

**CITY OF KIRKLAND**  
**PLANNING AND BUILDING DEPARTMENT**  
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**MEMORANDUM**

DATE: September 21, 2017

To: Planning Commission

FROM: Janice Coogan, Senior Planner  
Jeremy McMahan, Development Services Manager  
Eric R. Shields, AICP, Director of Planning and Building Department

SUBJECT: FINN HILL NEIGHBORHOOD PLAN- FOLLOW UP- HPO, LAND USE POLICIES,  
REZONES, STREET CONNECTIONS MAP, FILE: CAM15-01754

**RECOMMENDATION**

Provide Planning Commission direction on the following topics in order to proceed with adoption of the Finn Hill Neighborhood Plan:

1. Draft Street Connections Map Follow Up- Joel Pfundt will attend the meeting and respond to questions from the Commission.
2. Holmes Point Overlay (HPO) Policies
  - a. Should RSA 6 and RSA 8 zones be considered for rezone to RSA 4
  - b. Revisit expansion of HPO boundaries or in one area, delete HPO zone
  - c. Revisit suggested prohibition of development on greater than 40% slopes
3. Revisit draft land use policies regarding:
  - a. Affordable housing
  - b. North Finn Hill (Inglewood Shopping Center) and Holmes Point Residential Market commercial areas
4. Status of meetings with FHNA group regarding Holmes Point Overlay code amendments
5. Schedule alternatives for Neighborhood Plan and code amendments:

**BACKGROUND**

**1. Street Connections Follow Up**

At the last Planning Commission meeting, Rob Jammerman, Development Engineer gave a quick presentation of 26 potential future street connections/barricade locations in Finn Hill. He described how the map was created and made the point that many of them would be development driven and opened or improved at such time redevelopment such as a short plat or subdivision. With each development proposal the public would have an opportunity to provide public input on a street improvement or

appeal to City Council for street openings. The background memo staff prepared for the public and included in your [July 27, 2017 Planning Commission meeting packet](#) provides more detail on the process, adopted policies and regulatory basis for producing the map.

The Planning Commission gave direction to staff to revise the map to eliminate the connections that are in the process of being installed with development projects, connections that were highly contested or not by the public, ones recommended for connections to improve emergency services, private streets that would require dedication to the City. They requested that staff clarify which ones that would express the neighborhoods values. In addition, the Planning Commission asked staff to provide a cross section of how a typical neighborhood access street would be improved. Attachment 6 is a cross section of a neighborhood access street from KZC 110 showing curbs, gutters, sidewalks, landscape strip and street trees. As previously discussed, in certain circumstances modifications and waivers to these standards may be approved.

Based on feedback from the Commission, Attachment 1 is another version of the map showing three categories: 1) proposed connections recommended by the Fire Department based on results in the [2014 Standard of Coverage and Deployment Plan](#), 2) proposed development connections with high neighborhood opposition to date, 3) proposed development connections with low neighborhood opposition to date.

Staff did not feel comfortable developing a criterion system without any guidance on what it should include, public input from the neighborhood, basis on adopted policy, or basis on level of opposition received to date.

Staff recommendation- Staff plans on taking the revised map back to the next available Transportation Commission for their feedback. Staff recommends the street connections map be carried forward to the Public Hearing for public comment and cautions the Commission on removing locations at this stage based on the amount of public comments rather than established policies. After the public hearing the Commission would forward a recommendation along with the rest of the Neighborhood Plan to the City Council for its final decision.

## **2. Holmes Point Overlay Policy Issues**

### **a. Should one or more of the RSA 6 or RSA 8 zones be rezoned to RSA 4?**

Attachment 2 is a revised land use study areas map showing additional RSA 6 zones that could be considered for rezoning to RSA 4 zone ( see red clouded areas labeled RSA 6 E-H for discussion purposes below).

At the request of the Finn Hill Neighborhood Alliance (FHNA), in May and June, the Planning Commission discussed adding the RSA 6 in the Holmes Point Overlay zone to the land use study areas for rezones. Because of the late timing of the request, the Commission gave previous direction to staff to not pursue the additional rezones at this time.

The FHNA continues to request that in all the RSA 6 zones and the RSA 8 zones in the HPO be lowered to RSA 4. Although City public notice efforts of the rezones were suspended because the Planning Commission directed staff to postpone the public hearing, FHNA volunteers have been out canvassing the neighborhood. The majority of public comments received to date are in support of the rezones. Supporters of the rezones advocate for rezoning the RSA 6 and RSA 8 areas to RSA 4 or RSA 2 to improve traffic safety on Holmes Point Drive, protect the environment, trees, storm water runoff and air quality, reduce landslides, reduce soil erosion and to preserve character of the neighborhood.

The intent of the rezones would be that lower density and larger lots make it easier to save more trees with development and meet the HPO regulations - such as designating 25% of the lot for a Natural Protection Area, and lot coverage, vegetation and tree planting requirements. If rezoned the minimum lot size would change for properties in the RSA 6 zone from 5,100 sq. ft. to 7,600 sq. ft. (RSA 4). For properties in the RSA 8 zone the minimum lot size would change from 3,800 sq. ft. to 7,600 sq. ft. The result would be less redevelopment potential in the RSA 6 and RSA 8 zones.

Direction is needed on this issue in order to proceed with finalizing the draft Neighborhood Plan. If rezones are to be considered, the land use map in the Comprehensive Plan and Zoning Map would need to be revised. Public notice is required to be mailed to all property owners affected by the rezones and public notice signs installed near the properties.

#### Staff Analysis

Attachment 3 shows small vicinity maps and staff's analysis of factors to consider for potentially rezoning each area. In evaluating which RSA 6 areas should be included for rezoning to RSA 4 staff, considered the following information:

- Vacant and larger parcels with the greatest potential for redevelopment
- Parcels containing 15% to 40% slopes and greater
- Parcels containing larger amounts of tree canopy
- Parcels containing streams or wetlands
- Narrow parcels containing steep driveways or limited access
- Holmes Point Overlay requirements in KZC Chapter 70

These are the same factors used by staff to recommend rezoning the three RSA 8 areas (RSA 8-B, C, D) within the HPO area to RSA 6, with the Planning Commission's request to keep the option open of lowering the three areas to RSA 4.

KZC Chapter 135.20 establishes the criteria for the City to approve legislative rezones only if it finds that:

1. Conditions have substantially changed since the property was given its present zoning or the proposal implements the policies of the Comprehensive Plan; and
2. The proposal bears a substantial relationship to the public health, safety, or welfare; and
3. The proposal is in the best interest of the community of Kirkland

### Staff Conclusions:

Based on the factors noted above, Staff concludes that the RSA 6 areas that would benefit the most from the rezoning would be prioritized in the following order: RSA 6-E (south portion), F, then G. The south portion of the RSA 6-E area contains the most vacant and further developable parcels with the largest amount of tree canopy and therefore would provide the greatest benefit to rezone to RSA 4. The 6-E area north of NE 120<sup>th</sup> ST does not contain these same factors so would not merit consideration for a rezone. RSA 6-F and G would have similar features, but to a lesser extent than the RSA 6-E area.

Staff recommends that RSA 6-H not be included in the potential rezones because it is relatively flat, largely developed with relatively low tree canopy.

Rezoning RSA 6 and RSA 8 areas to RSA 4 would provide the greatest opportunity to reduce density to provide larger lots in order to make it easier to meet the HPO regulations, promote greater tree retention, and help protect slopes with potential landslides and help maintain the existing forested character of the subarea.

*What is Planning Commission's Direction? Which subareas should move to public hearing for potential rezoning?*

#### **b. Holmes Point Overlay (HPO) Boundaries-**

- *Should the boundaries be expanded to other areas in Finn Hill containing steep slopes with moderate to high tree canopy?*
- *Are there elements of the HPO regulations that should be incorporated into other zones in-lieu of imposing the HP Overlay zoning?*
- *Should the triangular area between 80th Ave and Juanita Dr. be removed from the HPO?*

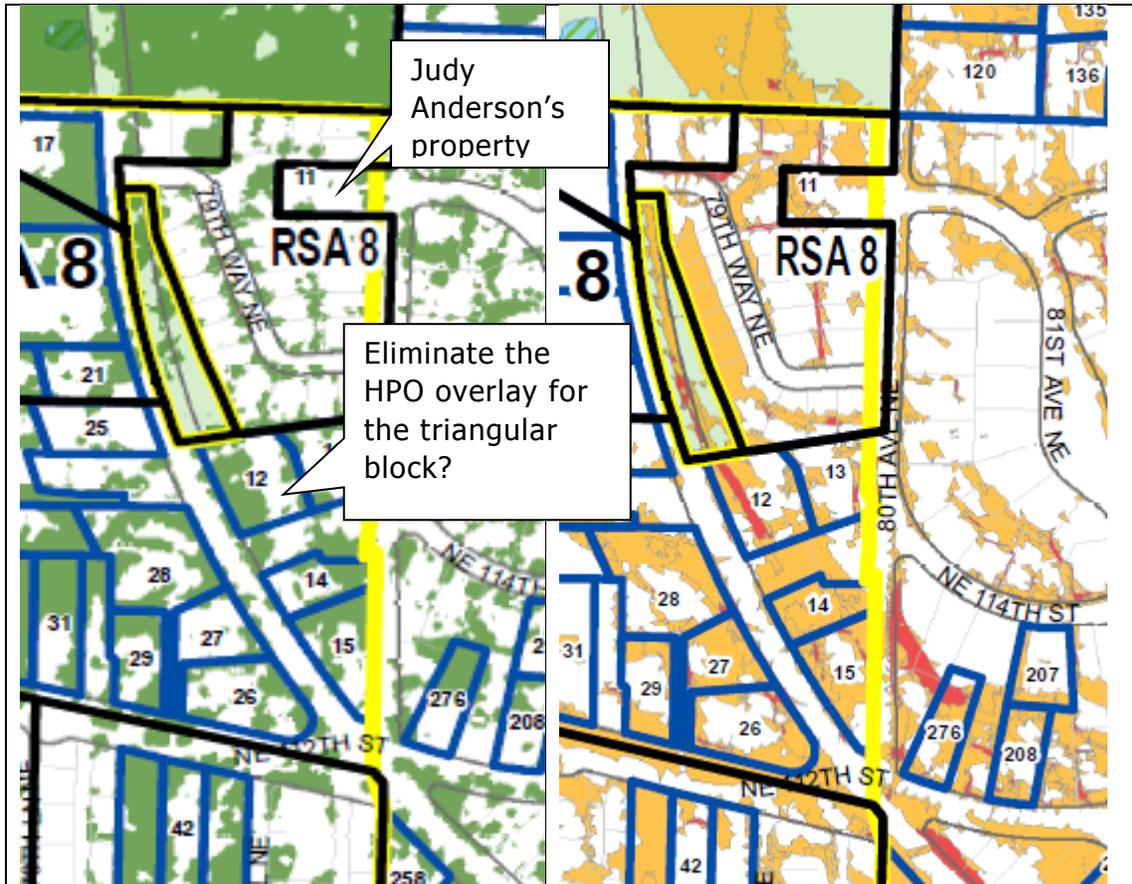
Direction on these questions are needed in order to proceed with adoption of the neighborhood plan because these policies need to be included in it and the land use and zoning map would need to be changed.

