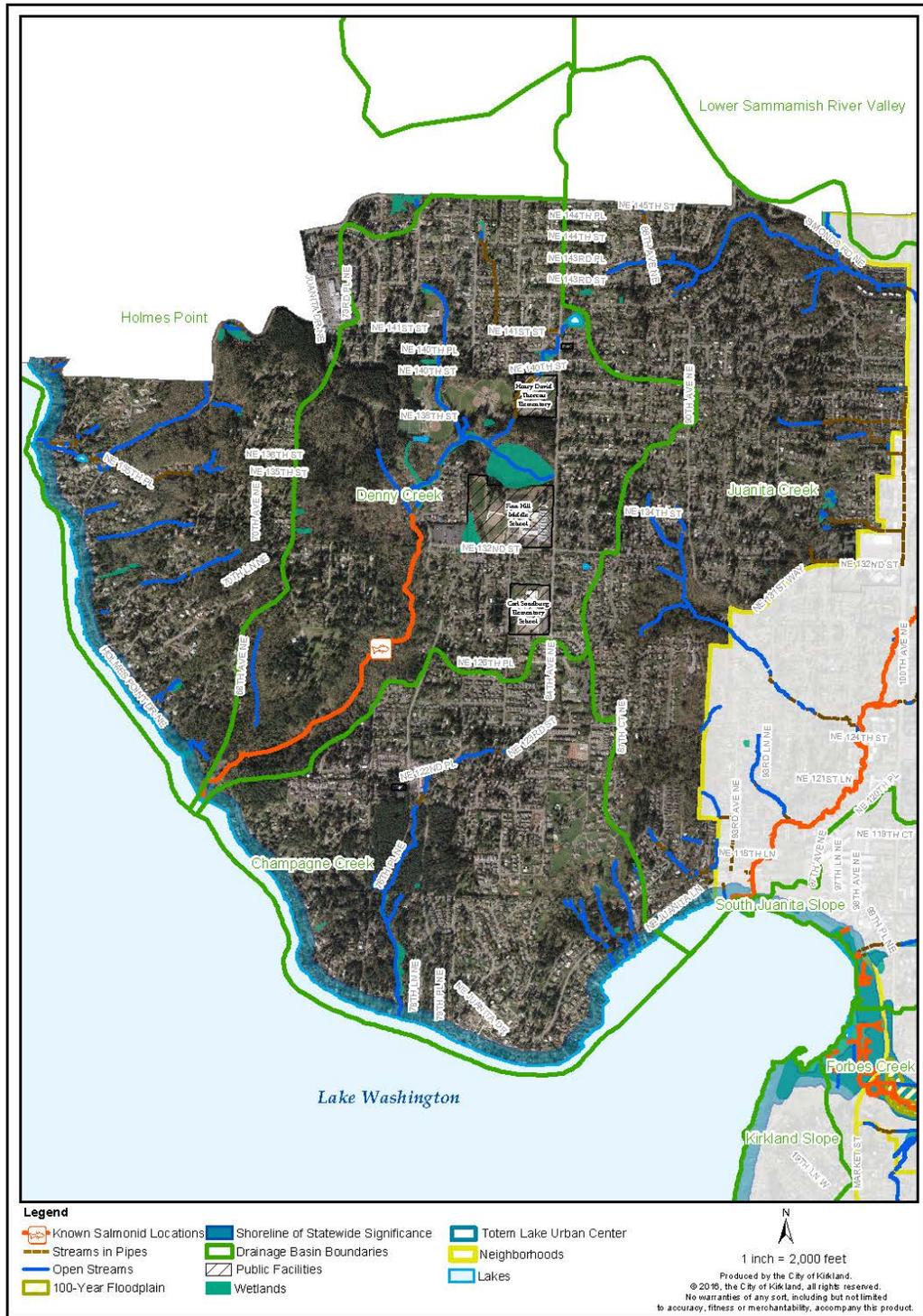


Figure 4.1: Finn Hill Wetlands, Stream, and Lakes

Policy FH-4.1: Encourage public and private property owners to protect and enhance streams, wetlands, and buffers for wildlife habitat and corridors.

The 2014 Surface Water Master Plan includes an inventory conducted for Finn Hill prior to annexation which describes techniques property owners and the community can do to improve streams and wetlands including:

- Removing trash debris from streams and wetlands
- Removing structures or barriers to improve fish passage
- Restoring stream channels and buffers to improve habitat
- Monitoring streams and wetlands for invasive species
- Adding woody debris to streams
- Removing invasive species from buffers and planting with native vegetation
- Educating residents about stream bacterial loads caused by pet waste

The neighborhood, in cooperation with the City's Green Kirkland Partnership program can help restore streams, wetland and forested areas. The Finn Hill Neighborhood Alliance in cooperation with the City can disseminate information encouraging property maintenance that will preserve and enhance the quality of neighborhood streams and wetlands.

Policy FH-4.2: Work with public and private property owners on education and compliance with shoreline regulations and to enhance shoreline habitat along Lake Washington.

Development located within the jurisdiction of the Shoreline Management Act must comply with the state and local shoreline regulations in KZC Chapter 83. Kirkland is a Green Shores™ for Homes (GSH) pilot city. GSH is a voluntary incentive based program designed specifically for shoreline properties. Other shoreline habitat policies for Kirkland are contained in the Shoreline Area Chapter of the Comprehensive Plan and the Parks, Recreation and Open Space (PROS) plan.



Surface Water

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

City policy and regulatory documents that address these issues are the Surface Water Master Plan (SWMP), Kirkland Municipal Code Chapter 15.52 and Zoning Code Chapters 90, Critical Areas, Wetlands, Streams regulations. The SWMP includes an inventory of surface water issues in Finn Hill that should be implemented as resources are available. Policy 4.1 above lists several techniques that property owners can do to improve stream corridors.

Policy FH-4.3: Use natural storm water solutions to protect fish and other aquatic organisms (e.g. Low Impact Development reducing runoff from impervious surface area).

Residents support use of Low Impact Development (LID) techniques such as rain gardens, pervious paving, cisterns, land conservation, green roofs, bio-swales, infiltration systems such as trenches and drywells, and other forms of bio-retention, curb extensions, cascades, and porous gutters.

Policy FH -4.4: Educate property owners and residents to prevent point and nonpoint source pollution to improve water quality in local streams and Lake Washington.

The City together with the Finn Hill Neighborhood Association should provide educational awareness and the enforcement programs to help prevent point and nonpoint source pollution.

Policy FH- 4.5: Conduct retrofit planning for existing conditions with the goal of improving hydrology and water quality consistent with the Surface Water Master Plan.

Retrofit planning is the development of storm water flow control and water quality treatment facilities to serve existing development that does not currently have such facilities, or that has facilities designed to old or out-of-date standards. Facilities can be either de-centralized small ones that serve individual streets or buildings, or regional large facilities that serve multiple buildings and streets.

Slopes and Geologic Hazardous Areas

Finn Hill's topography includes many steep slopes and stream corridor ravines, particularly on the east, south, and west edges of the neighborhood (See Figure 4.2: Geologically Hazardous Areas). These geologically hazardous areas and ravines are susceptible to erosion and landslides, particularly if disturbed and existing vegetation is removed. Soils susceptible to seismic hazards (including liquefaction) are generally located in areas containing wetlands.

Zoning Code Chapter 85, Critical Areas Geologically Hazardous Areas, establishes the regulations applied to development on property containing geologically hazardous areas. In Seismic and Landslide Hazard Areas, development activity is subject to increased scrutiny and must comply with regulations to control erosion contained in KMC Title 15, along with the Zoning Code Holmes Point Chapter KZC 70, Tree Management and Landscaping Chapter KZC 95, and Critical Area regulations for wetland and streams in KZC 90.



3-Dimensional Model of Finn Hill Topography

Source: U.W. Green Futures Lab

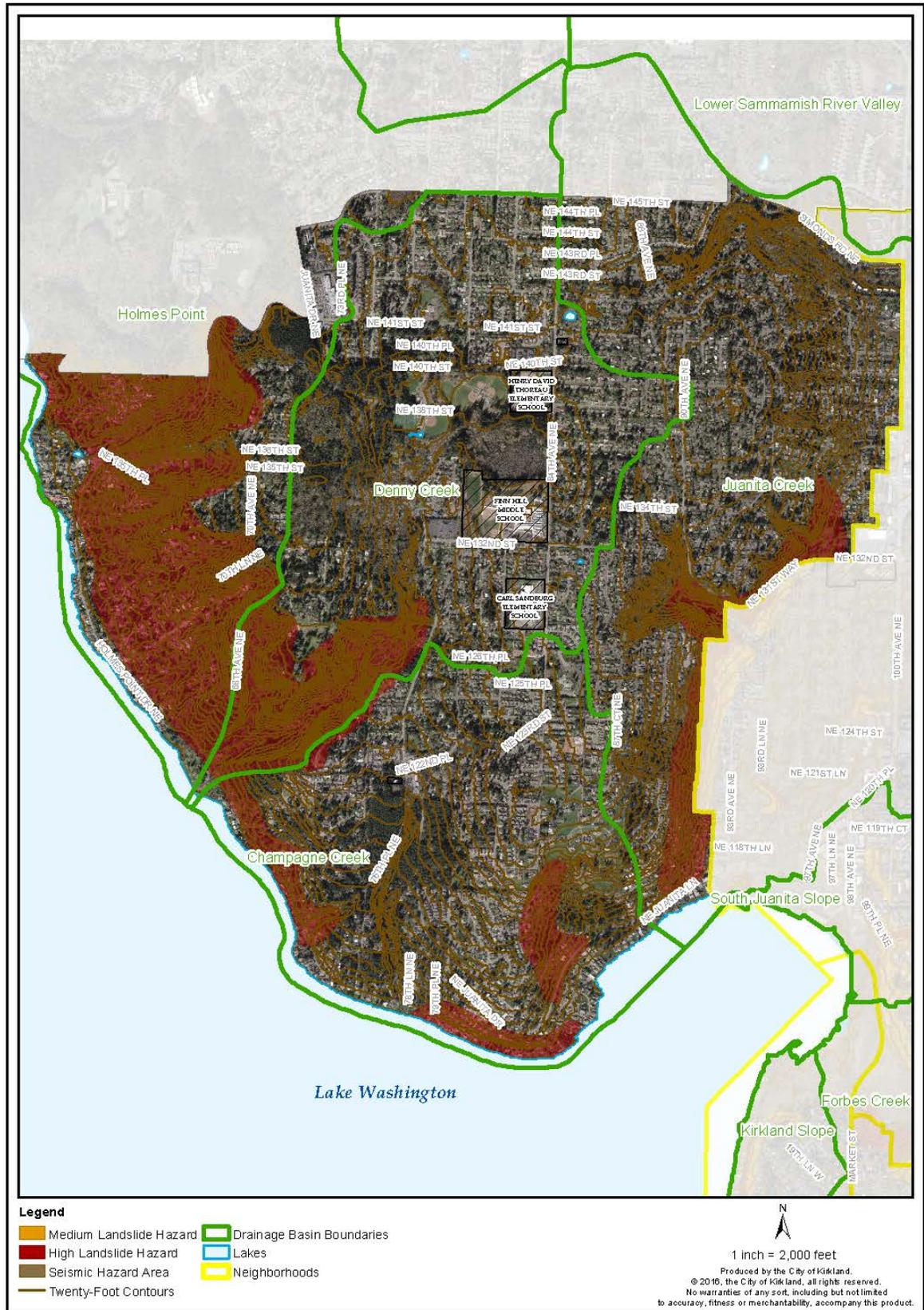


Figure 4.2: Finn Hill Geologically Hazardous Areas

Policy FH- 4.6. Protect moderate and high landslide areas by limiting development and maintaining existing vegetation.

