

ORDINANCE NO. 3787

AN ORDINANCE OF THE CITY OF KIRKLAND RELATING TO COMPREHENSIVE PLANNING AND LAND USE AND AMENDING CERTAIN SECTIONS AND PROVISIONS OF THE COMPREHENSIVE PLAN (ORDINANCE 3481 AS AMENDED).

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 3481 as amended, all as set forth in those certain reports and recommendations of the Planning Commission dated, March 26, 2001, and bearing Kirkland Department of Planning and Community Development File No. IV-98-29; and

WHEREAS, prior to making the recommendation the Planning Commission, following notice thereof as required by RCW 35A.63.070, held on June 22, 2000 and February 8, 2001 public hearings on the amendment proposals and considered the comments received at the hearings; and

WHEREAS, pursuant to the State Environmental Policies Act there has accompanied the legislative proposal and recommendation a SEPA Addendum to Existing Environmental Documents issued by the responsible official pursuant to WAC 197-11-600(4); and

WHEREAS, in regular public meeting the City Council considered the environmental documents received from the responsible official, together with the reports and recommendations of the Planning Commission;

NOW, THEREFORE, the City Council of the City of Kirkland do ordain as follows:

Section 1. Text amended: The following specific portions of the text and graphics of the Comprehensive Plan, Ordinance 3481 as amended, are amended to read as follows:

- A. Table of Contents:
  - Text amendment to Table of Contents as shown in Exhibit A attached to this ordinance and incorporated by reference.
- B. List of Figures:
  - Text amendments to List of Figures as shown in Exhibit B attached to this ordinance and incorporated by reference.
- C. Section XV.F: North Rose Hill Neighborhood Plan:
  - Text amendment to North Rose Hill Neighborhood Plan as shown in Exhibit C attached to this ordinance and incorporated by reference.
- D. Section XV.G: South Rose Hill Neighborhood Plan:
  - Text amendment to South Rose Hill Neighborhood Plan as shown in Exhibit D attached to this ordinance and incorporated by reference.

E. Section XV.L: NE 85th Street Subarea:

- New chapter entitled NE 85th Street Subarea as shown in Exhibit E attached to this ordinance and incorporated by reference.

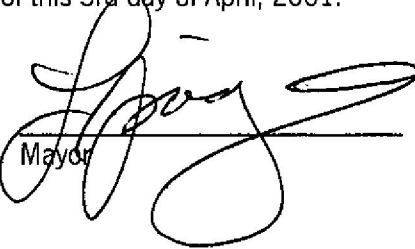
Section 2. If any section, subsection, sentence, clause, phrase, part or portion of this ordinance, including those parts adopted by reference, is for any reason held to be invalid or unconstitutional by any court of competent jurisdiction, such decision shall not affect the validity of the remaining portions of this ordinance.

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 as required by law.

Section 4. A complete copy of this ordinance shall be certified by the City Clerk, who shall then forward the certified copy to the King County Department of Assessments.

Passed by majority vote of the Kirkland City Council in regular, open meeting this 3rd day of April, 2001.

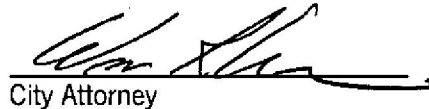
SIGNED IN AUTHENTICATION thereof this 3rd day of April, 2001.

  
Mayor

Attest:

  
Deputy City Clerk

Approved as to Form:

  
City Attorney



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## XV.F. NORTH ROSE HILL NEIGHBORHOOD

*Note: The North Rose Hill Neighborhood Plan had its last major update in 1989. Therefore, references in this chapter to goals, policies, or specific pages in other chapters may be inaccurate if the other chapters have since been updated.*

### 1. ROSE HILL OVERVIEW

#### *Boundaries of Rose Hill are described.*

Rose Hill is the area lying between Interstate 405 and 132nd Avenue NE. It is bounded by NE 70th Street on the south and NE 116th Street, Slater Avenue NE, and NE 123rd Street on the north.

#### *Existing conditions in Rose Hill are described.*

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 Neighborhoods, while the greatest concentration of commercial uses is along NE 85th Street, in the commercial district.

#### *Rose Hill has been divided into two neighborhoods for analysis.*

To facilitate analysis, Rose Hill has been divided into two neighborhoods: North Rose Hill and South Rose Hill. 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 commercial and industrial area, the commercial district of the South Rose Hill Neighborhood is a functional easterly extension of the Central Neighborhood, and the residential district of South Rose Hill has important connections to the Everest and Bridle Trails areas in the City. NE 85th Street serves as the dividing line between the two neighborhoods.

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

Future planning in Rose Hill must recognize the existing pattern of development as well as current market trends and community values. The emphasis of the neighborhood policies for the Rose Hill area can be separated into several major concepts. The predominant low-density residential character of the North and South Rose Hill Neighborhoods is to be maintained. Future commercial development is to be established in existing neighborhood centers, and uncontrolled strip commercial development is strongly discouraged, particularly along NE 85th Street. Goals and policies relating to the NE 85th Street commercial corridor can be found in the NE 85th Street Subarea Plan.

EXHIBIT C

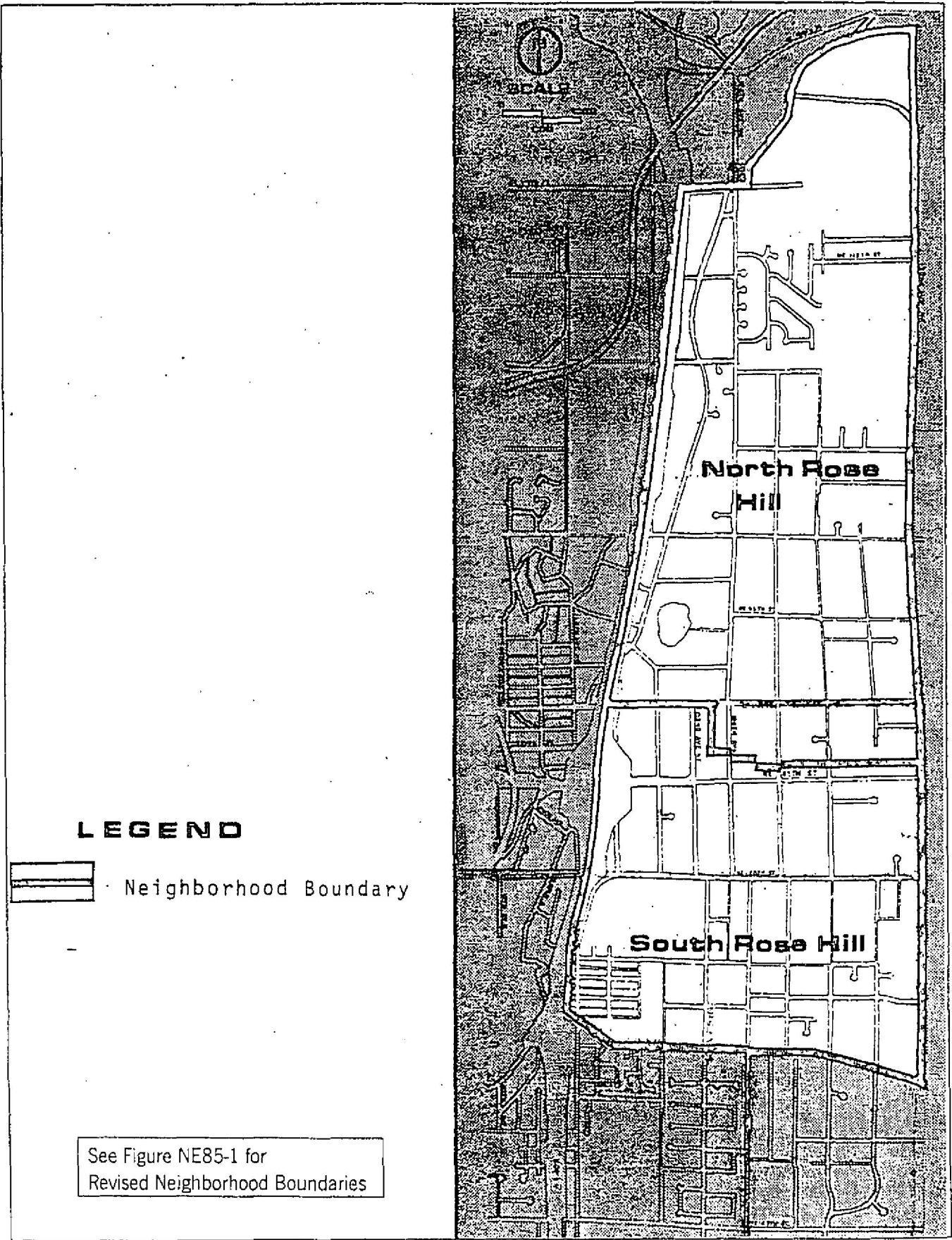


Figure NRH-1: Rose Hill Area Boundaries

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### 2. VISION STATEMENT

North Rose Hill is a residential neighborhood that is bounded by regional commercial centers and transportation corridors (see Figure NRH-2). Within the neighborhood, North Rose Hill offers a wide variety of housing opportunities, from apartments to horse-acre rural homes. As the neighborhood has grown, the need for additional public services has become apparent. Some of these necessary services include improvements to local and regional circulation systems, provision of adequate storm and sanitary sewer systems, preservation of sensitive natural features, and provision of park improvements. More than many other Kirkland neighborhoods, North Rose Hill has both available land and demand for future growth.

As North Rose Hill continues to grow, the ability to balance local and regional needs will be a critical factor in determining the future character of the neighborhood. Future growth should preserve and strengthen the residential character of the neighborhood while recognizing regional transportation needs. This goal can best be served by preserving established single-family residential areas, by continuing to promote a variety of housing alternatives, by focusing commercial activities toward the existing commercial centers, by improving the local and regional circulation system, and by providing needed public improvements, including parks, storm sewers, sanitary sewers, and pedestrian facilities.

### 3. NATURAL ENVIRONMENT

*New development in natural hazard areas should be consistent with the recommendations of a geotechnical analysis.*

The North Rose Hill Neighborhood contains areas with steep slopes and the potential for erosion and/or landslides. These natural hazard areas are primarily found north of NE 116th Street (see Figure NRH-3). To minimize any potential hazards, all new development in these areas should be consistent with the recommendations of a geotechnical analysis. In general, policies contained in the Natural Hazards section of the Natural Environment Chapter should be observed.

*Protection and management of sensitive areas should be a City priority.*

The North Rose Hill Neighborhood also contains large wetland areas, several minor streams, the headwaters of Forbes Creek, and Forbes Lake (see Figure NRH-3). Together, these areas constitute a valuable natural drainage system that, in part, serves the drainage, water quality, and open space needs of the neighborhood.

Protection and management of these sensitive areas should be a City priority. Public management and protection should include both regulation of development activity and consideration of public ownership of certain critical areas.

New development should be located and designed to preserve and enhance the health, safety, drainage, habitat, and aesthetic functions provided by these areas. In general, the policies found in the Natural Environment Chapter should be observed. In addition, the following specific development standards should apply to all development near wetlands and streams in North Rose Hill:



## XV.F. NORTH ROSE HILL NEIGHBORHOOD

- (1) During and after construction, substantial setbacks and protection measures should be provided around all streams and wetlands.
- (2) Whenever possible, viewpoints and interpretive information around streams and wetlands should be developed. Such improvements should only be permitted if protection of the natural features can be reasonably assured.

### 4. LIVING ENVIRONMENT

*North Rose Hill is predominantly designated for low-density detached residential development.*

Much of North Rose Hill is designated for low-density detached residential development, with a maximum density of six units per acre. This includes all of the area south of NE 120th Street between the Seattle City Light transmission easement and 132nd Avenue NE, as well as some areas adjacent to 124th Avenue NE (see Figure NRH-4).

Most of the northern portion of this area is fully developed at six units per acre. Potential for additional development remains in the southern portion of the neighborhood. New development in this area will probably appear suburban in density and style, similar to the existing development pattern in the north half of the neighborhood. Although this will differ from the existing semi-rural pattern of development, the low-density residential character of this area will be maintained.

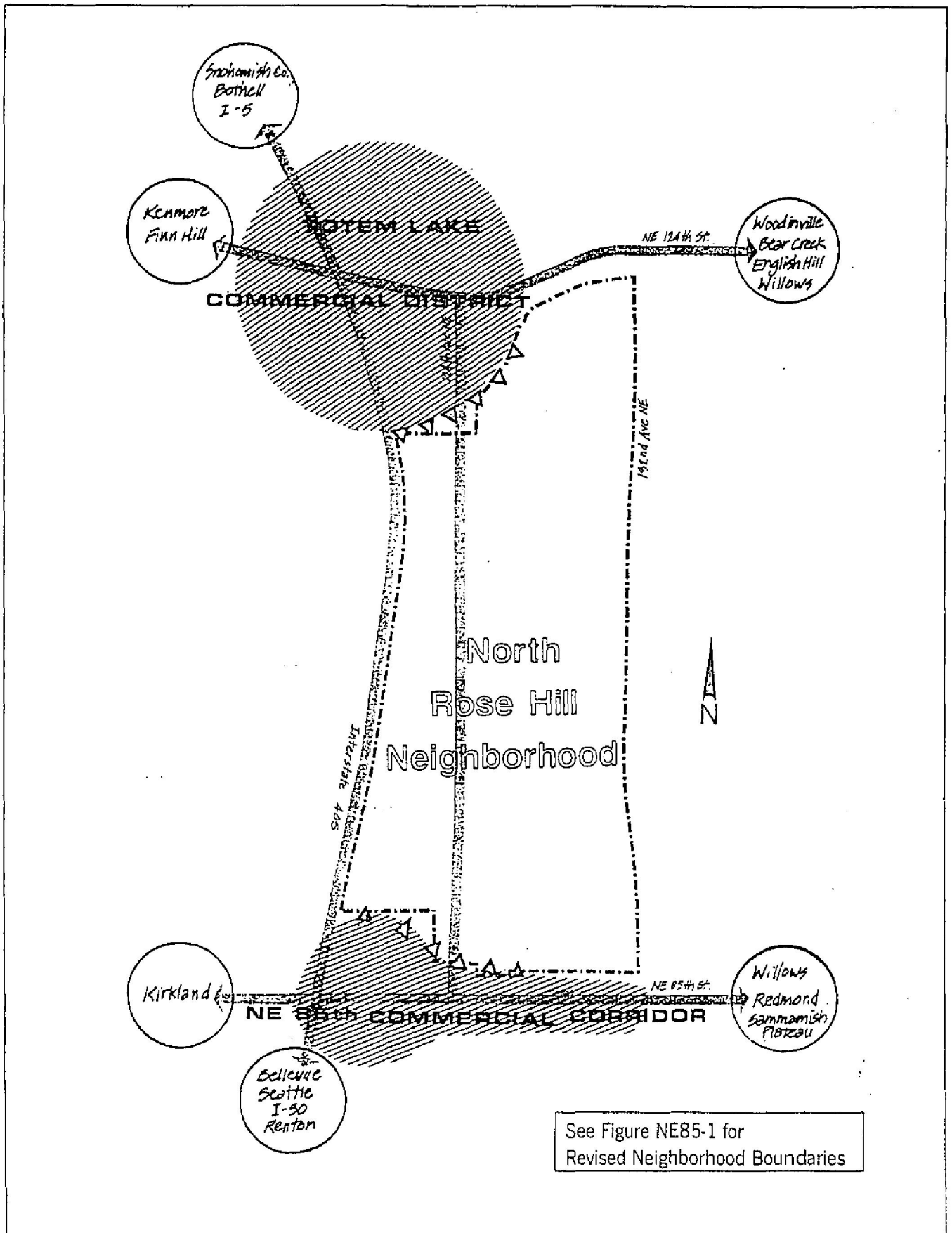
*Development of land near wetlands or adjacent to 124th Avenue NE should be according to standards.*

New development adjacent to wetland areas or to 124th Avenue NE should follow the standards established on pages F-3 and F-4, and F-17 and F-18.

*Clustered residential development allowed in isolated residential area near the Voc Tech.*

An isolated residential area that is affected by the Lake Washington Vocational Technical Institute is located on the east boundary of the neighborhood adjacent to 132nd Avenue NE. This small, privately owned area is surrounded on three sides by the Vocational Technical Institute and on the fourth side by 132nd Avenue NE (see Figure NRH-4). As such, the area is isolated from the larger residential area and is heavily affected by the noise, traffic, and activity associated with the surrounding institutional use. To permit greater opportunities to mitigate for these impacts, clustered residential development, with a maximum density of six units per acre, should be permitted. Development should be subject to the following standards:

- (1) Clustered units should be subject to a public review process, such as on a planned unit development or innovative plat basis.
- (2) To facilitate traffic flow and safety, direct access to 132nd Avenue NE is discouraged. Access to 132nd Avenue NE should be provided through an interior street or loop road.
- (3) For improved traffic, safety, access to 132nd Avenue NE should be located as far south as possible, away from the bend in the road to the north.




See Figure NE85-1 for Revised Neighborhood Boundaries

Figure NRH-2: North Rose Hill Regional Influences

**SENSITIVE AREAS MAP**

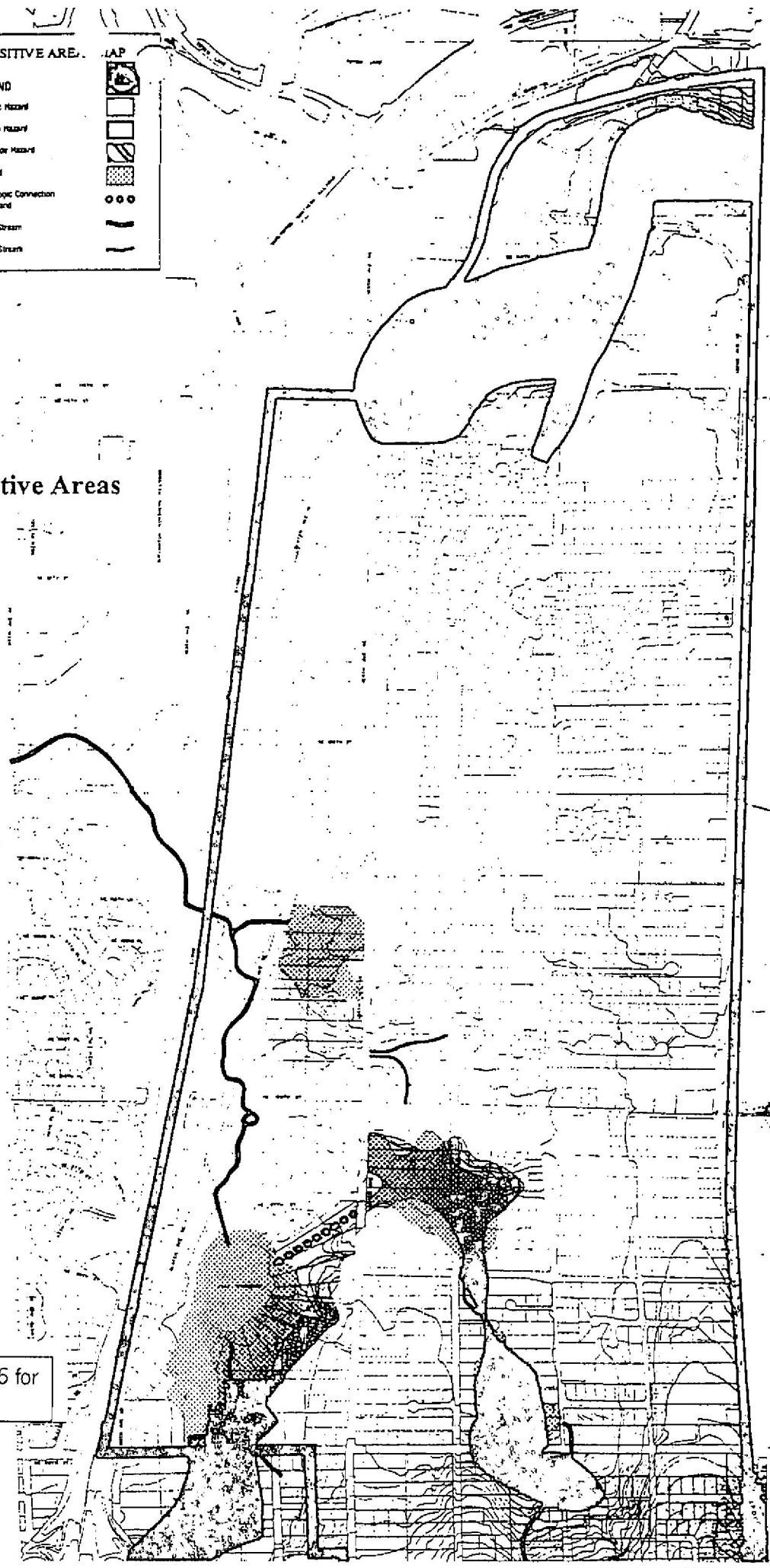
**LEGEND**

- Seismic Hazard
- Erosion Hazard
- Landslide Hazard
- Wetland
- Hydrologic Connection to Wetland
- Major Stream
- Minor Stream



### North Rose Hill Sensitive Areas

Figure NRH-3:



