

ORDINANCE NO. 2705

AN ORDINANCE OF THE CITY OF KIRKLAND ADOPTING MAP AND TEXT AMENDMENTS TO THE LAND USE POLICIES PLAN FOR THE N.E. 85TH STREET AREA.

WHEREAS, applications for map and text amendments to the Land Use Policies Plan for properties in the vicinity of N.E. 85th Street were submitted by Wayne Seminoff (File PA-82-50) and Margaret Hjorth-Kennedy (File PA-82-52); and

WHEREAS, an application for map and text amendments to the Land Use Policies Plan for the N.E. 85th Street Area was submitted by the Kirkland Department of Community Development (File PA-82-53), which amendments included and expanded upon the properties affected by the Plan Amendments proposed by Wayne Seminoff and Margaret Hjorth-Kennedy; and

WHEREAS, for each of the three proposed Plan Amendments, Environmental Checklists were prepared and Final Declarations of Non-Significance were made by the Responsible Official pursuant to the requirements of the State Environmental Policies Act (RCW 43.21C; WAC Chapter 197-10) and Kirkland Ordinance No. 2473, as amended; and

WHEREAS, said Environmental Information and Final Declarations accompanied said proposed Plan Amendments and were available to be considered by the Kirkland Planning Commission and the Kirkland City Council during the entire review and consideration process; and

WHEREAS, the proposed Plan Amendments were reviewed by the Redmond Planning Department and the King County Department of Planning and Community Development, both of which recommended approval of the amendments proposed by the Kirkland Department of Community Development; and

WHEREAS, the Kirkland Planning Commission has transmitted to the Kirkland City Council recommended amendments to the Land Use Policies Plan as set forth in its Advisory Report (Files PA-82-50, PA-82-52 and PA-82-53).

NOW, THEREFORE, BE IT ORDAINED by the City Council of the City of Kirkland as follows:

Section 1. The Findings, Conclusions and Exhibits contained in the Planning Commission's Advisory Report (Files PA-82-50, PA-82-52 and PA-82-53), attached hereto, are hereby adopted by reference.

Section 2. Figure 22 on page 234 of the Land Use Policies Plan, Ordinance No. 2346, as amended, is hereby amended to show the Area Boundaries in Attachment "A", attached hereto and incorporated herein.

Section 3. Figure 23 on page 235 of the Land Use Policies Plan, Ordinance No. 2346, as amended, is hereby amended to show the Land Use designations in Attachment "B", attached hereto and incorporated herein.

Section 4. Figure 23C on page 237 of the Land Use Policies Plan, Ordinance No. 2346, as amended, is hereby deleted.

Section 5. All text and graphics in the N.E. 85th Interchange Area Section on pages 292 - 301 of the Land Use Policies Plan, Ordinance No. 2346, as amended, are hereby deleted.

Section 6. The text on pages 462 - 463 of the Land Use Policies Plan, Ordinance No. 2346, as amended, is hereby amended as shown in Attachment "C", attached hereto and incorporated herein.

Section 7. Figure 57 on page 464 of the Land Use Policies Plan, Ordinance No. 2346, as amended, is hereby amended to show the Area Boundaries in Attachment "D", attached hereto and incorporated herein.

Section 8. Figure 58 on page 465 of the Land Use Policies Plan, Ordinance No. 2346, as amended, is hereby amended to show the Land Use designations in Attachment "E", attached hereto and incorporated herein.

Section 9. The LUPP Ordinance 2346, as amended, is hereby amended by adding Figure 58A as shown in Attachment "F", attached hereto and incorporated herein.

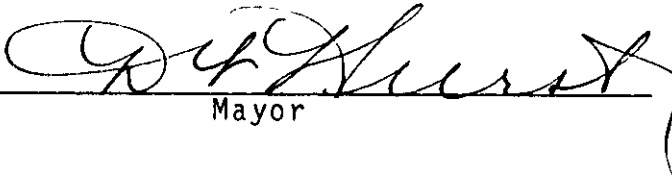
Section 10. Figures 59, 60 and 61, respectively, on pages 466, 467 and 468 of the Land Use Policies Plan, Ordinance No. 2346, as amended, are hereby amended as shown in Attachment "G", attached hereto and incorporated herein.

Section 11. The text on pages 469-489 of the Land Use Policies Plan, Ordinance No. 2346, as amended, is hereby amended as shown in Attachment "H", attached hereto and incorporated herein.

Section 12. If any section, sentence, clause, phrase, part or portion of this Ordinance is for any reason held to be invalid or unconstitutional by any court of competent jurisdiction, such decision shall not affect the validity of the remaining portions of this Ordinance.

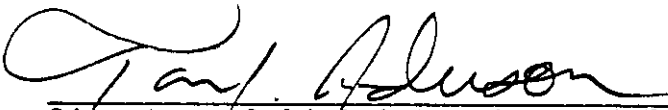
Section 13. This Ordinance shall become effective five days from and after its passage, approval and posting.

PASSED BY THE CITY COUNCIL of the City of Kirkland and signed in authentication thereof by the Mayor at a regular meeting of said Council held on this 1st day of November, 1982.




Mayor

Attest:




Director of Administration and Finance
(ex officio City Clerk)

Approved as to form:



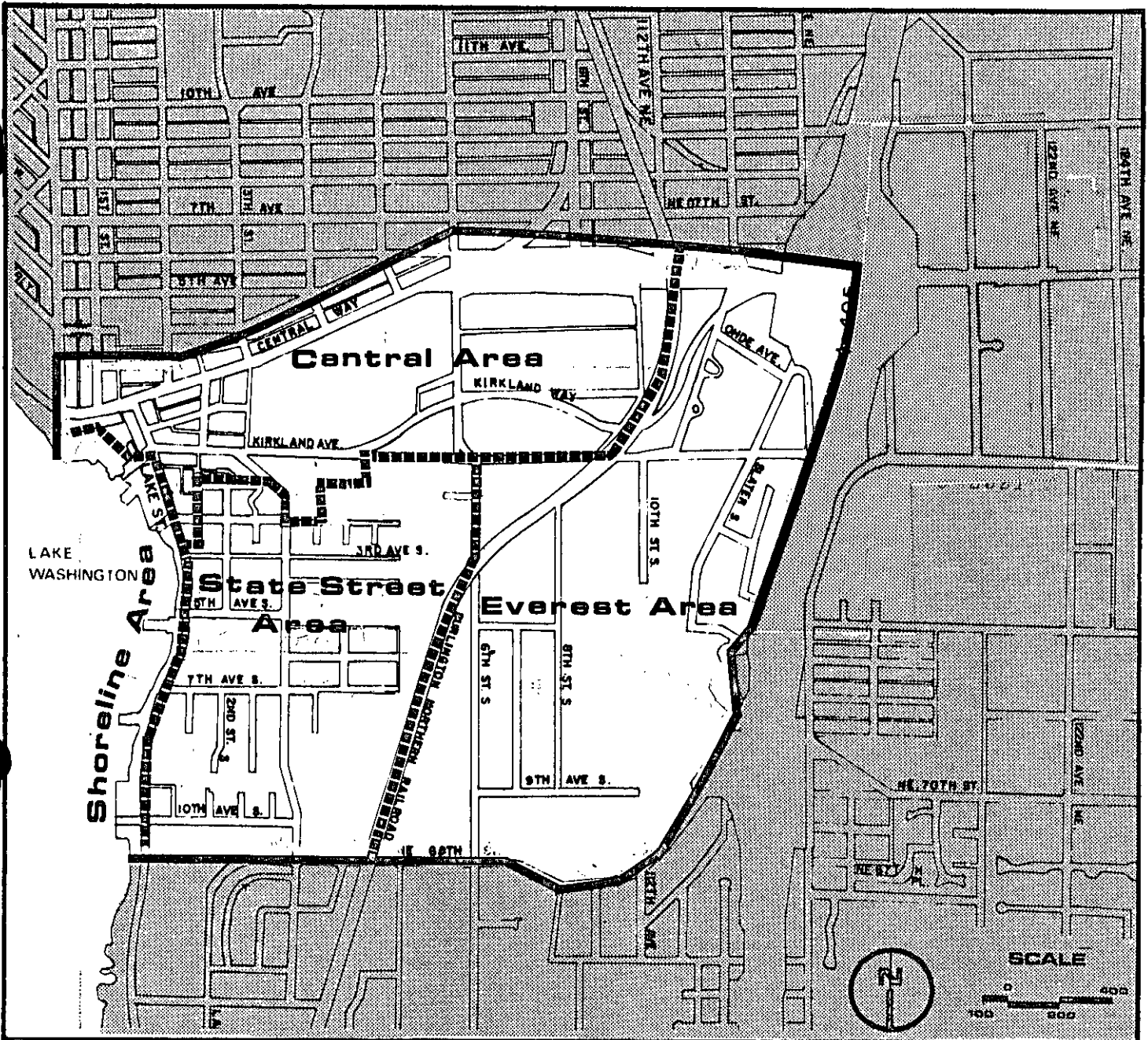
City Attorney

I hereby certify under penalty of perjury that the foregoing ordinance was posted on the 3 day of November, 1982 in accordance with the provisions of RCW 35A.22.260 and City of Kirkland Ordinance 2600.





Clerk

2109B



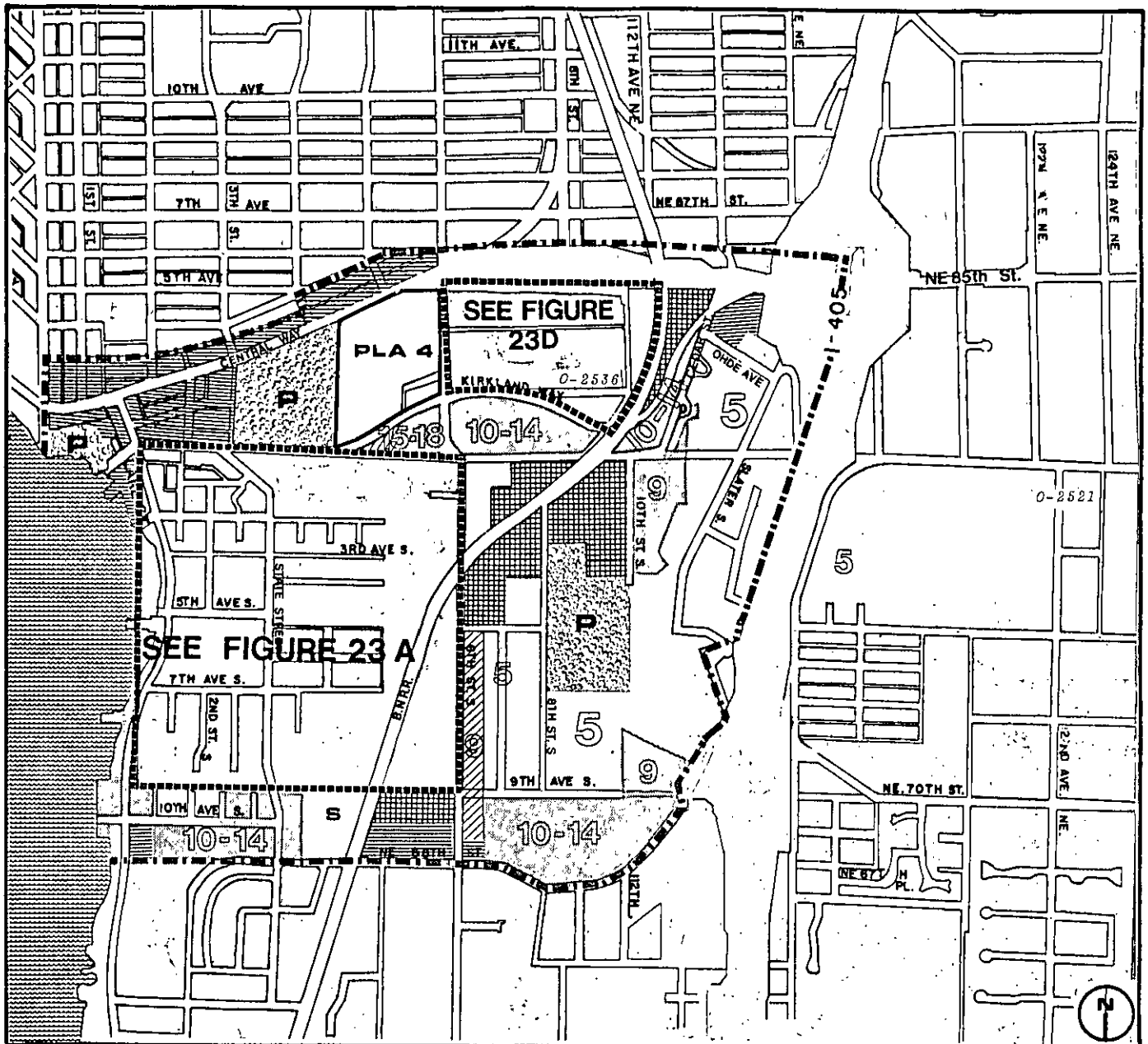
LEGEND

-  Neighborhood Boundary
-  Area Boundaries






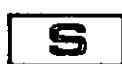




Attachment "A"