Controlling erosion and preventing landslides is a desired goal expressed by Finn Hill residents.

Consistent with the regulations for property containing geologically hazardous soils are regulated in the City's codes, standards for limiting development on steep slopes should include:

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

Holmes Point Overlay

The Holmes Point Overlay (HPO) area is generally located west of Juanita Drive (see Figure 4.3). The HPO is dominated by the largest area of sensitive environmental features in the City, including stream corridors, steep slopes greater than 40%, and slopes susceptible to moderate and high landslide and erosion hazards.

The Holmes Point Overlay zone is a regulatory overlay with the purpose of providing increased environmental and tree protection in the Holmes Point area. The HPO regulations have existed in King County since 1999 and were carried over to the KZC Chapter 70 with the 2011 annexation.

The intent of the HPO overlay is to limit the amount of site disturbance on lots in order to protect vegetation, tree cover and wildlife, retain natural topography, reduce visual impacts of development, and maintain community character. For example, the HPO regulations limit maximum lot coverage and greater tree retention requirements beyond what is allowed outside the HPO and require a portion of the lot to be designated for tree and vegetation retention in perpetuity as a Protected Natural Area (PNA).



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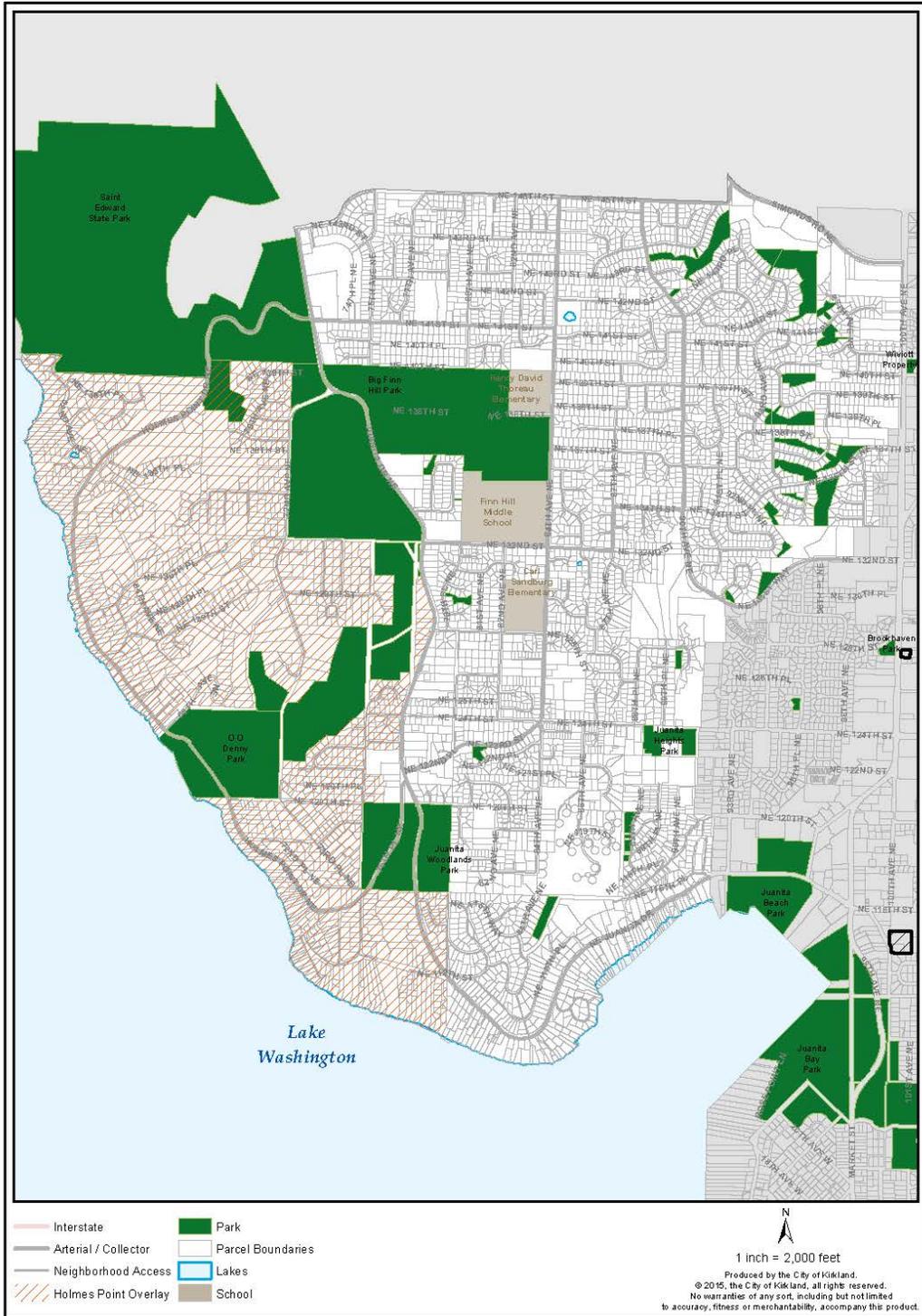


Figure 4.3: Holmes Point Overlay

Policy FH-4.7: Maintain and protect a greater tree canopy in the HPO.

Tree and canopy protection is a significant concern of Finn Hill residents. The environmental conditions in the HPO area mentioned above, justify a higher level of tree retention in order to help maintain a neighborhood wide tree canopy of 50-60% compared (Note: this is a policy issue to discuss) compared to the tree canopy goal for the rest of the City at 40% (see Environment Chapter of the Comprehensive Plan).

Policy FH-4.8: Strengthen the regulations and enforcement of the Holmes Point Overlay (HPO).

The neighborhood supports strengthening the HPO regulations. Concerns are that during the development review process a greater number of trees are removed than the intent of the HPO regulations allow. Because of environmental, topography or constraints of development such as location of vehicular access or utilities, the number of lots or residential density allowed by zoning may not be achievable in all cases. Balancing the intent of the HPO policies and regulations for greater retention of trees and natural areas with property rights and the underlying zoning density will be necessary in order to meet the neighborhood goals and policies. Suggestions from the community also include expansion of the HPO boundaries to the southern and eastern slopes of Finn Hill.

Policy FH-4.9: Limit site disturbance and retain trees and native vegetation on slopes to avoid or minimize damage to life and property.

Because of the natural constraints of the HPO area discussed above, development in the HPO area should be subject to the following development standards and as contained in KZC Holmes Point Overlay Zone Chapter 70, KZC Critical Areas: Geologically Hazardous Areas, Chapter 85 and KZC Critical Areas for Wetlands and Streams, Chapter 90.

- Limit the amount of site disturbance
- Limit the amount of impervious service or lot coverage
- Retain a percentage of lot in open space
- Retain trees and natural vegetation and soils to a greater extent than outside the HPO
- Preserve and protect natural areas in perpetuity within an easement recorded on the property
- Provide supplemental replanting of native vegetation, evergreen trees and soil enhancement
- Cluster lots, limit site disturbance and locate vehicular access away from the steepest slopes
- Prepare geotechnical report and slope stability analysis
- Retain and enhance watercourses

- Review and approve short plats and subdivisions with integrated development plans so that the amount of site disturbance for locating structures, utilities, access and tree retention/removal is determined prior to beginning construction.

Policy FH-4.10: Encourage clustering development away from slopes susceptible to moderate and high landslide potential to retain natural topography, vegetation and avoid damage to life and property.

Clustering of development away from slopes should be a priority during development review to retain topography, trees, vegetation and minimize disturbance to moderate and high landslide hazard slopes. A qualified geotechnical engineer or engineering geologist may make other recommendations to be implemented during the permit review and construction phases of development.

Policy FH-4.11: Conduct a neighborhood education program on the importance of tree retention, planting of native vegetation and HPO regulations.

Educational programs for property owners, developers, and tree removal companies on topics such as tree maintenance and HPO code requirements would encourage stewardship of the urban forest and citizen awareness of violations to help achieve the goals of the HPO. Property owners could also be encouraged to increase planting native vegetation and trees. The City and neighborhood should partner together to conduct educational programs to support the intent of the HPO regulations.

Wildlife Habitat

Finn Hill residents greatly value the fish, plants, and wildlife that live in the neighborhood and strongly support protecting and restoring wildlife habitat. Wildlife habitat areas provide food, protective cover, nesting and breeding areas, and corridors for movement for native plants, fish, or wildlife including but not limited to threatened, endangered, migratory and priority species. There are several known eagles nests located on the west side of Finn Hill above Lake Washington as well as heron, owls, pileated woodpecker, and coyotes in the neighborhood.

Historically, Finn Hill was blanketed with a dense conifer forest, including Douglas fir, Western Red Cedar, and Western Hemlock. Forest fires were frequent occurrences resulting in a patchwork of conifer forest and burned areas dominated by native shrub species including Vine Maple, Huckleberry, Salal, and Oregon Grape. While it is impossible to return to these conditions, an ideal urban forest provides wildlife habitat and corridors that reflect the habitat requirements of key species.

Previous sections Slopes, Geologic Hazardous Areas, Trees and Forests and Streams, Wetlands, and Shorelines build on the policies below. The funding policy identified in 3.1 will be instrumental

in setting aside land for wildlife habitat. In addition, the Green Loop discussed in Section 5 (Parks and Open Spaces) provides an opportunity to improve, connect, and protect wildlife corridors.

