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MEMORANDUM

To: Transportation Commission

From: Janice Coogan, Senior Planner
Joan Lieberman-Brill, AICP, Senior Planner
Adam Weinstein, AICP, Deputy Planning Director

Date: September 18, 2018

Subject: Draft Rose Hill and Bridle Trails Neighborhood Plans,
File Number CAM18-00082 #6

Staff Recommendation

The Transportation Commission should review and comment on the transportation policies in the first draft of the updated Rose Hill and Bridle Trails Neighborhood Plans. Staff will forward your comments to the Planning Commission for consideration with the second draft Neighborhood Plans. The Neighborhood Plans are expected to be completed by the end of 2018.

Background

Neighborhood Plans are chapters within the Comprehensive Plan and in combination with the General Elements, set forth policies for the future growth of each neighborhood. Since January, staff have been working with the community and a working group of representatives from each neighborhood association to update the neighborhood plans for North and South Rose Hill and Bridle Trails.

City Council asked staff to consider combining the North and South Rose Hill Neighborhood Plans and NE 85th Street Subarea Plan into one Rose Hill Neighborhood Plan. So far, there is community support for combining the three plans into one Rose Hill Neighborhood Plan while describing the unique character of each area. With that in mind, the first draft combines the North and South Rose Hill Neighborhood Plans and NE 85th ST Subarea Plan into one Rose Hill Neighborhood Plan. No changes are planned to combine the Neighborhood Associations. The Bridle Trails Neighborhood Plan remains a stand-alone plan.

Public Involvement Process

The planning and public involvement process for both neighborhoods are being combined. We have conducted a number of public outreach activities throughout the process to engage the residents and businesses in the update process, including through means such as a visioning workshop, survey, open house, neighborhood association briefings, a [Project webpage](#), and email announcements. The City Council will be briefed on the status of the draft plans (including associated Comprehensive Plan and Zoning Code amendments) on September 18 and October 2. Public hearings are scheduled in October with the Planning Commission (both plans) and Houghton Community Council (Bridle Trails Plan).

Status of Neighborhood Plan Update Project

First drafts of the neighborhood plans

The first drafts of the Rose Hill and Bridle Trails Neighborhood Plans are enclosed in Attachment 1 and 2 and are also available on the [project webpage](#) for public review. For comparison, here are links to the existing neighborhood plans: [North Rose Hill Neighborhood Plan](#), [South Rose Hill Neighborhood Plan](#), [NE 85th ST Subarea Plan](#), [Bridle Trails Neighborhood Plan](#).

Overall, the key policy direction for each neighborhood has not changed dramatically. Vision statements have been updated (or in the case of Bridle Trails a new vision was created). The Plans are more streamlined, eliminating redundant policies in the General Elements of the Comprehensive Plan. We are exploring using a new format that is more graphically and visually oriented.

Probably the biggest change in both Neighborhood Plans are new policies to implement the adopted Housing Strategy Plan by encouraging more accessory dwelling units (ADUs) and compact housing types to be added to low density single family areas. Staff is in the process of researching other city codes for new ideas for code amendments to implement Housing Strategy Plan goals. The detailed code amendments text is in the process of being developed and will be brought forward in the first half of 2019.

Also as part of the neighborhood planning process, citizen requests and staff proposals to potentially change the land use/zoning/or Zoning Code regulations were accepted for study. A map showing the location and description of the "land use study areas" is available for viewing on the City's project webpage at www.kirklandwa.gov/RHBT85 in the *Important Information* box. These "land use study areas" were discussed at the September 13, 2018 Planning Commission, at which staff received direction on which areas should move forward for continued study and to the public hearing in October. For more information, the Planning Commission packet is available on the City's [Planning Commission webpage](#), along with the North/South Rose Hill & Bridle Trails Neighborhood Plan [Part 1](#) and [Part 2](#). At the October 2, 2018 City Council meeting, Council will confirm Planning Commission's recommendations for which land use study areas will move forward to a public hearing.

Draft Rose Hill Neighborhood Plan (Attachment 1)

The following is a summary of the key differences between the existing North and South Rose Hill Neighborhood Plans (and NE 85th ST Subarea Plan) and new draft Rose Hill Neighborhood Plan. Maps in the Plan will be updated with the second draft.

- In creating the draft Rose Hill Plan, staff started out by combining both the North and South Rose Hill Neighborhood Plans, and then inserted the NE 85th Street Subarea Plan policies and text. Duplicate policies between the Plans were deleted to make the Plans more readable and digestible. Most of the existing policies were carried over to the new draft plan.
- The residential, commercial, and transportation policies were consolidated where appropriate, while allowing for recognition of unique geographic issues.
- A revised (and more concise) Vision Statement was drafted based on comments from participants at each public meeting and Working Group members.

- A revised Historical section was drafted with the help of Loita Hawkinson of the Kirkland Heritage Society.
- New housing policies have been included to implement the new Housing Strategy Plan adopted by City Council. The new housing policies (RH-3, RH-4, RH-5, RH-7) encourage incorporating ADUs into new single family homes, and incentivizing multi-unit, clustered, and compact housing types.
- North Rose Hill Business District (NRH) policies (RH-21 and RH-22) were created to incentivize the redevelopment of car storage areas or single-use office areas into mixed-use neighborhood uses or stand-alone housing. If there is support for these changes, a code amendment would be necessary.
- New policies for the northern periphery of the Bridle Trails Neighborhood Center (RH 43 - RH 46) were drafted.
- Transportation Policies begin on page 15 - Existing policies were carried over into the new draft Plan with the following edits:
 - Added reference to the new bike Greenway to be installed along NE 70th ST/128th Ave NE and connection to the Eastside Powerline trail (RH 72, RH 83).
 - Existing North Rose Hill Street Connections Map will be updated to reflect completion status. (RH 67).
 - New policy created to identify anticipated street connection locations in South Rose Hill (RH 68) (same as in North Rose Hill).
 - New policies emphasize bicycle and pedestrian connections to and between the new Greenway in the South and North Rose Hill neighborhoods and Bridle Trails and Sound Transit station at NE 85th ST/I-405 interchange (RH-33, RH-83).
 - Policies related to the Sound Transit Station at the NE 85th Street/I-405 interchange were revised or added to the draft Plan to coordinate land use and transportation, increase density to support the transit facility, and promote related pedestrian and transit connections throughout the neighborhoods (see Transportation and Land Use Sections). (RH 84, RH 86, RH 87)
 - Maps will be updated to reflect the new Greenway improvements.
- Urban Design Section deleted - The policies in the North Rose Hill and South Rose Hill urban design sections were incorporated into the vision and other sections of the new Rose Hill Plan to reduce redundancy

Draft Bridle Trails Neighborhood Plan (Attachment 2)

Much of the existing Bridle Trails Plan text was retained with the revised plan and edited into policy statements. Text describing the development standards for PLA 16 was deleted because the requirements are now in the Zoning Code. Policies emphasize retaining the equestrian facilities (including designing public improvements to reflect shared use (by equestrians, pedestrians and vehicles) and maintaining the equestrian character of the single family neighborhoods.

Similar to the Rose Hill Plan, the biggest change to the Bridle Trails plan is in the housing section and commercial section related to the Bridle Trails Shopping Center, where new policies have been added to implement the new Housing Strategy Plan and policies were revised to anticipate future redevelopment of the Bridle Trails Shopping Center. A request for a code amendment was submitted by the property owners at the shopping center and Tech City Bowl to allow an increase in building height to six stories and is currently being studied by staff.

Below is a summary of the key differences between the existing and first draft Bridle Trails Plan:

- New Vision Statement - The existing Plan's vision statement describes the existing patterns of single family residential land use and does not mention the commercial area or what the community envisions for the neighborhood in the future. A new draft vision statement emphasizes maintaining the equestrian character of the area, and promoting a greater diversity of housing types integrated into the single family neighborhoods, the transformation of the Bridle Trails Shopping Center, and improved bicycle and pedestrian connections.
- New History Section - With help from Lynn Erckmann, (Working Group member from Bridle Trails), a historical section was added.
- Existing policies that emphasize retaining the equestrian facilities and character of the area remain, with minor revisions to promote the introduction of new context-sensitive housing types.
- Similar to the Rose Hill Plan, new housing policies have been included to implement the new Housing Strategy Plan adopted by City Council. The new housing policies (BT-1, BT-4, BT-5) encourage incorporating ADUs into new single family areas, and incentivizing multi-unit or clustered housing types.
- Policy BT-7 for the Bridle Trails shopping center has been revised to support future redevelopment of the center into an active, walkable, transit supportive, mixed use neighborhood center, with an increase in building height to 5-6 stories (as a place keeper based on direction from the Planning Commission and public input received during the plan update process). The property owners submitted a request to change the current BCX zoning to allow an increase in building height from 30 feet to 65 feet (6 stories) or higher to allow for rooftop amenities and other development standard changes. The preliminary staff recommendation is to support a range of building height with a maximum 5 stories, in order to ensure compatibility with the surrounding neighborhood. Depending on the Planning Commission and City Council input the second draft of the plan policy will be updated accordingly.
- Transportation
 - New policies emphasize improving bicycle, pedestrian and equestrian mobility throughout the neighborhood, and city destinations (BT-18)
 - A new policy encourages pedestrian/bicycle connections to and between the new Greenway in the South and North Rose Hill neighborhoods, the State Park, and the Eastside Powerline trail (Policies BT-19, BT-22, and BT-23).

- A new policy requires the design of trails and streets to reflect shared equestrian and pedestrian use of paths, sidewalks, and street improvements, and to minimize conflicts between horses and vehicles (BT- 20, BT-21)
 - A new policy requires private development projects to complete unimproved portions of the regional Eastside Powerline trail within the Seattle City Light Power Line Easement or use public funds to make improvements to the trail (Policy BT-23) (same as the Rose Hill Plan policy)
 - Maps will be updated to reflect connections to the new Greenway improvements in Rose Hill.
- Urban Design Section deleted – Like the Rose Hill Plan, the urban design section, which describes the neighborhood’s urban design characteristics based on principles from Kevin Lynch’s 1960 book *The Image of the City* was deleted, in favor of conveying the neighborhood’s urban design character in the more prominent vision statement.

Next Steps

Integration of land use requests into second draft of Neighborhood Plans

On September 13, 2018, Planning Commission gave direction to staff on the land use study areas that should move forward to a public hearing. City Council consideration of citizen requests and staff proposals for land use/zoning/or Zoning Code amendments is scheduled for October 2, 2018. Once the City Council provides direction on which land use requests should proceed for further study (based on a Planning Commission recommendation), staff will incorporate revised policies (if any) into the second draft Plans. The neighborhood plan update [project webpage](#) shows where these study areas are located and a description of each proposal.

Second drafts of Neighborhood Plans

Comments from the Working Group, Boards and Commissions and public comments received to date, will be considered in the second draft of both Neighborhood Plans prepared in advance of the public hearing. Along with the second draft of each Plan, staff will provide supplemental technical studies and complete the State Environmental Policy Act (SEPA) analysis for those proposals. The Planning Commission and Houghton Community Council will consider all proposed changes to the Rose Hill and Bridle Trails Neighborhood Plans and public comment at the public hearings in October and make a recommendation to the City Council. The City Council makes the final decision to approve, deny or conditionally approve amendment requests.

Upcoming Public Meeting Schedule

The following is a schedule for the meetings for the remainder of the year:

- October 2, 2018 – City Council briefing on land use study areas
- October 22, 2018 – Houghton Community Council public hearing on Bridle Trails Neighborhood Plan and deliberation
- October 25, 2018 - Planning Commission public hearing and deliberation on both Rose Hill and Bridle Trails Neighborhood Plans and rezone requests
- November date *TBD* - Planning Commission deliberation on recommendation *if needed*
- November 20, 2018 - City Council

- December 18, 2018 - City Council adoption
- January 28, 2019 - Houghton Community Council final action

Questions for Transportation Commission

- *Do you agree with the preliminary transportation policies in each neighborhood plan?*
- *Do you have suggested edits or changes to the transportation policies?*

Attachments:

1. First Draft Rose Hill Neighborhood Plan
2. First Draft Bridle Trails Neighborhood Plan

cc:

Joel Pundt, Transportation Engineering Manager

File: CAM18-00082 #6

ROSE HILL NEIGHBORHOOD PLAN DRAFT (7-17-18)

[Note to Reviewer: The next draft of this plan will be supplemented with revised maps to graphically convey the policies listed below.]

