



**CITY OF KIRKLAND**  
**Planning and Building Department**  
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## **MEMORANDUM**

**To:** Planning Commission

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

**Date:** July 19, 2018

**Subject:** Rose Hill and Bridle Trails Neighborhood Plans - 1<sup>st</sup> Draft,  
File Number CAM18-00082 #4

### **Staff Recommendation**

The Planning Commission should provide feedback on the first drafts of the Rose Hill and Bridle Trails Neighborhood Plans (including requests we have received from property owners and staff proposals for amendments to the Comprehensive Plan and Zoning Ordinance) in order to proceed with the next draft.

### **Background**

The planning and public outreach process for the update of the Bridle Trails, North and South Rose Hill Neighborhood Plans, and NE 85<sup>th</sup> Street Subarea Plan are being combined using the new [Neighborhood Planning Framework](#) process described in more detail on the Planning and Building Department webpage.

In addition, City Council gave direction to staff to consider combining the North and South Rose Hill Neighborhood Plans and NE 85<sup>th</sup> Street Subarea Plans into one Rose Hill Neighborhood Plan. So far, there is community support for combining the three plans into one while describing the unique character of each area. The goal is to complete the Neighborhood Plans and any related Zoning Code amendments by the end of 2018.

On July 23, the Houghton Community Council will review the draft Bridle Trails Neighborhood Plan. Staff will relay comments from that meeting at your July 26 meeting.

### Public Outreach Activities to Date

Since the January 2018 kick off of the neighborhood plan update, the following public outreach activities and briefings have occurred:

- Neighborhood Association briefings to introduce the process.
- Joint Working Group established and meetings held. Here is a [link](#) to the list of Working Group members. The primary role of the Working Group is to help

reconcile competing community interests, provide feedback on interim drafts of the plan, and help foster active public engagement with the plan update. Working Group members have conducted their own independent public outreach on plan issues, and have helped staff reach underrepresented groups (e.g., renters, young homeowners).

- [Project webpage](#) and email list serv created.
- Postcards mailed (8,563) to all residents and property owners in each neighborhood with information about the plan update process, project webpage, survey and March workshop.
- Targeted letters to stakeholders (e.g., larger property owners, the school district, institutional entities) to encourage their involvement in the process.
- March 28, 2018 Neighbor to Neighbor Visioning Workshop. Approximately 55 people attended and responded to a list of questions regarding participants' future vision for their neighborhood. Working Group members helped facilitate the event.
- April briefings with the Houghton Community Council, Planning Commission and City Council to discuss process and study issues (comments from these groups are summarized below).
- April survey was prepared and disseminated, and received 108 responses. [Survey results](#) are available on the project website.
- June 2 Open House. Eight stations were set up corresponding to different geographic areas, with staff specialists and Working Group members providing information on different topics. Participants responded to questions at each station. Approximately 30 people attended. A summary of the participants' responses are on the [project webpage](#). Working Group members helped facilitate the event.
- Draft Vision Statements for Rose Hill and Bridle Trails Neighborhoods were written based on public comments received from the survey, and workshop and open house, and are included in the draft Neighborhood Plans.
- Draft neighborhood plans. The first drafts of the neighborhood plans were released for review by the Working Groups in early July.

#### *Public Comments*

The public comments from the March 28 Workshop, June 2 Open House and [survey](#) are available on the project webpage. Working Group member comments on the first drafts of the Rose Hill and Bridle Trails Neighborhood Plans are included in Attachments 3 and 4. Many of their comments were incorporated into the enclosed draft Plans.

#### *Boards and Commission, City Council Briefings*

In April and May, briefings were held with the Houghton Community Council, Planning Commission and City Council so they could provide input on their expectations for the neighborhood plans and associated planning and public input process. A summary of each group's comments regarding the plans or neighborhood plan process in general are listed below with staff's response in *italics*.

On [April 23, 2018](#), staff briefed the Houghton Community Council on the process for updating the Bridle Trails Neighborhood Plan. The Houghton Community Council had the following comments or questions for staff:

- Explore policies for regulating potential conflicts between pedestrians, e-scooters and bikes riding on sidewalks *Staff response: We are working with the Public Works Department Transportation Division to examine policies (and improvements to the transportation network) that might avoid such conflicts.*
- Include the following groups in the public outreach: Kirkland Saddle Club, Equine Advisory Group, Kirkland Reporter, Kirkland Views website. *We have included these groups in our public outreach efforts.*
- How will the City handle future increased traffic caused by growth? *Realistically, traffic will not improve until more transportation choices are available, and many of the new policies in the draft plan (e.g., those promoting greater development potential at the Bridle Trails Shopping Center) are intended to foster transit use, biking, and walking. In addition, the City has a long range transportation plan that includes a multimodal funding and infrastructure plan for the future (see Transportation Element of the Comprehensive Plan). New development is reviewed by staff to ensure traffic impacts will be mitigated and projects are assessed transportation impact fees.*
- What are the future plans are for the Houghton Park and Ride? *Staff contacted the Washington State Department of Transportation which said there are no expansion plans at this time. The draft plan includes existing policy BT-9, which encourages a future transit oriented development (TOD) at the site should plans change.*
- Please keep the Houghton Community Council informed of City Council's comments. *See City Council comments below.*

The Houghton Community Council expressed support for including the following topics in the Bridle Trails neighborhood plan:

- Add housing at the Bridle Trails Shopping Center *(See Policy BT-7, and more discussion on this topic below).*
- Increase accessory dwelling units and other priorities in the Housing Strategy within the neighborhood. *The current draft Plan includes policies to encourage integrating clustered cottages and other compact housing types that retain the existing pattern of equestrian oriented open space (Policy BT-2), more ADU's in the neighborhood (Policy BT-4), and missing middle housing in proximity to Bridle Trails Shopping Center (Policy BT-5).*

- Equestrian facilities and uses should be preserved. *Draft policies protect equestrian uses (see Policies BT-2 and BT-22).*
- Ensure paths provide adequate distance between horses and cars; improve crosswalks for horse trail crossings. *Policies BT-20 and 21 describe existing policies that encourage designing shared paths and public improvements for horses, vehicles and people.*
- Add to the vision statement that the King County Transfer Station should become a park or would be ideal for an aquatic facility. *The draft vision statement suggests possible future redevelopment of the site for park, recreational or other uses. Policy BT-24 includes a list of land use priorities if the property is redeveloped, including park and aquatic center uses.*
- Identify policies that support effective bike infrastructure, such as protected bike lanes and better connections between major destinations. *Policy BT-18 promotes improving pedestrian, bicycle and equestrian mobility throughout the neighborhood. Policy BT-19 promotes development of the new pedestrian and bicycle Greenway north of NE 70<sup>th</sup> Place into South and North Rose Hill.*

On [April 26, 2018](#), the Planning Commission provided the following comments regarding the Rose Hill and Bridle Trails Neighborhood Plans:

- Who will be responsible for clean-up of the soil contamination at the King County Transfer Station<sup>1</sup>? *It is unlikely the City will be responsible for clean-up. Soil remediation is usually the responsibility of the existing or original property owner causing the contamination and would be determined at the time of the property changing owners. The Seattle-King County Department of Public Health is the regulatory agency responsible now for the landfill property and continually monitors it to meet regulatory standards (See Policy BT-17).*
- Look for redevelopment opportunity sites along the NE 85<sup>th</sup> ST Corridor/Rose Hill Business District. *Staff is conducting a land use study of vacant and further developable properties to identify where residential density could be increased to*

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<sup>1</sup> The 16-acre Houghton Custodial Landfill was operated by the precursor to the current Seattle-King County Department of Public Health (pre-Solid Waste Division) between approximately 1940-1965. The landfill was closed under WAC 173-301, with the requirement that a soil cover be installed over the landfill. A survey of several King County landfills was performed by Seattle-King County Health Department in 1985 recommending that soil and water sampling and gas flaring or similar technology be utilized to reduce any trapped methane at the Houghton Landfill. An active gas collection and treatment system was installed in the mid 1990's. Groundwater and landfill gas monitoring locations were installed and quarterly monitoring was initiated. A routine inspection of the landfill gas collection system was conducted in 2016 and maintenance projects are being undertaken prior to completion of a Capital Improvement Project and evaluation of the need for further maintenance in order to reduce groundwater monitoring and landfill gas control and treatment requirements. Seattle-King County Department of Public Health is the regulatory agency for the landfill property. The landfill is not classified as a Superfund site.