FIGURE
22

**CENTRAL/STATE/EVEREST
AREA BOUNDARIES**



LEGEND

- | | |
|--|--|
|  Low Density Residential |  Commercial |
|  Medium and High Density Residential |  Industrial |
|  Maximum Density (in dwelling units/acre) |  Schools |
|  Office/Multi-Family |  Parks |
|  Planned Area |  Bodies of Water |

September 1978 (Ord. 0-2412
May 1977)

EAST

PLANNING AREA

ROSE HILL NEIGHBORHOOD

The East-Planning-Area Rose Hill Neighborhood is that ~~portion of unincorporated King County that lies the~~ area lying between Kirkland's eastern City limits Interstate 405 and 132nd Avenue NE. It is bounded by Bridle Trails State Park and NE 124th Street on the south and NE 108th St. and Slater Ave. NE on the north respectively.

Most of the area is developed but there remain significant tracts of undeveloped land. The land use pattern is relatively well established. Low density residential uses predominate in the North Rose Hill and South Rose Hill areas, while the greatest concentration of commercial uses is along NE 85th Street.

To facilitate analysis, the East Planning-Area Rose Hill Neighborhood has been divided into three areas: North Rose Hill, NE 85th Street and South Rose Hill. These areas are relatively homogenous regarding land use. Each area has unique interface and linkage concerns with adjacent lands in the City. The northern part of North Rose Hill fronts on the Totem Lake industrial area; NE 85th Street is a functional easterly extension of the Central/State/Everest neighborhood; and South Rose Hill has important connections to the Everest and Houghton/Bridle Trails areas presently in the City.

Future planning in the East-Planning Area Rose Hill Neighborhood must recognize the existing pattern of development as well as current market trends and community values. The emphasis of the neighborhood policies for the East-Planning-Area Rose Hill Neighborhood can be separated into several major concepts. The predominant low density residential character of the North and south Rose Hill areas is to be main-

Boundaries of the East Planning-Area Rose Hill Neighborhood are described.

Existing conditions in the East-Planning-Area-Rose Hill Neighborhood are described.

The East-Planning-Area-Rose Hill Neighborhood has been divided into three areas for analysis.

Preservation of residential areas and prevention of more strip commercial are the two major policy thrusts.

tained. Future commercial development is to be established in neighborhood centers (see Table 1). Uncontrolled Strip commercial development is to be strongly discouraged, particularly along the undeveloped part of NE 85th Street, between 122nd Avenue-NE and 126th Avenue-NE.



Higher-density-and-economic-uses-adjacent-to-the-Par-Mac-and-Totem-lakes-in-the-North-Rose-Hill-area-shall continue:--Due-to-the-potential impacts-on-natural-systems;-public-services-and-residential-uses;-these uses-will-be-subject-to-special-performance-standards-and-development-procedures-designed-to-minimize-adverse-impacts:--New-commercial-uses-in-the-South-Rose-Hill-area-are-to-be limited-to-primarily-neighborhood facilities:

In the preparation of this the Pplan for the North and South Rose Hill Areas, as-part-of-the-comprehensive Land-Use-Planning-Project, the major emphasis has been on the formulation of Goals and Policies to guide growth and development. In doing so, the potential impact on each parcel of land has not been considered. The land use designations, for the North and South Rose Hill Areas, as illustrated in the accompanying figures, are somewhat general. These illustrations are included as visual interpretations of the Goals and Policies. The lines included in these figures are approximate.

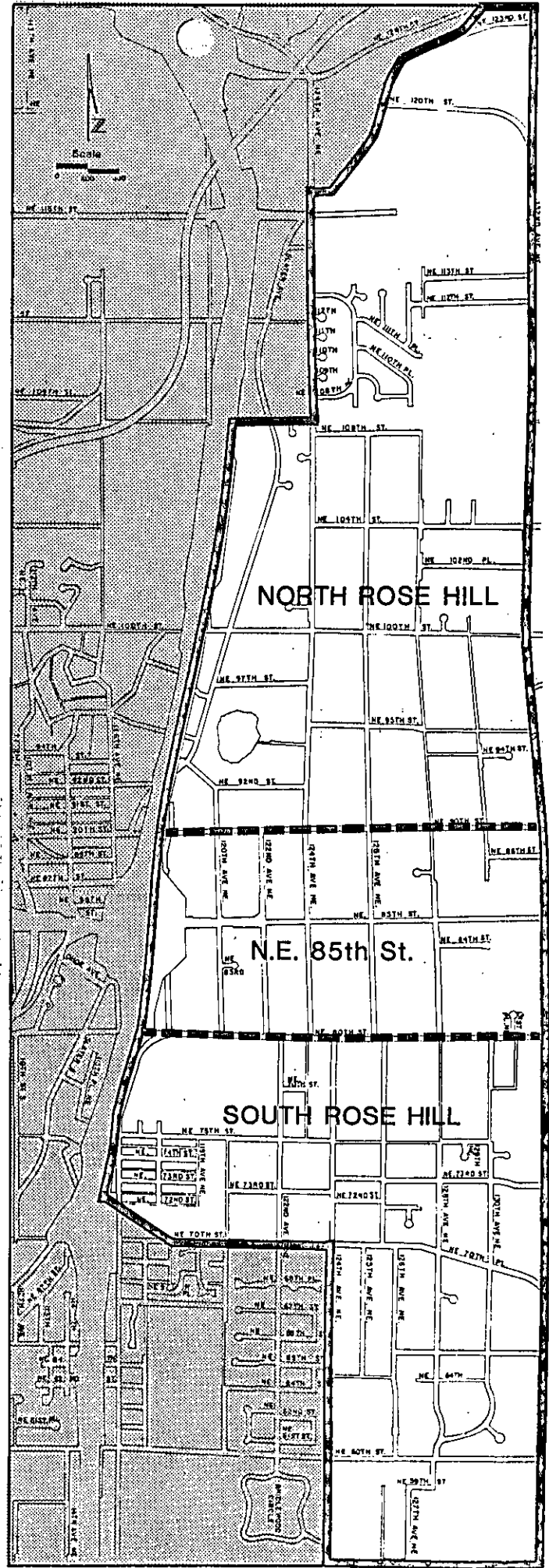
The attached mapping for the North and South Rose Hill Areas is general and should be considered a visual interpretation of the Goals and Policies.

2107B/bk






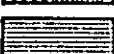
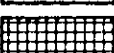
LEGEND

-  Neighborhood Boundary
-  Area Boundaries

Attachment "D"



LEGEND

-  Residential-Medium Density
-  Residential-Low Density
-  Existing Parks
-  Schools
-  Office
-  Commercial
-  Industrial

Attachment "E"