Finn Hill already contains a number of protected open space and natural areas (See Figure 4.3). These are managed by multiple governmental bodies, including City of Kirkland, City of Seattle, and King County. The continued preservation of these protected areas will require cooperation between Finn Hill residents and these entities.

Policy FH-4.12: Promote and educate the public about wildlife and backyard habitat, in conjunction with Kirkland's designation as a certified Community Wildlife Habitat by The National Wildlife Federation.

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

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5. Parks and Open Space

Finn Hill includes 389 acres of parks and open space (38% of the city's park land). Finn Hill contains parks owned by several different public agencies (Figure 5.1). These include a portion of St. Edward State Park, Big Finn Hill Park, and O.O. Denny Park. Other neighborhood recreational facilities that are not always publically accessible include school facilities with outdoor sports fields and indoor gymnasiums.

Finn Hill residents place a high value on parks and preserving natural areas (discussed in the Natural Environment Section 4). Priorities discussed in this chapter are open space conservation, desired improvements to existing parks, expansion of park land, creating a Green Loop Corridor, pedestrian and bike trails, and improved access to Lake Washington.



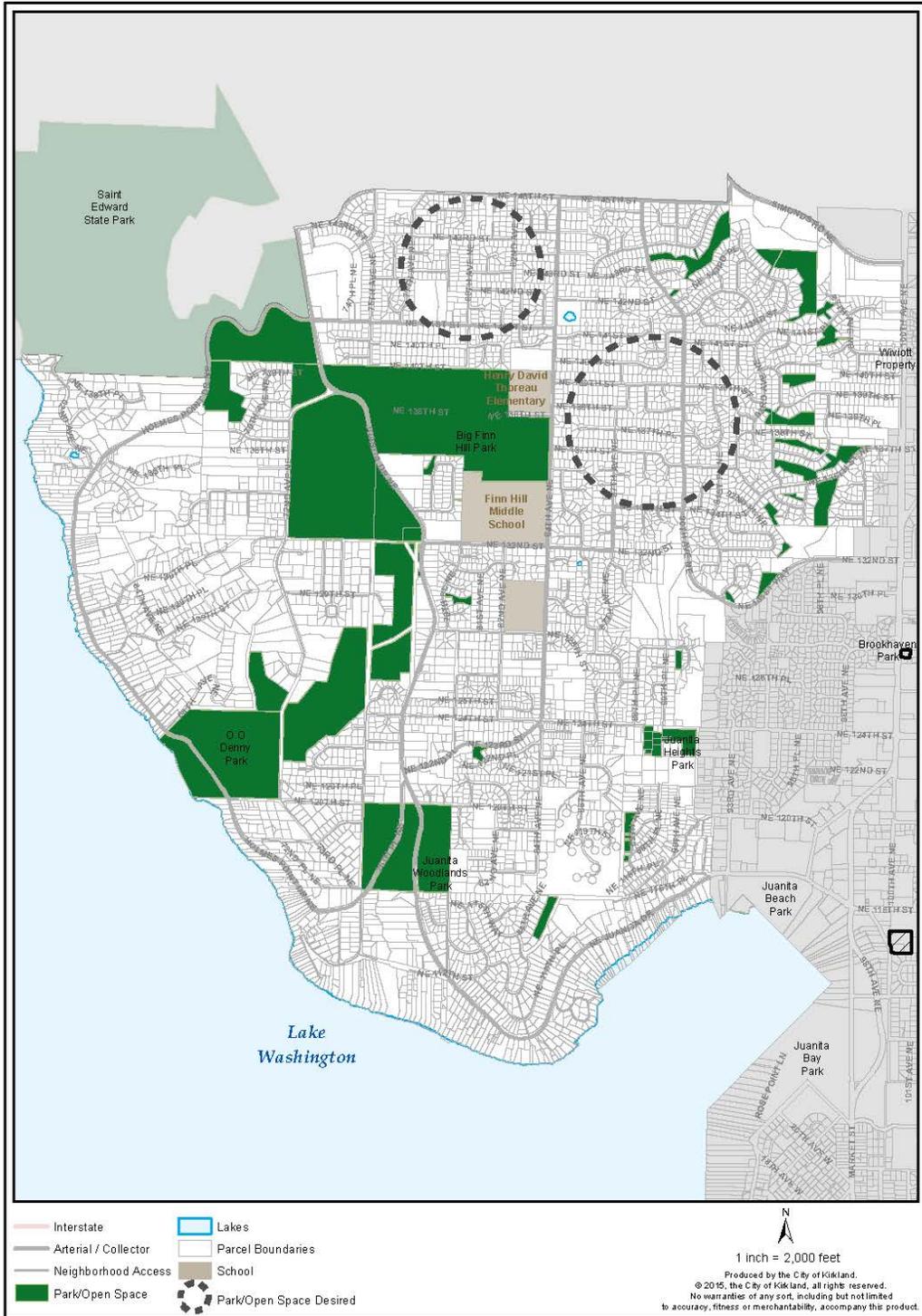


Figure 5.1: Finn Hill Parks and Open Space

Green Loop Corridor

Goal FH-5: Establish a Green Loop Corridor that circles the neighborhood connecting parks, open spaces, pedestrian trails, wildlife corridors and natural areas, as shown in Figure 5.1.

The neighborhood desires a Green Loop Corridor that could link current parks, open spaces, forested areas, natural areas, pedestrian trail and street systems, to promote active recreation and environmental preservation in Finn Hill. Figure 5.2 shows the location for the priority segments of the Corridor that should be established first.

The Green Loop Corridor concept promotes policies in the Kirkland Parks, Recreation and Open Space Plan (PROS Plan) of creating a Finn Hill Connection greenway and connections to the Lakes to Locks Water Trail.

Policy FH-5.1: Develop a Master Plan for the Green Loop Corridor using a public review process under the direction of the Park Board that:

- *Includes the location, design and functions for the different segments*
- *Promotes uses that meet the diverse needs of people for recreation, including walking, hiking, wildlife viewing, dog walking, and other forms of recreation*
- *Prioritizes the segment of the loop connecting the Lake Washington shoreline to the top of Finn Hill, Juanita Beach Park to Juanita Heights, Juanita Woodlands and Big Finn Hill Park (see Figure 5.2 for priority locations)*
- *Maintains and promotes retention of native vegetation and trees in natural areas, wildlife protection, stream and fish protection*
- *Encourages public and private restoration efforts to remove invasive plant species and plant native herbaceous plants, shrubs, and trees.*

Policy FH-5.2: Through the development review process, secure public easements or greenbelt easements to provide public access and preserve natural areas within the Corridor.

It will be necessary to obtain public access easements over private property to connect the Corridor together with public parks, open space and public rights of way. One way to do this would be to obtain public access easements as part of the development review and approval process of a short plat or subdivision application in order to link pedestrian connections within the Corridor.

Funding mechanisms could also be explored for acquisition of land, trails or easements needed to create improvements within the Green Loop Corridor such as through the Capital Improvement

Program, grants or donations from non-profit organizations. For example, development impact fees could be set aside for the acquisition of green space needed to create the Green Loop Corridor.



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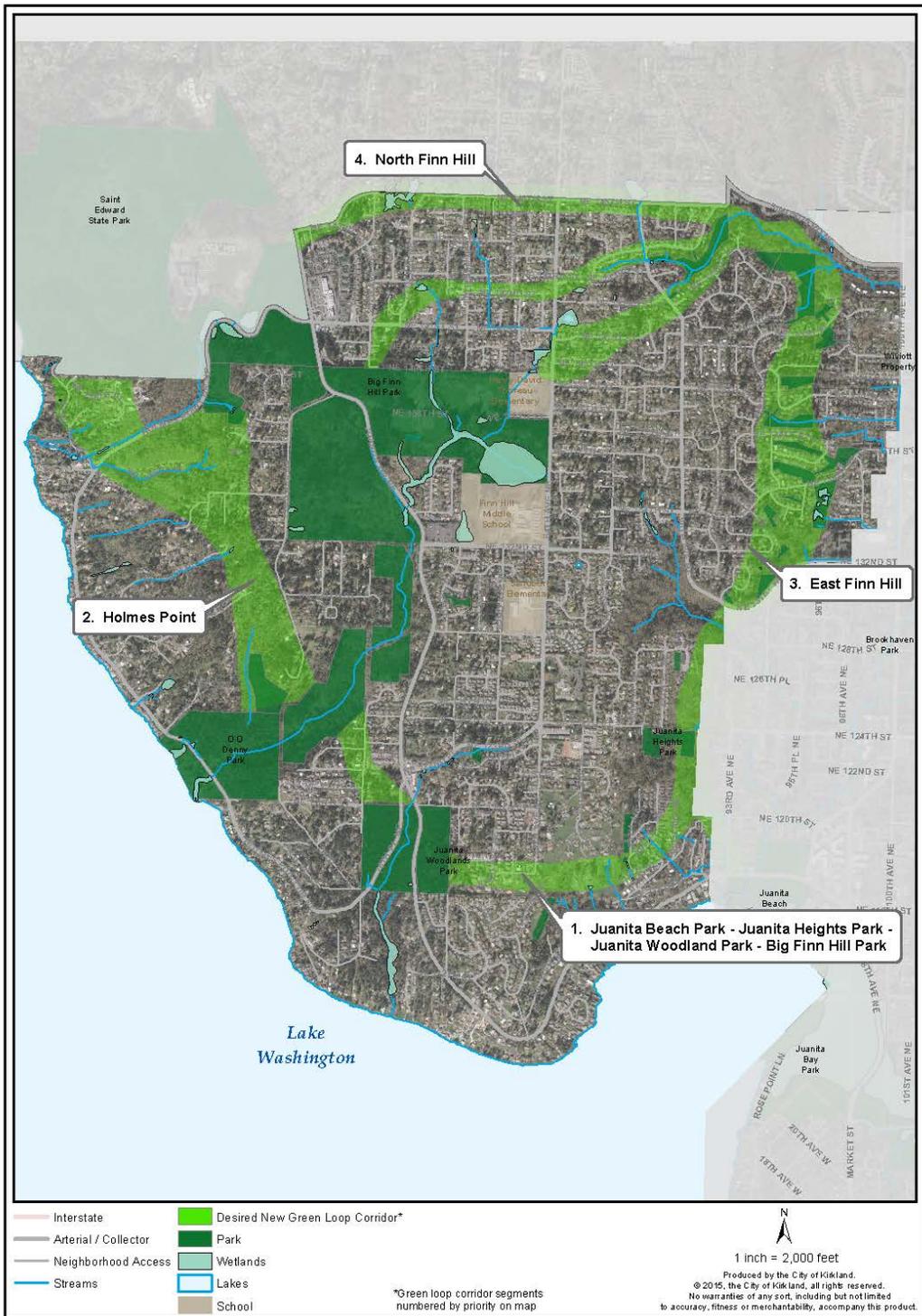


Figure 5.2 Green Loop Corridor and Development Priorities

Parks

Residents of Finn Hill desire improvements to the existing parks, acquisition of land for parks, new or improved signage, new activities, maintenance and preservation. The Parks, Recreation, and Open Space (PROS) plan identifies some of the same desired improvements requested during the public outreach for this neighborhood plan. As not all parks in Finn Hill are owned by the City of Kirkland, the City and the neighborhood should engage King County and the State in a public planning process for the development and improvement of all the parks in Finn Hill.