Overview

The Rose Hill Neighborhood is located between I-405 and the City of Redmond, and extends north to the Totem Lake Business District and south to the Bridle Trails neighborhood. It contains the neighborhoods of North and South Rose Hill, separated by NE 85th Street. Two commercial centers are located in the Rose Hill Neighborhood; the Rose Hill District and the North Rose Hill District/Neighborhood Center (the neighborhood also contains a portion of the Bridle Trails Neighborhood Center). The Rose Hill District straddles NE 85th Street and connects downtown Kirkland with downtown Redmond. At the north end of Rose Hill, a portion of the North Rose Hill District and the Lake Washington Institute of Technology are within the Totem Lake Urban Center, the major employment, retail and service center in the City. See the Totem Lake Business District Plan for more discussion about the Urban Center.

While land use in the neighborhood is primarily residential, the Rose Hill District is second only to the Totem Lake Business Center in generating the most sales tax revenue for the City.

The NE 85th Street Subarea Plan, North Rose Hill and South Rose Hill Neighborhood Plans were previously standalone plans. The NE 85th Street Subarea Plan included the south portions of North Rose Hill and the north portions of the South Rose Hill Neighborhoods. While both neighborhoods and the subarea were combined into one Rose Hill Neighborhood Plan in 2018, the Plan continues to address issues unique to each neighborhood.

Staff Note: Insert map of Neighborhood that shows the boundaries of North and South Hill.

Vision Statement

Rose Hill is a vibrant, walkable residential neighborhood with an active neighborhood commercial center along NE 85th Street. At the same time, its natural beauty— including mature trees, wildlife habitat, Forbes Lake, wetlands, streams, and open space – has been protected and enhanced, with new opportunities for public access. Parks are within walking distance to all residents and employees and provide a diverse range of recreation options – from hiking and birdwatching to play areas for kids.

As underutilized land continues to repurpose, a variety of housing alternatives at strategic locations meet the needs of a diverse population and keep housing costs under control. Apartments, stacked flats, mixed-use buildings, and townhouses along the perimeter of the North Rose Hill and Rose Hill districts, served by rapid transit, create seamless transitions to established residential neighborhoods. Innovative housing for all life stages – including backyard cottages, flats over garages, and duplexes – is integrated with traditional detached styles in lower density areas in North and South Rose Hill. The Lake Washington Institute of Technology has expanded its partnership role in the community, and provides workforce and student housing on its campus. Other under-utilized institutional sites have incorporated housing as opportunities arise for redevelopment.

A thriving Rose Hill District along NE 85th Street provides employment, shopping, services, and transit-accessible housing for Kirkland residents and visitors throughout the region, allowing the community to easily access goods and services on-foot or by bike. Over time, the commercial corridor has become more mixed use and walkable, with apartments and condominiums over neighborhood shops, parking tucked away behind buildings, and pedestrian walkways providing access to the surrounding residential neighborhoods. A walkable, transit-oriented pedestrian village has emerged around the NE 85th Street/ I-405 transit hub, transitioning from more automobile-centric uses to neighborhood-serving shops, offices, and residences. Generally, the west end of the Rose Hill District is more urban and activated, while the

east end is more neighborhood-oriented. At the north end of the neighborhood, development and streetscape improvements along NE 116th St in the North Rose Hill Neighborhood Center are complementary to the Totem Lake Business District and have transformed this gateway into a gathering place for northern Rose Hill.

The street network provides efficient and safe circulation. Arterials have been improved with transit and bike lanes. The NE 75th Street /128th Avenue Greenway, pedestrian crossings over I-405, the Eastside Powerline Trail, and other pedestrian and bike routes link residential areas with Lake Washington High School, elementary schools, transit stops, public facilities, commercial districts, adjacent neighborhoods and regional trails. Regional transit service connects Rose Hill activity centers and the surrounding community while a neighborhood circulator connects residential areas to the activity hubs and regional transit. These linkages increase mobility and encourage community connection.

Historical Context

Rose Hill was envisioned by Kirkland namesake and founder, Peter Kirk, as the site for his Great Western Iron and Steel Mill which would have made Kirkland the "Pittsburgh of the West". The Lake Washington Ship Canal had been approved by Congress in 1888. The canal offered a direct route from Lake Washington to Elliott Bay and promised to open the shores of Lake Washington to industry. Kirk purchased a small lake, known as Little Lake, along with acreage from Dorr Forbes, an earlier settler who had originally purchased the land in hopes of growing cranberries. But beaver activity caused frequent flooding that destroyed the bog, providing an opportunity instead for Peter Kirk. The lake is now known as Forbes Lake after Dorr Forbes.

Peter Kirk's chief engineer and metallurgist, John G. Kellett, lived on Rose Hill in Workington, England, and is credited for naming Kirkland and Rose Hill in 1888.

In 1890, five teams cleared the land surrounding Forbes Lake and the steel mill was built, complete with foundry, smelter, bunkers, cooling ponds and railroad. Then, in 1891, the newly elected congress repealed funding for the Lake Washington Ship Canal and the opening of the mill was halted. Attempts were made over the years to open the mill but by 1908, Kirkland's Foundering Fathers abandoned their plans. Much of the mill had already been salvaged. With the railroad no longer needed, the rails were torn out and the original rail bed became what is now Slater Avenue.

In 1910, real estate partners Edmund Burke and Guy Farrar purchased much of Rose Hill. A large two story school was built across from the mill site in 1911. Known as the Rose Hill School, it burned down in 1921 and was replaced in 1922 with a single story school. John G. Bartsch built the original school as well as the Kirk homes, the original Central School, the Shumway Mansion and many other iconic buildings of the time. The Shumway Mansion is the only known survivor. In 1954, Rose Hill Elementary was built to serve South Rose Hill children and in 1955, Mark Twain Elementary was added for the North Rose Hill families.

During the early Burke & Farrar era, the developers offered free day long excursions from Seattle to Kirkland. During this time, small parcels of land were offered with low monthly payments. Overtime, Rose Hill was developed providing space for chickens, cows, and gardens. It was these small family farms that helped stock local grocery store shelves.

Forbes Lake was a favorite recreation area for Rose Hill and Kirkland families. Transportation was by foot, horse and wagon, automobiles and jitney, which was a form of shuttle service. The ferry dock in Kirkland was the gateway to Seattle. Many Rose Hill residents worked in Seattle.

The Kirkland Cemetery in the South Rose Hill neighborhood was incorporated in 1888 by Peter Kirk and several of Houghton's early settlers.

Rose Hill has steadily transformed from a rural outlying area of King County to a suburban neighborhood in Kirkland. Annexation of portions of the North Rose Hill neighborhood from King County to the City of Kirkland started in 1970, with the annexation of the majority of the neighborhood in 1988. Even before annexation, Rose Hill was always seen as a neighborhood of Kirkland.

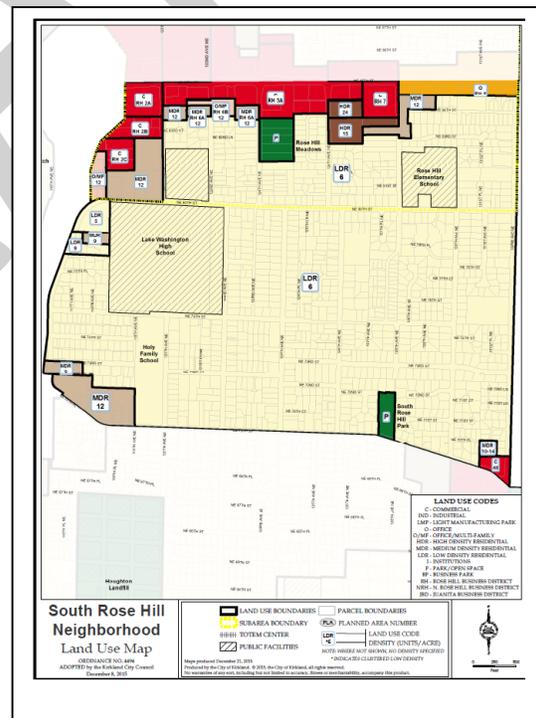
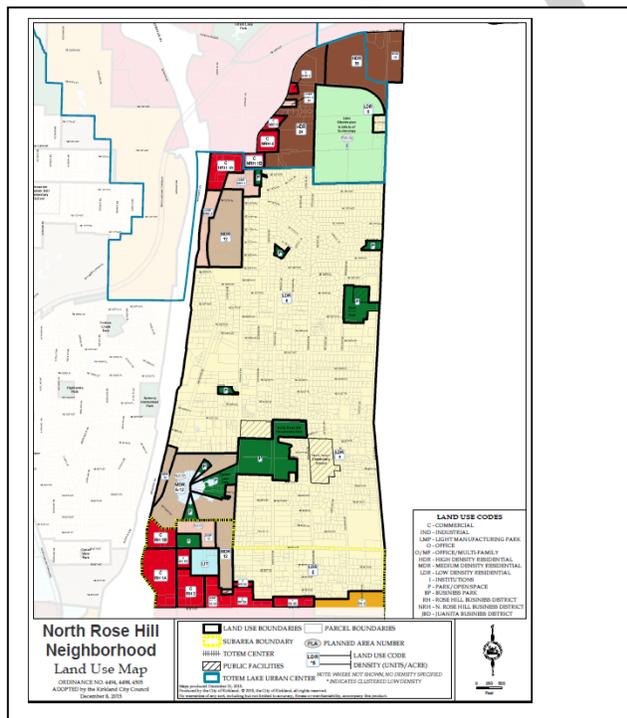
Policy RH 1: Preserve structures, features and locations that reflect the neighborhood's historic heritage.

Policy RH 2: Provide markers and interpretive information at historic sites throughout Rose Hill.

Land Use

A mix of land uses in Rose Hill support the neighborhood and the broader community. Regional and local commercial and mixed use residential/commercial development is focused in the two business districts (not including the portion of the Bridle Trails Neighborhood Center in Rose Hill) and includes stand-alone medium and high density multifamily housing along the perimeters of these areas, where transit is available within a 10 minute walk and residential density supports a range of goods and services serving the region and the neighborhood. Housing densities support the high quality retail uses in the commercial districts, provide housing for Lake Washington Institute of Technology staff and students, and serve residents who wish to live near transit and jobs, while providing a transition to adjacent low density residential areas. Development in lower density areas provides opportunities for housing choice through a broad range of housing and site planning approaches, while protecting the predominantly single family residential neighborhood character.

Staff Note: the following maps will be updated based on outcomes to the land use/zoning change requests:



Residential:

In general, compact and higher-intensity housing is accommodated where there is transit and services to support it, such as around the Rose Hill District, near Totem Lake, at focused locations between the commercial districts, and around Forbes Lake. The intent of the policies below is to accommodate infill housing in a way that is sensitive to the look and feel of existing neighborhoods.

Policy RH 3: Retain the residential character of the neighborhood while accommodating new and innovative compact housing opportunities to serve a diverse population.

The predominant housing style in the neighborhood is the traditional detached single-family home. Innovative housing styles and techniques, such as cottage, carriage and two/three unit homes, accessory dwelling units, clustered and small lot single-family housing are among other appropriate lower density housing types.

Housing prices throughout the City and region require strategies to promote lower cost housing. The provision of housing options for a wide spectrum of income levels, household sizes, and lifestyles are important values to support and encourage.

Policy RH 4: Incentivize the development of ADUs in areas close to neighborhood centers.

Policy RH 5: Incentivize missing middle housing (i.e., multi-unit or clustered housing types compatible in scale with single-family homes that help meet the growing demand for walkable urban living) within areas that are in close proximity to neighborhood centers.

Policy RH 6: Incorporate building height and scale transitions and vegetative buffers between multifamily and detached single family homes to ensure compatibility with existing neighborhood character.

Multifamily standards for building location and design will help address: building placement on the site, clustering, open space preservation, building scale in proportion with the lot and with the surrounding neighborhood, preservation and protection of existing vegetation, wetlands and streams, and integration with more traditional detached single-family homes.

Policy RH 7: Incorporate ADUs into new development in single-family neighborhoods to expand the supply of affordable-by-design housing.

Planned Area 17

Forbes Lake is designated as a Planned Area to address the unique development constraints associated with the lake and surrounding wetland and stream systems. Most property adjoining the lake is privately owned, with the exception of Forbes Lake Park.

Policy RH 8: Locate and design new development to protect and restore the natural areas of Forbes Lake, Forbes Creek, and associated wetlands, while providing opportunities for a variety of housing styles and public access to the Lake.