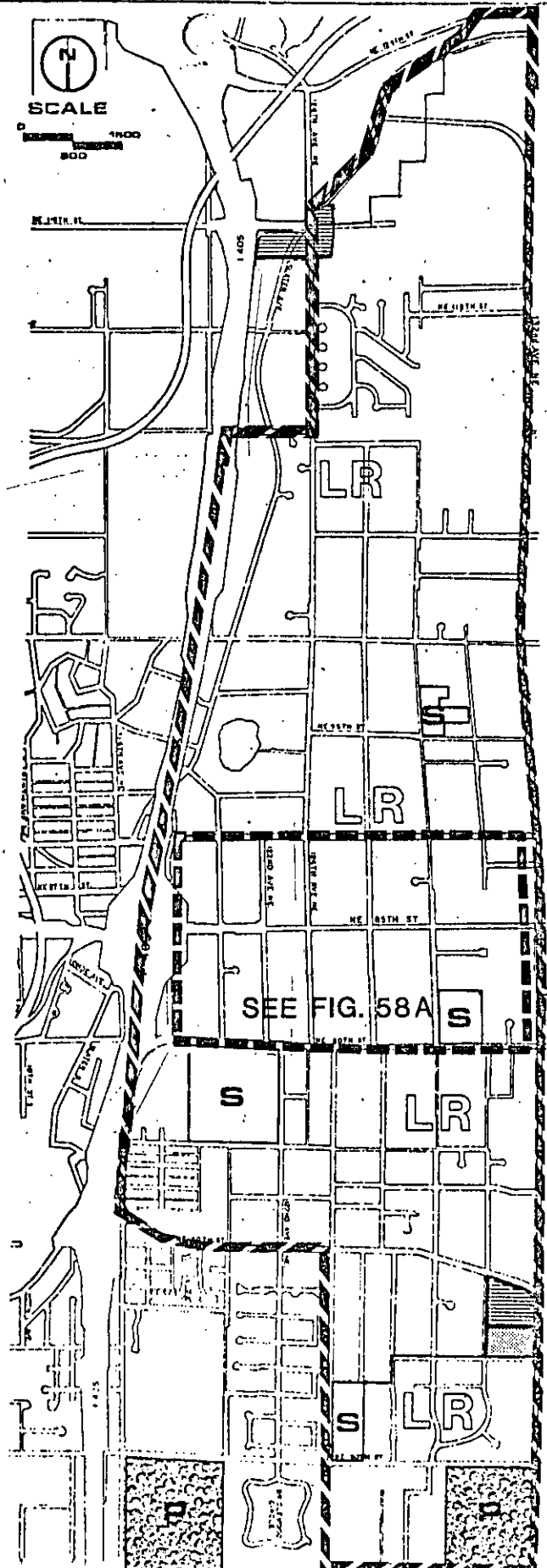



FIGURE
58


East Planning Area


LAND USE


465

LEGEND


 Commercial


 Office

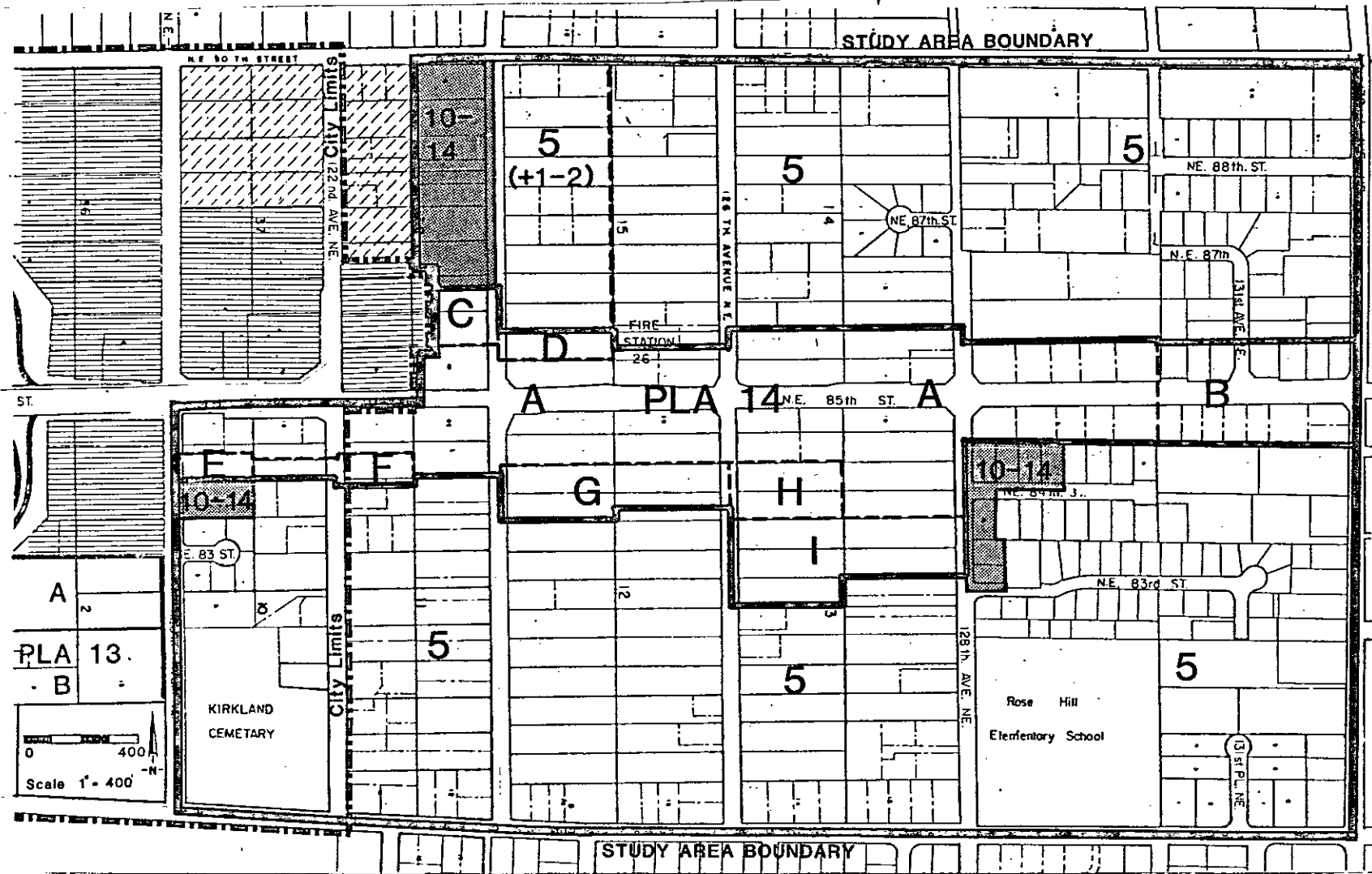
 Planned Area

 Business Park

 Med/High Density Residential

 Low Density Residential

 Maximum Density (dwellings/acre)



Attachment "F"

FIGURE 58A

LEGEND



Potentially Unstable Slope



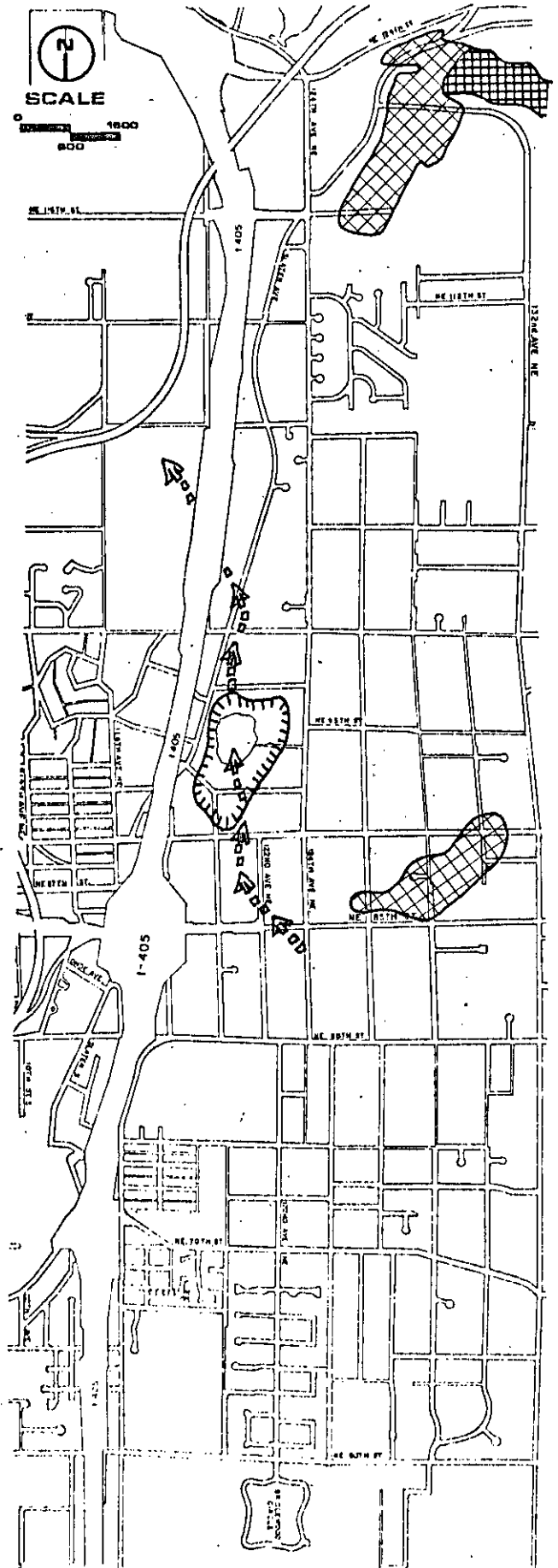
Unstable Slope



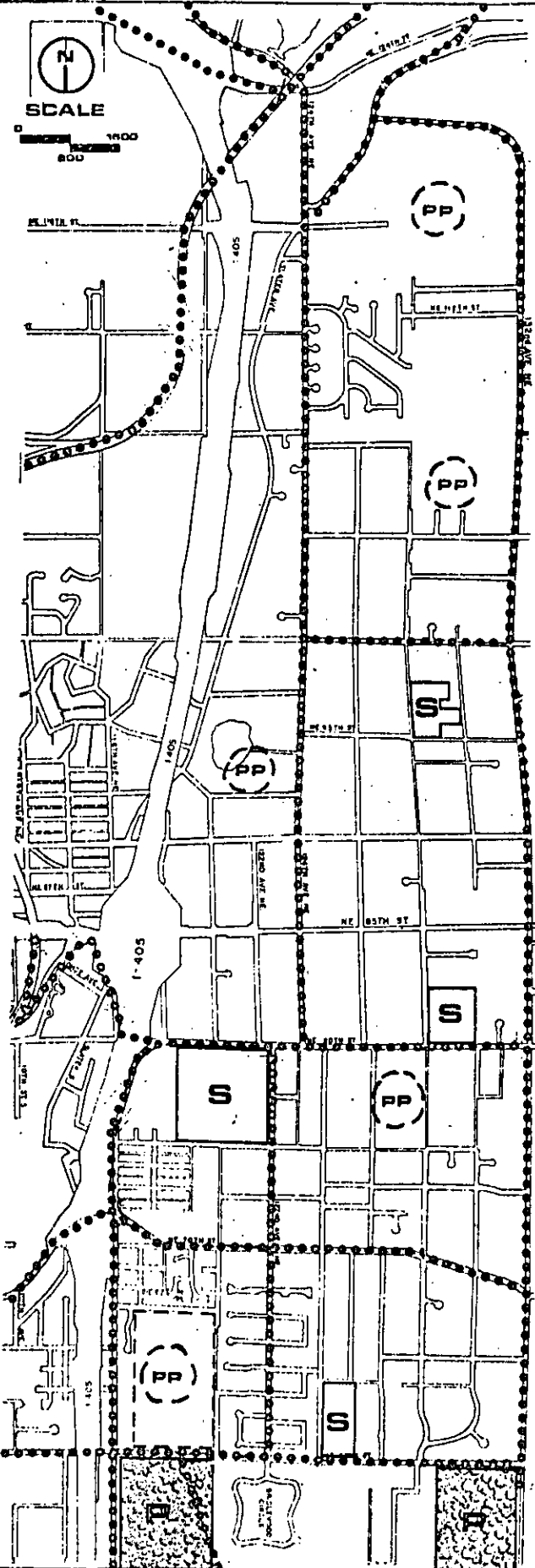
Wetland Areas (including areas with uneven settlement and surface water table)



Stream



Attachment "G" Page 1



LEGEND

- S** Schools
- P** Existing Parks
- PP** Proposed Parks
- Pedestrian/Bicycle Ways

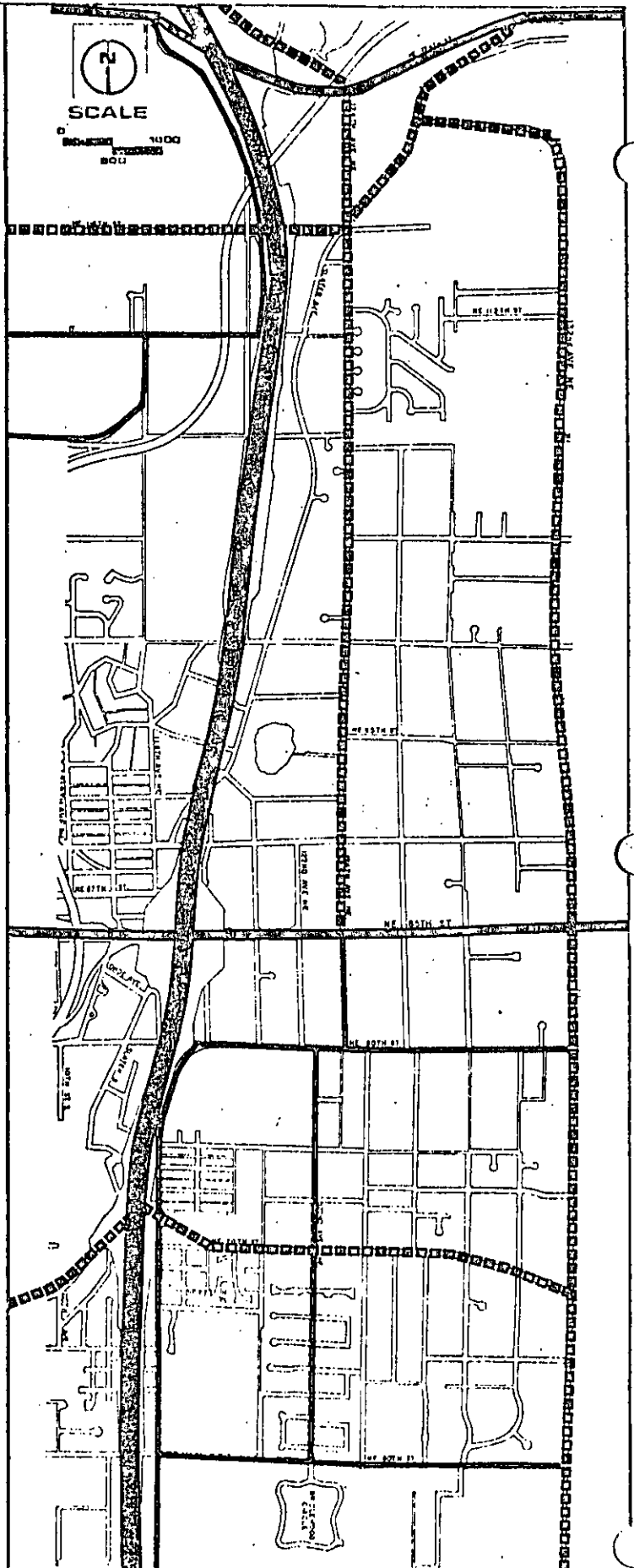
Attachment "G" Page 2

FIGURE
60

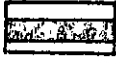
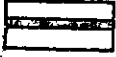
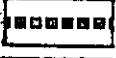

East-Planning-Area-
ROSE HILL

**OPEN SPACE
& PARKS**

467



LEGEND

-  Freeway
-  Major Arterial
-  Secondary Arterial
-  Collector Arterial

Attachment "G" Page 3

Introduction

Rose Hill Neighborhood

The North Rose Hill portion of the East Planning Area is predominantly a low density residential area. Large tracts of undeveloped land and extensive vegetation contribute to a semi-rural or suburban character in most of the area. Densities generally range from 1 to 5 dwelling units per acre. Along the northwesterly edge of North Rose Hill a pattern of commercial and manufacturing uses has been set. Large tracts of land in the northern area are owned by the Lake Washington School District.