See Figure NE85-5 and NE85-6 for Sensitive Area Information



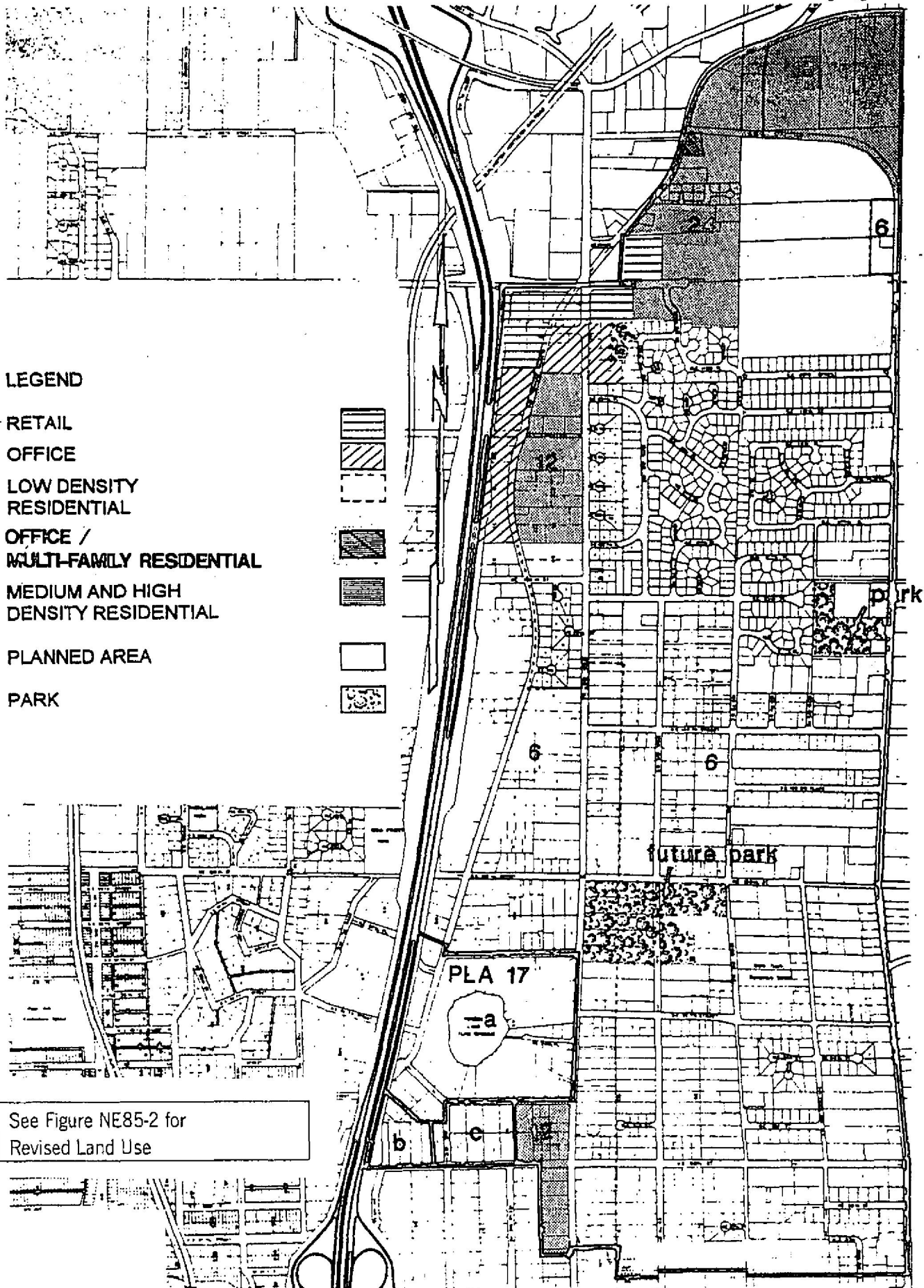


Figure NRH-4: North Rose Hill Land Use

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*Lands located between 124th Avenue NE and I-405 face special constraints. Clustered, attached, or stacked dwellings may be permitted in this area, according to standards.*

The portion of the neighborhood adjacent to 124th Avenue NE and extending west to I-405, (see Figure NRH-4) faces special constraints. Man-made features, such as 124th Avenue NE, I-405, the Seattle City Light transmission easement, and the proximity of Slater Avenue NE to I-405 may restrict the ability to create a traditional detached residential development pattern. In addition, protection for significant natural features, such as Forbes Creek and associated wetlands, should be provided. To respond to these unique characteristics, clustered or attached residential development, with a maximum density of six units per acre, should be permitted. Development should be subject to the following standards:

- (1) Clustered or attached development should be subject to a public review process, such as on a planned unit development or innovative plat basis.
- (2) East and west of 124th Avenue NE, future development should complement the established single-family residential neighborhood to the east. Dwelling units may be attached, townhouse style, but may not be stacked.
- (3) To reduce the potential for a piecemeal development pattern, a minimum area of two acres should be aggregated for all developments with attached dwelling units.
- (4) Dedication of additional east/west street connections, such as the continuation of NE 104th Street west of 124th Avenue NE, or appropriate alternate, may be required. As described on pages F-18 and F-19, these connections will provide improved general and emergency access to Slater Avenue NE (see Figure NRH-5).

- (5) Adjacent to I-405, on-site improvements, such as berms, landscaping, acoustic walls, and/or other improvements to minimize noise and visual impacts should be considered.
- (6) Protection of established single-family areas, such as the area adjacent to NE 100th Street and Slater Avenue NE should be required. New attached development should not physically isolate these areas. Building location and landscape design should also protect the single-family residential area.
- (7) If adjacent to wetland areas or to 124th Avenue NE, the standards described on pages F-3 and F-4, and F-17 and F-18 should be observed.

*Multifamily development with a maximum density of twelve units per acre should be permitted in the area north of the Kirkland Boys and Girls Club.*

The area between Slater Avenue NE and 124th Avenue NE, north of the Kirkland Redmond Boys and Girls Club and south of NE 115th Place (see Figure NRH-4), is oriented toward nearby commercial services and transportation corridors. This area is also well-located to provide a transition between the Totem Lake commercial center to the north and the North Rose Hill single-family residential core. Accordingly, multifamily development with a maximum density of 12 units per acre should be permitted. Development should be subject to the following development standards:

- (1) To reduce the potential for a piecemeal development pattern, a minimum of two acres should be aggregated for multifamily development.



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- (2) Improvement of an east/west right-of-way, such as NE 112th Place or an appropriate alternate, may be required. This connection would provide improved general and emergency access to Slater Avenue NE.
- (3) Retention of significant vegetation to provide protection from I-405 should be required.
- (4) If adjacent to wetland areas or 124th Avenue NE, the standards described on pages F-3 and F-4, and F-17 and F-18 should be observed.

*Multifamily development at a maximum density of 18 units per acre should be permitted in the northeast corner of the neighborhood (see Figure NRH-4).*

The steep hillside at the northeast corner of the neighborhood (see Figure NRH-4) is oriented toward the Totem Lake commercial area and is largely surrounded by multifamily, commercial, and institutional uses. Therefore, multifamily development at a maximum density of 18 units per acre should be permitted. The eastern portion of this area has already been fully developed with multifamily residences. The remaining portion is a vacant, heavily wooded hillside. To ensure preservation of the potentially unstable slope and significant vegetation in this area, development should be subject to the following standards:

*Multifamily development with a maximum density of 12 units per acre should be permitted west of 124th Avenue NE and south of NE 92nd Street.*

A small area, located south of NE 92nd Street and west of 124th Avenue NE (see Figure NRH-4), marks the boundary between the NE 85th Street commercial corridor and the residential area in North Rose Hill. Therefore, multifamily development with a maximum density of 12 units per acre should be permitted. Development should be subject to the following standards:

- (1) Preparation of a slope stability analysis and compliance with recommendations to assure stability.
- (2) Retention of maximum vegetative cover.
- (3) Clustering of structures to preserve significant groupings of trees.
- (4) Dedication of natural greenbelt easements in the sensitive slope areas.
- (5) Substantial setbacks and landscape buffers adjacent to single-family areas.

- (1) Protection of established single-family areas should be required. New multifamily development should not physically isolate these areas. Building location and landscape design should also buffer the single-family residential area.
- (2) Adjacent to 124th Avenue NE, standards described on pages F-17 and F-18 should be observed.
- (3) Building placement and landscape plans to provide views of Forbes Lake from adjacent rights-of-way should be encouraged.

*Twenty-four units per acre should be permitted in the area east of Slater and north of NE 116th Street.*

The highest residential densities in North Rose Hill are found in the multifamily areas adjacent to NE 116th Street and extending north along Slater Avenue NE (see Figure NRH-4). This fully-developed area is closely associated with the activities and services of the Totem Lake

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commercial area. A maximum density of 24 units per acre should be permitted in this area.

*Future expansion of the Vocational Technical Institute and Overlake Christian Church is discussed.*

Several public and private institutions are located in the residential areas of North Rose Hill. Two large institutional uses are particularly noteworthy. The Lake Washington Vocational Technical Institute occupies approximately 54 acres at NE 120th Street and 132nd Avenue NE. Future expansion of this public facility should be subject to public review and an analysis of impacts and mitigating measures. Mitigation may be required for both impacts of the existing use and impacts of the proposed expansion. In addition, development should be subject to the following standards:

- (1) No development should occur in the steep and heavily vegetated slope area. This area should be dedicated as a natural greenbelt easement.
- (2) For improved traffic safety, consideration should be given to relocating the NE 120th Street driveway farther to the west, away from the bend in the road to the east.
- (3) To facilitate traffic flow and safety, no additional driveways to 132nd Avenue NE should be permitted.

The second large institutional use in the North Rose Hill Neighborhood is Overlake Christian Church, which occupies approximately 16 acres at NE 90th Street and 132nd Avenue NE. As it currently exists, this use has traffic, storm drainage, and visual impacts on the surrounding residential neighborhood. Future proposals to expand this facility should be subject to a public review and an analysis of impacts and mitigating measures. Mitigation may be required for both impacts of the existing use and impacts of the proposed expansion.

### 5. ECONOMIC ACTIVITIES

*Land use policies for this neighborhood establish retail, office, and business park uses at the north and south ends of the neighborhood.*

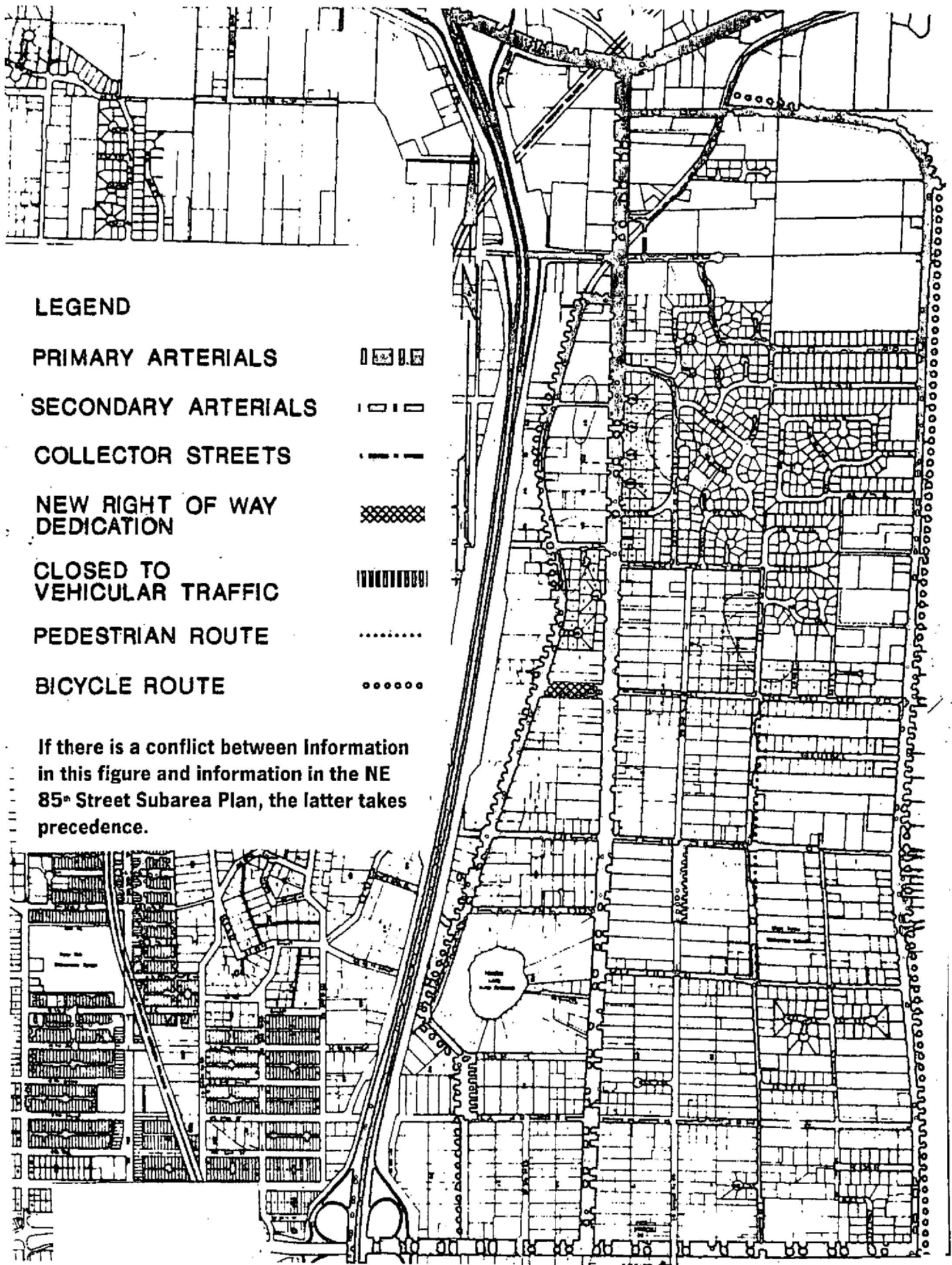
Although residential in character, the North Rose Hill Neighborhood is also affected by the major commercial centers and transportation corridors that are located immediately north and south of the neighborhood (see Figure NRH-2). In recognition of these regional relationships, the land use policies for this neighborhood establish retail, office, and business park uses at the north and south ends of the neighborhood. These uses are connected, by their location and orientation, to the existing activity centers immediately outside of the neighborhood.

The major area of economic activity in North Rose Hill is located along NE 116th Street, adjacent to Slater Avenue NE and 124th Avenue NE (see Figure NRH-4). This area includes both retail and office uses.

The retail area, located on the north and south sides of NE 116th Street (see Figure NRH-4) is almost fully developed. A small vacant area on the west side of 124th Avenue NE may permit some limited future commercial expansion.

South of this retail area, property adjacent to Slater Avenue NE and 124th Avenue NE (see Figure NRH-4) provides a transition from the adjacent retail areas and I-405 to the residential center of the neighborhood. Much of this area is vacant or partially developed with single-family residences and would allow future office expansion. Office development should be subject to the following standards:

- (1) To complement adjacent residential development to the south and east, all office development should be limited to two stories in height.



**LEGEND**

- PRIMARY ARTERIALS**
- SECONDARY ARTERIALS**
- COLLECTOR STREETS**
- NEW RIGHT OF WAY DEDICATION**
- CLOSED TO VEHICULAR TRAFFIC**
- PEDESTRIAN ROUTE**
- BICYCLE ROUTE**

If there is a conflict between information in this figure and information in the NE 85<sup>th</sup> Street Subarea Plan, the latter takes precedence.

**Figure NRH-5: North Rose Hill Circulation**



## XV.F. NORTH ROSE HILL NEIGHBORHOOD

- (2) Building design and construction should minimize noise, light, and glare from traffic on I-405 and/or 124th Avenue NE.
- (3) If adjacent to Slater Avenue NE, design of driveways should facilitate future shared driveways. Whenever possible, direct access to NE 116th Street is encouraged.
- (4) If adjacent to wetland areas or 124th Avenue NE, standards established on pages F-3 and F-4, and F-17 and F-18 should be observed.
- (5) If east of 124th Avenue NE:
  - (1) Building height, bulk and modulation, window shape and size, and roofline design should reflect the scale and character of single-family development to the east;
  - (2) A 15-foot heavily landscaped buffer should separate new development from adjacent single-family residences to the east; and
  - (3) Retail uses, restaurants, and taverns are not allowed.

A small existing office area is located on the south-east corner of NE 120th Street and Slater Avenue NE. This location is appropriate for office use.

### 6. PLANNED AREA 17

*This area contains Forbes Lake, the headwaters of Forbes Creek, associated wetlands, and land north of the Costco retail development.*

The area around Forbes Lake, generally bounded by NE 90th<sup>92nd</sup> Street, I-405, NE 97th Street, and 124th Avenue NE (see Figure NRH-4), has been designated as Planned Area 17. This area contains Forbes Lake, the headwaters of Forbes Creek, and

associated wetlands. Because this area is well located for access to commercial services and regional transportation corridors, multifamily ~~or business park~~ uses are appropriate. At the same time, future development should assure the protection of this unique natural setting and promote the visual prominence of Forbes Lake as a neighborhood and City landmark. The planned area designation is intended to achieve these multiple goals.

***Development in Subarea APLA 17 should be residential and subject to the standards listed.***

~~Planned Area 17 can be divided into three distinct subareas.~~ Subarea APLA 17 includes the land around Forbes Lake, north of the north Costco parking lot and next to 124th Avenue NE. Geographically, this subarea is part of the transition from the NE 85th Street commercial corridor to the low-density residential core of North Rose Hill. Therefore, medium-density residential development, with a maximum density of 12 units per acre, is appropriate. Development in Subarea APLA 17 should be subject to the following standards:

- (1) Development should be subject to a public review process.
- (2) To reduce the potential for a piecemeal development pattern, a minimum of two acres should be aggregated for multifamily development.
- (3) Building placement and landscape plans should provide views of Forbes Lake from adjacent rights-of-way, particularly 124th Avenue NE and I-405 (see Figure NRH-6).
- (4) West of Forbes Lake, development should provide for the continuation of a bicycle and pedestrian path that generally follows the alignment of Slater Avenue NE and NE 92nd Street and connects to NE 90th Street.

# XV.F. NORTH ROSE HILL NEIGHBORHOOD

- (5) Adjacent to Forbes Lake, new development should provide for public access to the lake in appropriate locations. Public access should be limited to passive uses, such as walking trails or viewpoints.
- (6) Vehicular connection through this subarea to NE 90th Street is not permitted.
- (7) Adjacent to I-405, on-site improvements, such as berms, landscaping, acoustic walls, and/or other improvements to minimize visual and noise impacts should be considered.
- (8) Future development should observe the standards established for 124th Avenue NE and wetland areas, discussed on pages F-3 and F-4, and F-17 and F-18.