*implement the Housing Strategy Plan while encouraging more jobs (see Attachments 4 and 5 and land use study areas discussion below). See Rose Hill Plan Policies RH-26, RH-27, RH-30 and other policies for the Rose Hill District.*

- The Sound Transit Station at I-405/NE 85<sup>th</sup> ST is a great opportunity to transform Rose Hill Business District into a mixed use residential/commercial destination. The station will provide opportunities for improved freeway access and pedestrian connections to and from the station. *Staff is looking at how this can be achieved. See draft Rose Hill Neighborhood Plan Transportation and Land Use Sections.*
- Concerns about cut-through traffic on 120<sup>th</sup> Ave NE and 122<sup>nd</sup> Ave NE and need for traffic calming (some traffic calming improvements have already been installed). *Existing policies in the Rose Hill Neighborhood Plan on this topic have been retained in the draft Plan. Traffic calming improvements have been installed over the years to help mitigate this issue. See Policy RH- 77.*
- The Bridle Trails Shopping Center should be redeveloped in a way that can support an improved grocery store. *Regulations cannot dictate specific tenants, but an existing policy encourages the redevelopment of the center with a grocery store use. This draft policy has been revised (Policy BT-7). Property owners have submitted a land use/zoning change request for the properties. The maximum building height and other development standards would need to be determined and drafted as part of the Neighborhood Plan and Zoning Code amendment process. Design Guidelines would need to be developed similar to the Pedestrian Oriented Design Guidelines for Downtown and Design Review process would be required consistent with other neighborhood commercial zones. Staff believes that high-intensity development at the shopping center would help support high-quality retail uses in the future*
- Support pedestrian improvements along NE 85<sup>th</sup> ST. *The draft Rose Hill Plan includes policies to achieve this. See RH-80, RH-81, RH-82.*
- Support pedestrian connections to Forbes Lake. *The draft Rose Hill Plan includes policies to achieve this. See RH-62, RH-63 and RH-72.*
- Snyder's Corner Park should be redeveloped. *Policy BT-15 in the draft Plan includes a goal of introducing interim uses at the park until such time as a park master plan process for the site can be completed.*
- Support adding housing at the Lake Washington Institute of Technology. *Draft Rose Hill Plan Policy RH-50 would help achieve this.*
- House sizes should be proportional to lot size. *While this issue is most effectively addressed by floor area ratio and maximum lot coverage regulations, the draft Plan includes policies that encourage smaller, more compact housing types (see*

*Policies BT-1, BT-2, BT-4, and BT-5). Rose Hill Plan Policies RH-3, RH-6 also address this issue.*

On [May 1, 2018](#), City Council provided the following comments regarding the desired outcome of the neighborhood planning process:

- Include a broader outreach to the community consistent with the City's inclusiveness efforts. *Staff is undertaking such an effort with a combination of neighborhood meetings, workshops, open houses, Working Group community member outreach efforts, signage, web resources, and targeted letters to stakeholders.*
- Incorporate Housing Strategy Plan implementation ideas in all of the neighborhood plans including allowing duplex/triplexes on corner lots or zero lot line development on corridors, experiment with new housing types to address "missing middle" types of housing. *Both draft neighborhood plans have new policies to implement the Housing Strategy Plan. See Land Use Residential sections.*
- Look for ways to connect the neighborhood more effectively with Bridle Trails State Park. *Policy BT-13 and 22 promote the development of new entrance points to the Park.*
- Leverage the new NE 85<sup>th</sup> Street Transit Center by promoting increased housing density and more frequent connecting transit service. *Staff has crafted policies to promote this concept in the draft Rose Hill Neighborhood Plan and is researching zoning changes that would help implement these policies. See Policies RH-33, RH-38, RH-76, RH-84, RH-85, RH-86, and RH-87.*
- What are the park development opportunities at Snyder's Corner? *There are no immediate plans for the park but the draft Bridle Trails Plan policies encourage interim uses, such as a community garden, orchard, and dog park prior to creation of a park master plan See Policy BT-15.*

### First Draft of Rose Hill and Bridle Trails Neighborhood Plans

#### *Overview of both plans*

The first draft of the Rose Hill and Bridle Trails Neighborhood plans follows the new Neighborhood Plan format, with a primary goal of a more streamlined document with less narrative text that effectively expresses priorities for the neighborhood. Comments received from the survey, public meetings (including meetings of the City Council and Houghton Community Council), Working Groups, Boards and Commissions were included in the drafting of the neighborhood plans. You will notice that this first draft of the plans is less polished than typical review drafts presented to the Planning Commission or other formal reviewing bodies, and the policies and graphics in the plan will be refined substantially in the coming weeks. Staff's intent in presenting a rough draft of the plans

is to receive feedback on the plan content early in the process, well before the plans proceed through an extensive public review process.

Staff invested heavily in removing redundancy from the existing plans, in order to make the plans more concise and user-friendly. Where an existing policy is redundant with a goal or policy in the General Elements of the Comprehensive Plan, Zoning Map, or Zoning Code regulation, text was deleted (such as in the Natural Environment reference to requiring a slope stability analysis for certain landslide areas which are required for new development in Zoning Code Chapter 85). Descriptions of certain land use areas or properties that are already developed were deleted and instead refer to the land use map designation.

Both draft plans have new policies to encourage more accessory dwelling units (ADUs) and compact housing types to be added to low density single family areas. We are in the process of researching other city codes for new ideas on implementing Housing Strategy Plan goals. The detailed code amendments text is in the process of being developed and will be brought forward to you as soon as possible.

#### Draft Rose Hill Neighborhood Plan (see Attachment 1)

##### *Summary of Differences Between Existing North, South and NE 85<sup>th</sup> Street Subarea Plan and Draft Rose Hill Neighborhood Plan*

The following is a summary of the key differences between the existing North and South Rose Hill Neighborhood Plans (and NE 85<sup>th</sup> ST Subarea Plan) and new draft Rose Hill Neighborhood Plan. For comparison, here is a link to the existing neighborhood plans for [North Rose Hill](#), [South Rose Hill](#) and [NE 85<sup>th</sup> ST Subarea](#).

- Overview - 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 85<sup>th</sup> Street Subarea Plan policies and text. As a reminder, the boundary for both the North and South Rose Hill neighborhoods is the center of NE 85<sup>th</sup> Street. Duplicate policies between the Plans were deleted. 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, where appropriate. If rezones are approved the Rose Hill Business District Design District, the boundary of the district (shown in yellow on the Zoning Map) may need to be revised.
- Revised Vision Statement based on comments from participants at each public meeting and Working Group members and to reduce the length.
- Revised Historical section.

- New housing policies – 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 (NRH-5 and NRH-6) were revised to incentivize the redevelopment of car storage areas or single-use office areas into mixed-use neighborhood uses. If there is support for these changes, a code amendment would be necessary.
- New policies for northern Periphery of Bridle Trails Neighborhood Center (RH 43 - RH 46).
- Policies related to the Sound Transit Station at the NE 85<sup>th</sup> 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).
- Urban Design Section deleted - The policies in the NRH and SRH urban design sections were incorporated into the vision and other sections of the new Rose Hill Plan.

#### Draft Bridle Trails Neighborhood Plan (see Attachment 2)

Many of the existing Bridle Trails Plan policy statements have been retained with minor revisions. The biggest changes are in the housing policies section and the policies relating to the Bridle Trails Shopping Center, where new policies have been added to implement the new Housing Strategy Plan and to promote a redeveloped Shopping Center. Staff is still studying ways to promote higher quality retail uses at the shopping center and recognize that there would likely need to be some increase in building height (see more discussion below under Land Use Change Requests). Maps in the Plan will be updated with the second draft, including the addition of a future street connections map if any are identified (under study by staff).

#### *Summary of Differences Between Existing and Draft Bridle Trails Neighborhood Plan*

The following is a summary of the key differences between the existing and new draft Bridle Trails Neighborhood Plans. For comparison, here is a link to the [existing Bridle Trails Neighborhood Plan](#).

- New Vision Statement - The existing Plan does not have a true vision statement. It merely describes the existing patterns of single family residential land use and does not mention the commercial area. 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.
- The 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. These policies have been retained in the new draft with minor revisions.
- New housing policies - New housing policies have been included to implement the new Housing Strategy Plan adopted by City Council. The new housing policies (BT-1, -4, -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 encourage future redevelopment of the center into an active, walkable, transit supportive, mixed use neighborhood center, with an increase in building height to a maximum of 5-6 stories (see code amendment discussion below and Attachment 5). 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 or higher to allow for rooftop amenities and other development standard changes. If there is support for this request, staff would develop new zoning regulations, design guidelines for the area that would also address building compatibility and massing, and other design issues to ensure taller building would be protective of the aesthetic character of the neighborhood.
- New policies emphasize bicycle and pedestrian 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, -20, -21, -22, and -23).
- Urban Design Section deleted - 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.

#### New and Revised Street Connection Maps

The existing North Rose Hill Neighborhood Plan includes a future street connection map that shows where street connections are desired to be completed with future development projects. Recently, City Council affirmed that as part of the neighborhood planning process we should study and provide a map where future street connections should occur with development. We are in the process of studying with the Public Works Department where future street connections would be desirable in both the South Rose Hill and Bridle Trails neighborhoods and updating the North Rose Hill street connections map showing where the street connections have been completed.

Land Use/Zoning Change and Code Amendment Requests (Attachment 5, Matrix, and Attachment 6, letters and emails from property owners)

As part of the neighborhood planning process staff will study requests for land use or zoning changes raised by property owners or otherwise identified for further consideration by staff.

Attachment 5 is a vicinity map showing where all the rezone requests are located and a matrix of each land use/rezone or code amendment request we have received from property owners or suggested by staff. Attachment 6 includes all the land use/zoning change request letters and emails submitted by property owners received to date.

Your initial comments and questions for each request will help with our analysis, and determine whether the requests should proceed as proposed, be modified, or rejected early in the process. Staff will bring a recommendation on each area to the Planning Commission within the next few months. Staff has not yet conducted detailed analysis to determine if the proposals have merit for further study. All changes should be considered in the context of the vision of each neighborhood.

In evaluating and preparing the preliminary recommendations for each study area staff will consider the following information:

- consistency with the Comprehensive Plan and criteria for amending the Comprehensive Plan ([KZC 140.25](#), [140.30](#)), Zoning Code ([KZC 135.25](#)) and Legislative Rezones ([KZC 130.20](#)).
- consistency with the Growth Management Act and countywide planning policies
- consistency with the draft vision statements for each neighborhood existing vacant and underdeveloped land likely to develop
- proposed development permits in the area
- existing development pattern
- surrounding lot sizes
- consistency with density and development pattern in other areas of the city
- environmentally sensitive areas such as high landslide areas, steep slopes and ravines, streams and wetlands
- street network and infrastructure, proximity to transit or arterial/collector roads
- services and jobs within close walking distance (10-minute neighborhood planning concept)

From a high level policy perspective, staff and the Planning Commission should weigh the benefits and the potential outcomes of these amendment requests and determine whether the City should focus on intensifying uses within existing mixed-use/commercial districts and/or on areas at the periphery of these districts (where community concern about land use compatibility issues may be greater). The overarching objective of either approach would be to promote a diversity of housing types, meet the new Housing Strategy Plan goals, provide employment opportunities close to transit access, and advance the land use and transportation goals of the City, and other City Council goals.

