

ORDINANCE NO. 3305

AN ORDINANCE OF THE CITY OF KIRKLAND RELATING TO COMPREHENSIVE PLANNING AND LAND USE AND AMENDING THE COMPREHENSIVE PLAN ORDINANCE 2346 AS AMENDED AND ITS SUMMARY ORDINANCE.

WHEREAS, the City Council has received from the Kirkland Planning Commission a recommendation to amend certain portions of the Comprehensive Plan for the City, Ordinance 2346 as amended, all as set forth in that certain report and recommendation of the Planning Commission dated September 16, 1991, and bearing Kirkland Department of Planning and Community Development File No. IV-90-11; and

WHEREAS, prior to making said recommendation the Planning Commission, following notice thereof as required by RCW 35A.63.070, held 10 public hearings on the amendment proposals and considered the comments received at said hearing; and

WHEREAS, pursuant to the State Environmental Policies Act there has accompanied the legislative proposal and recommendation through the entire consideration process, a final determination of nonsignificance (including supporting environmental documents) issued by the responsible official pursuant to WAC 197-11-340 and WAC 197-11-390; and

WHEREAS, in regular public meeting the City Council considered the environmental documents received from the responsible official, together with the report and recommendation of the Planning Commission.

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

Section 1. Text and graphics amended: The following specific portions of the text of the Comprehensive Plan, Ordinance 2346 as amended, be and they hereby are amended to read as follows:

Pages 462-468 and pages 476-489 of the existing Rose Hill Chapter of the Comprehensive Plan are deleted and replaced by text and figures set forth in Attachment A to this ordinance and by reference incorporated herein.

Section 2. If any section, subsection, sentence, clause, phrase, part or portion of this ordinance, including those parts adopted by reference, 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.

Vision Statement

The South Rose Hill neighborhood should continue to retain its character as a stable residential neighborhood. The neighborhood should be enhanced to emphasize its human scale, pedestrian orientation and economic vitality. Strong emphasis should be placed on providing pedestrian and bicycle pathways. These non-motorized corridors should provide safe passageways for school children and connections to park facilities and educational/institutional uses as well as to the commercial district. The expansion, upgrading and acquisition of park and recreation facilities (including "pocket parks") will be necessary to make them more accessible to the neighborhood and its residents. The neighborhood does offer some limited options for higher density development at appropriate locations to provide housing diversity.

The neighborhood is heavily influenced by I-405 on the west and the 85th Street commercial corridor to the north. This corridor is a major entranceway to Kirkland and provides a view of Lake Washington, Seattle, and the Olympic mountains to the west. Retail and auto-oriented commercial development will probably continue to cluster around the interchange. While serving some of the needs of both the South Rose Hill and North Rose Hill neighborhoods, the NE 85th Street corridor also provides community and regional commercial shopping, and retail and personal services (see Figure SRH 1). However, the commercial corridor should not be allowed to "spill-over" into predominantly residential areas. Residential uses along the edges of the commercial corridor should also be buffered from incompatible uses. Retaining existing significant trees within the commercial corridor should be encouraged to integrate the commercial district into the neighborhood as a whole. To mitigate the impacts of commercial use on residential areas alternative transitional techniques should be used. These could include increased landscaping and buffering, the careful location of parking and loading areas, specifying lighting criteria, and similar design standards.

There are also opportunities to give the corridor an economic "face-lift" by working with business owners to upgrade the visual appearance of the corridor to offer a more inviting commercial environment. A corridor design plan should be prepared that addresses transitions, access points and traffic circulation, as well as streetscape amenities, signs and screening and buffering standards. Then, as redevelopment occurs, pedestrian alienation of strip development should lessen and be replaced with a sense of place.

Public services and facilities should be planned to adequately meet the needs of existing and future demands and strive to achieve a high level of service for South Rose Hill. The traffic circulation system should be designed so that traffic is equitably distributed throughout the neighborhood and not channeled to impact certain streets. Extension of the sanitary sewer system into areas currently not served should occur prior to further development.

Natural Environment

The South Rose Hill neighborhood contains a small wetland and stream associated with the Forbes Lake drainage basin as shown in Figure SRH 2. They are located in the northwest portion of this neighborhood, just south of NE 90th Street. These should be left in their natural state and rehabilitated where possible when new development occurs. The policies found in the "Natural Environment" Chapter should be observed. In addition, setbacks should be provided and natural greenbelt easements should be recorded to preserve these sensitive areas.

The South Rose Hill neighborhood also contains seismic hazards in its northwest quadrant due to soil types and conditions as shown in Figure SRH 2. The soils are saturated or sometimes flooded formations of organic materials and fine textured alluvial deposits. The policies found in the "Natural Environment" Chapter of this Plan should be observed. In addition, recommendations of a geotechnical engineering study should be followed when new development is proposed.

Living Environment

Except for the commercial corridor, the predominant land use in the South Rose Hill neighborhood is low density detached residential housing. The neighborhood is almost fully developed, with limited land available for new housing. The lack of sanitary sewer service into the neighborhood will likely slow the development rate. Outside of the designated commercial district, future development should remain predominantly low density residential at 6 dwelling units per acre with limited pockets of medium density development as a transition between the two districts or at locations which have access to transportation corridors, transit service, and commercial facilities (see Figure SRH 3).

Based on these factors, opportunities for medium density development in the residential district of South Rose Hill are limited to parcels around the perimeter of the district. Medium density development should include design standards that ensure compatibility with the low density single family development that dominates the character of the residential core. Areas where multi-family development is appropriate are described below.

Property adjoining NE 70th Street, and between the alignment of 119th Avenue NE on the east and the eastern boundary of the multi-family use on the west, south of approximately NE 72nd Street if extended, consists of large further developable lots. Future development of multi-family housing at 12 dwelling units per acre is appropriate at this location due to its proximity to the NE 70th Street Park and Ride, access to a secondary arterial and transit routes along NE 70th Street, and the existing multi-family and institutional land uses to the east and west. In order to reduce the impacts on adjoining single family areas to the north and to preserve existing significant vegetation on the western slope and

along the northern boundary of this area, the following standards should be followed:

1. Multi-family development should consist of attached rather than stacked dwelling units. This standard would allow duplex or townhouse development.
2. Horizontal facade setback modulation between units should be incorporated into the design of the units to diminish solid lines adjoining NE 70th Street.
3. Structures should be visually compatible with adjoining single family development.
4. Structures should be clustered to preserve significant groupings of trees and provide open space.
5. Natural Greenbelt Protective Easements should be established to perpetually retain the significant trees adjoining the single family property to the north and along the slope separating the Willow Run multi-family development from the subject property.
6. The entire site should be developed as a whole to ensure one access point along NE 70th Street as far to the east as possible to avoid turning movements and backups at the NE 70th Street Park and Ride, the intersection at 116th Avenue NE and NE 70th Street, and the Willow Run apartments.

The land located north of NE 70th Street and east of 116th Avenue NE is currently developed with multi-family housing. The land is oriented toward the freeway and the NE 70 Street Park and Ride. Multi-family housing is appropriate at this location due to its adjacency to transit service along NE 70th Street, 116th Avenue NE and the Park and Ride, as well as to adjoining properties that are similarly designated. Therefore, medium density development at 12 dwelling units per acre is appropriate.

A half block area, adjoining the south side of NE 73rd Street and east of 116th Avenue NE, is bordered on the south by multi-family uses. Proximity to the NE 70th Street Park and Ride, orientation to bus routes along 116th Avenue NE, and the lower elevation of this area which buffers it from single family homes to the east, make this area well suited for a transitional density of 9 dwelling units per acre. In order to reduce impacts on adjoining single family homes to the north, across NE 73rd Street, detached residences should be allowed, subject to the following standards:

1. Water pressure must be sufficient to serve existing homes and any additional density.
2. Development improvements to NE 73rd Street along the property frontage should occur prior to occupancy.

Attached residences (duplexes and townhouses) should be allowed if, in addition to the proceeding standards, the proposal is visually compatible with adjoining single family development and horizontal facade setback modulation is provided between units to diminish solid wall lines adjoining NE 73rd Street to the north and the Willow Run condominiums to the south.