~~Development in Subarea C should be office and/or medium density multifamily.~~

~~Subarea C includes the land adjacent to NE 90th Street in the eastern portion of Planned Area 17. Notable features in this subarea include the Rose Hill Presbyterian Church, a Park and Ride lot, and a portion of the Forbes Lake wetland. Geographically, this subarea is oriented toward the commercial activity south of NE 90th Street, but is removed from I 405 by Subarea B. Development potential is constrained by the presence of a stream in the unopened 120th Avenue NE right of way and the Forbes Lake Wetland. With these considerations, office uses and medium density residential uses would allow potential development some flexibility in responding to natural features and surrounding institutional and commercial land uses. Development in Subarea C should be subject to the following standards:~~

~~Business park uses and accessory parking for adjacent retail uses allowed in Subarea B.~~

~~Subarea B includes the land adjacent to NE 90th Street. A portion of the Forbes Lake wetland is a notable feature in this subarea. Geographically, this subarea is oriented toward the commercial activity south of NE 90th Street. The presence of I-405 to the west is also a dominant feature in this subarea. For these reasons, business park uses and accessory parking for retail uses south of NE 90th Street are appropriate. Development in Subarea B should be subject to the following standards:~~

- ~~(1) Development should be subject to a public review process.~~
- ~~(2) Future development should observe the standards established for development near wetland areas, discussed on pages F-3 and F-4. In addition, development should be clustered away from the more environmentally sensitive areas.~~
- ~~(3) Residential uses should be buffered from NE 90th Street and existing parking lots by a combination of dense landscaping and fencing.~~

- ~~(1) Development should be subject to a public review process.~~
- ~~(2) All vehicular access should be from NE 90th Street.~~
- ~~(3) Future development should observe the standards established for development near wetland areas, discussed on pages F-3 and F-4.~~

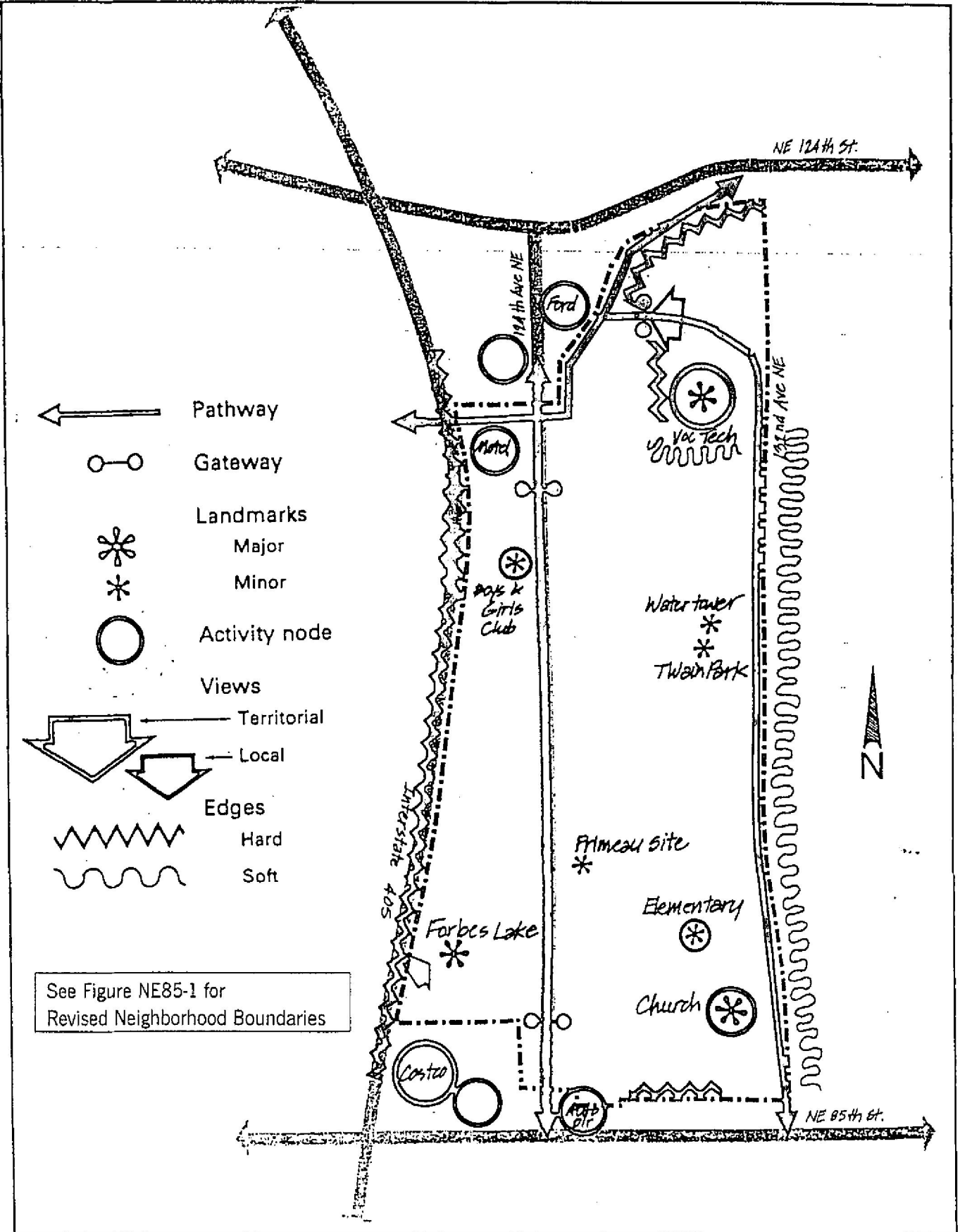


Figure NRH-6: North Rose Hill Urban Design Elements



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## XV.F. NORTH ROSE HILL NEIGHBORHOOD

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### 7. OPEN SPACE/PARKS

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

*Development and improvement of facilities for passive uses is encouraged at Mark Twain Park.*

- ◇ Mark Twain Park is a seven-acre neighborhood park that was transferred to the City in 1989 as part of the annexation agreement between the City and King County. This park is located on 132nd Avenue NE, at approximately NE 107th Street (see Figure NRH-4). Improvements in this park include an open lawn area, walking and jogging paths, a playground, and a basketball court. Development and improvement of facilities for passive uses, such as walking or jogging, is encouraged.
- ◇ Mark Twain Elementary School is an eight-acre site located at NE 95th Street and 130th Avenue NE. Improvements to this site include school buildings and a playfield.
- ◇ The Kirkland-Redmond Boys and Girls Club is a private nonprofit service organization located at 124th Avenue NE and NE 108th Street. This facility includes a multipurpose room, game room, gymnasium, arts and crafts room, library, and educational center. The site also has a playfield.

*The slope west of the Voc Tech site is not well suited for active recreational use.*

- ◇ The Lake Washington Vocational Technical Institute is a 54-acre site located at 132nd Avenue NE and NE 120th Street. The site

has school buildings, parking lots, and, to the west, a heavily wooded slope. The developed portion of this site is heavily used and lacks usable recreational areas. The slope, while providing a valuable greenbelt between the school and the residential area, is not well suited for active recreational use. For these reasons, this site is not generally accessible for neighborhood recreational use.

- ◇ Open Space Tracts have been dedicated in many existing subdivisions. Ownership of one of these tracts has been transferred to the City (Tract A, Firwood Glen). The remaining tracts are either owned jointly by the homeowners within the subdivision or by King County. These tracts vary in size and have generally been left as unimproved open space.

*The City should seek to enhance the public views of the lake and wetland areas with future developments.*

- ◇ Forbes Lake is located in the southwest corner of the neighborhood. Although privately owned, Forbes Lake is an important public landmark and open space feature in the neighborhood. In future development, the City should seek to enhance the public views of the lake and wetland areas. To preserve the natural wetland system, active recreational use of this area should be discouraged.

Soon after annexation, the City purchased ten acres at the southeast corner of 124th Avenue NE and NE 100th Street for future neighborhood park and fire station development. The City has also expressed the intent to acquire an additional four acres on NE 100th Street, between 126th and 128th Avenues NE (see Figure NRH-4). This park will include both active recreational and passive wetland areas. Development of this park, together with the existing Mark Twain Park, will generally meet neighborhood park needs east of 124th Avenue NE.

## XV.F. NORTH ROSE HILL NEIGHBORHOOD

Development of this park should be a capital improvement program priority.

West of 124th Avenue NE, additional active park space is desirable to serve future residential growth. Provision of this park area may be gained either through developer dedication or public acquisition.

Community and regional park needs will continue to be met outside of the North Rose Hill Neighborhood. Community parks that serve North 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.

### 8. PUBLIC SERVICES/FACILITIES

Public Services/Facilities include streets, sidewalks, pedestrian and bicycle paths, traffic control, sanitary sewers, and storm drainage. The Citywide policies for these facilities are discussed in the Public Services/Facilities Chapter. The following discussion relates these broader policies to the specific conditions in North Rose Hill.

#### STREETS

The underlying goal of the transportation system in North 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 neighborhood.

Over the past several years, the North Rose Hill Neighborhood has experienced significant traffic growth on streets within and surrounding the neighborhood. Traffic growth in the neighborhood, and throughout the entire Eastside, is expected to continue through the turn of the century. The impacts of traffic growth are increased congestion, noise, dust, glare, and conflicts with pedestrians and bicycles. Increased traffic may also create pressure for land use changes, leading to an unstable land use pattern.

*Many traffic issues in this area will require a regional approach and cannot be resolved in a neighborhood plan.*

Much of the projected traffic increase is based on regional growth and is felt, to some degree, by every neighborhood in Kirkland and on the Eastside. As such, the issue of traffic control requires a regional response and is beyond the scope of a single neighborhood or city plan. As regional decisions are made, changes to the Kirkland street system may be necessary. In North Rose Hill, changes to the circulation pattern should support the dual goals of safe and efficient circulation and maintenance of the residential integrity of the neighborhood.

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. Transportation management programs may include distribution and marketing of transit and rideshare information, provision of safe covered bicycle parking, parking management, direct subsidies for high-occupancy vehicles, use of flexible working hours, provision of emergency transportation services, provision of shuttle service to transit centers, appointment of a transportation coordinator, participation in a transportation management program, and/or site design techniques to encourage pedestrian and transit usage. Development of a particular transportation management program will vary depending on the specific use and location.

Transportation management programs should be required for all commercial, medium-, and high-density residential developments in North Rose Hill.



## XV.F. NORTH ROSE HILL NEIGHBORHOOD

*Maintenance and enhancement of the grid system will promote neighborhood mobility and will provide for equitable distribution of traffic on neighborhood streets.*

The original circulation pattern in North 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. The streets that compose this grid network are described below and shown on Figure NRH-5.

*Standards should apply to development adjacent to 124th Avenue NE.*

124th Avenue NE is a primary arterial that is the most traveled route into and through the neighborhood. As a major arterial, 124th Avenue NE both affects and is affected by adjacent development. The noise, light, and glare created by traffic on the street impacts adjacent properties. In turn, the development pattern on these properties directly affects the safety and efficiency of circulation. In particular, a proliferation of uncontrolled driveways onto this street would significantly impair safety and traffic flow. To mitigate these potential impacts, the following standards should apply to all development adjacent to 124th Avenue NE:

- (1) Direct access to 124th Avenue NE is discouraged. If driveways to 124th Avenue NE must be provided, separation of at least 300 feet between driveways should be required. New driveways should be located so that future development can meet this standard and/or use a shared driveway.
- (2) Access easements to allow for shared access to 124th Avenue NE and/or interior connections to side streets should be provided.

- (3) As access to side streets becomes available, driveways to 124th Avenue NE should be closed.
- (4) Building location and landscape design should minimize noise and visual impacts from 124th Avenue NE.

*The addition of a center turn lane should be considered as an additional improvement to 124th Avenue NE.*

Most of 124th Avenue NE is improved with two lanes and asphalt shoulders. At the major intersections with NE 85th Street and with NE 116th Street, 124th Avenue NE is developed with curb, sidewalk, landscape strip, and five lanes. In development of the remainder of the street, maintenance of one through lane in each direction is preferred. To minimize traffic delay and increase safety, however, the addition of a center turn lane should be considered as an additional improvement. Sufficient right-of-way exists to accommodate a three-lane section. However, in order to preserve the future option of arterial widening (such as for the addition of bicycle lanes), it would be prudent to acquire additional right-of-way as development occurs. Crosswalk improvements, such as pedestrian safety islands and signage, should be located to serve present and emerging activity centers. Future development should also include curb, gutters, landscape strip, and sidewalks along the entire length.

Because 124th Avenue NE is very heavily traveled, signalization of key intersections may be required to permit safe access from side streets. Potential signal locations include NE 90th Street, NE 95th Street, NE 100th Street, and NE 112th Place. However, the actual number and location of signals will be dependent on the future development pattern.

124th Avenue NE does not carry any transit routes. In the future, transit routes should be encouraged on 124th Avenue NE over other north/south streets.

# XV.F. NORTH ROSE HILL NEIGHBORHOOD

Right-of-way development should include space for transit turnouts.

*Full development of 132nd Avenue NE will likely include two through lanes, a center left-turn lane, and curbs, gutters, landscape strip, and sidewalks.*

132nd Avenue NE is a secondary arterial that is improved with two lanes and gravel shoulders. Full development of this street will likely have two through lanes with a center left-turn lane and curbs, gutters, landscape strip, and sidewalks. Because this street provides direct access to the Mark Twain Park and the Lake Washington Vocational Technical Institute, pedestrian safety is particularly important. Therefore, installation of sidewalks should be a high City priority and not solely subject to developer installation.

NE 116th Street, east of 124th Avenue NE, is a collector arterial. Improvements to this street include three lanes, curb, gutter, landscape strip, and sidewalk.

Slater Avenue NE, north of NE 116th Street is also a collector arterial and is improved with two lanes and gravel shoulders. Full improvements on this street should include curb, gutter, sidewalk, and landscape strip. The future need for parking lanes and/or a center turn lane should also be considered.

*Through streets within the grid network function as collectors of local traffic to the arterial system.*

Neighborhood collectors connect the neighborhood to the arterial system and provide primary access to adjacent uses. Design standards for these streets call for two traffic lanes, a parking lane, curb, gutter, sidewalk, and landscape strip. In North Rose Hill, most of the through streets within the grid network function as collectors of local traffic to the arterial system. The specific streets that serve this function are shown on Figure NRH-5.

All of the streets not discussed above are classified as neighborhood access streets. These streets provide access to adjacent residences and connect to neighborhood collectors. Full improvements on these streets include two traffic lanes, curb, gutter, sidewalk, and landscape strip.

*To improve mobility between Slater Avenue NE and 124th Avenue NE, existing east/west connections should be fully improved, and additional connections may be required through dedication.*

The lack of east/west connections between Slater Avenue NE and 124th Avenue decreases mobility and may impair efficiency of emergency response. As the area develops, the need for improved east/west access will become more pronounced. To serve this need, existing rights-of-way that provide this connection, such as NE 108th Street and NE 112th Street, should be fully improved. In addition, dedication and improvement of an additional right-of-way, such as along the alignment of NE 104th Street, may be required.

Development of certain unimproved street segments may have negative impacts on the neighborhood circulation and land use pattern. The specific street segments that should not be improved are shown on Figure NRH-5 and described below:

- (1) 126th Avenue NE, south of NE 100th Street - This segment of 126th Avenue NE bisects the future City park and fire station. It is also within a large wetland area. For these reasons, this segment of 126th Avenue NE should not be developed.
- (2) 120th Avenue NE, from NE 92nd Street to NE 90th Street - Improvement of this street would connect Slater Avenue NE to the NE 85th Street corridor. This connection could increase traffic on Slater Avenue NE, and cause greater congestion at the intersection of NE 85th Street/120th Avenue NE. Therefore, 120th Avenue NE should not be

## XV.F. NORTH ROSE HILL NEIGHBORHOOD

improved for vehicular traffic. As shown in Figure NRH-5 and described on pages F-19 and F-20, a pedestrian/bicycle trail that follows the general alignment of these rights-of-way should be encouraged.

In keeping with the theme of this general plan to provide east/west connections between Slater Avenue and 124th Avenue NE, development of the Slater Avenue NE and NE 92nd Street rights-of-way or some parallel route could be considered. Feasibility of construction due to the environmental sensitivity of the area would be considered at an appropriate time of the road planning process.

### PEDESTRIAN/BICYCLE CIRCULATION

**City policy requires that all through streets have pedestrian improvements.**

City policy requires that all through streets have pedestrian improvements. Generally, these improvements 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 improvement budget process.

**Special pedestrian improvements should be installed along the 128th Avenue NE corridor.**

128th Avenue NE is a right-of-way that is centrally located relative to surrounding residential development. This street also provides direct access to Mark Twain Elementary School and the future City park and fire station. For these reasons, 128th Avenue NE, between NE 104th Street and NE 95th Street, is designated as a central pedestrian corridor for North Rose Hill. Special pedestrian improvements, such as directional signs, benches, and appropriate landscaping, should be installed along this corridor. In addition, design techniques

should be incorporated on this street to discourage through vehicular traffic between NE 95th Street and NE 104th Street. Such techniques may include curvilinear street design, traffic control islands, signs, landscaping, or other measures. The design and installation of such improvements should be a capital improvement program priority. To assure pedestrian safety, 128th Avenue NE should remain closed to through traffic until safe pedestrian improvements between NE 104th Street and NE 95th Street have been installed.

Pedestrian improvements to facilitate safe crossings of the major arterials of 124th Avenue NE and 132nd Avenue NE are also important. Crosswalk improvements at key intersections that serve activity centers, such as the Kirkland Redmond Boys and Girls Club, Mark Twain Elementary, Mark Twain Park, and the Lake Washington Vocational Technical Institute, should be installed as signal warrants are met.

**Pedestrian paths that are not located on vehicular rights-of-way are also an important pedestrian circulation element.**

Pedestrian paths that are not located on vehicular rights-of-way are also an important pedestrian circulation element. In some of the existing subdivisions, a system of pedestrian easements provide trail connections to neighborhood sidewalks, Mark Twain Park, and other activity areas. As future subdivisions are reviewed, expansion of this trail system should be encouraged.

In addition, west and south of Forbes Lake, a pedestrian/bicycle easement that generally follows the alignment of 120th Avenue NE and NE 92nd Street should be encouraged. ~~Such an alignment would provide access to the commercial area along NE 85th Street and a safe alternative to 124th Avenue NE through the neighborhood.~~

Bicycles are permitted on all public rights-of-way. However, major bicycle routes should be located on 132nd Avenue NE and Slater Avenue NE.



# XV.F. NORTH ROSE HILL NEIGHBORHOOD

Designation of these streets as bicycle routes should be noted by striped and marked bicycle lanes and posted signs.

## UTILITIES

*Sewer extension is necessary before development can occur in some areas.*

Currently, much of the southern and western portions of the North Rose Hill Neighborhood do not have sanitary sewer service. Sewer extension to these areas is necessary before development can occur.

The City should prepare a comprehensive sewer plan for North Rose Hill. This sewer plan should ensure adequate sewer capacity to serve future development in the neighborhood. A major element of this plan will be a sewer trunk line along Slater Avenue NE. This trunk line will serve a large area in both North and South Rose Hill.

Water service is currently provided by the Rose Hill Water District. As development occurs, water service will be extended to serve the newly developed areas. Typically, these extensions are provided by developers as part of a development project.

The North Rose Hill Neighborhood is part of the Forbes Creek Basin drainage system. All new development in North Rose Hill must meet the stormwater runoff standards of Chapter 107 of the Kirkland Zoning Code. This Chapter requires that the rate of runoff from new development must not exceed the average rate of predevelopment runoff. By continuing to require that all new developments meet this standard, future stormwater drainage demand can be controlled.

In some areas of North Rose Hill, stormwater runoff from development exceeds the capacity of the existing natural and built storm drainage system. These existing storm deficiencies should

be identified and corrected as part of an overall study of the Forbes Creek Basin drainage pattern.

*Future development should emphasize the preservation and use of natural drainage systems.*

As much as possible, future development should emphasize the preservation and use of natural, rather than mechanical drainage systems.

## 9. URBAN DESIGN

The visual image and identity of North Rose Hill are central in establishing neighborhood character. Urban design features in the neighborhood are shown in Figure NRH-6 and discussed below.

*Future development should use landscape materials or site design techniques to help create edges between different land use patterns.*

Outer boundaries of the neighborhood are marked by the "hard edge" of I-405 to the west and the "soft edge" of the crest of the hill on 132nd Avenue NE to the east. Steep slopes on Slater Avenue NE, north of NE 120th Street and north of NE 85th Street, also help create "hard edges" to mark neighborhood boundaries. Within the neighborhood, "hard" and "soft edges" around the Lake Washington Vocational Technical Institute help create a sense of identity, place, and separation from residential areas to the south and west. Historically, the lack of other such clear edges within the neighborhood may have contributed to an unstable land use pattern. Where appropriate, future development should use landscape materials or site design techniques to help create these edges between different land use patterns.

# XV.F. NORTH ROSE HILL NEIGHBORHOOD

*The City should consider installation of gateway improvements as a capital improvement budget priority.*

Major pathways in North Rose Hill are found in 124th Avenue NE, 132nd Avenue NE, NE 116th Street, NE 120th Street, and Slater Avenue NE. Some of these paths draw people through the main gateways, or entrances, to the neighborhood. In particular, gateways on 124th Avenue NE mark the entrance to the residential center of North Rose Hill. Another gateway on NE 120th Street performs the same function. Use of landscaping or signs to highlight these gateways can enhance the residential identity of these gateways can enhance the residential identity of the neighborhood and create an edge around the nonresidential uses. The City should consider installation of appropriate gateway improvements as a capital improvement budget priority.

The neighborhood also contains a number of visual landmarks and activity nodes. Such features, while relatively small in the neighborhood context, are visually prominent and contribute to the residents' perception of neighborhood character. For example, natural or open space landmarks including Forbes Lake and Mark Twain Park convey a sense of nature and openness as part of the neighborhood environmental quality.

Man-made landmarks include the commercial centers north and south of the neighborhood, the Lake Washington Vocational Technical Institute, the Overlake Christian Church, Mark Twain Elementary School, the Rose Hill Water Tower, and the Kirkland Redmond Boys and Girls Club. Many of these landmarks are also neighborhood or regional activity nodes.

*Neighborhood views are discussed.*

The North Rose Hill Neighborhood also contains opportunities for local and territorial views. These viewpoints convey the neighborhood's context in the larger community and provide visual access to important perceptual landmarks. An example of this is the view of Forbes Lake from I-405 and 124th Avenue NE. Also, a territorial view of the Totem Lake commercial area is provided from NE 120th Street. These views are an important neighborhood feature and should be preserved and enhanced.

## XV.G. SOUTH ROSE HILL NEIGHBORHOOD

*Note: The South Rose Hill Neighborhood Plan had its last major update in 1991. Therefore, references in this chapter to goals, policies, or specific pages in other chapters may be inaccurate if the other chapters have since been updated.*

### 1. 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 nonmotorized corridors should provide safe passageways for school, 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 South Rose Hill 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). See the NE 85th Street Subarea Plan for more information about the corridor. ~~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 from 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.

As part of the NE 85th Street Subarea Plan, the north boundary of the South Rose Hill Neighborhood has been adjusted to the centerline of NE 85th Street.

### 2. NATURAL ENVIRONMENT

Wetland and stream areas should be rehabilitated if necessary, and preserved for future protection.

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.

