

ORDINANCE NO. 3809

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 that certain report and recommendations of the Planning Commission dated October 25, 2001, and bearing Kirkland Department of Planning and Community Development File No. IV-01-1; and

WHEREAS, prior to making said recommendation the Planning Commission, following notice thereof as required by RCW 35A.63.070, held on July 12, 2001, August 9, 2001 and October 25, 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 report and recommendation of the Planning Commission;

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

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

- A. Introduction:
Text amendment to Introduction to adopt new Figure I-3 as shown in Exhibit A attached to this ordinance and incorporated by reference. Pre-existing Figure I-3 is repealed. Change includes new boundary between North and South Rose Hill Neighborhoods.
- B. Land Use Element:
Text amendments to Land Use Element to adopt a new Figure LU-1 Comprehensive Plan Land Use Map as shown in Exhibit B attached to this ordinance and incorporated by reference. Preexisting Figure LU-1 is repealed. Changes include redesignation of 9205 NE 120th and 11933-93rd Ave NE from low density (six units per acre) to medium density (10 to 14 units per acre) residential with certain provisions to high density (15 to 18 units per acre) residential; and redesignation of four city-owned properties at 297 Waverly Way; approximately NE 107th between 114th and 115th Avenue NE; approximately 8236, 8214 and 8120 124th Avenue NE; and 10818 and 10824 108th Avenue NE and 10634 116th Avenue NE from low density residential to park.
- C. Section XV.D. Central Neighborhood Plan:
Text amendments to Central Neighborhood Plan as shown in Exhibit C

attached to this ordinance and incorporated by reference. The changes include renaming the plan as the Moss Bay Neighborhood Plan.

- D. Section XV.G. South Rose Hill Neighborhood Plan:
Text amendments to South Rose Hill Neighborhood Plan as shown in Exhibit D attached to this ordinance and incorporated by reference.
- E. Section XV.I. North/South Juanita Neighborhood Plan:
Text amendments to North/South Juanita Neighborhood Plan 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.

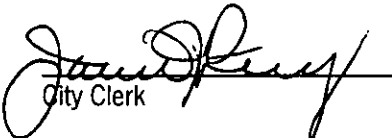
Passed by majority vote of the Kirkland City Council in regular, open meeting this 11th day of December, 2001.

SIGNED IN AUTHENTICATION THEREOF this 11th day of December, 2001.



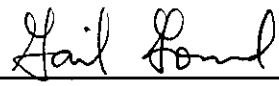
Mayor

Attest:



City Clerk

Approved as to Form:



City Attorney

PUBLICATION SUMMARY
OF ORDINANCE NO. 3809

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).

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

- A. Amends new Figure I-3, City of Kirkland Neighborhoods, in the Introduction.
- B. Amends Figure LU-1, Comprehensive Plan Land Use Map, in the Introduction.
- C. Amends text in the Central Neighborhood Plan, include renaming the plan as the Moss Bay Neighborhood Plan.
- D. Amends specified text in the South Rose Hill Neighborhood Plan.
- E. Amends specified text in the North/South Juanita Neighborhood Plan.

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 11th day of December, 2001.

I certify that the foregoing is a summary of Ordinance 3809 approved by the Kirkland City Council for summary publication.


City Clerk

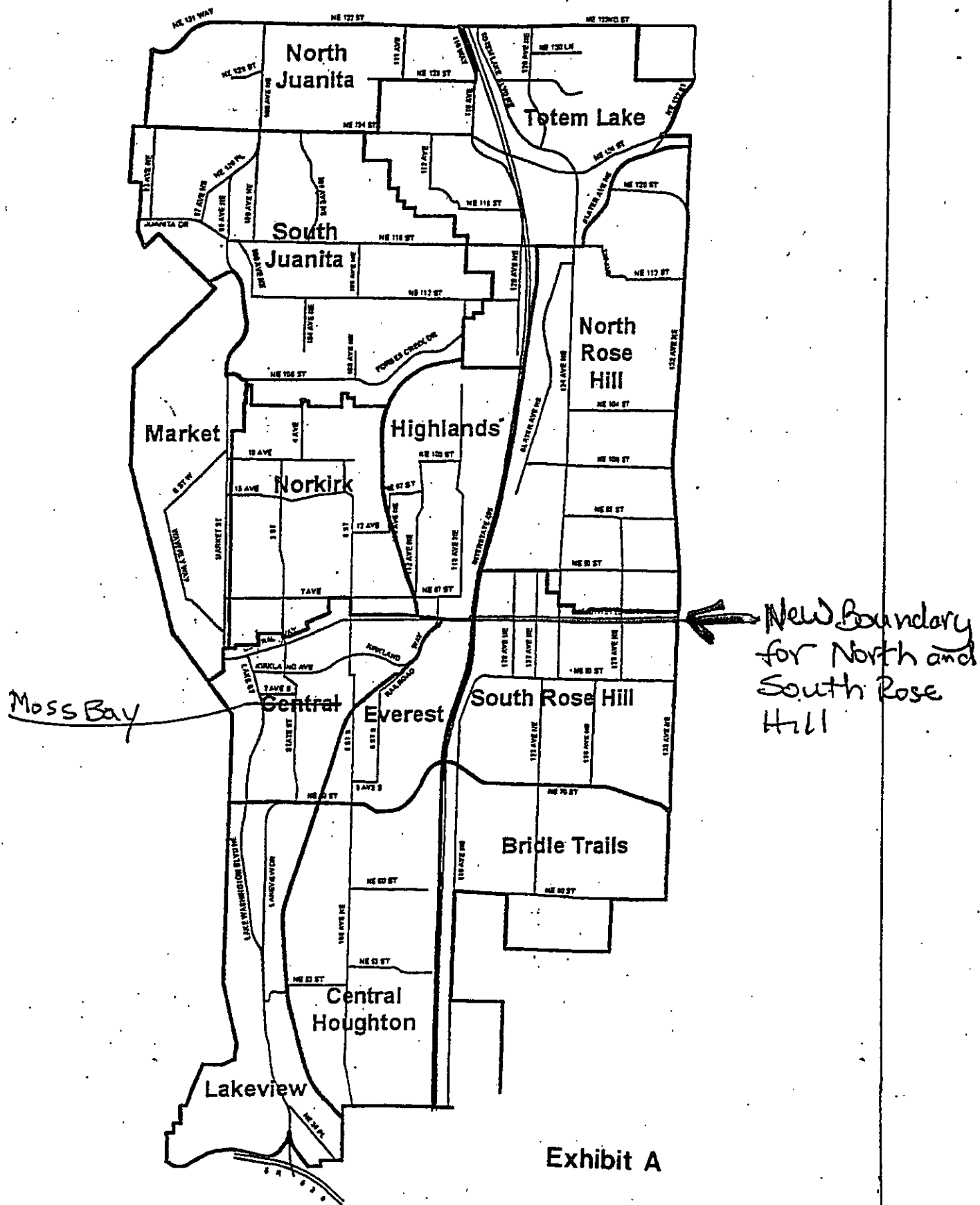
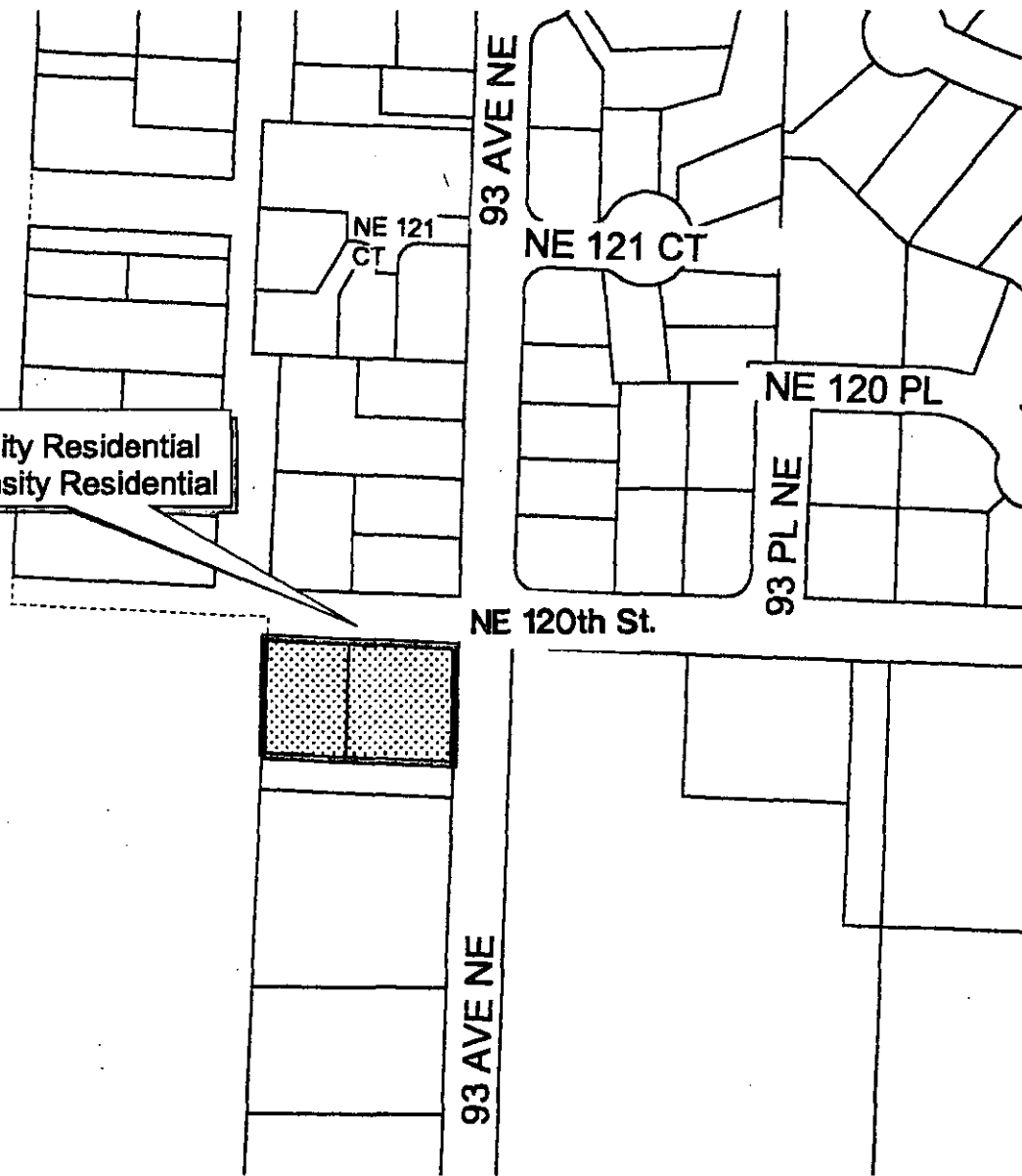


