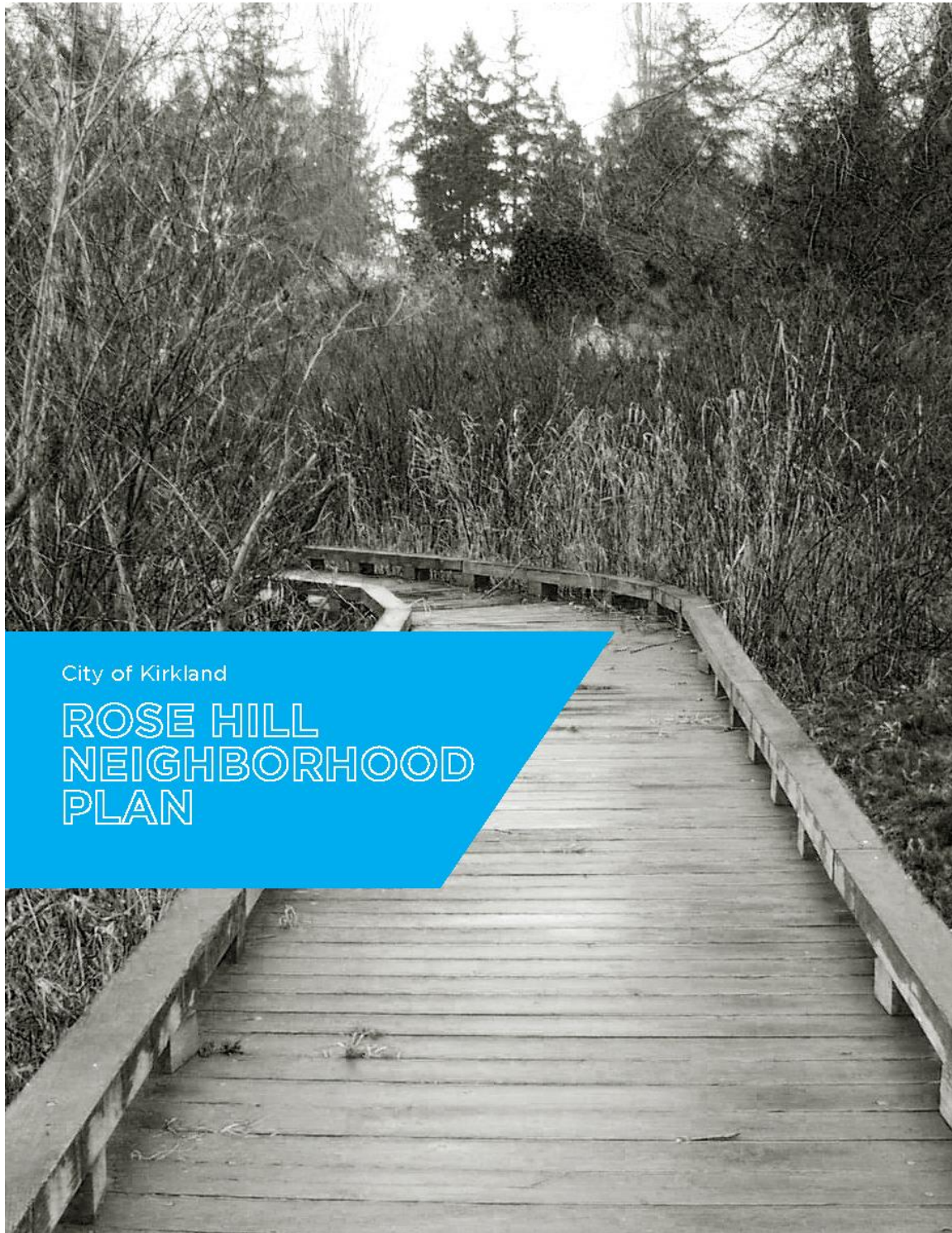


XV.F. Rose Hill Neighborhood

[Print Layout \(PDF\)](#)



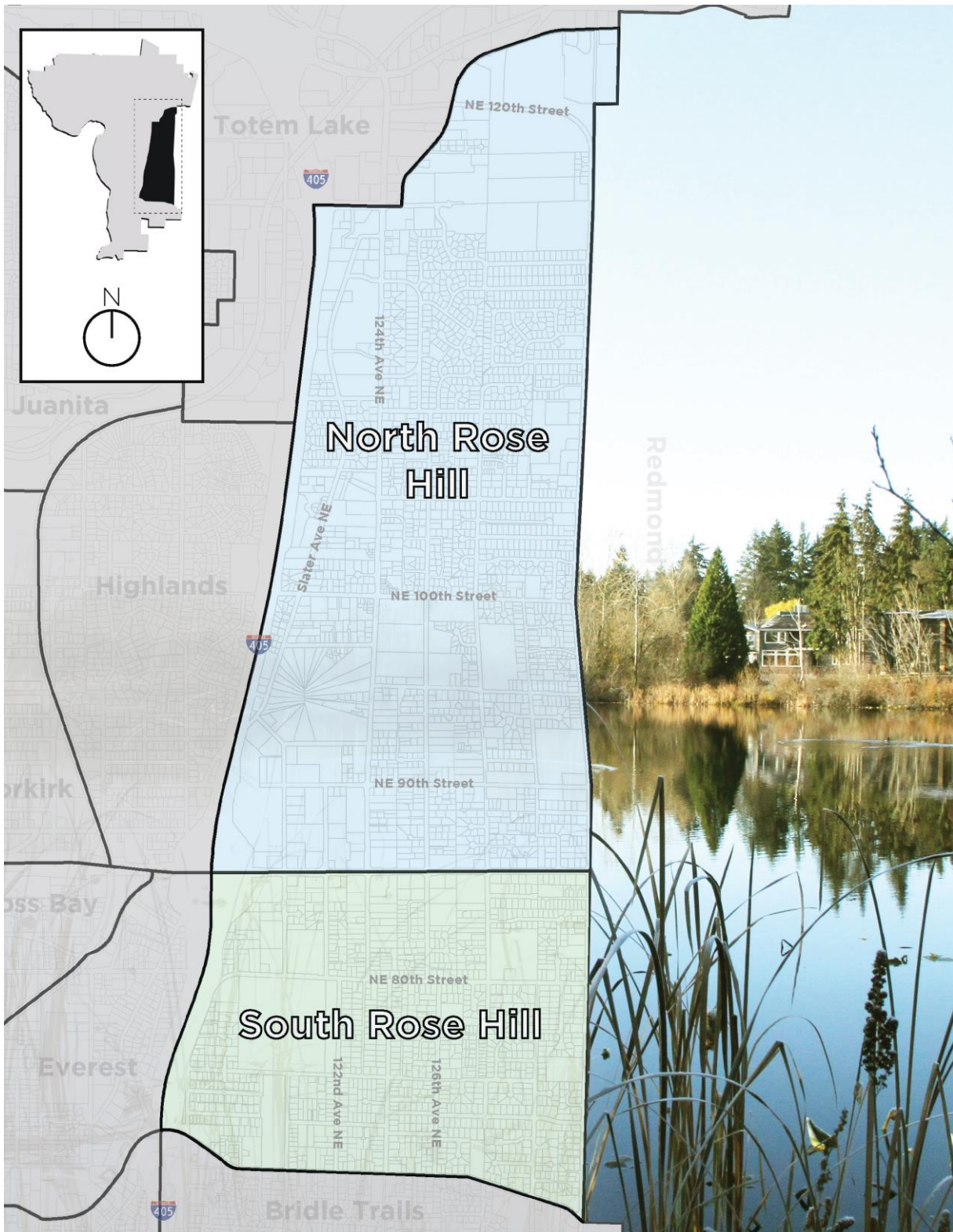
The Kirkland Comprehensive Plan is current through Ordinance 4828, passed December 13, 2022.

1. OVERVIEW

The Rose Hill Neighborhood is located between I-405 and the City of Redmond, and extends north to the Totem Lake Business District and south to the Bridle Trails neighborhood. It contains the neighborhoods of North and South Rose Hill, separated by NE 85th Street. Two commercial centers are located in the Rose Hill Neighborhood: ~~the Rose Hill Business District along the eastern half of~~ the NE 85th Street Station Area (see Comprehensive Plan Chapter XV.G), formerly designated as the Rose Hill Business District, Street corridor and the North Rose Hill Business District at the north end of the neighborhood (the neighborhood also contains a portion of the Bridle Trails Neighborhood Center). The ~~Rose Hill Business District straddles~~ Station Area extends along NE 85th Street and connects downtown Kirkland with downtown Redmond. At the north end of Rose Hill, a portion of the North Rose Hill Business District and the Lake Washington Institute of Technology are within the Totem Lake Urban Center, the major employment, retail and service center in the City. See the Totem Lake Business District Plan for more discussion about the Urban Center.