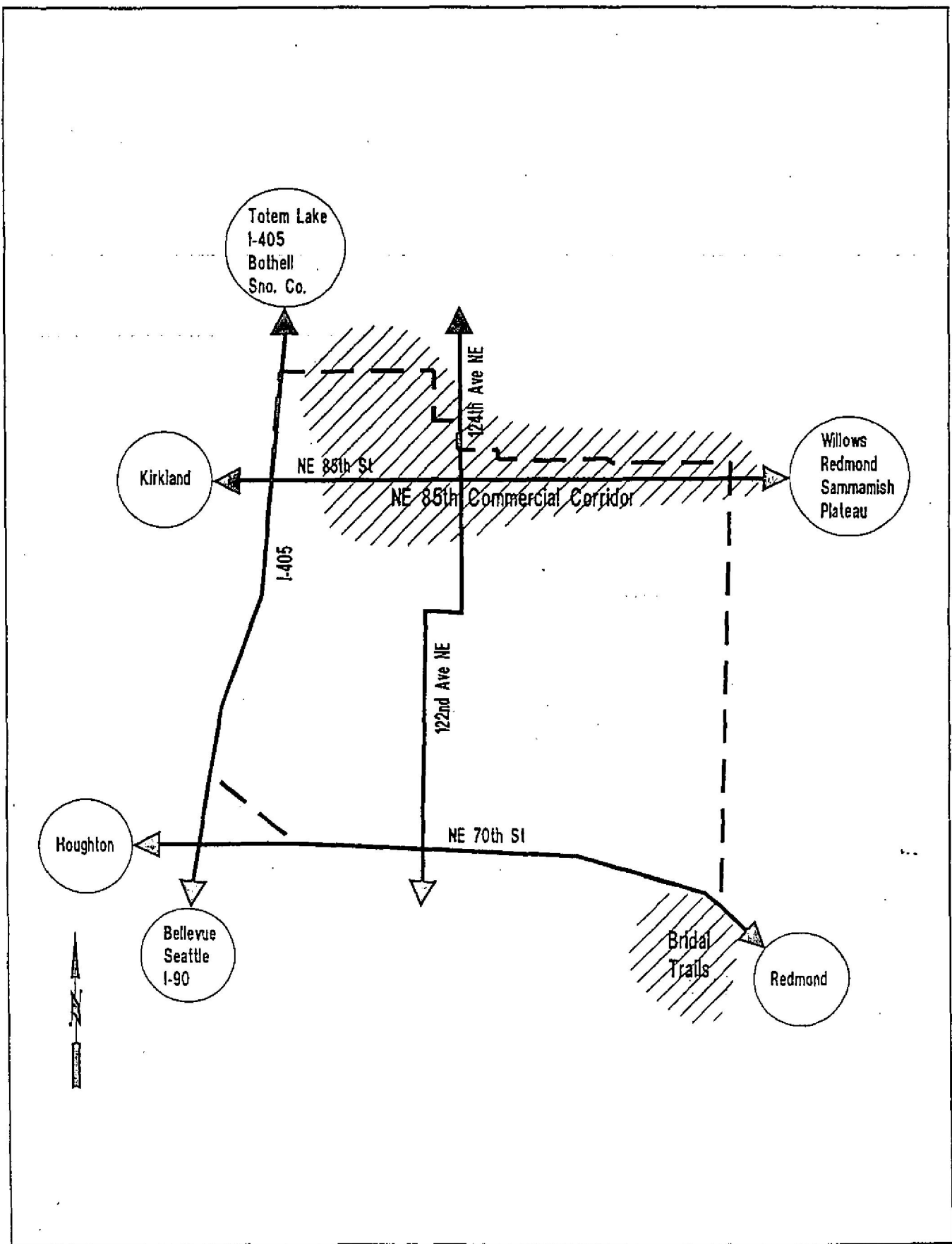


Figure SRH-1: South Rose Hill Regional Influences

# XV.G. SOUTH ROSE HILL NEIGHBORHOOD

*Seismic hazards are identified. New development in these areas should be in accordance with geotechnical analysis.*

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.

### 3. LIVING ENVIRONMENT

*Low-density detached residential housing is the predominant land use, except in the commercial corridor.*

Except for the commercial corridor, the predominant land use in the South Rose Hill Neighborhood is low-density detached residential 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 six 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).

*Limited opportunities exist in certain areas for medium-density, multifamily development.*

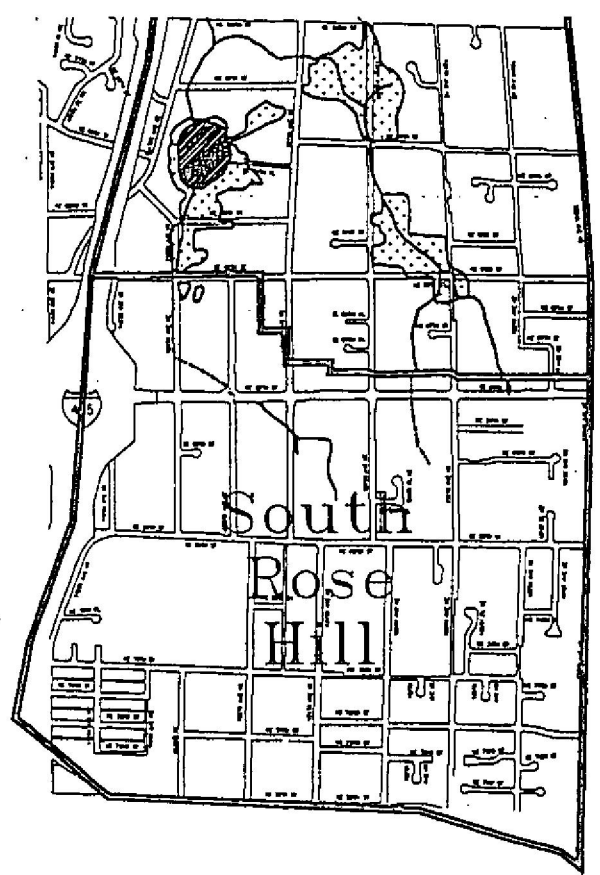
Based on these factors, opportunities for medium-density development in the residential district of South Rose Hill are limited to parcels around the perimeter of the district. Medium-density

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 multifamily development is appropriate are described below.

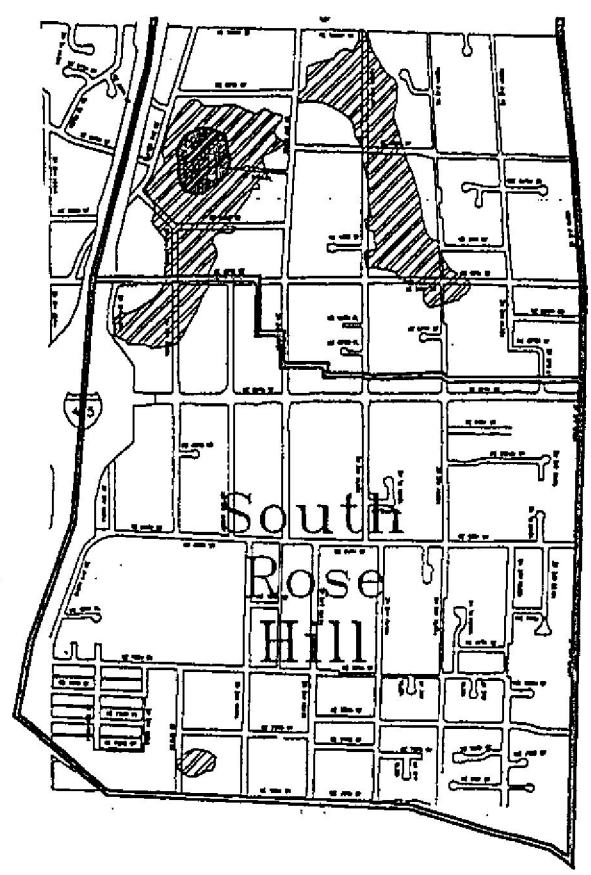
*Along NE 70th Street and west of 119th Avenue NE, multifamily development should be permitted subject to standards which reduce impacts on single-family areas and preserve vegetation.*

Property adjoining NE 70th Street, and between the alignment of 119th Avenue NE on the east and the eastern boundary of the multifamily use on the west, south of approximately NE 72nd Street if extended, consists of large, further developable lots. Future development of multifamily 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 multifamily 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) Multifamily 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.







Wetlands & Streams



Seismic Hazard Areas

Note: The locations of the environmentally sensitive areas are approximate. Site specific investigations will be necessary to determine if environmentally sensitive areas exist on a parcel.

-  Seismic Hazard Areas
-  Wetlands
-  Piped Streams
-  Streams (All Classes)



See Figure NE85-5 and NE85-6 for Sensitive Area Information

Figure SRH-2: South Rose Hill Sensitive Areas



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- (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 multifamily 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.

*Medium-density development at 12 dwelling units per acre is appropriate in areas north of NE 70th Street and east of 116th Avenue NE.*

The land located north of NE 70th Street and east of 116th Avenue NE is currently developed with multifamily housing. The land is oriented toward the freeway and the NE 70th Street park and ride. Multifamily 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.

*The area south of NE 73rd Street and east of 116th Avenue NE is appropriate for a transitional density of nine dwelling units per acre. Guidelines for detached units are discussed.*

A half-block area, adjoining the south side of NE 73rd Street and east of 116th Avenue NE, is bordered on the south by multifamily 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 nine 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.

*Further development potential for nine dwelling units per acre exists north along 116th Avenue NE from NE 78th Street to the southern boundary of Lakeview Estates. Standards should be followed to ensure compatibility and vegetation preservation.*

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 multifamily housing. These factors combine to make this land well-suited for multifamily uses at a density of nine dwelling units per acre. Future multifamily 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) Multifamily 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 required design elements.
- (3) Structures should be visually compatible with adjoining single-family development.

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- (4) Clustering of structures should help preserve significant groupings of trees and provide open space.
- (5) Establishment of natural greenbelt protective easements should perpetually retain the significant trees adjoining the Lakeview Estates parcel and the high school.
- (6) Access to multifamily 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 multifamily areas south of NE 80th Street and east of 116th Avenue NE should remain zoned as low-density development due to impacts. Redevelopment should focus on vegetation preservation and access.*

Existing multifamily housing located south of NE 80th Street and east of 116th Avenue NE is impacted by existing Planned Area 13 office and multifamily uses to the north, the freeway, and Lake Washington High School. Its designation of low-density development to a maximum of seven 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.

*With proper setbacks, scale, and buffers, multifamily development at a maximum density of 12 dwelling units per acre should be permitted in a small area on the east side of 120th Avenue NE, south of NE 85th Street.*

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 multifamily 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 multifamily 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, multifamily 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



## XV.G. SOUTH ROSE HILL NEIGHBORHOOD

~~significant vegetation along the south property line.~~

~~(3) Access to multifamily uses should not impact adjacent single family uses.~~

~~(4) Structures should be visually compatible with adjoining single family development.~~

~~Twelve units per acre should also be allowed in the following areas, subject to standards:~~

~~(1) West side of 122nd Avenue NE, south of NE 85th Street~~

~~(2) West of 124th Avenue NE, south of NE 85th Street~~

~~(3) East of 128th Avenue NE, north of NE 83rd Street~~

~~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 uses 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 multifamily 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) Multifamily 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 multifamily 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 multifamily development. This area should continue as duplex development at 12 dwelling units per acre to match current multifamily 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.~~

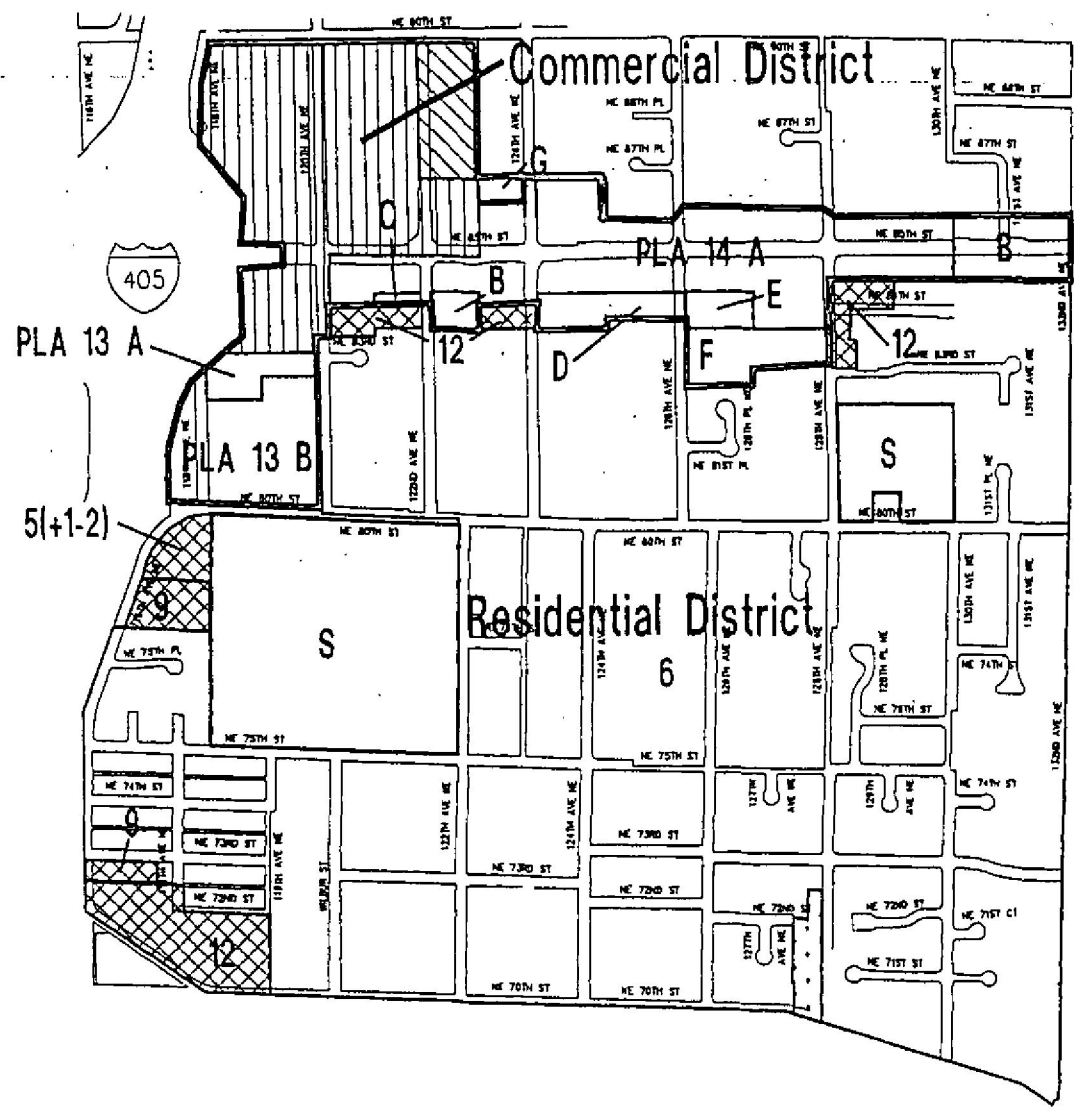
### 4. ECONOMIC ACTIVITIES

~~NE 85th Street is a regional transportation and commercial corridor, featuring retail, office, and business park uses. Some medium- and high-density multifamily development is also present.~~

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 multifamily development. From I-405 east to the Kirkland city limits, the commercial corridor generally tapers from a depth of over 1,100 feet to about 150 feet at 132nd Avenue NE on both sides of NE 85th Street. See the NE 85th Street Subarea Plan for more information about the commercial corridor.

See Figure NE85-1 for Revised Neighborhood Boundaries

See Figure NE85-2 for Revised Land Use










- |   |                            |   |              |
|---|----------------------------|---|--------------|
|  | LOW DENSITY RESIDENTIAL    |  | PLANNED AREA |
|  | MEDIUM DENSITY RESIDENTIAL |  | SCHOOLS      |
|  | COMMERCIAL                 |  | PARKS        |
|  | BUSINESS PARK              |   |              |



Figure SRH-3: South Rose Hill Land Use

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~~Commercial development should stay within the commercial corridor and not spread into the residential district.~~

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.

~~Much of the NE 85th Street corridor is characterized by strip commercial development.~~

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.

~~A limited corridor study should be done for NE 85th Street to identify street amenities which would give the area a positive identity.~~

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.

~~Standards are listed in consideration of goals to improve NE 85th Street's commercial district.~~

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 midpoint 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.

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- (5) Sidewalks that are at least seven 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.

*Freeway-oriented land uses should continue to be located closest to the I-405 interchange in the northwest quadrant of the commercial corridor.*

The northwest quadrant of the commercial corridor consists of land south of NE 90th Street, north of NE 80th Street, and west of the midblock 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 high volume traffic can be supported.*

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, nonconforming landscaping and signs should be brought into conformance to enhance this major entranceway into Kirkland from the east.

*Commercial uses are appropriate for certain areas due to proximity of transportation corridors and commercial services.*

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.

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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.

**Commercial development should be permitted on the north side of NE 70th Street, across from the Bridle Trails Shopping Center. Medium-density detached single-family residential development is also appropriate in the immediate vicinity.**

A portion of the vacant property at the northwest corner of NE 70th Street and 132nd Avenue NE is appropriate for a small-scale commercial development. Development should not extend into the surrounding low-density residential neighborhood, however.

The northern boundary of the new commercial area should lie south of the existing single-family development along 132nd Avenue NE. The western boundary should lie east of the existing single-family development along NE 70th Street. In the northwestern portion of the site, the boundary should generally follow the toe of the existing slope.

To mitigate impacts to the adjoining residential area, future development is subject to the following standards:

- (1) Commercial uses should be oriented to serving the neighborhood. Uses should not include vehicle service stations, drive-in businesses, auto service and sales, or storage facilities.
- (2) Building height, bulk, modulation, and roofline design should reflect the scale and character of single-family development. Blank walls should be avoided.

- (3) New structures should be substantially buffered from nearby low-density residential uses. Such buffering should consist of an earthen berm a minimum of 20 feet wide and 5 feet high at the center. In some places, the existing slope may replace the berm. The berm or slope should be planted with 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) Businesses must be oriented to NE 70th Street or 132nd Avenue NE and must be directly connected, with on-site sidewalks, to sidewalks in adjacent rights-of-way.
- (5) Commercial access must be taken only from NE 70th Street and/or 132nd Avenue NE. Turning movements may be restricted to promote public safety.
- (6) Parking areas should be landscaped and visually screened from adjoining residential development.
- (7) The number and size of signs should be minimized to avoid a cluttered, intensive commercial appearance. A master sign plan should be implemented. Back-lit or internally-lit translucent awnings should be prohibited. Only wall- or ground-mounted signs should be permitted.
- (8) Noise impacts to surrounding residential development should be minimized.
- (9) Hours of operation of businesses on the site should be limited to no more than 16 hours per day, ending at 10 p.m.

Immediately to the north of the commercial area, medium-density residential development is appropriate. Units should be small-lot detached single-family residences, however.



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### 5. PLANNED AREA 13

*PLA 13, south of NE 83rd Street, includes Subareas A and B, which have distinct characteristics for development.*

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 Avenue 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.

*Present development consists of multifamily housing, offices, a church, and a few single family homes.*

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, due to a lack of vehicular access to NE 85th Street, is an inappropriate location for new commercial uses, though some controlled expansion of established commercial uses may be allowed subject to development standards.*

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. This subarea includes Lot 7, west of the Kirkland Terrace Apartment Complex. 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 multifamily 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 recontouring 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



## XV.G. SOUTH ROSE HILL NEIGHBORHOOD

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 freestanding 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 Lots 6 and 7 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.
- (9) On Lot 7 to the west of the Kirkland Terrace apartment complex, new commercial structures should be designed to utilize a minimum of glass and be otherwise visually compatible with the residential uses nearby.

*Other permitted uses in Subarea A are professional offices or multifamily residences, which are also subject to development standards.*

Other uses permitted in Subarea A are professional offices or multifamily 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.
- (6) On Lot 7 to the west of the Kirkland Terrace apartment complex, new office structures should be designed to utilize a minimum of glass and be otherwise visually compatible with the residential uses nearby.

*Subarea B land uses should be limited to office and multifamily uses, while new or expansion of commercial uses are inappropriate.*

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 multifamily 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.

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~~Development standards for Subarea B are discussed.~~

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 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.~~
- ~~(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.~~

### 6. PLANNED AREA 14

~~Commercial development and transitional medium and high density residential uses should be allowed in PLA 14 subject to strict standards that would protect single family areas.~~

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 ensure that nonresidential 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.

~~Commercial uses may be permitted in Subarea A of PLA 14. Development should follow standards to ensure transition between commercial corridor and residential districts.~~

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 G 9 and G 10. 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

## XV.G. SOUTH ROSE HILL NEIGHBORHOOD

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. Only one driveway should be allowed for access to commercial property on the east side of 124th Avenue NE.
- (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.
- (6) Sources of noise and light should be kept to a minimum and directed away from adjacent residential properties.

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.

**Commercial uses in Subarea B should continue to be limited to offices. On-street parking should be minimized.**

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 G-9 and G-10. 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 should allow medium density (12 dwelling units/acre) residential subject to standards of adjoining areas. Office uses may also be permitted.**

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 and South Rose Hill Neighborhoods. In addition, Subarea C should be permitted to develop with office uses, subject to the same standards as development in Subarea A.

**Commercial development in Subarea D is permitted only if developed in conjunction with Subarea A, subject to standards. If joint development doesn't occur, medium density residential should be allowed.**

Subarea D is an area of predominantly undeveloped land located between 124th and 126th Avenue NE,

## XV.G. SOUTH ROSE HILL NEIGHBORHOOD

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 contains the highest residential densities in South Rose Hill. Like Subarea D, commercial uses should be allowed if in conjunction with Subarea A.**

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 multifamily 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 should continue to feature medium to high density multifamily residences, according to respective guidelines.**

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 multifamily 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.

## XV.G. SOUTH ROSE HILL NEIGHBORHOOD

- (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 allows office and medium density residential.**

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 are permitted. However, restaurants, taverns, grocery stores, drug stores, dry cleaners, barber shops, or shoe repair shops should be prohibited.

### 7. 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 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 stormwater detention facility on one acre of the site. No improvements are currently planned for this parcel.