Exhibit A

Figure I-3: City of Kirkland Neighborhoods

00106

**City of Kirkland
2001 Proposed Comprehensive Plan Map Change**



**From: Low Density Residential
To: Medium Density Residential**



Exhibit B-1

O-3809

2001 Proposed Comprehensive Plan Map Change
City of Kirkland

From: Low Density Residential
To: Park

7 AVE W

2 ST W

5 AVE W

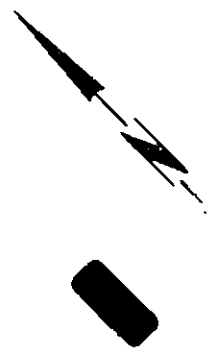
WAVERLY WAY

Waverly Park

Lake Ave West

Exhibit B-2

00108



City of Kirkland 2001 Proposed Comprehensive Plan Map Change

From: Low Density Residential
To: Park

BNR

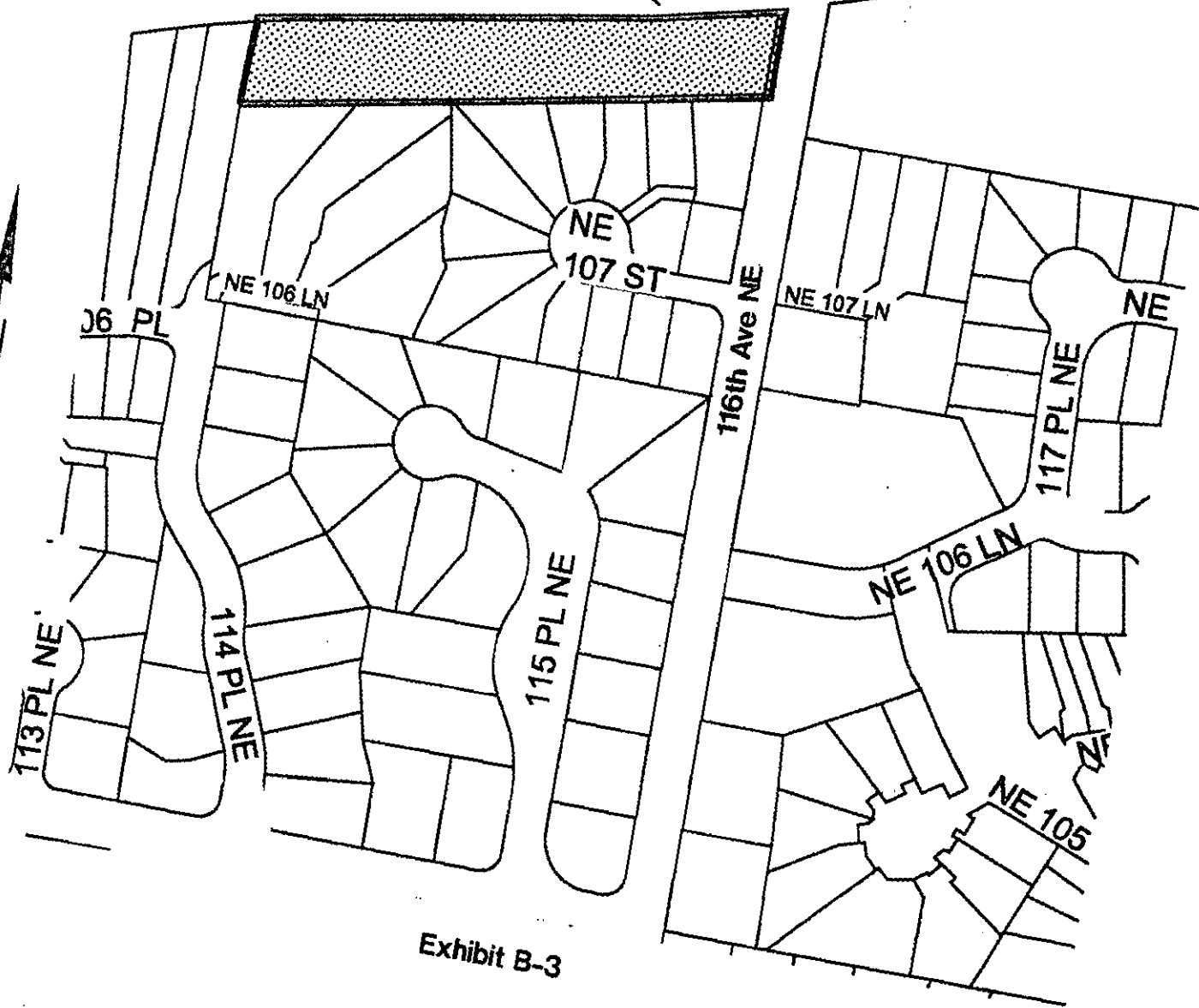
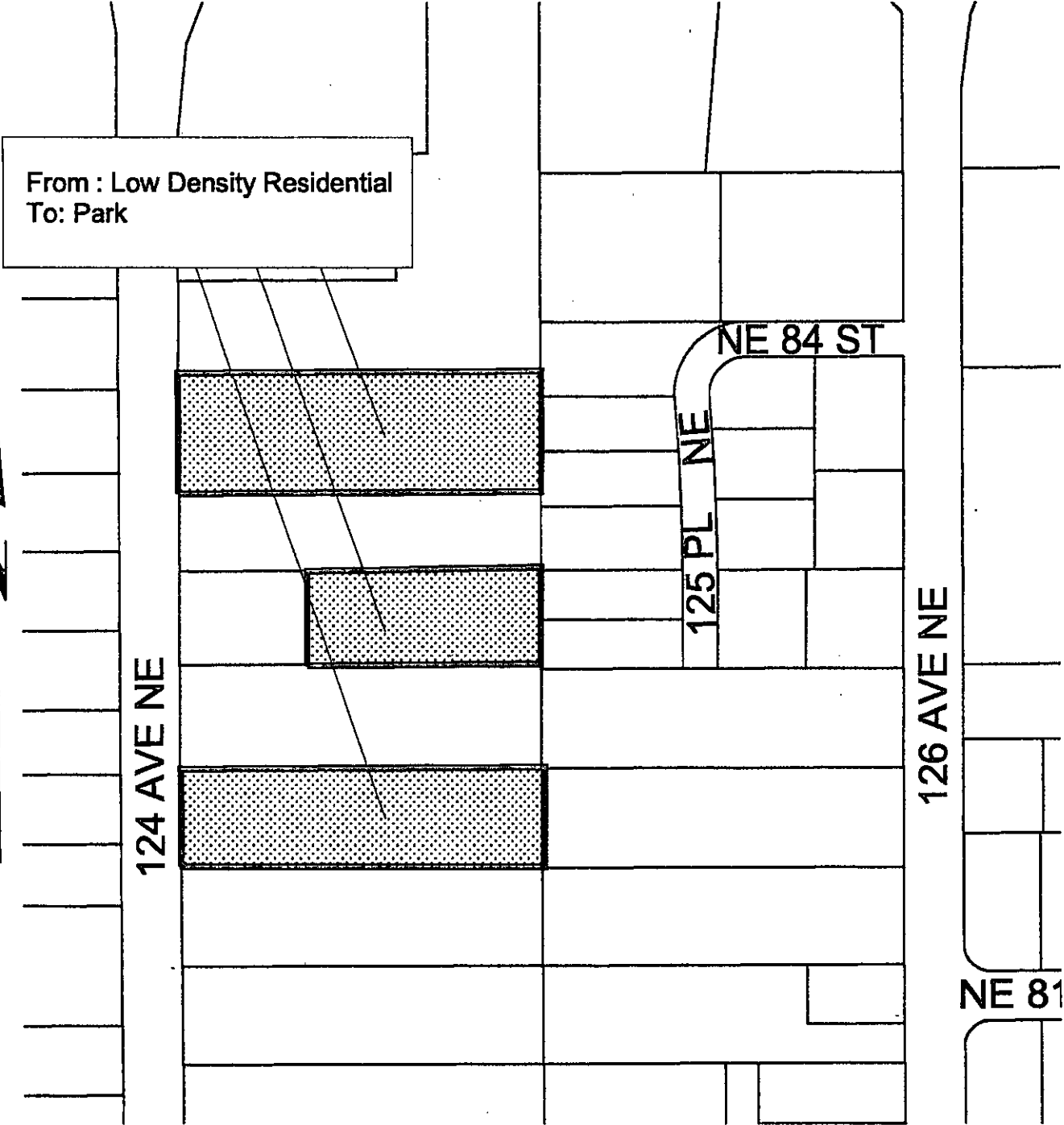