### **Planning Commission Direction**

Staff would like feedback from the Planning Commission on the following questions:

- 1. Are there any issues/policies not included that you would like to see in the second draft of the neighborhood plans?*
- 2. Do you agree with the general policy direction of both Plans?*
- 3. Do you have initial comments regarding the land use study areas or potential code amendments?*
- 4. Is there any additional information that would be useful to bring back to the Planning Commission when the second drafts of the Plans are complete?*

### **Next Steps and Schedule**

Attachment 7 is an updated project schedule. In September, staff plans to bring the second draft of both Neighborhood Plans to the Planning Commission along with staff recommendations for land use change requests and potential code amendments.

### **Attachments:**

1. Draft Rose Hill Neighborhood Plan
2. Draft Bridle Trails Neighborhood Plan
3. Working Group comments on draft Rose Hill Neighborhood Plan
4. Working Group comments on draft Bridle Trails Neighborhood Plan
5. Land use/rezone and code amendment requests vicinity map and matrix
6. Letters from property owner for rezone requests
7. Project schedule

cc: File Number CAM18-00082 #4



## **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 85<sup>th</sup> 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 85<sup>th</sup> 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 85<sup>th</sup> Street Subarea Plan, North Rose Hill and South Rose Hill Neighborhood Plans were previously standalone plans. The NE 85<sup>th</sup> 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 85<sup>th</sup> 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 85<sup>th</sup> 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 85<sup>th</sup> 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 116<sup>th</sup> 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 75<sup>th</sup> Street /128<sup>th</sup> 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.

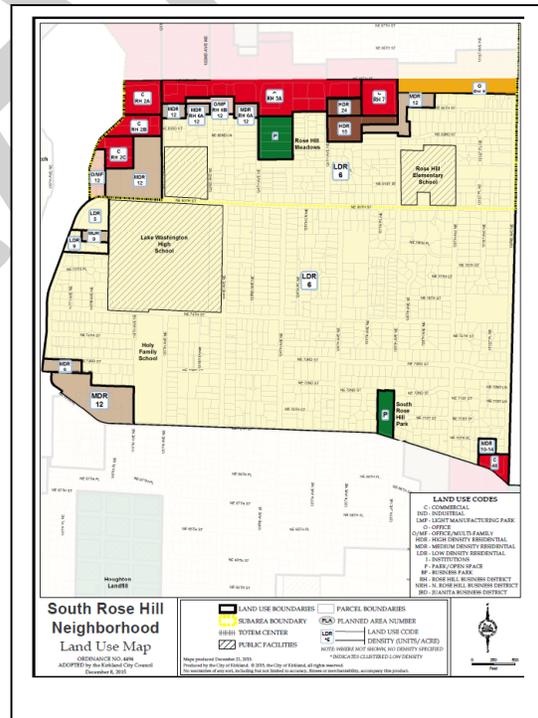
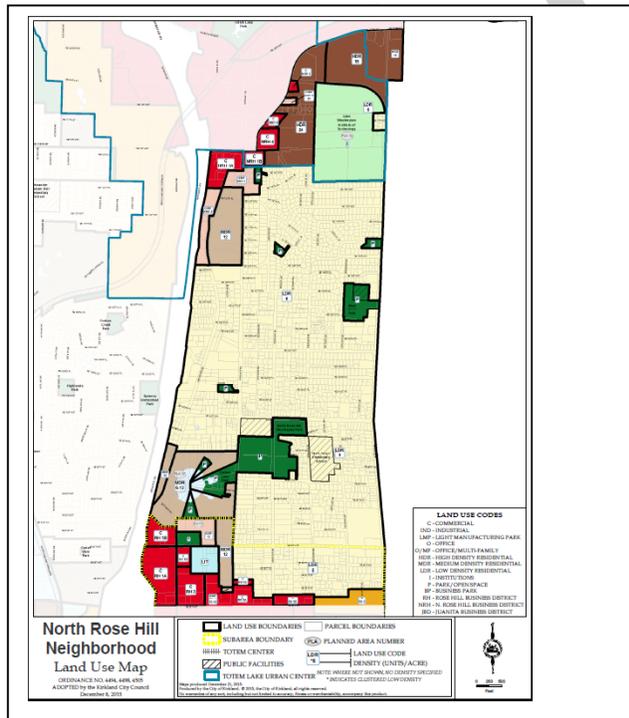
*Policy RH 1: Preserve structures, features and locations that reflect the neighborhood's historic heritage.*

*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 85<sup>th</sup> 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 85<sup>th</sup> 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 116<sup>th</sup> 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 124<sup>th</sup> Avenue NE, mirroring redevelopment in the portion of the Totem Lake Business District located to the north across NE 116<sup>th</sup> 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 116<sup>th</sup> Street, west of 124<sup>th</sup> Avenue NE. Similarly, building height is greatest

along NE 116<sup>th</sup> 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 116<sup>th</sup> 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 116<sup>th</sup> 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 124<sup>th</sup> Avenue NE and NE 116<sup>th</sup> Street
- Near the intersection of Slater Avenue and NE 120<sup>th</sup> 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 85<sup>th</sup> 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 85<sup>th</sup> 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 85<sup>th</sup> 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 85<sup>th</sup> 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 85<sup>th</sup> 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.



*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 113<sup>th</sup> 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.

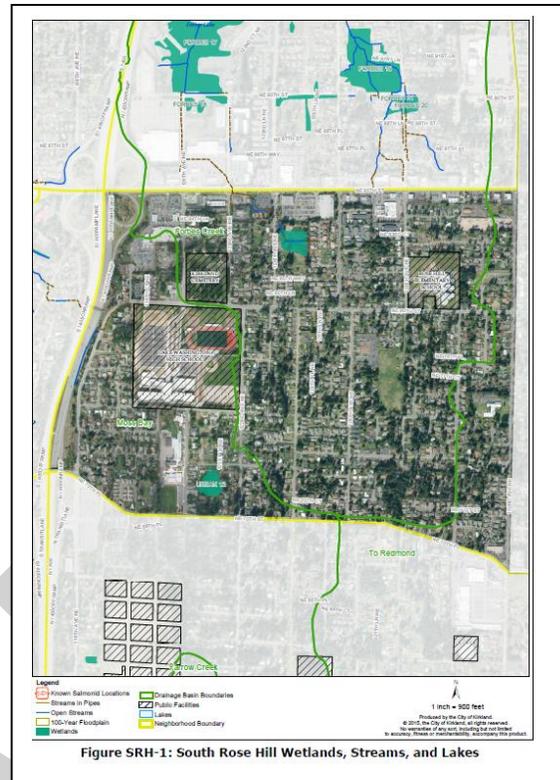
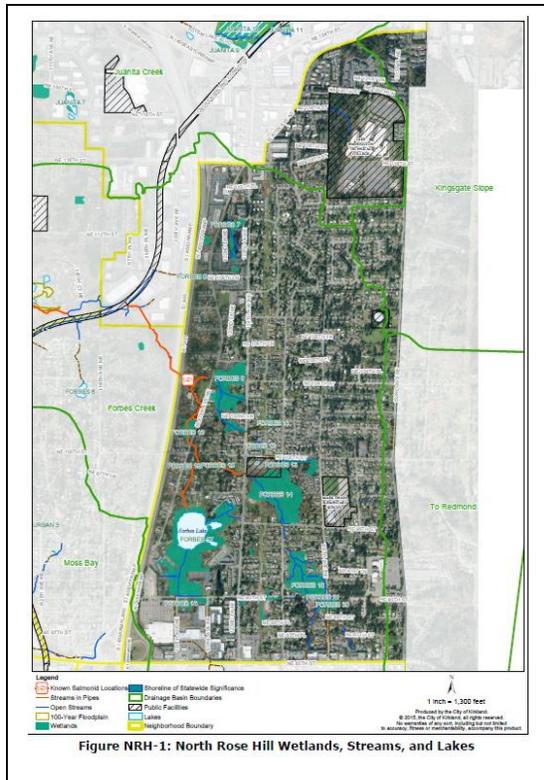
Several areas of high and moderate landslide susceptibility and areas prone to liquefaction in a seismic event are located in the neighborhood, which require a geotechnical study with development.

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 70<sup>th</sup> Street/128<sup>th</sup> 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.

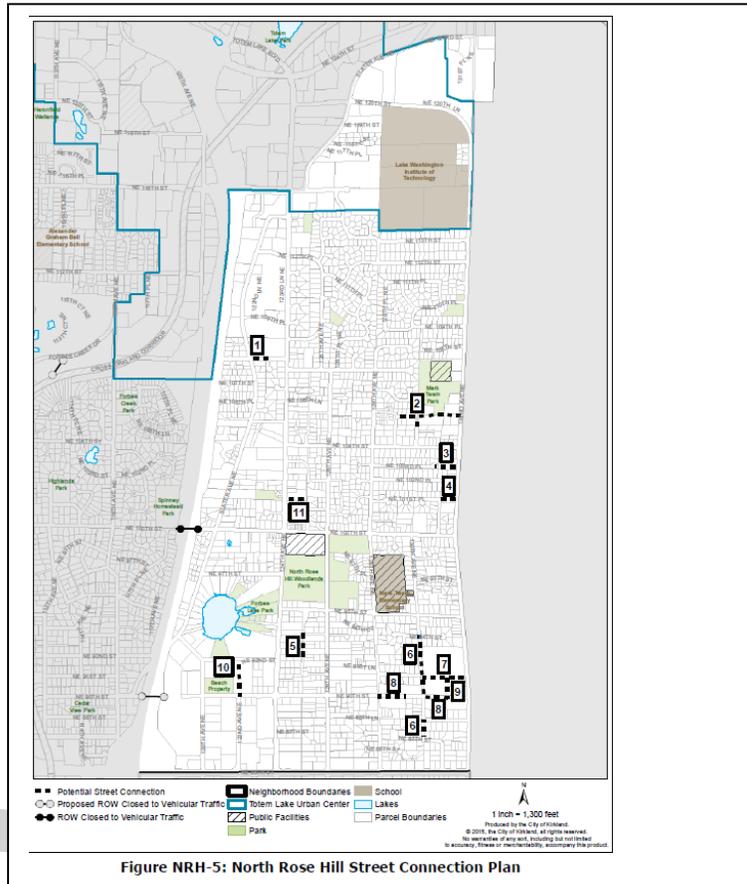
### ***Streets***

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

9. 131ST Ave NE between NE 90<sup>th</sup> ST and NE 91<sup>st</sup> ST
10. 122ND Ave NE between NE 90<sup>th</sup> ST and NE 92<sup>nd</sup> ST
11. NE 101ST PI between 124<sup>th</sup> Ave NE and 125<sup>th</sup> 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:*

**124<sup>th</sup> Avenue NE, north of NE 85<sup>th</sup> 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.

### **132<sup>nd</sup> 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 116<sup>th</sup> 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.