**Efforts should be made to acquire additional park land for this neighborhood, including smaller parcels.**

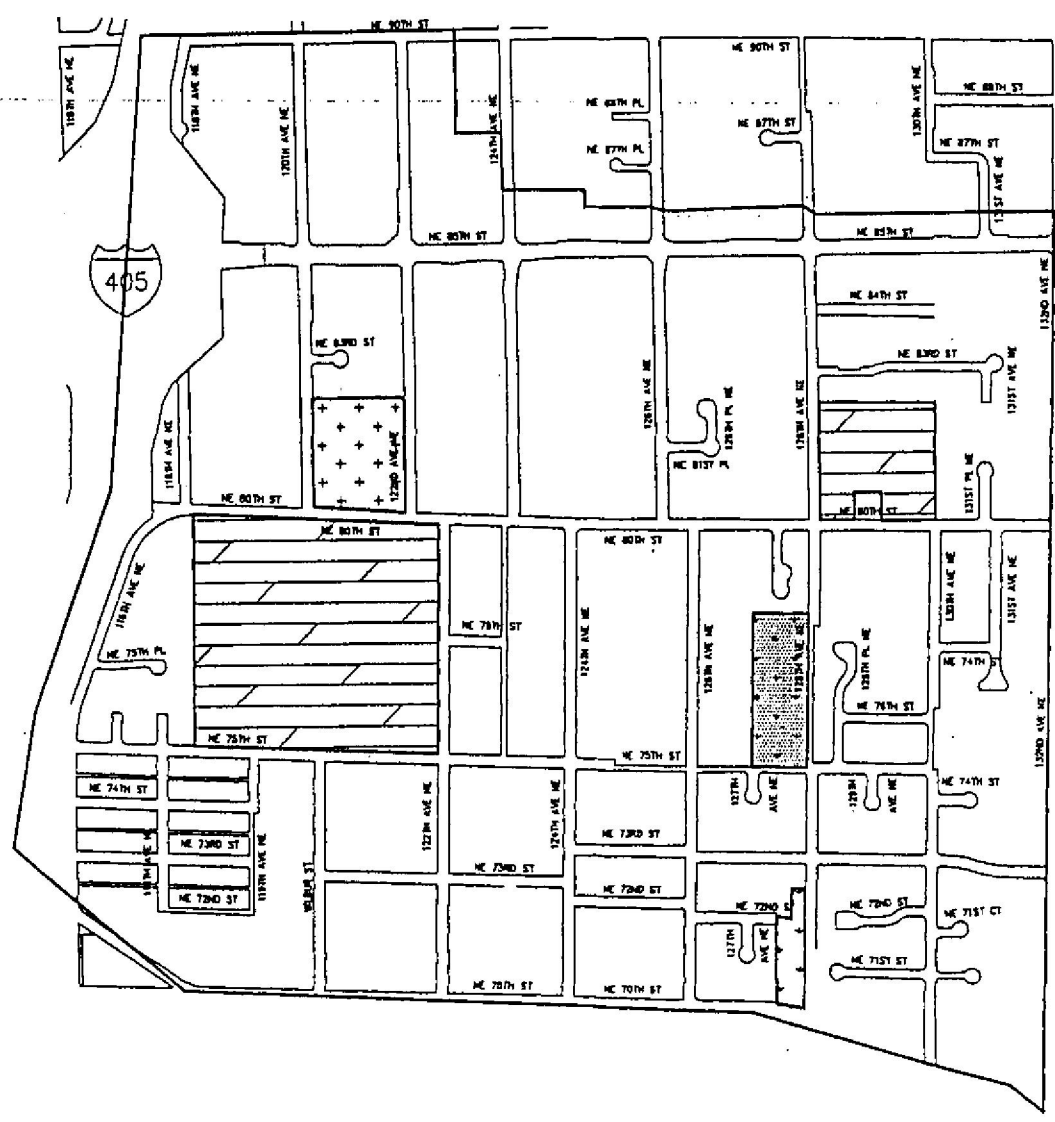
Despite these parks and open space facilities, the neighborhood is deficient in park land based on the standard of 15 acres per 1,000 population, because much of this land is owned by the Lake Washington School District. As a result, every effort should be made to acquire additional park land for this 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.

**The broadcasting tower site should be acquired, if possible.**

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.



See Figure NE85-1 for Revised Neighborhood Boundaries







-  Cemetery
-  Schools
-  Existing Park
-  Potential Park



Figure SRH-4: South Rose Hill Parks & Open Space





## XV.G. SOUTH ROSE HILL NEIGHBORHOOD

*Lake Washington School District should maintain open space and recreation facilities for public access.*

To the maximum extent possible, the Lake Washington School District should allow public access and maintain and enhance open space and recreation facilities, like ballfields, 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.

### 8. 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. Citywide policies can be found in the Public Services/Facilities chapter.

#### STREETS

*Street system should provide and maintain integrity of the residential district.*

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.

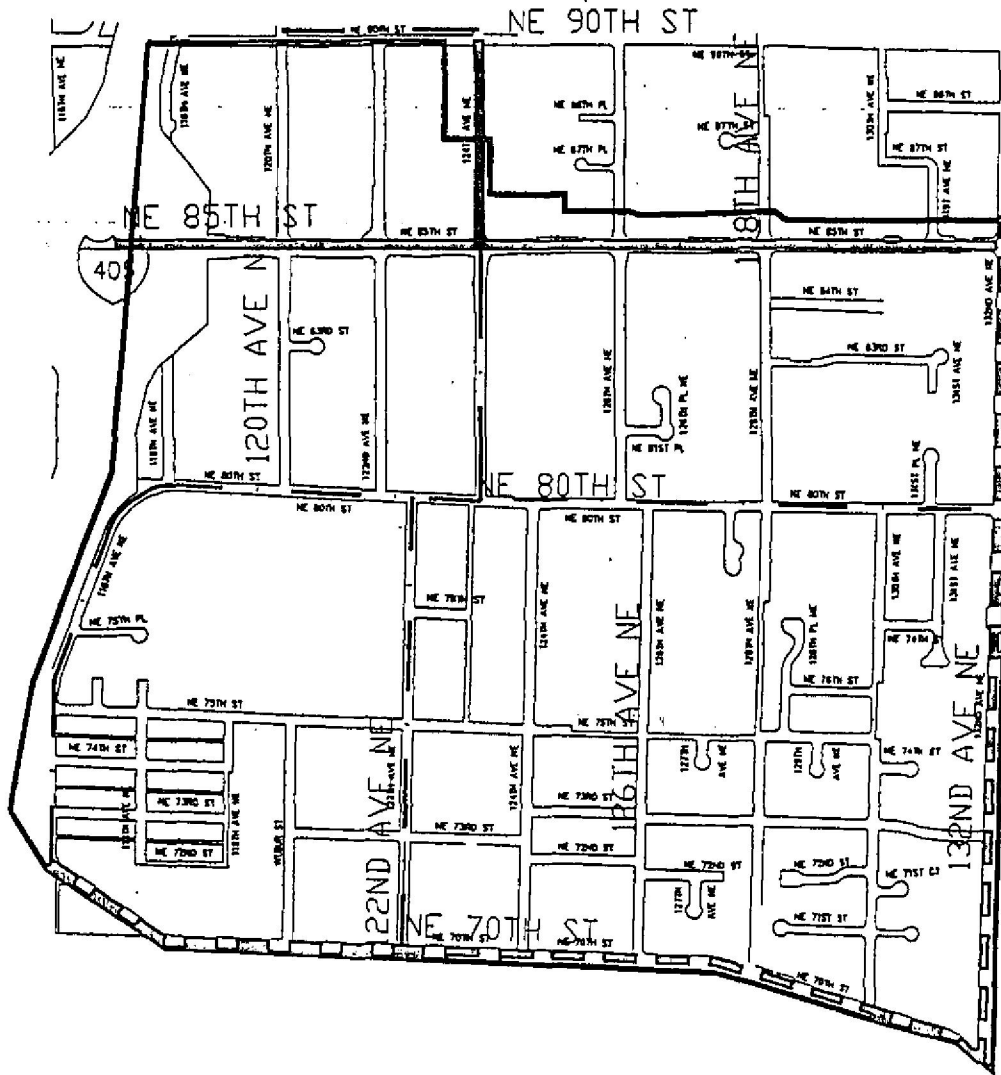
*Changes to street system may occur in accordance to City and regional decisions mandated by the GMA.*

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-side 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 (GMA) legislation. As City, State 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 management programs should be required for all commercial and medium-to-high-density residential developments.*

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
- Secondary Arterials
- Collector Street

If there is a conflict between Information in this Figure and information in the NE 85<sup>th</sup> Street Subarea Plan, the latter takes precedence.

Figure SRH-5: South Rose Hill Street Classification

## XV.G. SOUTH ROSE HILL NEIGHBORHOOD

### Primary Arterials

~~A limited corridor study of NE 85th Street should be conducted to focus on making it more pedestrian-friendly.~~

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 crosswalk with center median for pedestrian refuge, and the location of informative signs to identify public pathways.

~~Standards to improve NE 85th Street are discussed.~~

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 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 midpoint between north-south side streets. All access points should be clearly delineated and kept free of sight obstructions.~~
- (2) ~~Sidewalks that are at least seven 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.~~

~~Future signal locations are identified.~~

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 in 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.

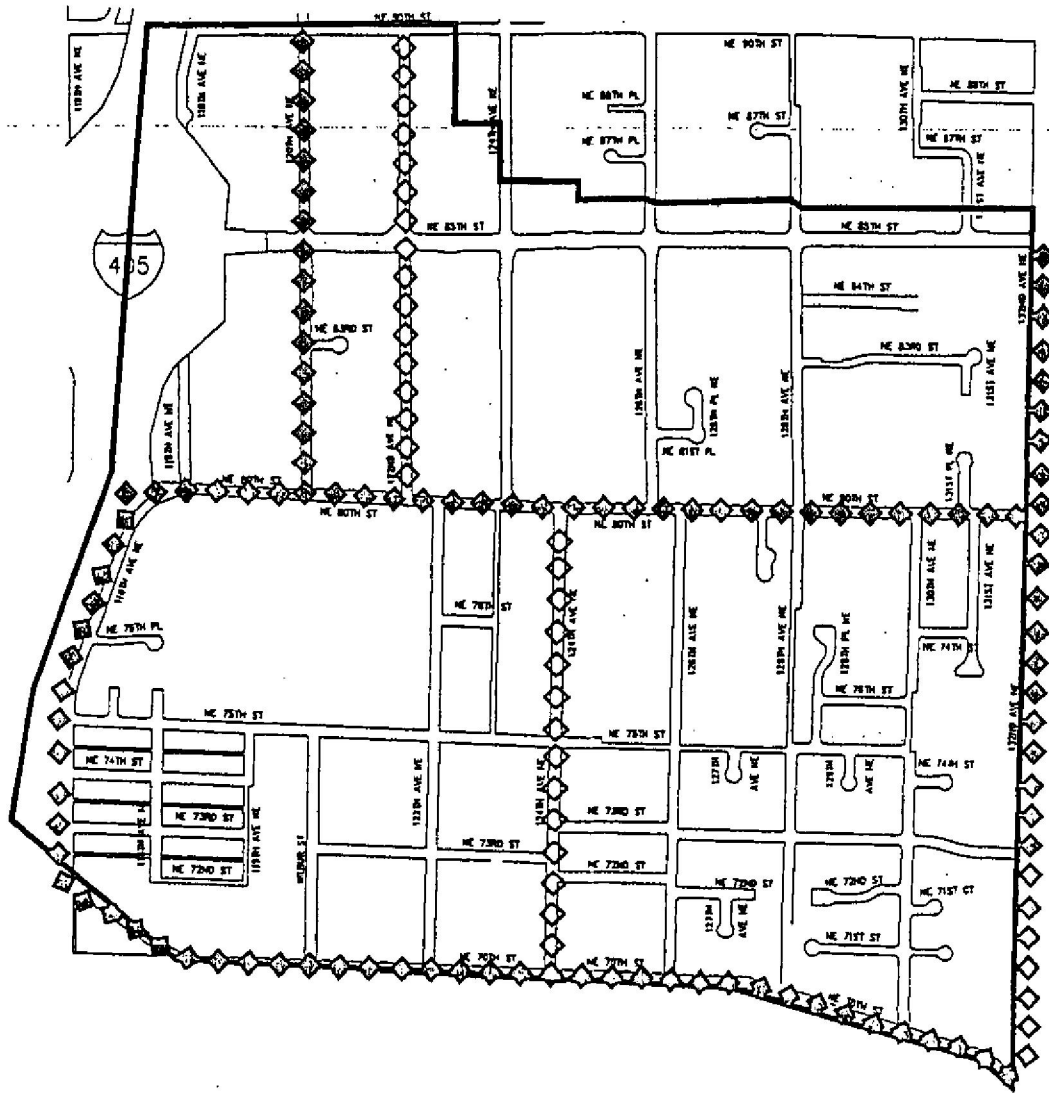
### Collector Streets

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.



Existing Bicycle Facilities     ◆◆◆◆◆

Proposed Bicycle Facilities     ◆◆◆◆◆



If there is a conflict between information in this Figure and information in the NE 85<sup>th</sup> Street Subarea Plan, the latter takes precedence.

Figure SRH-6: South Rose Hill Bicycle Routes

## XV.G. SOUTH ROSE HILL NEIGHBORHOOD

### 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 is recommended between Slater Avenue in North Rose Hill and NE 80th Street on South Rose Hill.~~

~~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 Citywide 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 122nd Avenue NE should be upgraded with paved, striped and marked bicycle lanes, and posted signs according to Citywide specifications.~~

### PEDESTRIAN CIRCULATION

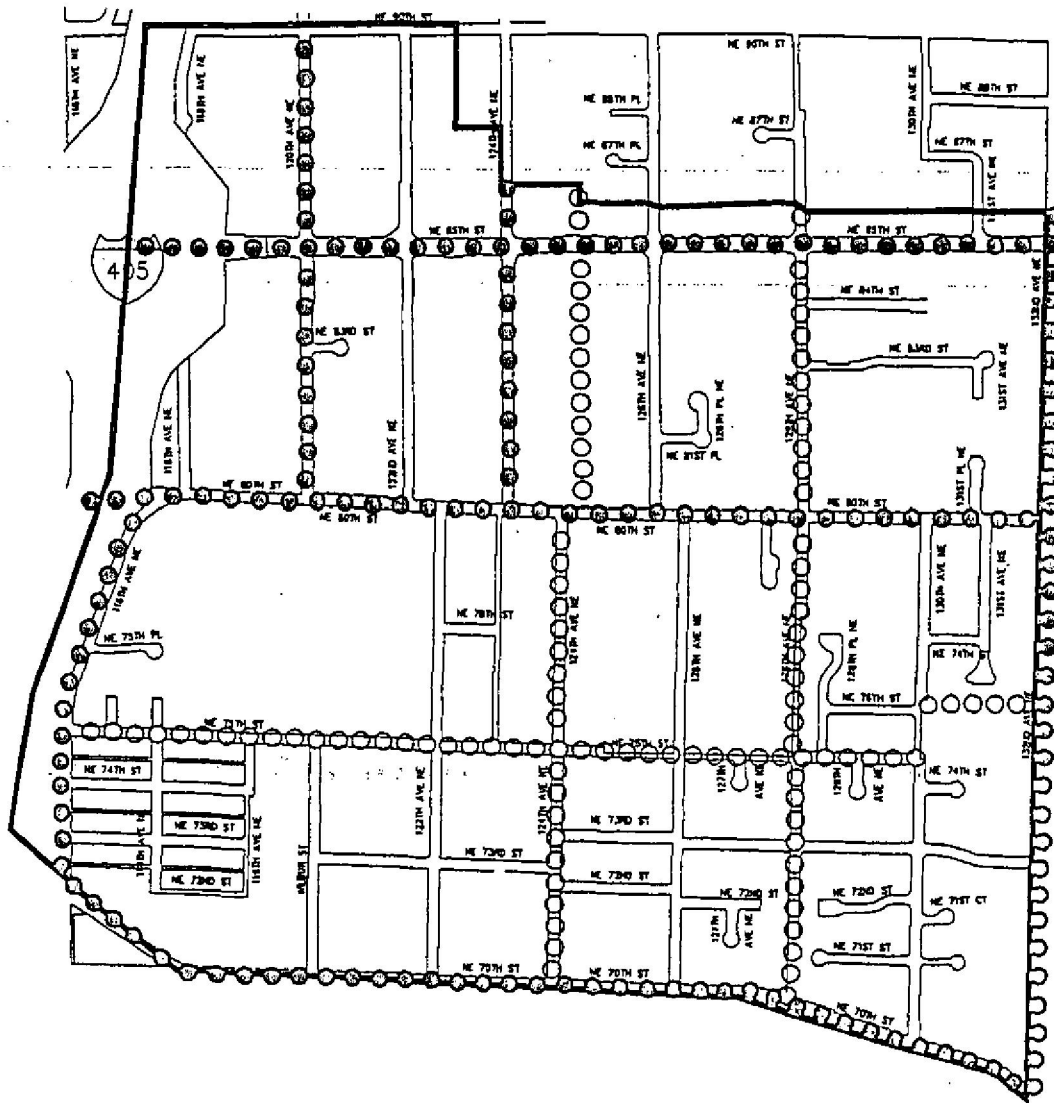
~~Developed areas in need of sidewalks should be identified and then installed through the capital facilities budget process.~~

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 rights-of-way 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.

~~Improvements to NE 85th Street sidewalks are discussed.~~

~~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 G-21.~~

~~Existing signalized crosswalks across NE 85th Street located at both 120th Avenue NE and 124th Avenue 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 122nd Avenue NE links the neighborhoods.~~



Existing Pedestrian Route      ○○○○○

Proposed Pedestrian Route      ○○○○○



If there is a conflict between Information in this Figure and information in the NE 85<sup>th</sup> Street Subarea Plan, the latter takes precedence.

Figure SRH-7: South Rose Hill Pedestrian Routes



## XV.G. SOUTH ROSE HILL NEIGHBORHOOD

*A pedestrian connection between North Rose Hill and the residential area of South Rose Hill is recommended along 128th Avenue NE to NE 80th Street.*

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 85th 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 onto 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.

*Other areas targeted for pedestrian access are listed.*

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

*Rose Hill Water District provides water, and the City provides sewer service to the neighborhood.*

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.

*New development must ensure protection of Forbes Lake and Creek and Lake Washington.*

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 stormwater management practices should be utilized. These include preservation and use of natural, rather than mechanical, drainage systems.

## XV.G. SOUTH ROSE HILL NEIGHBORHOOD

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

churches and Mark Twain Elementary School are viewed as minor activity centers.

### 9. 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.

*Four gateways to South Rose Hill are identified as are recommendations for installation of signs and landscaping.*

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.

*Activity nodes are identified.*

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

*Landmarks of visual or historical significance are discussed.*

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 should be enhanced and preserved. Utility lines along NE 85th Street should be undergrounded.*

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.~~

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## XV.G. SOUTH ROSE HILL NEIGHBORHOOD

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*Landscaping and site design techniques should be used in future development to create "edges" to separate various land uses.*

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.

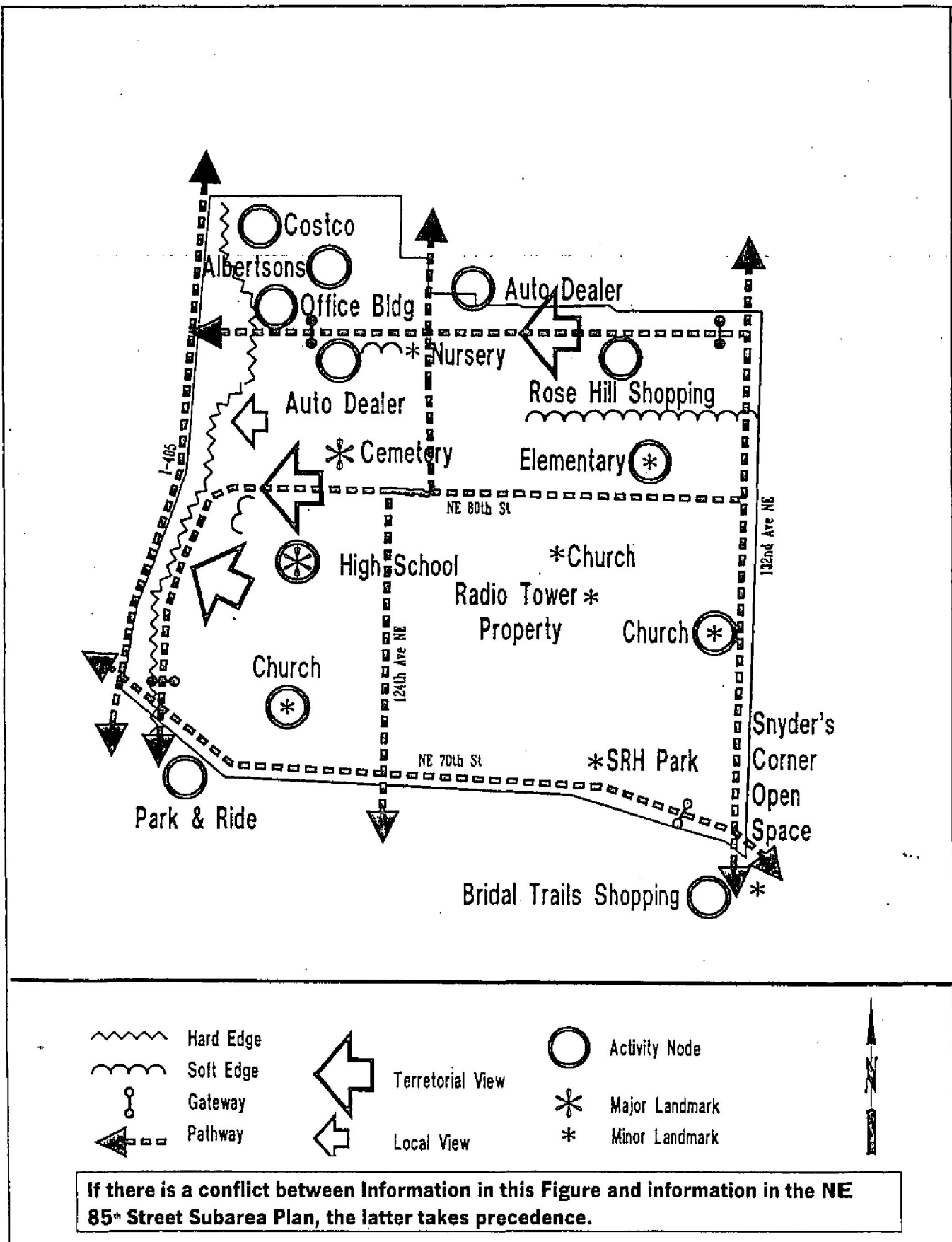


Figure SRH-8: South Rose Hill Urban Design Elements

NE 85<sup>th</sup> STREET SUBAREA PLAN  
April 2001

I. Introduction

LOCATION

The NE 85<sup>th</sup> Street Subarea Plan covers an area (Figure NE85-1, "NE 85<sup>th</sup> Subarea and Neighborhood Boundaries") centered on the NE 85<sup>th</sup> Street commercial area, including residential areas to the north and south. The area covered by the Subarea Plan extends from I-405 on the west to 132<sup>nd</sup> Avenue NE (the Kirkland City limits and common boundary with the City of Redmond) on the east. The north plan area boundary extends along NE 90<sup>th</sup> Street west from 132<sup>nd</sup> Avenue NE until it reaches 124<sup>th</sup> Avenue NE, where it jogs north to NE 92<sup>nd</sup> Street and then turns west to I-405. The south boundary extends along NE 80<sup>th</sup> Street. The Subarea extends less than one-mile east to west, and about six-tenths of a mile north to south. At the end of 1999 the estimated residential population of the Subarea was about 1600 people; in the same year, the Subarea contained approximately 39,400 square feet of office floor space, and 520,400 square feet of retail floor space.