Commercial:

Besides the two major commercial and mixed use areas in Rose Hill, the North Rose Hill Neighborhood Center and Rose Hill District, there is a small area of limited neighborhood commercial uses located at the south east corner of Rose Hill across the street from the Bridle Trails shopping center. The intent of the policies below is to make these existing commercial centers more vibrant, locally-serving, and walkable, and to connect them better with surrounding residential neighborhoods.

Policy RH 9: Focus commercial and mixed use development in the following locations:

- In established portions of the North Rose Hill Neighborhood Center;
- In the NE 85th Street corridor, close to existing or planned high capacity transit, utilizing both the new Sound Transit I-405 Bus Rapid Transit Station at the NE 85th Street/ I-405 freeway interchange and future business access and transit (BAT) lanes along NE 85th Street as a catalyst for expanded transit oriented development in the Rose Hill District; and
- Within the existing boundaries of the small commercial node that is across the street from the Bridle Trails Shopping Center in South Rose Hill.

Policy RH 10: Provide seamless transitions between commercial districts and lower density areas in Rose Hill, by promoting a hierarchy of commercial uses from larger footprint regional uses, closer to the freeway interchanges, to more local serving neighborhood services near the residential core.

North Rose Hill District /Neighborhood Center

Staff Note: We need to determine which Codes would be effected by changing the term North Rose Hill Business District to either North Rose Hill District or North Rose Hill Neighborhood Center (i.e. zoning text and Design Guideline text).

The boundaries of the North Rose Hill District/Neighborhood Center are shown in (Land Use Map) Figure RH 1. It is situated along the south side of NE 116th Street and serves as the major entranceway to the north end of the Rose Hill Neighborhood and the south end of the Totem Lake Business District. As a result of its proximity to the freeway, more regionally focused goods and services suited to the highway commuter and mixed housing are promoted west of 124th Avenue NE, mirroring redevelopment in the portion of the Totem Lake Business District located to the north across NE 116th street, while the remainder of the district has a local neighborhood commercial focus.

The land use districts in Figure RH 1 (Land Use Map) and corresponding zoning designations describe the appropriate types and intensity of commercial and residential uses, with the most intensive commercial development adjacent to NE 116th Street, west of 124th Avenue NE. Similarly, building height is greatest

along NE 116th Street, and scales down heading north and south along Slater Avenue NE, with increased height allowed as an incentive to develop housing.

Policy RH 11: Actively promote the transition of the North Rose Hill Neighborhood Center into an active, walkable, transit-supportive mixed use environment with a variety of housing types, including student housing.

This policy anticipates transitioning to neighborhood focused mixed uses on currently underutilized sites, especially along the east side of Slater Avenue NE, north of 116th Street, in order to establish a critical mass of local-serving commercial uses.

Policy RH 12: Ensure that the type of commercial uses allowed are compatible with its mixed use residential/commercial focus.

Policy RH 13: Promote increased residential capacity with increased height allowances.

Policy RH 14: Conduct design review for commercial and mixed-use residential and stand-alone multifamily development to create an attractive North Rose Hill Neighborhood Center using the Design Guidelines for Pedestrian-Oriented Business Districts contained in the Kirkland Municipal Code and Design Regulations in the Zoning Code.

Policy RH 15: Ensure that public improvements and private development provide coordinated streetscape improvements along NE 116th Street that contribute to a sense of neighborhood identity and enhanced visual quality.

Policy RH 16: With private development or through public investment, either in combination with private development, through land acquisition, or as part of a street improvement project, install a neighborhood gateway sign and landscaping or other features at the following locations:

- Near the intersection of 124th Avenue NE and NE 116th Street
- Near the intersection of Slater Avenue and NE 120th Street.

Policy RH 17: Address transition impacts and protect nearby residential areas with landscaping, site and building design requirements.

Policy RH 18: Create a regional commercial destination at the I-405 interchange in NRH 1A, complementary to the Totem Lake Business District, serving community-wide or regional markets.

Policy RH 19: Create a walkable mixed use neighborhood destination in NRH 1B providing housing, goods, services, and gathering spaces for neighborhood residents complementary to the multifamily areas to the east and mixed use office residential area to the south.

Policy RH 20: Promote the conversion of existing wholesale and manufacturing businesses to mixed use commercial/multifamily development in NRH 4 by allowing increased height when redeveloped with housing.

Policy RH 21: Promote the conversion of retail uses related to vehicle sales and storage in NRH 5 to mixed use office/ multifamily or high density stand-alone housing by allowing a height increase as an incentive.

Staff Note: Consider changing height limit from 30 to 35 feet as incentive to convert to housing or mixed use office/multifamily.

Policy RH 22: Promote either mixed use office multifamily or high density stand-alone housing in NRH 6 by allowing height equal to that allowed in NRH 5, when redeveloped with housing.

Staff Note: Consider changing height limit from 30 to 35 feet to match NRH 5, if developed with housing or mixed use office/multifamily.

Rose Hill District

Note: The term NE 85th ST Subarea Plan and Rose Hill Business District are synonymous. In the next draft staff needs to determine if we need to keep the term NE 85th ST Subarea because it is referred to in the Zoning Code (unless we want to do many Zoning Code text amendments). Similarly, we need to determine which Codes would be affected by changing the term Rose Hill Business District to Rose Hill District. Amendments to The Design Guidelines may also be necessary.

The boundaries of the existing Subarea should be changed to coincide with the boundaries of the Design District shown with a yellow border on the Zoning Map.

The boundaries of the NE 85th Street Subarea (also known as the Rose Hill District) are shown on (Land Use Map) RH Figure 1 and extend along the NE 85th ST corridor from I-405 on the west to 132nd Avenue NE (the Kirkland City limits and common boundary with the City of Redmond) on the east.

NE 85th Street is recognized as both a commercial area and transportation corridor serving regional and local users. The western portion of the District (nearest I-405) features major regional retail uses, and several automobile dealerships. From I-405 east to the Kirkland city limits, the commercial area generally narrows north to south and generally become less intensively developed. Other land uses in the area include retail stores, offices, and business parks, single-family homes, and multifamily housing.

Visually, the Rose Hill District is characterized by a variety of older strip commercial development, some newer buildings and, particularly at the east end of the Subarea, some former single-family residential structures converted to commercial use. Most of these retail and commercial buildings include little or no landscaping, and little in the way of pedestrian access.

Vision for the District

Over time, the Rose Hill Business District is envisioned to be an attractive, vibrant mixed use commercial area combining housing, regional and local retailers. Large retailers continue to dominate the western half of the business district. Generally, the land uses are more intensive on the west end of the District (near the Bus Rapid Transit station and freeway) and less intensive (more neighborhood oriented) on the east end. The zoning has maintained the line between single-family residential areas, multifamily residential areas, and adjacent office/retail/commercial areas.

NE 85th Street itself continues to serve as a primary transportation link between Kirkland, Redmond, and a reconfigured I-405/NE 85th Street interchange with a Sound Transit station. Modifications to NE 85th Street have improved its ability to be used by pedestrians and transit, while maintaining or slightly increasing its capacity for vehicles. Steps also have been taken to minimize "cut-through" traffic and other traffic impacts in the residential areas north and south of the business district.

The appearance of the district, as it has evolved, has benefited from a coordinated effort by the City, business owners and property owners to improve the image of the area. As properties redevelop architectural and landscape design standards for new or remodeled retail, commercial and multifamily residential buildings have improved the appearance of the district. These standards require ample landscaping or other techniques to ease the transition between different adjacent land uses. These standards also generally require new commercial or mixed-use buildings to be oriented to the sidewalks (with parking behind or to the side), and encourage the aggregation of smaller properties into larger, more coordinated developments with coordinated signage and less of a "strip mall" feel.

Land Use

Residential

Along the north and south boundaries of the NE 85th Street commercial core, are areas designated for, and developed as, residential use. There are several areas designated for multifamily residential (medium-density, up to 12 units per acre, and high density, between 12 and 24 units per acre) development south of NE 85th Street, and one area to the north. (See Figure NE85-1, NE 85th Subarea Land Use.)

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

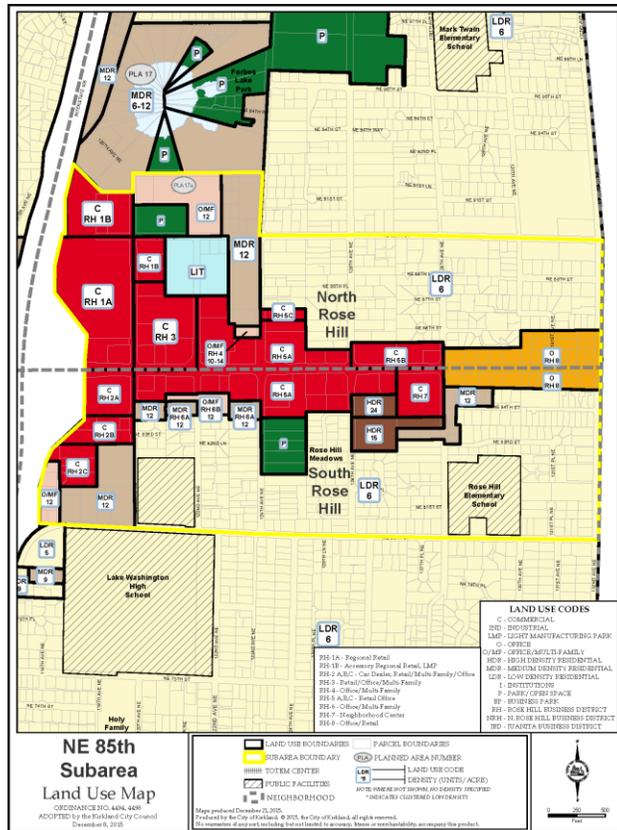
Policy RH 23: Maintain low-density detached residential housing as the primary land use in the areas north of the NE 85th Street commercial area, east of 124th Avenue NE, south of the commercial area and east of 120th Avenue NE.

Policy RH 24: Encourage the efficient use of larger lots north and south of the NE 85th ST corridor at the maximum densities allowed by the underlying zoning.

Policy RH 25: Conduct Design Review for medium-and high density residential development. See Rose Hill Business District Design Guidelines and Chapter 92 KZC, Design Regulations.

Commercial

Much of the NE 85th Street Subarea/Rose Hill District including all the land along NE 85th Street itself, currently is designated for commercial (retail, office, and service), office, light industry/office area, or mixed commercial and multifamily uses (see Figure __). The west end of the District (nearest I-405) includes several large freeway-oriented businesses with community-wide or regional markets, and several automobile dealerships. A light industry/office area includes technology, manufacturing and wholesale enterprises. The central and east end of the District also includes smaller retail stores and services with more local markets. In addition to the car dealers, there are a number of auto-oriented stores and services (gas stations, car washes, tire stores, etc.). The District includes a small but growing amount of office space, particularly in the blocks between 120th and 124th Avenues NE.



Staff Note: *Revise map to change subarea boundary to Design District Boundary*

The following policies recognize the economic significance to the City of the major regional retail uses located in the Rose Hill District and enhance the area’s commercial viability while minimizing impacts on adjacent residential neighborhoods to the north, south and east. The land use districts in Figure 1 and corresponding zoning designations describe the appropriate types and intensities of commercial uses, with the most intensive development adjacent to the NE 85th Street/I-405 interchange, and a scaling down of development to the north, south and east.

Policies and zoning regulations encourage smaller-footprint neighborhood-serving businesses. New and remodeled commercial development is subject to appropriate architectural and site design standards, in order to improve the appearance of the commercial area, and to assure appropriate transition and buffering between the commercial area and adjacent residential areas. Commercial development should not be permitted to spread beyond the existing NE 85th Street commercial area into adjacent residential areas.

Policy RH 26: *Enhance the commercial viability of the Rose Hill Business District, while minimizing impacts on adjacent residential neighborhoods to the north, south and east.*

Policy RH 27: *Recognize the economic significance to the City of the major retail uses located in the Rose Hill Business District, and cooperate with these business owners to help assure their continued viability, consistent with the other goals and policies of this District.*

Policy RH 28: *Except for RH 1a, RH 2 located north and south of the I-405/NE 85th ST Interchange, prohibit individual retail or wholesale uses that occupy more than 65,000 gross square feet.*

Policy RH 29: Through the Design Review Process, administer the Rose Hill Business District Design Guidelines and Design Regulations to all new, expanded, or remodeled commercial and multifamily buildings in the District, with the objectives of creating a more attractive District, enhancing pedestrian orientation, and creating effective buffers and transitions between the commercial and multifamily uses and the established residential neighborhoods to the north and south.

Policy RH 30: Utilize zoning incentives or other techniques to encourage commercial redevelopment in the District.

Policy RH 31: Upgrade public infrastructure to support commercial redevelopment in the District.