As a reminder from the briefing, the Holmes Point Overlay regulations were originally drafted under King County by a grass roots group of property owners who lived in the HPO area with the goal of providing greater environmental protection of large forested areas, to minimize site disturbance, protect steep slopes, reduce surface water problems, and protect wildlife and for esthetic reasons.

Whether the HPO boundary should be expanded to other areas of Finn Hill was discussed with the Commission on [February 9, 2017](#) and [April 27, 2017](#). What parcels would be included? Staff recommended and the Planning Commission gave direction to not pursue expansion of the HPO boundaries at those meetings. It was acknowledged that the City's Geohazard study may recommend some changes in geologic hazard requirements to protect slopes.

Judy Anderson sent comment letters previously questioning why her property at 11501 80th Avenue NE and surrounding parcels were included in the HPO because they were largely

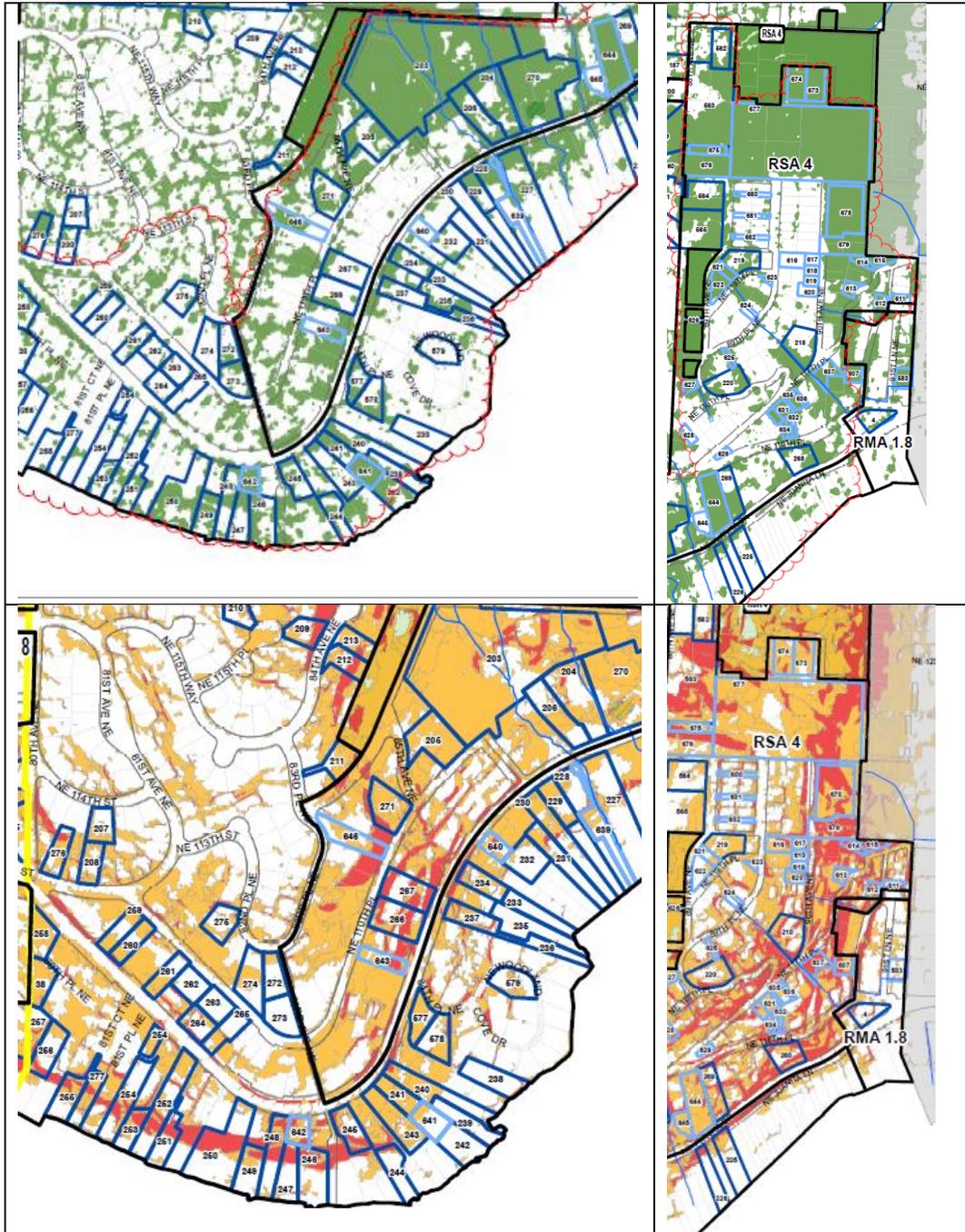
developed and contained few trees. Her property is being considered for rezoning from RSA 6 to RSA 8. She requested that the HPO boundary be changed to eliminate the HPO in the largely platted area surrounding and including her lot. The larger parcels south of this RSA 8 zone show potential for redevelopment with 15-40% slopes and a moderate amount of tree canopy. See below.



On September 14, 2017, the Planning Commission raised the question of HPO boundaries again, requesting staff to provide more information about why or where the HPO boundary could be expanded or whether there are elements of the HPO regulations that could be applied in other areas of Finn Hill.

If the HPO boundaries were expanded to other areas of Finn Hill it would make sense to consider areas with similar environmental constraints as lots in the existing HPO area, such as larger lots with potential for redevelopment, high landslide hazard areas, high tree canopy and/or parcels containing hillside streams. Attachments 4 and 5 show Finn Hill topography, slopes 15% to greater than 40% slopes, tree canopy and further development parcels.

If there was an area where the HPO boundaries could be expanded, it would be RSA 4 and RSA 6 properties generally located south of the Juanita Heights Park, south of NE 115<sup>th</sup> Place/NE 112<sup>th</sup> Pl to the Lake Washington Shoreline (see below in red).



Further to the north and northeast along the Juanita/Finn Hill Neighborhood boundaries, many of the larger parcels were developed under King County. Although they are shown as further developable with greater than 40% slopes they contain recorded open space or native growth protection tracts protecting the natural environment and unlikely to redevelop.

If the HPO Chapter 70 regulations were expanded to the properties to the east/northeast the regulations would add limitations on lot coverage, require PNA areas to be recorded which could provide greater protection of topography and tree canopy. Because this issue has only recently re-emerged, these property owners have not been engaged as part of developing neighborhood plan direction on this front. Unlike the genesis of the current HPO, the notion of further development restrictions has not emerged from property owners in these areas. By way of example, many of the lots in Goat Hill are legal substandard lot sizes with great views of Lake Washington. Requiring 25% PNA set-asides on an already small property with added tree plantings would likely meet opposition and be difficult to administer.

Regarding the Commission's direction to consider adoption of components of the HPO regulations into other RSA zone, staff would need specific directions on which of the following HPO components would be applicable:

- Reduced lot coverage
- Protect of 25% of the site in PNA and revegetate deficiencies
- Restrict tree removal outside of PNA (beyond KZC 95 allowances)
- Require IDP with subdivisions

Staff recommendation- Staff does not recommend expanding the HPO boundaries. However, if the Planning Commission wants to pursue this change, staff would suggest expansion of the boundaries to include the RSA 4 and RSA 6 properties generally located south of the Juanita Heights Park, south of NE 115<sup>th</sup> Place/NE 112<sup>th</sup> Pl to the Lake Washington Shoreline. Staff supports Ms. Anderson's request to delete the HPO over the triangular block west of 89<sup>th</sup> Ave to Juanita Dr.

### **c. Should the City prohibit development on 40% or greater slopes?**

Previously the Commission supported staff's recommendation not to pursue prohibiting development on greater than 40% slopes because the topic could be considered with the geohazard mapping effort and potential changes to Chapter 85. The geohazard mapping study and any potential code amendments is not expected to be completed until mid to late 2018. On August 24<sup>th</sup> the Commission requested staff to bring back the issue for further discussion.

Attachment 4 shows parcels containing greater than 40% slope areas that would be subject to such a restriction (shown in red). In most cases, one would not want to develop on 40% slope areas. Often a geotechnical consultant will recommend no development on steep slope or require setbacks from the top or toe of a slope. Some of the existing developed parcels in Finn Hill already contain recorded open space or native growth protection easements on the sloped areas. Some of the larger tracks shown as "P" on the zoning map are public or private open spaces on steep slopes.

All development must meet the requirements of KZC Chapter 85 geohazard areas on property containing soils susceptible to moderate to high landslide hazard slopes and slopes greater than 15% grade. KZC Chapter 95 tree management and retention requirements also apply. A geotechnical report is required providing recommendations on developing on the property. In some cases we require that a Native Growth Protection easement be recorded over a steep

slope retaining the slope in open space. Code requirements restrict the amount of lot coverage per lot and floor area ratio limits the size of houses.

If such an additional prohibition was adopted, owners of properties fully encumbered with 40% or greater slopes would be prohibited from developing. Property takings legal issues could come into play.

A code amendment could be explored to allow exceptions through a process like a "reasonable use exception" to allow a property owner to build one single family home (similar to the streams and wetland provisions of KZC Chapter 90). Determining exception criteria would be difficult. According to research from the MRSC, some cities have clustered subdivision regulations that allow flexibility to locate development away from slopes, or have minimum setbacks from the top or toe of a slope and allow for reduced setbacks if supported by a geotechnical consultant through a public review process. None of the cities researched had an outright prohibition on development on greater than 40% slopes.

*What is Planning Commission's Direction?*

#### **d. Land Use Policies- Affordable Housing and Commercial Areas**

The Planning Commission discussed the draft land use policies in Section 6 of the Plan related to the commercial areas at the [August 25, 2016](#), [January 12, 2017](#) and [May 25, 2017](#) study sessions. At the September 14, 2017 meeting, the Planning Commission wanted to revisit how the draft Finn Hill Neighborhood plan encourages affordable housing and future development policies for the two Neighborhood Business (BNA) commercial areas.