In the northwest corner of the residential district, extending north along 116th Avenue NE from the alignment of NE 78th Street to the southern boundary of Lakeview Estates, the land consists of vacant and large lots with further development potential. This area is close to the Park and Ride, is oriented toward a transit route along 116th Avenue NE, and is between Lake Washington High School, I-405, and south of existing multi-family housing. These factors combine to make this land well suited for multi-family uses at a density of 9 dwelling units per acre. Future multi-family development should be subject to the following standards to ensure compatibility with detached dwelling units to the south and the preservation of significant vegetation:

1. Multi-family development should consist of attached rather than stacked dwelling units. This standard would allow townhouse or duplex development.
2. Horizontal facade set back modulation between units should be required design elements.
3. Structures should be visually compatible with adjoining single family development.
4. Clustering of structures to preserve significant groupings of trees and provide open space.
5. Establishment of natural greenbelt protective easements to perpetually retain the significant trees adjoining the Lakeview Estates parcel and the High School.
6. Access to multi-family uses should not impact adjacent single family areas.
7. Pedestrian access through the development should be required to facilitate access to Lake Washington High School.
8. Vegetative buffering, (preferably with native, drought tolerant plants) should be provided next to single family areas.

Existing multi-family housing located south of NE 80th Street and east of 116th Avenue NE is impacted by existing Planned Area 13 office and multi-family uses to the north, the freeway, and Lake Washington High School. Its designation of low density development to a maximum of 7 dwelling units per acre should continue. If redevelopment occurs, the existing vegetative buffer along the southern border should be preserved. Access should be located so as to maximize sight distances along 116th Avenue NE and NE 80th Street by keeping the access away from the curve formed by their junction. Therefore, the access should be aligned with 118th Avenue NE.

A small area of land on the east side of 120th Avenue NE, south of NE 85th Street, along the northern perimeter of the residential district, is greatly impacted by existing commercial development on the west side of the street and commercial development to the north. Consequently, this area is better suited for multi-family development at a density of 12 dwelling units per acre than the existing single family homes. However, redevelopment should be permitted only if structures, parking areas and roadways are set back and buffered from adjacent single family homes, and if the scale of the structures is compatible to detached dwelling units.

A small area of land on the west side of 122nd Avenue NE, south of NE 85th Street, along the northern perimeter of the residential district, is near commercial services and bus routes within the commercial district. In addition, it adjoins land designated for uses other than single family homes except on its southern boundary. To the north, in Planned Area 14(C), land is designated for multi-family uses at 12 dwelling units per acre or offices. To the west, across 122nd Avenue NE, is an office use. Finally, land to the west is designated for multifamily development. To respond to these conditions multi-family development at a density of 12 dwelling units per acre should be permitted. In order to provide a compatible transition between this area and single family development to the south development should be subject to the following standards:

1. Retain all significant trees that are currently located along the south property line to provide a natural buffer adjoining detached dwelling units.
2. Establish natural greenbelt protection easements to perpetually protect the significant vegetation along the south property line.
3. Access to multi-family uses should not impact adjacent single family uses.
4. Structures should be visually compatible with adjoining single family development.

A small area located along the perimeter of the residential district, west of 124th Avenue NE and south of NE 85th Street, is also surrounded by land designated for other than single family development except on its south boundary. To the west is office

use, to the north is Planned Area 14(A), which is designated for commercial development, and to the east Planned Area 14(D) is designated for commercial uses if developed in conjunction with land in PLA 14(A), or for multifamily development. The area's proximity to commercial services and transit routes within the commercial district, combine to make redevelopment to multi-family at a density of 12 dwelling units per acre appropriate. Future development should be subject to the following standards in order to ensure compatibility with adjoining single family uses to the south:

1. Multi-family uses should be limited to duplex development.
2. Structures should be clustered to preserve significant trees.
3. Vegetative buffering with native drought tolerant plants, should be provided next to single family development.
4. Structures should be visually compatible with adjoining single family development.
5. Access to multi-family areas should not impact adjacent single family areas.

An area east of 128th Avenue NE, and north of NE 83rd Street is developed primarily with duplexes and some single family homes. To the south and east this area adjoins single family homes. To the west and north are retail and office uses, as well as multi-family development. This area should continue as duplex development at 12 dwelling units per acre to match current multi-family development and provide a compatible transition to the single family housing to the south and east. Structures should be visually compatible with adjoining single family development.

Economic Activities

The only area of economic activity in South Rose Hill is within the commercial district along NE 85th Street (See Figure SRH 3). It is recognized as both a regional transportation and commercial corridor. This area includes retail, office and business park uses, and, to a lesser degree, some medium and high density multi-family development. From I-405 east to the Kirkland city limits, the commercial corridor generally tapers from a depth of over 1100 feet to about 150 feet at 132nd Avenue NE on both sides of NE 85th Street.

Land use in the NE 85th Street commercial corridor is heavily influenced by traffic on I-405 and NE 85th Street. As a result, most of this area is not appropriate for residential development except along the perimeter of the district, where some medium or high density residential development is currently located and will likely remain into the foreseeable future. Here it serves as a transitional land use between commercial and lower density residential development. Commercial development should not be

permitted to spread beyond the commercial corridor into the residential district.

Strip commercial development currently characterizes much of the NE 85th Street commercial corridor. This often creates problems such as visual and noise impacts on nearby residential areas: traffic congestion and hazards due to frequent access points on a block face; visual blight and confusion created by a variety of competing signs; and large planes of asphalt unbroken by landscaping.

In order to prevent future uncontrolled and unsightly strip commercial development, and to address safety and aesthetic issues along the right-of-way and within properties contained in this district, a limited corridor study should be done. The study would identify common street amenities which would give the area a positive identity. The scope of this study would include, but not be limited to, light standards, location of a cross walk with center median for pedestrian refuge, access points, street furniture, landscaping and street trees, maximum sign heights, informative signs to identify public pathways, pedestrian and bicycle safety and transitions between commercial and residential uses.

In the meantime, efforts should be taken to improve NE 85th Street through the commercial district by imposing the following strict standards:

1. Commercial development should only be permitted on properties adjacent to NE 85th Street.
2. Traffic congestion and hazards should be minimized by limiting the number of vehicular access points to and from NE 85th Street. Whenever possible, access should be obtained exclusively from north-south side streets. Where it is necessary to obtain access directly from NE 85th Street, 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. Signs are to be limited to either wall or ground mounted.
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. To achieve the former objective, landscaped islands planted with trees, should be provided for in the site design. The second objective can be achieved by the use of landscaped strips or berms along common property lines.

5. Sidewalks that are at least 7 feet in width and separated from the street with a landscaped strip should be required.
6. A City gateway sign should be provided at the northwest corner of 132nd Avenue NE and NE 85th Street.
7. The undergrounding of utility lines should be encouraged when and wherever feasible.
8. The removal of billboards should be accomplished as soon as possible.
9. Private-public cooperation should be encouraged to improve the safety, identity and gateway image of NE 85th Street. Typically these improvements should be funded and installed by developing properties. However, many may need to be funded through the City's capital facilities program or through a local improvement district.

The northwest quadrant of the commercial corridor consists of land south of NE 90th Street, north of NE 80th Street and west of the mid block between 122nd and 124th Avenues NE (see Figure SRH 3). Within it, freeway oriented commercial land uses should continue to be located closest to the I-405 interchange, west of 120th Avenue NE. Such uses may include freeway oriented development like motels, restaurants, service stations, large department stores, or offices.

Retail oriented commercial uses should continue to be located along the north side of NE 85th Street where the surrounding arterial system can support the high traffic volumes generated by these uses. Some redevelopment potential exists on those properties which front NE 85th Street. When redevelopment occurs, non-conforming landscaping, and signage should be brought into conformance to enhance this major entranceway into Kirkland from the east.

North and east of this retail area, between 120th and 122nd Avenues NE, (east of Costco and north of the Albertsons Shopping Center), land is partially developed with a single family home and the abandoned maintenance facility for the Lake Washington School District. Commercial uses are appropriate here because they take advantage of adjacency to the interstate and the auto oriented nature of this area. Special care should be taken near the environmentally sensitive features on the subject property as noted in the Natural Environment section.

An existing business park use exists on the half block area between 122nd Avenue NE and the boundary of the South Rose Hill neighborhood. Some future expansion of this use is possible to the north and south. This location is appropriate for business park use because of its proximity to commercial services and regional transportation corridors yet business park uses generate limited traffic, noise, light and similar impacts to neighboring residential uses.

The southwest quadrant of the commercial district, south of NE 85th Street at the freeway interchange, and generally bounded by the freeway, 120th Avenue NE, and NE 83rd Street is developed with a car dealership, and is designated for commercial use (see Figure SRH 3). Access to the freeway and NE 85th Street, make this area appropriate for retail oriented commercial uses.

PLANNED AREA 13

That portion of this southwest quadrant which lies roughly south of NE 83rd Street is designated as Planned Area 13. It is generally bounded by the freeway, 120th Ave NE, NE 80th Street, and the automobile dealership, (see Figure SRH 3). It is comprised of a northern subarea, which lies immediately to the south of the existing auto dealership and a southern subarea which lies to the south and includes lands west of 118th Avenue NE. These subareas have distinct use opportunities, access considerations and development standards. The subareas are designated 13(A) and (B) respectively.