Policy RH 32: Expand on already-completed streetscape improvements throughout the Business District that enable pedestrians, drivers, bicyclists, and other users to have a safe, pleasant experience.

Policy RH 33: Coordinate with King County, Sound Transit and WSDOT to provide additional pedestrian amenities at transit stops.

Policy RH 34: Install a neighborhood sign and landscape entry feature on NE 85th Street, just west of 132nd Avenue NE.

Policy RH 35: Continue to work closely with business and property owners in the Rose Hill District, and business groups which represent them, to improve and upgrade the appearance of the District.

Policy RH 36: To the extent authorized by law, require the removal of billboards.

Policy RH 37: Underground the remainder of overhead utility lines along the NE 85th Street frontage with redevelopment, to improve public views to the west and the attractiveness of the commercial district.

Policy RH 38: Through public investments such as the Bus Rapid Transit Station, provide new opportunities for public views of Lake Washington, the Seattle skyline, and the Olympic Mountains from NE 85th Street.

Policy RH 39: In the regional center area of the District near the I-405/NE 85th ST Interchange, south of NE 85th ST, require retail uses (including car dealer), and permit office and/or residential uses. Require retail use to be the predominant ground level use. Encourage consolidation of properties into a coordinated site design however, discourage large, singular retail or wholesale uses through establishment of a size limitation that, in recognition of convenient access to I-405, may be greater than in the rest of the District.

Other site design considerations include the following:

- Allow a range of building height four to five stories if offices above retail or a maximum of six stories if residential above retail. Additional height may be allowed for a sloping roof form and roof top appurtenances. Step back upper stories from NE 85th Street. Three stories on the south of NE 85th ST is appropriate where buildings are adjacent to existing residences.
- Provide openness by limiting the total floor area, separating the buildings and including ample building modulation.
- Allow vehicular access to NE 85th Street and 120th Avenue NE and emergency vehicles only to access from 118th Avenue NE. Allow office and residential uses to access from 118th Avenue NE.
- Encourage underground or structured parking (discourage large ground level parking lots).
- Limit the impacts of new signs for residents across 120th Avenue NE.

Policy RH 40: In the core portion of the Rose Hill District, allow general commercial uses subject to district-wide design guidelines including the following standards:

- Limit the number of driveways on NE 85th Street, and encourage existing development to consolidate driveways and curb cuts. In addition, observe the following transition standards:
- Set vehicular access points located on north-south side streets back from adjacent residential properties as much as possible without creating problems for traffic turning to and from NE 85th Street. Allow only one driveway for access to commercial property on the east side of 124th Avenue NE.
- Locate a heavily landscaped buffer strip along any boundary with residential properties or along streets separating commercial development from residential properties.
- Retain existing significant trees and vegetation within the buffer. Preclude this landscaped area from further development by the creation of a greenbelt protective easement.
- Keep sources of noise and light to a minimum and directed away from adjacent residential properties.

Staff Note: this policy is the connection to the Zoning Code lighting and noise regulations. Keep for now during the first draft.

Policy RH 41: In the east end of the Rose Hill District allow a range of less intensive office, neighborhood retail, and neighborhood service uses on both sides of NE 85th Street from 128th Avenue NE to 132nd Avenue NE with the following types of businesses and site design considerations:

- Limit permitted uses to those that generate limited noise, light and glare, odor, and traffic impacts. Examples of uses that would be appropriate in this area include medical/dental offices, insurance offices, dry cleaners, and coffee shops. Examples of uses that would not be appropriate in this location include gas stations, car washes, uses with drive-through windows, and uses with extended hours of operation.
- Encourage property owners to aggregate their properties to allow more efficient redevelopment with fewer access points onto NE 85th Street, by providing incentives including increased building heights up to three stories with decreased front setbacks.
- Encourage new buildings to be located at the front of the lots, with parking underneath, at the rear of buildings, or between adjacent buildings. Encourage mixed-use buildings to have residential units on upper levels. Discourage single-story retail buildings.
- In addition to above, on the north side of NE 85th Street between 132nd Avenue NE and the properties abutting 131st Avenue NE on lots that do not abut NE 85th Street or are not consolidated with lots abutting NE 85th Street, development should be limited to low density residential, except if isolated by commercial or mixed use commercial and multifamily development.
- To minimize curb cuts on 131st and 132nd Avenues NE, combined access to provide a connection between 131st and 132nd Avenues NE should be required when properties abutting NE 85th Street are aggregated with lots not abutting NE 85th Street.
- Limit height of commercial or mixed use commercial and multifamily development to a maximum of 30 feet next to low density residential development.

Policy RH 42: On the north and south boundaries of the Rose Hill District, allow multifamily residential uses at a density of 12 units per acre. Allow a greater density if affordable housing is a component of the development.

Northern Periphery of Bridle Trails Neighborhood Center

The northwest corner of NE 70th Street and 132nd Avenue NE contains a small-scale neighborhood commercial development across the street from the Bridle Trails Neighborhood Center. Residential densities in this area should be supportive of high-quality retail uses in the shopping center.

Policy RH 43: Commercial development should be complementary to the Bridle Trails Neighborhood Center and should not extend into the surrounding low-density residential area.

Policy RH 44: Attractive neighborhood oriented shops and services should be substantially buffered from nearby low-density residential uses, while allowing for good pedestrian connections.

Policy RH 45: Conduct design review for commercial and mixed-use residential and stand-alone multifamily development using the Design Guidelines for Pedestrian-Oriented Business Districts contained in the Kirkland Municipal Code and Design Regulations in the Zoning Code.

Policy RH 46: Install a neighborhood gateway sign and landscaping or other features that provide a positive first impression of the neighborhood near the intersection of NE 70th Street and 132nd Avenue NE.

Staff Note: Staff is confirming whether the gateway sign has been installed and if so, whether replacement/improvement is warranted.

Institutions

Lake Washington High School, Rose Hill and Mark Twain Elementary Schools, Lake Washington Institute of Technology, and various religious institutions, are located in Rose Hill.

Public – Planned Area 14 Lake Washington Institute of Technology

LWIT is a major public higher education institution serving the region. Located on about 55 acres, the institute is surrounded on by residential development. The west side of the site is a heavily wooded steep slope area that provides a visual buffer separating the institute and the remainder of the Totem Lake Urban Center located in Rose Hill. Protected with a greenbelt easement, the hillside also contains a watercourse and functions as a wildlife corridor in an area experiencing residential infill development.

Policy RH 47: Recognize and promote the role the Institute of Technology plays in the Rose Hill neighborhood, the wider Kirkland community and in the region.

Policy RH 48: Seek partnership opportunities between LWIT and the City on educational, technical, recreational, and social service initiatives.

Policy RH 49: Encourage LWIT to continue to provide community meeting facilities for the neighborhood and the City.

Policy RH 50 Actively promote the expansion of the LWIT into an active, walkable, transit-supportive campus environment with student/staff housing.

Policy RH 51: Ensure that any Institute of Technology expansion is compatible with the surrounding residential neighborhood and protects the natural greenbelt easement on the western slope.

Policy RH 52: Provide public review of major expansion of the institute. Expansion should utilize the redevelopment potential of existing surface parking areas. Mitigation may be required for impacts of the proposed expansion and, where feasible, the existing use, including correcting parking lot design and landscaping deficiencies.

Policy RH 53: Encourage LWIT to provide bike and pedestrian connections between the surrounding residential areas and the campus. Connect 132nd Avenue NE on the east side of the campus to Slater Avenue NE to the west, and connect the campus to NE 113th Place at the southwest corner. See Figure NRH-6

Policy RH 54: Allow no additional driveway access to 132nd Avenue NE to maintain traffic flow and safety on the arterial.

Private – Churchome Church

This approximately 10 acre site is surrounded by single family housing. Upon redevelopment an opportunity exists to redesign the parking lot covering the majority of the property to improve the appearance of the site.

Policy RH 55: Ensure that any future church expansion or redevelopment of the site is compatible with the surrounding residential community.

Policy RH 56: Provide public review of redevelopment or expansion of the church. Mitigate impacts from the proposed expansion and, where feasible, the existing use. Correct parking lot design and landscaping deficiencies.

Policy RH 57: Encourage housing with an emphasis on affordable housing, as a part of any future church redevelopment at this site.

Environment

The Rose Hill Neighborhood contains significant wetland areas, Forbes Lake, and tributaries and the headwaters of Forbes Creek that eventually feed into Lake Washington. Together these critical areas constitute a valuable natural drainage system that is an integral part of managing the City's surface water by storing and conveying storm and flood water. These natural features also help maintain water quality, recharge groundwater, provide wildlife and fish habitat, and provide open space and aesthetic enjoyment.

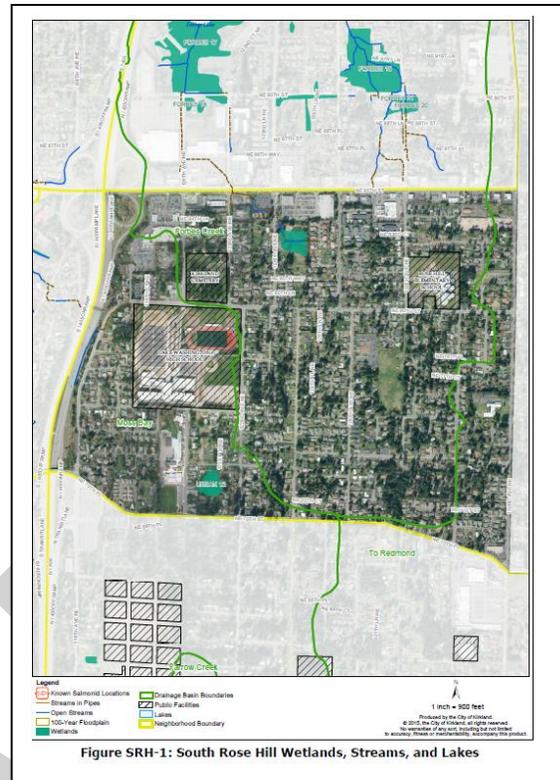
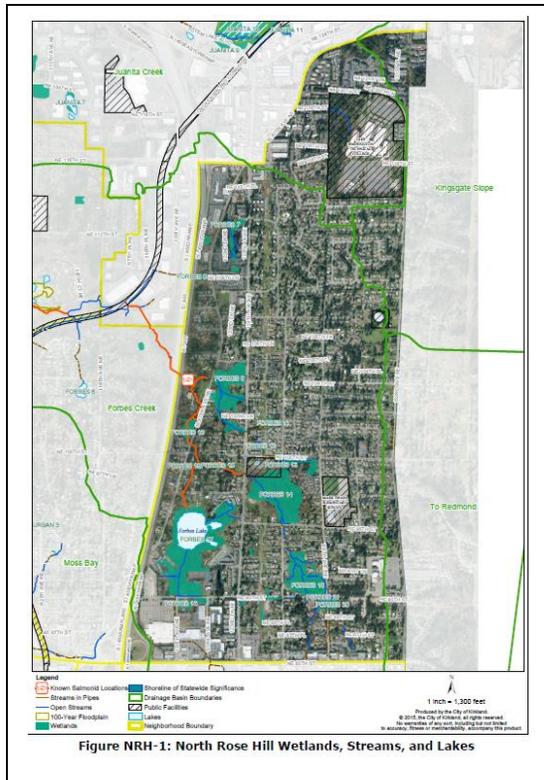
Several areas of high and moderate landslide susceptibility and areas prone to liquefaction in a seismic event are located in the neighborhood, which require a geotechnical study with development.

The significant stands of native trees and native vegetation on hillsides, along stream banks and in wetland areas in Rose Hill provide opportunities for wildlife corridors and will help meet the City's urban forest goal to provide an overall 40% tree canopy coverage.

Environmental policies in Rose Hill strive to protect and enhance natural environmental quality and natural amenity and function, to avoid potential environmental hazards, and to utilize sustainable management practices.

The following maps show critical areas within the Rose Hill Neighborhood. See the Natural Environment Element for more information on wetlands, streams, and associated buffers as well as landslide and seismic hazard areas, trees and wildlife. The Kirkland Zoning Code regulates tree removal and development in critical areas.

Staff Note: Staff will insert new Geologic Hazard Maps (Landslide Susceptibility and Liquefaction Potential Maps) and revise NRH and SRH Wetlands Lakes and Streams Maps.



Policy RH 58: Investigate water quality and Forbes Lake flooding/levels and develop projects and programs and provide funding to address identified problems.