While land use in the neighborhood is primarily residential today, the ~~Rose Hill Business District~~ NE 85th Street Station Area is now part of the PSRC designated Greater Downtown Regional Growth Center, and is second only to the Totem Lake Business Center in generating the most sales tax revenue for the City.

The ~~NE 85th Street Subarea Plan~~, North Rose Hill and South Rose Hill Neighborhood Plans were previously standalone plans and. ~~The NE 85th Street Subarea Plan included the south portions of North Rose Hill and the north portions of the South Rose Hill Neighborhoods. While both neighborhoods were combined into one Rose Hill Neighborhood Plan in 2018, and the subarea were combined into one Rose Hill Neighborhood Plan in 2018,~~ the Neighborhood Plan continues to address issues unique to each neighborhood. The NE 85th Street Subarea Plan overlays the south portions of North Rose Hill and the north portions of the South Rose Hill, and the NE 85th Street Station Area Design Guidelines will regulate the design of commercial and mixed use development along NE 85th Street as it redevelops in the future. As a result of the 2018 update, the term Rose Hill Business District replaced the name NE 85th Street Subarea, and the boundary of the Rose Hill Business District was revised to exclude low-density residential land uses.



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2. VISION STATEMENT

The following vision statement is a description of the character and qualities of the Rose Hill Neighborhood at a future time when the goals and policy direction expressed in this neighborhood plan are realized.

Rose Hill is a vibrant, walkable ~~residential~~-neighborhood with a mix of uses and an active neighborhood commercial center along NE 85th Street. At the same time, its natural beauty – including mature trees, wildlife habitat, Forbes Lake, wetlands, streams, and open space – has been protected and enhanced, with new opportunities for public access. Parks are within walking-short distances to all housing and jobs and provide a diverse range of recreation options – from hiking and birdwatching to play areas for kids.

As underutilized land has continued to repurpose, a variety of housing alternatives at strategic locations meet the needs of a diverse population and keep housing costs under control. Apartments, stacked flats, mixed-use buildings, and townhouses along the perimeter of the North Rose Hill and ~~Rose Hill Business Districts~~, NE 85th St Station Area served by rapid transit, create seamless transitions to established residential ~~lower intensity areas of the~~ neighborhoods. Innovative housing for all life stages – including backyard cottages, flats over garages, and duplexes – is integrated with traditional detached styles in lower density-the residential areas ~~in-of~~ North and South Rose Hill. The Lake Washington Institute of Technology has expanded its partnership role in the community, and provides campus housing that is affordable to its workforce and students. Other under-utilized institutional sites have incorporated housing as opportunities arise for redevelopment.

A thriving ~~Rose Hill Business District~~ transit-oriented district along NE 85th Street provides employment, shopping, services, and transit-accessible housing for Kirkland residents and visitors throughout the region, allowing the community to easily access goods and services ~~on foot or~~ by bike-walking, biking, and rolling. Over time, the commercial corridor has become more ~~mixed-use and walkable~~ accessible, with apartments and condominiums over neighborhood shops, parking tucked away behind buildings, and pedestrian walkways providing access to the surrounding residential ~~neighborhoods~~ areas. A walkable, rollable, transit-oriented pedestrian corridor has emerged around the NE 85th Street/I-405 transit hub, transitioning from more automobile-centric uses to neighborhood-serving shops, offices, and residences. ~~Generally, the west end of the Rose Hill Business District is more urban and activated, while the east end is more neighborhood-oriented.~~ At the north end of the neighborhood, development and streetscape improvements along NE 116th St in the North Rose Hill Business District are complementary to the Totem Lake Business District and have transformed this gateway into a gathering place for northern Rose Hill.

The street network provides efficient and safe circulation. Arterials have been improved with transit and bike lanes. The NE 75th Street/128th Avenue Greenway, pedestrian crossings over I-405, the Eastside Powerline Corridor Trail, and other pedestrian and bike routes link residential areas with Lake Washington High School, elementary schools, transit stops, public facilities, commercial districts, adjacent neighborhoods and regional trails. Regional transit service connects Rose Hill activity centers and the surrounding community while a neighborhood circulator connects residential areas to the activity hubs and regional transit. These linkages increase mobility and encourage community connection.

3. HISTORICAL CONTEXT

[See the Kirkland Historic Narrative included in Appendix # for a discussion of citywide historic context, inclusive of all previous inhabitants of the area \(pre-and post-white/European settlement\) especially along the culturally rich Lake Washington shoreline.](#)

Rose Hill was envisioned by Kirkland namesake and founder, Peter Kirk, as the site for his Great Western Iron and Steel Mill, which would have made Kirkland the “Pittsburgh of the West.” The Lake Washington Ship Canal had been approved by Congress in 1888. The canal offered a direct route from Lake Washington to Elliott Bay and promised to open the shores of Lake Washington to industry. Kirk purchased a small lake, known as Forbes Lake, along with acreage from Dorr Forbes, an earlier settler who had originally purchased the land in hopes of growing cranberries. Unfortunately beaver activity caused frequent flooding that destroyed the bog, providing an opportunity instead for Peter Kirk.

Peter Kirk’s chief engineer and metallurgist, John G. Kellett, lived on Rose Hill in Workington, England, and is credited for naming Kirkland and Rose Hill in 1888.

In 1890, five teams cleared the land surrounding Forbes Lake and the steel mill was built, complete with foundry, bunkers, cooling ponds and railroad. Its sole purpose was to build rail for the world’s railways. Then, in 1891, the newly elected congress repealed funding for the Lake Washington Ship Canal and the opening of the mill was halted. Attempts were made over the years to open the mill but by 1908, Kirkland’s Founding Fathers abandoned their plans. Much of the mill had already been salvaged for materials to use in other construction projects. With the railroad no longer needed, the rails were torn out and the original rail bed became what is now Slater Avenue.

In 1910, real estate partners Edmund Burke and Guy Farrar purchased much of Rose Hill. Forbes Lake was renamed Lake Kirkland. A large two-story school was built across from the mill site in 1911. Known as the Rose Hill School, it burned down in 1921 and was replaced in 1922 with a single-story school. John G. Bartsch built the original school as well as the Kirk homes, the original Central School, the Shumway Mansion and many other iconic buildings of the time. The Shumway Mansion is the only known survivor. In 1954, Rose Hill Elementary was built to serve South Rose Hill children and in 1955, Mark Twain Elementary was added for the North Rose Hill families.

During the early Burke & Farrar era, the developers offered free day long excursions from Seattle to Kirkland. During this time, small parcels of land were offered with low monthly payments. Over time, Rose Hill was developed providing space for chickens, cows, and gardens. It was these small family farms that helped stock local grocery store shelves.

Lake Kirkland, also known locally as Little Lake, was a favorite recreation area for Rose Hill and Kirkland families. Transportation was by foot, horse and wagon, automobiles and jitney, which was a form of shuttle service. The ferry dock in Kirkland was the gateway to Seattle. Many Rose Hill residents worked in Seattle. Lake Kirkland was renamed Forbes Lake in the 1970s in honor of its original owner, Dorr Forbes.

The Kirkland Cemetery in the South Rose Hill neighborhood was incorporated in 1888 by Peter Kirk and several of Houghton’s early settlers. The Macadam Road in South Rose Hill connected Kirkland to Redmond in 1912. It was the first paved road in King County and was known as “the blacktop.”

Rose Hill has steadily transformed from a rural outlying area of King County to a suburban neighborhood in Kirkland. Annexation of portions of the North Rose Hill neighborhood from King County to the City of Kirkland started in 1970, with the annexation of the majority of the neighborhood in 1988. Even before annexation, Rose Hill was always seen as a neighborhood of Kirkland.

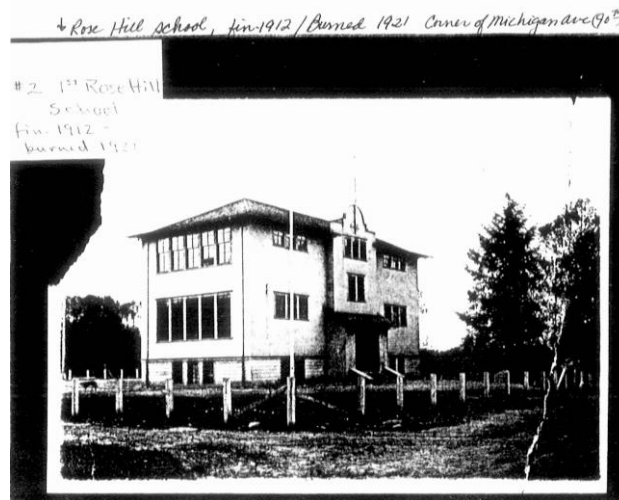
Policy RH 1:

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Encourage preservation of structures, features and locations that reflect the neighborhood's heritage.