Planned Area 13 is different from the rest of the southwest quadrant due to topography, views, vegetation and existing adjacent land use. Unlike the commercially designated lands along NE 85th Street, Planned Area 13 is not easily accessible from or directly impacted by NE 85th Street and I-405. In addition, from this area there are spectacular views of Lake Washington, Seattle and the Olympic mountains beyond. Finally, this area is adjacent to established residential areas, Lake Washington High School, and the Kirkland Cemetery. It is developed with multifamily housing, offices, a church, and a few single family homes, some of which have been converted to offices.

Subarea (A) is the northern subarea of Planned Area 13. It lies immediately south of the existing auto dealership, west of the King County Housing Authority's Kirkland Terrace apartments and east of 118th Avenue NE. Subarea (A) does not enjoy visual and direct vehicular access to NE 85th Street and I-405 and thus, it is inappropriate for new commercial uses to locate in this subarea.

However, some limited and controlled expansion of established commercial uses into this subarea from the land to the north is appropriate. Such expansion 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.

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 used.
4. Noise generated should not exceed adopted City standards.
5. No commercial vehicular access should be permitted directly onto 118th Avenue NE, where this street abuts subarea A.
6. No free-standing or back-lit signs should be permitted facing onto 118th Avenue NE or 120th Avenue NE.
7. Glare impacts to neighboring properties should not exceed City standards.
8. On lot 6 to the west of the Kirkland Terrace Apartment Complex, the type of commercial expansion is limited to those uses which do not include service areas, body shops, customer parking, or similarly intrusive uses.

Other uses permitted in Subarea (A) are professional offices or multi-family residences at a density of 12 dwelling units per acre. These uses should be subject to the following development 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 used.
4. Noise generated should not exceed adopted City standards.
5. Glare impacts to neighboring properties should not exceed City standards.

Subarea (B) lies to the south of Subarea (A) and reaches from the I-405 right-of-way on the west to 120th Avenue NE on the east. NE 80th Street is its southern boundary. The southern subarea does not have the visual and vehicular access of the northern subarea and it

also shares greater adjacency to single family areas than does the northern subarea. Accordingly, office and multi-family uses at a density of 12 dwelling units per acre are appropriate for Subarea (B). However, neither new commercial uses nor the expansion of existing commercial uses should be permitted.

Any new development in Subarea (B) should be subject to 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 setback 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.
5. New office structures should be designed to utilize a minimum of glass and be otherwise visually compatible with the residential uses nearby.
6. Glare impacts to neighboring properties should not exceed City standards.

Lot 7, along the northern boundary of Subarea (B), located to the west of the Kirkland Terrace Apartment complex, is undeveloped except for a home which has been converted into an office. Expansion of the existing auto sales and service land use adjoining NE 85th Street into the undeveloped portion of this parcel should be permitted if it is ancillary to the existing land use on lot 6 in Subarea (A). When land use on lot 6 in Subarea (A) is no longer associated with the existing auto sales and service use adjoining NE 85th Street, the use of lot 7 in support of this primary use ceases to be permitted and must revert back to those uses permitted outright in Subarea (B). Expansion into Lot 7 is subject to special review procedures and the following standards.

1. The use permitted is limited to car storage.
2. Lighting and sound systems are prohibited.
3. Vehicular access to 118th Avenue NE is prohibited.
4. Signs are prohibited.

5. 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.

PLANNED AREA 14

Lands lying in the immediate vicinity of NE 85th Street and with adjacency to existing single family residential development are included within an area designated as Planned Area 14. Planned Area 14 lies east of the northwest and southwest quadrants of the commercial corridor and extends eastward to the City limits at 132nd Avenue NE (see Figure SRH 3). Because Planned Area 14 is well located for access to regional transportation corridors, commercial development or, along the perimeter, transitional medium and high density residential uses are appropriate. At the same time, future development should assure the protection of the surrounding residential district. Development should be subject to strict standards in order to insure that non-residential and higher density residential uses do not negatively affect established single family areas. The planned area designation is intended to achieve these multiple goals and is further divided into subareas according to land uses and densities in each subarea.

Subarea (A) of Planned Area 14 consists of those properties lying west of approximately 130th Avenue NE and with direct adjacency to NE 85th Street. These properties should be permitted to develop with commercial uses consistent with the standards specified on pages 7 and 8. In addition, in order to provide a transition between the commercial corridor and the residential districts in both North and South Rose Hill neighborhoods, all properties within Subarea (A) which are adjacent to areas designated for residential development should be subject to the following 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 Street.
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 planted with a double row of coniferous trees and shrubs should be located along any boundary with residential properties or along streets separating commercial development from residential properties.

5. Existing significant trees and vegetation within the buffer should be retained. This landscaped area should be precluded from further development in perpetuity by the creation of a greenbelt protective easement.

Subarea (B) consists of the properties lying east of approximately 130th Avenue NE with direct adjacency to NE 85th Street. This area primarily consists of single family residential structures that have been converted to offices. In order to provide a transition from commercial development to residential development east of 132nd Avenue NE in Redmond, commercial uses within Subarea (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 for Subarea (A), west of 130th and the standards found on pages 7 and 8. In addition, development should be subject to the following standard:

On street parking to serve office uses along 131st Avenue NE should be minimized to reduce impacts to residential uses to the north.

Subarea (C) consists of a transitional area, lying between Subarea (A) and land designated for medium density residential use (see Figure SRH 3). It lies south of Kirkland Court on the west side of 122nd Avenue NE. Residential development in Subarea (C) should be permitted at the same density (12 dwelling units per acre) and subject to the same standards as the adjacent medium density residential areas in both the North Rose Hill neighborhood and South Rose Hill. In addition, Subarea (C) should be permitted to develop with office uses, subject to the same standards as development in Subarea (A).

Subarea (D) is an area of predominantly undeveloped land located between 124th and 126th Avenues NE, south of Key Bank. Subarea (A) adjoins Subarea (D) to the north. Along the southern boundary of Subarea (D) is an area designated for low density residential development in the residential district. Subarea (D) is also located adjacent to Subarea (E) which is designated for commercial or high density residential uses. If developed in conjunction with adjacent properties in Subarea (A), properties in Subarea (D) should be permitted to develop with commercial uses, subject to the same standards as development in Subarea (A). In addition, as much as possible, commercial development should consolidate driveways along 124th Avenue NE with those in Subarea (A). Driveways should be located as far as possible from residential development to the west and south to minimize traffic impacts.

If such joint commercial development does not occur, medium density residential development (12 dwelling units per acre) should be allowed 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.

Subarea (E) is an area between 126th Avenue NE and the midblock of 126th and 128th Avenue NE. Here the highest residential densities in South Rose Hill are located. This fully developed multi-family area is bounded on the north and east by Subarea (A), on the west by Subarea (D), and on the south by Subarea (F). If developed in conjunction with adjacent properties in Subarea (A), properties in Subarea (E) should be permitted to redevelop with commercial uses, subject to standards specified for Subarea (A). Alternatively, Subarea (E) should continue to have high density residential uses (24 dwelling units per acre).

Subarea (F) extends from 126th Avenue NE to 128th Avenue NE, lying between Subareas (A) and (E) on the north and the residential district of the South Rose Hill neighborhood to the south, east and west. Currently developed with multi-family residences, this area should continue to have residential medium to high density development. Redevelopment at medium residential density (12 dwelling units per acre) should be permitted subject to the following standards:

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.

Subarea (F) should be permitted to be redeveloped with high density residential development (18 dwelling units per acre) if superior site designs are proposed. Therefore, all new high density residential development in Subarea (F) should be subject to the following standards:

1. All properties with frontage on the same street should be developed as a single unit, or in conjunction with adjacent properties.
2. The number of vehicular access points should be minimized and located as far to the north as possible.
3. 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.

Subarea (G) lies to the north of McDonald's restaurant, on the west side of 124th Avenue NE. Here, either office or medium density residential development at 12 dwelling units per acre is appropriate. In addition, parking and access to serve adjoining uses in Subarea (A) and limited commercial uses such as automotive service centers are permitted. However, fast food restaurants, restaurants, convenience stores, new or used vehicle or boat sales, gas stations, and other uses which generate significantly higher commercial traffic volumes, should be prohibited. Every attempt should be made with commercial development to provide shared access with adjoining development in Subarea (A) to NE 85th Street and 124th Avenue NE.

OPEN SPACE/PARKS

South Rose Hill has a number of publicly owned areas that currently provide park and open space opportunities for neighborhood residents. They are briefly described below.