**116<sup>th</sup> Avenue NE**

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

**NE 70<sup>th</sup> 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 60<sup>th</sup> 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

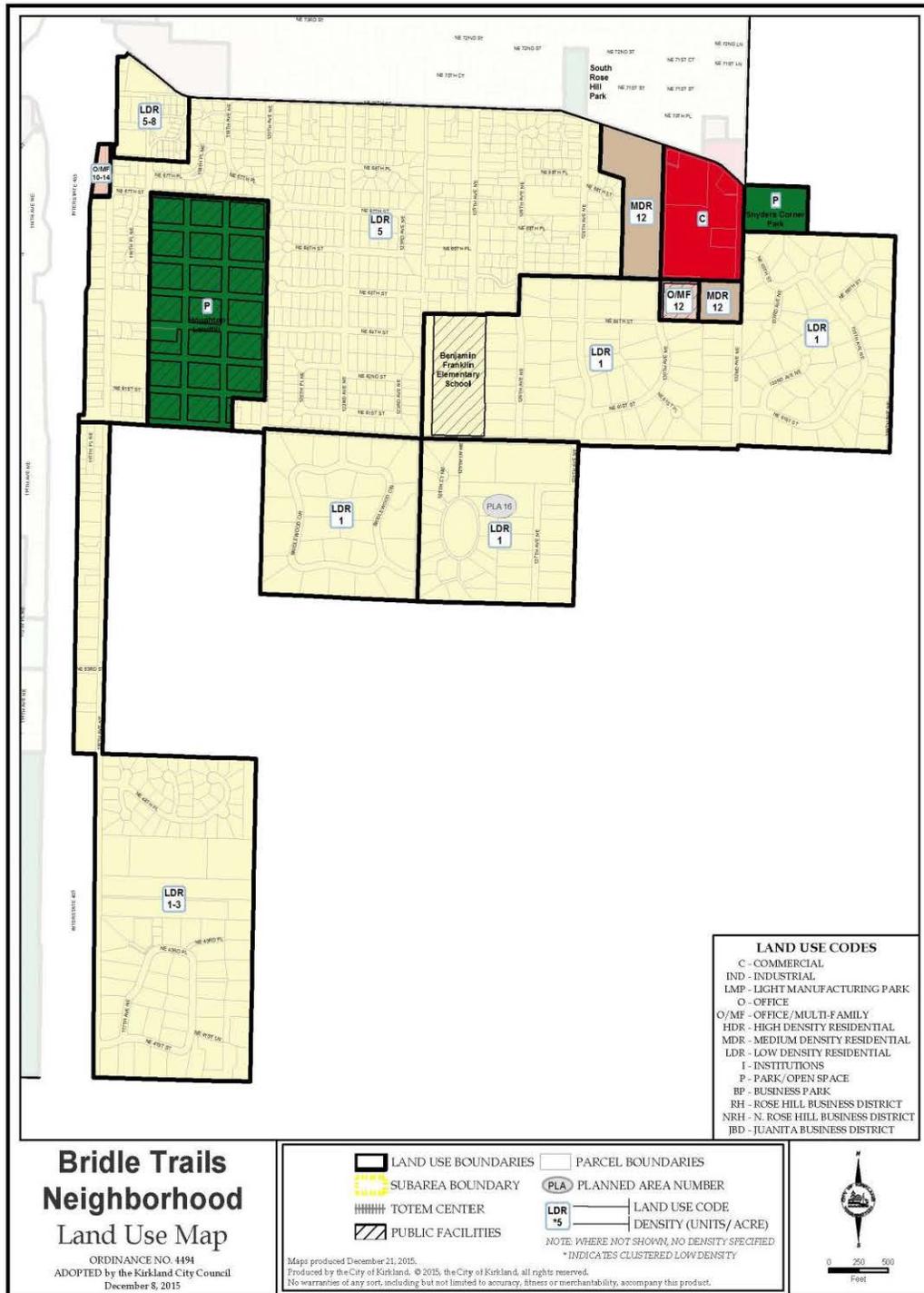


Figure Proposed Land Use Map (to be inserted later)

## 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 65<sup>th</sup> ST surrounding Bridle Trails State Park and east of 132<sup>nd</sup> 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 60<sup>th</sup> 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 70<sup>th</sup> ST in the vicinity of the Bridle Trails Shopping Center and south of NE 70<sup>th</sup> ST along 116<sup>th</sup> 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.*

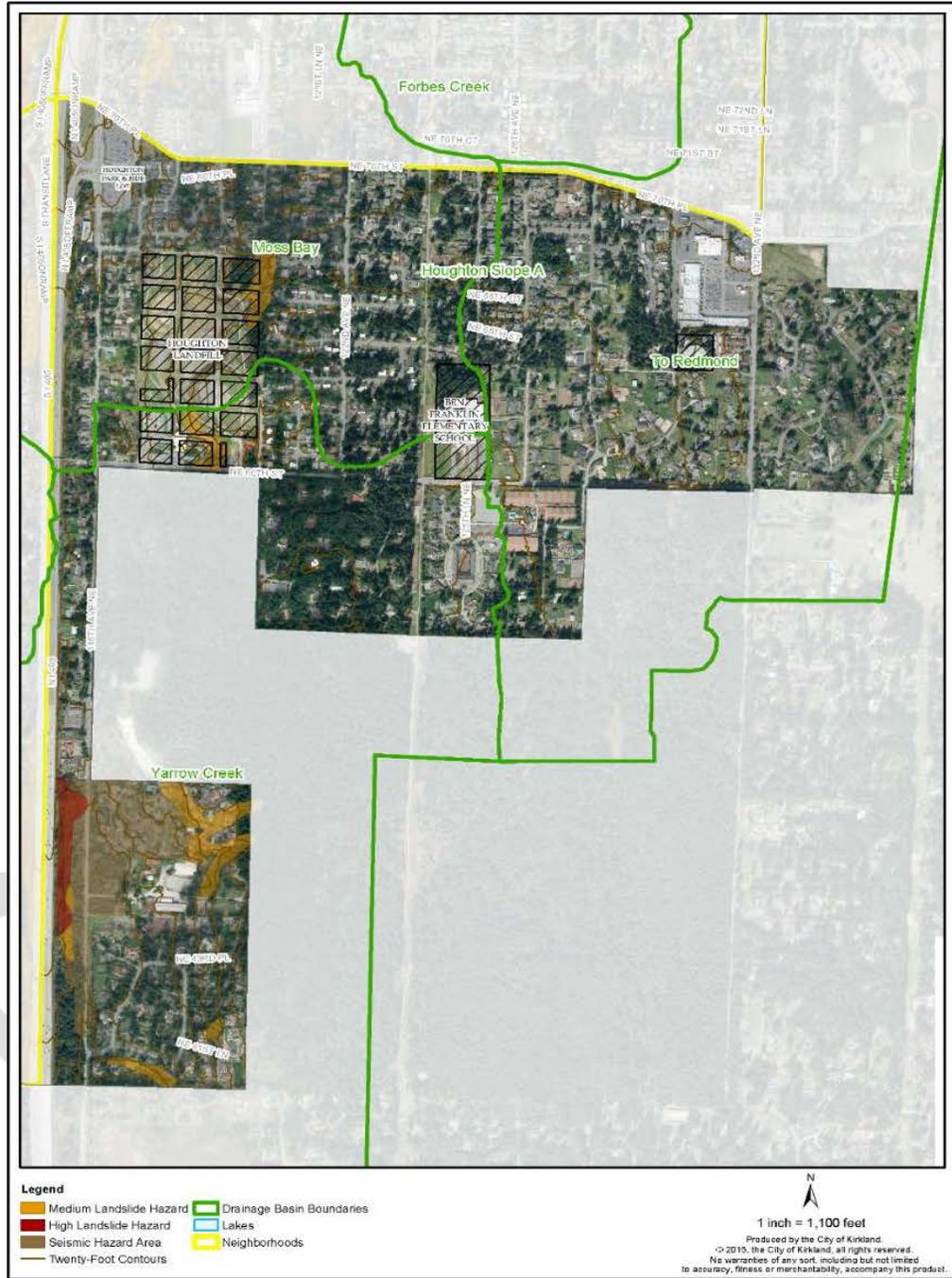
Commercial equestrian stables and tennis courts are located south of NE 60th Street between the Bridle Trails State Park and the Bridlewood Circle area. Other commercial equestrian stables are located along 116th Avenue NE. These uses are encouraged to remain.

### **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.

DRAFT

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 70<sup>th</sup> ST, which connects the west to east part of Kirkland and NE 60<sup>th</sup> 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. 116<sup>th</sup> Avenue NE and 132<sup>nd</sup> 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.