#### **Affordable housing**

The draft Neighborhood Plan reviewed in May has a number of policies that encourage a diversity of housing types including housing affordability. Below are excerpts from the draft Land Use Section 6.

*Neighborhood Value 4 encourages development of a diversity of multifamily housing near the commercial areas and to provide a variety of housing types including affordable and senior housing within walking distance of the commercial areas and to encourage transit service.*

*Multifamily residential Policy FH-9.1 encourages development of affordable housing in multifamily areas and mixed use commercial areas. Opportunities for affordable housing should also be considered and encouraged in single family areas (this sentence could be deleted and added to Policy 8-4 below).*

*Low density residential Policy 8-4 encourages alternative housing types (cottage, carriage, 2/3 unit homes) to be developed depending on various stages of life and*

*family living situations (Existing zoning does not require building affordable housing with new development like the multifamily zone).*

A variety of housing styles provides housing choices for people in various stages of life, income levels and family living situations. Consistent with City wide policies in the Land Use and Housing Elements, clustered housing, accessory dwelling units, affordable housing, cottage, carriage, and two/three unit homes should be encouraged in low density zones.

If the Planning Commission wanted to be more direct about encouraging affordable housing in low density areas of Finn Hill, the above descriptive text could be revised for Policy 8-4 as shown in underlined text. However, this is a City wide issues and there are no code amendments proposed in Finn Hill or City wide to mandate that new development in low density zones to build affordable housing. Legally, the City must provide development offsets (such as additional density) as part of any such mandate.

Existing Zoning Code regulations for the RMA, PRA multifamily/office zones require development of 4 or more attached dwelling units to provide 10% of the units as affordable housing units and provides development offsets in the form of density bonuses. In the BNA mixed use commercial areas affordable housing is encouraged but not mandated. A code amendment could be adopted for the Finn Hill neighborhood only, to require the 10% affordable housing requirement apply in the BNA commercial areas. However, legally this would need to be accompanied by some form of development offset (such as additional height).

*What is Planning Commission's direction?*

### **Neighborhood Commercial Areas**

The Planning Commission discussed the two commercial areas at several study sessions.

For the Holmes Point Residential Market area discussion included whether or not to expand the BNA boundaries to rezone single family lots to the east and the three RMA zoned lots to the north. Initially, both commercial areas were considered for an increase in building height to allow greater density in the commercial areas and lower density in the single family residential areas. For the Finn Hill Neighborhood Center, the Commission discussed a building height change from existing 35' above average building elevation to 5 stories and at the Holmes Point Residential Market from a change from existing 35 ft. above average building elevation to 4 stories.

Previous drafts of the Neighborhood Plan included the following text:

*Policy 6.3.1: Develop Finn Hill Neighborhood Center as a mixed use neighborhood commercial area with improved amenities, public transit access for bicyclists, and trail/sidewalk connections.*

- *Allow mixed use up to five stories to encourage redevelopment with increased amenities, open space places, underground parking and affordable housing.*
- *Comply with pedestrian oriented urban design standards*

*Policy 6.3.2: Develop the Holmes Point Residential Market Neighborhood Center as a neighborhood commercial area with improved amenities, public transit, bike connections, and trail/sidewalk connections.*

- *Allow a mix of commercial and residential uses up to 3 stories.*
- *Comply with pedestrian oriented urban design standards*

The [January 12, 2017](#) study session packet contained an example of a new set of zoning regulations that could be developed under a "FHC" zoning district category for the Finn Hill Neighborhood Center (modeled after the BNA, BC zones in Attachment 5).

At previous meetings the Planning Commission questioned if there was neighborhood support for five stories. At the Holmes Point Residential Market area the Planning Commission questioned if there is adequate infrastructure to support higher density of development at this location. Concerns about potential traffic impacts were discussed for the two areas especially for the Holmes Point Residential Market potential boundary expansion. Discussions with the Transportation Division and King County Metro transit long range planners determined that the north commercial area would need a significant increase in building height, residential density and commercial uses to support eventual increased transit service to the area and resulting traffic would not be desired by the neighborhood.

By the May study session, staff recommended and the Commission agreed to not specify the 5 story height limit but to keep the option open for a future study. It was determined to keep the existing BNA zoning and building height in place (35'/3 stories) but provide policy guidance in the plan for future development.

The following are excerpts from the latest version of the draft Neighborhood Plan reviewed in May 2017:

*North Finn Hill Neighborhood Center Policy FH-10.1 encourages the Inglewood Shopping Center and surrounding commercial properties to be a mixed-use pedestrian oriented neighborhood commercial area with improved public amenities, public transit, access for bicyclists, trail and sidewalk connections. The descriptive policy text states:*

*"Should redevelopment occur, the Finn Hill Neighborhood Center is envisioned as a pedestrian oriented mixed use development consisting of residential and commercial buildings open space plazas, grocery store, small neighborhood retail stores, wine bars or pubs and transit stops. An*

*increase in height above three stories would be appropriate. The scale of development and number of stories should be considered in the future to encourage the redevelopment of the area into a mixed use center. Design Guidelines for Pedestrian Oriented Districts should be used with attention to architectural scale, massing and upper story step backs, and pedestrian connections”.*

*Holmes Point Residential Market area Policy FH-10.2 encourages it to be a neighborhood commercial area with improved amenities, public transit, bike connections, and trail/sidewalk connections. The Residential Market area is envisioned as a more energetic commercial development with small scale neighborhood services, restaurants supported by the surrounding multi-family and low density residential neighborhood. Appropriate building height is up to three stories (existing building height is 35’) subject to the Design Guidelines for Pedestrian Oriented Development.*

No change in height or expansion of the boundaries are recommended at this time because of possible traffic impacts, driveway access constraints and small size of lots.

Urban Design Principles are included in the Plan for both commercial areas to encourage pedestrian oriented business districts. The BNA zoning regulations apply to both areas and require development to go through the design review process using the Guidelines for Pedestrian Oriented Districts and design regulations in KZC Chapter 92.

Staff Recommendation- Given past direction, no code amendments are proposed at this time to change the types of uses or building height for either BNA areas.

However, if the lowering of density in the RSA 6 zones to RSA 4 have support then an increase in building height to five stories may want to be explored through a public code amendment process. Given the recent Everest/Houghton commercial area planning process there seems to be little public support to increase height and density in neighborhood commercial areas. Such a code amendment public process is not feasible in 2017 and would push adoption out further. A future neighborhood code amendment process could be added to a future work program.

What is Planning Commission’s direction?

### **3. Status of HPO and Tree Code Amendments**

At the August 24 meeting the Commission felt more time was needed for staff and the Finn Hill Neighborhood Alliance ad hoc group to work towards greater common ground on the amendments. Staff has met twice since then with the FHNA ad hoc group to discuss issues in order to prepare the draft code amendments for a public hearing.

As of September 20, 2017 the following is a summary of remaining issues for further discussion with the group:

Progress made:

- Staff and the ad hoc group have made progress on using the City's existing tree credit system in order to achieve a 60% tree canopy goal for the Holmes Point Overlay area. The ad hoc group has asked for a 50% canopy goal per lot, which will take additional work on tree planting standards and increasing tree credits outside the PNA.
- Expand consideration of RSA 6 and RSA 8 areas that should be rezoned to RSA 4 in the HPO and agreement on the factors that influence the Planning Commission deliberation
- Improve tree retention enforcement, level of fines, and revoking business licenses

Unresolved issues:

- Clarify that all significant trees must be retained outside buildable area and PNA even if low retention value.
- If aggregation of PNA areas and clustering of lots is allowed what should be the minimum lot size and other code flexibility?
- If aggregated PNA's are allowed in tracts and easements and there is no home owners association who maintains?
- Should the Holmes Point Boundaries and regulations be expanded to other areas of Finn Hill with similar environmental constraints and tree canopy (such as to the east/northeast)?
- City should require maintenance bonds and staff conduct annual inspections of newly planted PNA areas for 5 years
- Establish an exceptional tree requirement to retain even if it will result in reducing allowed density/development on a lot
- Limits of disturbance vs. dripline for tree protective fencing
- City should require third party review of geotechnical reports

New Issues:

- The ad hoc group has recently requested regulations that require all development to leave a minimum 30% tree canopy, even if it results in restrictions on density and development rights beyond the zoning standards.

Because of the number of issues and the time it takes to discuss and prepare code amendments and schedule time with the Planning Commission, we have run out of time to meet a public hearing schedule for adoption of code amendments in 2017. Postponing the Code amendment project would give staff and the group time to work through these issues. Staff recommends we continue meeting with the group with the goal of holding a public hearing on the code amendments and adoption in early 2018.

*Planning Commission direction?*

#### 4. Schedule Options for Neighborhood Plan and Code Amendments

On August 24<sup>th</sup> the Planning Commission gave direction to staff to postpone the public open house scheduled for September 7 and the public hearing for September 14 in order to provide more time to discuss the proposed draft code amendments and other remaining issues with the Finn Hill Neighborhood Alliance. Below are process questions raised by the Commission related to the timing of the Plan adoption and staff response:

- *Does the Finn Hill Neighborhood Plan need to be completed by the end of 2017?*
- *Could the Plan be adopted in early 2018 separate from the City wide annual Comprehensive Plan amendments?*
- *Could the Plan be separated out from the code amendments and adopted in 2017 and revise the work program to continue working on the code amendments in early 2018?*

##### Staff response:

In reviewing the procedures for amendments to Comprehensive Plans in RCW 36.70A.130, the initial adoption of a subarea plan (or new neighborhood plan) does not need to be adopted along with the annual amendments to Comprehensive Plans.

Therefore, the following options could be taken:

- A. Adopt Neighborhood Plan only by the end of 2017 and delay code amendments until early 2018. *Staff recommendation.*
- B. Postpone both the Neighborhood Plan and code amendments until early 2018. *Not recommended.*

If the direction is to complete the Neighborhood Plan by the end of 2017, the following direction is needed by the end of this meeting in order to proceed to public hearing on the neighborhood plan:

1. Whether or not to expand the land use study areas to rezone one or more of the RSA 6 areas in the HPO to RSA 4 (discussed above) and
2. Whether or not to expand the HPO boundaries to other areas of Finn Hill (discussed below)

The remaining tasks to be completed before the end of the year are SEPA compliance, public notice, open house, public hearing before the Planning Commission.