Goal FH-6: Improve existing parks and open spaces, strengthen local connections with nature and promote neighborhood parks.

Policy FH-6.1: Consider and implement facility improvements to existing City owned parks and help facilitate improvements to non-City owned parks in coordination with other agencies.

The neighborhood has identified desired improvements to the following parks:

- At Big Finn Hill Park: community gardens or P-patches, dog parks, and addressing conflicts between biking and walking user groups
- At Juanita Heights Park: provide improved signage and wayfinding for public access, and move the park entrance to NE 124th St.
- At O.O. Denny Park: new picnic and BBQ facilities, swimming facilities, and improved connectivity to Big Finn Hill Park. Shoreline and forest restoration plan, pest management strategy.
- At Juanita Triangle Park and Juanita Woodlands Park: improved signage and wayfinding.
- Finn Hill Middle School: Potential City-School Wetland Partnership (PROS Plan)



Policy FH-6.2: Preserve significant natural areas for recreation, for residents to connect with nature, and for habitat protection at all parks including:

- At Juanita Heights Park: Explore potential expansion to preserve and protect existing forest and provide trail connectivity, explore land acquisition and/or public easements to ensure connectivity to Juanita Beach, and explore purchase of vacant lots on steep slopes (see Figure 5.3).
- At O.O. Denny Park: Enhance shoreline natural areas by removing hard shoreline structures and creating soft vegetated shorelines to improve ecological functions.
- Explore options for preservation at other parks.

Policy FH-6.3: Promote a variety of uses in parks, including walking trails, children's playgrounds, social gathering areas, off leash dog areas and natural preservation.

As master plans are developed for the various parks and open spaces within Finn Hill the activities and improvements listed above should be considered.

Policy FH-6.4: Pursue acquisition of land and improvements for parks and open space as opportunities become available.

As property becomes available, the City and other organizations should look for new park opportunities and expansion of existing parks and open space. Areas acquired for public parks and open space preservation could also support the Finn Hill neighborhood's desire to protect native tree canopy (see Natural Environment policies 4.2, streams and wetlands, 4.3 wildlife preservation, 4.5 for hiking trails).

Policy FH-6.5: Create smaller active neighborhood parks in the northeastern quadrant of Finn Hill.

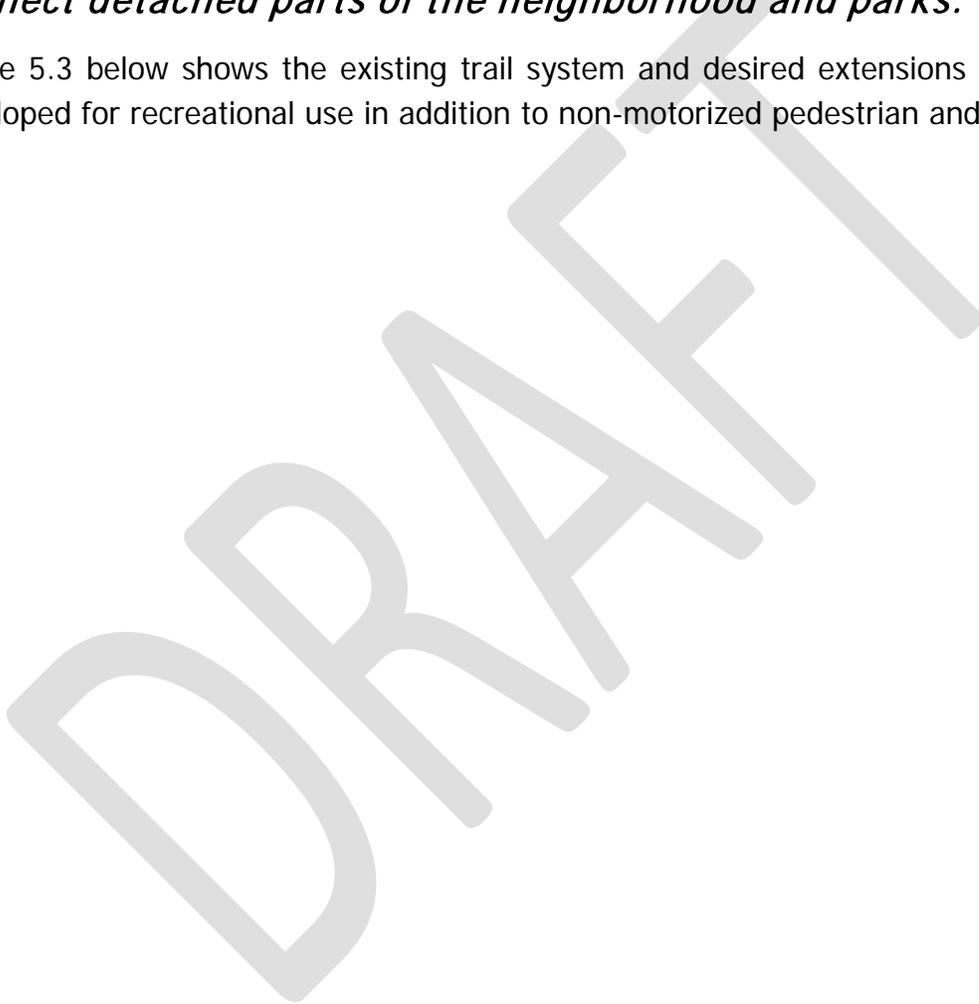
The Kirkland PROS Plan indicates a level of service guideline of a park within a quarter mile of each household. Finn Hill residents desire new neighborhood parks in the northeast part of Finn Hill, where small parks within walkable distance are missing (see Figure 5.1).

Trails for Bikes and Pedestrians

Pedestrian and bicycle pathways provide an important transportation function within the parks and open space system. While there is an extensive pedestrian trail system in Finn Hill, it is generally limited to parks. As reflected in the vision statement, Transportation and Mobility Section and Green Corridor Section above, Finn Hill residents would like to create and/or enhance trail connections within the neighborhood:

Goal FH-7: Expand the walking, hiking, and cycling trail system and connect detached parts of the neighborhood and parks.

Figure 5.3 below shows the existing trail system and desired extensions that could be developed for recreational use in addition to non-motorized pedestrian and bike system.



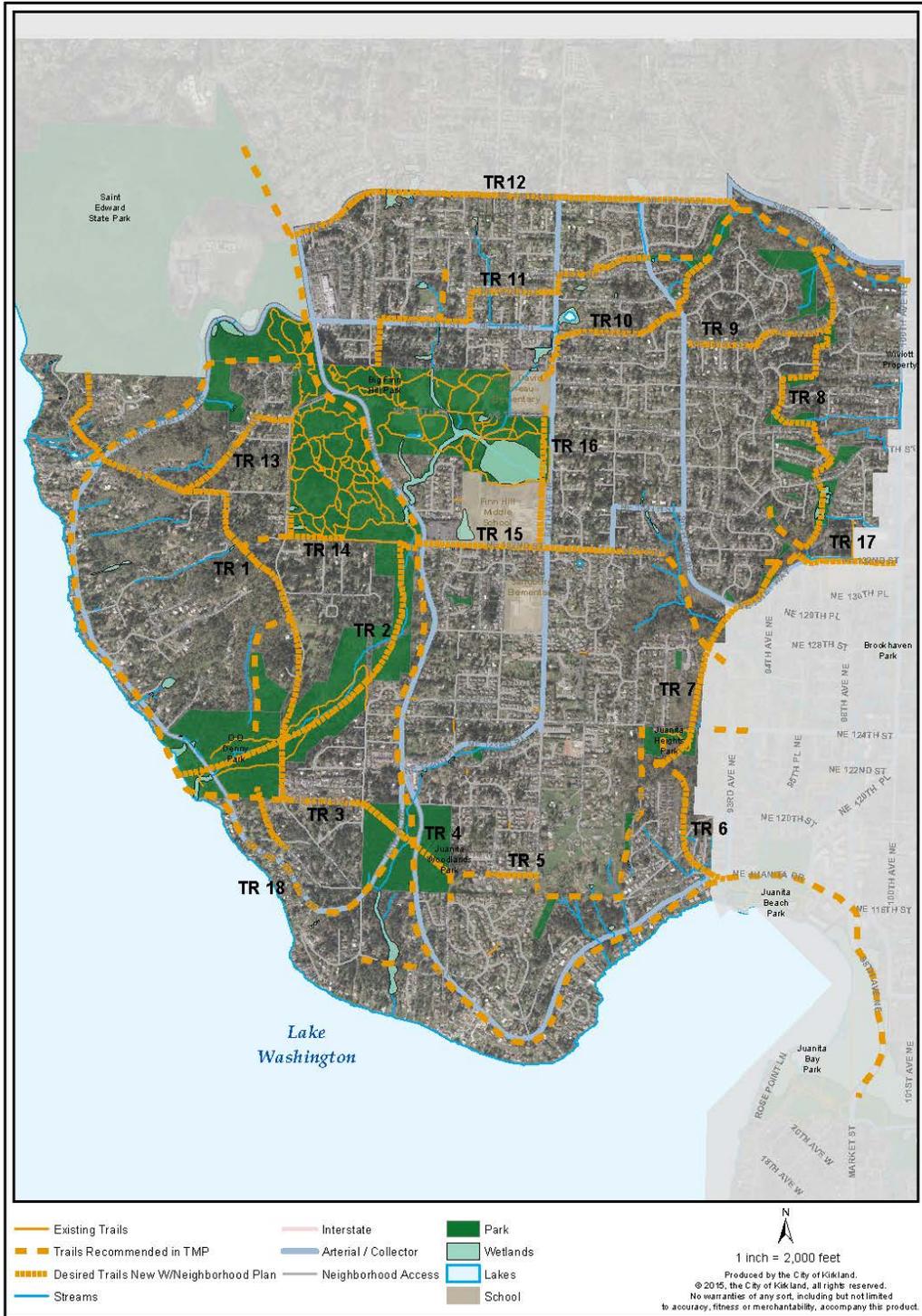


Figure 5.3 Finn Hill Trail System

Policy FH-7.1: Create and enhance pedestrian trail connections:

- ***Between Juanita Beach, Juanita Heights Park, O.O. Denny and Big Finn Hill Parks and Saint Edward State Park.***
- ***Between areas of the neighborhood that are isolated or disconnected, including Hermosa Vista and Goat Hill***
- ***Connect with trail systems outside of the neighborhood***

Policy FH-7.2: Partner with local utilities, public agencies, and private landowners to secure trail easements and access for trail connections.