PLANNING CONTEXT

The NE 85<sup>th</sup> Street Subarea Plan includes areas that are part of the North Rose Hill and the South Rose Hill Neighborhood Plans. Portions of these larger areas were combined in the NE 85<sup>th</sup> Street Subarea Plan in recognition of the influence that NE 85<sup>th</sup> Street and the surrounding commercial district exerts on its neighbors to the north and south. Development of a Subarea Plan makes it easier for the City to plan in an effective, coordinated way for future land use, transportation improvements, and urban design enhancements in this important area. The North Rose Hill and South Rose Hill Neighborhood Plans stay in effect, and continue to provide policy direction for their respective neighborhoods, exclusive of the NE 85<sup>th</sup> Street Subarea. If there is a conflict between one of the earlier neighborhood plans and a goal or policy in this more recent NE 85<sup>th</sup> Street Subarea Plan, the latter goal or policy takes precedence.

However, both neighborhoods are still affected by City decisions in the NE 85<sup>th</sup> Street Subarea and both should continue to be consulted about plans for the Subarea in the future. In recognition of this, the boundary between the North Rose and South Rose Hill Neighborhoods was moved to the middle of NE 85<sup>th</sup> Street as part of the Subarea planning process. Previously, the boundary between the neighborhoods followed the north edge of the commercial district. Both neighborhood associations have committed to work together and to have an equal voice in decisions that affect the Subarea.

The NE 85<sup>th</sup> Street area originally developed in unincorporated King County. The City of Kirkland annexed the commercial area closest to Interstate 405 in 1970. In the 1970s and early 1980s, there were a number of additional, small annexations in the study area. The remainder of the North Rose Hill and South Rose Hill neighborhoods was annexed in 1988. The City already provided sewer and water to some of the potential annexation area. In addition, many area residents expressed a desire to be annexed to

the City because of their concern with the type of land uses (such as used car sales and auto repair) that were being permitted along NE 85<sup>th</sup> Street by King County and which they felt were beginning to characterize the area.

## PHYSICAL CONTEXT

NE 85<sup>th</sup> Street is recognized as both a commercial area and transportation corridor serving regional and local users. The western portion of the Subarea (nearest I-405) features major regional retail uses, including Costco and several automobile dealerships. From I-405 east to the Kirkland city limits, the commercial area generally narrows north to south (tapering from a depth of over 1,100 feet at I-405, to about 150 feet at 132<sup>nd</sup> Avenue NE), and generally becomes less intensively developed as you move west to east. Other land uses in the area include retail stores, offices, and business parks, single family homes, and some multifamily housing.

NE 85<sup>th</sup> Street is designated State Route Number 908. In addition to serving the businesses located on it, and the businesses and residences nearby to the north and south, NE 85<sup>th</sup> Street serves as an important transportation link between Redmond and Kirkland, and between both communities and I-405.

Visually, NE 85<sup>th</sup> Street is characterized by a variety of older strip commercial development, some newer buildings and, particularly at the east end of the subarea, some former single-family residential structures converted to commercial use. Most of these retail and commercial buildings include little or no landscaping, and little in the way of pedestrian access. There are few adequate sidewalks along NE 85<sup>th</sup> Street, or elsewhere in the study area, and crossing the busy arterial can be a daunting task due to a lack of well-marked crosswalks and pedestrian-friendly signals.

## **II. Vision Statement**

*The NE 85<sup>th</sup> Street Subarea in the year 2012 is an attractive, economically healthy, commercial area combining regional, community, and local retailers. These latter are more prevalent along the east end of NE 85<sup>th</sup> Street. Large retailers continue to dominate the western half of the business district. Generally, the land uses are more intensive on the west end of the Subarea (near the freeway) and less intensive (more neighborhood oriented) on the east end. The City has maintained the line between single-family residential areas, multifamily residential areas, and adjacent office/retail/commercial areas.*

*The business district is surrounded on the north and south with stable, attractive residential neighborhoods. These areas are predominantly single-family, although there are several areas adjacent to the business core with multi-family housing. The newer multi-family developments have been designed to be compatible in scale and architectural features with their single-family neighbors.*

*NE 85<sup>th</sup> Street itself continues to serve as a primary transportation link between Kirkland, Redmond, and a reconfigured I-405 / NE 85<sup>th</sup> Street interchange. However, modifications to NE 85<sup>th</sup> Street have improved its ability to be used by pedestrians and transit, while maintaining or slightly increasing its capacity for single occupant*



*passenger cars. Included in these modifications are wide new sidewalks with street trees, and a landscaped median designed to control left turns across on-coming traffic while continuing to provide access to local businesses. Steps also have been taken to minimize "cut-through" traffic and other traffic impacts in the residential areas north and south of the business district. In addition to the new, wider sidewalks on NE 85<sup>th</sup> Street, sidewalks throughout the area have been improved, with new sidewalks added where none previously existed.*

*The appearance of the business district, as it has evolved, has benefited from a coordinated effort by the City, business owners and property owners to improve the image of the area. In addition to the wider sidewalks, street trees and landscaped median already noted, this has included new, more attractive street lights and traffic signals, better public signage, and new benches, crosswalk markings, and other public improvements. It also has included better looking buildings throughout the area, as the architectural and landscape design standards for new or remodeled retail, commercial and multifamily residential buildings have an ever-increasing impact as properties redevelop. These standards require ample landscaping or other techniques to ease the transition between different adjacent land uses. These standards also generally require new commercial or mixed use buildings to be oriented to the sidewalks (with parking behind or to the side), and encourage the aggregation of smaller properties into larger, more coordinated developments with coordinated signage and less of a "strip mall" feel.*

### **III. Land Use**

#### **INTRODUCTION**

The NE 85<sup>th</sup> Street Subarea is characterized by a wide range of land uses, from single family residences to large regional stores such as the Costco membership warehouse and several car dealerships. Commercial (retail, office, and service) land uses are located along and adjacent to NE 85<sup>th</sup> Street itself. Generally speaking, the largest and most intensive of these uses are in the west end of the subarea, nearest I-405. In this area, the commercial uses also extend farther north and south than they do in the east end of the subarea, where the retail and commercial uses are generally smaller and less intensive. North and south of the NE 85<sup>th</sup> Street commercial area, the Subarea is almost exclusively residential, with the exception of the Kirkland Cemetery and Rose Hill Elementary School. Lake Washington High School is located immediately south of NE 80<sup>th</sup> Street, just out of the Subarea.

The Subarea includes some multifamily housing, generally on properties adjacent to commercial uses. Much of the subarea was developed in unincorporated King County prior to annexation by the City of Kirkland. Following annexation, the City of Kirkland adopted a dual set of zoning categories that recognized the earlier King County standards in the annexation areas and facilitated the transition of these areas to City of Kirkland standards. Eventually, new and remodeled commercial structures in these areas should meet the same standards as those that apply in similar zones throughout the City.

RESIDENTIAL

Outside of the NE 85<sup>th</sup> Street commercial area, most of the NE 85<sup>th</sup> Street Subarea is designated for, and developed as, residential use. There are several limited areas designated for multifamily residential (medium-density, up to 12 units per acre, and high density, between 12 and 24 units per acre) development south of NE 85<sup>th</sup> Street, and one area to the north. (See Figure NE85-2, "NE 85<sup>th</sup> Subarea Land Use").

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

New residential development in the low-density residential areas should be compatible with the current character of the neighborhood. New multifamily development or redevelopment should incorporate architectural and site design features to assure compatibility with adjacent single-family areas.

**GOAL NE85-1:** Maintain and enhance the predominantly single-family residential character of the neighborhoods adjacent to the north and south of the NE 85<sup>th</sup> Street commercial area.

**POLICY NE85-1.1:** Maintain low-density detached residential housing as the primary land use in the areas north of the NE 85<sup>th</sup> Street commercial area and east of 124<sup>th</sup> Avenue NE, and south of the commercial area and east of 120<sup>th</sup> Avenue NE.

**POLICY NE85-1.2:** Encourage the efficient use of larger lots within the subarea at the maximum densities allowed by the underlying zoning.

**GOAL NE85-2:** Assure an effective transition between single family and multifamily areas by establishing architectural and site design standards for new and remodeled multifamily development.

**POLICY NE85-2.1:** Develop and adopt subarea-wide architectural and site design standards for medium-density residential development as described in the Urban Design section of this Subarea Plan.

COMMERCIAL (RETAIL, OFFICE, AND LIGHT MANUFACTURING PARK)

Much of the NE 85<sup>th</sup> Street Subarea, including all the land along NE 85<sup>th</sup> Street itself, currently is designated either for commercial (retail, office, and service), office, light manufacturing park, or office/multifamily use. These designations extend north-south from NE 92<sup>nd</sup> Street to NE 80<sup>th</sup> Street (the full north-south dimension of the subarea) at

the west end of the subarea (adjacent to I-405), and gradually taper down to include only the properties fronting on NE 85<sup>th</sup> Street itself at the east end of the subarea.

The subarea contains a wide range of commercial land uses. The west end of the Subarea (nearest I-405) includes several large freeway-oriented businesses with community-wide or regional markets, such as Costco membership warehouse and several automobile dealerships. The central and east end of the Subarea also includes smaller retail stores and services with more local markets. In addition to the car dealers, there are a number of auto-oriented stores and services (gas stations, car washes, tire stores, etc.) in the Subarea. The Subarea also includes a small but growing amount of office space, particularly in the blocks between 120<sup>th</sup> and 124<sup>th</sup> Avenues NE.

Commercial developments in the Subarea vary widely in age and condition. A new grocery store and drug store have been built on the south side of NE 85<sup>th</sup> Street, between 124<sup>th</sup> and 126<sup>th</sup> Avenues NE. However, there are a number of smaller, older strip mall developments, some of which are partially vacant or underutilized. In several cases these older developments have poor visibility and/or poor access from NE 85<sup>th</sup> Street. On NE 85<sup>th</sup> Street between 130<sup>th</sup> and 132<sup>nd</sup> Avenues NE there are several single-family structures converted to office or retail uses.

Subarea Plan policies should recognize the economic significance to the City of the major regional retail uses located in the NE 85<sup>th</sup> Street commercial area, and enhance the area's commercial viability while minimizing impacts on adjacent residential neighborhoods to the north, south and east. These policies should also designate appropriate locations for various types and intensities of commercial uses, with the most intensive development adjacent to the NE 85<sup>th</sup> Street/I-405 interchange, and a scaling down of development to the north, south and east. Policies should prohibit large retail or wholesale uses (except where currently located or explicitly allowed) in order to avoid new uses that generate excessive traffic, are massive, and can displace smaller, locally owned businesses. Policies should encourage redevelopment of older commercial properties and converted single-family structures. All new and remodeled commercial development should be subject to appropriate architectural and site design standards, in order to improve the appearance of the commercial area, and to assure appropriate transition and buffering between the commercial area and adjacent residential areas. Commercial development should not be permitted to spread beyond the existing NE 85<sup>th</sup> Street commercial area into adjacent residential areas.

**GOAL NE85-3:** Enhance the commercial viability of the NE 85<sup>th</sup> Street Subarea, while minimizing impacts on adjacent residential neighborhoods to the north, south and east.

**POLICY NE85-3.1:** Recognize the economic significance to the City of the major retail uses located in the NE 85<sup>th</sup> Street Subarea, and cooperate with these business owners to help assure their continued viability, consistent with the other goals and policies of this Subarea Plan.

POLICY NE85-3.2: Prohibit individual retail or wholesale uses that occupy more than 65,000 gross square feet in the NE 85<sup>th</sup> Street Subarea. Note, however, exceptions for Area RH-1a and Area RH-2a as described in Policies NE85-4.1a and NE85-4.2a.

POLICY NE85-3.3: Limit commercial development to the NE 85<sup>th</sup> Street commercial area as defined by the land use designations in Figure NE 85-2, NE 85<sup>th</sup> Subarea Land Use. Do not allow such development to spread into the adjoining residential neighborhoods.

POLICY NE85-3.4: Require that all new and remodeled commercial development be subject to appropriate architectural and site design standards, in order to improve the appearance of the commercial area, and to assure appropriate transition and buffering between the commercial area and the adjacent residential areas.

POLICY NE85-3.5: Utilize zoning incentives or other techniques to encourage commercial redevelopment in the Subarea.

POLICY NE85-3.6: Upgrade public infrastructure to support commercial redevelopment in the Subarea.

GOAL NE85-4: Using the RH (Rose Hill) prefix, designate areas within the Subarea that need site specific development standards.

POLICY NE85-4.1a: Area RH-1a: This area contains a well-established, large regional retailer. Allow this use to continue.

POLICY NE85-4.1b: Area RH-1b: Limit new development to accessory parking for the commercial development in Area RH-1a, or alternatively to light industrial uses that generate minimal traffic. Do not allow uses that have high traffic generation, such as most retail uses. Observe wetland constraints and observe all applicable wetland and sensitive area regulations.

POLICY NE85-4.2a: Area RH-2a:

Land use: Require retail uses (including car dealer), and permit office and/or residential uses. Require retail use to be the predominant ground level use. However, discourage large, singular retail or wholesale uses through establishment of a size limitation that, in recognition of convenient access to I-405, may be greater than in the rest of the Subarea.

Building bulk: Establish a maximum building height that allows for a maximum of five stories if offices above retail or a maximum

of six stories if residential above retail. The maximum height should be 67 feet with additional height allowed for a sloping roof form (five feet) and roof top appurtenances. Provide openness by limiting the total floor area, separating the buildings and including ample building modulation. Step back upper stories from NE 85<sup>th</sup> Street.

**Traffic and Access:** Recognizing that redevelopment will generate additional traffic compared to traffic generated by existing development, require mitigation for traffic impacts from the redevelopment. Allow vehicular access to NE 85<sup>th</sup> Street and 120<sup>th</sup> Ave. NE. Permit emergency vehicles only to access from 118<sup>th</sup> Ave. NE.

**Design considerations:** Buffer new structures from nearby residential uses through the use of substantial landscaping, fences, and/or berms. Mitigate noise and light and glare impacts on adjacent residential properties. Encourage underground or structured parking (discourage large ground level parking lots).

**POLICY NE85-4.2b: Area RH-2b:**

**Land Use:** Permit retail (including car dealer) if developed in conjunction with RH-2a, office and/or residential uses.

**Building bulk:** Establish a maximum building height that allows for a maximum of four stories if office above retail or a maximum of five stories if residential above retail. The maximum height should be 55 feet with additional height allowed for a sloping roof form (five feet) and roof top appurtenances. Provide openness by limiting the total floor area, separating the buildings and including ample building modulation. Step back upper stories from 120<sup>th</sup> Avenue NE.

**Traffic and Access:** Same as RH-2a.

**Design considerations:** Same as RH-2a. Limit the impacts of new signs for residents across 120<sup>th</sup> Ave. NE.

**POLICY NE85-4.2c: Area RH-2c:**

**Land use:** Permit a car dealer use if developed in conjunction with RH-2a and RH-2b, office and/or residential uses.

**Building bulk:** Allow buildings to step up to 3 stories with lower heights starting next to existing residences. Provide openness by limiting the total floor area, separating the buildings and including ample building modulation.

**Traffic and Access:** Recognizing that redevelopment will generate additional traffic compared to traffic generated by existing development, require mitigation for traffic impacts from the redevelopment. Allow vehicular access for the car dealer use from NE 85<sup>th</sup> Street or 120<sup>th</sup> Ave. NE. Permit traffic from office and residential uses to access from 118<sup>th</sup> Ave. NE that is equal to traffic that could be generated from office/residential development at 12 units per acre. Any traffic in excess of this amount should access from NE 85<sup>th</sup> or 120<sup>th</sup> Ave. NE.

**Design considerations:** Buffer new structures from nearby residential uses through the use of substantial landscaping, fences, and/or berms. Design new signs facing onto 118<sup>th</sup> Ave. NE to be compatible with nearby properties. Mitigate noise and light and glare impacts on adjacent residential properties. Encourage underground or structured parking (discourage large ground level parking lots).

**POLICY NE85-4.3:** Area RH-3: Allow this area to redevelop with mixed use development up to 5 stories in height on the northern part of the site (where the ground elevation is lower) if the area is developed as a single, coordinated project with ground-level retail and pedestrian amenities. This mixed-use development may be phased to include office, retail, hotel and multifamily residential. Emphasize transit access in any such redevelopment. Require redevelopment to include an east-west pedestrian connection near the north end of the site, between 120<sup>th</sup> to 122<sup>nd</sup> Avenues NE. Encourage infill or "liner" retail along NE 85<sup>th</sup> Street as an interim alternative to complete site redevelopment. Reduce the number of vehicular access points onto NE 85<sup>th</sup> Street in any redevelopment, and encourage existing development to consolidate driveways and curb cuts.

**POLICY NE85-4.4:** Area RH 4: Allow office or medium-density multifamily residential uses in this area. Alternately, allow the site to be developed as parking and access for the commercial use to the south. Do not allow Area RH-4 to be developed as a self-contained commercial use.

**POLICY NE85-4.5:** Areas RH-5a and 5b: Continue to allow general commercial uses in this core portion of the NE 85<sup>th</sup> Street commercial area, subject to district-wide design guidelines. Require new development to limit the number of driveways on NE 85<sup>th</sup> Street, and encourage existing development to consolidate driveways and curb cuts. In addition, observe the following transition standards:



(1) Set vehicular access points located on north-south side streets back from adjacent residential properties as much as possible without creating problems for traffic turning to and from NE 85th Street. Allow only one driveway for access to commercial property on the east side of 124th Avenue NE.

(2) Locate a heavily landscaped buffer strip along any boundary with residential properties or along streets separating commercial development from residential properties.

(4) Retain existing significant trees and vegetation within the buffer. Preclude this landscaped area from further development by the creation of a greenbelt protective easement.

(5) Keep sources of noise and light to a minimum and directed away from adjacent residential properties.

(6) Area RH-5b: On the north side of NE 85<sup>th</sup> Street east of 126<sup>th</sup> Avenue NE, restrict permitted uses to those that generate limited noise, light and glare, odor, and traffic impacts. Examples of uses that would be appropriate in this area include medical/dental offices, insurance offices, dry cleaners, and coffee shops. Examples of uses that would not be appropriate in this location include gas stations, car washes, uses with drive-through windows, and uses with extended hours of operation.

POLICY NE85-4.6: Area RH-6a: Allow multifamily residential uses at a density of 12 units per acre. Allow a greater density if affordable housing is a component of the development.

Area RH-6b: Allow multifamily residential and office uses only.

Area RH-6a and 6b: Establish design standards to make new buildings compatible in scale and character with the single-family residential development to the south. To the extent possible, save existing significant trees to buffer new development from adjacent single-family homes.

POLICY NE85-4.7: Area RH-7: Encourage mixed use development. Allow additional building heights as an incentive to develop the areas as a single, coordinated project with ground-level retail and pedestrian amenities. Include office, retail, and multifamily residential in any such development; orient the multifamily to the south and east (i.e. towards existing adjacent multifamily-designated areas). Encourage the development of the area as a neighborhood center with a cluster of smaller, primarily neighborhood-oriented businesses. Limit permitted uses to those that generate limited noise, light and glare, odor, and traffic impacts. Examples of uses that would be appropriate in this area include medical/dental offices, insurance offices, dry

cleaners, and coffee shops. Examples of uses that would not be appropriate in this location include gas stations, car washes, uses with drive-through windows, and uses with extended hours of operation. Encourage infill or "liner" retail along NE 85<sup>th</sup> Street as an interim alternative to complete site redevelopment. Require new development to reduce the number of driveways on NE 85<sup>th</sup> Street, and encourage existing development to consolidate driveways and curb cuts.