DRAFT



Existing Pedestrian Circulation System Map

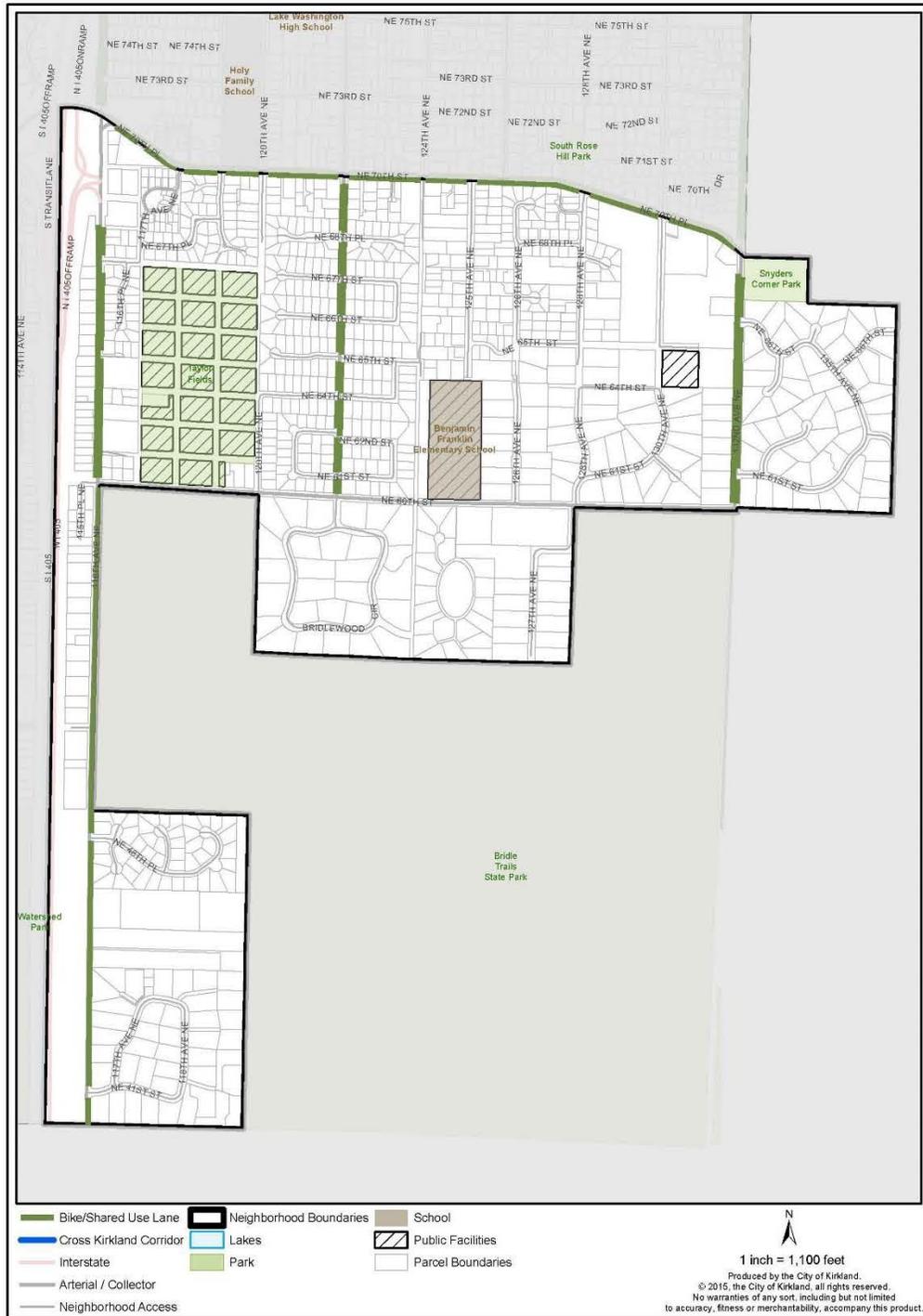


Figure BT:6 Bridle Trails Bicycle System

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

*Policy BT 19: Plan for a future bicycle and pedestrian Greenway along NE 60<sup>th</sup> ST and 130<sup>th</sup> Avenue NE to connect to the Greenway north of NE 70<sup>th</sup> 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.*

Martin Morgan

Rodney Rutherford

Don Samdahl

**ROSE HILL NEIGHBORHOOD PLAN DRAFT (7-2-18)**

*[Note to Reviewer: The next draft of this plan will be supplemented with new 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 85<sup>th</sup> 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 85<sup>th</sup> 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 85<sup>th</sup> Street Subarea Plan, North Rose Hill and South Rose Hill Neighborhood Plans were previously standalone plans. The NE 85<sup>th</sup> Street Subarea Plan included the south portions of North Rose Hill and the north portions of the South Rose Hill Neighborhoods before they were combined into one Rose Hill Neighborhood Plan in 2018.

Insert map of Neighborhood

**Vision Statement**

*Rose Hill is a vibrant, walkable residential neighborhood with an active neighborhood commercial center along NE 85<sup>th</sup> 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 affordable 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 85<sup>th</sup> 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 85<sup>th</sup> Street/ I-405 transit hub, transitioning from more*

Commented [1]: Adding hierarchical section numbers would make it easier to differentiate between different sections of the same name. Or add initials of the area covered in front of the topic when it refers to a subarea, such as "RHD: Residential".

Commented [2]: I agree

Commented [3]: Need to clearly differentiate SRH and NRH boundaries and how they will be differentiated within this plan

Commented [4]: (For the record, the comments by "South Rose Hill/Bridle Trails" are from Don Samdahl.)

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Commented [7]: Did we actually agree that these would be officially combined? I don't think so. I believe we agreed that the two neighborhood plans would be addressed within one document but not combined.

Commented [JL8]: Will North and South Rosehill be listed as areas? Martin Morgan

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Martin Morgan

Rodney Rutherford

Don Samdahi

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 116<sup>th</sup> 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 75<sup>th</sup> Street /128<sup>th</sup> 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.

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Commented [13]: As noted in the other vision statement, this is a vision for the future, not a statement of current fact.

vote to keep this as-written

## 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.

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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-Encourage preservation of~~ structures, features and locations that reflect the neighborhood's historic heritage.*

Commented [JL14]: Edit by Martin Morgan

*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) ~~along with and includes~~ stand-alone medium and high density multifamily housing ~~throughout the rest of the neighborhood on 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 ~~affordable~~ 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 ~~lower~~ density residential areas. Development in lower density areas provides opportunities for ~~housing-zoning~~ choice through a broad range of housing and site planning approaches, while protecting the ~~predominantly~~predominately single family residential neighborhood character.

Commented [JL15]: Edit by Martin Morgan

Commented [JL16]: Edit by Martin Morgan

Commented [JL17]: Edit by Martin Morgan

Insert RH Land Use Map Figures\_\_ and \_\_ showing land use districts and residential densities.

**Residential: ~~This is hard to envision without a map~~**

Commented [JL18]: Comment from Martin Morgan

In general, compact and higher-intensity housing is accommodated where there is transit and services to support it, such as around ~~the edges of~~ 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.

Commented [19]: I think we really mean the area which is within walking distance, whereas "edges" sounds like a much thinner line.

*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., ~~commercial~~ 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.*

Commented [JL20]: Edit by Martin Morgan

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*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: ~~Encourage~~Incorporate ADUs into ~~all new and rebuilt~~development in single-family ~~homes~~neighborhoods to expand the supply of affordable-by-design housing. Encouraging the inclusion of ground floor ADUs creates natural opportunities to age-in-place when retirees would otherwise face financial pressures move out of the neighborhood. See RH4 above, it looks like now you have to have ADUs*

**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 85<sup>th</sup> 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 85<sup>th</sup> Street/ I-405 freeway interchange and future business access and transit (BAT) lanes along NE 85th Street as a catalyst for expanded commercial and transit oriented development in the Rose Hill District; and

Commented [21]: Is this going too far?

Commented [22]: I think it would be useful to encourage this in particular locations and/or types of homes. For example, I'd like to have some incentive to include an ADU in single family homes that are larger than, say, 3000 square feet. Maybe allow a higher floor-area-ratio if an ADU is included...or maybe only provide these exemptions if they are accessible from the ground floor?

Commented [23]: I would phrase this as an incentive rather than as a mandate. For example, I would expect that all teardown/replacements should result in accommodating more households rather than just a 1:1 replacement that does nothing to increase our housing capacity.

Commented [JL24]: Edit by Martin Morgan

Commented [JL25]: Edit by Martin Morgan

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- 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 affected 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 116<sup>th</sup> 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 124<sup>th</sup> Avenue NE, mirroring redevelopment in the portion of the Totem Lake Business District located to the north across NE 116<sup>th</sup> 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 116<sup>th</sup> Street, west of 124<sup>th</sup> Avenue NE. Similarly, building height is greatest along NE 116<sup>th</sup> 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 expansion of the North Rose Hill Neighborhood Center into an active, walkable, transit-supportive mixed use environment with a variety of housing types, including affordable student housing.*

This policy anticipates expanding areas for mixed uses along the periphery of the existing Rose Hill Neighborhood Center 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 116<sup>th</sup> 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:*

**Commented [26]:** Ideally I'd like this to be named something more distinctive from the Rose Hill District. Since it borders part of the Totem Lake area, maybe something like Totem Rose District? It's kinda at the bottom of the hill, too, so that part of the name is conceptually weird, too.

**Commented [27]:** Agree. confusing

**Commented [JL28]:** Edit by Martin Morgan

**Commented [29]:** Are these policies scoped specifically to the context of the geography in which they are listed? (i.e., North Rose Hill District/Neighborhood Center, for the policies around here). I only worry that the scope might be lost if the policies are listed separately elsewhere without this context.

**Commented [30]:** As we enable more forms of smaller-scale multi-family housing, perhaps we should instead only invoke design review for larger projects? This might be based on the size of the project as it presents itself to the neighborhood. This may also enable more small-scale commercial and mixed-use development. Requiring design review for even small-scale multi family developments will likely deter many missing middle development opportunities.