Policy RH 2:

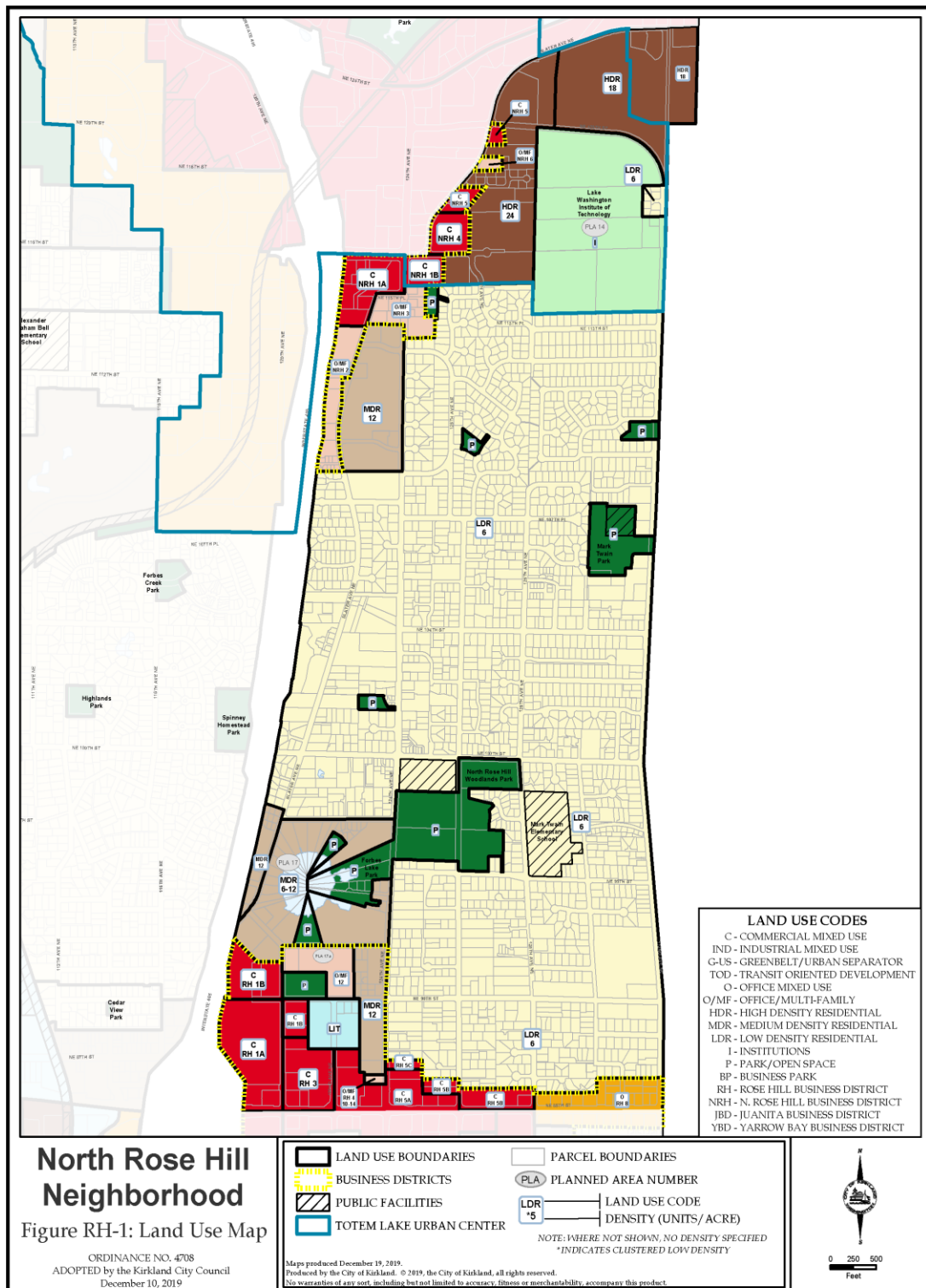
Provide markers and interpretive information at historic sites throughout Rose Hill.



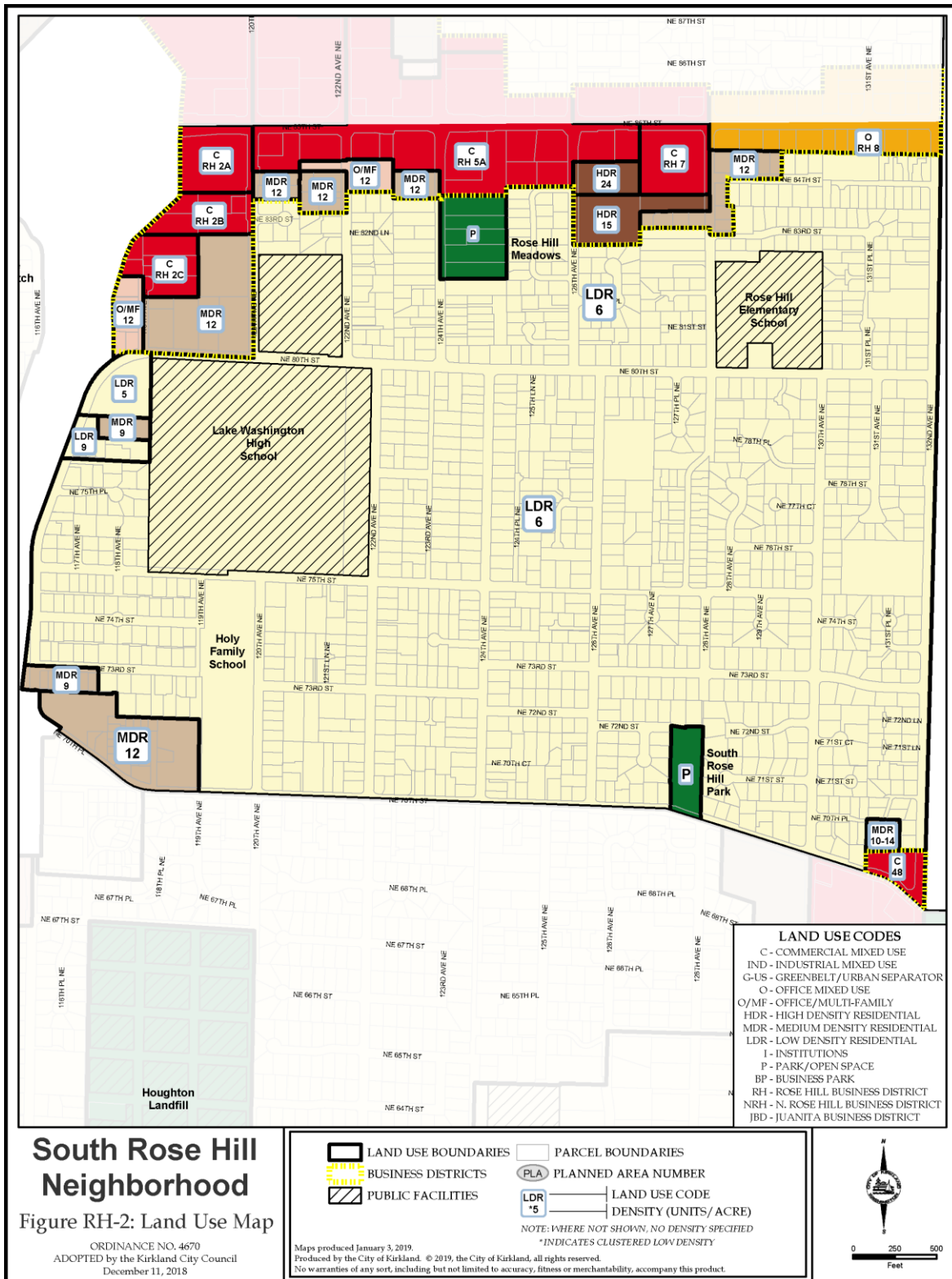
Rose Hill School 1912

4. LAND USE

A mix of land uses in Rose Hill support the neighborhood and the broader community. Regional and local commercial and mixed-use residential/commercial development is focused in the two business districts (not including the portion of the Bridle Trails Neighborhood Center in Rose Hill) and other parts of the neighborhood, where transit is available within a 10-minute walk, bike, or roll, and ~~residential density~~ people living nearby supports a range of goods and services, which serving serve the region and the neighborhood. ~~Varying Housing housing densities intensities~~ support the high quality retail uses in the commercial districts, provide housing for Lake Washington Institute of Technology staff and students, and serve residents who wish to live near transit and jobs, while providing a transition to adjacent ~~lower density less intensive~~ residential areas. Development in ~~lower density~~ areas of lower intensity residential uses provides opportunities for housing choice through a broad range of housing styles and site planning approaches, ~~while protecting the predominantly single family residential neighborhood character~~.