Property owners adjoining Forbes Lake are concerned that lake level fluctuations contribute to infiltration of drain fields and basement flooding. Lake level fluctuations may be caused by both the timing and amount of water entering the lake, or by blockages in the channel downstream of the lake. Ongoing monitoring by community volunteers and by the City quantify lake level fluctuations and test water quality. Current development practices reduce the potential for flooding by restricting placement of new improvements within sensitive area buffers, requiring that development projects meeting certain thresholds to control the quantity and quality of storm water flows, and eliminating septic system failures by requiring connection to the sanitary sewer system. If lake level fluctuations are being caused by inflows to the lake, consider opportunities to reduce flows through storm water detention. Such projects would be prioritized based on identified need in the Surface Water Master Plan. Much of the downstream channel is on private property – the community may wish to communicate with downstream property owners about the impacts of channel blockages on the lake, and to encourage owners to permit and implement projects to clear the channel of debris and beaver dams.

Policy RH 59: Protect notable trees and groves of trees.

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

Policy RH 60: Encourage creation of backyard sanctuaries for wildlife habitat in upland areas.

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

Parks/Open Space

Rose Hill contains a number of public parks and open space areas - Forbes Lake Park, North Rose Hill Woodlands Park, and Mark Twain Park in North Rose Hill, and South Rose Hill Park and Rose Hill Meadows in South Rose Hill. Maintaining and improving existing parks and open space, acquiring new parkland where deficiencies exist, seeking opportunities to improve connectivity to parks, and developing off street trails for recreational use that connect activity nodes and neighborhoods will further improve the quality of life in the neighborhood.

The land use map shows parks within the Rose Hill Neighborhood. See the Park and Open Space Element for more information on Parks and Open Space.

Policy RH 61: Prioritize acquisition of new neighborhood parkland in the northern portion of the North Rose Hill neighborhood and in the western portion of the South Rose Hill neighborhood where park level of service is deficient as noted in the Park, Recreation and Open Space (PROS) Plan in order to provide parks within one-quarter mile of all residents..

Policy RH 62: Improve public pedestrian or visual access to Forbes Lake at Forbes Lake Park.

Policy RH 63: Provide public pedestrian access easements across properties abutting Forbes Lake Park when development, redevelopment, or platting occurs to improve access to the park.

Policy RH 64: Complete the regional Eastside Powerline trail, connecting to the Bridle Trails and Totem Lake Business District within the Seattle City Light Power Line Easement.

Transportation

The original circulation pattern in Rose Hill was a grid. The goal of the transportation system is to maintain and enhance the existing street network for all modes of transportation within and through Rose Hill, and to safely and equitably distribute traffic on neighborhood streets to support neighborhood mobility utilizing the original grid circulation pattern as a foundation.

New and improved bike facilities, the NE 70th Street/128th Avenue SE greenway, the Eastside Powerline trail and off-street trails connecting to activity centers, parks, business districts and schools will allow residents to leave their cars at home and reduce reliance on vehicle trips to meet daily local needs.

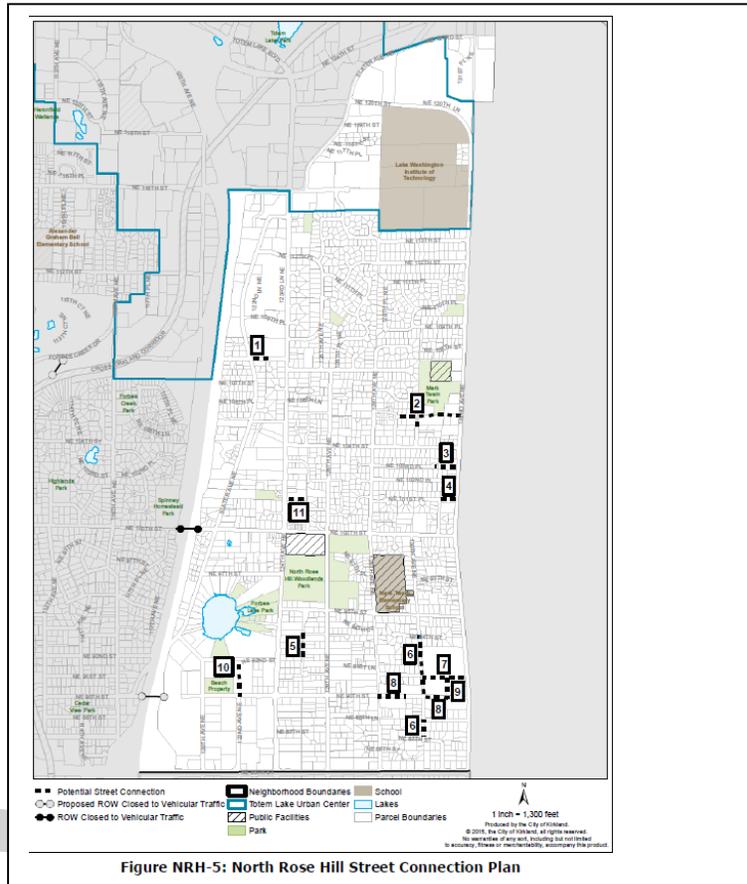
Streets

Policy RH 65: Manage traffic within the neighborhood to enhance neighborhood mobility and provide for more equitable distribution of traffic on neighborhood streets.

Policy RH 66: When warranted by redevelopment of neighborhood centers and increasing neighborhood residential densities, explore the creation of a circulator bus within the residential portions of the neighborhood, connecting to business districts and transit routes on arterial streets.

Policy RH 67: Map where anticipated street connection locations could be considered in North Rose Hill with future infill development in order to provide predictability in the development process and for the neighborhood.

While the North Rose Hill Street Connection Plan Map (Figure NRH-5 and Table NRH-1) indicates and describes the potential locations of street connections for future infill development, the exact location will be determined at the time of development. The development permit process should ultimately determine these locations. When new street connections are not required or not feasible, pedestrian and bicycle connections should still be pursued.



Staff Note: Staff will update the map and list to reflect completion status.

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

1. NE 108th ST between Slater Ave NE and 123rd Ave NE
2. Portions of NE 105th PI between 129th Ave NE and 132nd Ave NE
3. NE 103rd PI between 132nd Ave NE and existing cul de sac end
4. NE 101ST P. between 131st PI and 132nd Ave NE
5. 125TH Ave NE between NE 94th ST and NE 95th ST
6. 130TH Ave NE between NE 87th ST and NE 94th ST
7. NE 91ST ST between 130th Ave NE and 132nd Ave NE
8. Portions of NE 90th ST between 128th Ave NE and 132nd Ave NE

9. 131ST Ave NE between NE 90th ST and NE 91st ST
10. 122ND Ave NE between NE 90th ST and NE 92nd ST
11. NE 101ST PI between 124th Ave NE and 125th Ave NE

Policy RH 68: Identify where anticipated street connection locations could be considered in South Rose Hill with future infill development in order to provide predictability in the development process and for the neighborhood.

Staff Note: Staff is currently working to identify potential street connection locations in South Rose Hill.

Policy RH 69: Discourage direct access to 124th and 132nd Avenues NE with new development to enhance safety and efficiency of circulation.

Staff Note: Staff is evaluating whether Public Works street standards already cover this policy, to determine if it can be eliminated.

- If driveways to 124th or 132nd Avenues NE must be provided, separation of at least 300 feet between driveways should be required. New driveways should be located so that future development can meet this standard and/or use a shared driveway.
- Access easements to allow for shared access to 124th Avenue NE and/or interior connections to side streets should be provided.
- As access to side streets becomes available, driveways to 124th Avenue NE should be closed.

Policy RH 70: Improve the following specific unimproved rights-of-way impacted by sensitive areas with less intrusive bike and pedestrian connections rather than street improvements:

Staff Note: Map these connections

- **126th Avenue NE, south of NE 100th Street.** This segment of 126th Avenue NE bisects the North Rose Hill Woodlands Park and fire station. It is also within a wetland area, and should remain closed to vehicular traffic.
- **120th Avenue NE, from NE 92nd Street to NE 90th Street.** Improvement of this street would connect Slater Avenue NE to NE 85th Street corridor. Due to environmental constraints in the vicinity of this right-of-way, this should remain closed to vehicular traffic. Additionally, if improved, this connection could increase traffic on Slater Avenue NE, and cause greater congestion at the intersection of NE 85th Street and 120th Avenue NE.
- **NE 92nd Street, west of 122nd Avenue NE.** Due to environmental constraints in the vicinity of this right-of-way, this should remain closed to vehicular traffic.

Policy RH 71: Enhance the street network with the following improvements:

124th Avenue NE, north of NE 85th Street.

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

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

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

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

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

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

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

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

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

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

132nd Avenue NE

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

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

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

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

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

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

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

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

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

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

NE 116th Street

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

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

116th Avenue NE

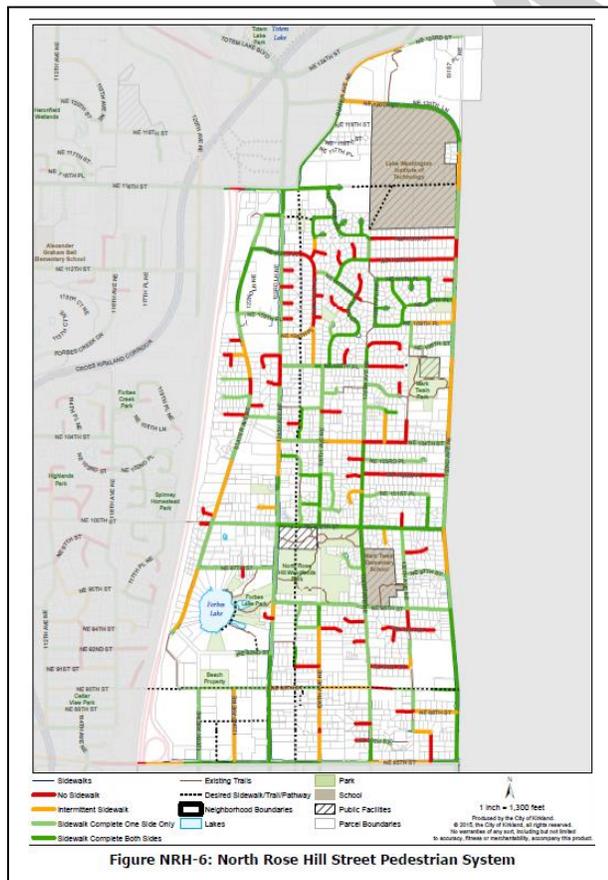
- Install a sidewalk along the east side of 116th Avenue NE connecting the Houghton Park and ride with the Lake Washington high school to increase safety.

NE 70th Street

- Preserve public views of Lake Washington, the Seattle skyline, and the Olympic Mountains.

Pedestrian/Bicycle Circulation

Staff Note: Pedestrian and Bike system maps will be revised





Policy RH 72: Encourage the use of nonmotorized transportation by providing appropriate facilities and infrastructure for pedestrians and bicyclists throughout the Rose Hill neighborhood either when private development occurs or in some instances with public funding:

- Along school walk routes – highest priority.
- Between bus stops and residential development.
- Connecting to the South Rose Hill Northeast 75th Street greenway and North Rose Hill 128th Avenue Northeast greenway
- Connecting to activity areas, including parks, the Boys and Girls Club, Lake Washington Institute of Technology and Lake Washington High School.
- Connecting dead end streets to adjacent streets wherever new street connections are not required or feasible.
- Around a limited portion of Forbes Lake on City-owned park property and where appropriate, across private property connecting to the Park.
- Various links between the Lake Washington Institute of Technology and surrounding residential development to the west between 132nd Avenue NE and Slater Avenue NE, and to the south.
- Under the Seattle City Light transmission line in cooperation with the utility and adjacent property owners. Public pedestrian and bicycle easements should be provided across private properties within the Seattle City Light easement, when development, redevelopment or platting occurs to complete the designated Eastside Powerline trail. See the PROS Plan for further details. This off-

street north/south trail provides a safe pedestrian and bicycle link for the most part separated from the street system. Eventually this trail could link up to trail systems in adjoining jurisdictions.

- Connecting to the Eastside Powerline Trail.
- In NRH 3, between the City open space to the east and 124th Avenue NE with redevelopment of the intervening private property.

Rose Hill District

NE 85th Street is an important transportation and transit link to Redmond, and between both communities and I-405. In addition, NE 85th Street serves the residents of the adjoining neighborhoods to the north and south. Sound Transit provides transit facilities to the NE 85th Street/I-405 interchange. The City of Kirkland should cooperate with the various agencies to identify and implement the various improvements to NE 85th Street that are needed to serve a more balanced mix of transportation modes, including bicycles, transit, carpools, and pedestrians.