The pattern of low density residential use should be maintained throughout most of North Rose Hill. Higher residential densities, commercial uses and manufacturing are to be limited to the northern areas.

Specific land use designations for the North Rose Hill area are illustrated in Figure 58. These designations are based on several factors including natural elements, adjacent uses, traffic patterns, land use inventories and other relevant concerns. For convenience, the following analysis of the area has been divided according to functional headings. The use of a particular piece of property is influenced by all applicable functional considerations (namely, natural elements, living environment, economic activities, open space and public services).

Natural Elements

Development of some of the North Rose Hill area may be constrained by certain natural features of land (see Figure 59). Some slopes are considered to be

Existing conditions in North Rose Hill are described.

Low density residential character is to be maintained. Commercial, manufacturing and higher density residential uses are to be limited.

Discussion of format for the analysis of the North Rose Hill area.

Slope stability analysis will be required in areas of potentially hazardous slopes.

EAST-PLANNING-AREA
NORTH ROSE HILL AREA

Development will be regulated accordingly.

potentially unstable. Slopes are expected to remain stable if left in a natural condition. However, construction on or adjacent to slopes may cause or be subject to landslides, excessive erosion, drainage or other problems associated with development on a slope. Therefore, a slope stability analysis is required prior to development on potentially unstable slopes (see Natural Elements Policy 3.a.). Development is to be regulated on this slope to minimize damage to life and property (see Natural Elements Policy 1.b.).

Slope vegetation is to be maintained. Factors other than slopes may limit development.

In all slope areas, existing vegetation should be preserved to the greatest extent feasible in order to help stabilize the slopes as well as maintain natural drainage patterns (see Natural Elements Policy 5.b. and Public Services/Facilities: Drainage Policy 2.b.). It should be noted that in slope areas, limitations on development are not due entirely to the existence of natural constraints. There may be additional reasons (for example: access, utility service, adjacent uses and others) for limiting type or density of development in slope areas.

The functional integrity of watercourses is to be maintained or improved.

Open streams exist within the North Rose Hill area as illustrated in Figure 59. These streams are to be maintained or restored, when feasible, in a natural condition and should allow for natural drainage (see Natural Elements Policy 1.c., Policy 3 and Policy 4).

Forbes Lake is to be maintained as a natural element in the drainage system as well as a visual amenity.

Forbes Lake is an important element in the drainage system. This small lake provides storage for urban runoff, acts to some extent as a trap for sediment carried by surface runoff and provides open space amenities. Forbes Lake should be maintained in a natural condition and should not be diminished in size by filling or other land modifications (see Natural Elements Policy 2 and Policy 4). In this area, the

ROSE HILL
EAST-PLANNING-AREA
NORTH ROSE HILL AREA

topsoil is wet and soggy and there could be drainage problems associated with development. Future proposals for development in this area must take these hydrologic conditions into consideration.

Also, some of the land around the Lake is subject to uneven settlement and flooding. Analysis of proposed developments would be required to mitigate problems associated with these factors. Also, Forbes Creek and associated streamways should be maintained in a natural condition to allow for natural drainage as well as possible salmon spawning (see Natural Elements Policy 1.c., Policy 3 and Policy 4).

Land around Forbes Lake has been identified as a flood hazard and uneven settlement zone.

Living Environment

The overwhelming residential land use in the North Rose Hill area is single family dwellings. Densities are in the range of 4 to 5 dwelling units per acre. Few multi-family units exist.

Low density residential is the dominant land use.

One of the Goals of this Land Use Policies Plan is to maintain a predominantly low density residential character (see Living Environment Goal 1). A related Policy attempts to protect areas with established single family densities from higher density uses (see Living Environment Policy 2). Also, the severe deficiencies in water and sewer facilities limit the rate of new residential growth (see Public Services/Facilities: Water/Sewage Systems Policy 1).

Rationale for maintaining an emphasis on a low density residential character.

Low density residential should remain the dominant land use in the North Rose Hill area. However, there are some areas where higher density residential use appears to be feasible. This determination is based upon traffic patterns, topographic features, existing land use commitments and

Low density is to remain dominant land use. Higher densities may be permitted according to standards.

EAST-PLANNING-AREA
NORTH ROSE HILL AREA

unique neighborhood conditions. Higher densities would tend to have an adverse impact on surrounding single family uses. However, if special precautions are undertaken to reduce or offset such impacts on single family homes, then somewhat higher residential densities may be allowed, based on the standards outlined below, to ease the transition of uses:

- (1) Topographic conditions and/or existing vegetation buffer single family uses from higher density developments.
- (2) Setbacks for the proposed development are greater than the minimum dimensions required by the underlying zoning.
- (3) Existing amenities (such as views, vegetation, open space) are preserved to the greatest extent feasible.
- (4) The height of residential structures should be limited to 30 feet unless topographic features, large setbacks or other conditions largely eliminate the impact of additional height on nearby uses.

Areas for higher residential densities are indicated on Figure 58.

These standards could be included as some of the criteria for a planned development type of process. Areas where such higher residential densities may be appropriate are indicated on Figure 58.

Economic Activities

Economic activities to be limited to the northern part of North Rose Hill.

Economic activities in the North Rose Hill area are mainly confined to lands ~~northwest of Slater Avenue NE~~ and around the intersection of NE 116th Street and 124th Avenue NE. All future development of such uses should be limited to this existing pattern.

~~EAST-PLANNING-AREA~~NORTH ROSE HILL AREA

Commercial uses are to be limited to the NE 116th Street/124th Avenue NE intersection. They are to be oriented either to servicing local needs or the needs of freeway motorists (see Economic Activities Policy 1, Policy 4 and Policy 8).

Some manufacturing-type uses are presently located north of Slater Avenue NE. There is considerable undeveloped land in the areas presently zoned MP (Manufacturing Park). This pattern should be continued. However, future development must provide extensive visual and acoustical buffering along Slater Avenue NE in order to protect the residential areas just to the east. This may take the form of fences or vegetation (see Economic Activities Policy 5).

The only other economic activities in North Rose Hill are nursery uses. These are to be limited to their present sites.

Open Space/Parks

There are presently no neighborhood parks in the North Rose Hill area. The recreational needs of local residents are partially met by facilities associated with Mark Twain Elementary School. Some park and open space needs are met informally on undeveloped lands. As development occurs much of the undeveloped land will be used for residential purposes. More residential development will generate additional demands for additional parks and open space. Opportunities exist to meet the additional needs for this area and the community.

King County currently is considering acquiring land in the general Rose Hill area for a park up to five acres in size. Funding has been

Commercial uses to be limited and oriented to neighborhood or freeway needs.

Manufacturing uses to continue. Buffering for nearby residential areas to be provided.

Nurseries to be limited to existing sites.

Recreational opportunities exist, but a need for a neighborhood park is unmet.

King County is considering park acquisition in the Rose Hill area.

EAST--PLANNING--AREA

NORTH ROSE HILL AREA

secured, but no site selected. If the facility is developed south of NE 85th Street, its value as a neighborhood park will be limited to the South Rose Hill area.

Some public lands should be acquired to meet open space/park needs.

Given the lack of formal recreational open spaces, the North Rose Hill area has a greater need for such a park. Possible sites for such a two to five acre facility are north of Mark Twain Elementary, in the undeveloped school lands north of NE 113th Street, or in the vicinity of Forbes Lake (see Figure 60).

Proposed regional sports facility.

There is a need for a ten to twenty acre regional sports facility. This could be located either on the undeveloped school lands at 132nd Avenue NE and NE 120th Street or on the site of the proposed Junior High School west of the Juanita High School.

Open space value of streets is to be recognized.

One important open space of great community value is often overlooked. The street system provides Kirkland's neighborhoods with a number of excellent local and regional views. Such view corridors lie within the public domain and are valuable for the beauty, sense of orientation and identity they impart (see Community Goals and Policies Policy 2 and Open Space/Parks Policy 2). Such view corridors are to be identified, preserved and enhanced. One means to this end may be the undergrounding of utilities (see Public Services/Facilities: Quasi-Public Utilities Policy 2).

Major pedestrian and bicycle pathways are considered.

Pedestrian and bicycle pathways are also part of the park and open space system, in addition to providing a transportation function. A major pedestrian/bicycle pathway on 124th Avenue NE runs the length of the North Rose Hill area. This major pathway should be augmented by routes illustrated in Figure 60.

Public Services/Facilities

Sanitary sewers are non-existent in most of the North Rose Hill area. Water supply and fireflow is deficient in some areas. Isolated problems may also arise with regard to storm drainage as natural areas become developed. Deficiencies in water, sewer or drainage facilities should not prohibit development in the North Rose Hill area. However, prior to occupancy of new development, the water, sewer and drainage facilities should be extended or upgraded to meet the requirements of designated land use for the area (see Public Services/Facilities: Water/Sewage Systems Policy 1). Furthermore, methods must be implemented to maintain surface runoff at predevelopment levels (see Public Services/Facilities: Drainage Policy 2).

In order to contribute to a more amenable and safe living environment as well as to enhance views and a sense of community identity, the undergrounding of utilities is to be actively encouraged (see Public Services/Facilities: Quasi-Public Utilities Policy 2, Community Goals and Policies Policy 2 and Open Space/Parks Policy 2).

Vehicular circulation patterns are well established in the area and reflect the residential character of the neighborhood (see Figure 61). Through traffic is accommodated by 124th Avenue NE, a secondary arterial. Such arterial traffic has virtually no impact on the majority of residences.

Pedestrian and bicycle pathways are also important elements of the circulation network. Such pathways should be enhanced according to the designations in Figure 60.

Water, sewer and drainage facilities are discussed. System deficiencies must be corrected prior to occupancy of new development. Runoff is to be minimized.

Undergrounding of utilities is to be actively encouraged.

Circulation patterns are described.

Major bicycle and pedestrian pathways are to be enhanced according to Figure 60.

INTRODUCTION

The NE 85th St. area is bounded on the north by NE 90th St., and on the south by NE 80th St., on the west by I-405 and on the east by 132nd Ave. NE.

Commercial activity occurs in a linear band centered on NE 85th St. itself, while areas to the north and south are predominantly low density residential. In addition to the commercial uses, there is considerable undeveloped land along both sides of NE 85th St., particularly between 122nd Ave. NE and 126th Ave. NE. The northern and southern residential bands are interspersed with undeveloped lands, schools, churches and other institutional uses.

~~The major policy thrust for the unincorporated part of the NE 85th Street corridor is to contain and infill commercial uses on lands already committed to that use while strongly discouraging the extension of commercial strip development into the undeveloped or residential sections. Where commercial development does occur, it is to meet rigid standards to minimize negative impacts.~~

The character of the NE 85th St. Area is greatly influenced by two major roadways: NE 85th St. and I-405. The policy emphasis is to allow commercial uses on lands near the freeway interchange and adjacent to NE 85th St. subject to strict standards. The major policy thrust emphasis for the lands area not facing onto NE 85th St. should be to preserve the existing low density residential quality, while permitting undeveloped lands adjacent to commercial uses to develop at higher densities subject to standards.