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Residential

[Staff note: Neighborhood land use maps will be updated to reflect the citywide Land Use map being amended in the Land Use Element.]

In general, compact and higher ~~density~~ intensity housing is accommodated where there is transit and services to support it, such as around the Rose Hill Business District, near Totem Lake, at focused locations between the commercial districts, and around Forbes Lake. The intent of the policies below is to accommodate infill housing in a way that ~~is sensitive to the look and feel~~ contributes to the unique characteristics of the neighborhoods and supports the needs of ~~residents~~ existing neighborhoods.



Rosewood Commons

What is infill housing?

Infill housing is new housing constructed on vacant, underused lots interspersed among older, existing properties in established urban neighborhoods.

Policy RH 3:

~~Retain the residential character of the neighborhood while accommodating~~ Encourage new and innovative compact housing opportunities in all new and existing residential development to serve a diverse population.

The predominant housing style in the neighborhood is the traditional single-unit detached ~~single-family~~ home. Compact housing styles and techniques, such as cottage, carriage and two/~~three-unit~~ three-unit homes, accessory dwelling units, clustered and small lot ~~single-family-detached~~ housing are among other ~~appropriate lower density~~ housing types that contribute to a diverse housing stock.

Housing prices throughout the City and region require strategies to promote lower cost housing. The provision of housing options for a wide spectrum of income levels, household sizes, and lifestyles are important values to support and encourage.



Promote innovative housing typologies that ~~promote~~ support housing supply objectives ~~achieve density while reflecting the~~ and advance residential ~~character of opportunities within~~ the neighborhood.

Policy RH 4:

~~Encourage ADUs in all new and existing single family development to expand the supply of affordable by design housing.~~



Different ADU styles.

Policy RH 54:

Incentivize compact housing within areas that are in close proximity to neighborhood centers (i.e., multi-unit or clustered housing types ~~compatible in scale with single family homes~~ that help meet the growing demand for walkable, accessible urban living).



Danielson Grove cottage housing.

Policy RH 65:

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Incorporate building height and scale transitions and vegetative buffers between ~~multifamily and detached single-family homes~~ different residential intensities to ensure cohesive design across the neighborhood and encourage greenspace with new development. ~~compatibility with existing neighborhood character~~.

~~Multifamily standards~~ Standards for more intensive multiunit building location and design will ~~help~~ address: building placement on the site, clustering, open space preservation, building scale in proportion with the lot and with the surrounding neighborhood, preservation and protection of existing vegetation, wetlands and streams, and integration with ~~more traditional detached single-family homes~~ adjacent uses.

Accessory Dwelling Unit (ADU)

A subordinate dwelling unit added to, created within, or detached from a single-family structure, that provides basic requirements for living, sleeping, eating, cooking, and sanitation.

Missing Middle Housing

Missing Middle is a range of multi-unit or clustered housing types compatible in scale with single-family homes that help meet the growing demand for walkable urban living.

Planned Area 17

Forbes Lake is designated as a Planned Area to address the unique development constraints associated with the lake and surrounding wetland and stream systems. Most property adjoining the lake is privately owned, with the exception of Forbes Lake Park.

Policy RH 7:

Locate and design new development to protect and restore the natural areas of Forbes Lake, Forbes Creek, and associated wetlands, while providing opportunities for a variety of housing styles and public access to the Lake.



Forbes Lake

Commercial

Besides the two major commercial and mixed-use areas in Rose Hill, the North Rose Hill Business District and ~~Rose Hill Business District~~ NE 85th St Station Area, there is a small area of limited neighborhood commercial uses located at the southeast corner of Rose Hill across the street from the Bridle Trails shopping center. The intent of the policies below is to make these existing commercial centers more vibrant, locally serving, and walkable accessible by way of walking and rolling, and to connect them better with surrounding residential neighborhoods areas.

Policy RH 8:

Focus commercial and mixed-use development in the following locations:

- In established portions of the North Rose Hill Business District;
- In the NE 85th Street ~~corridor~~ Station Area, close to existing or planned high capacity transit, utilizing both the new Sound Transit I-405 Bus Rapid Transit Station at the NE 85th Street/I-405 freeway interchange and future business access and transit (BAT) lanes along NE 85th Street as a catalyst for expanded transit-oriented development in the ~~Rose Hill Business District~~ neighborhood; and

- Within the existing boundaries of the small commercial node that is across the street from the Bridle Trails Shopping Center in South Rose Hill.

Policy RH 9:

Provide seamless transitions between commercial districts and lower density areas in Rose Hill, by promoting a hierarchy of commercial uses from larger footprint regional uses, closer to the freeway interchanges, to more local serving neighborhood services near the residential core.

Policy RH 10:

Conduct design review for ~~larger-scale~~ commercial, ~~residential multifamily~~, and mixed-use developments to create attractive ~~a cohesive -business~~ districts, consistent with the pedestrian and transit-oriented uses envisioned, using applicable design guidelines and design regulations.

North Rose Hill Business District

The boundaries of the North Rose Hill Business District are shown in Figure RH-3 below. It is situated along the south side of NE 116th Street and serves as the major entranceway to the north end of the Rose Hill Neighborhood and the south end of the Totem Lake Business District. As a result of its proximity to the freeway, more regionally focused goods and services suited to the highway commuter and mixed housing are promoted west of 124th Avenue NE, mirroring redevelopment in the portion of the Totem Lake Business District located to the north across NE 116th Street, while the remainder of the district has a local neighborhood-serving commercial focus.

The land use districts and corresponding zoning designations describe the appropriate types and intensity of commercial and residential uses, with the most intensive commercial development adjacent to NE 116th Street, west of 124th Avenue NE. Similarly, building height is greatest along NE 116th Street, and scales down heading north and south along Slater Avenue NE, with increased height allowed as an incentive to develop housing.

Policy RH 11:

Actively promote the transition of the North Rose Hill Business District into an active, walkable ~~and rollable~~, transit-supportive mixed-use environment with a variety of housing types, including housing affordable to students.

Policy RH 12:

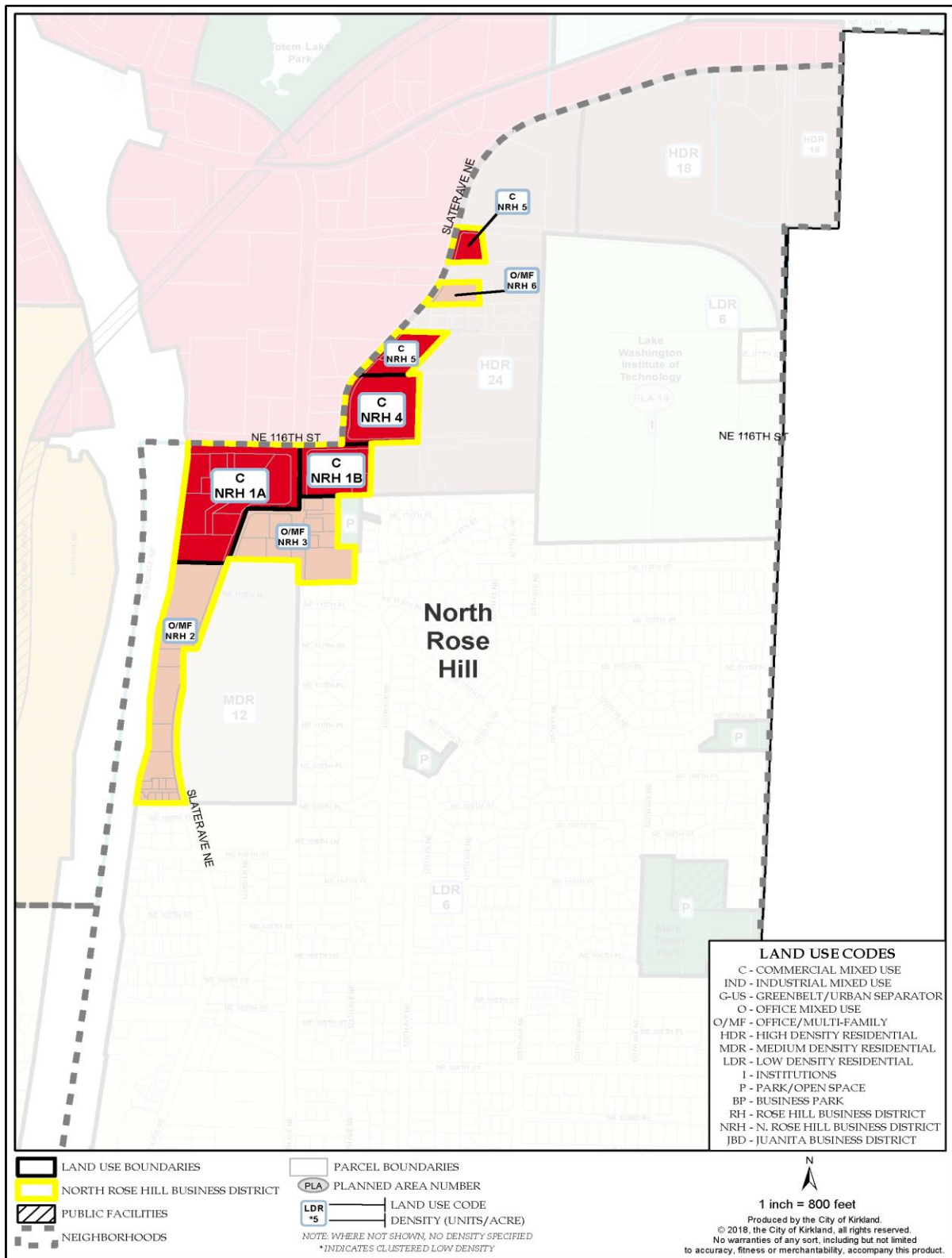
Ensure that the types of commercial uses allowed in the North Rose Hill Business District are compatible with its mixed-use residential/commercial focus.