Exhibit B-3

City of Kirkland 2001 Proposed Comprehensive Plan Map Change



NE 80th Street

Exhibit B-4

City of Kirkland 2001 Proposed Comprehensive Plan Map Change

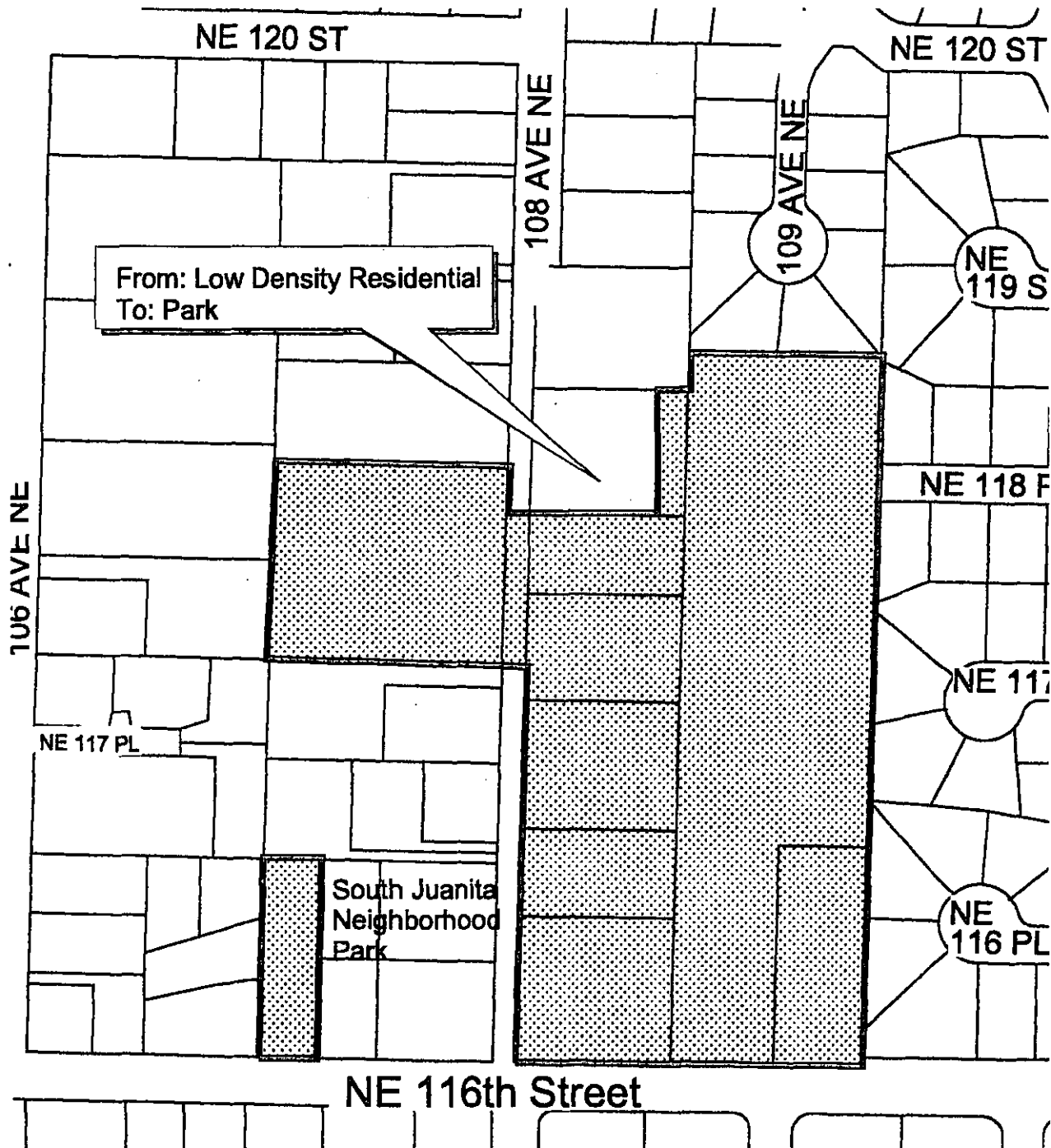


Exhibit B-5

XV.D. CENTRAL NEIGHBORHOOD

Moss Bay

Note: The Central Neighborhood Plan had its last major update in 1987. 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. INTRODUCTION

Moss Bay

In terms of land use, the Central Neighborhood is Kirkland's most complex area. The area contains a wide variety of land uses, including Downtown retail businesses, a freeway interchange, industrial activities, offices, well established single-family areas, large-scale multifamily development, a baseball facility, a post office, and a railroad.

Central Neighborhood boundaries are illustrated in Figure C-1.

While the neighborhood is dominated by the commercial activities associated with Kirkland's Downtown, there are considerable opportunities for residential development. A major policy emphasis for the Central Neighborhood is to encourage commercial activities in the Downtown, and to expand "close-in" housing opportunities by encouraging medium- to high-density residential uses in the perimeter of the Downtown (Figure C-1). A mix of residential densities exists in the remainder of the Central Neighborhood, generally stepping down with increased distance from commercial activities.

Moss Bay

Moss Bay

2. NATURAL ENVIRONMENT

The functional integrity of watercourses should be maintained or improved.

Open streams exist within the eastern portion of the Central Neighborhood. These streams should be maintained or restored, when feasible, in a natural condition and should allow for natural drainage.

Moss Bay

Flood insurance is required in identified flood hazard zones.

Portions of the Downtown area and lands to the east have been designated as flood hazard zones by the Federal Insurance Administration. Federal law requires that flood insurance be obtained before any federally insured lending institution may approve a loan for development within an identified flood hazard zone.

Possible drainage problems exist in the eastern portion of Central Neighborhood.

Moss Bay

Moss Bay

In the eastern portion of the Central Neighborhood, the water table is at, or very near, the surface. In this area, the topsoil is wet and soggy and there could be drainage problems associated with development. Future proposals for development in this area must take these hydrologic conditions into consideration.

Potentially unstable slopes are discussed. Slope stability analysis should be required, and development should be regulated accordingly.

Moss Bay

Potentially unstable slopes exist in portions of the Central Neighborhood. Due to the possibility of landslides, excessive erosion, or other problems associated with development on slopes, a slope stability analysis should be required prior to development on these potentially unstable slopes. The type, design, and/or density of land use should be restricted where landslide or drainage problems are likely to occur. Existing vegetation in these areas should be preserved to the greatest extent feasible to help stabilize the slope and maintain drainage patterns.

Exhibit C

Sample Page for Name change on pp X: D-1 through D-30

00112

A. Vision Statement

Downtown Kirkland provides a strong sense of community identity for all of Kirkland. This identity is derived from Downtown's physical setting along the lakefront, its distinctive topography, and the human scale of existing development. This identity is reinforced in the minds of Kirklanders by Downtown's historic role as the cultural and civic heart of the community.

Future growth and development of the Downtown must recognize its unique identity, complement ongoing civic activities, clarify Downtown's natural physical setting, enhance the open space network, and add pedestrian amenities. These qualities will be encouraged by attracting economic development that emphasizes diversity and quality within a hometown setting of human scale.

B. Land Use

A critical mass of retail uses and services is essential to the economic vitality of the Downtown area.

The Downtown area is appropriate for a wide variety of permitted uses. The area's economic vitality and identity as a commercial center will depend upon its ability to establish and retain a critical mass of retail uses and services, primarily located west of 3rd Street. If this objective is not reached, it relegates the Downtown to a weaker and narrower commercial focus (i.e., restaurant and offices only) and lessens the opportunities and reasons for Kirklanders to frequent the Downtown.

The enhancement of the area for retail and service businesses will best be served by concentrating such uses in the pedestrian core and shoreline districts and by encouraging a substantial increase in the amount of housing and office floor area either within or adjacent to the core. In implementing this land use concept as a part of Downtown's vision, care must be taken to respect and enhance the existing features, patterns, and opportunities discussed in the following plan sections on urban design, public facilities, and circulation.

Land use districts in the Downtown area are identified in Figure C-3.

Figure C-3 identifies five land use districts within the Downtown area. The districts are structured according to natural constraints such as topographical change, the appropriateness of pedestrian and/or automobile-oriented uses within the district, and linkages with nearby residential neighborhoods and other commercial activity centers.

Core Area

Pedestrian activity in the core area is to be enhanced.

The core area should be enhanced as the pedestrian heart of Downtown Kirkland. Land uses should be oriented to the pedestrian, both in terms of design and activity type. Appropriate uses include retail, restaurant, office, residential, cultural, and recreational.

Restaurants, delicatessens, and specialty retail shops, including fine apparel, gift shops, art galleries, import shops, and the like constitute the use mix and image contemplated in the Vision for Downtown. These uses provide visual interest and stimulate foot traffic and thereby provide opportunities for leisure time strolling along Downtown walkways for Kirklanders and visitors alike.

Drive-through facilities and ground-floor offices are prohibited.

The desired pedestrian character and vitality of the core area requires the relatively intensive use of land and continuous compact retail frontage. Therefore, automobile drive-through facilities should be prohibited. Similarly, office uses should not be allowed to locate on the ground level. These uses generally lack visual interest, generate little foot traffic, and diminish prime ground floor opportunities for the retail uses that are crucial to the ambiance and economic success of the core area.

The attractiveness of the core area for pedestrian activity should be maintained and enhanced. Public and private efforts toward beautification of the area should be promoted. Mitigation measures should be undertaken where land uses may threaten the quality of the pedestrian environment. For example, in areas where take-out eating facilities are permitted, a litter surcharge on business licenses should be considered as a means to pay for additional trash receptacles or cleaning crews.

The creation and enhancement of public open spaces is discussed.

Public open spaces are an important component of the pedestrian environment. They provide focal points for outdoor activity, provide refuge from automobiles, and stimulate foot traffic which in turn helps the retail trade. The establishment and use of public spaces should be promoted.

Surface parking lots should be eliminated in favor of structured parking. In the interim, their role which exist as one form of open area in the Downtown should be improved with landscaped buffers adjacent to rights-of-way and between properties. Landscaping should also be installed where rear sides of buildings and service areas are exposed to pedestrians.

A high-priority policy objective should be for developers to include only enough parking stalls in their projects within the core area to meet the immediate need and to locate the majority of their parking in the core frame. This approach would reserve the majority of core land area for pedestrian movement and uses and yet recognize that the adjacent core frame is within a very short walk.

The City should generally avoid vacating alleys and streets in the core area. The existing network of street and alleys provides a fine-grained texture to the blocks which allows service access and pedestrian shortcuts. The small blocks also preclude consolidation of properties which might allow larger developments with less pedestrian scale. Vacations may be considered when they will not

result in increased building mass and there is a substantial public benefit. Examples of public benefit might include superior pedestrian or vehicular linkages, or superior public open space.

Northwest Core Frame

Office and office/multifamily mixed-use projects are appropriate in the Northwest Core Frame.

The Northwest Core Frame includes the area south of City Hall and north of the core area. This area should develop with office, or office/multifamily mixed-use projects, whose occupants will help to support the commercial establishments contained in the core. Retail and restaurant uses are desirable provided that they have primary access from Central Way.

This area presents an excellent opportunity for the development of perimeter parking for the core area and is so shown in the Downtown Master Plan (Figure C-4). Developers should be ~~allowed~~ encouraged to include surplus public parking in their projects, or to incorporate private parking "transferred" from projects in the core or funded by the fee-in-lieu or other municipal source. While pedestrian pathways are not as critical in this area as they are in the core, drive-through facilities should nevertheless be encouraged to locate elsewhere, to the east of 3rd Street.

Northeast Core Frame

A broad range of commercial uses should be encouraged in the Northeast Core Frame.

The Northeast Core Frame currently contains the bulk of the Downtown area's automobile-oriented uses. Redevelopment or new development in this area should be encouraged to represent a broader range of commercial uses.

Future development should set the bulk of structures back from the street while providing low, one-story retail shops at the edge of the sidewalk. Development should also underground utilities, and incorporate parking lot landscaping and a reduction in lot coverage in site design. This will present an open, green face to Central Way and, in conjunction with Peter Kirk Park on the south side of the street, create a tree-lined boulevard effect as one approaches the core area from the east.