- * South Rose Hill Neighborhood Park is a 2.5-acre site that was purchased as a result of a successful Park Bond in 1989. This park is located on NE 70th Street, at approximately 128th Avenue NE (see Figure SRH 4). Improvements in this park have not yet been made, but should be typical of a neighborhood park facility, including pedestrian access. Development of these uses is encouraged as soon as possible.
- * Lake Washington High School is a 38.31-acre site located at NE 80th Street and 122nd Avenue NE. Improvements to this site include school buildings, a playfield, tennis courts, and track.
- * Rose Hill Elementary School is a 9.75-acre site located at NE 80th Street and 128th Avenue NE. Improvements to this site include school buildings and a playground.
- * Kirkland Cemetery is a 5.75-acre site located at NE 80th Street and 122nd Avenue NE. The cemetery is an important public historic landmark and open space feature in the neighborhood. Future funded improvements include irrigation, planting, relocation and improvement of cemetery entry, additional parking, new cemetery services, improved pedestrian and vehicular circulation, and expansion to the southeast corner of the property.
- * Snyder's Corner is a 4.5-acre open space parcel located at the southeast corner of NE 70th Street and 132nd Avenue NE, just east of the Kirkland City limits. Purchased from King County in 1991, it contains a regional storm water detention facility on one acre of the site. No improvements are currently planned for this parcel.

Despite these parks and open space facilities the neighborhood is deficient in park land based on the standard of 15 acres per 1,000 population because much of this land is owned by the Lake Washington School District. As a result, every effort should be made to acquire additional park land for this neighborhood, including smaller parcels for use as "pocket parks." These parks serve limited park needs where neighborhood park opportunities are lacking. Pocket parks are typically less than one acre in size and developed with amenities like picnic tables and playground facilities. They serve a smaller user group and service area than neighborhood parks.

North of NE 75th Street, and west of 128th Avenue NE, the 6.4-acre broadcasting tower property has been identified as a potential park site. However, since the site has a long term lease, acquisition is

unlikely in the near term. If acquisition becomes possible, it should be pursued.

To the maximum extent possible, the Lake Washington School District should allow public access, and maintain and enhance open space and recreation facilities, like ball fields, when redevelopment or expansion occurs at the high school or elementary school.

Community and regional park needs will also be met outside of the South Rose Hill neighborhood. Community parks that serve South Rose Hill include Peter Kirk Park, Everest Park and Crestwoods Park. Regional parks that serve the neighborhood include the Kirkland waterfront parks, Juanita Beach Park and Marymoor Park.

PUBLIC SERVICES/FACILITIES

Public Services/Facilities include street improvements, bicycle and pedestrian facilities, and utilities such as water, sewer and storm drainage. Specific policies for these topics as they relate to South Rose Hill follow. City-wide policies can be found in the Public Services/ Facilities chapter.

Streets

The underlying goal of the transportation system in South Rose Hill is to provide efficient and safe movement within and through the neighborhood. At the same time, the street system should promote and maintain the integrity of the residential district.

Like all neighborhoods in Kirkland this neighborhood is experiencing increased traffic. Much of the projected traffic increase is based on regional growth and is felt to some degree by every neighborhood in the City and on the Eastside. As such, the issue of traffic and use of single occupancy vehicles requires a broader response. The City-wide policies addressing the transportation system will be formulated and discussed as part of the Transportation element to be included in a subsequent update of the Comprehensive Plan that was mandated by recent Statewide Growth Management Act legislation. As City wide and regional decisions are made, changes to the Kirkland street system may be necessary. A balance between safe and efficient circulation of vehicles, bicycles, and pedestrians and maintenance of the integrity of the residential neighborhood should be sought.

Transportation demand management is a concept that attempts to control traffic by reducing the overall number of trips generated by a specific use. Successful use of this concept may help reduce the need for future capital improvements. Components of a typical transportation management program are discussed in the Public Services/Facilities chapter in Policy 4.2. Transportation management programs should be required for all commercial, medium, and high density residential developments in South Rose Hill.

The original circulation pattern in South Rose Hill was laid out in a grid pattern. Maintenance and enhancement of this grid system

will promote neighborhood mobility and will provide for equitable distribution of traffic on neighborhood streets. Figure SRH 5 shows the Street Classification System for South Rose Hill.

Primary Arterials

NE 85th Street is a primary arterial that is the most traveled route into and through the neighborhood. As a four to five lane major arterial, NE 85th Street both affects and is affected by adjacent development. Funding of a limited corridor design study, which includes in its scope ways to make this right-of-way more pedestrian friendly and safe should be a top priority. The study should address access points, circulation, streetscape amenities, street trees, maximum height of signs, the location of a cross walk with center median for pedestrian refuge, and the location of informative signs to identify public pathways.

In the meantime, as redevelopment occurs, efforts should be made to improve NE 85th Street by imposing the following strict standards:

1. Traffic congestion and hazard should be minimized by limiting the number of vehicular access points to and from NE 85th Street. Whenever possible, access should be obtained exclusively from north-south side streets. Where it is necessary to obtain access directly from NE 85th Street, 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.
2. Sidewalks that are at least 7 feet in width and separated from the street with a landscaped strip should be required.
3. The undergrounding of utility lines should be encouraged when and wherever feasible.

Because NE 85th Street is very heavily traveled, more signalization of key intersections may be required to permit safe access from side streets. Future signal locations are planned at 122nd Avenue NE, and 128th Avenue NE. Identified future modifications to existing signals are planned at 124th Avenue NE and 132nd Avenue NE. Signal upgrades and placement will be dependent on the future development pattern.

124th Avenue NE north of NE 85th Street is a primary arterial leading into the North Rose Hill neighborhood. See discussion in the North Rose Hill neighborhood chapter.

Secondary Arterials

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

Collector Streets

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

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

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

116th Avenue NE is a collector arterial and is served by Metro transit. A sidewalk along the east side of 116th Avenue NE to connect the NE 70th Street Park and Ride with the high school is desirable when possible to increase safety.

Bicycle Facilities

Bicycles are permitted on all public streets. However, major bicycle routes in South Rose Hill are designated in Figure SRH 6. Improvements for bicycles include striped and marked bicycle lanes and posted signs.

A new bicycle connection should be developed between Slater Avenue in the North Rose Hill neighborhood and NE 80th Street in the South Rose Hill neighborhood. This route would connect with the existing NE 80th Street overpass which leads to downtown Kirkland. When signal warrant is met at the intersection of 122nd Avenue NE and NE 85th Street and a signalized crosswalk is installed, a connection from Slater to NE 80th Street via NE 90th Street and 122nd Avenue NE should be developed as a safe alternative to 120th Avenue through the commercial corridor. This route is preferred over 120th Avenue NE because it carries less automobile traffic. A paved, striped, and marked bicycle lane and posted signs should be provided along this route according to City-wide specifications.

In the meantime, 120th Avenue NE should continue to provide the connection since there already is a signalized crosswalk on NE 85th Street at this location.

Existing bicycle routes along NE 80th Street, 116th Avenue NE and 132nd Avenue NE should be upgraded with paved, striped, and marked bicycle lanes and posted signs according to City-wide specifications.

Pedestrian Circulation

Within the South Rose Hill neighborhood, the existing and proposed pedestrian trail system shown in Figure SRH 7 includes only the major pedestrian paths and sidewalks. Improvements to public right-of-ways include curb, landscape strip, and sidewalk. As new development occurs, pedestrian improvements are usually installed by the developer. In developed areas, the City should identify areas of need and install sidewalks through the capital facilities budget process.

Currently, NE 85th Street is used as a pedestrian route to downtown Kirkland through the commercial district. However, it is currently developed with substandard sidewalks that are not separated from the adjoining high volume primary arterial. It should be improved with wider than usual sidewalks separated from traffic with landscape strips to improve the safety of all concerned. Information signage should be provided to direct pedestrians and bicyclists to designated safe alternative routes connecting downtown Kirkland with South Rose Hill at the NE 80th Street freeway overpass. Other needed pedestrian enhancements to NE 85th Street are discussed above in the street section on page 17.

Existing signalized crosswalks across NE 85th Street located at both 120th Avenue NE and 124th Ave NE provide a pedestrian connection between the North and South Rose Hill neighborhoods at the western portion of the commercial district. At the eastern boundary of the commercial district the signalized crosswalk at 132nd Avenue NE links the neighborhoods.

A future pedestrian connection between the North Rose Hill neighborhood and the residential district of South Rose Hill is desired at the eastern portion of the neighborhood along 128th Avenue NE. When signal warrant is met at the intersection of 128th Avenue NE and NE 80th Street, and a signalized crosswalk is installed, a link between residential development and both sides of the commercial district will be possible. This connection could then continue on to NE 80th Street which links the public elementary and high schools together. Installation of sidewalks separated from the curb by a landscape strip planted with street trees should be considered for 128th Avenue NE in the overall capital facilities improvement prioritization process.