As discussed in Section 1 above public access easements will need to be acquired for both the Green Corridor Loop system and for trail connections.

Lake Washington Shoreline Access

There is a strong community desire for more publicly accessible waterfront areas, including for small non-motorized watercraft. Existing public shoreline access is limited to O.O. Denny Park. Street ends with potential for public access could be improved.

Policy FH-7.3: Improve public street ends to provide lake viewing and public access to Lake Washington in compliance with Shoreline Master Plan.

Consistent with other shoreline areas of the city, public right of way street ends in Finn Hill should be improved to allow public pedestrian and non-motorized access to Lake Washington.

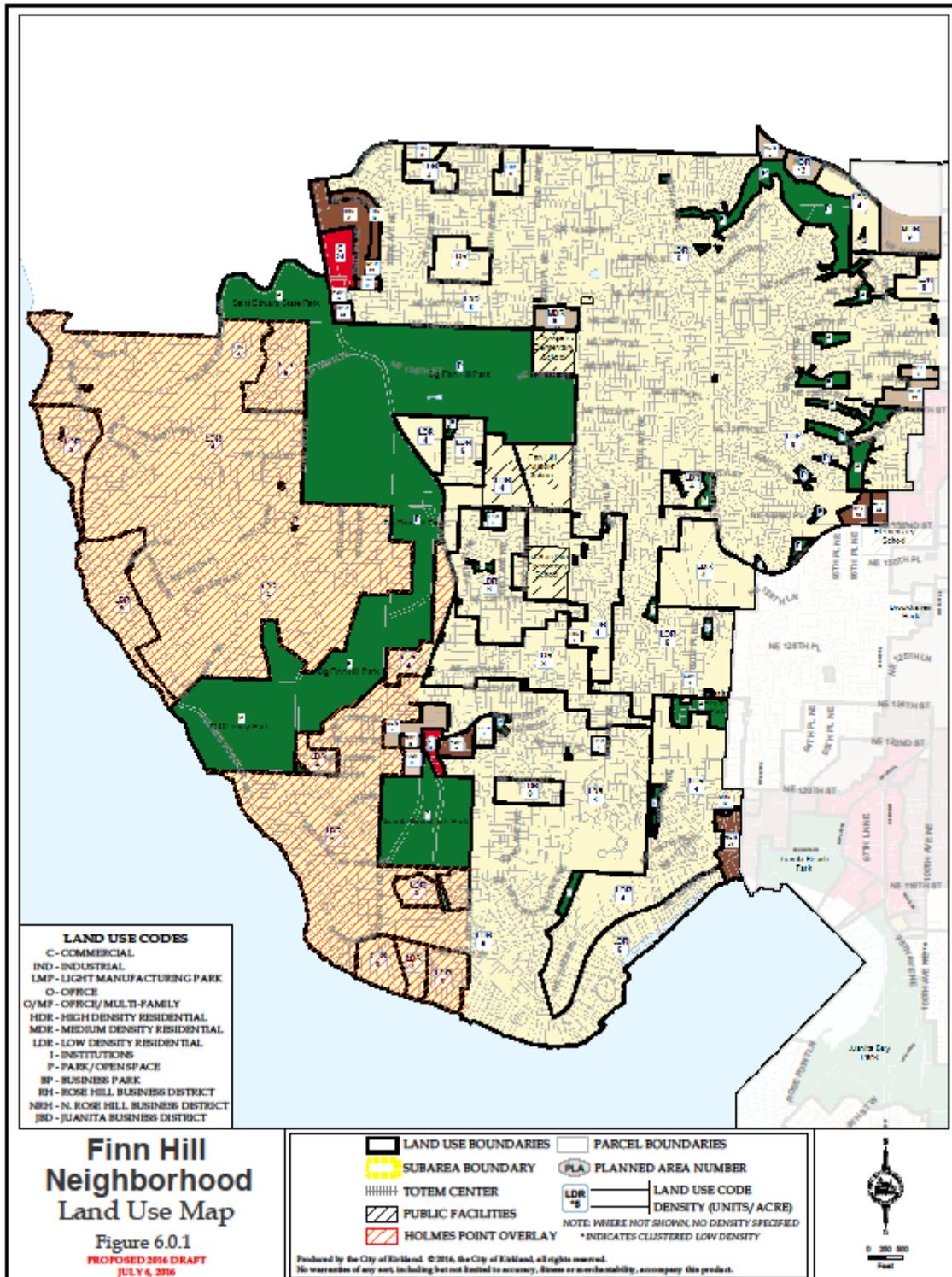
Policy FH-7.4: Restore public shorelines on Lake Washington to improve habitat, hydrology, and recreational opportunities.

Public parks and open space located along the shoreline should be restored with soft armoring techniques and native plants consistent with the policies contained in the Shoreline Chapter of the Comprehensive Plan.

6. Land Use

Prior to the annexation of Finn Hill into the City of Kirkland in 2011, King County zoning allowed a broad range of residential densities, resulting in a patchwork of land use districts and islands of higher single family density surrounded by lower density development patterns in some areas constrained by critical areas such as steep slopes, stream corridors and ravines. Figure 6.1 shows the current land use districts map for Finn Hill *(Note: if rezones are adopted this map will need to be revised)*. In 2016, approximately three percent of the land was zoned for multi-family and eighty percent zoned low density residential.

The neighborhood plan process in 2016-2017 provided an opportunity to evaluate the land use patterns, zoning district boundaries and residential density to be consistent with the Land Use Element and other policies in the Comprehensive Plan. In some areas a lower density or higher density is more appropriate. In other areas, zoning districts were consolidated. Land use and zoning changes should be based on a variety of factors including the existing density of development within each zone, surrounding development pattern, accessibility and street network, topography and proximity to commercial service. The neighborhood is supportive of the "10 minute walkable neighborhood" concept. This concept emphasizes that areas considered for an increase in density should be near walkable destinations such as retail, services, schools and parks.



Low Density Single Family Residential

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

The Finn Hill community emphasized maintaining the low density residential character and natural environment of the neighborhood as a priority. Those neighborhood values for Finn Hill residents are noted in the vision statement and are reflected in the following goal.

Goal FH-8: Retain the residential character of the neighborhood, natural environment and tree canopy while accommodating new development.

Policy FH-8.1: Limit development in environmentally sensitive or geologically hazardous areas, and minimize loss of native vegetation and tree canopy coverage.

The Finn Hill community supports limiting development in environmentally critical areas, in order to mitigate disruption to wildlife, retain tree canopy as much as possible, and conserve land for open space and parks. Development policies and standards are also discussed in the Natural Environment section. Regulations may restrict or reduce allowed residential density especially in environmentally critical areas, steep slopes or the Holmes Point Overlay zone. Mechanisms to encourage preservation (e.g. greenbelt easements) are also discussed in the Natural Environment and Parks and Open Space sections.

Policy FH-8.2: Establish a logical development pattern with zoning district boundaries that take into account existing and planned land uses, vehicular access, property lines, topographic conditions, and natural features.

This policy seeks to address the patchwork of zoning in Finn Hill and to minimize islands of zoning districts surrounded by lower density areas. In general, for most of Finn Hill's relatively flat land with a connected street network, the appropriate zoning is low density residential with a range of six to eight dwelling units per acre (LDR 6-8; equivalent RSA 6 and RSA 8 zones). Some islands of low density RSA 8 zoning are surrounded by lower density zoning. For many areas located on steep slopes containing streams, wetlands, geologically hazardous areas, and large forested areas the density is lower in order to provide added environmental protection (LDR 4 or equivalent RSA 4 zone). Zoning district boundaries should be consolidated where it makes sense to reduce small isolated zoning districts and maintain a consistent development pattern.

Residents support lowering density in the pockets of higher range of low density areas such as LDR 8, (RSA 8 equivalent) to match their surrounding conditions. The community is concerned that these islands provide opportunities for residential development that is out of character with

the surrounding development pattern. Increased residential development could cause increased traffic congestion, which is already a source of concern by the neighborhood.

The Holmes Point Overlay zone adds additional zoning requirements that provide an added level of environmental protection (discussed in Section 4: Natural Environment) and may result in a reduction in residential density.



Policy FH-8.3: Allow alternative housing options that are compatible with surrounding development.

A variety of housing styles provides housing choices for people in various stages of life and family living situations. Consistent with City wide policies in the Land Use and Housing Elements, clustered housing, accessory dwelling units, cottage, carriage, and two/three unit homes should be encouraged in low density zones.

Multi-family Residential

A range of medium (MDR) and high-density (HDR) multi-family zones (five to 24 dwelling units per acre exist (comparable zoning RMA 5.0, RMA 3.6, RMA 1.8, RMA 2.4) along major streets and surrounding the two commercial areas. Medium density is appropriate on the perimeter of low density residential areas with access to major streets. High density residential is appropriate within and adjacent to the two mixed use commercial areas where residential units have access to major streets and potential for increased transit service.

Goal FH-9: Medium and high density residential development is appropriate adjacent to the two commercial areas.

Residents of Finn Hill support focusing medium and high density residential zoning/development around commercial areas consistent with the City of Kirkland's Land Use Element, 10 minute walkable neighborhood concept and to enhance commercial amenities and transit options.

Policy FH-9.1: Encourage development of affordable housing in multi-family and mixed-use commercial areas.

Affordable housing is best located when mixed with market rate multifamily housing units and in areas with good access to transit, employment and shopping. As redevelopment occurs in the mixed use commercial centers, affordable housing should be encouraged or required consistent with citywide policies and regulations. In addition, opportunities for affordable housing should also be considered and encouraged in single family areas.

Commercial Areas

Goal FH-10: Encourage neighborhood commercial areas to be mixed use, pedestrian oriented gathering places, and support the needs of the neighborhood.

Finn Hill currently has two Neighborhood Business commercial areas designated by the Land Use Element (See Figure 6.3.0).