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- Near the intersection of 124<sup>th</sup> Avenue NE and NE 116<sup>th</sup> Street
- Near the intersection of Slater Avenue and NE 120<sup>th</sup> 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: Require a pedestrian/bike connection in NRH 3 between the city open space to the east and 124<sup>th</sup> Avenue NE with redevelopment of the intervening private property.*

*Policy RH 21: 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 22: 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 23: 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 85<sup>th</sup> 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 85<sup>th</sup> 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~~ 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 85<sup>th</sup> Street Subarea (also known as the Rose Hill District) are shown on (Land Use Map) RH Figure 1 and extend along the NE 85<sup>th</sup> 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 85<sup>th</sup> 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

Commented [31]: make this clear earlier in document

Commented [32]: The boundary in the southwest corner should be extended to include all points reachable within a 10-minute walk of the commercial area, with the expectation that bike/ped cut-thru access will be provided to this area via 118th Ave NE.

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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 ~~business~~ district, as it has evolved, has benefited from a coordinated effort by the City, business owners and property owners to improve the image of the area. 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 24: 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~~ 124th Avenue NE.*

*Policy RH 25: 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.~~ Allow increased zoning types and densities*

**Commented [33]:** Formatting suggestion is in response to SRHBT(Don)'s comment below, to clarify that this block of text is from a different perspective in time (i.e., the future).

**Commented [34]:** not much to date, what do you have in mind?

**Commented [35]:** This section is a vision for the future, despite being written as if it is in the present. I think the section should maybe be reformatted to show it as residing in a different setting of time. Perhaps italicized and a block indent? I'll try adding that...

**Commented [36]:** Smaller developments can be desirable, too. Consider: what would Jane Jacobs do?

**Commented [37]:** I agree with Rodney. This is going too far.

**Commented [38]:** To further illustrate my point, most people prefer the environment of a series small developments (think of quaint downtown cores, including our own) over the unified/coordinated development (which has brought us the architectural gem commonly known as the "strip mall").

It's also possible to create a unified look at the street level without aggregating small properties. Consider the streetscape of Bern, Switzerland: <https://goo.gl/maps/8o9Q4feXad72>

**Commented [JL39]:** Edit by Martin Morgan

**Commented [40]:** Aren't we planning to increase housing capacity in the areas around the commercial core? Increasing these allowed densities is necessary for making the missing middle housing options possible.

I'd expect to see upzoning of much of the area between 80th and 90th, with much higher densities closer to 405 and 85th. To enable duplexes on current single family lots, we'd need MDR12, triplexes would need HDR18. That would be appropriate throughout much of this area. Closer to the core, bungalow courts could be built in HDR 24. Closest to commercial areas could be small multiplexes in HDR 60 zones.

Some of these might be made possible through TDR from land in more rural parts of Kirkland, such as adjacent to Bridle Trails.

**Commented [41]:** Isn't this likely to happen, anyway, with natural encouragement by market forces? Or is there some other encouragement that we might expect?

**Commented [JL42]:** Edit by Martin Morgan

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*Policy RH 26: Conduct Design Review for medium-and high density residential development. See Rose Hill Business District Design Guidelines and Chapter 92 KZC, Design Regulations.*

**Commercial**

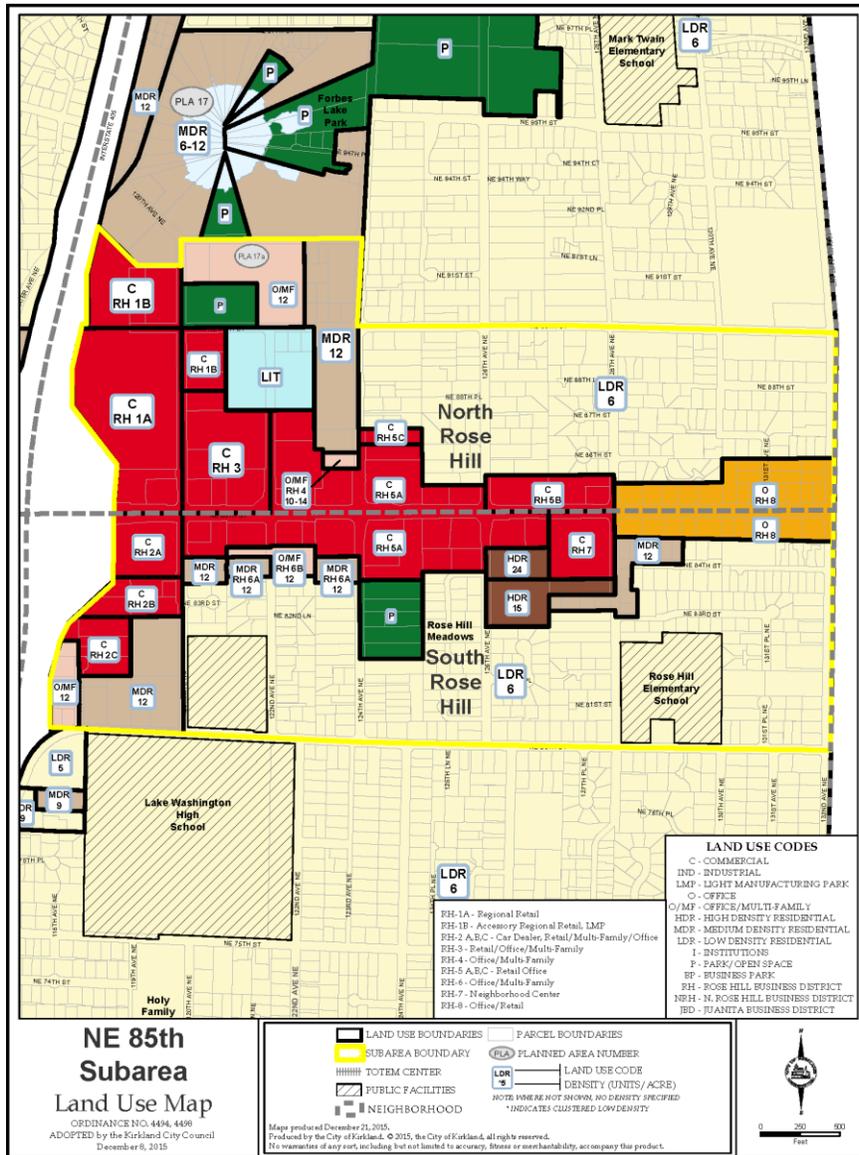
Much of the NE 85th Street Subarea/Rose Hill District including all the land along NE 85th Street itself, currently is designated for commercial (retail, office, and service), office, light industry/office area, or mixed commercial and multifamily uses (see Figure \_\_\_\_). The west end of the District (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.

**Commented [43]:** We should only require design review for developments which are larger than a certain scale. So long as a development is no larger than a traditional home (5000 sqft), it should not be subject to design review. This will encourage more incremental and flexible development.

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**Figure NE85-1: NE 85th Subarea Land Use-**  
*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

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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 27: 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 28: 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 29: Except for RH 1a, RH 2 located north and south of the I-405/NE 85<sup>th</sup> ST Interchange, prohibit individual retail or wholesale uses that occupy more than 65,000 gross square feet.*

*Policy RH 30: 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 31: Utilize zoning incentives or other techniques to encourage commercial redevelopment in the District.*

*Policy RH 32: Upgrade public infrastructure to support commercial redevelopment in the District.*

*Policy RH 33: 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 34: Coordinate with King County, Sound Transit and WSDOT to provide additional pedestrian amenities at transit stops.*

*Policy RH 35: Install a neighborhood sign and landscape entry feature on NE 85th Street, just west of 132nd Avenue NE.*

*Policy RH 36: 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. It's too bad most of them don't know what's going on.*

*Policy RH 37: To the extent authorized by law, require the removal of billboards.*

*Policy RH 38: Underground the remainder of overhead utility lines along the NE 85<sup>th</sup> Street frontage with redevelopment, to improve public views to the west and the attractiveness of the commercial district.*

*Policy RH 39: 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 85<sup>th</sup> Street.*

*Policy RH 40: In the regional center area of the District near the I-405/NE 85<sup>th</sup> ST Interchange, south of NE 85<sup>th</sup> ST, require retail uses (including car dealer), and permit office and/or residential uses. Require*

**Commented [44]:** same as Rose Hill District? Use common terminology

**Commented [45]:** I think some expansion in the form of live/work lofts or neighborhood-oriented commercial would be acceptable in some of the transition areas.

**Commented [46]:** These are prime sites for transit-oriented mixed-use development, and large retail makes this area less walkable. Could we put a limit on the size of surface parking lots, as this is what really makes an area less walkable?

**Commented [47]:** what does this mean? Give examples or compare to the rest of the city

**Commented [48]:** This was puzzling when I first read it, too, and could use some clarification for people who aren't accustomed to thinking about interior space at this scale. I think the existing total retail square footage of the Petco/Outback site is about this size (if it were combined). I think Costco, on the other hand, is closer to 200,000 sqft.

**Commented [49]:** What negative impact is this intended to prevent?

**Commented [50]:** Maybe we should be more specific of the attributes we desire in the redevelopment? To be clear, I think it's not redevelopment for the sake of redevelopment, but rather to form a more complete community (with residents and amenities/services, connected by safe and comfortable non-motorized access infrastructure).

**Commented [51]:** agree

**Commented [JL52]:** Comment by Martin Morgan

**Commented [53]:** ...and a gondola! (Just kidding. You don't have to include that :D)

**Commented [54]:** Car dealers should be required to minimize their use of surface parking lots in order to make this critical area more walkable. An urban-style (i.e., multi-level, garage-oriented) dealership is acceptable, but expansive surface parking lots are not. This could maybe be addressed by reducing the amount of land which can be used for surface parking (perhaps to 20-30% of land)

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

- All commercial properties should be safely and comfortably accessible by foot and bicycle without needing to walk through a parking lot.
- 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 42: 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

Commented [55]: What is the benefit of this?