South of NE 80th Street, 128th Avenue NE should be upgraded with a pedestrian route connecting to the South Rose Hill Neighborhood Park and beyond to NE 70th Street. This route would go through the potential park site at the radio broadcasting tower property. The unimproved portion of the right-of-way between NE 80th Street and the potential park site should be developed as a pedestrian path until future development eventually requires sidewalk improvements. When redevelopment occurs at the radio tower site, either as a park or as another use, a trail should develop there to complete the connection between the North Rose Hill and Bridle Trails neighborhoods along the 128th Avenue NE street alignment.

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

The Seattle City Light Transmission Line Easement which extends across the entire South Rose Hill neighborhood from north to south provides a future potential opportunity to create a greenway through

the neighborhood. Here another opportunity exists to link the North Rose Hill and Bridle Trails neighborhoods.

A potential future pedestrian path connecting NE 76th Street to 132nd Avenue NE should be developed in cooperation with the church when opportunities arise to implement this trail.

Utilities

The Rose Hill Water District provides water service to the entire South Rose Hill neighborhood. The City of Kirkland provides sewer service to the neighborhood. Currently, the majority of the neighborhood uses septic systems. Sanitary sewers should be provided to these areas before new development can occur. Sewer main extensions are typically installed by developers as part of a development project.

North of NE 80th Street South Rose Hill is part of the Forbes Lake drainage basin. South of NE 80th Street drainage flows into Lake Washington via underground storm sewers that cross I-405. New development must ensure protection of Forbes Lake and Creek as well as Lake Washington. To this end, the best available storm water management practices should be utilized. These include preservation and use of natural, rather than mechanical, drainage systems.

When possible, the undergrounding of utility lines is encouraged, especially along NE 85th Street where significant public views are interrupted.

Urban Design

The urban design elements shown in Figure SRH 8 give the South Rose Hill neighborhood its visual image and identity. These are central in establishment of the character of the neighborhood. Discussion of these urban design elements follows.

The first impression of a neighborhood's character is derived from its entrances, or gateways. Four gateways have been identified in South Rose Hill, all of them located along major streets, or pathways leading into the neighborhood. The gateways on NE 85th Street mark the major entrances to the commercial district in South Rose Hill, while those at 116th Avenue NE and NE 70th Street mark entrances into the residential district. A neighborhood gateway sign and landscaping should be installed near the intersection of NE 70th Street and 132nd Avenue NE, along NE 70th Street. A City gateway sign and landscaping should be installed at the intersection of NE 85th Street and 132nd Avenue NE, along NE 85th Street. These should be developed either as a part of or in combination with private development, through land acquisition, or as part of street improvement projects, such as the NE 70th Street improvement project.

The neighborhood contains both major and minor activity nodes. Lake Washington High School, the Park and Ride, and shopping areas both in and outside the neighborhood are major activity centers for

residents in South Rose Hill. The various churches and Mark Twain Elementary School are viewed as minor activity centers.

Visual landmarks such as the Cemetery and Lake Washington High School contribute to the residential character of South Rose Hill. They also help distinguish this neighborhood from others. In addition, yet to be identified historical landmarks may also be located within South Rose Hill. Creation of easements for the installation of historical interpretive signs that identify sites of historical value should be encouraged. Possible locations may include but not be limited to the Cemetery and cemetery caretaker's residence, Rose Hill Community Club, and the Great Western Iron and Steel Works in Rose Hill.

Major public views of Lake Washington, the Seattle skyline and the Olympic Mountains beyond should be enhanced and preserved. Within the commercial corridor, these views are a natural asset which helps give the otherwise visually distracting area a positive and unifying identity. To this end, the overhead utility lines along NE 85th Street especially, should be undergrounded as soon as possible.

Interstate 405 constitutes a hard edge or boundary on the west edge of the South Rose Hill neighborhood. Existing trees and residential uses form a soft edge between the commercial and residential districts. Finally, existing clusters of trees along the slope to the west of the high school separate the institutional land use from residential uses to the west. Where appropriate, future development should use landscape materials or site design techniques to help create these edges between different land uses, in order to help stabilize development patterns within the South Rose Hill neighborhood.

SRH Regional Influences

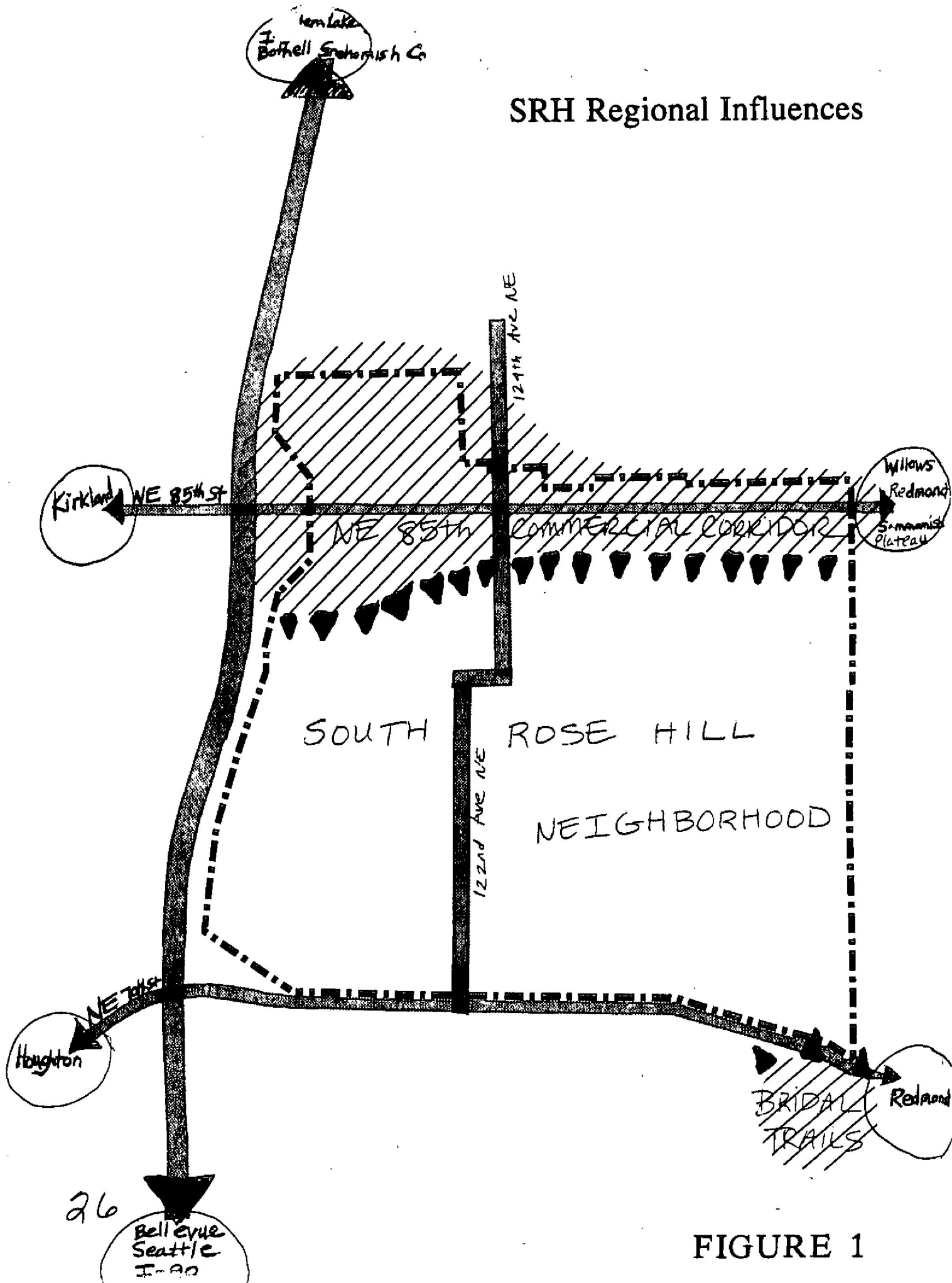
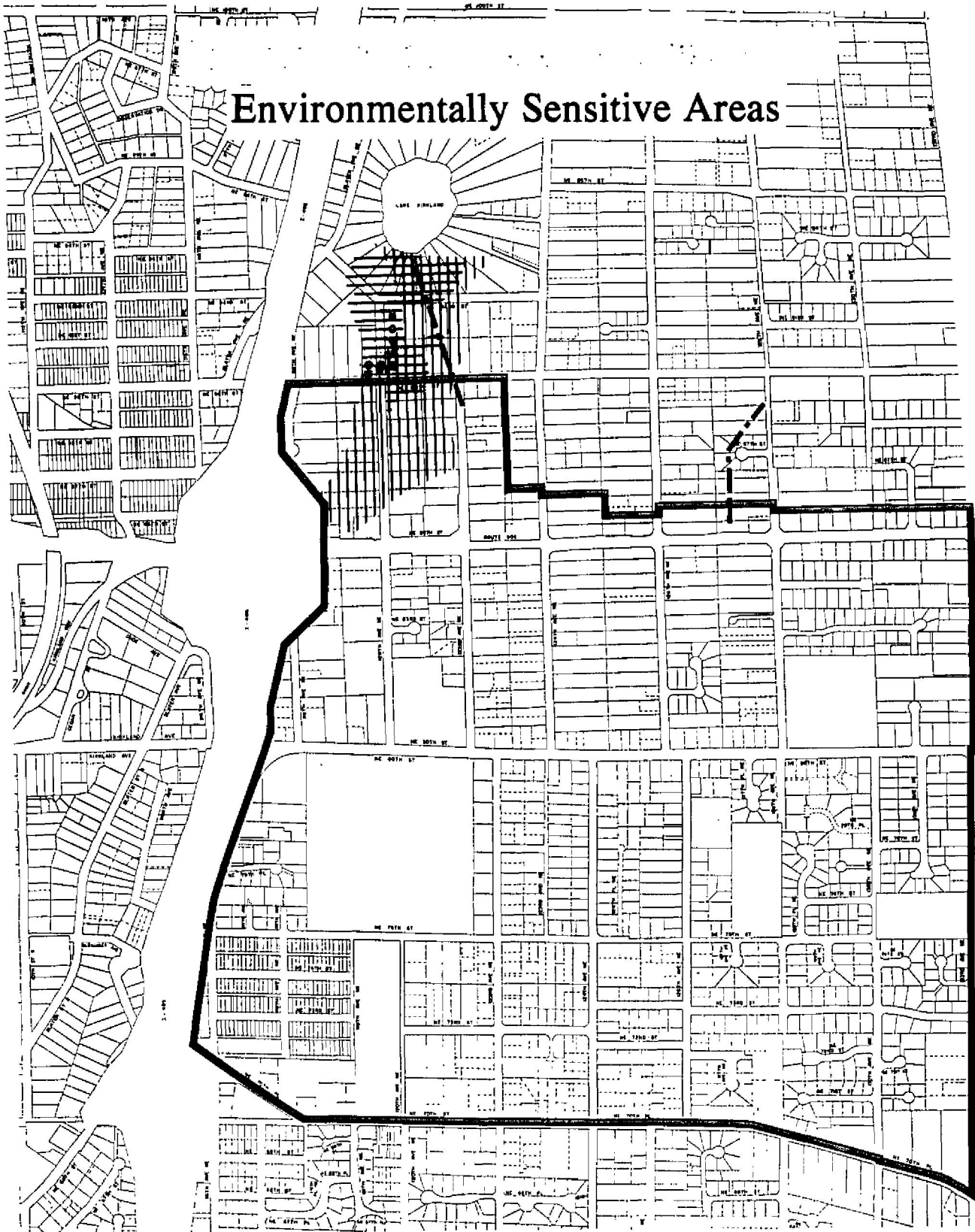
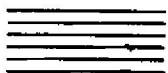