Discussion of general land use in NE 85th St. Area is discussed generally.

~~Containment and infilling of commercial uses is encouraged. Strip commercial is to be prevented.~~

Commercial activities should be allowed adjacent to the freeway interchange and NE 85th St., with residential uses in the remainder of the area.

Specific land use designations for the NE 85th St. area are illustrated in Fig. 58A. These designations are based on several factors including natural elements, adjacent uses, traffic patterns, land use inventories and other relevant concerns. For convenience, the following analysis of the NE 85th St. area has been divided according to functional headings. The use of a particular piece of property may be influenced by all these functional considerations (namely, natural elements, living environment, economic activities, open space and public services).

NATURAL ELEMENTS

~~Open streams exist within the NE 85th Street area as illustrated in Figure 59. These streams are to be maintained or restored when feasible in a natural condition and should allow for natural drainage (see Natural Elements, Policy 1, e., Policy 3 and Policy 4).~~

In the northwest portion of this area, the water table is at, or very near the surface (see Fig. 59). Topsoil is wet and soggy, and there could be drainage problems associated with development. Future proposals for development in this area must take these hydrologic conditions into consideration. Specific methods for drainage control should to be included in such development proposals.

LIVING ENVIRONMENT

~~There are presently only four or five single-family homes fronting on that portion of NE 85th Street which lies west of 128th Avenue NE. Most of these are situated so that they are reasonably insulated from the negative impacts of the auto environment. Only one or two of these homes would be~~

The format of the analysis of the NE 85th St. Area is discussed.

~~The functional integrity of watercourses is to be maintained or improved.~~

Possible drainage problems exist in the northwest portion of the area.

~~Existing conditions are described.~~

seriously-impacted-by-development-on nearby-open-lands.--However;-further single-family-development-should-not-be permitted-along-NE-85th-Street-since they-are-more-vulnerable-to-the-impacts of-an-auto-oriented-corridor.

Designated-land-uses-are-shown-in Figure-58.--Medium-density-residential development-(up-to-19-dwelling-units-per-acre)-is-to-be-permitted-in-the lands-generally-west-of-126th-Avenue NE.--Access-off-side-streets-is strongly-encouraged and standards are to-be-met-concerning-clustering-and buffering.--The-undeveloped-land-on-the north-side-of-NE-85th-Street-between 126th-Avenue-NE-and-128th-Avenue-NE-is also-designated-for-a-medium-density residential-use.--Special-conditions;- including-dense-vegetation;-irregular topography-and-awkward-access-and sighting-off-NE-85th-Street;-make-this block-especially-unsuited-to-commercial use.

Except-for-these-lands-fronting-directly-on-the-major-arterial;-the-NE 85th-Street-area-is-entirely-low-density-residential.--Some-lands-are committed-to-uses-that-are-compatible-with-single-family-neighborhoods-such as-churches;-schools-and-other-institutional-uses.--Future-development-of vacant-parcels-should-be-limited-to-low density-residential.

Land use in the NE 85th St. Area is heavily influenced by traffic on I-405 and NE 85th St. As a result, much of this area is not appropriate for residential development. With the exception of land immediately adjacent to NE 85th St., however, the predominant land use in this area and the surrounding area is low density residential. Outside of the designated commercial areas, future development should remain predominantly low density residential (4 to 5 dwelling units per acre).

Multi-family-residential is-to-be-permitted-west-of-126th-Avenue-NE-on lands-facing-onto-NE-85th Street.

Single-family-use-encouraged-in-areas-not-fronting-onto-NE 85th-Street.

Lands not adjacent to N.E. 85th St. should remain predominantly low density residential.

Land on the west side of 124th Ave. NE between NE 85th St. and NE 90th St. is not appropriate for single family residential development. Although this area is partly developed with single family homes, the adjacency of the area designated for business park uses to the west and heavy traffic volumes on the arterial street to the east make this area well suited for greater density. Up to 10-14 dwelling units per acre, therefore, should be permitted. In order to minimize points of vehicular access to and from 124th Ave. NE, aggregation of land for development and sharing of access points by neighboring developments should be encouraged.

Medium density residential uses should be permitted on the west side of 124th Ave. NE, north of NE 85th St.

Land on the east side of 124th Ave. NE is also affected by heavy traffic volumes, but because of the adjacency of the designated low density residential area to the west, residential density west of 124th Ave. NE should remain low. In order to encourage superior site development, dwelling units should be allowed to cluster at a slightly higher density (up to 7 dwelling units per acre) subject to the following:

Up to 7 dwelling units per acre should be permitted on the east side of 124th Ave. NE.

- (1) All development should be subject to discretionary review by obtaining approval of a Planned Unit Development.
- (2) Structures should be compatible in scale with adjacent single family residential development.
- (3) Structures and parking areas should be setback and buffered from any adjacent detached single family residential uses.

- (4) There should be no direct access from individual dwelling units to 124th Ave. Access to these two streets should be provided by interior loop roads, cul-de-sacs or similar streets at only one or two points for each development.

A small area of land on the east side of 120th Ave. NE, south of NE 85th St., is highly impacted by existing commercial development on the west side of the street. Consequently, this area is better suited for medium density residential development (10-14 dwelling units per acre) than the existing single family homes. Redevelopment, however, should be permitted only if structures, parking areas and roadways are setback and buffered from adjacent single family residential development, and if the scale of structures is compatible to adjacent single family residential development.

A small area of duplex development exists east of 128th Ave. NE and north of NE 83rd St. The duplexes are visually compatible with adjacent single family residential development and help to provide a transition to commercial uses. The area should be allowed to remain with duplex development, but expansion onto adjacent single family residential properties should not be allowed.

Higher residential densities may also be appropriate in other portions of the NE 85th St. Area, as discussed for the northeast quadrant of the I-405/NE 85th St. interchange (pp. 479G), Planned Area 13 (pp. 479D - 479G) and Planned Area 14 (pp. 479H - 480).

Medium density residential uses should be permitted on the east side of 120th Avenue N.E., south of N.E. 85th Street.

Duplex development should be permitted east of 128th Ave. NE, north of NE 83rd St.

Higher residential density also may be appropriate elsewhere.

ECONOMIC-ACTIVITIES

Along NE-85th-Street; there are a wide variety of commercial uses with heavy automobile orientation. These uses include auto-service stations; food markets; fast-food restaurants; realtors-offices and outlets for assorted goods and services. Some are neighborhood-convenience-type uses oriented toward the Rose-Hill area while others draw from a wider area. This latter situation is due to the fact that NE 85th-Street is the primary thoroughfare between Kirkland and Redmond.

-Types of commercial uses are discussed:

Most of the undeveloped land along NE 85th-Street is reasonably buildable. However, certain sites may be subject to constraints due to severe grade changes; existing vegetation or drainage problems. Such constraints may affect the degree and arrangement of buildable area on a site as well as the access points available.

Natural constraints impose limits on development.

The linear commercial development already existing along NE-85th-Street has created a number of visual and functional problems. There are visual and noise impacts on nearby residential areas; traffic congestion and hazard associated with frequent access points along a block face and visual blight and confusion created by a forest of competing signs that try to convey too much information. Another problem is that the edges between spaces, such as parking lot and street, are not visually obvious. This is due to the fact that, in such environments, the lower half of a person's field of vision is one large unbroken plane of asphalt. The net visual effect is a series of ambiguous spaces with a monotonous, dull and hard character. Some of these points are illustrated in the NE-85th Street interchange discussion of Economic Activities in the Central/State/ Everest neighborhood.

Potential problems of linear commercial development are identified:

Containment and infilling to be favored over strip development.-

Commercial use would be contained to those lands already committed to that use and not spread in a strip fashion. Infilling rather than expansion is to be the policy (see Economic Activities Policy-1, -6 and -8).--Future development will be subject to standards to minimize the problems cited above (see Economic Activities Policy-5).--Where feasible, improvements should be made in existing developments to achieve the same purposes.

Future commercial development must attempt to minimize the above cited problems by meeting certain standards:

New commercial development required to meet standards.

- (1) Visual and noise impacts on surrounding residential areas are to be minimized by preserving existing vegetation where it may serve as a buffer and by siting structures, where feasible, to serve the same purpose.
- (2) Traffic congestion and hazard are to be minimized by limiting the number of and clearly identifying the points of access across the block face.--Also, the sharing of curb cuts and parking facilities by adjacent enterprises is to be encouraged, as well as primary access off side streets rather than NE-85th Street.
- (3) Visual confusion and blight is to be prevented by minimizing both the number of signs and the amount of information on each sign.--Also, signs are to be limited to ground mounted ones.
- (4) The "edges" of spaces are to be clarified by including landscaping.--This includes breaking up parking areas with landscaped islands as well as giving visual definition to the edge between road and parking areas.

The residential land east of 130th Avenue-NE may continue in its present use or develop as limited small offices (see Economic Activities Policy 3.b.):

Private-public cooperation should be encouraged to improve the corridor's efficiency, identity and gateway image. -- These purposes may be served by such projects as undergrounding of utilities; road improvements on NE 85th Street; traffic channelization and signalization; and installation of public signage on I-405 regarding services available in the corridor. Some of these may be straight capital improvements, others funded via a local improvement district. -- At any rate, they should be patterned after the same overall plan.

Need for private-public cooperation in projects:

Heavy traffic volumes along NE 85th St. and on I-405 have a significant impact on properties in the NE 85th St. Area. This traffic is considered an asset for certain types of economic activities, whereas the associated noise and visual impact are considered to be detrimental for residential use. Existing development adjacent to NE 85th St. and near I-405 is predominantly commercial. Commercial development in these areas should continue to be permitted, but should not be permitted to spread into the adjacent residential areas (see Fig. 58A).

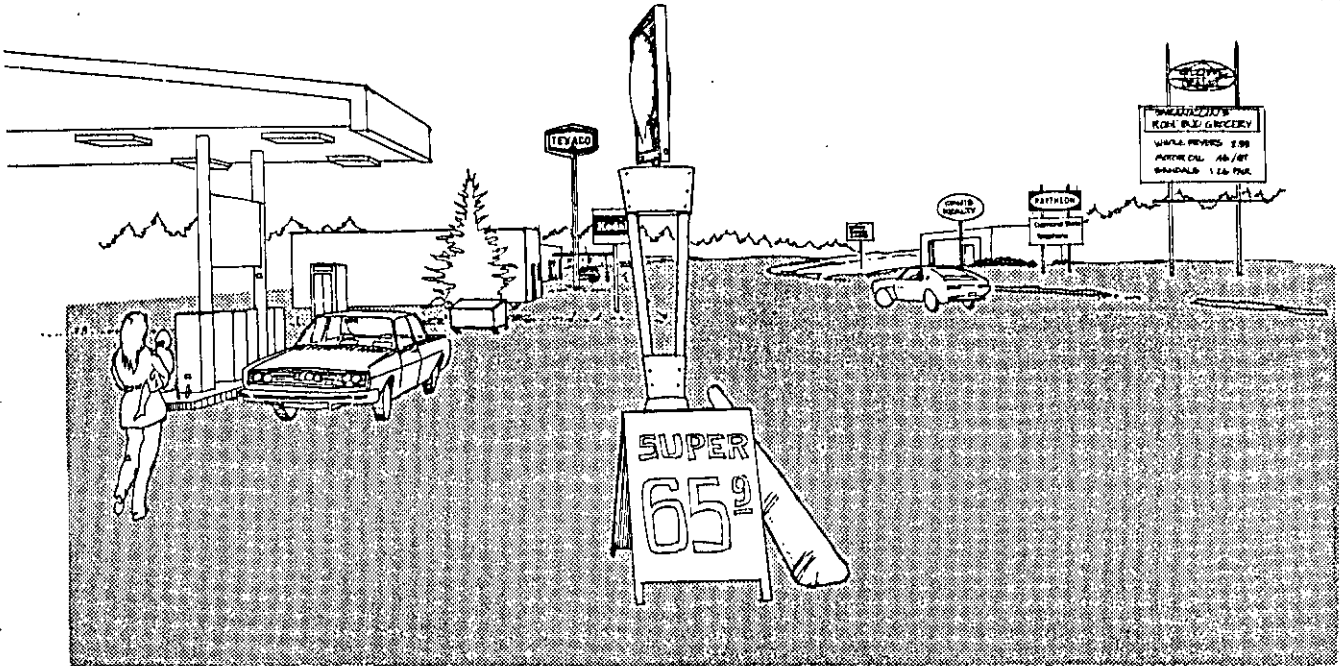
Commercial uses should be allowed adjacent to N.E. 85th St. and near I-405.