East Core Frame

Development in the East Core Frame should be in large, intensively-developed mixed-use projects.

The East Core Frame includes the area where the Kirkland Parkplace shopping center is located, and extends northerly to 7th Avenue. Developments in this area should continue to represent a wide range of uses, in several large, mixed-use projects. However, because the area between Central Way and Kirkland Way provides the best opportunities in the Downtown for a vital employment base, this area should continue to emphasize office redevelopment over residential.

Limited residential use should be allowed adjoining the eastern edge of Peter Kirk Park as a complementary use. These residential uses should be designed to accommodate the active nature of the park (e.g. - noise, lighting, etc.) to avoid potential conflicts between future residents and park uses.

The north side of Central Way, within the East Core Frame, has been redeveloped to its full potential with high density residential uses. ~~was developed in the 1950s as a strip of small retail uses. These buildings, together with several single-family homes and a large block of undeveloped land, present a major opportunity site for redevelopment.~~

~~Due to this area's location within a designated gateway to Downtown, land aggregation should be encouraged in order to promote a project containing a compatible mix of land uses and building styles. Building placement and scale, site design, as well as pedestrian and vehicular circulation to and around this block, will require careful consideration.~~

~~*Grouped vehicular access points and pedestrian linkages should be provided.*~~

~~Commercial land uses such as office, retail, or hotel development are appropriate for the southern portion of this potential redevelopment site and should be encouraged. Intensive use of the site would help to generate greater use of Downtown retail activities, through the presence of residents, employees, or visitors at the site. Vehicular access to commercial uses should be grouped on Central Way with possible traffic control or modification to flows on 5th Street to limit off-site impacts. Pedestrian linkages between the site, the neighborhood to the north, and the sidewalks along Central Way should be a major feature of the project layout.~~

~~Commercial uses should be oriented to Central Way, while only residential uses should be permitted above grade facing 7th Avenue and the residential portion of 5th Street. The architectural mass of a future project should be centered in the middle of the site, presenting a residentially scaled facade to the north and west. The facades oriented to Central Way and the intersection of Central/6th Street should be modulated both horizontally and vertically in order to soften the apparent mass of structures. Undergrounding of utilities and installation of landscaping along Central Way should create a mirror image of the tree-lined boulevard on the south side of the street.~~

South Core Frame

Retail, office, and office/multifamily mixed-use projects are suitable for the South Core Frame.

The South Core Frame immediately abuts the southern boundary of the core area. This area is suitable for retail, office, and office/multifamily mixed use projects.

Public parking may be provided in the South Core Frame.

The South Core Frame, like the Northwest Core Frame, presents an excellent opportunity for the development of close-in public parking. Developers should be allowed to include surplus public

parking in their projects in this area or to accommodate private parking "transferred" from the core or funded by "fee-in-lieu" or other municipal source.

The western half of the South Core Frame should develop more intensively than the eastern half of this area, due to its proximity to the Downtown core. The vacation of 1st Avenue South, west of 2nd Street South, and 1st Street South should be considered as a means of concentrating more intensive development to the west.

Mitigation measures to reduce impacts on single-family residences may be required.

As this area lies just north of an established single-family neighborhood, mitigation measures may be required to minimize the impacts of any new nonresidential development on these single-family homes. These measures may include the restriction of vehicle access to projects within the South Core Frame to nonresidential streets. Public improvements, such as physical barriers to restrict traffic flow in these areas, may be considered. The architectural massing of projects in this area should be modulated both horizontally and vertically to reduce their visual bulk and to reflect the topography which presently exists.

C. Urban Design

The urban design of Downtown Kirkland consists of many disparate elements which, together, define its identity and "sense of place." This document provides policy guidelines for the design of private development and a master plan for the development of the public framework of streets, pedestrian pathways, public facilities, parks, public buildings, and other public improvements (see Figure C-4).

The following discussion is organized into three sections:

- A. Downtown Design Guidelines and Design Review;
- B. Building Height and Design Districts; and
- C. The Image of the City: Urban Design Assets.

Downtown Design Guidelines and Design Review

Mechanics of Design Review are described.

The booklet entitled "Design Guidelines," which is adopted in Chapter 3.30 of the Kirkland Municipal Code, contains policy guidelines and concepts for private development in Downtown Kirkland. The booklet includes an explanation of the mechanics of the Design Review process to be used for all new development and major renovations in the Downtown area. Discretion to deny or condition a design proposal is based on specific Design Guidelines adopted by the City Council and administered by the Design Review Board and Planning Department. Design Review enables the City to apply the Guidelines in a consistent, predictable, and effective manner.

The Guidelines are intended to balance the desired diversity of project architecture with the equally desired overall coherence of the Downtown's visual and historic character. This is to be achieved by injecting into each project's creative design process a recognition and respect of design principles and methods which incorporate new development into Downtown's overall pattern. The Guidelines would be applied to any specific site in conjunction with the policy guidance provided by the Downtown Master Plan and the following text regarding Design Districts.

The Design Review Process enables the City to require new development to implement the policy guidance contained in the Guidelines, the Master Plan for Downtown, and to protect and enhance the area's urban design assets. A more complete description of how Design Review should operate is found in the Zoning Code.

Building Height and Design Districts

Figure C-5 identifies eight height and design districts within Downtown Kirkland. The boundaries of these districts are determined primarily by the topographical characteristics of the land and the area's proximity to other noncommercial uses.

Design District 1

Maximum building height in Design District 1 is between two and ~~four~~ five stories, depending on location and use.

This district is bordered by Lake Street, Central Way, 3rd Street, and generally 1st Avenue South. When combined with District 2, this area corresponds to the core area as shown in Figure C-3.

The maximum building height in this area should be between two and ~~four~~ five stories with no minimum setback from property lines. Stories above the second story should be set back from the street. To preserve the existing human scale of this area, development over two stories requires review and approval by the Design Review Board based on the priorities set forth in this plan.

Buildings should be limited to two stories along all of Lake Street South to reflect the scale of development in Design District 2. Along Park Lane west of Main Street, Third Street, and along Kirkland Avenue, a maximum height of two stories along street frontages will protect the existing human scale and pedestrian orientation. Buildings up to three stories in height may be appropriate along Central Way to reflect the scale of development in Design District 8 and as an intermediate height where adequately set back from the street. A continuous three-story street wall should be avoided by incorporating vertical and horizontal modulations into the design of buildings.

The portions of Design District 1 designated as 1A in Figure C-5 should be limited to a maximum height of three stories. As an incentive to encourage residential use of upper floors and to strengthen the retail fabric of the Core Area, a fourth story of height may be allowed. This additional story may be considered by the Design Review Board for projects where at least two of

Downtown Height Districts September, 2000

Maximum Number of Stories

- 1-2
- IA
- IB
- 3
- 3-5
- 4

Height steps up from

2 stories on street

Maximum height subject to site plan and design review

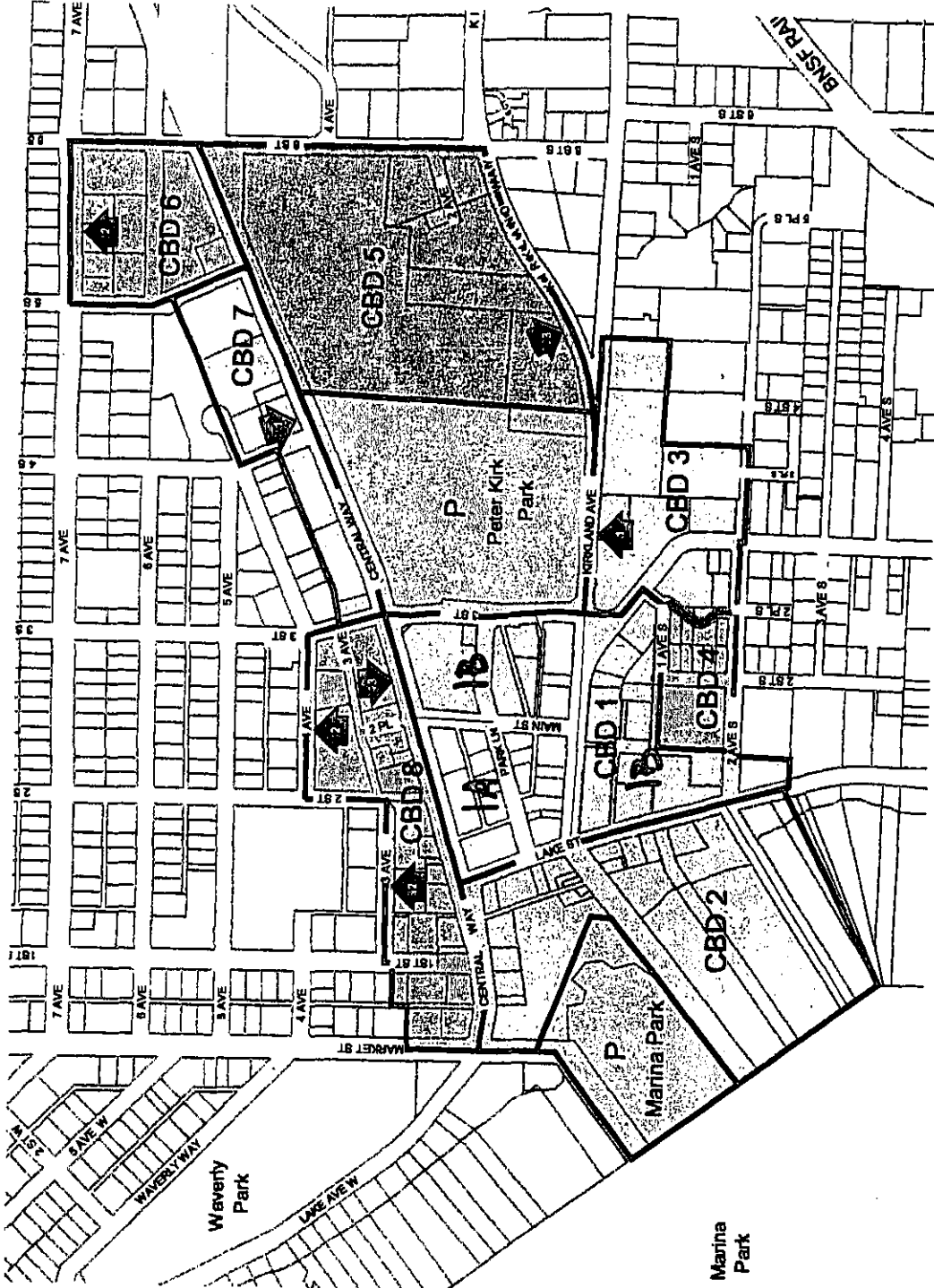
of stories on street (height steps up from street)