Policy RH 13:

Promote increased residential capacity in the North Rose Hill Business District with increased height allowances.

Policy RH 14:

Ensure that public improvements and private development provide coordinated streetscape improvements along NE 116th Street that contribute to a sense of neighborhood identity and enhanced visual quality.



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Figure RH-3: North Rose Hill Business District [Staff note: Neighborhood business district map will be updated to reflect the citywide Land Use map being amended in the Land Use Element.]

Policy RH 15:

With private development or through public investment, either in combination with private development, through land acquisition, or as part of a street improvement project, install a neighborhood gateway sign and landscaping or other features near the intersection of 124th Avenue NE and NE 116th Street.

Policy RH 16:

Address transition impacts and protect nearby residential areas with landscaping, site and building design requirements in the North Rose Hill Business District.

Policy RH 17:

Create a regional commercial destination at the I-405 interchange in NRH 1A, complementary to the Totem Lake Business District, serving community-wide or regional markets.

Policy RH 18:

Create a walkable mixed-use neighborhood destination in NRH 1B providing housing, goods, services, and gathering spaces for neighborhood residents complementary to the ~~multifamily~~ more intensive residential areas to the east and mixed-use office residential area to the south.

Policy RH 19:

Promote the conversion of existing wholesale and manufacturing businesses to mixed-use commercial/~~multifamily-residential~~ development in NRH 4 by allowing increased height when redeveloped with housing.

Policy RH 20:

Encourage high-density residential or mixed-use with residential and office uses ~~multifamily~~ in NRH 5. Allow retail uses related to vehicle sales and storage in recognition of the proximity to similar uses directly to the west. Commercial uses should be designed to be ~~compatible with~~ supportive of neighboring residential uses, with substantial buffers and limits on amplified speakers and lighting.



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Slater 116

NE 85th St Station Area / Rose Hill Business District

The boundaries of the ~~Rose Hill Business District~~ are shown on Figure RH-4 and NE 85th Station Area within the Rose Hill Neighborhood extend along the NE 85th Street corridor from I-405 on the west to 128th Avenue NE on the east, with a small stretch of the corridor from 128th Ave NE to 132nd Avenue NE (the Kirkland City limits and common boundary with the City of Redmond) ~~on the east~~ remaining regulated as a Pedestrian Oriented Business District.

NE 85th Street is recognized as both a commercial area and transportation corridor serving regional and local users. The intersection of NE 85th Street and Interstate 405 is being redeveloped in conjunction with Sound Transit and the Washington State Department of Transportation to create a regional bus rapid transit system with dramatically improved transit, vehicle, pedestrian, and bicycle connectivity. The western portion of the District (nearest I-405) features major regional retail uses, and several automobile dealerships. From I-405 east to the Kirkland City limits, the commercial area generally narrows north to south and generally becomes less intensively developed. Other land uses in the area include retail stores, offices, and business parks, ~~single-family homes, and multifamily~~ and housing of varying intensities.

Visually, the Rose Hill Business District is characterized by a variety of older strip commercial development, some newer buildings and, particularly at the east end of the Subarea, some former ~~single-family~~ single unit detached residential structures converted to commercial use. Most of these retail and commercial buildings include little or no landscaping, and little in the way of pedestrian access.

Vision for the District

~~Over time, the Rose Hill Business District~~ With adoption of the NE 85th Street Station Area Plan in 2022, the district is envisioned to be an attractive, vibrant, transit-oriented mixed-use commercial area combining housing, regional and local retailers. Large retailers continue to dominate the western half of the business district. Generally, the land uses are more intensive on the west end of the District (near the Bus Rapid Transit station and freeway) and less intensive ~~(more neighborhood-oriented)~~ on the east end. The zoning establishes appropriate intensities, scales, and mixes of uses in primarily residential and commercial ~~has maintained the line between single-family residential areas, multifamily residential areas, and adjacent office/retail/commercial areas.~~

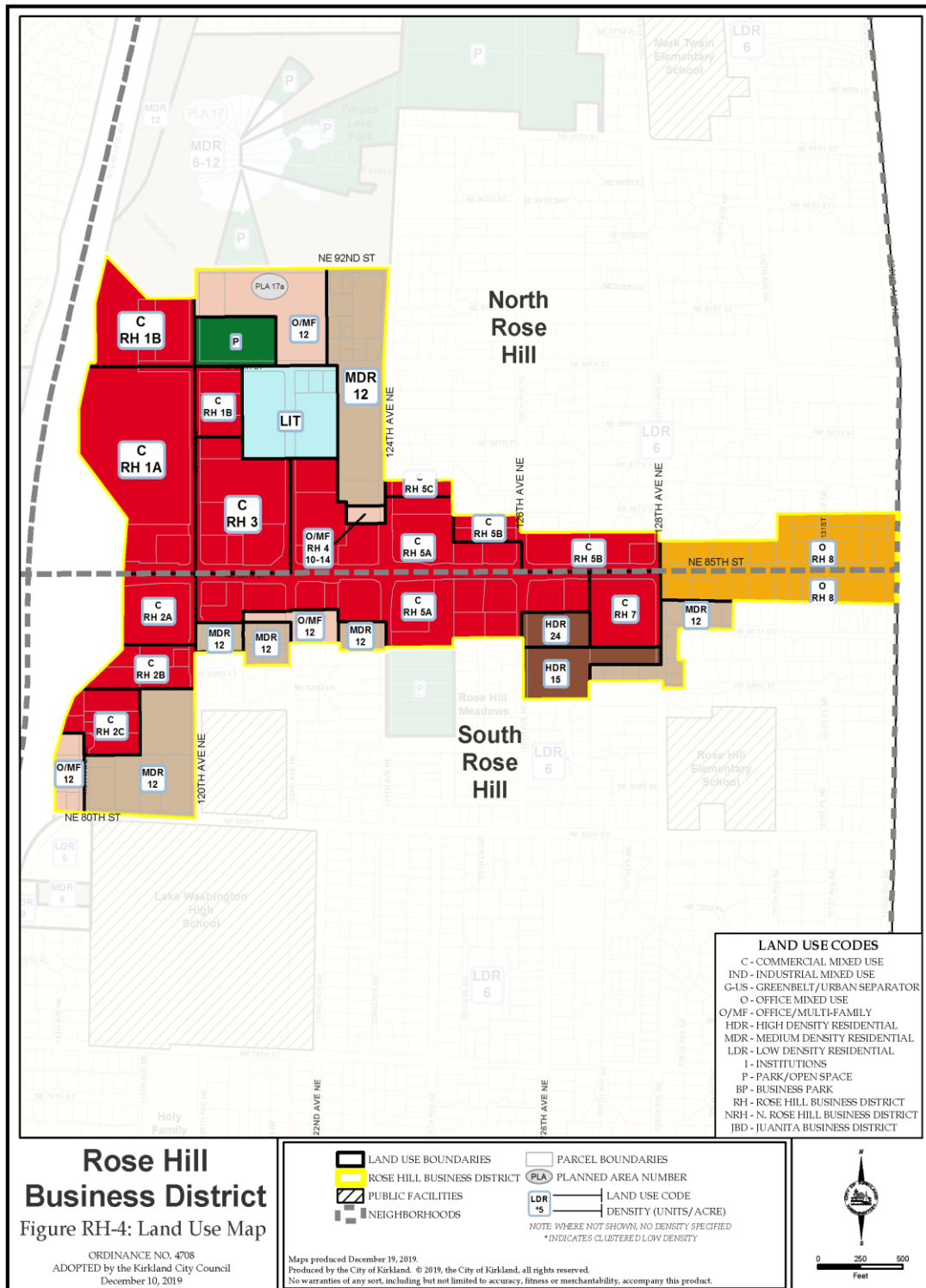
NE 85th Street itself continues to serve as a primary transportation link between Kirkland, Redmond, and the reconfigured I-405/NE 85th Street interchange with a Sound Transit station. Modifications to NE 85th Street have improved its ability to be used by pedestrians and transit, while maintaining or slightly increasing its capacity for vehicles. Steps also have been taken to minimize “cut-through” traffic and other traffic impacts in the residential areas north and south of the business district.