Commented [56]: This "might" be aesthetically desirable by some, but it "will" almost certainly drive up the cost of construction by making the underlying structure more complex. I would suggest working with developers to determine a policy which provides the desired aesthetics while also avoiding unnecessarily inflating the cost of development (as that will also further delay the time until the land is economically viable to redevelop).

Commented [57]: Interior openness? Exterior openness? If concerned with exterior openness, why don't we focus on regulating the exterior form rather than using the interior floor space as an (often inadequate) proxy metric?

Commented [58]: ??? Where

Commented [59]: The wording here is confusing. I'm not sure I understand what the intended restrictions are here.

Commented [60]: Should we establish formal limits on surface parking? Such as no more than 20-30% of the site?

Commented [61]: As an example of what we want to avoid, consider the lack of pedestrian access to the Petco shopping site, the site with Mercury Coffee, or Safeway (from the southwest corner).

Commented [62]: Coffee shops tend to have a pretty significant traffic impact in this corridor...but I would instead focus on allowing commercial development which meets the needs of local residents, even if that has some impacts that are listed here. For example, a bakery would be great...and while it certainly emits "odor", I doubt anyone would complain. I would also allow a coffee shop here, partly for its community/social benefits, but also the traffic created would be no worse than having the Starbucks at 122nd...and might help split some of its traffic load. I would not encourage insurance offices, and even medical/dental is unexciting...but could be acceptable on the 2nd floor. The first floor should be more oriented to meeting routine needs of the neighbors. A gym should also be ok, even though it might have extended hours. A wine bar could be nice, too, and would likely be open late.

Commented [63]: This seems too specific. I would agree with the wording in the text.

Commented [64]: Drive-thru windows...need to think about this more.

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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 ~~30-35~~ (the 30 foot limit does not work here.) feet next to low density residential development.

*Policy RH 43: On the north and south boundaries of the Rose Hill District, allow multifamily residential uses at a density of 12 - 24 units per acre. Allow a greater density if affordable housing is a component of the development.*

**Transportation**

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 44: 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 45: Encourage the use of nonmotorized transportation modes by providing adequate facilities for pedestrians and bicyclists throughout the NE 85th Street Subarea.*

*Policy RH 46: Develop a transportation system network that adequately supports the existing and planned land uses in the Subarea.*

*Policy RH 47: Encourage transit use by providing well-designed transit facilities in the corridor.*

*Policy RH 48: Place neighborhood traffic control devices at appropriate locations, to discourage bypass traffic through the residential neighborhoods north and south of the corridor.*

*Policy RH 49: Make transportation system improvements to maintain vehicular capacity on NE 85th Street, and to minimize traffic bottlenecks and delays.*

*Policy RH 50: 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 51: Improve pedestrian safety and enhance the pedestrian environment throughout the Business District, with particular attention to NE 85th Street itself.*

*Policy RH 52: Install pedestrian improvements at appropriate locations, including sidewalks on the north/south streets leading to NE 85th Street.*

*Policy RH 53: 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 54: 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*

Commented [JL65]: Edit and comment by Martin Morgan

Commented [66]: Ideally allow missing middle homes next to commercial which provide a smoother transition to low density single family zones.

Commented [JL67]: Edit by Martin Morgan

Commented [68]: Presumably the area within the boundaries (which appear to be basically between 80th and 90th) would transition between commercial densities down to this density of 12 units per acre...although I don't see that explicitly stated; as currently written, it sounds like the area between the sub area boundary and the commercial areas would be kept at 6 units per acre, which seems weird...and I'm guessing is an unintentional omission.

Would it also be reasonable to create TDR receiving opportunities here? (I've thought it might be useful to designate some areas around Bridle Trails State park as a TDR sending area, too.)

Commented [69]: I'd like to see level-of-service targets developed for non-motorized modes along 85th.

In particular, I'm concerned about the comfort, safety, and convenience of crossing NE 85th St without a motor vehicle.

Martin Morgan

Rodney Rutherford

Don Samdahi

*Transportation Master Plan.*

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

*Policy RH 55: 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 56: Seek funding support from Sound Transit for facility improvements that would enhance the regional express operation on NE 85th Street.*

*Policy RH 57: Work with Sound Transit and King County to develop solutions to public transportation issues.*

*Policy RH 58: 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.*

#### **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 59: Commercial development should be complementary to the Bridle Trails Neighborhood Center and should not extend into the surrounding low-density residential area.*

*Policy RH 60: Attractive neighborhood-oriented shops and services should be substantially buffered from nearby low-density residential uses, while allowing for good pedestrian connections.*

*Policy RH 61: 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 62: 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 63: Recognize and promote the role the Institute of Technology plays in the Rose Hill neighborhood, the wider Kirkland community and in the region.*

**Commented [70]:** Should we also include 124th Ave NE north of 85th? While we are not targeting building up along this corridor as part of this plan, I think we should start laying the groundwork for reliable/fast transit this corridor sooner rather than later.

**Commented [71]:** As I've noted elsewhere in this document, design review should be required based on scale of development (especially the scale of the public faces of the building), not based on the type of development.

**Commented [72]:** Also, since it seems this concept is noted elsewhere, should it be collapsed into a single location for the whole neighborhood? I would think that this requirement would be stated in a city-wide policy rather than in neighborhood-specific plans.

Martin Morgan

Rodney Rutherford

Don Samdahl

*Policy RH 64: Seek partnership opportunities between LWIT and the City on educational, technical, recreational, and social service initiatives.*

*Policy RH 65: Encourage LWIT to continue to provide community meeting facilities for the neighborhood and the City.*

*Policy RH 66: Actively promote the expansion of the LWIT into an active, walkable, transit-supportive campus environment with [affordable](#) student/staff housing.*

*Policy RH 67: 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 68: Provide public review of major expansion of the institute. 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 69: 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 113<sup>th</sup> Place at the southwest corner. See Figure NRH-6*

*Policy RH 70: 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 71: Ensure that any future church expansion or redevelopment of the site is compatible with the surrounding residential community.*

*Policy RH 72: 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 73: 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.

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Martin Morgan

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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.

Insert Maps:

Critical Areas Map

Landslide Susceptibility Map

Liquefaction Potential Map

*Policy RH 74: 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 75: 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 76: 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

**Commented [74]:** Be more specific about how this should be addressed...ideally by reducing the flooding by installation of a beaver deceiver. (I know the property owners--Doug and Carroll Ferry--and they would like this to be done so that they don't need to be personally responsible for clearing it out regularly.)

**Commented [75]:** separate this into South and North Rose Hill areas

**Commented [76]:** I agree that could make sense here, mostly because 85th does create a significant barrier to park access between these neighborhoods.

However, there are also some policies (such as RH 80) which span both neighborhoods (and beyond)...but that policy might also be appropriate in the transportation section that follows?

Also, Policy RH 77 would need to be split, which might include introducing some redundant text.

As a suggested compromise which acknowledges the need to have both halves of the neighborhood adequately addressed, perhaps have a subsection for each half of the neighborhood which describe the open space amenities and deficiencies of each, and leave the policies unified at the bottom?

Martin Morgan

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

Insert Park Open Space Map [Note: Alternatively, plan may just refer to Land Use Map showing park locations.]

*Policy RH 77: 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 78: Improve public pedestrian or visual access to Forbes Lake at Forbes Lake Park.*

*Policy RH 79: 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 80: 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 70<sup>th</sup> Street/128<sup>th</sup> 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.

Insert Proposed Circulation System Maps (bikeways, trails, streets)

### Streets

*Policy RH 81: Manage traffic within the neighborhood to enhance neighborhood mobility and provide for more equitable distribution of traffic on neighborhood streets.*

*Policy RH 82: 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 83: 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.

**Commented [77]:** So what? Is it not that way now? Bring out the value of the grid system in the neighborhood.

Martin Morgan

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

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

1. NE 108<sup>th</sup> ST between Slater Ave NE and 123<sup>rd</sup> Ave NE
2. Portions of NE 105<sup>th</sup> PI between 129<sup>th</sup> Ave NE and 132<sup>nd</sup> Ave NE
3. NE 103<sup>rd</sup> PI between 132<sup>nd</sup> Ave NE and existing cul de sac end
4. NE 101ST P. between 131<sup>st</sup> PI and 132<sup>nd</sup> Ave NE
5. 125TH Ave NE between NE 94<sup>th</sup> ST and NE 95<sup>th</sup> ST
6. 130TH Ave NE between NE 87<sup>th</sup> ST and NE 94<sup>th</sup> ST
7. NE 91ST ST between 130<sup>th</sup> Ave NE and 132<sup>nd</sup> Ave NE
8. Portions of NE 90<sup>th</sup> ST between 128<sup>th</sup> Ave NE and 132<sup>nd</sup> Ave NE
9. 131ST Ave NE between NE 990<sup>th</sup> ST and NE 91<sup>st</sup> ST
10. 122ND Ave NE between NE 90<sup>th</sup> ST and NE 92<sup>nd</sup> ST
11. NE 101ST PI between 124<sup>th</sup> Ave NE and 125<sup>th</sup> Ave NE

*Policy RH 84: 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.*

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

*Policy RH 85: Discourage direct access to 124th and 132nd Avenues NE from adjacent lots with new development to enhance safety and efficiency of circulation.*

- 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 86: 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

Commented [78]: (just adding to clarify)

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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 87: Enhance the street network with the following improvements:*

Note: Staff is evaluating current status of the following streets to determine if some bullet points can be eliminated.

**124<sup>th</sup> 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.

**132<sup>nd</sup> 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.

**Commented [79]:** Just north of 85th? Again, differentiate between the two neighborhoods.

**Commented [80]:** Yes, make this clear that this only applies north of NE 85th St. (Or do we intend to include the block north of 80th, too?)

**Commented [81]:** Same here

**Commented [82]:** I expect this would apply to the entire length of the road, as its character does not significantly change between the neighborhoods.