##### Schedule Options

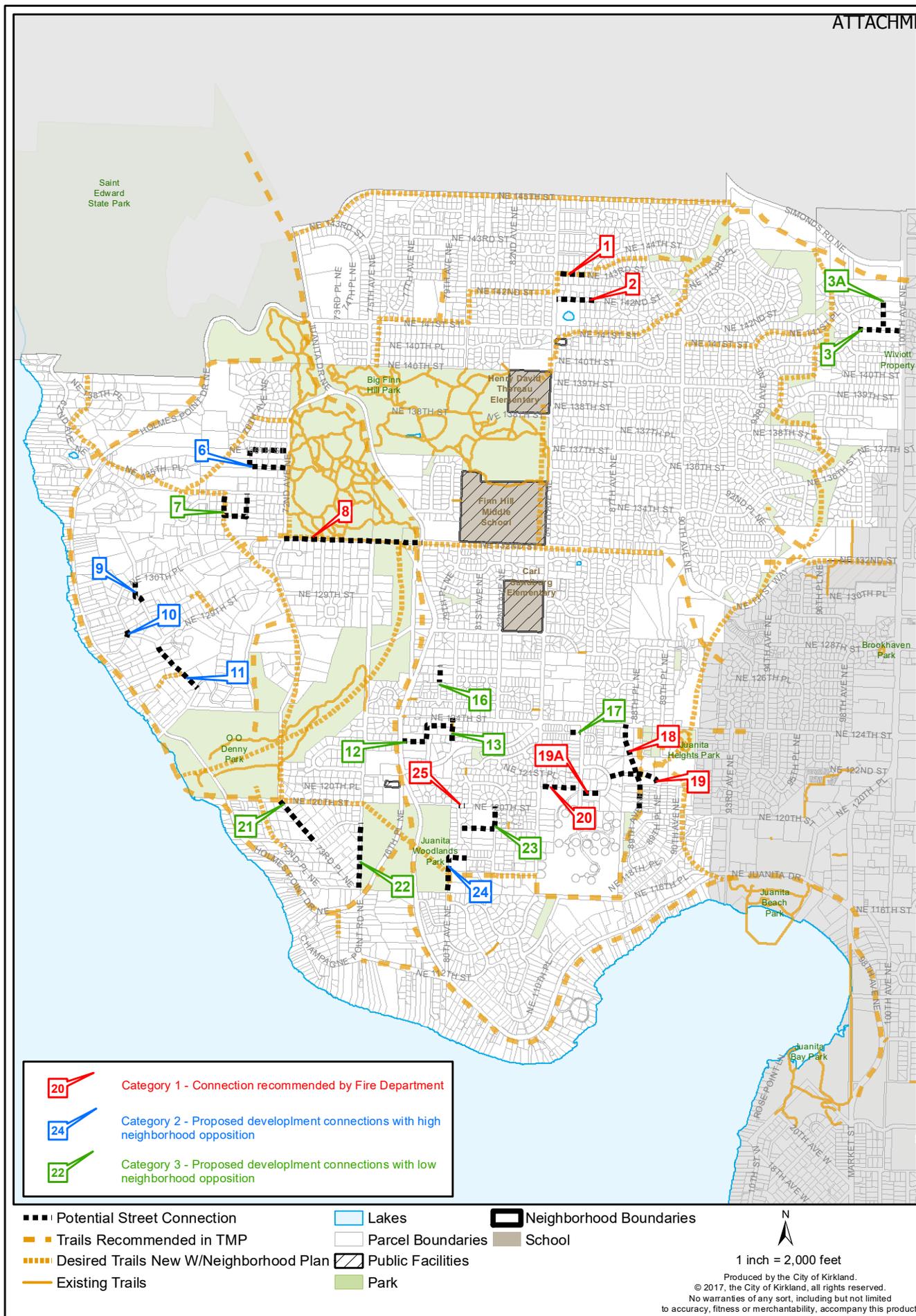
If the direction is to complete the Plan by the end of the year staff recommends the following revised schedule:

- October 3, 2017 City Council study session is planned to brief the Council on the status of the neighborhood plan and code amendments.

- October 26, 2017 public hearing before Planning Commission with a public open house scheduled between now and then.
- November 9 or 16, 2017, Planning Commission deliberation on Plan to prepare recommendation to City Council.
- December 12, 2017 final adoption by City Council along with the other 2017 city wide Comprehensive Plan amendments. The tree/HPO code amendment project could be postponed until early-mid 2018.

Attachments:

1. Revised Street Connections Map
2. Study areas map showing RSA 6 zones could be rezoned to RSA 4
3. RSA 6 study areas analysis
4. Topography with slopes 15-40% and greater than 40% grade
5. Tree canopy from 2010 tree canopy data



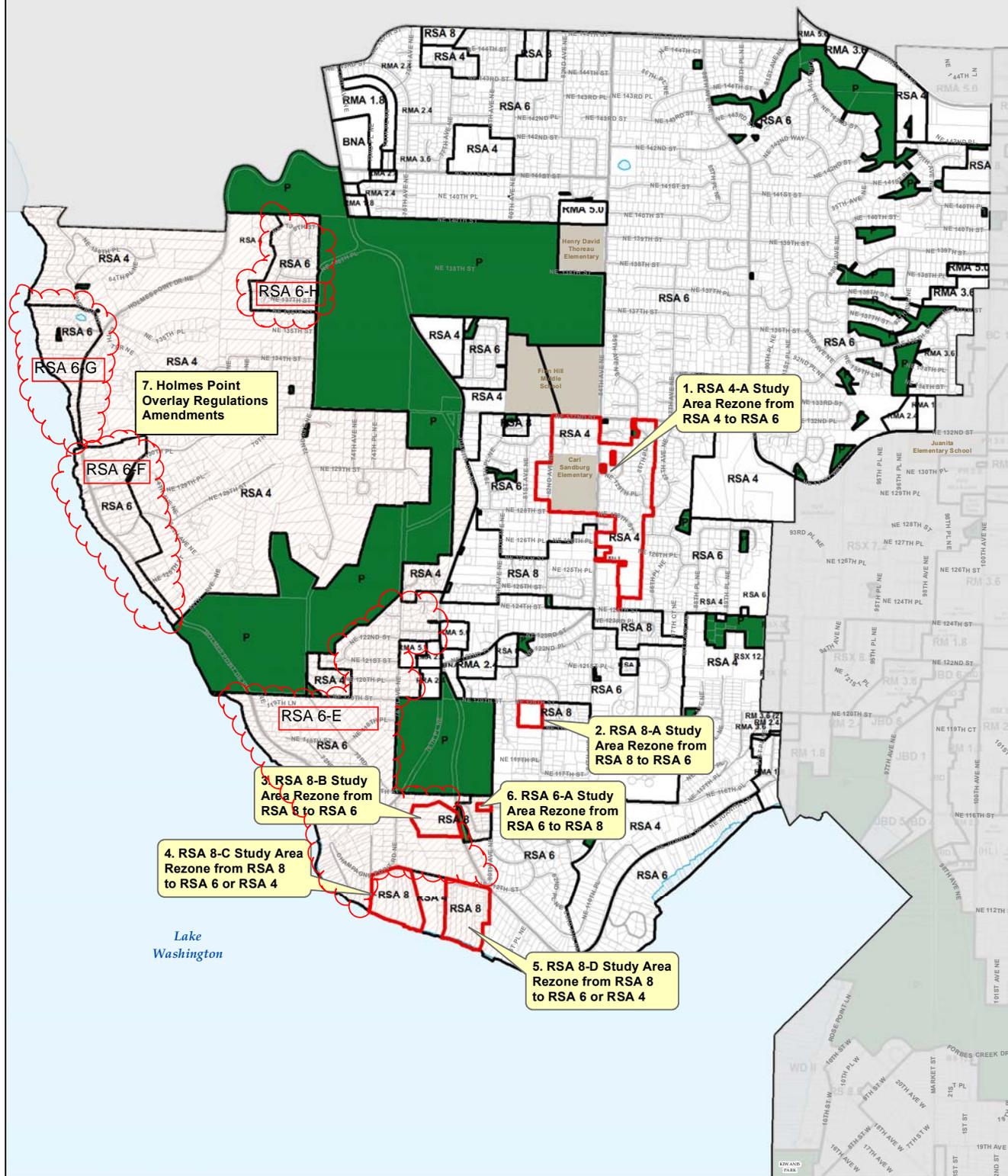
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|--|---|
|  | Category 1 - Connection recommended by Fire Department                          |
|  | Category 2 - Proposed development connections with high neighborhood opposition |
|  | Category 3 - Proposed development connections with low neighborhood opposition  |

|  |                             |  |                   |  |                         |
|--|-----------------------------|--|-------------------|--|-------------------------|
|  | Potential Street Connection |  | Lakes             |  | Neighborhood Boundaries |
|  | Trails Recommended in TMP   |  | Parcel Boundaries |  | School                  |
|  | Existing Trails             |  | Public Facilities |  | Park                    |

1 inch = 2,000 feet  
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### Finn Hill Street Connections and Trails