**POLICY NE85-4.8:** Area RH-8: Allow a range of less intensive office, neighborhood retail, and neighborhood service uses on both sides of NE 85<sup>th</sup> Street from 128<sup>th</sup> Avenue NE to 132<sup>nd</sup> Avenue NE. Limit permitted uses to those that generate limited noise, light and glare, odor, and traffic impacts. Examples of uses that would be appropriate in this area include medical/dental offices, insurance offices, dry cleaners, and coffee shops. Examples of uses that would not be appropriate in this location include gas stations, car washes, uses with drive-through windows, and uses with extended hours of operation. Encourage property owners to aggregate their properties to allow more efficient redevelopment with fewer access points onto NE 85<sup>th</sup> Street, by providing incentives including increased building heights up to 3 stories with decreased front setbacks. Encourage new buildings to be located at the front of the lots, with parking underneath, at the rear of buildings, or between adjacent buildings. Encourage mixed-use buildings to have residential units on upper levels. Discourage single-story retail buildings.

**GOAL NE85-5:** Assure an effective transition between residential and commercial areas by establishing architectural and site design standards for new and remodeled commercial (office, retail, and light manufacturing park) development.

#### **IV. Transportation**

NE 85<sup>th</sup> Street is an important transportation link between Redmond and Kirkland, and between both communities and I-405. It also provides access to the many large and small businesses and offices within the commercial area that includes NE 85<sup>th</sup> Street and extends varying distances to the north and south. In addition, NE 85<sup>th</sup> Street serves the residents of the adjoining neighborhoods to the north and south. Finally, a new Sound Transit express bus linking Redmond and the University of Washington will run along NE 85<sup>th</sup> Street. Sound Transit also considered transit and carpool improvements to the NE 85<sup>th</sup> Street/I-405 interchange, but these improvements will not be part of Sound Transit's first phase of work.

However, NE 85<sup>th</sup> Street does not now accommodate a balanced mix of transportation modes. NE 85<sup>th</sup> Street currently is oriented almost exclusively to serving the private automobile (see Figure NE85-3, "NE 85<sup>th</sup> Subarea Street Classification"). The street has no bicycle, transit, or carpool facilities, and only the most minimal pedestrian facilities. At various points along the street, sidewalks are narrow or non-existent, and pedestrian crossings are perceived as inadequate at best, dangerous at worst. Because of ever-increasing traffic volumes, even automobile traffic is experiencing increasingly frequent and severe delays during peak traffic periods. NE 85<sup>th</sup> Street currently has uncontrolled left turns from the center lane.

Many agencies in addition to the City of Kirkland have a voice in shaping the future of NE 85<sup>th</sup> Street. It is a main arterial route linking the City of Redmond to I-405. In addition, NE 85<sup>th</sup> Street is designated State Route Number 908, providing the Washington State DOT a role in any improvements to be made to the arterial. The DOT currently is studying the entire I-405 corridor, including the NE 85<sup>th</sup> Street interchange; options for interchange reconfiguration (such as a direct access off ramp or road serving the commercial area in the northeast quadrant of the interchange) will be considered. King County Metro Transit has bus routes on the street, and Sound Transit has an express bus route from Redmond to the University of Washington that travels along NE 85<sup>th</sup> Street (see Figure NE85-4, "NE 85<sup>th</sup> Subarea Transit Routes").

The City of Kirkland should cooperate with these various agencies to identify and implement the various improvements to NE 85<sup>th</sup> Street that are needed to serve a more balanced mix of transportation modes, including bicycles, transit, carpools, and pedestrians. Ideally, these improvements can be made while maintaining or enhancing NE 85<sup>th</sup> Street's overall vehicular capacity, and if possible without adding to the overall width of the street. Finally, proposed improvements need to recognize and reinforce NE 85<sup>th</sup> Street's dual role of a regional transportation corridor, and a street serving local businesses and adjacent neighborhoods. The impact of proposed transportation improvements, such as the median, on existing businesses should be acknowledged and carefully considered in evaluating such changes to the street.

**GOAL NE85-6:** Transform NE 85<sup>th</sup> Street from a transportation system dominated by the use of automobiles to a system having a balance among the transportation modes.

**POLICY NE85-6.1:** Encourage the use of non-motorized transportation modes by providing adequate facilities for pedestrians and bicyclists throughout the NE 85<sup>th</sup> Street Subarea.

**POLICY NE85-6.2:** Eliminate traffic bottlenecks and minimize traffic delays on NE 85<sup>th</sup> Street and other arterial streets.

**POLICY NE85-6.3:** Develop a transportation system network that adequately supports the existing and planned land uses in the Subarea.

**POLICY NE85-6.4:** Encourage transit use by providing adequate transit facilities in the corridor.

**GOAL NE85-7:** Enhance opportunities for local access to NE 85<sup>th</sup> Street from adjacent residential areas while discouraging by-pass traffic into the residential neighborhoods.

**POLICY NE85-7.1:** Place neighborhood traffic control devices at appropriate locations near the Rose Hill Elementary School, to discourage by-pass traffic through this portion of the South Rose Hill Neighborhood.

**POLICY NE85-7.2:** Make transportation system improvements to maintain vehicular capacity on NE 85<sup>th</sup> Street, and to minimize traffic bottlenecks and delays, and to discourage short cuts through the neighborhoods.

**GOAL NE85-8:** Minimize traffic congestion and hazards by implementing access management improvements.

**POLICY NE85-8.1:** Pursue conversion of the two-way center left turn lanes on NE 85<sup>th</sup> Street to landscaped medians from I-405 to 132<sup>nd</sup> Avenue NE, while providing adequate left turn opportunities, and U-turn vehicle storage space at each intersection. The final decision on the conversion shall be made by the City Council by ordinance or resolution.

**POLICY NE85-8.2:** Eliminate multiple driveways on NE 85<sup>th</sup> Street when properties redevelop. Encourage properties on NE 85<sup>th</sup> Street to consolidate their existing driveways prior to redevelopment.

**POLICY NE85-8.3:** Clearly delineate and keep free of sight obstructions, all access points onto NE 85<sup>th</sup> Street.

**GOAL NE85-9:** Improve pedestrian safety and enhance the pedestrian environment throughout the subarea, with particular attention to NE 85<sup>th</sup> Street itself.

**POLICY NE85-9.1:** Protect pedestrians on NE 85<sup>th</sup> Street by providing wider sidewalks (at least seven feet), planting strips separating street from sidewalks, and streetlights.

**POLICY NE85-9.2:** Increase the safety of pedestrians who cross NE 85<sup>th</sup> Street by designing signalized intersections with special paving materials and street furniture. Install a new traffic signal at 126<sup>th</sup> Avenue NE and 128<sup>th</sup> Avenue NE with an emphasis for pedestrian crossing.

**POLICY NE85-9.3:** Place high priority for constructing sidewalks on the local streets on which children walk to go to schools.

POLICY NE85-9.4: Install pedestrian improvements at appropriate locations, including sidewalks on the north/south streets leading to NE 85<sup>th</sup> Street.

POLICY NE85-9.5: Install pedestrian improvements at developer expense as new development occurs. In developed areas, the City should identify areas of need and install sidewalks through the capital facilities budget process.

POLICY NE85-9.6: Add east-west pedestrian pathways in the Subarea as redevelopment occurs. When developing these pathways, retain existing significant trees where possible.

GOAL NE85-10: Provide designated bicycle routes throughout the NE 85<sup>th</sup> Street Subarea, in accordance with the City's Non-Motorized Plan.

POLICY NE85-10.1 Develop a new bicycle connection between Slater Avenue in the North Rose Hill Neighborhood and NE 80<sup>th</sup> Street. The route would connect to the existing NE 80<sup>th</sup> Street overpass which leads to downtown Kirkland, with the exact route to be determined in the context of the City's Non-Motorized Plan.

GOAL NE85-11: Encourage transit and consider high-occupancy vehicle (HOV) usage on NE 85<sup>th</sup> Street to improve local and regional mobility.

POLICY NE85-11.1: Work with Sound Transit and King County to provide transit facilities that would improve speed and reliability of bus operation on NE 85<sup>th</sup> Street. Provide preferential treatments for buses and possibly carpools at congested intersections. Install transit improvements and consider carpool improvements at appropriate locations.

POLICY NE85-11.2: Seek funding support from Sound Transit for facility improvements that would enhance the regional express operation on NE 85<sup>th</sup> Street.

GOAL NE 85-12: Pursue ongoing and effective inter-jurisdictional coordination on transportation issues affecting the NE 85<sup>th</sup> Street Subarea.

POLICY NE 85-12.1: Coordinate transportation facility improvements with the City of Redmond, particularly in the area of 132<sup>nd</sup> Avenue NE.

POLICY NE 85-12.2: Work with Sound Transit and King County to develop solutions to public transportation issues.

POLICY NE 85-12.3: Coordinate with WSDOT to ensure effective improvements to Highway 908 (NE 85<sup>th</sup> Street) in Kirkland, as well as to the NE 85<sup>th</sup> Street/I-405 interchange. Encourage WSDOT to

thoroughly evaluate access to the commercial properties in the northeast quadrant of the interchange during the course of the I-405 corridor study.

**GOAL NE85-13:** Require transportation management programs for major commercial developments.

**POLICY NE85-13.1:** Observe transportation management policies in the Transportation and Public Services Chapters.

## V. Parks/Open Space

The City of Kirkland has a number of publicly owned areas in the NE 85<sup>th</sup> Street Subarea that provide parks and open space opportunities. They are briefly described below:

*Lake Washington High School* is a 38.31-acre site located directly south of the Subarea at NE 80<sup>th</sup> Street and 122<sup>nd</sup> Avenue NE. Improvements to this site include school buildings, a playfield, tennis courts, and a track.

*Rose Hill Elementary School* is a 9.75-acre site located in the Subarea at NE 80<sup>th</sup> Street and 128<sup>th</sup> Avenue NE. Improvements to this site include school buildings and a playground.

*Kirkland Cemetery* is a 5.75-acre site located at NE 80<sup>th</sup> Street and 122<sup>nd</sup> Avenue NE. The cemetery is an important public historic landmark and open space feature in the neighborhood. Future funding improvements include irrigation, planting, relocation and improvement of the cemetery entry, improved pedestrian and vehicular circulation, and expansion adjacent to the northwest corner of the property.

In addition, Forbes Lake is located immediately north of the Subarea. Although largely in private ownership, Forbes Lake is an important public landmark and open space feature in the vicinity of the neighborhood. The City owns a 5.5-acre future park site on the lake. There are wetlands associated with Forbes Lake that are within the NE 85<sup>th</sup> Street Subarea. These wetlands serve as an important reminder of the natural resources that serve the area.

Despite these facilities and open spaces, every effort should be made to acquire property for park use in the southern portion of the subarea or as described in the South Rose Hill plan where there is a lack of neighborhood park land.

**GOAL NE85-14:** Pursue acquisition of property for a neighborhood park.

## VI. Natural Environment

The NE 85<sup>th</sup> Street Subarea contains areas with erosion hazards, seismic hazard areas (see Figure NE85-5, "NE 85<sup>th</sup> Subarea Landslide and Seismic Hazards"), wetlands, and streams. These sensitive areas are primarily found in the northwest portion of the Subarea closest to Forbes Lake. Another wetland is located in the north central portion



of the Subarea; several streams drain into this wetland. Also, a stream runs from the south central portion of the Subarea west and then north, draining into Forbes Lake. Most of the stream is piped, although the stream daylight north of NE 90<sup>th</sup> Street and upstream from where it crosses NE 85<sup>th</sup> Street at approximately 124<sup>th</sup> Avenue NE (see Figure NE85-6, "NE 85<sup>th</sup> Subarea Sensitive Areas"). The NE 85<sup>th</sup> Street Subarea is part of the Forbes Lake drainage basin.

Together these sensitive areas, in conjunction with Forbes Lake, constitute a valuable natural drainage system that in part serves as the drainage, water quality, and open space function for the Subarea.

**GOAL NE85-15:** Observe all citywide sensitive areas policies and development regulations when developing or redeveloping properties in the Subarea.

## VII. Public Services and Facilities

The City of Kirkland provides water and sewer service to the NE 85<sup>th</sup> Street Subarea. Some older single-family homes in the eastern part of the Subarea still use septic systems. Puget Sound Energy provides electric and natural gas service to the Subarea.

**GOAL NE85-16:** Provide adequate public services within the Subarea.

**POLICY NE85-16.1:** Require new development to be served by sewers. Where sewer extensions are required, enter into agreements with developers to allow cost reimbursement from future development.

**POLICY NE85-16.2:** Require that all new development and redevelopment, including street improvements, make adequate provisions for storm drainage.

**POLICY NE85-16.3:** Place existing utility lines underground when making major arterial street improvements. Require the under grounding of existing utility lines by developers, when properties fronting on NE 85<sup>th</sup> Street and arterial streets develop or redevelop.

## VIII. Urban Design

Visually, NE 85<sup>th</sup> Street is an auto-oriented landscape. The Subarea's "main street" is given over almost completely to cars, with traffic speeding by large, minimally landscaped parking lots, car dealerships, tire stores, and gas stations. NE 85<sup>th</sup> Street has few sidewalks, inadequate crosswalks, very long blocks, and nothing in the way of pedestrian amenities such as benches, drinking fountains, or other street furniture. Nor have any of the properties along NE 85<sup>th</sup> Street developed any "pedestrian oriented frontage," such as street front retail shops, display windows, or other architectural features to give a pedestrian an interesting walk. Rather, NE 85<sup>th</sup> Street is characterized by a mix of older strip commercial development, some newer buildings

and, particularly at the east end of the Subarea, some former single-family residential structures converted to commercial use.

In most of the Subarea, commercial development abuts single-family residential properties; in some places, multifamily buildings provide a limited transition between commercial and single family. Although in some locations (particularly on the north side of NE 85<sup>th</sup> Street, in the eastern half of the Subarea), there is a topographic change that helps to separate these adjacent land uses, in other places the change is quite abrupt.

Urban design policies for the Subarea should guide a coordinated effort by the City, business owners and property owners to improve the appearance and the pedestrian friendliness of the area. In addition to the wider sidewalks, street trees and landscaped medians, these policies call for more attractive street lights and traffic signals, better public signage, new benches, crosswalk markings, and other public improvements. The impact of proposed urban design improvements, such as the median, on existing businesses should be acknowledged and carefully considered in evaluating such changes to the street. The policies also provide the basis for building and site design standards for new or remodeled retail, commercial, and multifamily residential buildings throughout the Subarea. This will help assure that such development is attractive, provides a pedestrian-friendly face to the street, and incorporates effective buffering and transition both between commercial areas and multifamily homes and between multifamily homes and adjacent single family homes.

**GOAL NE85-17:** Provide coordinated streetscape improvements throughout the Subarea that enable pedestrians, drivers, bicyclists, and other users to have a safe, pleasant experience.

**POLICY NE85-17.1:** Coordinate with WSDOT to provide streetscape improvements on NE 85<sup>th</sup> Street. Include wider sidewalks with street trees and curbside landscape strips, attractive streetlights and public signage, and enhanced pedestrian crosswalk markings, signals and signage at appropriate locations.

**POLICY NE85-17.2:** Coordinate with King County, Sound Transit and WSDOT to provide additional pedestrian amenities at transit stops.

**POLICY NE85-17.3:** Coordinate with WSDOT to convert the two-way center left turn lanes on NE 85<sup>th</sup> Street into landscaped medians between I-405 to 132<sup>nd</sup> Avenue NE, providing adequate left turn opportunities, and U-turn vehicle storage space at each intersection.

**POLICY NE85-17.4:** Install a neighborhood sign and landscape entry feature on NE 85<sup>th</sup> Street, just west of 132<sup>nd</sup> Avenue NE.

**POLICY NE85-17.5:** Construct additional sidewalks throughout the Subarea, focusing on connecting NE 85<sup>th</sup> to walking routes to and from

schools, and to other locations as set forth in the Transportation section of this Subarea plan.

**GOAL NE85-18:** Establish mandatory building and site design standards that apply to all new, expanded, or remodeled commercial buildings in the Subarea, with the objectives of creating a more attractive commercial area, enhancing pedestrian orientation, and creating effective buffers and transitions between the commercial land uses and the established residential neighborhoods to the north and south.

**POLICY NE85-18.1:** Establish building design standards that address issues including: building scale, color and materials; building entries; service areas; roof treatments; pedestrian-oriented frontage; and relationship to adjacent residential areas.

**POLICY NE85-18.2:** Establish site design standards that address issues including: building placement on the site; vehicular access and on-site circulation; site lighting; landscaping, including parking lot landscaping; signs; and buffers between commercial development and adjacent residential homes.

**POLICY NE85-18.3:** Utilize the existing, design review process to administer the new building and site design standards applicable to the Subarea.

**POLICY NE85-18.4:** Continue to work closely with business and property owners in the Subarea, and business groups which represent them, to improve and upgrade the appearance of the NE 85<sup>th</sup> Street commercial area.

**POLICY NE85-18.5:** To the extent authorized by law, require the removal of billboards.

**GOAL 85-19:** Establish mandatory building and site design standards that apply to all new, expanded, or remodeled multifamily residential buildings in the Subarea, with the objective of creating effective buffers and transitions between multifamily land uses and the established single-family residential neighborhoods to the north and south.

**POLICY NE85-19.1:** Establish building design standards that address issues including, but not limited to: building scale, color and materials; building entries; service areas; roof treatments; pedestrian-oriented frontage; and relationship to adjacent single-family residential areas.

**POLICY NE85-19.2:** Establish site design standards that address issues including, but not limited to: building placement on the site; vehicular access and on-site circulation; site lighting;

landscaping, including parking lot landscaping; signs; and buffers between multifamily development and adjacent single-family homes.

POLICY NE85-19.3: Utilize the design review process to administer the new building and site design standards applicable to the Subarea.