[Note: The following policies may be consolidated in the neighborhood-wide Transportation section.]

Policy RH 73: Transform NE 85th Street from a transportation system dominated by the use of automobiles to a system having a balance among the transportation modes.

Policy RH 74: Encourage the use of nonmotorized transportation modes by providing adequate facilities for pedestrians and bicyclists throughout the NE 85th Street Subarea.

Policy RH 75: Develop a transportation system network that adequately supports the existing and planned land uses in the Subarea.

Policy RH 76: Encourage transit use by providing well-designed transit facilities in the corridor.

Policy RH 77: Place neighborhood traffic control devices at appropriate locations, to discourage bypass traffic through the residential neighborhoods north and south of the corridor.

Policy RH 78: Make transportation system improvements to maintain vehicular capacity on NE 85th Street, and to minimize traffic bottlenecks and delays.

Policy RH 79: Minimize multiple driveways on NE 85th Street when properties redevelop and encourage properties on NE 85th Street to consolidate their existing driveways and provide reciprocal shared vehicular access easements.

Policy RH 80: Improve pedestrian safety and enhance the pedestrian environment throughout the Business District, with particular attention to NE 85th Street itself.

Policy RH 81: Install pedestrian improvements at appropriate locations, including sidewalks on the north/south streets leading to NE 85th Street.

Policy RH 82: Add east-west pedestrian pathways in the Rose Hill District as redevelopment occurs. When developing these pathways, retain existing significant trees where possible.

Policy RH 83: Develop a new bicycle connection between Slater Avenue in the North Rose Hill Neighborhood and NE 80th Street. The route would connect to the existing NE 80th Street overpass which leads to downtown Kirkland, with the exact route to be determined in the context of the City's Transportation Master Plan.

Staff Note: *Revise this policy in the next draft to describe new Bicycle Greenway.*

Policy RH 84: Work with Sound Transit and King County to provide transit facilities that would improve the speed and reliability of bus operation on NE 85th Street. Provide preferential treatments for buses and possibly carpools at congested intersections. Install transit improvements and consider carpool improvements at appropriate locations.

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

Policy RH 86: Work with Sound Transit and King County to develop solutions to public transportation issues.

Policy RH 87: Coordinate with WSDOT to ensure effective improvements to the NE 85th Street/I-405 interchange. Encourage WSDOT to thoroughly evaluate access to the commercial properties in the northeast quadrant of the interchange during the course of the I-405 corridor study.

DRAFT

BRIDLE TRAILS NEIGHBORHOOD PLAN- Preliminary Draft 7-17-2018

[Note to Reviewer: The next draft of this plan will be supplemented with new maps to graphically convey the policies listed below.]

Overview

The Bridle Trails neighborhood has a rural pastoral feel with large forested areas and an equestrian community character within an urban environment bordering Bridle Trails State Park. The Bridle Trails shopping center provides a mix of neighborhood oriented commercial services to surrounding residents and is an active focal point for the neighborhood. Access to the City's new greenway in South Rose Hill, good transit service, and vehicular access to I-405 make the neighborhood a convenient location to access the rest of the region and major job centers.

Vision Statement

The Bridle Trails Neighborhood is a unique, forested, equestrian oriented community with small-scale housing, trails, and open space amenities that support keeping horses and protect the quiet, wooded nature of the community. Bridle Trails State Park is a focal point for the neighborhood, providing equestrian and pedestrian connections to and from the neighborhood. Equestrian and pedestrian trails connect to the surrounding neighborhood. The private and commercial equestrian uses in the neighborhood have been preserved. Where consistent with the equestrian character of the neighborhood, backyard cottages and other compact housing types have been integrated into parts of the residential neighborhood to provide housing opportunities for multiple generations, and allow for aging in place, additional homeowner income, and provide an affordable place to live for returning college students, and empty nesters.

The Bridle Trails commercial area has been transformed into an active, attractive, mixed use residential and commercial village with neighborhood oriented businesses and gathering places. A residential village surrounding the shopping center provides a built-in customer base to support high-quality retail establishments, allowing people to walk to shops and services without getting in their cars. Nearby Snyder's Corner provides a visual open space amenity for the nearby mixed use neighborhood center.

A bicycle greenway provides an alternative to using cars to travel from one part of Kirkland to another, and to the Cross Kirkland Corridor and regional bike trails. The Houghton Park and Ride and its close proximity to the I-405 NE 70th Street interchange provides residents with easy transit access to numerous destinations throughout the region. This area has been activated with transit-accessible housing designed to accommodate population growth without associated traffic.

The future use of the King County Transfer Station property is unknown at this time; however, the neighborhood vision is for the transfer station to close and see the property redeveloped for a variety of park, recreational, and possibly other uses.

Historical Context

The Bridle Trails area began to be settled in the 1860s. Some of those early settlers in the neighborhood were: Nils P. Andrews, Eric Botsford, William C. Hamley, Miles Bigelow, and John Jehli.

Bridle Trails State Park was part of the original land grant to Washington State in 1889, and its timber sales were managed to support public schools. Equestrian communities formed around the state park in the early 1900s, and it was these communities that lobbied for the public land to become a state park where residents could ride their horses. In the early 1930's the Commissioner of Public Lands set aside the area of the current park for park use. The state park was a focal point for the neighborhood, and most homes near the park had a barn and paddock to keep horses. Washington State Parks began leasing the land for park use in 1962 from the Department of Natural Resources, then purchased the park over the period 1972- 1992.

The residential areas that comprise the Bridle Trails neighborhood are relatively recent annexations to Kirkland. The Houghton consolidation (including Sablewood) was annexed in 1968. Bridlewood Circle was annexed in 1969, the Central Park (now the Hunt Club) and Flying Horseshoe areas in 1986, Silver Spurs and land north of NE 60th ST in 1988, land south of Sablewood in 1989, and Bridleview in 2009.

Land Use

The Houghton Community Council has jurisdiction over land use decisions in the west half of the Bridle Trails neighborhood.

Figure BT-1 shows the existing and proposed land use districts. The policies below describe the housing types, equestrian, commercial and public facility uses allowed for each area shown on the map.

Figure BT-1 Existing Land Use Map

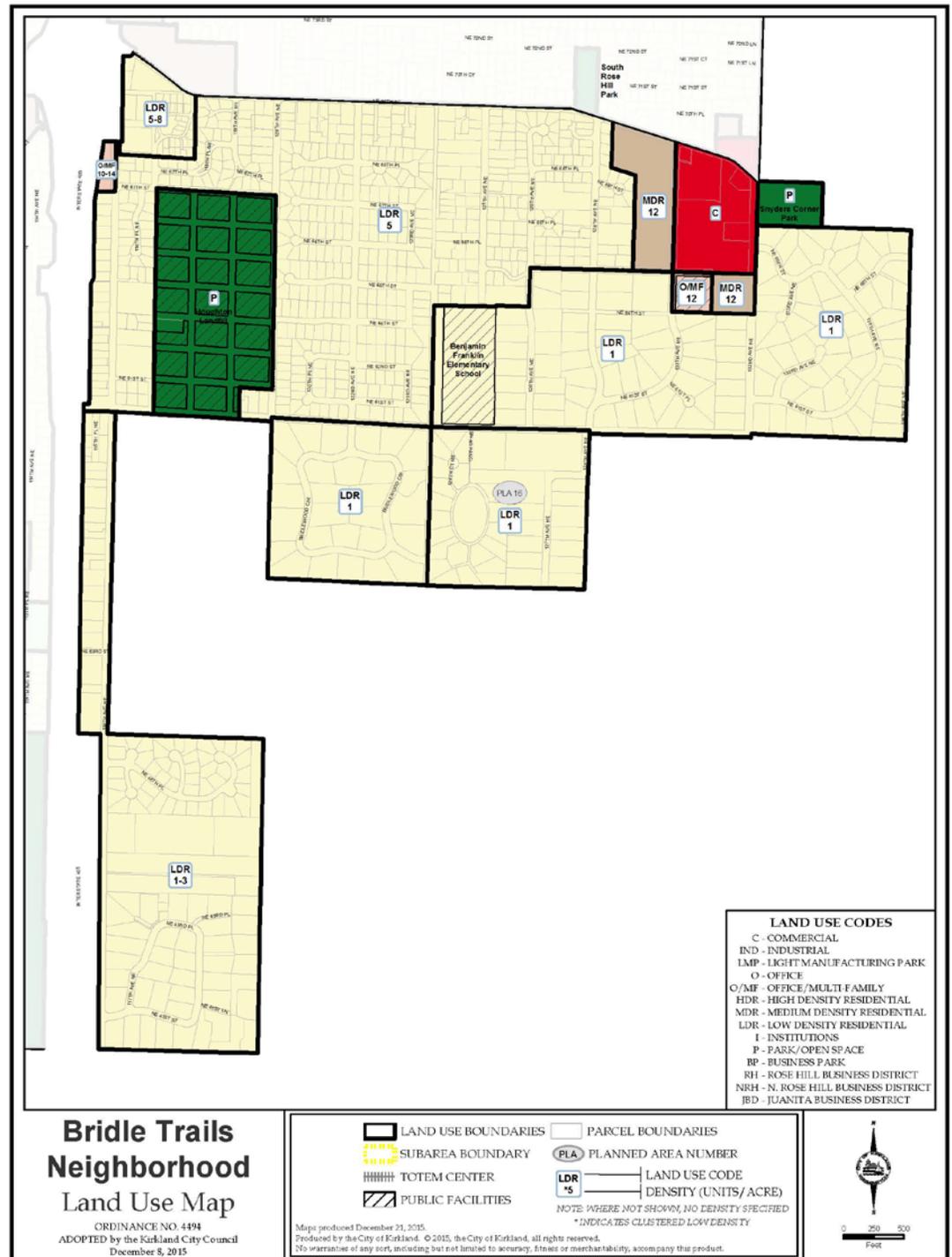


Figure Proposed Land Use Map (to be inserted later)

Residential

The intent of the following policies is to promote a range of housing types in the Bridle Trails neighborhood that contribute to the livability of the neighborhood – including a rejuvenated Bridle Trails Shopping Center and a sustainable pattern of open space – and provide living opportunities for multiple generations.

Policy BT 1: Retain and preserve the low density residential and equestrian character of the neighborhood while accommodating compact new housing opportunities where consistent with equestrian use.

Policy BT 2: Generally south of NE 65th ST surrounding Bridle Trails State Park and east of 132nd Ave NE, maintain lower density, larger lots at one dwelling units per acre capable of keeping horses, while integrating clustered cottages and other compact housing types that retain the existing pattern of equestrian-oriented open space.

A key goal of the Bridle Trails neighborhood is to preserve a portion of larger lots as open space in order to keep horses and other large animals and maintain the equestrian nature of the area. The Zoning Code has minimum requirements for keeping large animals (such as outdoor paddock size). Where shared paddocks or other outdoor requirements for large animals can be met allow compact housing and or Accessory Dwelling Units to be incorporated into the property. Covenants may need to be recorded in order to ensure the paddock or protected open space areas are maintained for the original purpose.

Policy BT 3: In Planned Area 16, maintain a mix of low-density development and commercial equestrian and recreation facilities.

Planned Area 16 is designated as a planned area because of its approved master plan that incorporates a mix of equestrian, residential, and tennis club uses. The master plan allows one dwelling unit per acre in the eastern portion and two dwelling units per acre in the western portion of area, with ancillary private stables and pastures and retention of the existing commercial equestrian facility. The commercial tennis club on NE 60th ST is compatible with the surrounding residential and equestrian uses. Development in this area should not be permitted to adversely affect the unique equestrian and natural environment of the State Park and its uses by the general public.

Policy BT 4: Incorporate accessory dwelling units (ADUs) into new development in single-family neighborhoods to expand the supply of affordable-by-design housing, where consistent with keeping horses and there is adequate sanitary sewer infrastructure.

Policy BT 5: Incentivize missing middle housing (i.e., multi-unit or clustered housing types compatible in scale with single-family homes that help meet the growing demand for walkable urban living) within areas that are in close proximity to the Bridle Trails Shopping Center while protecting the area's equestrian character.

Policy BT 6: Medium density residential and office uses west and south of Bridle Trails shopping center should support the high quality retail uses at the center while providing a transition between adjacent low density residential areas and the commercial center.

Commercial

In order to sustain vibrant neighborhood centers, neighborhood oriented commercial and office uses are appropriate south of NE 70th ST in the vicinity of the Bridle Trails Shopping Center and south of NE 70th ST along 116th Ave NE as shown on the land use map Figure ___.