* Additional stories allowed for Penducular



FIGURE 6.5

400 0 400 Feet



l:\gis_poc\pub\strategic plan 2000.apr\CBD heights 11 x 17

DRAFT

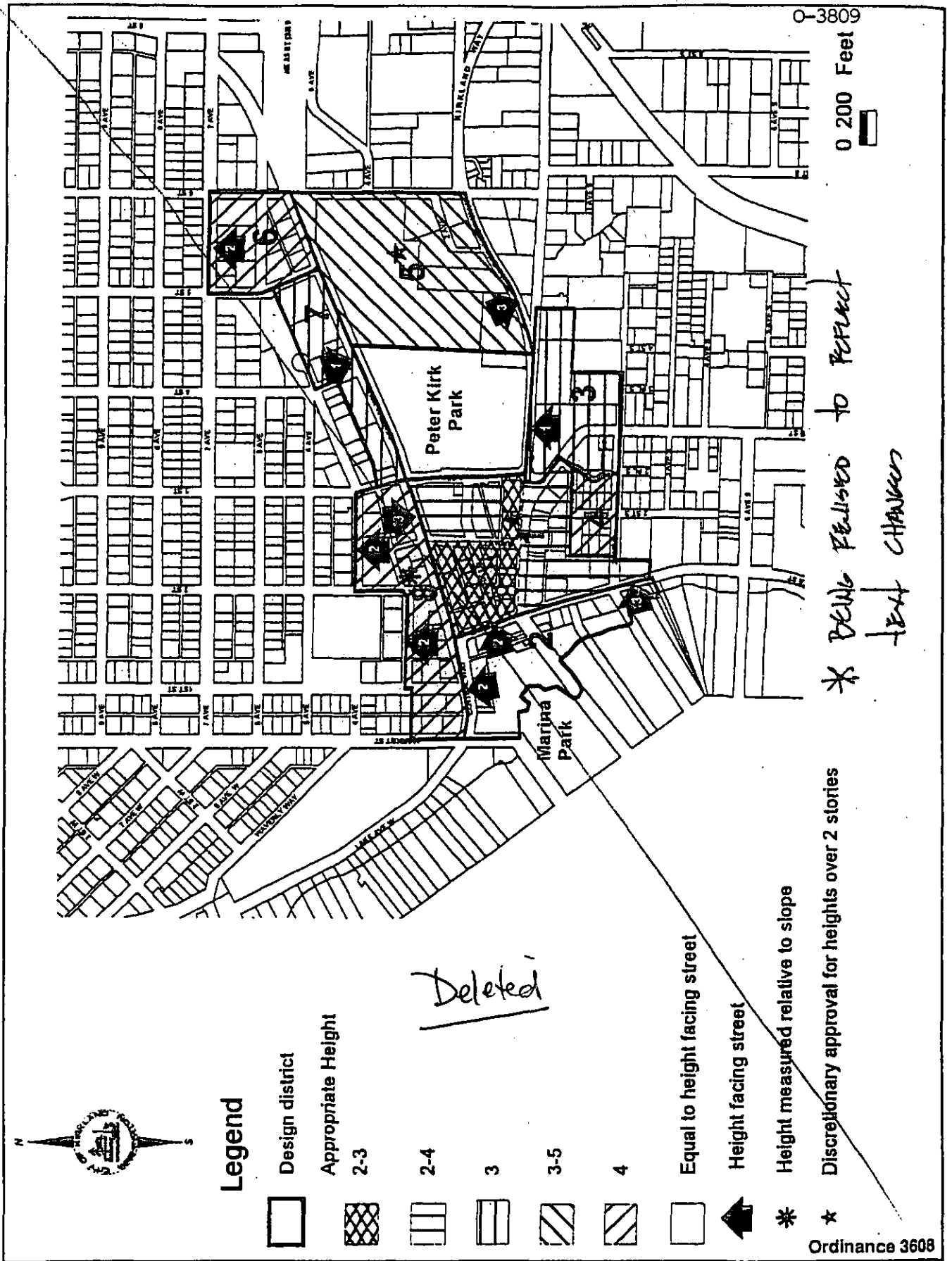


Figure C-5: Downtown Height and Design Districts

the upper stories are residential, the total height is not more than four feet taller than the height that would result from an office project with two stories of office over ground floor retail, stories above the second story are setback significantly from the street and the building form is stepped back at the third and fourth stories to mitigate the additional building mass, and the project provides superior retail space at the street level. Rooftop appurtenances and related screening should not exceed the total allowed height, and should be integrated into the height and design of any peaked roofs or parapets.

The portions of Design District 1 ~~designated as 1B in Figure C-5 east of Main Street and south of Kirkland Avenue~~ provide the best opportunities for new development that could contribute to the pedestrian fabric of the Downtown. Much of the existing development in these areas consists of older auto-oriented uses defined by surface parking lots and poor pedestrian orientation. To provide incentive for redevelopment and because these larger sites have more flexibility to accommodate additional height, a mix of two to four stories in height is appropriate. East of Main Street, development should combine modulations in building heights with modulations of facade widths to break large buildings into the appearance of multiple smaller buildings. ~~Along the south side of Kirkland Avenue~~ side of the Design District, building forms should step up from the north and west with the tallest portions at the base of the hillside to help moderate the mass of large buildings on top of the bluff. Buildings over two stories in height should generally reduce the building mass above the second story.

As with Design District 1A, an additional story of height may be appropriate in 1B to encourage residential use of the upper floors and to strengthen the retail fabric in the Core Area. This additional story may be considered by the Design Review Board for projects where at least three of the upper stories are residential, the total height is not more than one foot taller than the height that would result from an office project with three stories of office over ground floor retail, stories above the second story are setback significantly from the street and the building form is stepped back at the at the third, fourth, and fifth stories to mitigate the additional building mass, and the project provides superior retail space at the street level. Rooftop appurtenances and related screening should not exceed the total allowed height, and should be integrated into the height and design of any peaked roofs or parapets.

Design considerations of particular importance in this area are those related to pedestrian scale and orientation. Building design at the street wall should contribute to a lively, attractive, and safe pedestrian streetscape. This should be achieved by the judicious placement of windows, multiple entrances, canopies, awnings, courtyards, arcades, and other pedestrian amenities. Service areas, surface parking, and blank facades should be located away from the street wallfrontage.

Figure C-5: Downtown Height and Design Districts

Design District 2

One to three stories in building height above Central Way or Lake Street are appropriate in Design District 2, depending on location.

This area is bordered by the shoreline, Central Way, Lake Street, and 3rd Avenue South. This area serves as the link between Downtown and the Lake and helps define the traditional pedestrian-oriented retail environment. In addition, the existing low development allows public views of the Lake from many vantages around the Downtown and allows evening sun into the Downtown core. To emphasize this link and the traditional role, building heights in this area should remain low. Two stories above the street are appropriate along Central Way and south of Kirkland Avenue. Along Lake Street South between Kirkland Avenue and Central Way, buildings should be limited to one story above the street. Two stories in height may be allowed in this area where the impacts of the additional height are offset by substantial public benefits, such as through-block public pedestrian access or view corridors. Buildings over one story in this area should be reviewed by the Design Review Board for both design and public benefit considerations. These benefits could also be provided with the development of the Lakeshore Plaza project identified in the Downtown Master Plan (see Figure C-4). Building occurring in conjunction with that project or thereafter should be reviewed in relation to the new context to determine whether two stories are appropriate. South of Second Avenue South, buildings up to three stories above Lake Street South are appropriate. Buildings over two stories should be reviewed by the Design Review Board to ensure an effective transition along the street and properties to the south.

As in District 1, pedestrian orientation is an equally important design consideration in District 2. In addition, improvements related to the visual or physical linkage between building in this area and the lake to the west should be incorporated in building design.

The public parking lot located near Marina Park at the base of Market Street is well suited for a parking structure of several levels, due to its topography. Incentives should be developed to encourage the use of this site for additional public parking.

Design Districts 3 and 7

Maximum building height is three stories in Design Districts 3 and 7.

These districts are east of 3rd Street, north of Central Way, and south of Peter Kirk Park. Maximum building height should be three stories, with a minimum front yard setback of 20 feet and maximum lot coverage of 80 percent. Lower portions of projects with a pedestrian orientation should be allowed to encroach into the setbacks to stimulate pedestrian activity and links to eastern portions of the Downtown. Street trees and ground cover are appropriate along Kirkland Avenue and Central Way. By keeping structures in this area relatively low-rise and set back from the street, views from upland residences can be preserved and the openness around Peter Kirk Park enhanced.

In Design District 3, the restriction of access points to nonresidential streets may be necessary in order to prevent a negative impact of development in this area on the single-family enclave which exists to the

Design District 4

Maximum building height to be four stories.

This district is located south of 1st Avenue South, east of 1st Street South. Land in this area is appropriate for developments of four stories in height.

The method for calculating building height should be modified for this area as described in the discussion of height calculation for structures in District 8. The opportunity to take advantage of substantial grade changes with terraced building forms also exists in the western half of District 4. Vehicular circulation will be an important consideration in project design in this area. The restriction of access points to nonresidential streets in order to prevent a negative impact of development in this area on the single-family enclave which exists to the south may be necessary.

Design District 5

Building heights of two to five stories are appropriate in Design District 5.

This district lies at the east side of Downtown between Central Way and Kirkland Way. Maximum building height should be between three and five stories. The existing mix of building heights and arrangement of structures within the district preserves a sense of openness within the district and around the perimeter. Placement, size, and orientation of new structures in this district should be carefully considered to preserve this sense of openness. Buildings over two stories in height should be reviewed by the Design Review Board for consistency with applicable policies and criteria. Within the district, massing should generally be lower toward the perimeter and step up toward the center. Facades facing Central Way, Kirkland Way, and Peter Kirk Park should be limited to between two and three stories, with taller portions of the building stepped back significantly. Buildings over three stories in height should generally reduce building mass above the third story.

Buildings fronting Peter Kirk Park and the Performance Center should be well modulated, both vertically and horizontally, to ease the transition to this important public space. Buildings should not turn their backs onto the park with service access, blank walls, etc. Landscaping and pedestrian linkages should be used to create an effective transition. Residential development should be designed to integrate into both the office/retail character of the zone and the active urban nature of Peter Kirk Park. Residential development should also be limited to those portions of the property fronting on park green space, rather than those portions fronting the Teen Center and Performance Center.