It is recognized that strip commercial development often creates problems such as visual and noise impacts on nearby residential areas; traffic congestion and hazard due to frequent access points on a block face; visual blight and confusion created by a forest of competing signs; and large planes of asphalt unbroken by landscaping. Many of these problems are now in evidence on NE 85th St. It is the policy of the

New development should be subject to standards in order to prevent uncontrolled strip commercial development.

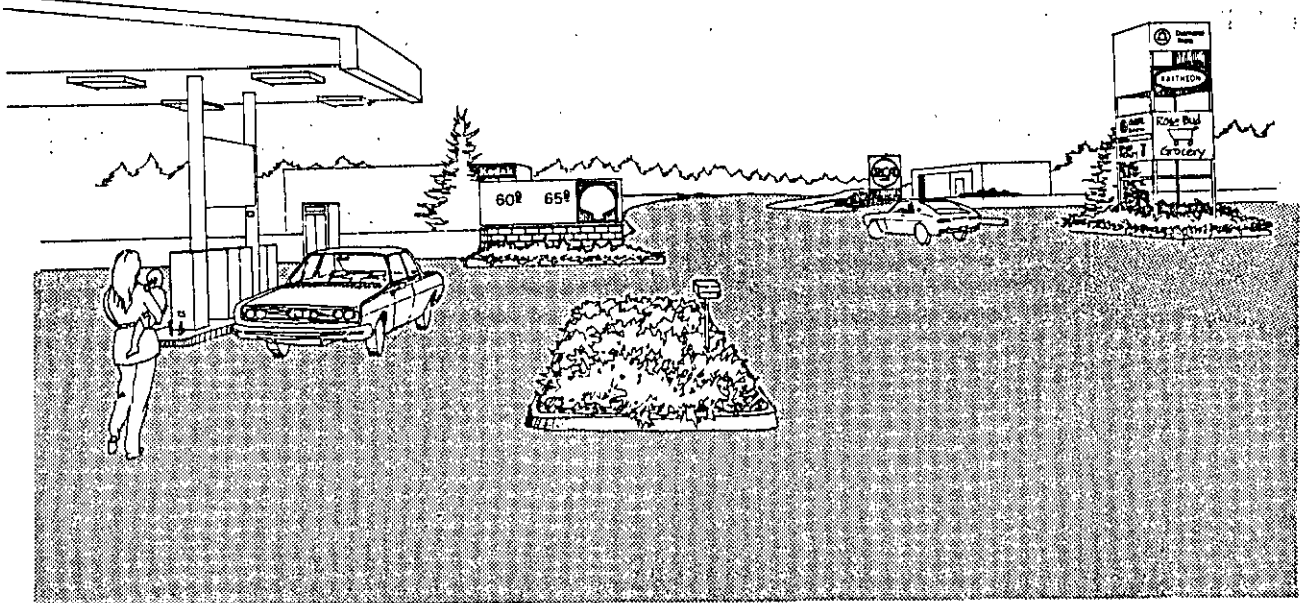
City to prevent uncontrolled and unsightly strip commercial development (see Economic Activities Policy 4 and Policy 7). In order to minimize these types of problems, therefore, all future commercial development in the NE 85th St. Area should be carefully controlled and subject to strict standards (see Economic Activities Policy 5):

- (1) Commercial development should only be permitted on properties with adjacency to NE 85th St.
- (2) Traffic congestion and hazard should be minimized by limiting the number of vehicular access points to and from NE 85th St. Whenever possible, access should be obtained exclusively from north-south side streets. Where it is necessary to obtain access directly from NE 85th St., such access should be located and designed to be jointly used by adjacent properties and should be located as close as possible to the mid-point between north-south side streets. All access points should be clearly delineated and kept free of sight obstructions.
- (3) Visual confusion, distraction and blight are to be prevented by minimizing both the number and size of signs. Also, signs are to be limited to either wall or ground mounted unless several signs are grouped together in which case sign totems or towers are encouraged (see Fig. 62).
- (4) A landscaping and site plan that will visually break up large asphalt parking areas as well as provide a visible edge between the businesses and the street should be provided for each development. The former objective may be largely achieved by arranging landscaped islands (including trees) in the



Illustrated ABOVE are some of the problems associated with uncontrolled strip development. There are too many signs and too much 'visual information'. The readerboard and freestanding revolving signs create a visual distraction and clutter that goes beyond a purely informative function. The lack of landscaping results in a harsh-looking and anonymous asphalt environment.

Illustrated BELOW are ways in which improved signing and landscaping can prevent such problems. Signs are stationary and wall or ground mounted. The use of symbols and grouped information presents the needed direction in an attractive and efficient manner. Landscaping and fences are used to break up the asphalt plane and present a series of more pleasant and human sized spaces.



site design. The second objective can be achieved by the use of landscaped strips (not necessarily trees), berms, or fences along common property lines (see Fig. 62).

- (5) Private-public cooperation should be encouraged to improve the efficiency, identity and gateway image of NE 85th St. These purposes may be served by such projects as undergrounding of utilities, traffic channelization, and signalization, sidewalk widening, pedestrian crosswalks, bus turnouts, median landscaping, street trees and installation of public signage on I-405 providing information about services available on NE 85th St. To the extent possible, improvements should be funded and installed by developing properties. Many improvements, however, may need to be City sponsored or funded via a local improvement district. In any case, they should be patterned after the same overall plan.

The land in the northeast quadrant of the I-405/NE 85th St. interchange is bounded on the east by 120th Ave. NE, on the north by NE 90th St. and on the south by NE 85th St. Most of the land not fronting directly onto NE 85th St. is presently undeveloped. The area is impacted by traffic along I-405 and a nearby on-ramp to the freeway. The existence of a cloverleaf interchange coupled with visibility from the freeway make this quadrant attractive for commercial development. However, access to the interior of this area is awkward and requires travel on adjacent side streets. Soil and hydrologic conditions also impose constraints on development in this area.

All things considered, limited commercial use appears to be appropriate in the northeast quadrant west of 120th

Existing conditions in the northeast quadrant, west of 120th Avenue NE, are described.

Freeway oriented commercial, medium density residential and office

Ave. NE. Such uses may include free-way-oriented development (for example: motel, restaurant and others) or offices. Special design precautions will be necessary to minimize the impact of traffic, noise, signs, lighting and other factors in order to insure compatibility with adjacent uses. Particular care should be given to the interface with residential areas north of NE 90th St. Some multi-family use may be possible and could be coordinated with a commercial complex in this area. The appropriate density for such residential use would be medium (10 to 14 dwelling units per acre). Measures should be undertaken, however, to protect residents from freeway noise. Standards outlined on pages 479 to 479A shall apply to development proposals for this quadrant.

uses are permitted subject to standards.

The area lying north of the retail commercial uses adjacent to NE 85th St., south of NE 90th St., east of 120th Ave. NE and on both sides of 122nd Ave. NE should be permitted to develop with business park uses. This area is now sparsely developed with single family residences and contains a maintenance facility for the Lake Washington School District. The adjacency of freeway commercial uses and a small shopping center as well as the existence of the maintenance facility make this area unsuited for residential development. At the same time, the area does not have the adjacency to I-405 or NE 85th St. desired for freeway oriented or other retail commercial uses. Business park development, however, would be compatible with adjacent commercial uses and the maintenance facility, while limiting traffic, noise, light and similar impacts which could undesirably affect nearby residential areas. This area is also well suited for business park development because of its proximity to I-405.

Business park development is designated east of 120th Ave. NE and south of NE 90th St.

Business park development lying adjacent to NE 90th St. and to the midblock line between 122nd Ave. NE and 124th Ave. NE should incorporate site and building designs compatible with adjacent residential uses. Buildings should be setback and screened by a landscaped buffer. The height of buildings should be of a residential scale. Loading and outdoor storage areas and exterior lighting should be located away from the residential areas. In addition, the number and size of signs should be strictly limited. Only wall and ground mounted signs should be permitted.

Business park development should be designed to be compatible with adjacent residential uses.

PLANNED AREA 13

The land in the southeast quadrant of the I-405/NE 85th Street interchange is bounded on the north by NE 85th St., on the east by 120th Ave. NE, on the south by the City Limits and on the west by I-405. That portion of this southeast quadrant which lies roughly south of NE 83rd St. is designated as Planned Area 13. It is comprised of a northern sector, which lies immediately to the south of the existing auto dealership and a southern sector which lies to the south and includes lands west of 118th Ave. NE. These sectors have distinct use opportunities, access considerations and development standards. The northern and southern sectors are illustrated on Fig. 58A as "A" and "B" respectively, within Planned Area 13.

Planned Area 13 is described.

The southeast quadrant now contains an auto dealership fronting onto NE 85th St., while that portion of the quadrant within Planned Area 13 is mostly undeveloped, but has some single family homes.

Existing conditions are described.

Planned Area 13 is different due to topography, views, soil conditions, vegetation and existing adjacent land

use. Unlike the commercially designa-
ted lands along NE 85th St., the Plan-
ned Area is not accessible and directly
impacted by NE 85th St. and I-405.
There are no soil or hydrological
conditions to constrain development in
Planned Area 13. Also, from this area
there are spectacular views of the
Lake, Seattle and the Olympics beyond.
This area is adjacent to established
single family areas, a church, a high
school and a cemetery.

The northern sector of Planned Area 13
lies immediately south of the existing
auto dealership and reaches from 118th
Ave. NE to 120th Ave. NE (see Fig.
23C). This sector does not enjoy
visual and vehicular access to NE 85th
St. and I-405 and thus, it is inappro-
priate for new commercial uses to
locate in this sector.

However, the limited and controlled
expansion of established commercial
uses into this sector from the land to
the north is appropriate. Such expan-
sion of established commercial use
should only be done subject to special
review procedures and the following
development standards:

1. New structures or uses should be
compatible and comparable in scale
with professional offices and
multi-family dwelling units. Where
necessary in order to moderate the
visual bulk of new structures, or
in order to lessen potential noise
impacts from commercial uses,
consideration should be given to
re-contouring the earth and
depressing the structures.
2. New structures with commercial uses
should be set back from east and
south property lines by a larger
than normal dimension. Generally,
the setback should be at least
twice the maximum elevation of the
proposed structure.

Northern (A) Sector is
described.

Permitted uses in north-
ern sector are
described. Limited
expansion of existing
commercial use should be
permitted subject to
special review proce-
dures and standards.

3. New structures or uses should be substantially buffered from nearby residential uses. Such buffering should consist of an earthen berm to be a minimum of 20 feet wide and 5 feet high at the center. Said berm shall include fencing, trees and shrubbery in sufficient size, number and spacing to achieve a reasonable obstruction of views of the subject property. Alternatively, an equal or superior buffering technique may be proposed.
4. Noise generated should not exceed adopted City standards.
5. No commercial vehicular access should be permitted directly onto 118th Ave. NE or 120th Ave. NE where those streets abut the northern sector of the Planned Area.
6. No free-standing or back-lit signs should be permitted facing onto 118th Ave. NE or 120th Ave. NE.