Policy BT 7: Actively promote the redevelopment of the Bridle Trails shopping center into an active, walkable, transit-supportive mixed use neighborhood center, including affordable housing.

Development regulations and a master plan should be created that encourage future redevelopment of the commercial center into a village center that serves local residents. The master plan should be based on input from all the center's property owners and surrounding neighborhood residents. The master plan should include accommodating substantial neighborhood oriented commercial uses on the ground floor of buildings, including a grocery store with residential above retail. Changes to the boundaries of the commercial area should be made if needed to support high quality, local-serving commercial uses.

(Note: the BCX zone currently does not require that 10% of residential units must be affordable housing. If building height is increased, a percent of the total units will be required to be affordable housing).

The master plan should include the following design elements:

- Allow an increase in building height that ranges from 2-6 stories (height should be modulated); *Note: final building height to be determined with neighborhood planning process in order to provide a customer base within walking distance that can support high-quality retail uses.*
- Commercial uses oriented to adjacent arterials and pedestrian pathways connect uses on site and with adjacent properties.
- Building modulation is used to reduce the scale and massing of buildings compatible with surrounding existing residential and commercial architecture.
- Pedestrian oriented design elements are incorporated into the development including pedestrian plazas and wide sidewalks adjacent to the shopping center.
- Buffers are provided in areas that adjoin residential neighborhoods, but good connections are designed between these neighborhoods and the shopping center to encourage foot traffic and a walkable, local-serving commercial center.
- Consolidate driveways to minimize impacts on surrounding streets, adjacent residential uses and foster a pedestrian oriented site design.
- Parking areas are aggregated, landscaped, or placed underground to promote a pedestrian-centric neighborhood center.
- A comprehensive sign program should be implemented to reduce the number and size of signs to avoid a cluttered, intensive commercial appearance and ensure compatibility with surrounding residential uses.
- Gateway feature is provided with redevelopment.

Policy BT 8: Promote transit-supportive office and residential uses southwest of the I-405 interchange with NE 70th Street in order to expand future neighborhood transit access.

Policy BT 9: At the Houghton Park and Ride, encourage future redevelopment of transit-supportive housing and commercial uses in conjunction with transit services (transit oriented development (TOD)).

If the Houghton Park and Ride is redeveloped, engage the surrounding neighborhood in the site planning design process.

Policy BT 10: Foster equestrian and other recreation commercial facilities within the neighborhood.

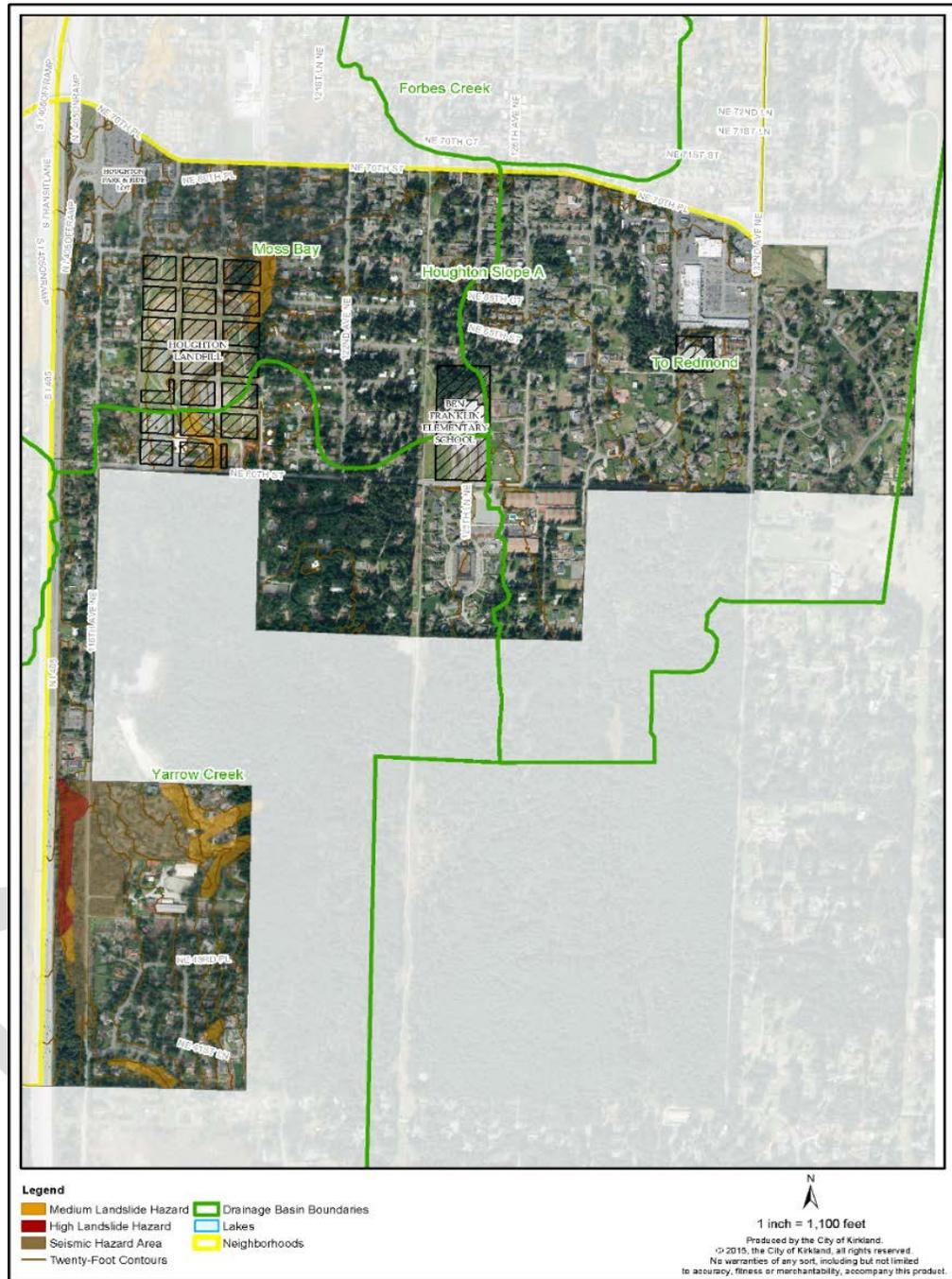
Commercial equestrian stables and tennis courts are located south of NE 60th Street between the Bridle Trails State Park and the Bridlewood Circle area. Other commercial equestrian stables are located along 116th Avenue NE. These uses are encouraged to remain.

Natural Environment/Parks/Open Space

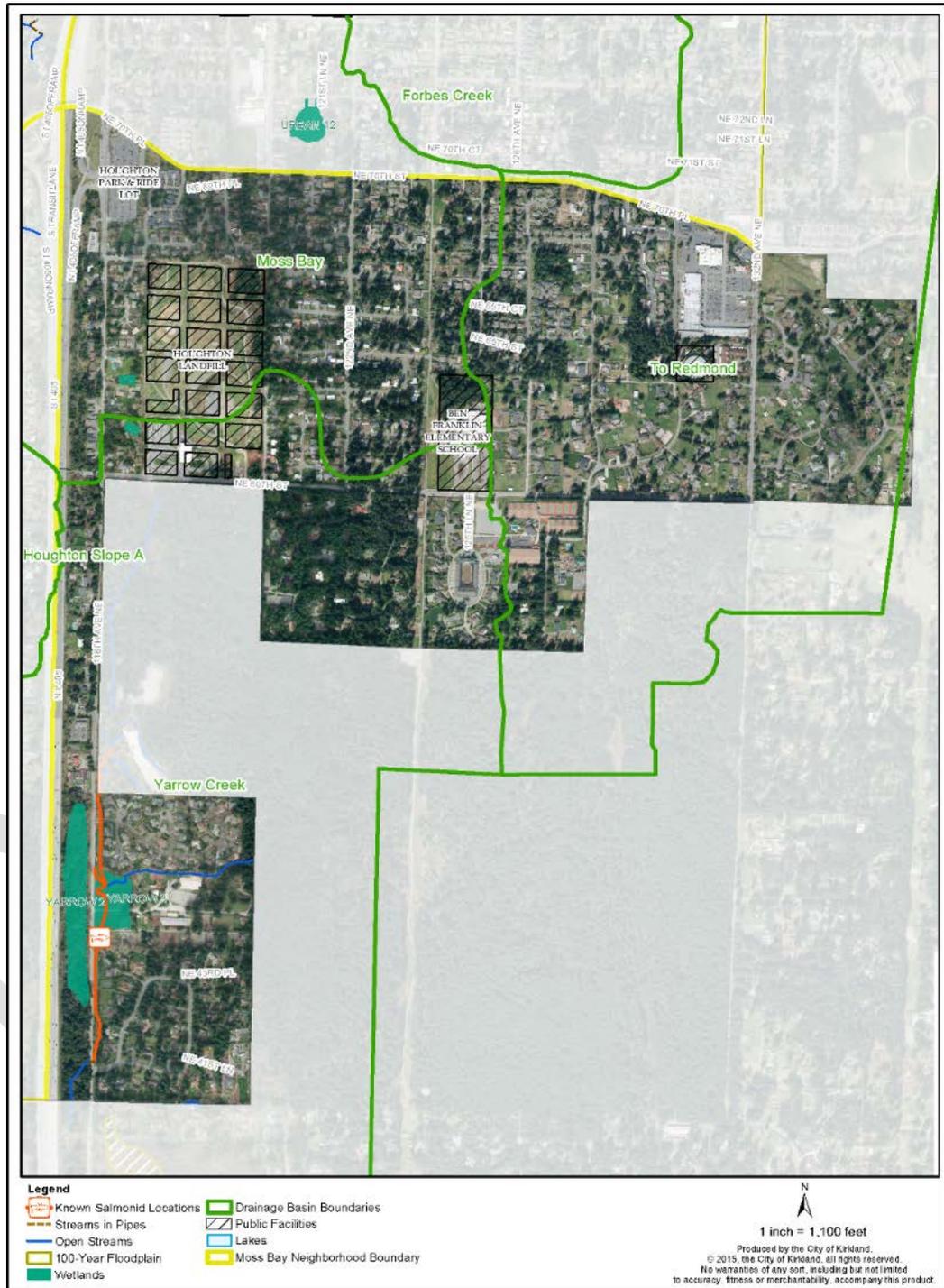
Figures __ and __ show the geologically hazardous areas, drainage basins and known streams and wetlands in the neighborhood. Yarrow Creek is a salmonid stream. These natural resources provide surface water, wildlife benefits and open space amenities for neighborhood and therefore should be maintained or restored to their natural state.

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Existing Geologically Hazardous Map- *Insert revised maps*



Streams, Wetlands Map



Policy BT 11: Enhance and restore Yarrow Creek and wetlands in the area shown on Figure ___.

Parks

Figure 1 Land Use map shows the location of existing parks and open spaces in the Bridle Trails Neighborhood. The citywide Parks and Open Space Plan describes the future plans for parks throughout the city. Prior to development of each park, a master plan process is conducted to allow for community input. The objectives of the following policies include promoting enhanced utilization of existing park and open space facilities, and improving facilities within existing open space resources.

Policy BT 12: Enhance parks and open space with a wide range of amenities for a diverse population (including kids, families, and the elderly) consistent with the Parks and Open Space Plan (PROS).

Policy BT 13: Support Bridle Trails State Park as a local and regional open space, park and equestrian facility. Maintain and enhance public access easements to ensure connections to the Park. Provide directional signs to the Park and use park iconography to establish a sense of place in the Bridle Trails neighborhood.

Policy BT 14: In the future, the City should consider a joint agreement if the State seeks to share management of the Bridle Trails State Park.

Policy BT 15: Introduce new uses to Snyder's Corner Park to make it more useful to the neighborhood and encourage environmental functions as interim uses in advance of a formal park master plan process. New uses could include a community garden, orchard, wetland feature, dog park and managed woodland.

Policy BT 16: Promote the use of Ben Franklin Elementary School and playfield as an open space, recreational facility and community amenity that is shared with the neighborhood.

The City of Kirkland has contributed towards recreational and interpretive trail improvements at Ben Franklin Elementary School and has a joint use agreement with the School District to allow use of the amenities for community use during non-school hours, including evenings, weekends, and summer months. Neighborhood use of the school site should be continued to help meet the recreation needs of the neighborhood.

Policy BT 17: Impacts from the King County Transfer Station and sports fields should be minimized.