Design considerations related to vehicular and pedestrian access, landscaping, and open space are particularly important in this area. The intersection of 6th Street and Central Way is a prominent gateway to the Downtown. New development in this area should have a positive impact on the image of Kirkland and should be designed to enhance this entry. Within the district, a

north-south vehicular access between Central Way and Kirkland Way should be preserved and enhanced with pedestrian improvements.

Design District 6

Maximum building heights of two to four stories are appropriate for Design District 6.

This large block of land located between 5th Street and 6th Street, north of Central Way, and south of 7th Avenue, is identified as a major opportunity site for redevelopment elsewhere in this document. Figure C-6 contains a schematic diagram of design and circulation considerations that should be incorporated in the redevelopment of this district. Development of this district should be relatively intensive and should be physically integrated through pedestrian access routes, design considerations, and intensive landscaping.

Safe, convenient, and attractive pedestrian connections across the district should be provided. This path should be designed under a covered enclosure or arcade along the storefronts in this area. Visual interest and pedestrian scale of these storefronts will contribute to the appeal of this walkway to the pedestrian. A connection of this pathway to Central Way should be made, with a continuation of the overhead enclosure to unify this pedestrian route.

Design considerations related to vehicular and pedestrian access, landscaping, and open space are particularly important in this area. The intersection of 6th Street and Central Way is a prominent gateway to the Downtown. New development in this area should have a positive impact on the image of Kirkland and should be designed to enhance this entry.

A substantial building setback or mitigating design such as the site configuration on the south side of Central Way is necessary in order to preserve openness at this important gateway site. The northeast and southeast corners of this block should be set aside and landscaped to provide public open spaces or miniparks at these gateways. Side-yard setbacks, however, should be minimal to reduce the appearance of a building surrounded by a parking area.

Figure C-6: Design Districts 5 and 6 - Circulation and Gateways

The northern portion of this district should be developed in uses that are residential both in function and scale. Access to this portion of the site may be either from 7th Avenue or from one of the adjacent side streets. Some of the significant trees along 7th Avenue should be incorporated into the site design as a means of softening the apparent mass of any new structures and to provide additional elements of continuity facing the single-family residences along 7th Avenue. In addition, building mass should step down toward 7th Avenue and design consideration should be given to the massing and form of single family homes to the north.

Design District 8

Building heights of two to four stories are appropriate, depending on location.

This district is located north of Central Way and south of 4th Avenue, between Market Street and 3rd Street. Maximum building height should be three stories abutting Central Way and two stories at 3rd and 4th Avenues. Structures which do not abut either of these streets should be allowed to rise up to four stories.

Building height calculation should require terracing of building forms on sloped sites.

Where dramatic elevation changes exist in this district, an innovative method of calculating height is appropriate. In order to encourage the terracing of building forms on the hillside, building height should be calculated relative to the ground elevation above which the individual planes of the structure lie. Additional bulk controls should apply to restrict the height within 100 feet of noncommercial neighborhoods to the same height allowed in the adjacent zone. Heights on the north side should step down to ease the transition to the core area and moderate the mass on top of the hillside.

Vehicular circulation to nonresidential portions of projects within this area should not occur on primarily residential streets. In addition, design elements should be incorporated into developments in this area which provide a transition to the residential area to the north.

The Image of the City: Urban Design Assets

Many of Downtown's urban design assets are mapped on the Master Plan (Figure C-4) or are discussed explicitly in the text of the Height and Design Districts or the Downtown Design Guidelines. The following text should read as an explanation and amplification of references made in those two parts of the Downtown Plan.

Visual Landmarks

Lake Washington is a major landmark in Downtown Kirkland.

The most vivid landmark in Downtown Kirkland is Lake Washington. The lake provides a sense of openness and orientation and is a prominent feature from two of the three main approaches to the Downtown. Many residents and visitors to Kirkland form their impressions of the community from these important vantage points. The preservation and enhancement of views from the eastern (Central Way) and northern (Market Street) gateways is a high-priority policy objective.

Despite the prominence from these vantage points, the core area is not well oriented to capitalize on its waterfront setting. The existing activity centers of the retail core and the lake are separated by large surface parking lots. The City and property owners around Marina Park should aggressively pursue opportunities to correct this deficiency by structuring the existing surface parking below a public plaza. This open space amenity could redefine the downtown and become the focal point of the community.

Other outstanding visual landmarks include the large green expanse of Peter Kirk Park, which provides an open space relief to the densely developed Downtown core to the west. The library and Senior Center building at the southeast edge of Peter Kirk Park, as well as the METRO transit center at the western boundary of the park, are also well-known local landmarks.

The City Hall facility provides an important visual and civic landmark on the northern slope above the Downtown. Marina Park and the pavilion structure situated there are also symbolic reference points of community, recreational, and cultural activities.

There are a number of features in and nearby the Downtown area with historic significance which add to its visual character and historic flavor. These landmarks include the historic buildings on Market Street and the old ferry clock on Lake Street at Kirkland Avenue. These structures should be recognized for their community and historic value, and their preservation and enhancement should have a high priority. In contrast to the bland architecture of many of the buildings in the Downtown constructed since the 1940's, some of the older structures help define the character of the Downtown. The City will consider preserving this character through a process of inventorying these structures and adopting historic protection regulations. New regulations could range from protecting the character of designated historic buildings to protecting the actual structure. Some form of preservation would provide continuity between the Downtown vision and its unique past.

Public Views

Important Downtown views are from the northern, southern, and eastern gateways.

A number of dramatic views exist in the Downtown and its immediate vicinity due to the hills, the valley, and the sloping land areas which form the bowl-like topography which characterizes the City's center. One of the views most often associated with Downtown Kirkland is from the eastern gateway, where Central Way meets 6th Street. From this vantage point, the hills north and south of the core area form a frame for a sweeping view of Lake Washington in the distance and the Olympic mountain range beyond.

Another striking view, identified in Figure C-4, is from the Market Street entry into Downtown. This approach is met with a view of the lake, Marina Park and its pavilion, and the City's shoreline. This view could be enhanced with redevelopment of the GTE site, where the existing massive building substantially diminishes this broad territorial view.

Where the Kirkland Avenue and 2nd Avenue South rights-of-way cross Lake Street and continue to Lake Washington, an unobstructed view of open water is visible to pedestrians and people traveling in vehicles. These views are very valuable in maintaining the visual connection and perception of public accessibility to the lake. These views should be kept free of obstruction.

Gateways

Topographic changes define gateways into the Downtown area.

The gateways into Downtown Kirkland are very clear and convey a distinct sense of entry. Two of the Downtown's three major gateways make use of a change in topography to provide a visual entry into the area.

At the eastern boundary of the Downtown area, Central Way drops toward the lake, and the core area comes clearly into view. This gateway could be enhanced by an entry sign, similar to one located farther up the hill to the east, or some other distinctive structure or landscaping feature. A second major gateway is the Downtown's northern entrance where Market Street slopes gradually down toward Marina Park. The historic buildings at 7th Avenue begin to form the visual impression of Downtown's character and identity, and the landscaped median adds to the boulevard feeling of this entryway. Some type of sign or other feature could be incorporated into the improvements to the Waverly site.

At the Downtown's southern border, the curve of Lake Street at about 3rd Avenue South provides a very clear gateway into the commercial core. It is at this point that the transition from residential to retail uses is distinctly felt. Here, also, is an opportunity to enhance this sense of entry by creation of literal gateposts, signs, or landscape materials.

Pathways

An extensive network of pedestrian pathways covers the Downtown area.

The size and scale of Downtown Kirkland make walking a convenient and attractive activity. An extensive network of pedestrian pathways covers the Downtown area, linking residential, recreational, and commercial areas. Downtown Kirkland is a pedestrian precinct unlike virtually any other in the region. It is almost European in its scale and quality.

The core of the shopping district, with its compact land uses, is particularly conducive to pedestrian traffic. Both sides of Lake Street, Park Lane, and Kirkland Avenue are major pedestrian routes. Many residents and visitors also traverse the land west of Lake Street to view and participate in water-oriented activities available there.

The Downtown area's major east/west pedestrian route links the lake with Peter Kirk Park, the Kirkland Parkplace shopping center, and areas to the east. For the most part, this route is a visually clear pathway, with diversity and nearby destinations contributing to its appeal to the pedestrian. Enhancement and improved definition of this important east-west pedestrian corridor would help link Park Place with the rest of the shopping district.

Minor pedestrian routes link the residential areas north of Central Way and south of Kirkland Avenue. These linkages need to be strengthened in order to accommodate the residential and office populations walking from the Norkirk Neighborhood and core frames, respectively. Additional improvements, such as brick paver crosswalks, pedestrian safety islands, and signalization, are methods to strengthen these north-south linkages.

Enhancement of Downtown pedestrian routes should be a high-priority objective.

Enhancement of the Downtown area's pedestrian routes should be a high-priority policy and design objective. For example, minor architectural features and attractive and informative signs should be used to identify public pathways. Public and private efforts to make pedestrian walkways more interesting, functional, convenient, and safe, should be strongly supported. Figure C-4 highlights a number of projects proposed for this purpose. These projects are discussed in detail elsewhere in this text.

D. Public Facilities

Open Space/Parks

Four major park sites are critical to the Downtown's feeling of openness and greenery. These parks weave a noncommercial leisure-time thread into the fabric of the area and provide a valuable amenity, enhancing Downtown's appeal as a destination. Each of the major approaches to the Downtown is met with a park, with the Waverly site and Marina Park enhancing the northern entry, and Peter Kirk Park and Dave Brink Park augmenting the eastern and southern approaches. Physical improvements in and near these parks should strengthen their visual prominence and prevent view obstruction.

Marina Park and Peter Kirk Park in particular are well-used by families and recreational groups. Public facilities at these parks should continue to expand opportunities for residents, such as the installation of permanent street furniture and play equipment for children at Marina Park.

Pedestrian improvements should be made to improve connections between parks and nearby facilities.

Downtown projects which are not directly related to the parks should continue to locate adjacent to the parks, and in some cases, should share access or parking. Impacts from projects, such as the tour boat dock at Marina Park and the METRO transit center at Peter Kirk Park, should be minimized. Efforts to provide continuity between these facilities and the parks through the use of consistent walkway materials, landscaping, and other pedestrian amenities, will help to reduce the appearance of a separation of uses at these locations.

The boat launch ramp which exists at Marina Park is an important amenity in the community. It should be retained until another more suitable location is found.