The larger commercial area in north Finn Hill is designated as the Finn Hill Neighborhood Center (known as the Inglewood shopping area). Appropriate uses for the Finn Hill Neighborhood Center are a mix of commercial uses including office, retail, restaurants, hotels, and business services serving neighborhood and sub-regional markets, along with multifamily/multi-use housing. Grocery stores should remain a high priority for this location. Architectural and site design should be pedestrian oriented, in scale with the surrounding residential neighborhood, and provide effective transition techniques between commercial uses and surrounding residential neighborhoods.

The southern commercial area is designated as the Holmes Point Residential Market in the Land Use Element. This area is appropriate for commercial uses to serve the local neighborhood and residential units above or behind commercial and office uses. Like the Finn Hill Neighborhood Center discussed above, new development should be pedestrian oriented and in scale with the surrounding residential area.

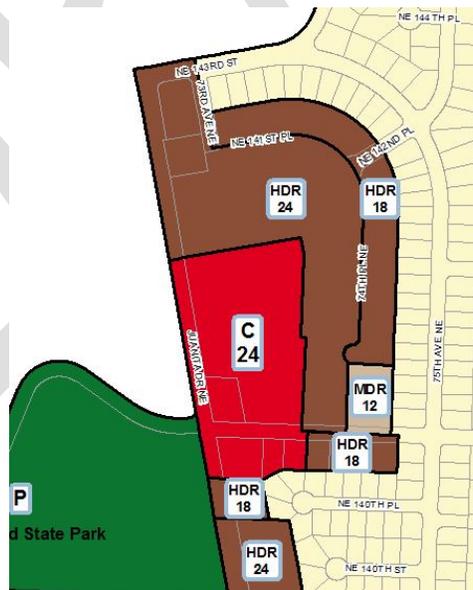
Both commercial areas are zoned Neighborhood Business Areas (BNA) and allow a range of 15 to 24 dwelling units per acre. The intent of neighborhood business centers is to provide gathering places or central focal points with goods and services for residents within a 10 minute walking radius. Design review is required to ensure attractive site and building design that is compatible in scale and character with the surrounding neighborhood.

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

The community identified restaurants, cafes, pubs, and locally-owned retail stores as desired types of businesses. The community also expressed that future development should accommodate alternative modes of transportation, in order to mitigate for increased traffic congestion, increased housing density, and environmental degradation (see Transportation section). Policies for each of the commercial area and general urban design goals were developed based on these values.

Finn Hill Neighborhood Commercial Center

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



Finn Hill Neighborhood Center shown in red

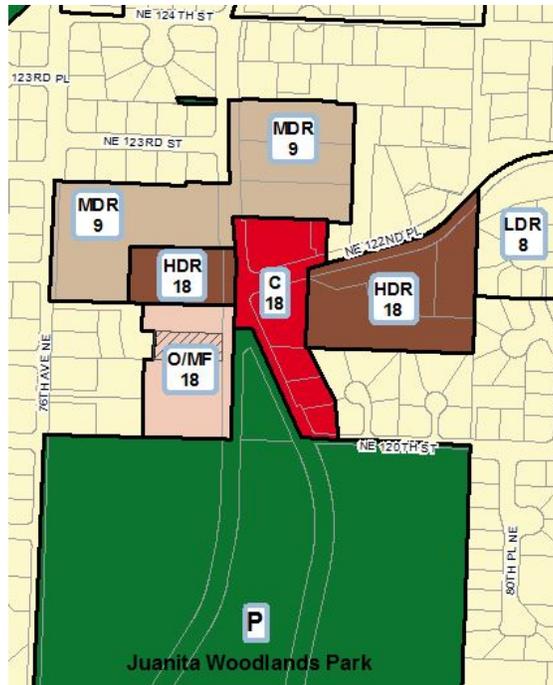
Policy FH-10.1: Encourage the Finn Hill Neighborhood Center to be a mixed-use pedestrian oriented neighborhood commercial area with improved public amenities, public transit, access for bicyclists, trail and sidewalk connections.

Should redevelopment occur, the Finn Hill Neighborhood Center is envisioned as a pedestrian oriented mixed use development consisting of residential and commercial buildings open space plazas, grocery store, small neighborhood retail stores, wine bars or pubs and transit stops. An increase in height above three stories would be appropriate. The scale of development and number of stories should be considered in the future to encourage the redevelopment of the area into a mixed use center. Design Guidelines for Pedestrian Oriented Districts should be used with attention to architectural scale, massing and upper story step backs, and pedestrian connections.



Holmes Point Residential Market Commercial Area

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



Holmes Point Residential Market is shown in red

Policy FH-10.2: Encourage the Holmes Point Residential Market area to be a neighborhood commercial area with improved amenities, public transit, bike connections, and trail/sidewalk connections.

Although smaller in scale to the Finn Hill Neighborhood Center, the Holmes Point Residential Market area is envisioned as a more energetic commercial development with small scale neighborhood services, restaurants supported by the surrounding multi-family and low density residential neighborhood. Appropriate building height is up to three stories subject to the Design Guidelines for Pedestrian Oriented Development.



Urban Design Principles:

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

Goal FH-11: Enhance the urban design of Finn Hill commercial areas to strengthen neighborhood identity and create places for people to gather.

Policy FH-11.1: Promote the use of pedestrian-oriented design techniques as described in the Design Guidelines for Pedestrian Oriented Business Districts, and the Design Regulations in Chapter 92 of the Kirkland Zoning Code.

The following design principles for the two commercial areas are based on community input and feedback from multiple community outreach events.

Structures:

- Commercial areas should include mixed-use buildings with housing or office over retail.
- Building scale should be sensitive to the surrounding neighborhood context, reflecting the neighborhood identity.

- Promote high quality site design and streetscape improvements that identify Finn Hill as unique to other commercial districts such as the use of decorative pedestrian street lighting.
- Create effective transitions between commercial areas and surrounding residential areas.
- Buildings that are pedestrian oriented in design should be located such that sidewalks may be activated with activities.

Streets and Connectivity:

- Commercial area streets should be multi-modal and include on-street parking and underground parking.
- Encourage pedestrian connections between uses on a site and adjacent properties.
- Minimize the obtrusive visual nature of parking lots by orienting them to the back or side of buildings or within parking structures and perimeter landscaping.

Amenities:

- Public spaces include gathering places or plazas with seating options.
- Develop gateway features to strengthen the identity of the neighborhood (such as gateway signs, landscaping or art feature; See Figure 6.2)
- Provide bicycle and pedestrian amenities including directional signage.

Sustainability:

- Green building techniques such as green walls, green roofs, native plants, storm water cells, tree retention, permeable paving should be installed
- Renewable energy should be employed in the commercial areas, particularly solar.

Public Art:

- Public art such as sculptures, environmental art, architectural art, community engagement should be used where possible to add character to the commercial areas.

7. Transportation and Mobility

The vision for the Finn Hill Neighborhood transportation system is to provide safe, comfortable, and efficient circulation for people who walk, ride bicycles, drive cars and ride transit, within the neighborhood. During the neighborhood plan public participation process, residents emphasized the importance of improving the existing trails and bike network, particularly the connectivity to key destinations (schools, shopping center, etc). Other comments expressed are covered in the City wide Transportation Element such as implement Complete Streets, low impact development techniques along streets to handle surface water, coordinate land use with transportation and transit policies, and prioritize sidewalks on school walk routes.

The transportation and mobility goals in this chapter are intended to make public transit, walking and or riding a bicycle an attractive option for most residents in the neighborhood. Investments in the neighborhood should also be prioritized in order to support these options. The City's Transportation Element will guide the implementation of these goals as well as the Capital Improvement Plan (CIP). References to transportation policies in the Transportation Element are included throughout this chapter.

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

Sidewalks, Intersections, and Pedestrian Mobility throughout the Finn Hill Neighborhood

Throughout the neighborhood plan public outreach process, Finn Hill residents expressed concerns regarding the lack of safe sidewalk connections to important neighborhood assets, including: schools, parks, transit stops, and other public destinations. The 2016 status of sidewalk completion in Finn Hill is shown in Figure 7.1.

As the neighborhood grows over time, sidewalks should be brought up to City standards and connections to neighborhood assets should be prioritized. Residents identified a network of sidewalks and intersections that they felt are a high priority for improvement in the neighborhood (Figure 7.2).

Goal FH-12: Form a safe multi-modal network of sidewalks, trails, bikeways and crosswalks where walking and cycling are the first choice for many trips.