Approved ordinance

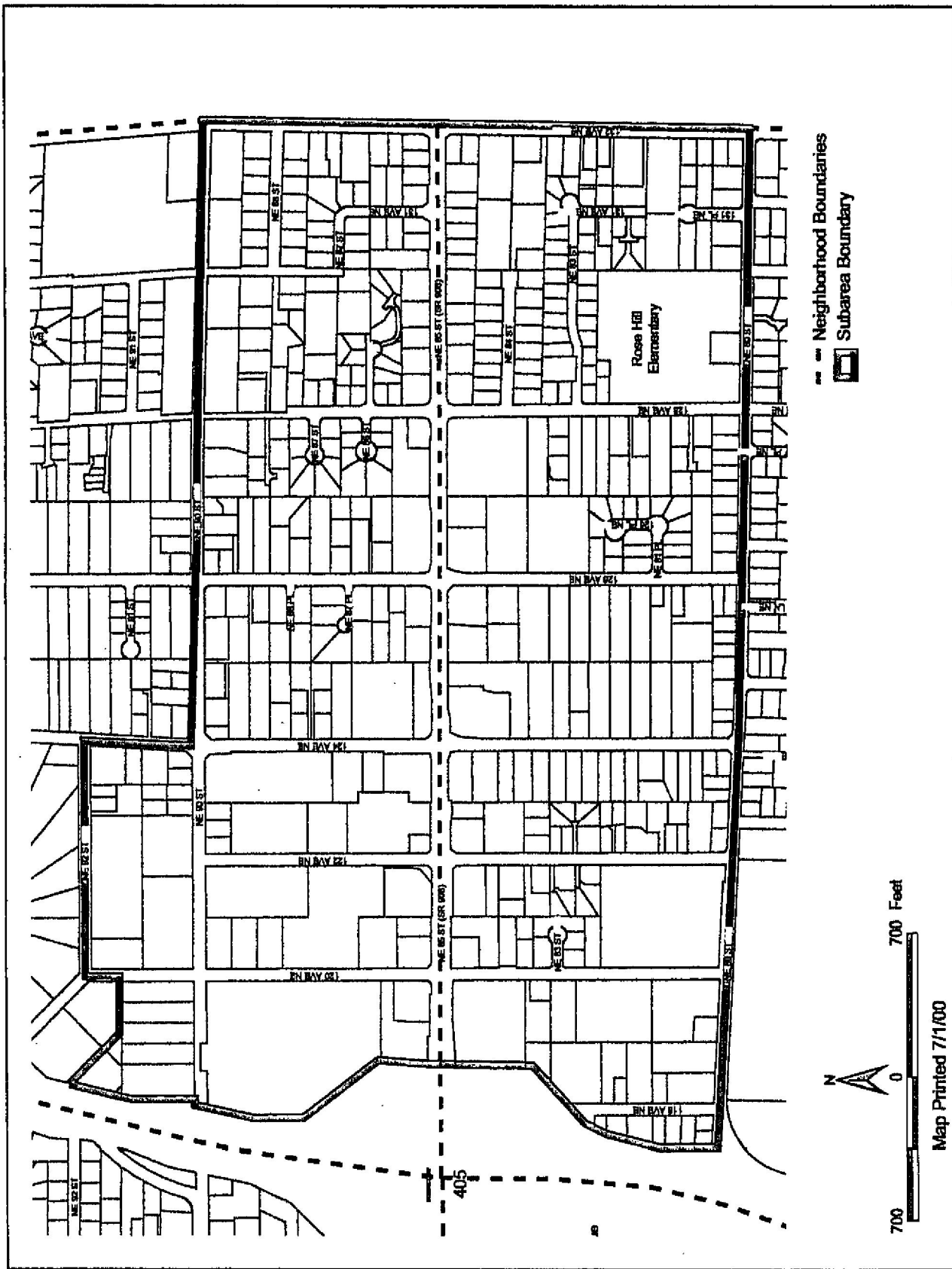
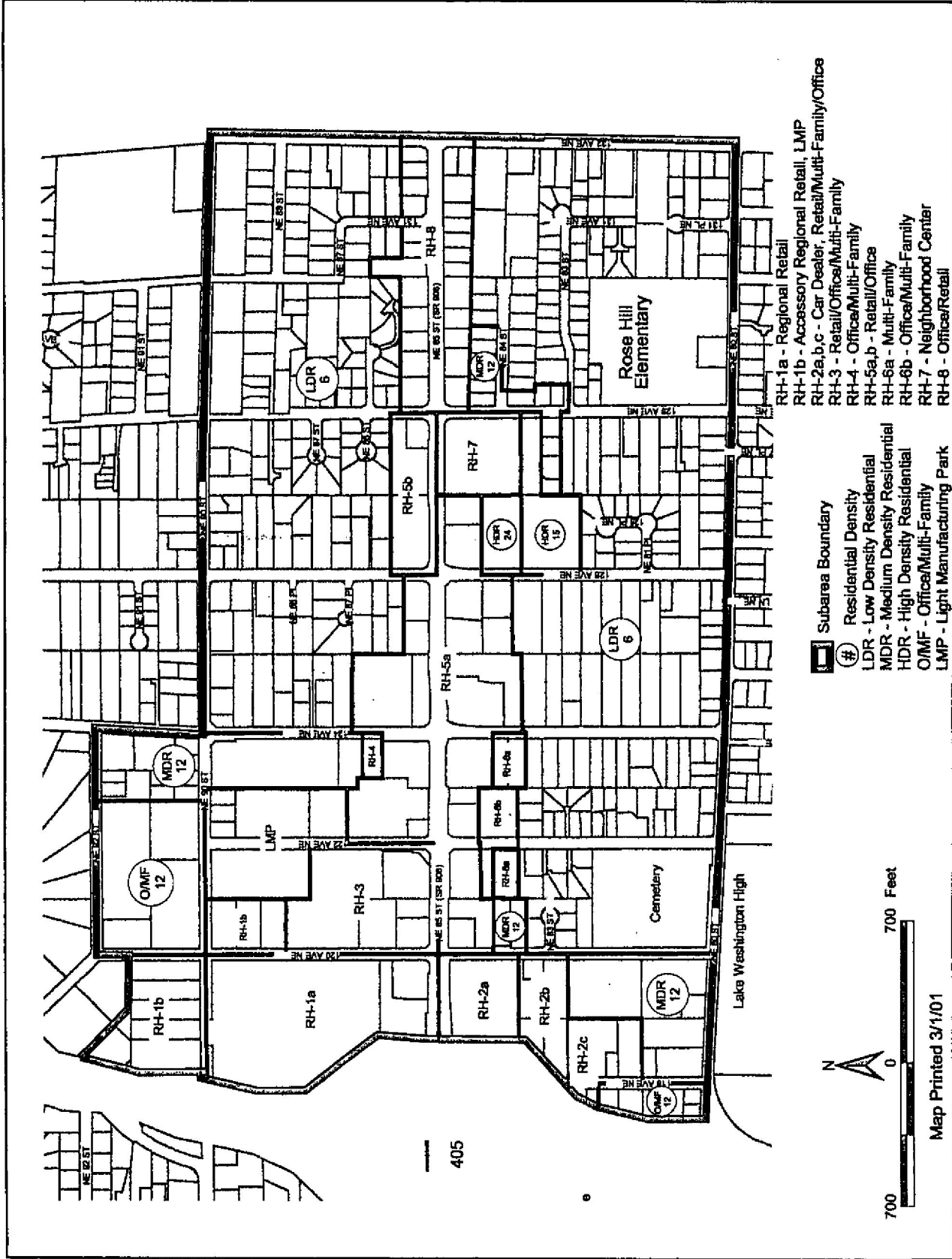


Figure NE85-1: NE 85th Subarea and Neighborhood Boundaries



- Subarea Boundary
- Residential Density
- LDR - Low Density Residential
- MDR - Medium Density Residential
- HDR - High Density Residential
- O/MF - Office/Multi-Family
- LMP - Light Manufacturing Park
- RH-1a - Regional Retail
- RH-1b - Accessory Regional Retail, LMP
- RH-2a,b,c - Car Dealer, Retail/Multi-Family/Office
- RH-3 - Retail/Office/Multi-Family
- RH-4 - Office/Multi-Family
- RH-5a,b - Retail/Office
- RH-6a - Multi-Family
- RH-6b - Office/Multi-Family
- RH-7 - Neighborhood Center
- RH-8 - Office/Retail

Figure NE85-2: NE 85th Subarea Land Use



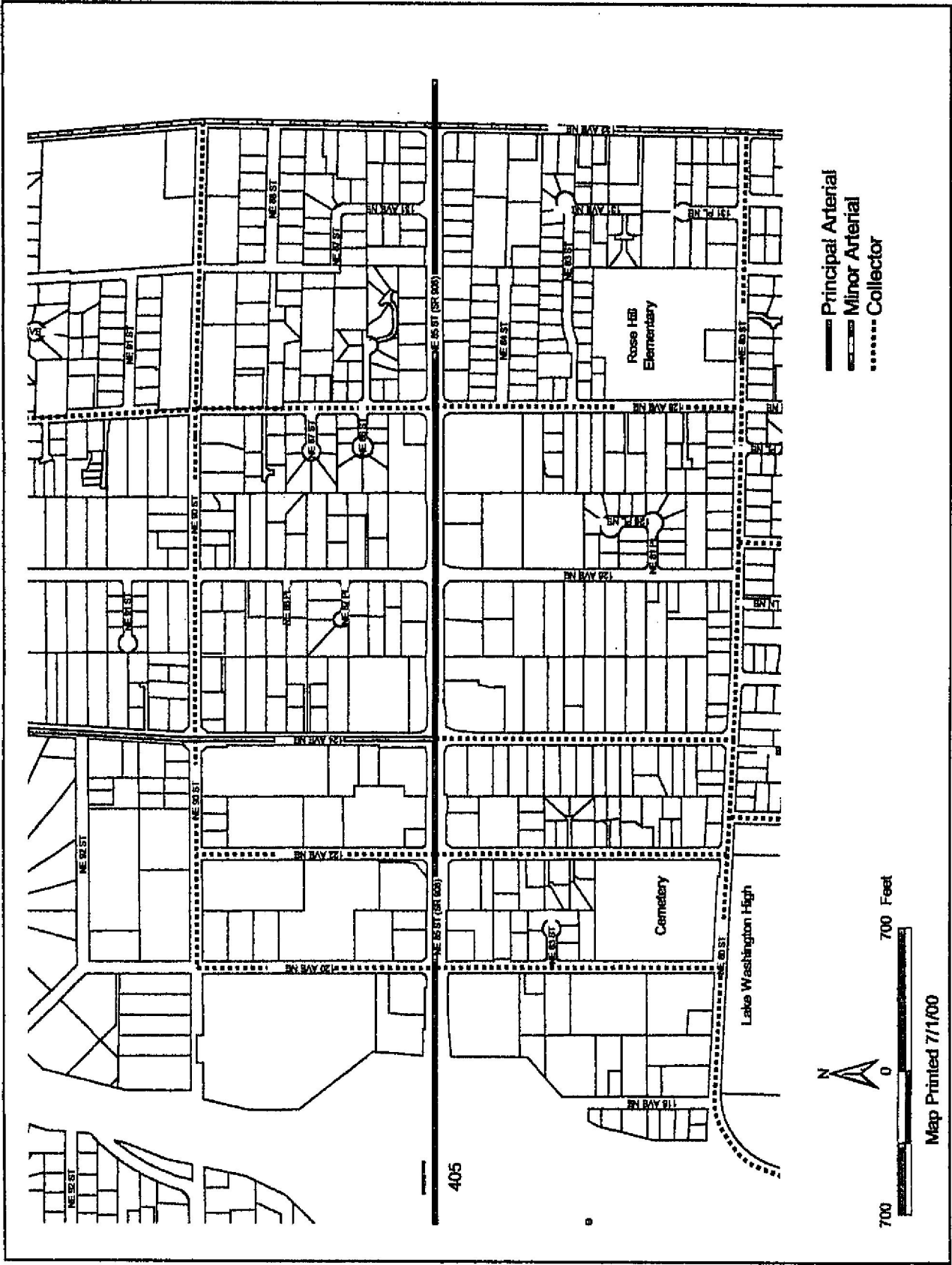


Figure NE85-3: NE 85th Subarea Street Classification

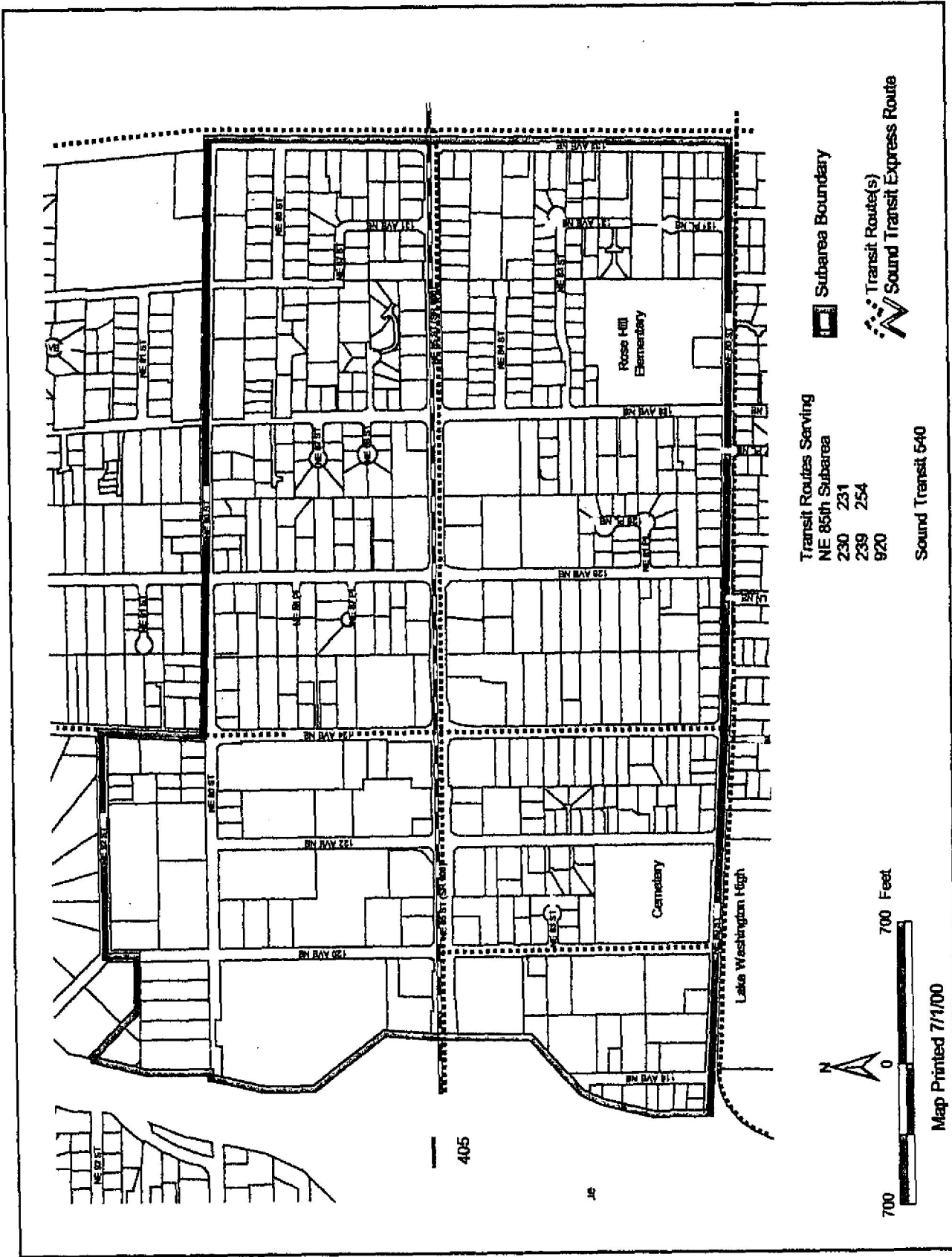


Figure NE85-4: NE 85th Subarea Transit Routes

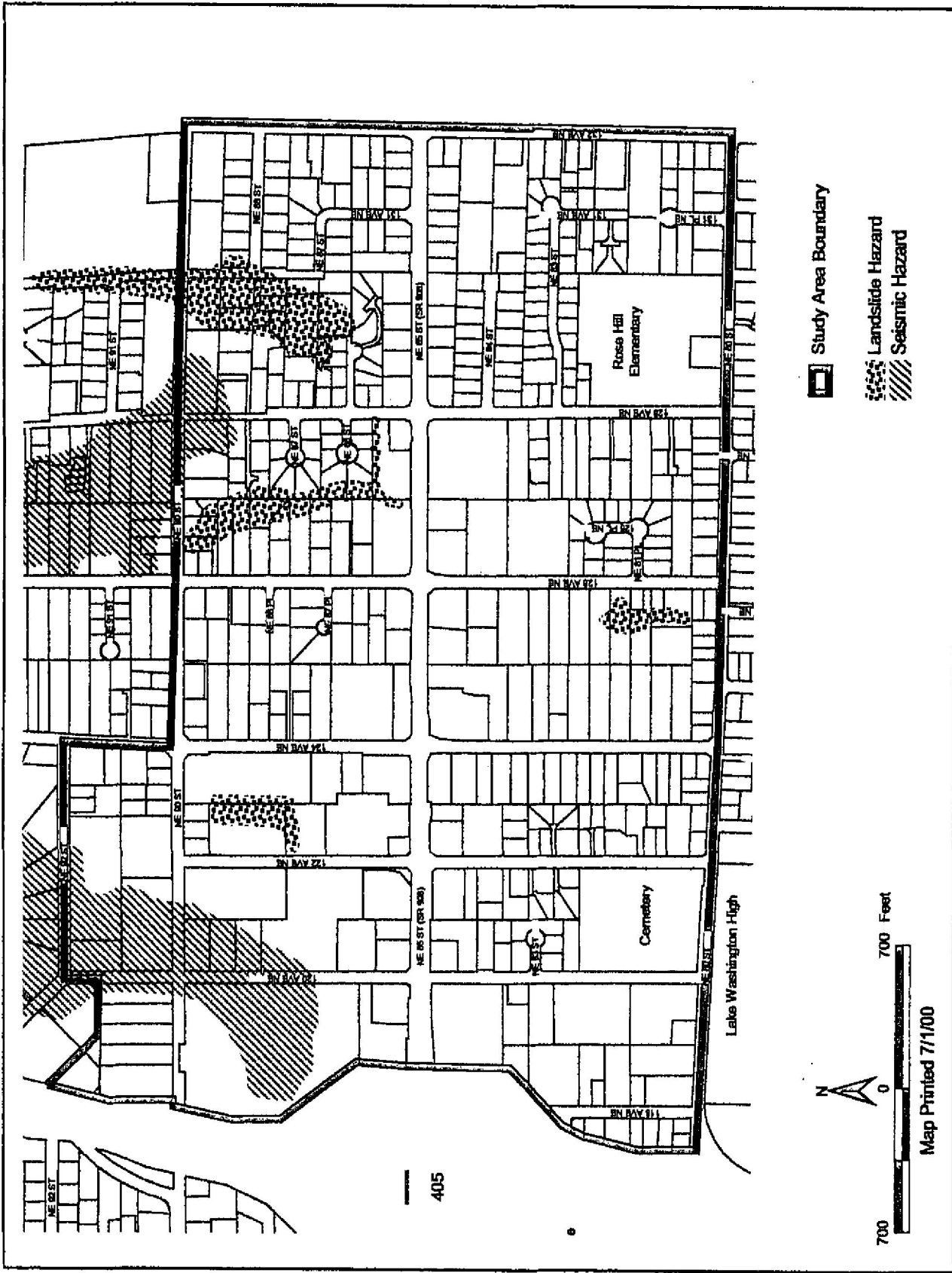


Figure NE85-5: NE 85th Subarea Landslide and Seismic Hazards

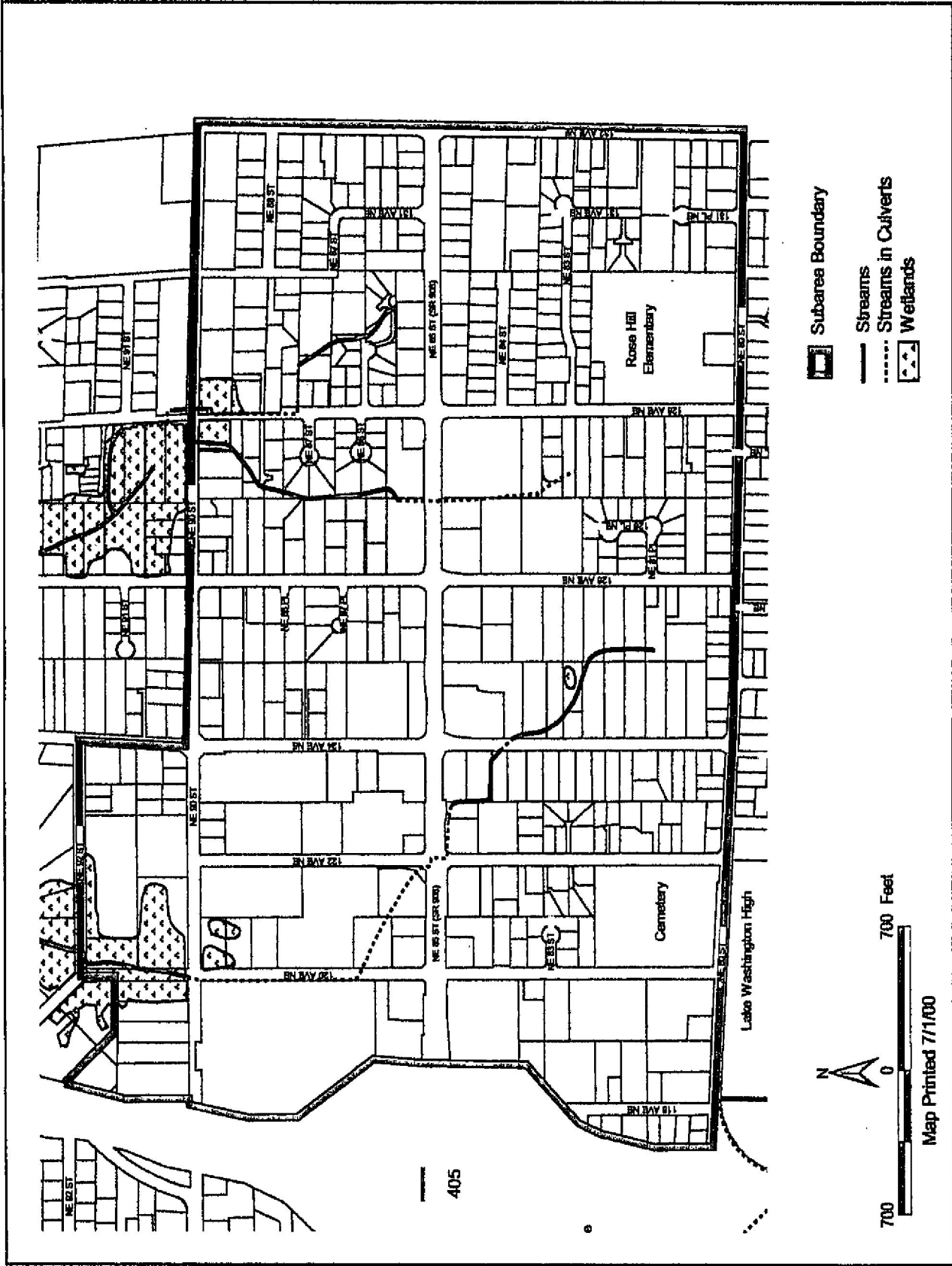


Figure NE85-6: NE 85th Subarea Sensitive Areas

PUBLICATION SUMMARY  
OF ORDINANCE 3787

AN ORDINANCE OF THE CITY OF KIRKLAND RELATING TO COMPREHENSIVE PLANNING AND LAND USE AND AMENDING THE COMPREHENSIVE PLAN (ORDINANCE 3481 AS AMENDED).

SECTION 1. Amends the following specific portions of the text and graphics of the Comprehensive Plan as follows:

- A. Amends specified text in the existing Table of Contents.
- B. Amends specified text in the List of Figures.
- C. Amends specified text and figures in the North Rose Hill Neighborhood Plan.
- D. Amends specified text and figures in the South Rose Hill Neighborhood Plan.
- E. Adds a new chapter entitled NE 85<sup>th</sup> Street Sub area.

SECTION 2. Provides a severability clause for the ordinance

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.

SECTION 4. Provides that the City Clerk shall forward a certified copy of this ordinance to the King County Department of Assessment.

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 3rd day of April, 2001.

I certify that the foregoing is a summary of Ordinance 3787 approved by the Kirkland City Council for summary publication.

  
\_\_\_\_\_  
Deputy City Clerk