| Finn Hill Street Connection Map Sorted by Category - Revised 9-19-2017   |   |   |   |  |   |                             |
|--|---|---|---|--|---|-----------------------------|
| Map No.  | Name  | From                                    | To  | Notes  | Public Opposition-High or Low (# of comments) | Fire Department Recommended |
| <b>Category 1 - Connection Recommended by Fire Department</b>  |   |   |   |  |   |                             |
| 1  | NE 143rd St.                                | 84th Ave. NE                            | Existing Barricade  | Street provides access to 10 homes. Street is encompassed in a private access easement. Would require all property owners to dedicate the easement to the City in order to make the street public and remove the barricade   | Low (0)                                       | X                           |
| 2  | NE 142nd St.                                | 84th Ave. NE                            | Existing Barricade  | Existing ROW and limited redevelopment. Existing street provides access to four residential homes. Paving and surface water mitigation required before the street can be opened. Traffic calming techniques/methods will need to be studied as well.   | Low (1)                                       | X                           |
| 8  | 132nd Ave NE                                | 72nd Ave. NE                            | Juanita Drive NE  | Existing 30-40 ft wide public right-of-way through and adjacent Bill Finn Hill Park. More study is needed to determine feasibility due to environmental and topographic constraints. Connection would be mostly City funded because of limited redevelopment.  | High (10+)                                    | X                           |
| 18   | 88th Ave NE or 89th Ave NE                  | NE 124th St                             | 89th Pl. NE (Goat Hill)                                     | Topographic and environmental constraints may make the connection infeasible. A pedestrian connection should be built if street connection is infeasible.  | Low (0)                                       | X                           |
| 19   | NE 121st St                                 | 87th Ave. NE                            | 89th Ave. NE or 89th Place NE (Goat Hill)                   | Highly valuable connection to provide alternate access to property on Goat Hill.   | Low (0)                                       | X                           |
| 19A  | NE 120th St                                 | 86th Ave. NE                            | 87th Ave. NE  | Continues connection 19 noted above. Redevelopment may be limited which would limit this connection.   | Low (1)                                       | X                           |
| 20   | NE 120th Pl                                 | 84th Ave. NE                            | 86th Ave. NE  | Would require a re-platting of the Finn Hill Meadows Subdivision. Redevelopment highly unlikely, but street connection should be mapped.   | Low (0)                                       | X                           |
| 25   | NE 120th St                                 | Barricade                               | Barricade   | Existing street connection with gated barricade. Access for Fire Department will reduce response times. Fire Department has commented that opticom activated bollards would provide the access they are seeking while keeping the street closed to general vehicular traffic. If the street is opened to general vehicular use, traffic calming measures would be necessary.   | High (10+)                                    | X                           |
| <b>Category 2 - Proposed development connections with high neighborhood opposition</b>   |   |   |   |  |   |                             |
| 6  | NE 135th St & NE 136th Loop Connection      | 72nd Ave NE                             | 72nd Ave NE   | Six different lots with development potential. Any subdivision of the land will likely require a public road dedication because private roads are limited to 4 homes access. If loop road connection is not required then two dead-end public streets will likely be the development standard that is applied.   | High (10+)                                    |                             |
| 9  | 64th Ave NE                                 | NE 130th Pl. to                         | North end of existing 64th Ave. NE                          | May have topographic or environmental constraints. Further study is needed. May require the City to purchase and improve some of the connection if it cannot be obtained via redevelopment.  | High (10+)                                    |                             |
| 10   | 63rd Ave. NE                                | NE 129th St.                            | South end of existing pavement in 63rd Ave. NE (cul-de-sac) | Short connection (150 ft.) that is feasible to construct. Many comments from neighbors opposed to the vehicular connection. No opposition to a pedestrian/bicycle connection   | High (10+)                                    |                             |
| 11   | 64th Ave NE                                 | 68th Ave NE                             | NE 129th St   | Topographic or environmental constraints may make the connection infeasible. If a street connection is not feasible, pedestrian connection should be required with redevelopment of adjacent property.   | High (10+)                                    |                             |
| 24   | 80th Ave NE/NE 117th Street Loop            | 80th Ave. NE                            | NE 117th St   | 300+ feet of the south end of this connection is currently under construction with two short plats. Connection may be deemed undesirable because of cut through traffic; traffic calming devices could be used to deter this. Also, narrow and circuitous streets serving this connection (through and east of Chatham Ridge subdivision) in addition to a challenging intersection at 80th Ave. NE and Juanita Drive may lead to a decision to only improve the connection for pedestrians and bikes. | High (10+)                                    |                             |
| <b>Category 3 - Proposed development connections with low neighborhood opposition</b>  |   |   |   |  |   |                             |
| 3  | NE 141st St                                 | 100th Ave NE                            | Existing street stub at 97th Ave. NE                        | Property zoned RSA 8. Highly likely to redevelop. Would provide additional access to the residential property to the east.   | Low (0)                                       |                             |
| 3A   | 99th Ave. NE/NE 142nd St.                   | NE 141st St (new)                       | 100th Ave. NE (a looped connection)                         | Property zoned RSA 8. Highly likely to redevelop. Tract F is a drainage tract owned by City that could potentially have street improvements in it (more research is needed). This would provide an interior looped road connection within this property when it is redeveloped.  | Low (0)                                       |                             |
| 7  | 69th Ave. NE to 70th Ave NE Loop Connection | NE 134th Ave. NE                        | NE 134th Ave. NE  | Four different lots with development potential. Ownership of the existing private access along the 70th Ave. NE. corridor may make the connection challenging.   | Low (0)                                       |                             |
| 12   | NE 123rd St.                                | Juanita Drive NE                        | 80th Ave NE   | High development potential that will need public road access.  | Low (0)                                       |                             |
| 13   | 80th Ave NE                                 | NE 123rd St.                            | NE 124th St.  | Viable connection but intersection sight distance at NE 123rd St may make the connection infeasible. More study needed. A good pedestrian/bike connection if street connection is not feasible.  | Low (0)                                       |                             |
| 16   | 79th Ave. NE Loop                           | existing south terminus of 79th Ave. NE | existing north terminus of 79th Ave. NE                     | Completion of street connection between two existing subdivisions that constructed part of 79th Ave. NE  | Low (0)                                       |                             |
| 17   | NE 123rd Pl                                 | 86th Ave NE                             | Existing east end of NE 123rd Pl.                           | The existing NE 123rd Pl appears to have been required by King Co as part of higher density development. The terminus of the road indicates that King County intended it to be extended east. Extension of NE 123rd will need to be analyzed when the two parcels to the east are redeveloped.   | Low (0)                                       |                             |
| 21   | 73rd Pl NE                                  | NE 118th St                             | NE 120th St.  | Existing 12 ft. wide gravel connection exists today. Topography may make this connection infeasible, but should be mapped.   | Low (0)                                       |                             |
| 22   | 76th Ave. NE                                | NE 116th St                             | NE 118th St   | 30 ft. wide existing ROW along west edge of Woodlands Park. Some redevelopment could build part of the connection; some of the connection costs may need to be City funded.  | Low (0)                                       |                             |
| 23   | 82nd Ave. NE/NE 119th Street                | Looped connection from 80th Place NE    | NE 120th St.  | Street connection required with redevelopment  | Low (0)                                       |                             |
| <b>Category 4 - Connections removed from map because recent subdivision completed the connection or the connection exists now, but private/public ownership needs followup</b> |   |   |   |  |   |                             |
| 4  | NE 140th Pl                                 | 75th Ave NE                             | 80th Ave NE   | Removed from map. Existing private street connection. May become public in future with property owner approval and street maintenance.   | Low (0)                                       |                             |
| 5  | NE 140th Street                             | 75th Ave NE                             | 80th Ave NE   | Removed from map. Existing private street connection. May become public in future with property owner approval and street maintenance.   | Low (0)                                       |                             |
| 14   | 80th Ave NE                                 | NE 126th St                             | NE 128th St.  | Removed from map. Approved subdivisions have already completed this connection.  | Low (0)                                       |                             |
| 15   | NE 126th Pl                                 | 82nd Ave. NE                            | 84th Ave NE   | Removed from map. Approved subdivisions have already completed this connection.  | Low (0)                                       |                             |



- Interstate
- Arterial / Collector
- Neighborhood Access
- Land Use Study Areas
- Holmes Point Overlay
- Park/Open Space
- Parcel Boundaries
- Lakes
- School

## Proposed Finn Hill Land Use and Zoning Map Rezones

1 inch = 1,300 feet

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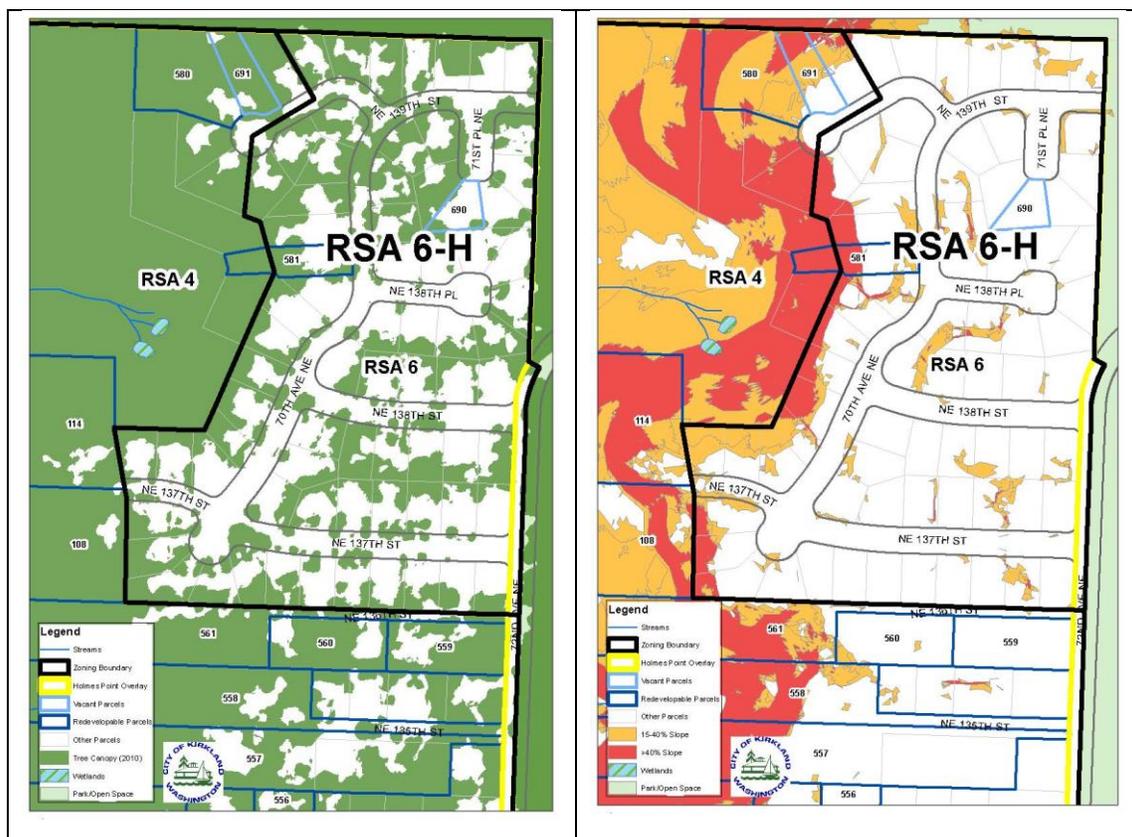
### Staff analysis of RSA 6 and RSA 8 study areas for rezone to RSA 4

See Land Use Study's map Attachment 2 for location of all RSA and RSA 8 study areas

#### RSA 6-H

| Considerations                   |                  |
|----------------------------------|------------------|
| Additional development potential | Low (one parcel) |
| Area with steep slopes           | Low              |
| Tree canopy                      | Moderate         |
| Streams                          | None             |
| Narrow parcels                   | No               |