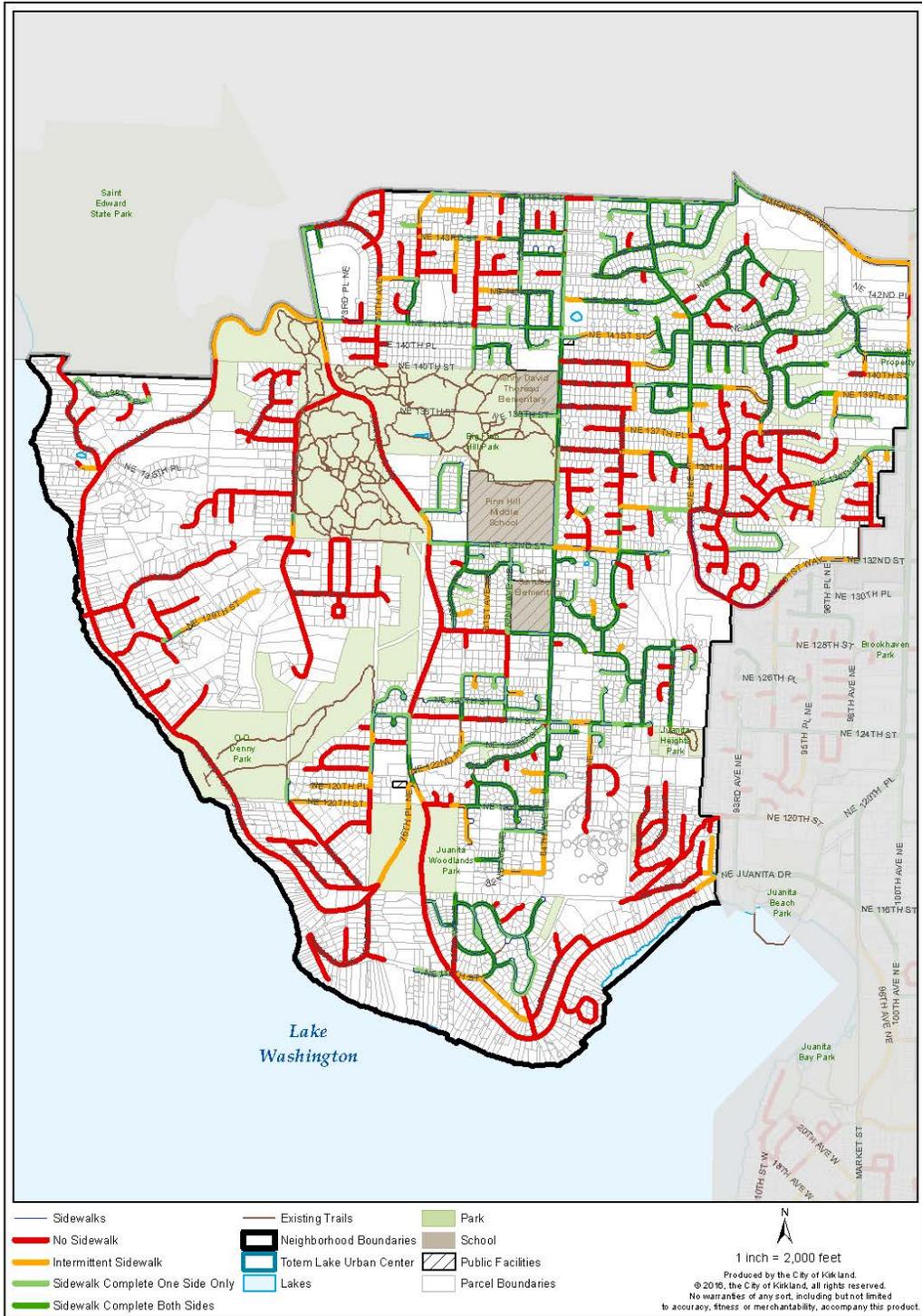


Figure 7.1: Finn Hill Pedestrian System

Goal FH-13: Create and improve sidewalk connections to schools and destinations throughout the neighborhood.

Policy FH-13.1: Establish safe and comfortable pedestrian crossings on major arterials.

Finn Hill residents are concerned about the safety of new and existing pedestrian facilities throughout the neighborhood. Residents support installing crosswalks, signage, safety refuge islands, signals, flashing lights and flags at intersections; improved lighting; sidewalks along major arterials, separation travel modes (e.g. raised curbs) where other forms of non-motorized and motorized transportation may cause safety concerns for pedestrians and addressing sight distance issues.

Policy FH-13.2: Prioritize designated School Walk Routes for pedestrian improvements.

City wide priorities encourage children to walk to school and to complete a sidewalk network on all school walk routes. Consistent with this city wide policy, completing a network of sidewalk systems and other public improvements on school walk routes within the neighborhood is desired.

Policy FH-13.3: Prioritize pedestrian pathways to neighborhood destinations (parks, public transit, and commercial areas) to improve and encourage pedestrian connections to amenities.

Finn Hill residents identified a number of critical neighborhood pedestrian connections such as connections between 84th Avenue and the Hermosa Vista development and Goat Hill area and improving pedestrian access to parks, public transit, commercial areas and the shoreline (See Figure 7.2). Removing barriers to pedestrian pathways by connections through cul de sacs and dead end streets is also desired.

Policy FH-13.4: Along streets, provide pedestrian amenities such as crosswalks, sidewalks, street trees, lighting and street furniture to encourage walking, provide informal gathering places and enhance the pedestrian experience.

Providing the pedestrian amenities suggested in this policy make walking more enjoyable and safe, especially around destinations such as commercial areas, parks and schools.

Vehicular Circulation

Figure 7.3 shows the major vehicular circulation routes throughout the Finn Hill neighborhood and street classifications. As part of the neighborhood plan outreach process, Finn Hill residents are concerned about traffic congestion in their neighborhood, particularly as there are a limited number of arterials and entry points into the neighborhood. Two key concerns regarding vehicular traffic emerged from community outreach: congestion and safety. At the same time there are areas of Finn Hill with underdeveloped streets. Improvements to these are necessary to enhance vehicular circulation and emergency access.

Commuter traffic on Juanita Drive is a major concern as it is the main north-south route through the neighborhood and a key entry point to the neighborhood. Ongoing development in Finn Hill and surrounding areas is intensifying commute congestion issues. To address these issues, residents would like to focus policies toward encouraging neighborhood trips with more efficient alternative modes of transportation. Through the Neighborhood Traffic Control program techniques can be implemented to minimize commuter cut thru traffic on internal neighborhood streets.

Goal FH-14: Implement a more efficient, safe and sustainable transportation system.

Policy FH-14.1: Prioritize improvements which encourage transit use, car-pools, bicycle-use and more sustainable forms of transportation which minimize our impact on the environment.

This policy reflects resident's priorities to provide a multi modal transportation system over time in Finn Hill.

Policy FH-14.2: Provide a map that shows where anticipated street connections could be made with future infill development

In some areas of Finn Hill the street system is underdeveloped with dead ends, lacking street connections, pavement and sidewalks not to city standards (Figures T.1, 2, 3 show the existing street classifications, status of sidewalks, pathways and trails). It is important to plan for a street network that allows for vehicular circulation through the neighborhood yet minimizes impact to the neighborhood. While the Finn Hill street connection plan map indicates and describes the potential locations of street connections for future infill development, the exact location and alignment of new street connections will be determined at the time when adjacent properties are developed. When new street connections are not required or not feasible, pedestrian and bicycle connections should still be pursued. Creating a map where the potential street connections can help prepare people for what will be expected. **Figure __ shows** potential street connections in Finn Hill.

Street Connection Map Figure may be inserted

Policy FH-14.3: Consider alternative designs for streets consistent with the City's Complete Streets Ordinance to address topographic and critical area constraints and neighborhood character while at the same time providing emergency vehicular access.

Finn Hill residents would like the character of the neighborhood to influence the design of pedestrian and street facilities that are built. Some residents feel sidewalks may not be appropriate for all areas and that "walking lanes" may be more appropriate for areas of the neighborhood with a more rural character. The presence of physical constraints such as steep

topography or critical areas in a particular location may also require modification to city standards for right of way improvements.

Rather than create sidewalk and street standards for Finn Hill that are different from the rest of Kirkland, modifications to the City sidewalk and road standards may be considered on a project-by-project basis. Project design should also consider adding additional street amenities to complement neighborhood character.

Policy FH-14.4: Minimize direct access to Juanita Drive to enhance safety and efficiency of circulation.

Because of topographic constraints and speed of vehicular traffic, access to Juanita Drive should be limited. If driveways to Juanita Drive must be provided, they should be separated by at least 300 feet wherever possible. New driveways should be located so that future development can meet this standards and/or use a shared driveway. Access easements to allow for shared access to Juanita Drive and/or interior connections to side streets should be provided. As access to side streets becomes available driveways to Juanita Drive should be closed where possible.

Policy FH-14.5: Enhance Holmes Point Drive as a scenic, recreational and vehicular route to serve the neighborhood.

Residents of the Holmes Point area expressed an interest in establishing design standards for Holmes Point Drive so that as development occurs along the street they know what to expect. The intent of this policy is to develop, through a public process, a corridor plan or set of standards for Holmes Point Drive, while allowing for a safe street and enabling emergency access to the area. The corridor plan or standards would include the sidewalk design, crosswalks, on street parking, lighting, vegetation, benches, art or other pedestrian amenities that are desired.

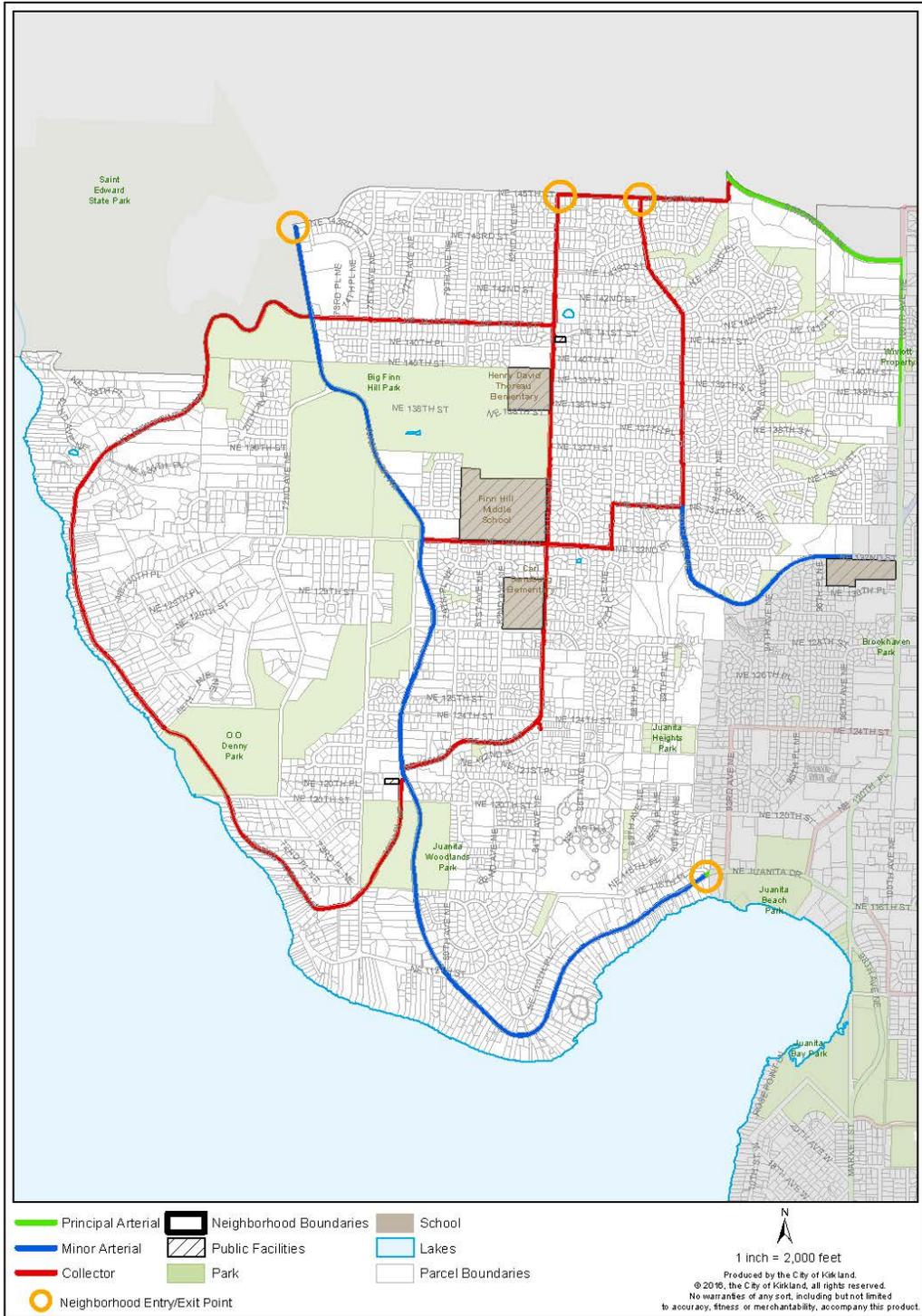


Figure 7.3: Finn Hill Street Classifications

Policy FH-14.6: Discourage regional and bypass traffic in residential neighborhoods.