FIGURE 1

Environmentally Sensitive Areas



ENVIRONMENTALLY SENSITIVE AREAS



Wetland



Seismic Hazard

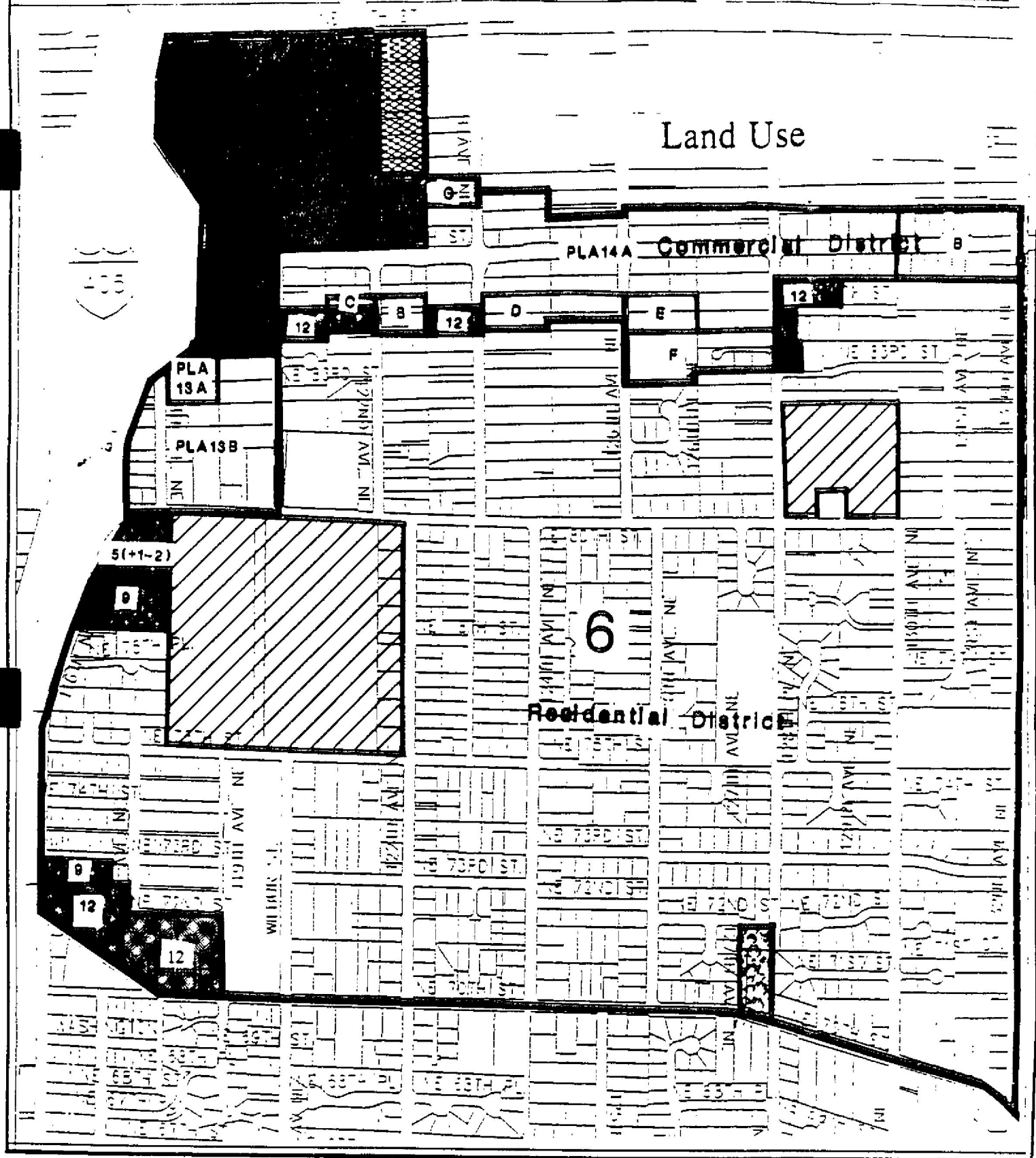


Major Stream



Minor Stream

Land Use



Schools

Existing Park

Low Density Residential

Medium & High Density Residential



Business Park