Other uses permitted in the northern sector of Planned Area 13 are professional offices or multi-family residences at a density of 10 to 14 dwelling units per acre. These uses should be subject to special review procedures and the following development standards:

Professional office and multi-family uses also should be permitted in northern sector subject to special review procedures and standards.

1. Clustering of structures and stacking of units should be permitted to a maximum of three stories.
2. New office or residential structures should be set back from the east and south property lines by a distance at least equal to the maximum elevation of the proposed structure.
3. Substantial buffering should be provided including a fence 6 feet high or earthen berm 5 feet high within a landscaped area at least 15 feet wide. Alternatively, equal or superior buffering techniques may be proposed.

4. Noise generated should not exceed adopted City standards.

The southern sector of Planned Area 13 lies to the south of the northern sector and reaches from the I-405 right-of-way on the west to 120th Ave. NE on the east (NE 80th St. is the southern boundary -see Fig. 58A). The southern sector does not have the visual and vehicular access of the northern sector and it also shares greater adjacency to single family areas than does the northern sector. Accordingly, office and multi-family uses at a density of 10 to 14 dwelling units per acre are appropriate for the southern sector of Planned Area 13. However, neither new commercial uses nor the expansion of existing commercial uses should be permitted.

Any development in the southern sector should be subject to special review procedures and the following standards:

1. Clustering of structures and stacking of units should be permitted to a maximum of three stories.
2. New office or residential structures should be set back from the east and south property lines by a distance at least equal to the maximum elevation of the proposed structure.
3. Substantial buffering should be provided adjacent to less intensive uses. Such buffering should include a fence 6 feet high within a landscaped area at least 15 feet wide. Alternatively, equal or superior buffering techniques may be proposed.
4. Noise generated should not exceed adopted City standards.

Southern (B) sector is described. Permitted uses should be professional office and multi-family subject to special review procedures and standards.

Special review procedures and standards are described.

PLANNED AREA 14

Lands lying in the immediate vicinity of NE 85th St. and with adjacency to existing single family residential development are included within an area designated as Planned Area 14. Within this area, development should be subject to strict standards in order to insure that non-residential and higher density residential uses do not intrude into or negatively affect established single family areas.

Development in Planned Area 14 should be subject to strict standards.

Sub-Area (A) of Planned Area 14 consists of those properties lying west of approximately 130th Ave. NE and with direct adjacency to NE 85th St. These properties should be permitted to develop with commercial uses consistent with the standards specified on pages 479B- 479D. In addition, all properties within Sub-Area (A) which are adjacent to areas designated for residential development should be subject to the following standards:

Sub-Area (A) is described. Commercial development should be permitted, subject to standards.

- (1) Vehicular access points located on north-south side streets should be set back from adjacent residential properties as much as possible without creating problems for traffic turning to and from NE 85th St.
- (2) In order to minimize visual impacts to adjacent residential uses, structures should be residential in scale and character.
- (3) Structures, parking areas, driveways and outdoor storage areas should be set back from adjacent residential properties.
- (4) A heavily landscaped buffer strip at least 15 feet in width should be located along any boundary with residential properties or with streets separating commercial

development from residential prop-
erties. This landscaped area
should be precluded from further
development in perpetuity by the
creation of a greenbelt easement or
dedication of air rights.

Sub-Area (B) consists of the properties
lying east of approximately 130th Ave.
NE with direct adjacency to NE 85th
St. This area primarily consists of
single family residential structures
most of which have been converted to
offices. In order to provide a transi-
tion from commercial development to
residential development east of 132nd
Ave. NE, commercial uses within Sub-
Area (B) should continue to be limited
to offices. In order to minimize the
impacts of future office development,
all development should be subject to
the standards specified on pages 479 B-
479D and the standards specified for
commercial development in Sub-Area (A),
west of 130th Ave. NE.

Sub-Area (C) is a small area of land
lying between Sub-Area (A) and land
designated for medium density residen-
tial use. Properties in Sub-Area (C)
should be permitted to develop with
commercial uses if developed in con-
junction with the adjacent property in
Sub-Area (A), provided that such devel-
opment is subject to the same standards
as development in Sub-Area (A). If
such joint development does not occur,
residential development in Sub-Area (C)
should be permitted at the same density
(10-14 dwelling units/acre) and subject
to the same standards as the adjacent
medium density residential area.

Sub-Area (D) is a small area located
between Sub-Area (A) and land designa-
ted for low density residential devel-
opment. If developed in conjunction
with adjacent property in Sub-Area (A),
the property in Sub-Area (D) should be
permitted to develop with commercial

Sub-Area (B) is
described. Development
should be limited to
offices, subject to
standards.

Sub-Area (C) is
described. Commercial
or medium density resi-
dential uses should be
permitted.

Sub-Area (D) is
described. Commercial
or low density residen-
tial uses should be per-
mitted.

uses, subject to the standards specified for Sub-Area (A). If such joint development does not occur, residential development in Sub-Area (D) should be permitted at the same density (5-7 dwelling units/acre) and subject to the same standards as the adjacent low density residential area.

Sub-Area (E) is a small area located between Sub-Area (A) and land designated for medium density residential development. If developed in conjunction with adjacent property in Sub-Area (A), the property in Sub-Area (E) should be permitted to be developed with commercial uses, subject to the standards specified for Sub-Area (A). If this does not occur, residential development should be permitted at the same density (10-14 dwelling units/acre) and subject to the same standards as the adjacent medium density residential area.

Sub-Area (F) is a small area located between Sub-Area (A) and land designated for low density residential development. If developed in conjunction with adjacent properties in Sub-Area (A), properties in Sub-Area (F) should be permitted to be developed with commercial uses, subject to the standards specified for Sub-Area (A). If this does not occur, development should be limited to low density residential use (5 dwelling units/acre).

Sub-Area (G) is an area of predominantly undeveloped land located between Sub-Area (A) and an area designated for low density residential use. Sub-Area (G) is also located adjacent to Sub-Area (H) which is designated for commercial or high density residential uses. If developed in conjunction with adjacent properties in Sub-Area (A), properties in Sub-Area (G) should be permitted to develop with commercial uses, subject to the standards speci-

Sub-Area (E) is described. Commercial or medium density residential uses should be permitted.

Sub-Area (F) is described. Commercial or low density residential uses should be permitted.

Sub-Area (G) is described. Commercial or medium density residential uses should be permitted.

fied for Sub-Area (A). If this does not occur, development should be limited to medium density residential development (up to 9 dwelling units per acre) subject to the following standards:

- (1) Clustering of dwelling units should be encouraged.
- (2) Structures containing more than one dwelling unit, parking areas and roadways should be set back and buffered from the adjacent low density residential area.
- (3) Structures should be compatible in scale with adjacent single family residential development.

Sub-Area (H) is an area of undeveloped land located between Sub-Area (A), Sub-Area (G) and Sub-Area (I). If developed in conjunction with adjacent properties in Sub-Area (A), properties in Sub-Area (H) should be permitted to develop with commercial uses, subject to the standards specified for Sub-Area (A). Alternatively, Sub-Area (H) should be permitted to be developed with high density residential uses (up to 18 units per acre).

Sub-Area (H) is described. Commercial or high density residential uses should be permitted.

Sub-Area (I) is an area of land extending from 126th Avenue NE to 128th Ave. NE, lying between Sub-Areas (A) and (H) on the north and an area designated for low density residential development on the south. Medium density residential development (up to 9 dwelling units per acre) should be permitted in Sub-Area (I) subject to the following standards:

Sub-Area (I) is described. Medium or high density residential uses should be permitted.

- (1) Clustering of dwelling units is encouraged.
- (2) Structures containing more than one dwelling unit, parking areas and roadways should be set back and buffered from the adjacent single family residential area.

- (3) Structures should be compatible in scale with adjacent single family residential development.

Sub-Area (I) should be permitted to be developed with high density residential development (up to 18 dwelling units/acre) if superior site designs are proposed. All high density residential development in Sub-Area (I), therefore, should be subject to the following standards:

- (1) All development should be subject to a discretionary review procedure.
- (2) All properties with frontage on the same street should be developed as a single unit, or in conjunction with adjacent properties.
- (3) The number of vehicular access points should be minimized and located as far to the north as possible.
- (4) Structures, parking areas and roadways should be set back from adjacent single family residences and separated by a heavily landscaped buffer of approximately 40 feet in width.

OPEN SPACE/PARKS

~~There are no parks in the NE-85th Street area though facilities associated with Rose Hill Elementary and Lake Washington High School help meet some of the recreational needs of nearby residents:~~

The NE 85th St. Area is relatively small, and the recreational needs of the residents are met in part by facilities associated with Lake Washington High School, and Rose Hill Elementary School. At full development, there may be a need for a neighborhood park

~~There are no parks in the NE-85th Street area, though some recreational needs are met by schools and undeveloped lands.~~

The potential need for a neighborhood park is discussed.

within or near the NE 85th St. Area. Potential sites could include the School District's maintenance facility, land adjacent to Forbes Lake, or other property easily accessible to nearby residents (see Fig. 60). Park development should be coordinated with the School District and/or King County.

One important open space of great community value is often overlooked. The street system provides Kirkland's neighborhoods with a number of excellent local and regional views. Such "view corridors" lie within the public domain and are valuable for the beauty, sense of orientation and identity they impart (see Community Goals and Policies Policy 2 and Open Space/ Parks Policy 2). Such view corridors should be identified, preserved and enhanced. One means to this end may be the undergrounding of utilities (see Public Services/Facilities: Quasi-Public Utilities Policy 2).

Pedestrian and bicycle pathways are also part of the park and open space system, in addition to providing a transportation function. A major pedestrian/bicycle pathway should be established along NE 80th Street as indicated in Figure 60. This pathway would include the existing pedestrian crossing over the freeway.

PUBLIC SERVICES/FACILITIES

Heavy traffic volumes on NE 85th St. create serious problems for the safe and efficient movement of traffic to and from side streets and abutting properties. Improvements to the circulation system such as traffic signals,

The open space value of streets should be recognized.

Major pedestrian and bicycle pathways are considered.

Traffic improvements for NE 85th St. are needed.

channelization and limitation of access points will undoubtedly be needed as development continues. An evaluation of traffic impacts should be required as a prerequisite to all development in the NE 85th St. Area. On and off-site improvements should be required where necessary to reduce or eliminate any problems. Consideration should also be given to a comprehensive improvements program for NE 85th St. incorporating desired functional and aesthetic elements (see Page 296, (5)).

Existing sidewalks on NE 85th St. are too narrow and too close to moving automobile traffic to provide safe pedestrian movement. Since the necessity of adequate sidewalks increases as development occurs, sidewalk widening and installation of a landscaped strip or street trees should be an integral element of any vehicular traffic improvements.

Presently, there are no sanitary sewers few properties in the NE 85th St. Area that are served by sanitary sewers. Furthermore, most of the area is considered to be unsuitable for the use of septic tanks due to soils conditions. There may also be isolated problems with regard to drainage in parts of the area. Prior to the occupancy of new development, therefore, the sewer drainage and water facilities should be upgraded and/or extended as necessary to meet the requirements of designated land use for the area (see Public Services/Facilities: Water/Sewage Systems Policy 1). Methods also should be implemented to maintain surface runoff at predevelopment levels (see Public Services/Facilities: Water/Sewage Systems Policy 2).

In order to contribute to a more amenable and safe living environment, to enhance views and to help provide a sense of community identity, the under-

Sidewalk improvements are needed.

Deficiencies in Adequate sewer, water and drainage facilities are to be corrected required prior to occupancy of new development. Surface runoff is to be minimized.

Undergrounding of utilities should be actively encouraged.

grounding of utilities should be actively encouraged (see Public Services/Facilities: Quasi-Public Utilities policy 2, Community Goals and Policies Policy 2 and Open Space/Parks Policy 2).