Most of the approximately 25 acres encompassing the King County Transfer Station were once used as a landfill. The sports fields located to the north of the transfer station are self-contained with separate access roads and on-site parking. The traffic for the transfer station and sports fields should be managed to minimize impacts on the surrounding neighborhoods. The northeast area of the site contains a wooded undeveloped area appropriate for passive recreational use, such as a community garden and off-leash dog park.

Transportation

The major east - west streets in Bridle Trails include NE 70th ST, which connects the west to east part of Kirkland and NE 60th ST. Other important elements of the transportation system include the pedestrian/bicycle overpass over I-405, links to the County trail system that connect to Seattle and Marymoor Park in Redmond, the Cross Kirkland Corridor, and the Houghton shopping district. 116th Avenue NE and 132nd Avenue connects to Bellevue. The policies below are intended to promote

mobility, provide people with options to access goods and services without a car, and promote equestrian movement throughout the community.

Policy BT 18: Improve vehicle, pedestrian, bicycle and equestrian mobility throughout the neighborhood, to other City and regional destinations.

Pedestrian and Bicycle System

Desired major pedestrian and bicycle pathways in the Bridle Trails Neighborhood are designated in Figures BT_ and BT_. The new Greenways in progress and planned shown on Figure __ will help add to the citywide and regional pedestrian and bicycle system.

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Existing Pedestrian Circulation System Map

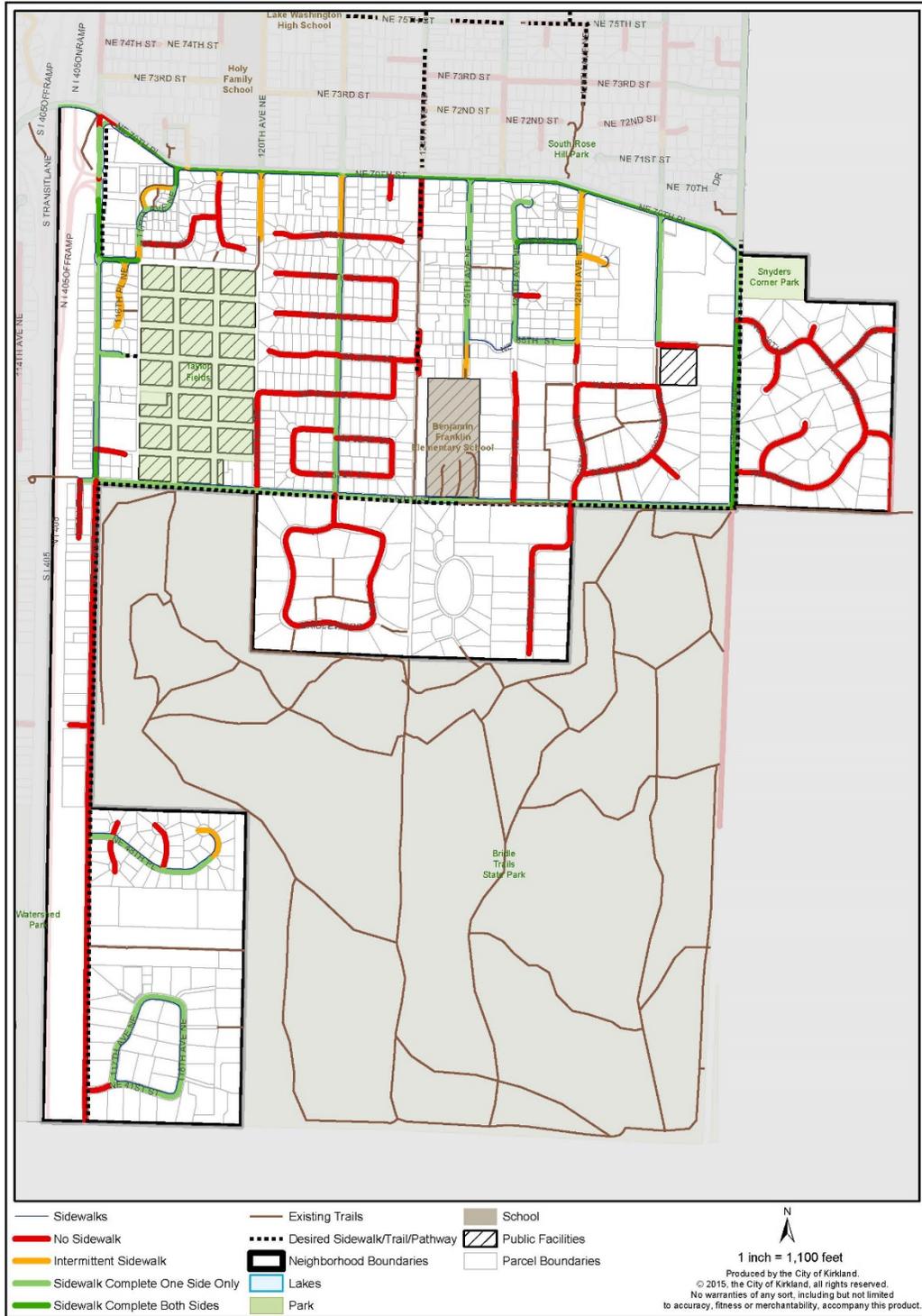


Figure BT:5 Bridle Trails Pedestrian System

Existing Pedestrian Circulation System Map

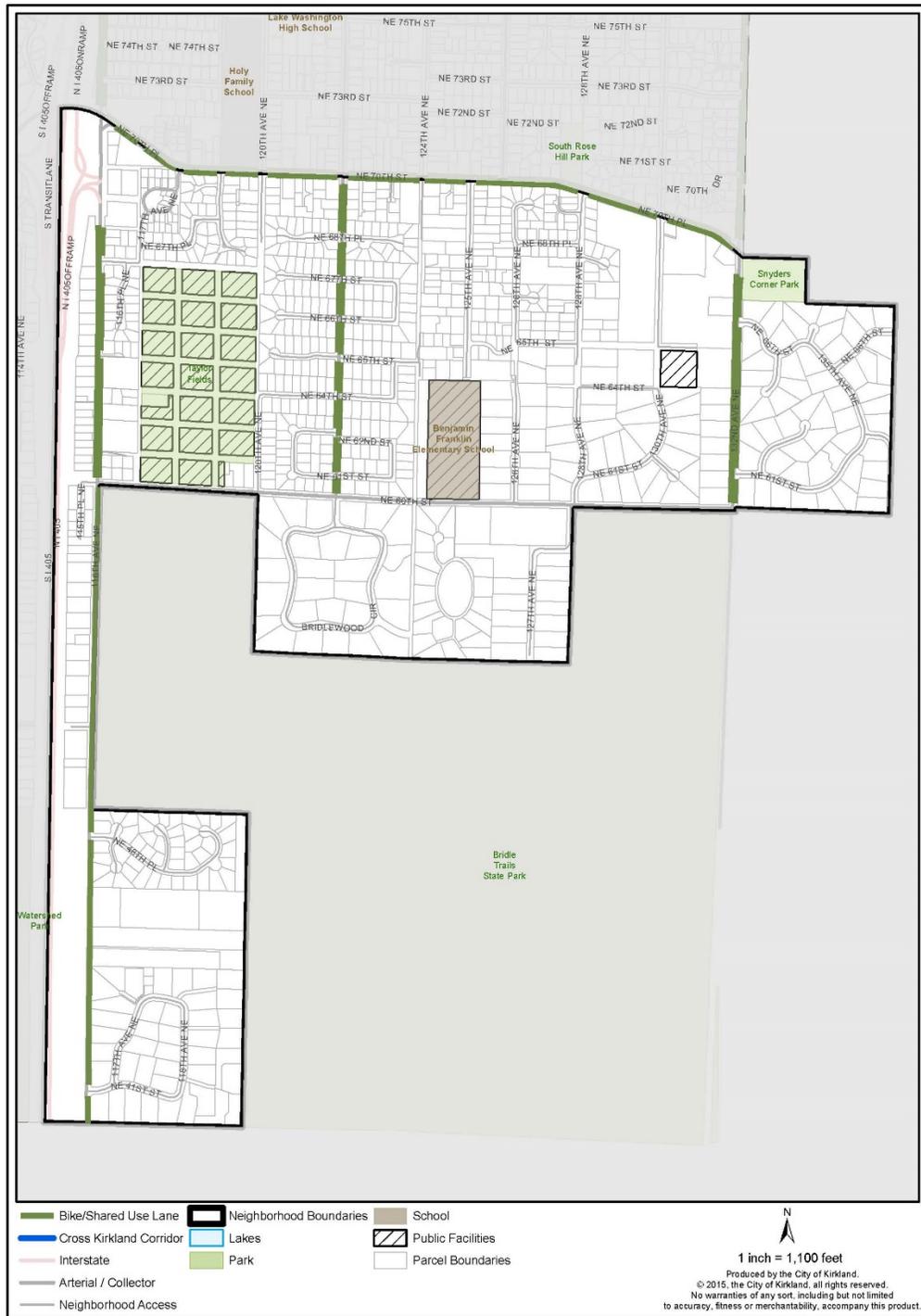


Figure BT:6 Bridle Trails Bicycle System

Proposed Bicycle Circulation System Map – (Insert revised map showing Greenways)

Policy BT 19: Plan for a future bicycle and pedestrian Greenway along NE 60th ST and 130th Avenue NE to connect to the Greenway north of NE 70th Place and to the South and North Rose Hill Neighborhoods.

Policy BT 20: Design trails and streets to minimize conflicts between horses and vehicles while promoting equestrian, pedestrian and bike access.

Policy BT 21: In equestrian areas, design public improvements to reflect shared equestrian and pedestrian use of paths, sidewalks, roadway improvements, transit connections and signage to reflect the equestrian uses in the neighborhood.

- Where possible, some separation of equestrians from bicyclists and motorists is desirable.
- Equestrian paths should not be paved. Paths should be constructed with a specially designed, stabilized hoof grid mix to provide appropriate footing and to retain integrity in Puget Sound's wet climate.
- Paths should be designed to accommodate horses and riders. Paths should be wide enough to support two-way equestrian travel and have enough vertical clearance for a horse and rider.

*Policy BT 22: Preserve and enhance equestrian, pedestrian and bike access to Bridle Trails State Park from the surrounding neighborhood, although bikes are not allowed in the park.
(Staff Note: show access points to the Park on map?)*

Policy BT 23: Require private development projects to complete unimproved portions of the regional Eastside Powerline trail located in Bridle Trails within the Seattle City Light Power Line Easement or explore ways to use public funds to make improvements to trail. Where private development has already occurred, consider completing sections through the City's Capital Improvement Program.

Public pedestrian and bicycle improvements should be provided under the Seattle City Light power line easement when development, redevelopment or platting occurs to complete the trail system. Public funding should also be considered. See PROS Plan for further details. This off-street north/south trail through the neighborhood serves the recreational needs of the community by providing a safe pedestrian and bicycle link separated from the street system. This will provide a more pedestrian friendly option to the street system. Eventually this trail could link up to the South Rose Hill neighborhood and trail systems in adjoining jurisdictions. The trail should be enhanced with signage and wayfinding features, providing landscaping improvements that are consistent with the rural nature of the area.

Public Facilities

Public facilities in the neighborhood include the King County Transfer Station, City water tower and Ben Franklin Elementary School. North of the King County Transfer Station site is the old Houghton Landfill and now Taylor Fields sports fields. The King County Solid Waste Division continually monitors the groundwater and methane gas at the Houghton landfill to ensure it complies with Seattle-King County Department of Public Health requirements. Any permanent use for the landfill will need soil remediation. There are many homes in the neighborhood still on septic systems because of lack of sanitary sewer infrastructure. As new development occurs the sewer mains and connections should be extended to meet current standards.

Policy BT 24: Establish guiding principles for the redevelopment of the King County Transfer Station facility if it is closed:

- Public-serving open space uses should be the primary focus of any redevelopment.
- Open space should include active (e.g., sports field) and passive (walking trails, dog park) uses, along with other recreational uses (e.g., aquatic center), and should establish ecological/wildlife and pedestrian connections between the former transfer station and Bridle Trails State Park.
- Non-open space/park uses may be considered, but should be compatible with the open space character of the site.
- Any soil contamination should be remediated prior to reuse.

Policy BT 25: Upgrade sanitary sewer mains and connections before new infill development can occur.

Policy BT 26: The City's water tower is an important public facility and open space amenity for the neighborhood. Maintain the public pedestrian and bicycle pathway along the west side of the property.

(Staff Note: map where the path is located/desired)

Policy BT 27: Noise impacts adjacent to the Interstate 405 should be minimized with new development with the use of sound walls, berms or other mitigation measures.