Other Public Facilities

City Hall and the Library/Senior Center facility add to the community atmosphere and civic presence in the Downtown area. The plan for Downtown developed in 1977 recommended that the City Hall facility be moved from its previous location in the core area to its present site

overlooking the Downtown from the northern slope. In its new location, City Hall is close enough to Downtown to contribute workers to the retail and restaurant trade, as well as to provide a visually prominent and symbolic landmark when viewed from the Downtown.

Public efforts to assist the Downtown business district should be continued.

The City should help to foster economic vitality in the Downtown by working with the private sector and by encouraging independent efforts toward economic development by the private sector. Such assistance to the business community might include supporting efforts to establish local improvement or business improvement districts. This could take the form of seed money for preliminary studies and the dissemination of information.

Other public efforts to strengthen the Downtown business climate should include the continued promotion of public projects such as the tour boat dock, in addition to continued support for private projects such as the Lakeshore Plaza Boardwalk, which would help to implement public policy goals.

E. Circulation

Pedestrian

Pedestrian routes should have equal priority to vehicular routes in Downtown circulation.

Pedestrian amenities and routes should continue to be improved, and should be given equal priority with that of vehicular routes for circulation within the Downtown. Modifications to the street network and traffic patterns should not be allowed to disrupt Downtown pedestrian activity and circulation.

To be a truly successful walking environment, the core area of the Downtown must be safe, convenient, and pleasant for the pedestrian. Pedestrian safety would be increased greatly by reducing opportunities for conflicts with cars. The reprogramming of crosswalk signals to favor the pedestrian would discourage jaywalking and allow sufficient time for slower walkers to cross the street.

Convenience to the pedestrian will be enhanced by improving the directness and ease of pedestrian routes. "Shortcuts" between streets, or even between buildings, can link pedestrian routes over large distances where vehicles cannot circulate. Coordinated public directory signs and maps of walkways should be developed to clearly identify public pathways for the pedestrian.

A system of overhead coverings should be considered to improve the quality of pedestrian walkways year-round.

The pleasures of walking in the Downtown area would be enhanced by the installation of minor public improvements, such as street furniture (benches, planters, fountains, sculptures, special paving treatments), flower baskets, and coordinated banners and public art. The creation of a

system of overhead coverings such as awnings, arcades, and marquees would provide protection to the pedestrian during inclement weather, allowing for pedestrian activity year-round. All of these features would add visual interest and vitality to the pedestrian environment.

Brick crosswalks have been installed at 3rd Street and Park Lane in conjunction with the METRO transit center facility. The expansion of the use of brick for crosswalks throughout the Downtown should be considered. In any case, additional restriping of crosswalks in the Downtown area should be actively pursued.

The establishment and improvement of pedestrian pathways between activity centers should be a high-priority policy objective. Major pedestrian routes within the Downtown area are identified in Figure C-4. Major pathways include the extensive east-west "spine" or "Park Walk Promenade," which links the lake with points east of 6th Street and the shoreline public access trail. The Downtown Master Plan also identifies other important pedestrian routes which provide north-south pedestrian access. Improvements to these pathways should be promoted, particularly at the intersection of 6th Street and Central Way. Elevated crosswalks should be considered among the alternatives reviewed for pedestrian access across Central Way. Disadvantages to elevated crosswalks which should be considered are potential view blockage and the loss of on-street pedestrian traffic.

The portion of the Park Walk Promenade spanning Peter Kirk Park was installed by the City during renovation of the park facilities. The walk serves the Senior Center and library, as well as commercial areas to the east and west. This walkway should be expanded upon when the remaining land south of Kirkland Parkplace develops.

Figure C-4 illustrates pedestrian system improvements for the two major routes which are intended to serve several purposes. These projects would improve the safety, convenience, and attractiveness of foot traffic in the Downtown, provide shelter from the weather, and create a unifying element highlighting the presence of a pedestrian linkage.

An elevated boardwalk should be constructed west of buildings on Lake Street to enhance pedestrian access and provide visual interest (see Figure C-4).

~~The Lakefront Boardwalk shown on the Downtown Master Plan would be an elevated public structure located along the west side of buildings on Lake Street, extending between Central Way and 2nd Avenue South. The boardwalk could either be built at one time, or in stages, providing pedestrian access along only a portion of its length, and still constitute an enhancement of the waterfront pathway system. In addition to its contribution to the pedestrian circulation system, the boardwalk would provide visual and ambient interest to the retail shops it abuts. The structure should create an arcade for lower level storefronts and a deck for upper level shops, expanding their opportunities for customer exposure and access.~~

A large public plaza should be constructed west of buildings on Lake Street to enhance the downtown's lake front setting (see Figure C-4).

The Lakeshore Plaza shown on the Downtown Master Plan envisions a large public plaza constructed over structured parking. Ideally, the plaza would be developed through public/private partnerships to provide a seamless connection between the downtown and the lake. The plaza would be at the same grade as Lake Street and would provide visual and pedestrian access from a series of at-grade pedestrian connections from Central Way and Lake Street.

The Park Walk Promenade identified on the Downtown Master Plan should consist of a series of minor structures placed at prominent locations along the walkway in order to clearly identify the pathway throughout its length, as well as to provide some protection during wet weather. The plexiglas and metal "space frames" used at Mercer Island's Luther Burbank Park and at the Seattle Center are possible design options for protective structures. The concrete and metal gateway feature where Parkplace abuts Peter Kirk Park is a good model for visual markers along the east-west pedestrian spine.

Vehicular

Automobiles and public transit are the modes of transportation which move people in and out of the Downtown, and often between the core area and the frame. Within the Downtown, pedestrian circulation should be given equal priority with vehicular circulation. A primary circulation goal should be to emphasize pedestrian circulation within the Downtown, while facilitating vehicle access into and out of the Downtown.

Alternate traffic routes should be considered.

Lake Street should be designated to function as a major pedestrian pathway. The objectives for land use and pedestrian circulation should be seriously considered during any plans for traffic and roadway improvements on Lake Washington Boulevard. The goal to discourage commuter traffic on the boulevard should not be viewed independently from the need to retain vehicle access for tourists, shoppers, and employees to the Downtown.

State Street should continue to serve as a major vehicular route, bringing shoppers and workers into the Downtown area. Sixth Street should be developed to accommodate additional vehicles. Future plans for Lake Street and Lake Washington Boulevard may include the diversion of cars from the Downtown area, and 6th Street would provide the most appropriate north/south alternative route. The existence of commercial development on this street renders it more appropriate than State Street to handle substantial commuter traffic.

The use of public transportation to the Downtown should be encouraged.

Third Street has been designed for the pedestrian and public transit user, with the METRO transit center located on this street. The use of public transportation as an alternative for people who work or shop in the Downtown should be encouraged. Increased use of this mode of transportation would help to reduce traffic congestion and parking problems in the core area.

The number of vehicular curb cuts in the Downtown area should be limited. Both traffic flow in the streets and pedestrian flow on the sidewalks are disrupted where driveways occur. In the core frame in particular, the placement of driveways should not encourage vehicles moving to and from commercial areas to travel through residential districts.

Parking

The core area is a pedestrian-oriented district, and the maintenance and enhancement of this quality should be a high priority. Nevertheless, it should be recognized that pedestrians most often arrive in the core via an automobile which must be parked within easy walking distance of shops and services. To this end, as discussed elsewhere in this chapter, private projects which include a substantial amount of surplus parking stalls in their projects should be encouraged to locate these parking stalls in the core frame.

The Downtown area contains a variety of parking opportunities. Four public parking lots exist in the Downtown area: at the west side of Peter Kirk Park, the street-end of Market Street at Marina Park, in Lakeshore Plaza, and at the intersection of Central Way and Lake Street. These lots are shown on the Downtown Master Plan (Figure C-4).

Public parking to be a permitted use on private properties north and south of the core area.

Other sites that would be appropriate for public parking include the north and south slope of the Downtown as shown in Figure C-4. Public parking in these areas would help to serve core-area businesses, while not detracting from the dense pattern of development critical to the pedestrian environment there.

More intensive development of existing parking areas should be considered as a way to provide more close-in public parking. Certain sites, such as the Market Street-End lot and the Peter Kirk lot would adapt well to structured parking due to the topography in the immediate vicinity of these lots. Structuring parking below Lakeshore Plaza could make more efficient use of the available space and result in a dramatic increase in the number of stalls available.

The fee-in-lieu of parking alternative allows developers in the core area to contribute to a fund instead of providing required parking on site. The City's authority to spend the monies in this fund should be expanded to include the use of the funds on private property in conjunction with parking facilities being provided by private developers.

Another option for off-site parking should be considered which would allow developers to provide the parking required for their projects elsewhere in the core area or core frame. This alternative should include the construction of parking stalls in conjunction with another developer, if it can be shown that the alternative parking location will be clearly available to the public and is easily accessible to the core area.

The City's parking management and enforcement program should be maintained. The program should be evaluated periodically to assess its effectiveness, with revisions made when necessary.

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.

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.

See changes on attached sheet

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.

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.

Exhibit D

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XV.G. SOUTH ROSE HILL NEIGHBORHOOD

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.
- (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.

See attached sheet for changes

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XV.G. SOUTH ROSE HILL NEIGHBORHOOD

- (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.

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.

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 five 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.

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- (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.

5. OPEN SPACE/PARKS

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

South Rose Hill Neighborhood Park is a 2.5-acre site that was purchased as a result of a successful Park Bond in 1989. This park is located on NE 70th Street, at approximately 128th Avenue NE (see Figure SRH-4). Improvements in this park have not yet been made but should be typical of a

See attached sheet for changes

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 playground, 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.~~

Delate

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

00137

XV.G. SOUTH ROSE HILL NEIGHBORHOOD

PEDESTRIAN CIRCULATION

The original circulation pattern in South Rose Hill was laid out in a grid pattern. Maintenance and enhancement of this grid system will promote neighborhood mobility and will provide for equitable distribution of traffic on neighborhood streets. Figure SRH-5 shows the Street Classification System for South Rose Hill.

Primary Arterials

NE 85th Street is a primary arterial that is the most traveled route into and through the neighborhood.

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.

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.

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.

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.

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See attached sheet for changes

South Rose Hill Neighborhood Changes

Page XV.G-1

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. The stream originates north of NE 80th Street between 124th and 126th Ave NE and travels in a northwestern direction to NE 85th Street. They are located in the northwest portion of this neighborhood, just south of NE 90th Street. ~~These~~ The stream should be left in their its 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.