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- 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 116<sup>th</sup> 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.

**Slater Avenue NE**

- Install bike lanes and sidewalks south of NE 116<sup>th</sup> Street connecting to the Rose Hill business district.

Staff Note: Check to see if this should be revised due to the Greenway

**116<sup>th</sup> Avenue NE**

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

**NE 70<sup>th</sup> Street**

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

**Pedestrian/Bicycle Circulation**

*Policy RH 88: 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.

**Commented [83]:** I don't think this is necessary, and might actually make it feel like a higher-speed street to drivers, having the unintended effect of making it less friendly to bicyclists. As it is, it is a very peaceful and easy street for bicyclists or all capabilities.

**Commented [84]:** That said, the sidewalk connection to the Costco site at the south end of this street could certainly use some cleanup and streamlining.

**Commented [85]:** Differentiate by SRH and NRH

**Commented [86]:** Differentiating between the halves here might result in a fair amount of unnecessary duplication, especially since many of the items connect both sides.

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- Connecting to the planned Bus Rapid Transit station at 85th on 405.
- Connecting to the South Rose Hill Northeast 75th Street greenway and North Rose Hill 128th Avenue Northeast greenway a
- Connecting to activity areas, including parks, the Boys and Girls Club, Lake Washington Institute of Technology and Lake Washington High School.
- ~~C-Wherever a street connection is not required or feasible to connect dead end streets to adjacent streets wherever a street connection is not required or feasible. When new street connections are not required or not feasible, pedestrian and bicycle connections should still be pursued.~~
- 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 and south, and between 132nd Avenue NE and Slater Avenue NE.
- 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.
- Connecting between Redmond (Willows Road) and North Rose Hill.

Commented [87]: Redundant with first sentence.

Draft 2018

**BRIDLE TRAILS NEIGHBORHOOD PLAN- Preliminary Draft 7-2-2018**

*Comments from Lynn Erckmann and Rodney Rutherford (Working Group Members)*

*[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 [and its historic development 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 local equestrian employees, 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 [large increases in](#) 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.

*Draft 2018*

## 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 ~~and held horse shows~~. In the early 1930s 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-~~and exchanged final deeds in~~ 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 60<sup>th</sup> 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.

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Figure BT-1 Existing Land Use Map

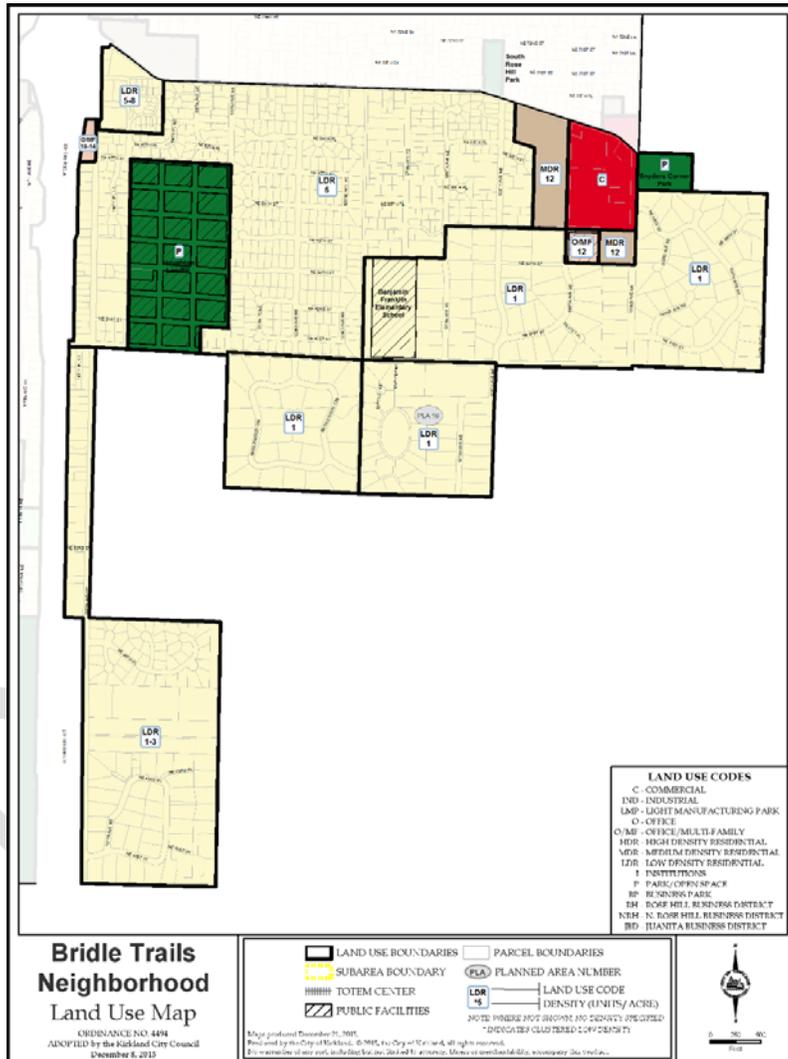


Figure Proposed Land Use Map (to be inserted later)

Draft 2018

## 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 ~~and equestrian employees.~~

*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 65<sup>th</sup> ST surrounding Bridle Trails State Park and east of 132<sup>nd</sup> 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 and shared among owners, 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 60<sup>th</sup> 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 all new development in single-family neighborhoods, where consistent with keeping horses and on sewer, to provide living spaces for equestrian caretakers and expand the supply of affordable-by-design housing.*

*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.*

**Commented [LE1]:** Lynn Erckmann: I am not in favor of shared paddock areas. Keeping horses in a group situation with different owners is only successful with boarding facilities where someone is in charge and makes the rules. Horses all have to fed at the same time and get along with one another, and there has to be a cooperative effort for cleaning and upkeep.

**Commented [LE2]:** Lynn Erckmann: Don't single out equestrian caretakers – there aren't enough of them in the area to matter. Horse owners do the majority of care.

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## Commercial

In order to sustain vibrant neighborhood centers, neighborhood-oriented commercial and office uses are appropriate south of NE 70<sup>th</sup> ST in the vicinity of the Bridle Trails Shopping Center and south of NE 70<sup>th</sup> ST along 116<sup>th</sup> 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 one or two floors of residential space above retail. Changes to the boundaries of the commercial area should be modified 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 to 2-35-6 stories 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.
- 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 at the southeast corner 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, promote development 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.*

**Commented [LE3]:** Lynn Erckmann: 5-6 stories is way too high for a small neighborhood shopping center. BT is not Totem lake. Residents will really balk at buildings that tall.

**Commented [LE4]:** Lynn Erckmann: This is confusing. If referring to the P&R it seems to be covered in BT9. Do we need BT8?

**Commented [JC5]:** Rodney Rutherford: Is there enough certainty of the future transit service or other amenities near this site to justify TOD investment? I'm expecting that transit service will continue to focus away from here (as it has over the past 10 years) and more towards 85th/405. Also reach out to Metro to find out if there are plans for substantial increases in regional transit service here, as this is primarily only served by slow local routes today. Also reach out to Metro to find out if there are plans for substantial increases in regional transit service here, as this is primarily only served by slow local routes today.

Janice response: WSDOT confirmed there are no expansion plans or TOD planned for the site.

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*(Staff Note: Waiting to hear back from WSDOT regarding the future plans for the P&R).*

*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 [the](#) neighborhood and therefore should be maintained or restored to their natural state.

Existing Geologically Hazardous Map- *Insert revised maps*



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Streams, Wetlands Map

*Policy BT 11: Enhance and restore Yarrow Creek and wetlands in the area shown on Figure 1.*

**Commented [LE6]:** Lynn Erckmann: Unlikely to have salmon where 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*

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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, and wetland feature, 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 70<sup>th</sup> ST, which connects the west to east part of Kirkland and NE 60<sup>th</sup> 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. 116<sup>th</sup> Avenue NE and 132<sup>nd</sup> 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.

**Commented [JC7]:** Rodney Rutherford: Add a dog park.

**Commented [LE8]:** Lynn Erckmann: BT has plenty of trees and forests and little open space. Inappropriate use of open space in an already heavily-treed area.

**Commented [LE9]:** Lynn Erckmann: Keep these existing trees.

**Commented [LE10]:** Lynn Erckmann: Map is distorted. No sidewalks on the south side of NE 60<sup>th</sup> St (there is a trail already on the north side). No sidewalks on the east side of 132<sup>nd</sup> Ave. NE because of horse use. Existing sidewalks on the W side. If doing a sidewalk on 116<sup>th</sup> Ave. NE it should be on the W side.

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Existing Pedestrian Circulation System Map



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Insert Proposed Pedestrian Circulation System Map

Existing Pedestrian Circulation System Map



Commented [LE11]: Lynn Erckmann: Map is distorted.

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

*Policy BT 19: Plan for a future bicycle and pedestrian Greenway along NE 60<sup>th</sup> ST and 130<sup>th</sup> Avenue NE to connect to the Greenway north of NE 70<sup>th</sup> 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. 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.

**Commented [LE12]:** Lynn Erckmann: Put on the north side of NE 60 St where there is already a horse/pedestrian trail.

**Commented [JC13]:** Rodney Rutherford: This seems like quite a burden to place on owners of these properties, especially because it is an improvement that would benefit far more than just those who own this property. (Ideally we could use a land value capture tax to fund improvements like this, but I expect that would require some work by the state legislature to make that possible.) As written, I would expect that the additional burden placed on these properties would mean that the affected properties would be neglected and not developed

**Commented [LE14]:** Lynn Erckmann: Horses use the SCL trail south of NE 70<sup>th</sup> to the state park. Motorized vehicles are not allowed on this trail except for residents accessing their property.

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## **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.*

Reviewed by Lynn Erckmann 7/8/18

**Commented [LE15]:** Lynn Erckmann: My personal view is that this is not a good place for an aquatic center.