Residents' safety concerns focused on problems with speeding and ensuring that neighborhood streets are safe for multiple forms of transportation. Traffic calming strategies could be developed to discourage regional traffic from using residential neighborhood streets.

Policy FH-14.7: Minimize cut-through traffic and reduce speeding through residential neighborhoods in coordination with City's Neighborhood Traffic Control program.

Evaluate traffic patterns and volumes in the neighborhood to minimize cut-through traffic and speeding, in order to support the existing Neighborhood Traffic Control Program.

Bicycle Facilities

Bicycle supportive facilities provide recreational opportunities and alternative transportation options. Desired improvements for bicyclists include providing protected bike facilities on arterials and collector, as well as providing safe crossings on Juanita Drive. Finn Hill residents are interested in bicycle routes that connect to parks and other key destinations within the neighborhood and region (See Figure 7.5).

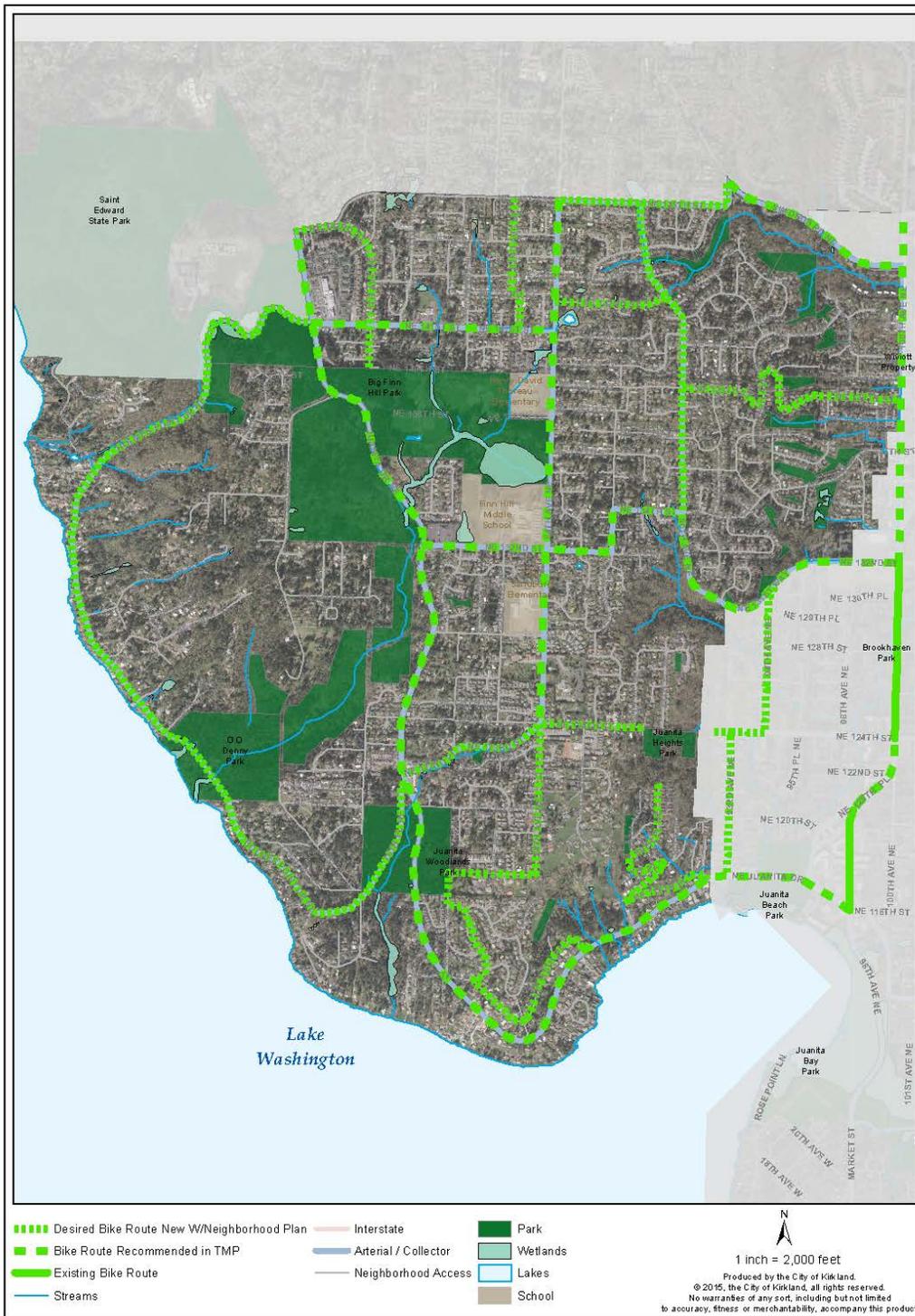


Figure 7.5 Finn Hill Priority Bike Routes

Goal FH-15: Expand safe and comfortable bicycle connections throughout the neighborhood and to surrounding areas.

Safety, user friendliness, and connectivity are key concerns that residents have regarding Finn Hill's bicycle routes and facilities. Safe bicycle access within and through the neighborhood is a high priority. Approaches to address safety include creating separated bicycle lanes (including painted buffers and physical separation) and implementing Neighborhood Greenways on residential streets that are connected to bicycle facilities on major arterials. The implementation of these policies can be monitored under the performance measures and action items related to in the Transportation Element of the Comprehensive Plan.

Policy FH-15.1: Improve bicycle connections to destinations within the neighborhood (parks, transit facilities, schools, and shopping areas) and to trail systems outside of Finn Hill.

Similar to providing pedestrian trails and sidewalks discussed above, a priority for the neighborhood is to provide a bicycle system to be able to travel throughout the neighborhood to key destinations. Providing safe bicycle and intersection facilities to allow children and parents to travel to and from school reduces vehicle traffic around schools and neighborhood is a high priority.

Policy FH-15.2: Establish neighborhood greenways throughout the neighborhood.

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

Policy FH-15.3: Determine the needs of commuter and recreational bike rider groups.

The Finn Hill residents have identified two different types of bicycle routes and facilities: commuter and recreational bicycle facilities. These facilities may require specific bicycle amenities (e.g. repair stations, directional signs) along existing and proposed routes to support ridership.

Residents would like to improve the connectivity of Finn Hill's bicycle routes within the neighborhood and to the broader trail network. Bicycle facilities should connect to parks and amenities within Finn Hill. Bike facilities should also connect to other regional trail systems outside of Finn Hill (Lake Washington Loop Trail, Burke Gilman, Cross Kirkland Corridor, and Sammamish River Trail). Incorporating the pedestrian and bicycle connections and facility needs for Finn Hill in the Active Transportation Plan is a priority. The City should explore ways to expedite improvements.

Policy FH-15.4: Explore public pedestrian and bicycle easements across properties to complete the trail system.

During the development review process, there may be opportunities to acquire public access easements across private property to provide pedestrian and bike trail connections to pedestrian and bicycle networks.

Transit Service

The Finn Hill neighborhood is served by public transit in the northwest corner via King County Metro bus route 234. Finn Hill residents expressed interest in a more extensive neighborhood transit system (See Figure 7.4). Additional transit options may benefit the community by assisting the aging population, increasing connectivity to transit hubs, and providing alternative transit services for commuters.

The current low density land use and development pattern in the Finn Hill neighborhood makes it difficult to sustain additional fixed-route transit service because the ridership is lower than many other transit routes operated by King County Metro Transit. The City of Kirkland will continue to advocate for better transit solutions for the neighborhood. This includes new approaches to transit that do not rely on fixed bus routes, such as King County Metro's Neighborhood Connections program which provides small-scale flexible transit programs.

Goal FH-16: Prioritize investments in the neighborhood toward increasing Public Transit options.

Considering the low density land use pattern, the City should support alternative transit options. Pedestrian and bicycle networks linked to neighborhood destinations such as commercial areas, parks and schools support transit use. Providing transit amenities such as frequent service, inviting bus shelters, bus stops in key safe neighborhood activity areas with easy pedestrian access encourage more transit use.

Policy FH-16.1 Work with transit agencies and other providers to connect transit within Finn Hill's two commercial areas to surrounding transit centers outside the neighborhood.

The City and King County Metro should prioritize and coordinate infrastructure and needed density to support increased transit service to the two commercial areas in Finn Hill. The commercial areas serve as focal points for the neighborhood providing goods and services, are surrounded by higher density residential housing and nearby parks and located along a major north/south corridor.

Policy FH-16.2: Explore alternative modes of transportation or research transit service options suitable for lower-density areas of the neighborhood (e.g. shuttles, car shares, vanpools).

In lower density areas not sufficient to support transit service, alternative modes of transit service, ride shares, or shuttles should be explored to link people together with commercial areas, schools, and parks.

8. Public Services and Utilities

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

Goal FH-17: Provide public and private utility services for the neighborhood.

Policy FH-17.1: Provide emergency services (fire and police) to the Finn Hill neighborhood at levels enhanced beyond those provided prior to annexation in 2011.

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

The City conducted a Standard of Coverage and Deployment Plan and Fire Strategic Plan to evaluate response services for fire suppression, emergency medical services and specialty situations. The study identified the need for a new dual fire station number 24 to serve the northern areas of the City including Finn Hill neighborhood. The new station 24 will be located in the north part of the City and is due to be completed by 2019.

Policy FH-17.2: Provide potable water, sanitary sewer and surface water management facilities to new and existing development in accordance with the Northshore Utility District Water and Sanitary Sewer Comprehensive Plans, the Kirkland Surface Water Master Plan, Kirkland Municipal Code, and adopted Kirkland Surface Water Design Manual requirements.

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

The Northshore Utility District provides sewer service to residents in Finn Hill. See Natural Environment, Section 4. Surface Water for more information on stormwater management policies and protection of stream corridors and Lake Washington.

Puget Sound Energy (PSE) provides the Kirkland area with electricity and natural gas.

Policy FH-17.3: Encourage undergrounding of overhead utilities

Undergrounding overhead utilities is encouraged to improve views and aesthetics of an area by removing visual clutter.