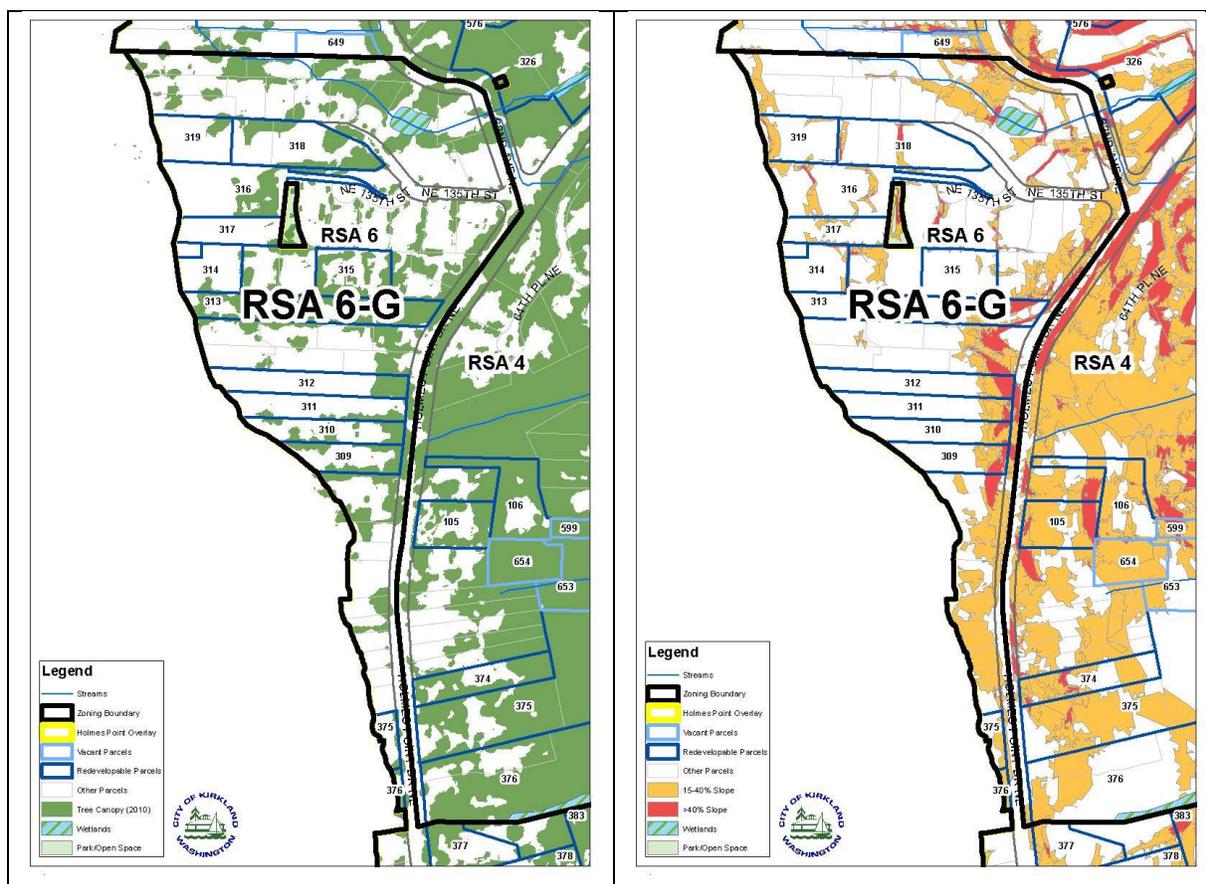
Contains the most developed lots of all the RSA 6 areas, and therefore the least amount of land likely to redevelop under existing zoning (two additional homes). Proportionately, there are less 15-40% slope areas and lower tree canopy. The parcels shown in red are above an open space greenbelt.



**RSA 6 G**

|                                  |                         |
|----------------------------------|-------------------------|
| <b>Considerations</b>            |                         |
| Additional development potential | Moderate                |
| Area with steep slopes           | Low                     |
| Tree canopy                      | Low                     |
| Streams                          | Yes in northeast corner |
| Narrow parcels                   | Few                     |

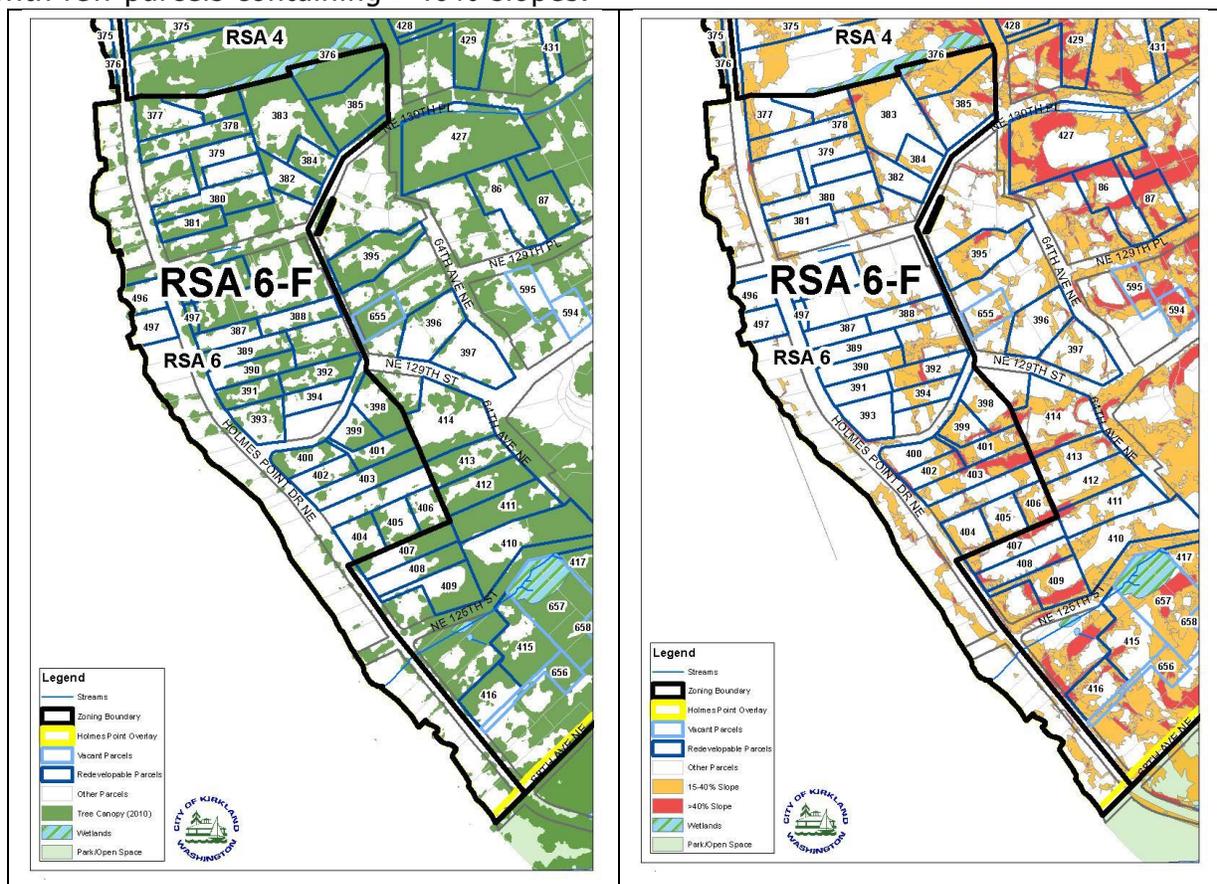
This area is located along the shoreline and shows no vacant parcels. Approximately twelve parcels show further development. The zoning district to the north and east is RSA 4. If rezoned to RSA 4 the number of further developable parcels would be less. The area is shown as relatively few slopes except for along Holmes Point Drive where a narrow band of 15-40% slope is shown along Holmes Point Dr. RSA 6-G contains low amount of tree canopy mostly on the slope areas along Holmes Point Dr.



### RSA 6 F

| Considerations                   |          |
|----------------------------------|----------|
| Additional development potential | High     |
| Area with steep slopes           | Low      |
| Tree canopy                      | Moderate |
| Streams                          | No       |
| Narrow parcels                   | Few      |

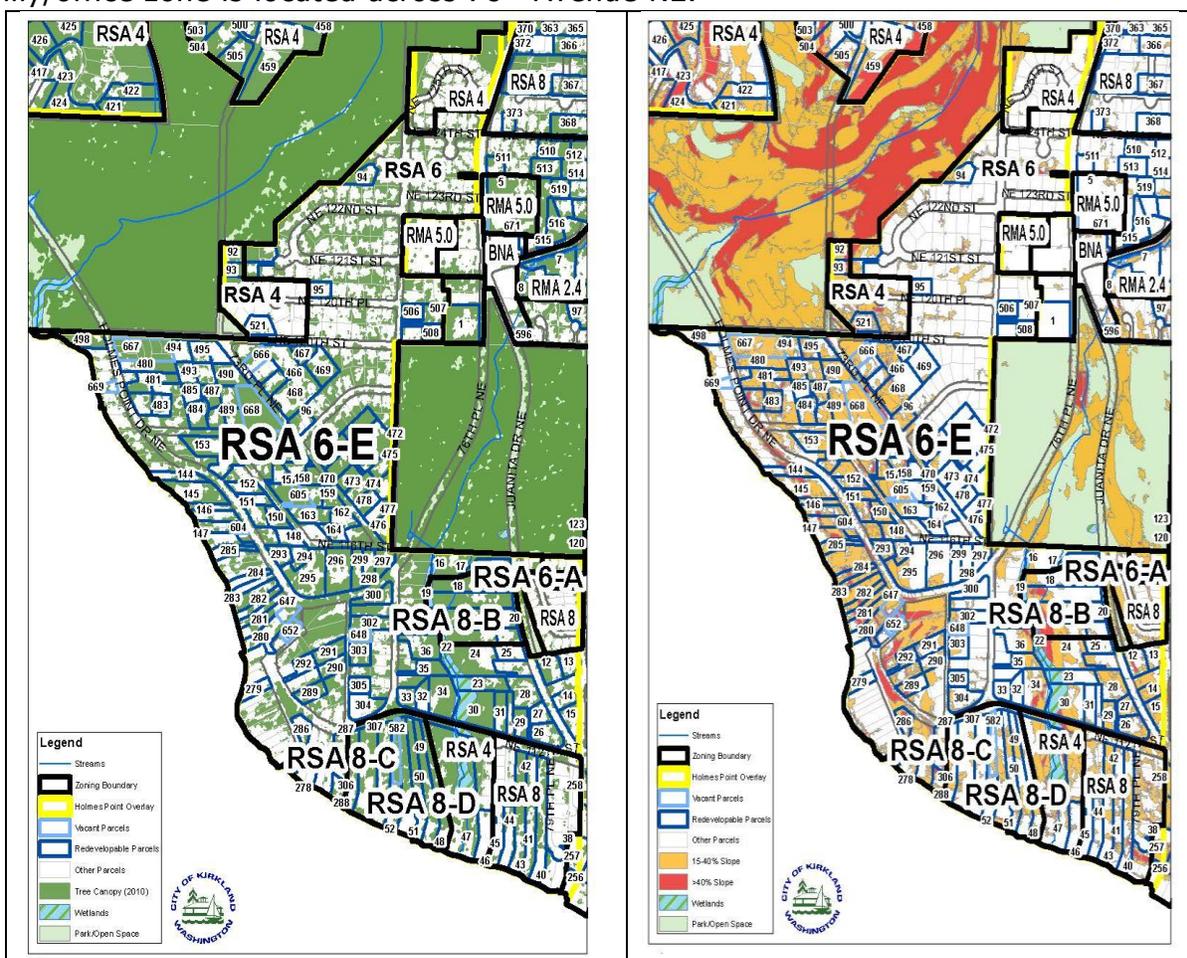
This zoning area is located on the shoreline. No vacant parcels are shown here. A majority of the larger parcels located on the east side of Holmes Point Drive show potential for redevelopment. The zoning district to the north and east is RSA 4. A majority of the slopes are in the moderate 15-40% range with few parcels containing >40% slopes.