The appearance of the district, as it has evolved, has benefited from a coordinated effort by the City, business owners and property owners to improve the image of the area. As properties redevelop architectural and landscape design standards for new or remodeled retail, commercial and multifamily residential buildings have improved the appearance of the district. These standards require ample landscaping or other techniques to ease the transition between different adjacent land uses. These standards also generally require new commercial or mixed-use buildings to be oriented to the sidewalks (with parking behind or to the side), and promote ~~neighborhood character~~ the creation of community destinations with coordinated signage and less of a “strip mall” feel.



Commercial

The ~~Rose Hill Business District~~Station Area including all the land along NE 85th Street itself, is designated for commercial (retail, office, and service), office, light industry/office area, or mixed commercial and multifamily uses (see Figure RH-4). The west end is the regional center portion of the District (nearest I-405). It includes several large freeway-oriented businesses with community-wide or regional markets, and several automobile dealerships. A light industry/office area includes technology, manufacturing and wholesale enterprises. The central neighborhood center and east end portions of the District also include smaller retail stores and services with more local markets. In addition to the car dealers, there are a number of auto-oriented stores and services (gas stations, car washes, tire stores, etc.). The District includes a small but growing amount of office space, particularly in the blocks between 120th and 124th Avenues NE.



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[Staff note: Neighborhood business district map will be updated to reflect the citywide Land Use map being amended in the Land Use Element.]

The following policies recognize the economic significance to the City of the major regional retail uses located in the Rose Hill Business District, the importance of transit-oriented development, and enhance the area's commercial viability while ~~minimizing mitigating adverse~~ impacts on adjacent residential ~~neighborhoods areas~~ to the north, south and east. The land use districts in Figure RH-4 and corresponding zoning designations describe the allowed appropriate types and intensities of commercial uses, with the most intensive development adjacent to the NE 85th Street/I-405 interchange and Bus Rapid Transit, and a scaling down of development to the north, south and east.

~~Policies and zoning regulations encourage smaller footprint neighborhood serving businesses along NE 85th Street and integrated with major retail uses in the interchange area.~~ New and remodeled commercial development is subject to appropriate architectural and site design standards in order to improve the appearance of the commercial area, and to assure appropriate transition and buffering between ~~the commercial area and adjacent residential areas~~ uses. ~~Commercial development should not be permitted to spread beyond the existing Rose Hill Business District into adjacent residential areas.~~

Policy RH 21:

Enhance the commercial viability of the ~~Rose Hill Business District~~ NE 85th St Station Area, while ~~minimizing mitigating adverse~~ impacts on adjacent residential ~~neighborhoods areas~~ to the north, south and east.

Policy RH 22:

Recognize the economic significance to the City of the major retail uses located in the ~~Rose Hill Business District~~ NE 85th Street Station Area, and cooperate with these business owners to help assure their continued viability, consistent with the other goals and policies of this ~~d~~ District.

Policy RH 23:

Promote vibrant ~~walkable~~ employment destinations and affordable housing near the future Sound Transit Bus Rapid Transit Station near the I-405/NE 85th ST Interchange which are accessible by walking, biking and rolling.

Policy RH 24:

Utilize zoning incentives or other techniques to encourage commercial redevelopment in the ~~District~~ Station Area that will foster the 10-minute neighborhood concept.

[Staff Note: The below policies guided development of the NE 85th Street Station Area Plan, adopted in 2022. Chapter XV.G of the Comprehensive Plan now includes policies that reflect the concepts previously shown in this neighborhood plan]

Regional Center Policies

~~Policy RH 25:~~

~~*Establish the parameters of future transit-oriented redevelopment in RH 1, 2 and 3 in a Transit Station Area Plan that coordinates land use, transportation, economics and urban design elements in partnership with Sound Transit, King County Metro, and WSDOT. The initial stages of the Transit Station Area Plan should establish the full boundaries of the station area to fully integrate the station with the surrounding land uses.*~~

~~Policy RH 26:~~

~~Until the Transit Station Area Plan is adopted, the regional retail nature of this portion of the District should be preserved in order to provide regional shops and services in addition to generating sales tax revenue that is important to fund necessary City services.~~

~~Policy RH 27:~~

~~In RH 1A preserve the large regional retailer.~~

~~Policy RH 28:~~

~~In RH 1B limit new development in recognition of wetland and stream constraints on these properties and observe the applicable critical area regulations.~~

~~Policy RH 29:~~

~~In RH 2A, B and C, require retail uses (including car dealer), and permit office and/or residential uses. Require retail use to be the predominant ground level use and discourage extensive surface parking lots. Encourage consolidation of properties into a coordinated site design; however, discourage large, singular retail or wholesale uses through establishment of a size limitation that, in recognition of convenient access to I-405, may be greater than in the rest of the District.~~

~~Other site design considerations include the following:~~

- ~~• Allow a range of building height four to five stories if offices above retail or a maximum of six stories if residential above retail. Additional height may be allowed to encourage a variety of roof forms and roof top amenities. Step back upper stories from NE 85th Street. Three stories on the south of NE 85th ST is appropriate where buildings are adjacent to existing residences.~~
- ~~• Limit the total floor area, separate the buildings and include ample building modulation to create open space within and around the development.~~
- ~~• In order to prevent commercial access to and from 118th Avenue NE, limit vehicular access to NE 85th Street and 120th Avenue NE. Allow office and residential uses and emergency vehicles to access from 118th Avenue NE.~~
- ~~• Encourage underground or structured parking (discourage large ground level parking lots).~~
- ~~• Limit the impacts of new signs to residents across 120th Avenue NE.~~

~~Policy RH 30:~~

~~In RH 3 require consolidated mixed-use transit-oriented development with an emphasis on ground level retail and/or pedestrian amenities along street frontages to promote walkability in the neighborhood. Allow a range of building height from four to a maximum of six stories, with increased height on the northern portion of site where the ground elevation is lower. Additional height may be allowed to encourage a variety of roof forms and roof top amenities. Emphasize transit access to the Transit Station at the freeway interchange, and include connections between 120th and 122nd Avenues NE. Limit vehicular access points onto NE 85th Street.~~

~~Neighborhood Center Policies~~

~~Policy RH 31:~~

~~In the core portion of the Rose Hill Business District, between 124th and 128th Avenue NE, allow general commercial uses subject to district-wide design guidelines including the following standards:~~

- ~~Limit the number of driveways on NE 85th Street, and encourage existing development to consolidate driveways and curb cuts. In addition, observe the following transition standards:~~
 - ~~Set vehicular access points located on north-south side streets back from adjacent residential properties as much as possible without creating problems for traffic turning to and from NE 85th Street.~~
 - ~~Locate a heavily landscaped buffer strip along any boundary with residential properties or along streets separating commercial development from residential properties.~~
 - ~~Retain existing significant trees and vegetation within the buffer. Preclude this landscaped area from further development by the creation of a greenbelt protective easement.~~
 - ~~Keep sources of noise and light to a minimum and directed away from adjacent residential properties.~~
- ~~In RH 5B east of 126th Avenue NE, restrict permitted uses to those that generate limited noise, light and glare, odor and traffic impacts. Examples of uses that would be appropriate in this area include medical/dental offices, insurance offices, dry cleaners and coffee shops.~~
- ~~The low-density residential parcels west of 126th Avenue NE, north and east of RH 5A and south of parcels adjoining NE 87th Court, are appropriate for RH 5B commercial-mixed-use and multifamily development subject to the following standards:~~
 - ~~In addition to the land use restrictions listed above for RH 5B, limit development to medium-density residential, 12 dwelling units per acre (attached, stacked or detached), on properties adjoining low-density development, and on lots that do not abut NE 85th Street or are not consolidated with lots abutting NE 85th Street.~~