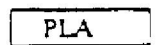
Commercial



Office



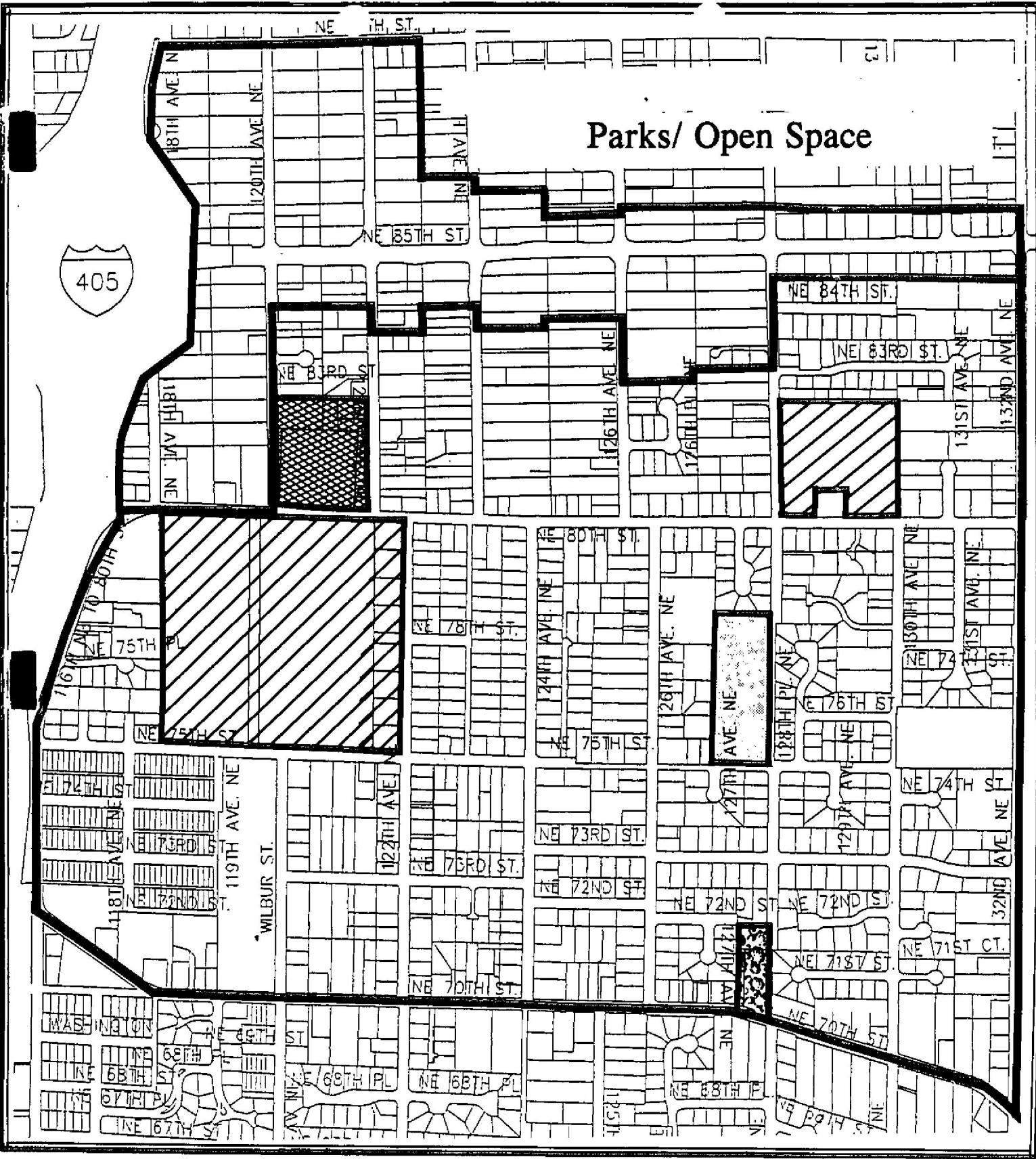
Planned Area



00045

28

FIGURE 3



Parks/ Open Space



Schools



Historic/Memorial Park/Cemetery



Existing Park



Potential Park

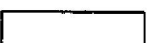
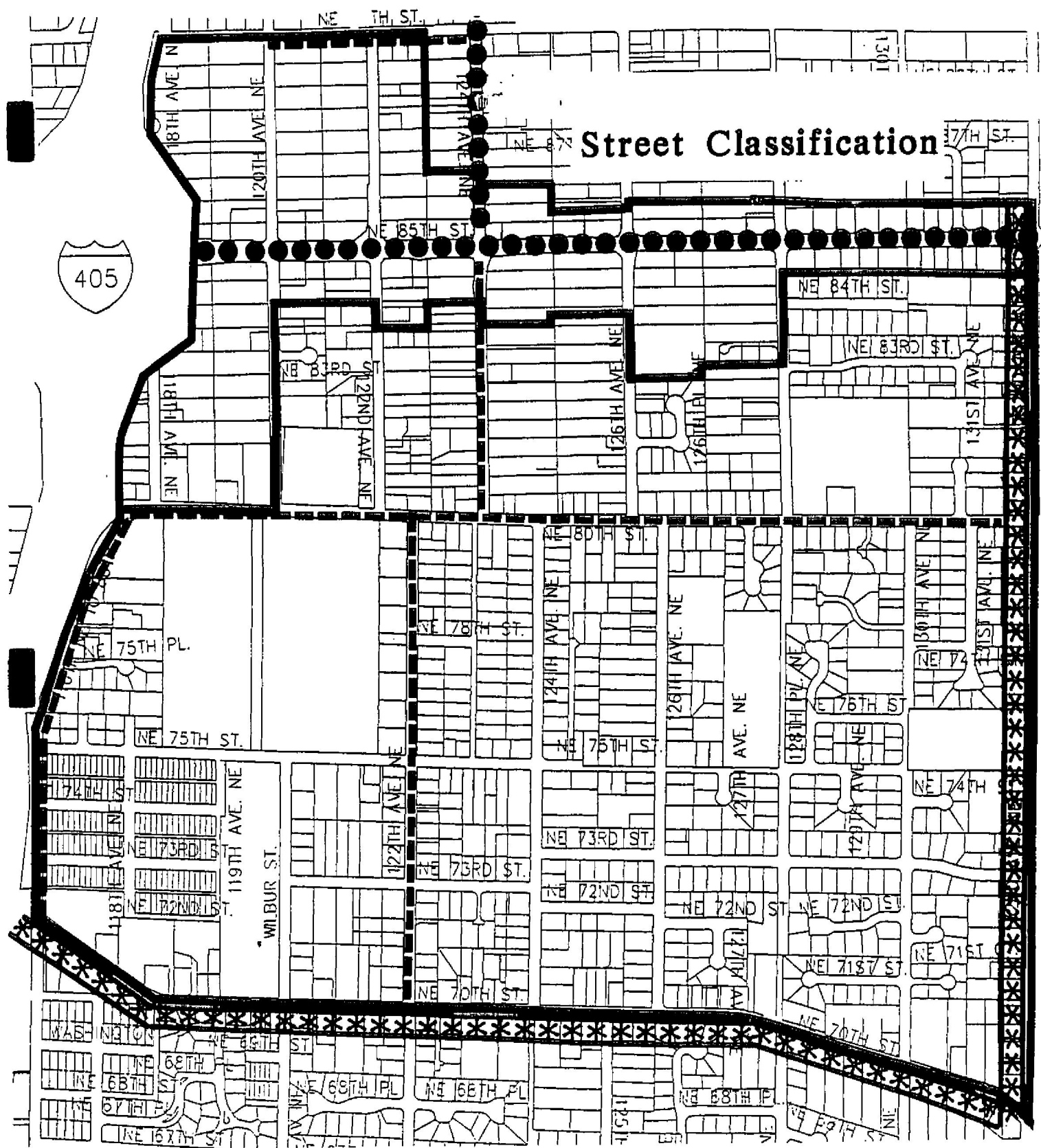