### RSA 6 E

| Considerations                   |                                 |
|----------------------------------|---------------------------------|
| Additional development potential | High                            |
| Area with steep slopes           | Moderate                        |
| Tree canopy                      | Moderate                        |
| Streams                          | Yes, south east portion of zone |
| Narrow parcels                   | Yes along shoreline             |

This area is located on the shoreline as well. Out of all the RSA 6 study areas, RSA 6-E is the largest area with a greater number of parcels likely to redevelop. A majority of the slopes are 15-40% grade, few areas with >40% slopes, with a moderate amount of tree canopy (especially south of NE 120<sup>th</sup> ST). If the Planning Commission were to decide to pursue rezoning area E it would be recommended to draw the zoning boundary line at NE 120<sup>th</sup> ST, retaining north of NE 120<sup>th</sup> ST at RSA 6 zoning. North of NE 120<sup>th</sup> ST the area is largely developed, contains low tree canopy and multifamily/office zone is located across 78<sup>th</sup> Avenue NE.



**RSA 8-B**

| <b>Considerations</b>            |          |
|----------------------------------|----------|
| Additional development potential | High     |
| Area with steep slopes           | Moderate |
| Tree canopy                      | Moderate |
| Streams                          | Yes      |
| Narrow parcels                   | No       |

**RSA 8- C, D**

| <b>Considerations</b>            |          |
|----------------------------------|----------|
| Additional development potential | Moderate |
| Area with steep slopes           | Moderate |
| Tree canopy                      | Moderate |
| Streams                          | No.      |
| Narrow parcels                   | Yes      |

Previously, the Planning Commission gave direction to leave open the option to rezone the three RSA 8 study areas B, C, D (located west of Juanita Drive/south of NE 112<sup>th</sup> ST) to RSA 6 or 4 until the public hearing to get input on the rezones. If the Planning Commission supports moving forward to consider rezoning the RSA 6 areas to RSA 4, the three RSA 8 B, C, D study areas should also be considered for rezone to RSA 4.



# City of Kirkland Finn Hill Neighborhood Capacity Analysis Map 2 - Steep Slopes

| Additional Capacity By Zoning Code |               |              |             |              |              |
|------------------------------------|---------------|--------------|-------------|--------------|--------------|
| Zone Code                          | NetRes Vacant | NetRes Redev | NetCom      | NetPo        | Total NetRes |
| BNA                                | 14            | 3252         |             |              | 14           |
| PO                                 |               | 9            |             | 22207        | 9            |
| RMA 1.8                            |               | 23           |             |              | 23           |
| RMA 2.4                            |               | 35           |             |              | 35           |
| RMA 5.0                            |               | 26           |             |              | 26           |
| RSA 4                              | 71            | 521          |             |              | 592          |
| RSA 6                              | 26            | 660          |             |              | 686          |
| RSA 8                              | 1             | 345          |             |              | 346          |
| <b>Total</b>                       | <b>98</b>     | <b>1633</b>  | <b>3252</b> | <b>22207</b> | <b>1731</b>  |

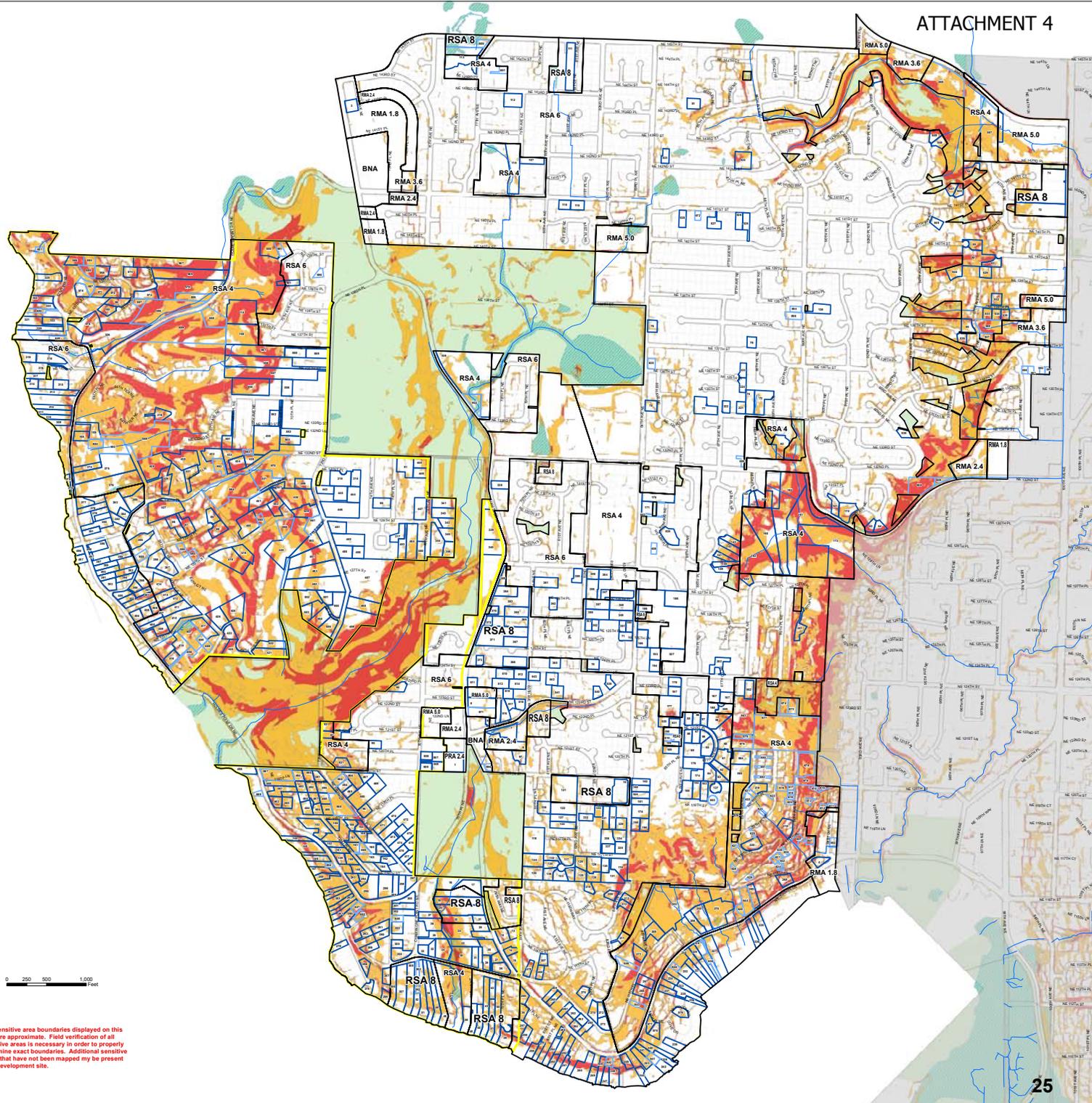
**Legend**

- Streams
- Zoning Boundary
- Holmes Point Overlay
- Vacant Parcels
- Redevelopable Parcels
- 15-40% Slope
- >40% Slope
- Wetlands
- Park/Open Space
- Other Parcels



0 250 500 1,000  
Feet

The sensitive area boundaries displayed on this map are approximate. Field verification of all sensitive areas is necessary in order to properly determine exact boundaries. Additional sensitive areas that have not been mapped may be present on a development site.





# City of Kirkland Finn Hill Neighborhood Capacity Analysis Map 1 - Tree Canopy

| Additional Capacity By Zoning Code |               |              |             |              |              |
|------------------------------------|---------------|--------------|-------------|--------------|--------------|
| Zone Code                          | NetRes Vacant | NetRes Redev | NetCom      | NetPo        | Total NetRes |
| BNA                                |               | 14           | 3252        |              | 14           |
| PO                                 |               | 9            |             | 22207        | 9            |
| RMA 1.8                            |               | 23           |             |              | 23           |
| RMA 2.4                            |               | 35           |             |              | 35           |
| RMA 5.0                            |               | 26           |             |              | 26           |
| RSA 4                              | 71            | 521          |             |              | 592          |
| RSA 6                              | 26            | 660          |             |              | 686          |
| RSA 8                              | 1             | 345          |             |              | 346          |
| <b>Total</b>                       | <b>98</b>     | <b>1633</b>  | <b>3252</b> | <b>22207</b> | <b>1731</b>  |