Page XV.G-3

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 predominately a low-density single-family detached residential housing.

Limited opportunities exists 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.

Page XV.G-11

Commercial development ~~should be is~~ 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~~ contains 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 follows the toe of the existing slope.

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

Page XV. G-17

7. Open Space/Parks

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 are ~~have not been made but should be~~ typical of a neighborhood park facility, including pedestrian access. ~~Development of these uses is encouraged as soon as possible.~~

mobility and will provide for equitable distribution of traffic on neighborhood streets. Traffic should be managed to keep I-405 destination traffic on arterials and discourage its use of neighborhood streets. Figure SRH-5 shows the Street Classification System for South Rose Hill.

~~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.~~

Page XV. G-19

Public Services/Facilities

Transportation management programs should be required for all commercial and medium-to-high-density residential developments.

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

New section here for Graham Request - see attached sheet

XV.I. NORTH/SOUTH JUANITA NEIGHBORHOOD

- (1) Preparation of geotechnical studies and slope stability analyses which address the site to be developed, as well as adjacent sites and the immediate drainage area;
- (2) Recording of a covenant which indemnifies and holds the City harmless for any damage resulting from slope instability;
- (3) Maintenance of maximum amount of vegetative cover and trees;
- (4) Retention of watercourses in a natural state; and
- (5) Establishment of Natural Greenbelt Protective Easements at a minimum around streams and in areas of greater than 40 percent slope.

Additional density up to three units per acre on the southeast slope of Finn Hill should be permitted subject to the following additional standards:

- (6) Control of surface runoff at predevelopment levels;
- (7) Limitation on the number of points of access;
- (8) A minimum level of aggregation of land in order to minimize adverse impacts;
- (9) Clustering of structures; and
- (10) Public review of the development proposal.

Multifamily residential developments should be contained and in some instances densities reduced.

Present multifamily residential developments should be contained, and in many areas densities should be reduced from zoning levels which were established in King County. The densities shown

in Figure J-2 for medium- and high-residential areas either reflect the prevailing existing development levels or are reduced to help protect sensitive areas, such as Juanita Creek, or to lessen traffic and parking problems in heavily congested areas, such as along 100th Avenue NE south of NE 124th or along 93rd Avenue NE.

Standards for multifamily development are as follows:

- (1) The site design and placement of multifamily units should take advantage of the topography and existing vegetation to minimize the visual impacts of the new structures.
- (2) Vegetative buffering (preferably with native, drought-tolerant plants) should be provided next to single-family areas.
- (3) Public pedestrian easements should be provided to connect to schools or other public destinations. Convenient access to METRO stops should be provided. Medium- and high-density development around the business district should provide public pedestrian access to the commercial area.
- (4) Vehicular access to multifamily projects should not negatively impact adjacent single-family areas. Vehicular access points should be combined and oriented to collector or arterial streets.
- (5) Guest parking should be provided in all new developments and with any substantial remodels.

Access to the high-density residential area south of NE 116th Street and west of 100th Avenue NE should be taken from NE 99th Place.

South of NE 116th Street and west of 100th Avenue NE is a high-density residential area.

00141

Medium density residential development is allowed south of NE 120th Street and west of 93rd Avenue NE at a density of 12 units per acre with of up to 18 units per acre allowed if affordable housing is provided.

Northeast 120th Street west of JBD 6 is a natural boundary line for the medium to high density residential to the south and low density residential to the north. Two properties directly south of NE 120th Street, west of 93rd Avenue NE and east of unincorporated King County are suitable for medium-density residential at 12 units per acre, subject to the following standards:

(1.) Dwelling units may be detached, attached or stacked.

(2) Future development should compliment the adjacent single-family residential neighborhood. Building height, modulation, rooflines, separate exterior front entry doors to each unit and window treatments, and garages should reflect the design and character of single-family development as seen from the east, west or north. Each unit must have its own exterior front door. One common main door with interior corridor access to the units and/or a second level access with a common walkway to more than three units are not allowed. Dwelling units may be detached, attached or stacked. With the building permit application, the applicant shall provide the exterior building design showing compliance with the above elements for review by the Planning Official.

(3) Enclosed garages are encouraged. On-site surface parking or carports with peaked roofs should be screened by buildings or dense evergreen vegetation from the west and north.

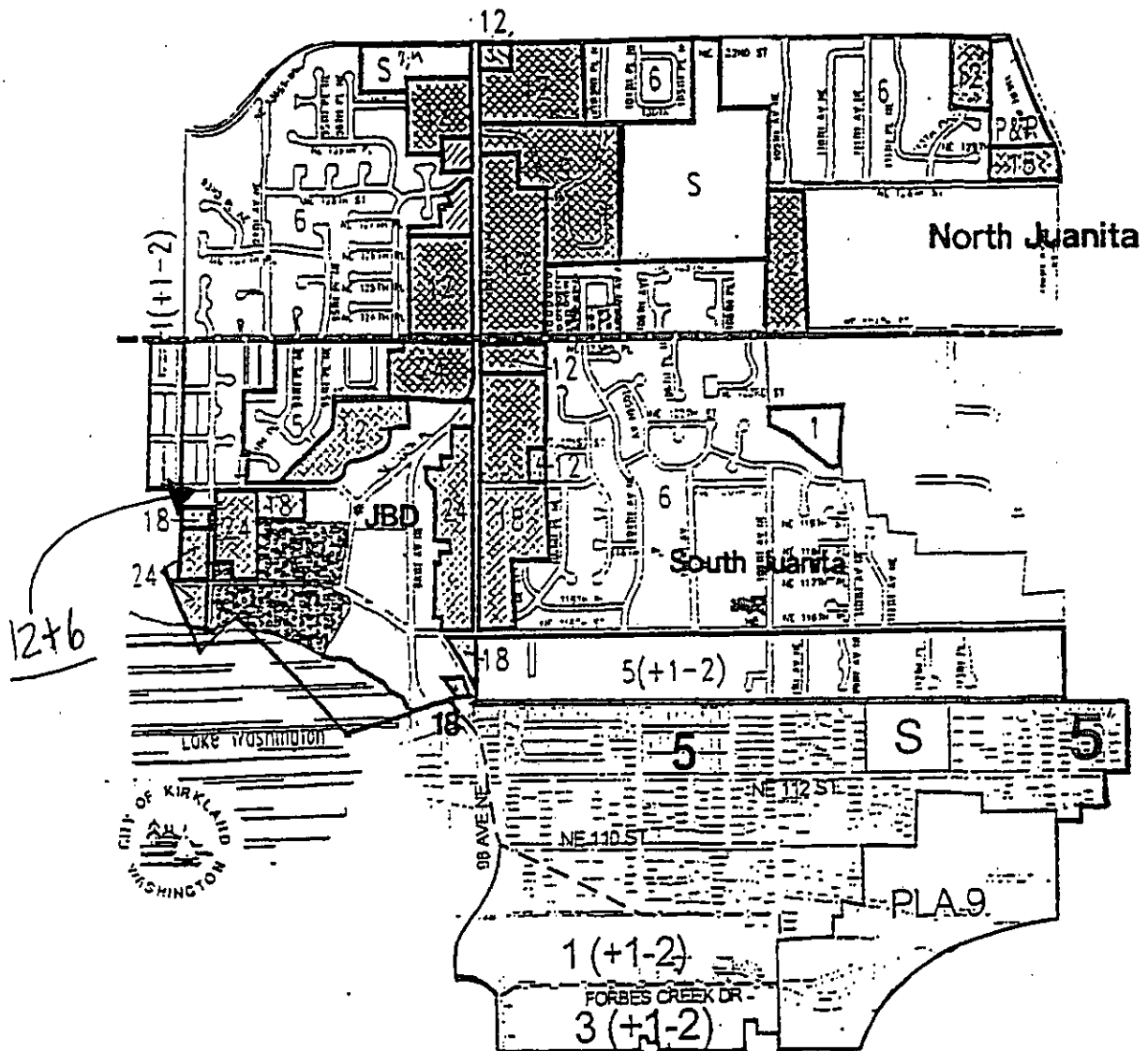
(4) Buildings should be set back a minimum of 10 feet from the west property line adjoining the low-density residential development to the west.

(5) Evergreen trees (preferably with native, drought-tolerant trees) should be planted along the west property line to provide a buffer between the medium-density development and the adjacent single-family residence to the west.

(6) The property adjacent to 93rd Avenue NE should have vehicular access only from 93rd Avenue NE. If both properties are developed together at the same time, vehicular access should be combined and taken from 93rd Ave NE and not from NE 120th Street to reduce traffic impacts for the single-family neighborhood to the north.

In addition, the properties may be developed at 18 units per acre if affordable housing (defined as households making up to 80% of median income in King County based on household size) is provided at one affordable unit for each three market rate housing units beyond the 12 units per acre.

NEW TEXT FOR PAGE XV.1.- 7 for the Comprehensive Plan – Graham request



*Please see Figure J-7 for JBD Subareas

Note: Future lots north of 20th Ave. that access through Norkirk neighborhood, are in the Norkirk neighborhood

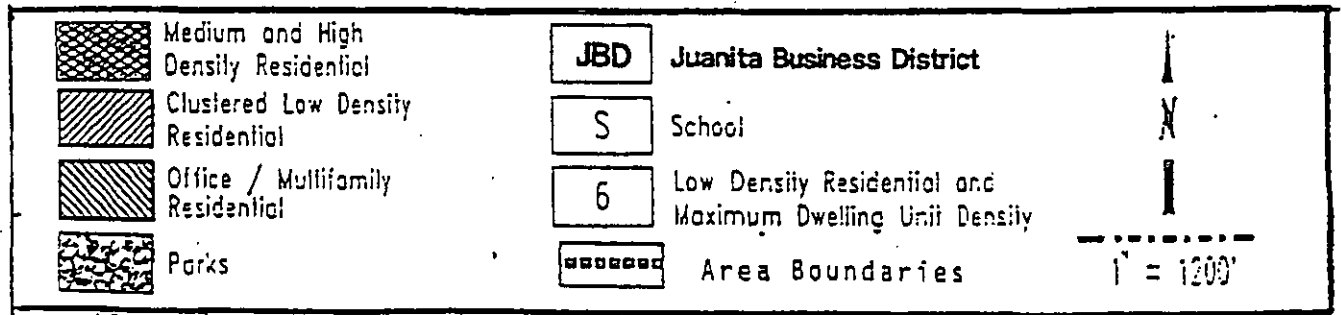


Figure J-2: Juanita Land Use

00143