FIGURE 4



Street Classification



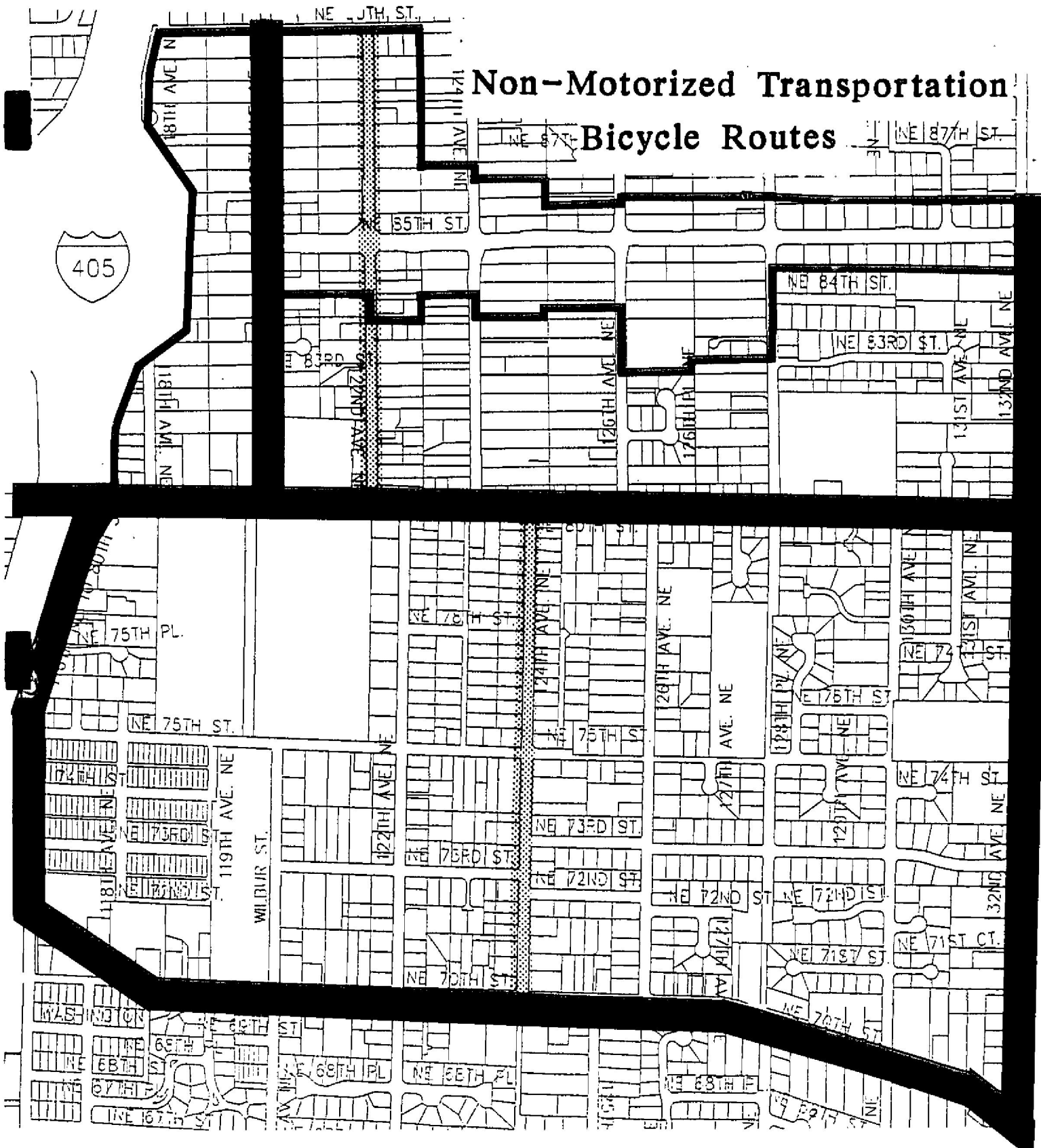
- Primary Arterial ● ● ● ● ●
- Secondary Arterial *****
- Collector Street - - - - -



3D

FIGURE 5

Non-Motorized Transportation Bicycle Routes



Bicycle Facilities

Existing



Proposed

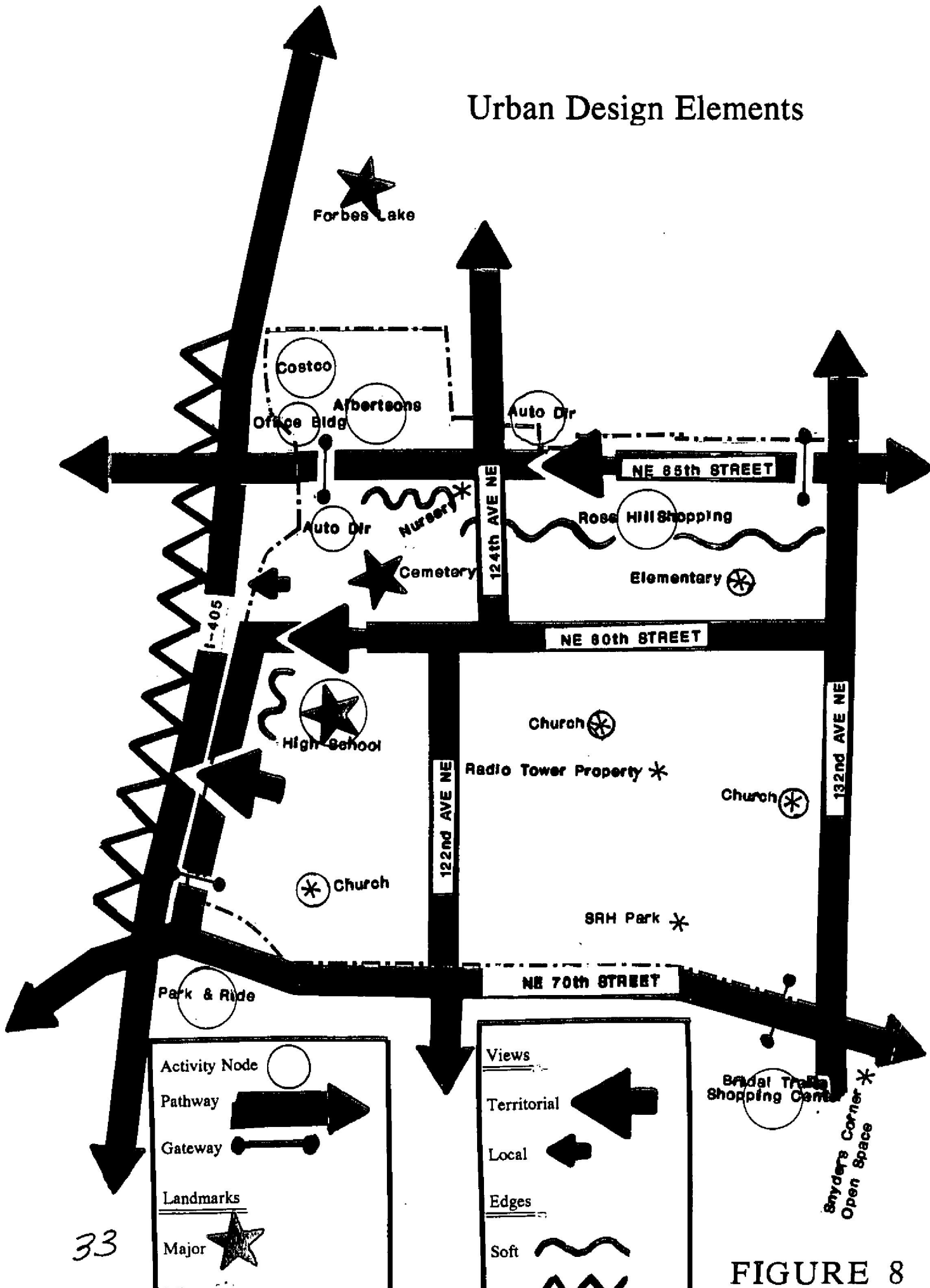


30



FIGURE 6

Urban Design Elements



33

Activity Node ○

Pathway →

Gateway —●—

Landmarks

Major ★

Minor ☆

Views

Territorial →

Local →

Edges

Soft ~


Hard ^

FIGURE 8

Section 3. This ordinance shall be in full force and effect five days from and after its passage by the City Council and publication, pursuant to Section 1.08.017, Kirkland Municipal Code in the summary form attached to the original of this ordinance and by this reference approved by the City Council.


Passed by majority vote of the Kirkland City Council in regular, open meeting this 18th day of February, 1992.

SIGNED IN AUTHENTICATION THEREOF this 18th day of February, 1992.



Mayor

Attest:



City Clerk

Approved as to Form:



City Attorney

ORD90-11.JAN/JLB:rk

PUBLICATION SUMMARY OF
ORDINANCE NO. 3305

AN ORDINANCE OF THE CITY OF KIRKLAND RELATING TO COMPREHENSIVE PLANNING AND LAND USE AND AMENDING THE COMPREHENSIVE PLAN ORDINANCE 2346 AS AMENDED.

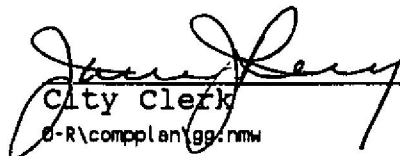
Section 1. Amends the Comprehensive Plan, Ordinance 2346 as amended, by replacing pages 462 to 468 and pages 476 to 489 of the existing Rose Hill Chapter of the Comprehensive Plan with 21 pages of text and eight figures, covering topics including Vision Statement, Natural Environment, Living Environment, Economic Activities, Planned Area 13, Planned Area 14, Open Space/Parks, Public Services/Facilities, Urban Design, Regional Influences, Environmentally Sensitive Areas, Land Use, Street Classification, and Non-motorized Transportation Routes.

Section 2. Provides a severability clause.

Section 3. Authorizes publication of the Ordinance by summary, which summary is approved by the City Council pursuant to Section 1.08.017, Kirkland Municipal Code, and establishes the effective date as five days after publication of summary.

The full text of this Ordinance will be mailed without charge to any person upon request made to the City Clerk for the City of Kirkland. The Ordinance was passed by the Kirkland City Council at its regular meeting on the 18th day of February, 1992.

I certify that the foregoing is a summary of Ordinance No. 3305 approved by the Kirkland City Council for summary publication.


City Clerk
C:\compplan\gg.nmw