**Legend**

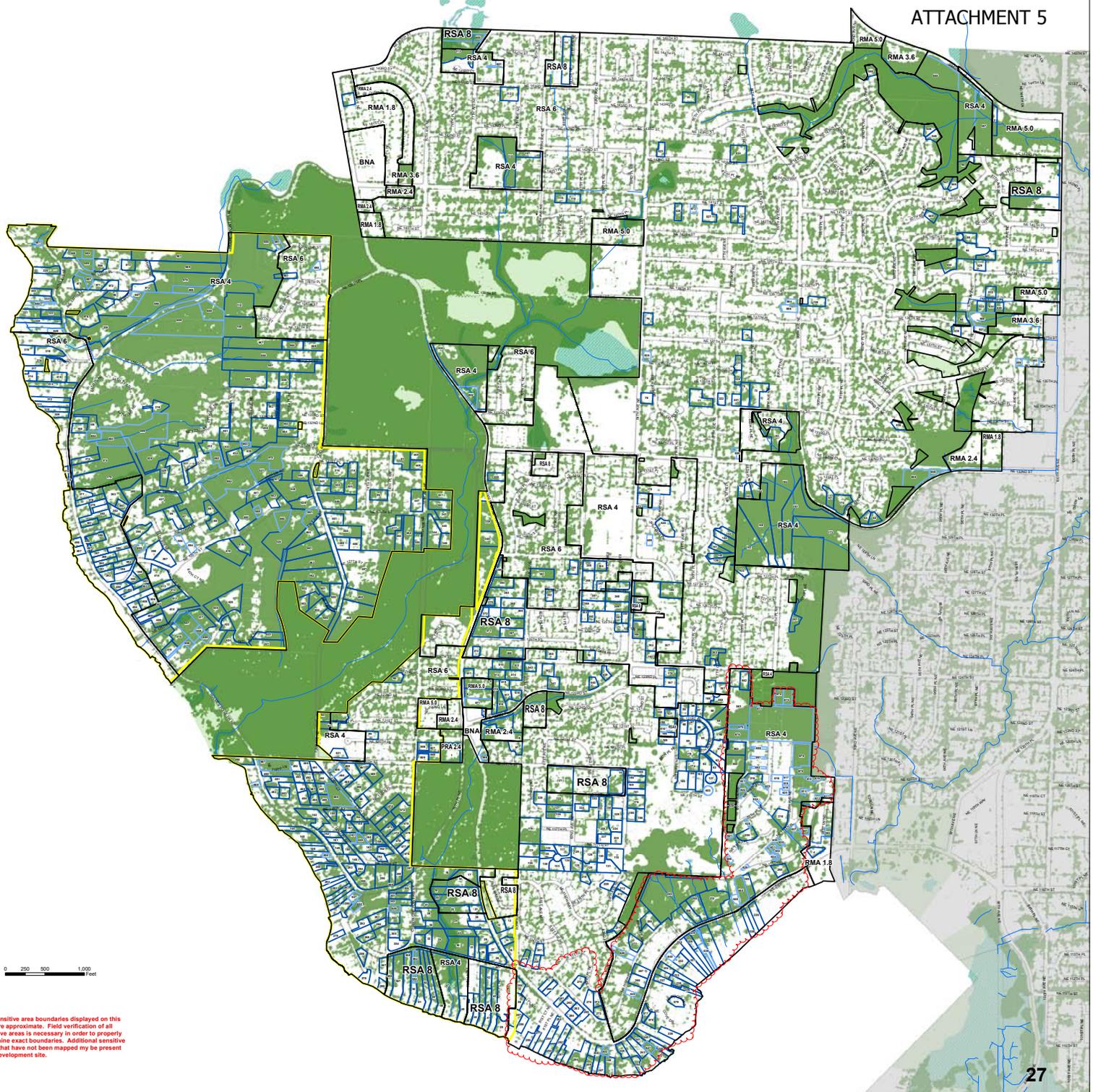
- Streams
- Zoning Boundary
- Holmes Point Overlay
- Vacant Parcels
- Redevelopable Parcels
- Tree Canopy (2010)
- Wetlands
- Park/Open Space
- Other Parcels



0 250 500 1,000 Feet

The sensitive area boundaries displayed on this map are approximate. Field verification of all sensitive areas is necessary in order to properly determine exact boundaries. Additional sensitive areas that have not been mapped may be present on a development site.

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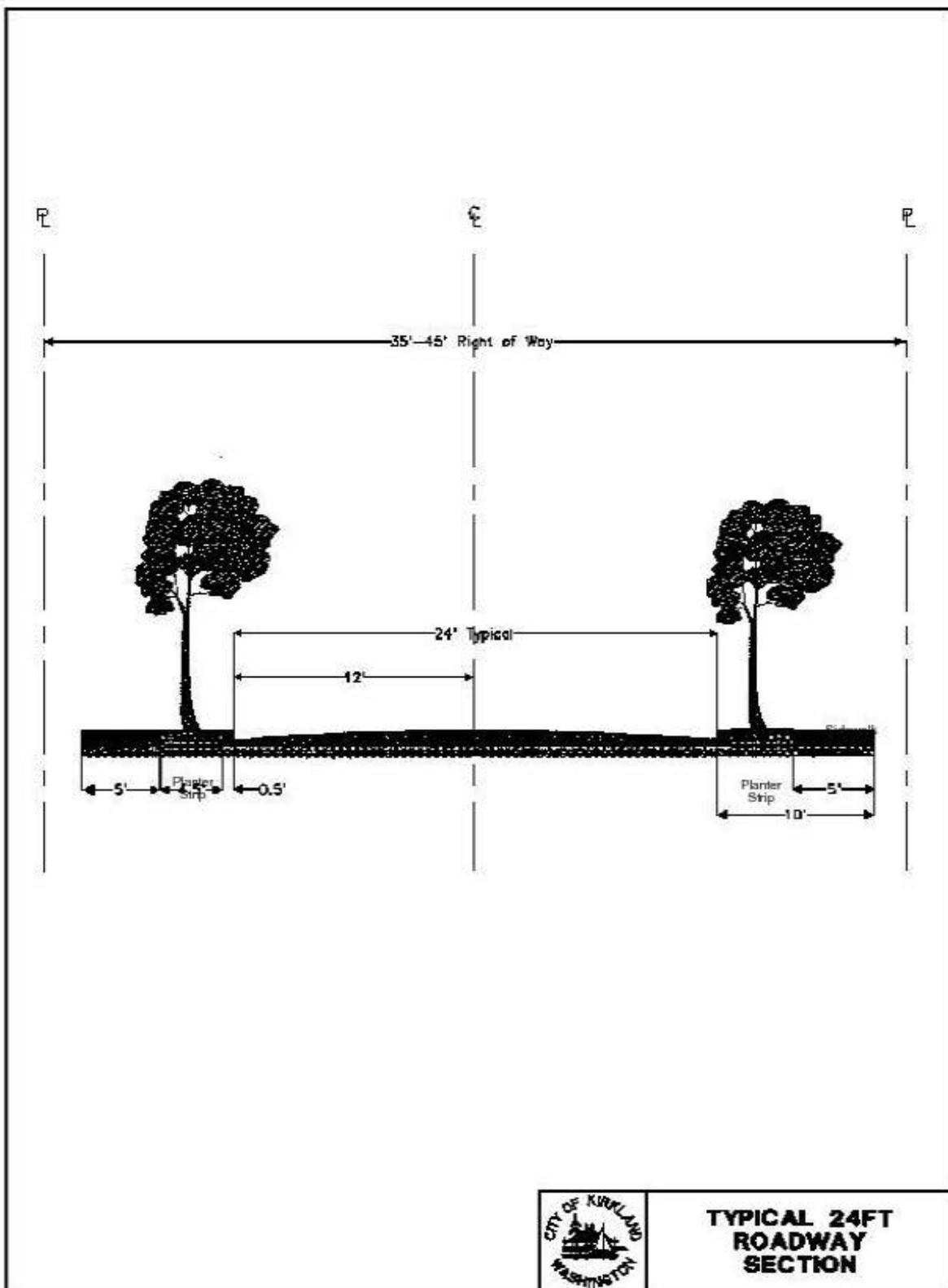
**110.35 R-24 Neighborhood Access Streets**

The chart below and diagrams on the next page establish the extent and nature of the improvements that must be provided on an R-24 street. See also KZC 110.60 through 110.75 for other requirements that apply to improvements in the rights-of-way.

| Street Type           | Minimum Requirements for Street Type   | Minimum Right-of-Way   | Parking   | Curb and Gutter   | Landscape Strip  | Sidewalks   |
|-----------------------|--|--|---|---|--|---|
| <b>24 feet (R-24)</b> | <ol style="list-style-type: none"> <li>Pavement width is 24 feet.</li> <li>Cul-de-sacs shall have 70-foot pavement diameter. Center planter islands are not allowed.</li> <li>A cul-de-sac is required on dead-end streets exceeding 200 feet in length. A vehicle hammerhead turnaround may be required on any street less than 200 feet long.</li> </ol> | 30-50 feet<br>80-foot diameter for cul-de-sacs<br>Right-of-way width determined by width of required improvements, rounded up to nearest interval of 5 feet. | Allowed both sides<br>Cul-de-sacs posted "No Parking Anytime" | Required both sides<br>Must install vertical curb, gutter, and storm water collection and conveyance systems. | 4.5-foot width required both sides with or without sidewalk<br>Shall include street trees 30 feet on center with grass sod or groundcover<br>Shall be adjacent to the curb | <ol style="list-style-type: none"> <li>5-foot-wide sidewalks required on both sides of the street unless otherwise specified in the Comprehensive Plan, the Nonmotorized Transportation Plan, a design report for the specific street, elsewhere in this code, or as a special condition of development.</li> <li>For permanently dead-ended streets less than 300 feet long, no sidewalk required unless a pedestrian connection is available at the end of the street.</li> <li>For permanently dead-ended street segments greater than 300 feet long, or any looped street, sidewalks are required on both sides. If the dead-end street is 300-1,000 feet long or the looped street is less than 1,000 feet long, one (1) side of sidewalk can be substituted by participating in the sidewalk construction-in-lieu program. See KZC 110.70.</li> </ol> |

**Special Regulations:**

- Pavement widths are measured from face of curb, and sidewalk and landscape strips are measured from back of curb.
- The Fire Department may require a temporary emergency vehicle turnaround on streets which are longer than 200 feet and will be connected in the future.
- If excess right-of-way exists or is created, the City may require wider planter strips.
- The Public Works Director may require and allow special amenities such as wider planter strips, meandering sidewalks, and curb and gutter bump-ins to save significant trees and other natural features.
- The improvements shall generally be centered in the right-of-way.
- A landscape strip is not required if:
  - The average slope of the ground from the right-of-way to the front yard setback line is greater than 2:1 after the structures are completed on the project; or
  - The Public Works Director determines, in writing, that the frontage of the subject property is too short to provide a useful landscape strip; and it is unlikely that development on the adjacent property will increase this strip in the future.
- If a landscape strip is not required, street trees planted 30 feet on-center, 2.5 feet behind the sidewalk, will be required where feasible.



(Ord. 4001 § 1, 2005; Ord. 3886 § 1, 2003)