East End Policies

Policy RH 32:

In the east end of the ~~Rose Hill Business District~~ NE 85th Street corridor in RH 8, allow a range of less intensive office, neighborhood retail, and neighborhood service uses on both sides of NE 85th Street from 128th Avenue NE to 132nd Avenue NE ~~with the following types of businesses and site design considerations:~~

- ~~Limit permitted uses to those that generate limited noise, light and glare, odor, and traffic impacts. Examples of uses that would be appropriate in this area include medical/dental offices, insurance offices, dry cleaners, and coffee shops.~~
- ~~Encourage property owners to aggregate their properties to allow more efficient redevelopment with fewer access points onto NE 85th Street, by providing incentives including increased building heights up to three stories with decreased front setbacks.~~
- ~~Encourage new buildings to be located at the front of the lots, with parking underneath, at the rear of buildings, or between adjacent buildings. Encourage mixed-use buildings to have residential units on upper levels. Discourage single-story retail buildings.~~
 - ~~For lots that do not abut NE 85th Street or are not consolidated with lots abutting NE 85th Street, development should be limited to low-density residential. Where properties are isolated by commercial or multifamily development, this policy does not apply.~~
- ~~To minimize curb cuts on 131st and 132nd Avenues NE, combined access to provide a connection between 131st and 132nd Avenues NE should be required when properties abutting NE 85th Street are aggregated with lots not abutting NE 85th Street.~~

~~• Limit height of commercial or mixed-use commercial and multifamily development to a maximum of 30 feet next to low-density residential development.~~

General Policies

Policy RH 33:

Upgrade public infrastructure to support commercial redevelopment in the District.

Policy RH 34:

Expand on already-completed streetscape improvements throughout the Business District that enable pedestrians, drivers, bicyclists, and other users to have a safe, pleasant experience.

Policy RH 35:

Coordinate with King County, Sound Transit and WSDOT to provide additional pedestrian amenities at transit stops.

Policy RH 36:

Install a neighborhood sign and landscape entry feature on NE 85th Street, just west of 132nd Avenue NE.

Policy RH 37:

Continue to work closely with business and property owners in the Rose Hill Business District, and business groups which represent them, to improve and upgrade the appearance of the District.

Policy RH 38:

To the extent authorized by law, require the removal of billboards.

Policy RH 39:

Underground the remainder of overhead utility lines along the NE 85th Street frontage with redevelopment, to improve public views to the west and the attractiveness of the commercial district.

Residential

Along the north and south boundaries of the Rose Hill Business District, are areas designated for, and developed as, residential use. There are several areas designated for multifamily residential development (~~medium density, up to 12 units per acre, and high density, between 12 and 24 units per acre~~) south of NE 85th Street, and one area to the north. (These designations are shown on Figure RH-4, Rose Hill Business District Land Use.)

Policy RH 40:

~~Within the Rose Hill Business District, a~~ Along its the perimeter of the NE 85th St Station Area, medium-density multifamily residential uses ~~at a density of 12 units per acre~~ are an appropriate transition from commercial and mixed-use to the low-density residential areas to the north and south. Allow a greater density if affordable housing is a component of the development.

~~With the exception of these multifamily areas, the business districts, schools, and the Kirkland Cemetery, most areas of the neighborhood are designated for and developed in single-family (low-residential) use.~~

~~Policy RH 41:~~

~~Maintain low-density residential housing as the primary land use in the single-family areas surrounding the Rose-Hill Business District and promote new lower-scale affordable-by-design low-density housing types nearby.~~

Northern Periphery of Bridle Trails Neighborhood Center

The northwest corner of NE 70th Street and 132nd Avenue NE contains a small-scale neighborhood commercial development across the street from the Bridle Trails Neighborhood Center. Residential ~~densities~~intensities in this area should be supportive of high-quality retail uses in the shopping center.

Policy RH 42:

Commercial development should be complementary to the Bridle Trails Neighborhood Center and should ~~not extend support into~~ the surrounding ~~low-density~~ residential area.

Policy RH 43:

~~Attractive neighborhood~~Neighborhood-oriented shops and services should ~~be substantially buffered from nearby low-density support and harmonize with~~ residential uses, ~~while-and~~ allowing for good pedestrian connections.

Policy RH 44:

Install a neighborhood gateway sign and landscaping or other features that provide a positive first impression of the neighborhood near the intersection of NE 70th Street and 132nd Avenue NE.

Institutions

Lake Washington High School, Rose Hill and Mark Twain Elementary Schools, Lake Washington Institute of Technology, and various religious institutions, are located in Rose Hill.

Public - Planned Area 14 Lake Washington Institute of Technology (LWIT)

LWIT is a major public higher education institution serving the region. Located on about 55 acres, the institute is surrounded by residential development. The west side of the site is a heavily wooded steep slope area that provides a visual buffer separating the institute and the remainder of the Totem Lake Urban Center located in Rose Hill. Protected with a greenbelt easement, the hillside also contains a watercourse and functions as a wildlife corridor in an area experiencing residential infill development.

Policy RH 45:

Recognize and promote the role the Institute of Technology plays in the Rose Hill Neighborhood, the wider Kirkland community and in the region.



Lake Washington Institute of Technology

Policy RH 46:

Seek partnership opportunities between LWIT and the City on educational, technical, recreational, and social service initiatives.

Policy RH 47:

Encourage LWIT to continue to provide community meeting facilities for the neighborhood and the City.

Policy RH 48:

Actively promote the expansion of the LWIT into an active, walkable and rollable, transit-supportive campus environment with housing affordable to students and staff and allow future housing partnerships for public employees.

Policy RH 49:

Ensure that any Institute of Technology expansion ~~is compatible-complements with~~ the surrounding residential uses in the neighborhood and protects the natural greenbelt easement on the western slope. Expansion should prioritize the redevelopment potential of existing surface parking areas. If necessary, allow additional height in lieu of expansion into the greenbelt easement. Allow limited encroachment into the greenbelt easement if sufficient development potential cannot be achieved in the already developed area, subject to environmental assessment.

Policy RH 50:

Provide public review of major expansion of the institute. Mitigation may be required for impacts of the proposed expansion and, where feasible, the existing use, including correcting parking lot design and landscaping deficiencies.

Policy RH 51:

Encourage LWIT to provide bike and pedestrian connections through the campus that connect with the surrounding neighborhoods, and integrate with, and help expand, the City's network of Neighborhood Greenways. Connect 132nd Avenue NE on the east side of the campus to Slater Avenue NE to the west, and connect the campus to NE 113th Place at the southwest corner. See Figures RH-13 and RH-15.

Policy RH 52:

The Kirkland Comprehensive Plan is current through Ordinance 4828, passed December 13, 2022.

Allow no additional driveway access to 132nd Avenue NE to maintain traffic flow and safety on the arterial.

Private - Churchhome

This approximately 10-acre site is surrounded by single-family housing. Upon redevelopment, an opportunity exists to redesign the parking lot covering the majority of the property to improve the appearance of the site.

Policy RH 53:

~~Ensure that~~ Foster any future church expansion or redevelopment of the site ~~that~~ is ~~compatible~~ integrated well with the surrounding residential community.

Policy RH 54:

Provide public review of redevelopment or expansion of the church. Mitigate impacts from the proposed expansion and, where feasible, the existing use. Correct parking lot design and landscaping deficiencies.

Policy RH 55:

Encourage housing with an emphasis on affordable housing, as a part of any future church redevelopment at this site.



Churchhome

5. NATURAL ENVIRONMENT

The Rose Hill Neighborhood contains significant wetland areas, Forbes Lake, and tributaries and the headwaters of Forbes Creek that eventually feed into Lake Washington. Together these critical areas constitute a valuable natural drainage system that is an integral part of managing the City's surface water by storing and conveying storm and flood water. These natural features also help maintain water quality, recharge groundwater, provide wildlife and fish habitat, and provide open space and aesthetic enjoyment.

Several areas of high and moderate landslide susceptibility and areas prone to liquefaction in a seismic event are located in the neighborhood, which require a geotechnical study with development.

The significant stands of native trees and native vegetation on hillsides, along stream banks and in wetland areas in Rose Hill provide opportunities for wildlife corridors and will help meet the City's urban forest goal to provide an overall 40% tree canopy coverage.

Environmental policies in Rose Hill strive to protect and enhance natural environmental quality and natural amenity and function, to avoid potential environmental hazards, and to utilize sustainable management practices.