Vehicular-circulation-patterns-are-well established-in-the-area-and-reflect-the residential-character-of-the-neighborhood-(see-Figure-61):--Through-traffic is-accommodated-by-NE-85th-Street;-a major-arterial;-with-virtually-no impact-on-the-majority-of-residences: Additional-signalization-or-channelization-may-be-necessary-in-the-future: Particular-care-must-be-taken-in designing-access-from-NE-85th-Street onto-newly-developed-commercial-lands.

-Existing-circulation-patterns-are-to-be maintained-

No-other-major-changes-are-proposed-for circulation-patterns-in-the-area:

Pedestrian and bicycle pathways are also important elements of the circulation network. Such pathways should be enhanced according to the designations in Figure 60.

Major pedestrian and bicycle pathways are to be enhanced according to Figure 60.

Fire Station Number 26 is located on NE 85th St. and provides fire protection for the entire Rose Hill area. Although no new facilities are needed, fire flow should be insured for adequate fire protection in this area.

Fire protection facilities discussed.

Effective and attractive sign systems are a key element in commercial areas (see Community Goals and Policies Policy 3). The bulk of information is and should continue to be provided by the private businesses themselves. However, a need also exists for the provision of some public signing. Traffic and directional signs are traditional sign responsibilities of the State, County, or City. In order to inform motorists on I-405 of the services available on NE 85th St., the City should cooperate with the State to provide standardized signs at the appropriate off-ramps. This would eliminate the need for very tall free-standing signs for each business and would thus enhance the overall character of the NE 85th St. Area.

Signing is to be simple yet efficient.

1916B

1915B

Introduction

Rose Hill Neighborhood

The South Rose Hill portion of the East-Planning-area is predominantly a low density residential area. This character is to remain. The existing commercial area around Snyder's Corner is to remain the sole location for neighborhood-oriented commercial uses. No further commercial locations are to be allowed anywhere in the South Rose Hill area. Higher residential densities may be permitted in certain areas, particularly close to major thoroughfares and removed from established single family areas.

Specific land use designations for the South Rose Hill area are illustrated in Figure 58. These designations are based on several factors including natural elements, adjacent uses, traffic patterns, land use inventories and other relevant concerns. For convenience, the following analysis of the area has been divided according to functional headings. The use of a particular piece of property is influenced by all applicable functional considerations (namely, natural elements, living environment, economic activities, open space and public services).

Natural Elements

No potentially unstable or unstable slopes have been identified in the South Rose Hill area. The open watercourses in this neighborhood (see Figure 59) should be preserved and maintained in their natural state not only to provide storage and flow for natural runoff but to provide natural amenities both locally and for the community (see Natural Elements Policy 4). Structures should not be

The low density residential character is to be maintained.

Discussion of format for the analysis of the South Rose Hill area.

The functional integrity of watercourses is to be maintained or improved.

located near streams where such structures may cause damage by flooding or impede water flows (see Natural Elements Policy 1.c.).

The overwhelming residential land use in the South Rose Hill area is single family dwelling. Densities are in the range of 4 to 5 dwelling units per acre. No multi-family units exist.

Low density residential is the dominant land use.

Despite these concerns, there are indications that additional multi-family development may be appropriate in the area. The intent of this Land Use Policies Plan is to provide a range of housing opportunities, preferably, within walking or bicycling distance of schools, parks, employment centers and retail shopping (see Living Environment Goal 2, Policy 4 and Policy 5.c.). Multi-family development in the area may also provide housing for families as an alternative to purchasing their own homes.

Rationale for maintaining an emphasis on a low density residential character.

The low density residential area south of N.E. 80th Street, east of 116th Avenue N.E. and I-405 and west of Lake Washington High School is impacted by adjacent planned and existing activities. These activities include offices and higher density residential uses to the north, the freeway to the west and Lake Washington High School to the east. In order to mitigate impacts to this area from off-site sources and to provide a transition of uses in this area, a density increase of up to two dwelling units per acre may be appropriate. Thus, a maximum of seven dwelling units per acre should be permitted to the degree that the following performance standards and special review procedures are met.

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1. The entire site (identified in the Land Use Map in Figure 23) should be developed as a whole under a Planned Unit Development, with clustering or common wall housing.
2. The existing natural vegetative cover should be maintained to the greatest extent possible.
3. Freeway impacts should be minimized through buffering and special site design techniques.
4. Access should be located so as to maximize sight distances along 116th Avenue N.E. and N.E. 80th Street by keeping the access away from the curve formed by their junction. Access should also minimize impacts to the single family dwellings to the south and, therefore, if at all possible, should be located to the north.
5. Development in this area should be compatible structurally, visually or otherwise, with the single family area to the south. The scale of all buildings should be in accord with the scale of adjacent development, particularly in the south where development would abut single family development.
6. Large setbacks with a substantial vegetative buffer should be required along the southern border adjacent to existing single family development.
7. Parking areas should be aggregated, landscaped and visually screened from adjacent single family development.

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Low density residential should remain the dominant land use in the South Rose Hill area. However, there are some areas where higher density residential use appears to be feasible. This determination is based upon traffic patterns, topographic features, existing land use commitments and unique neighborhood conditions. Areas where such higher residential densities are appropriate are discussed below.

There are eight acres of commercial zoned land in the Snyder's Corner Neighborhood Center (see Economic Activities Table 1 and Figure 7) that are undeveloped. Four of those unused acres are to be redesignated for a medium residential density (up to 19 dwelling units per acre). This will leave room for future commercial

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Low density is to remain the dominant land use. Higher densities may be permitted according to standards.

Medium density permitted on land in the southwest quadrant of Snyder's Corner.

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expansion as well as provide multi-family residential opportunities close to a commercial center and arterials. Also, the topography break to the south and heavy vegetation to the south and west make excellent buffers between this site and surrounding single family areas.

The other site in South Rose Hill where an increase in density beyond the neighborhood base (4 to 5 dwelling units per acre) may be permitted is in the northeast quadrant of the interchange. A one to two dwelling units per acre increase will be permitted if performance standards are achieved.

Higher densities would tend to have an adverse impact on surrounding single family uses. However, if special precautions are undertaken to reduce or offset such impacts on single family homes, then somewhat higher residential densities may be allowed, based on the standards outlined below, to ease the transition of uses.

- (1) All development will be subject to a special review procedure. The aggregation of property and site planning of all undeveloped portions will be encouraged.
- (2) At the locations where development in the area abuts the surrounding single family areas, the scale of buildings will be in accord with the scale of the adjacent single family areas.
- (3) Large setbacks with a substantial vegetative buffer will be required adjacent to existing single family areas and along the abutting arterials.
- (4) Parking areas are to be aggregated and visually landscaped from the surrounding single family areas.

One to two dwelling units per acre increase in density allowed in the interchange according to the additional standards.

Standards needed to offset impacts of higher density.

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- (5) In the case of the increase from four to five dwelling units per acre up to seven, the aggregation of property allowing cluster and common wall housing will be encouraged.

Economic Activities

Snyder's Corner area is to be the primary commercial center for South Rose Hill.

The primary site of economic activity in the South Rose Hill area is Snyder's Corner. In the southwest quadrant of NE 70th Street and 132nd Avenue NE is over twelve acres of commercially zoned land. Presently only 33 per cent of this land is being used for commercial purposes (see Table 1 of Economic Activities Goals and Policies). The presence of this vacant land indicates that no additional commercial zoning is needed in the area. Future development of commercial land should be through a planned development type of process which includes standards for such things as landscaping, signing and providing buffers for adjacent residential areas. Also, commercial uses in the Snyder's Corner area should be oriented to the needs of the neighborhood. More intensive commercial activities should locate in the Central Business District or on NE 85th Street (see Economic Activities Policy 1 and Policy 1.b.).

Commercial recreation facilities are not to expand.

The other major economic activity in the South Rose Hill area is commercial recreation. Stables and tennis courts are located south of NE 60th Street in the vicinity of 126th Avenue NE. These facilities should be limited to their present sites.

Open Space/Parks

Recreational opportunities exist, but a need for a neighborhood park is unmet.

There are presently no neighborhood parks in the South Rose Hill area. The recreational needs of local residents are partially met by

facilities associated with Rose Hill Elementary, Ben Franklin Elementary and Lake Washington High School. The Bridle Trails State and County Park borders this area on the south, however, it is a regional facility and does not provide the types of recreational opportunities associated with a neighborhood park.

The City of Kirkland has proposed acquisition of the Houghton transfer site. If developed, this facility may service some of the needs of people living in the Bridle Trails area of the East Planning Area.

King County currently is considering acquiring land in the general Rose Hill area for a park up to five acres in size. Funding has been secured, but no site selected. If the park is developed south of NE 85th Street, it will most likely fulfill the existing need for neighborhood park in the South Rose Hill area. If it is located north of NE 85th Street, its value as a neighborhood facility will be limited to the North Rose Hill area. At any rate, the need for a neighborhood recreational facility should be met by the acquisition and development of a two to five acre site in the South Rose Hill area.

One important open space of great community value is often overlooked. The street system provides Kirkland's neighborhoods with a number of excellent local and regional views. Such view corridors lie within the public domain and are valuable for the beauty, sense of orientation and identity they impart (see Community Goals and Policies Policy 2 and Open Space/Parks Policy 2). Such view corridors are to be identified, preserved and enhanced. One means to this end may be the undergrounding of utilities (see Public Services/Facilities: Quasi-Public Utilities Policy 2).

Proposed Houghton Transfer site acquisition.

King County is considering park acquisition in the Rose Hill area.

Open space value of streets is to be recognized.

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Pedestrian and bicycle pathways described.

Pedestrian and bicycle pathways are also part of the park and open space system in addition to providing a transportation function. A bicycle/pedestrian overpass is planned at NE 60th Street and I-405 to augment the existing overpass at NE 85th Street. These should be supplemented by the routes shown in Figure 60.

Public Services/Facilities

Water, sewer and drainage facilities are discussed. System deficiencies must be corrected prior to occupancy of new development. Runoff is to be minimized.

Sanitary sewers are non-existent in most of the South Rose Hill area. Water supply and fireflow is deficient in some areas (see Figure 13). Isolated problems may also arise with regard to storm drainage as natural areas become developed. Deficiencies in water, sewer or drainage facilities should not prohibit development in the South Rose Hill area. However, prior to occupancy of new development, the water, sewer and drainage facilities should be extended or upgraded to meet the requirements of designated land use for the area (see Public Services/Facilities: Water/Sewage Systems Policy 1). Furthermore, methods must be implemented to maintain surface runoff at predevelopment levels (see Public Services/Facilities: Drainage Policy 2).

Undergrounding of utilities is to be actively encouraged.

In order to contribute to a more amenable and safe living environment as well as to enhance views and a sense of community identity, the undergrounding of utilities is to be actively encouraged (see Public Services/Facilities: Quasi-Public Utilities Policy 2, Community Goals and Policies Policy 2 and Open Space/Parks Policy 2).

Circulation patterns are described.

Vehicular circulation patterns are well established in the area and reflect the residential character of the neighborhood (see Figure 61).

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Through traffic is accommodated by NE 70th Street, a secondary arterial. Local access is channeled via collector arterials such as NE 60th Street and NE 80th Street. Such arterial traffic has virtually no impact on the majority of residences.

Pedestrian and bicycle pathways are also important elements of the circulation network. Such pathways should be enhanced according to the designations in Figure 60. Within the area, the path system shown in Figure 60 does not include all existing and future sidewalks and paths but merely major elements. A bicycle/pedestrian overpass is currently planned at NE 60th Street and I-405 to provide a vital link in the County trail system from Seattle to Marymoor Park in Redmond. Any proposed right-of-way improvements to 116th Avenue NE and NE 60th Street should include provision for a bicycle/pedestrian/horse trail separated from traffic.

Major bicycle and pedestrian pathways are to be enhanced according to Figure 60.