The following maps show critical areas within the Rose Hill Neighborhood. See the [Natural Sustainability, Climate and Environment Element](#) for more information on wetlands, streams, and associated buffers as well as landslide and seismic hazard areas, trees and wildlife. The Kirkland Zoning Code regulates tree removal and development in critical areas.

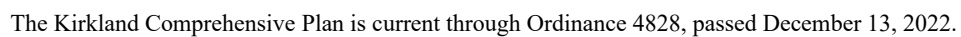
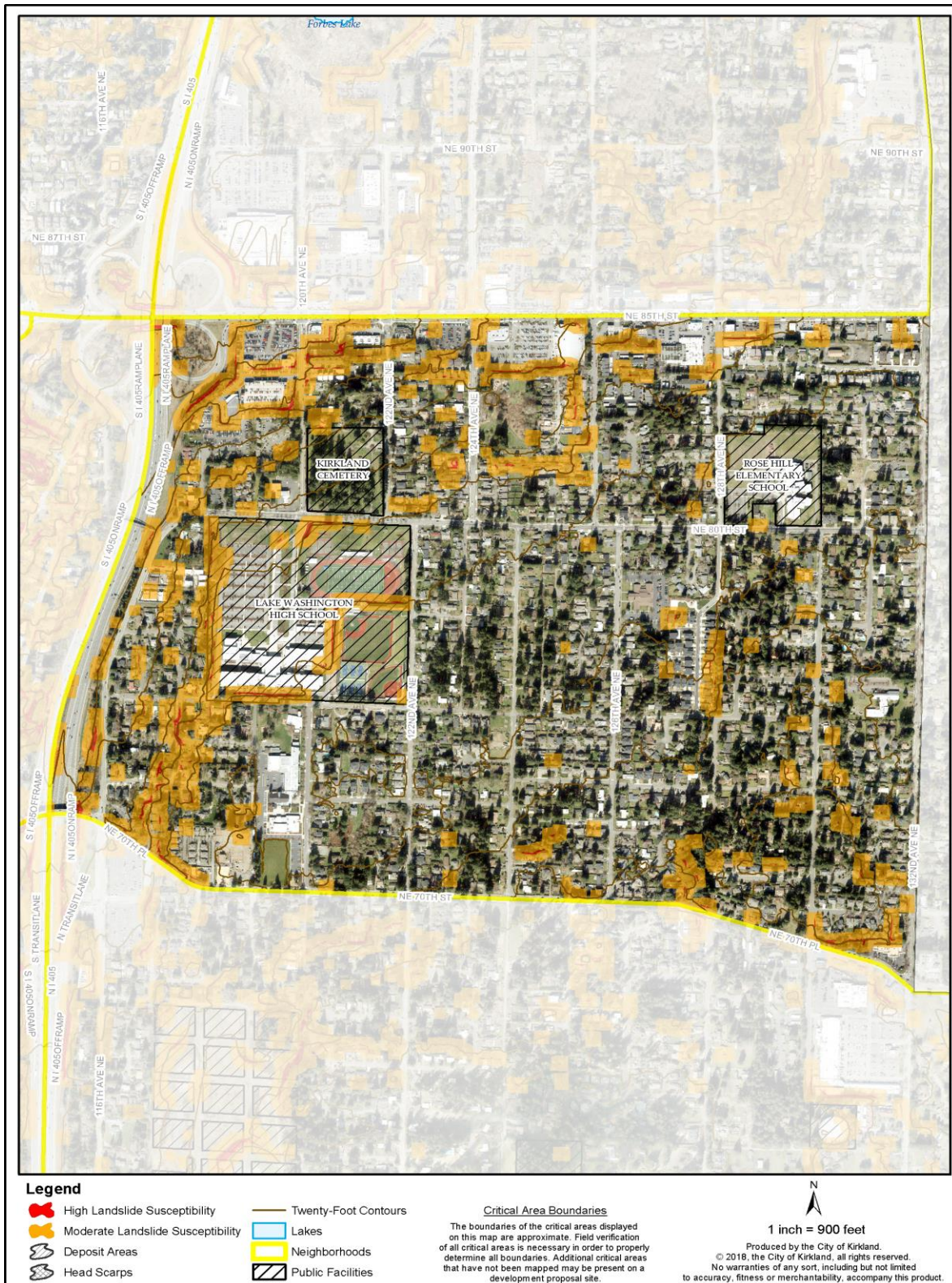


Figure RH-5: North Rose Hill Landslide Susceptibility



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Figure RH-6: South Rose Hill Landslide Susceptibility

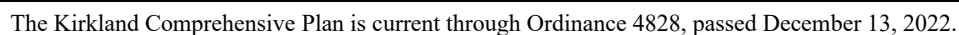


Figure RH-7: North Rose Hill Liquefaction Potential

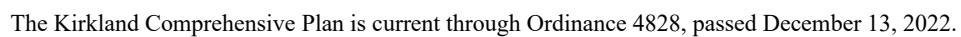
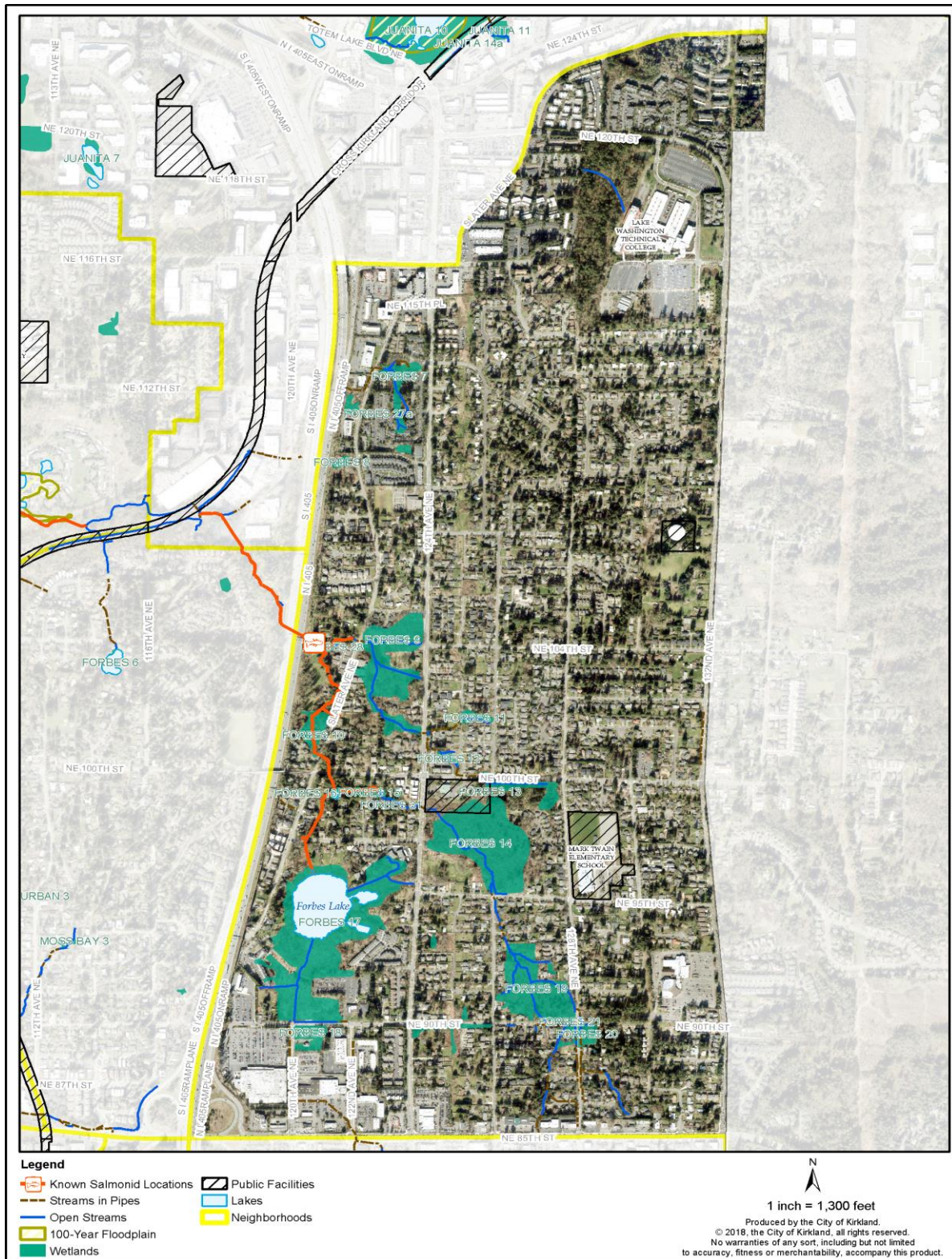
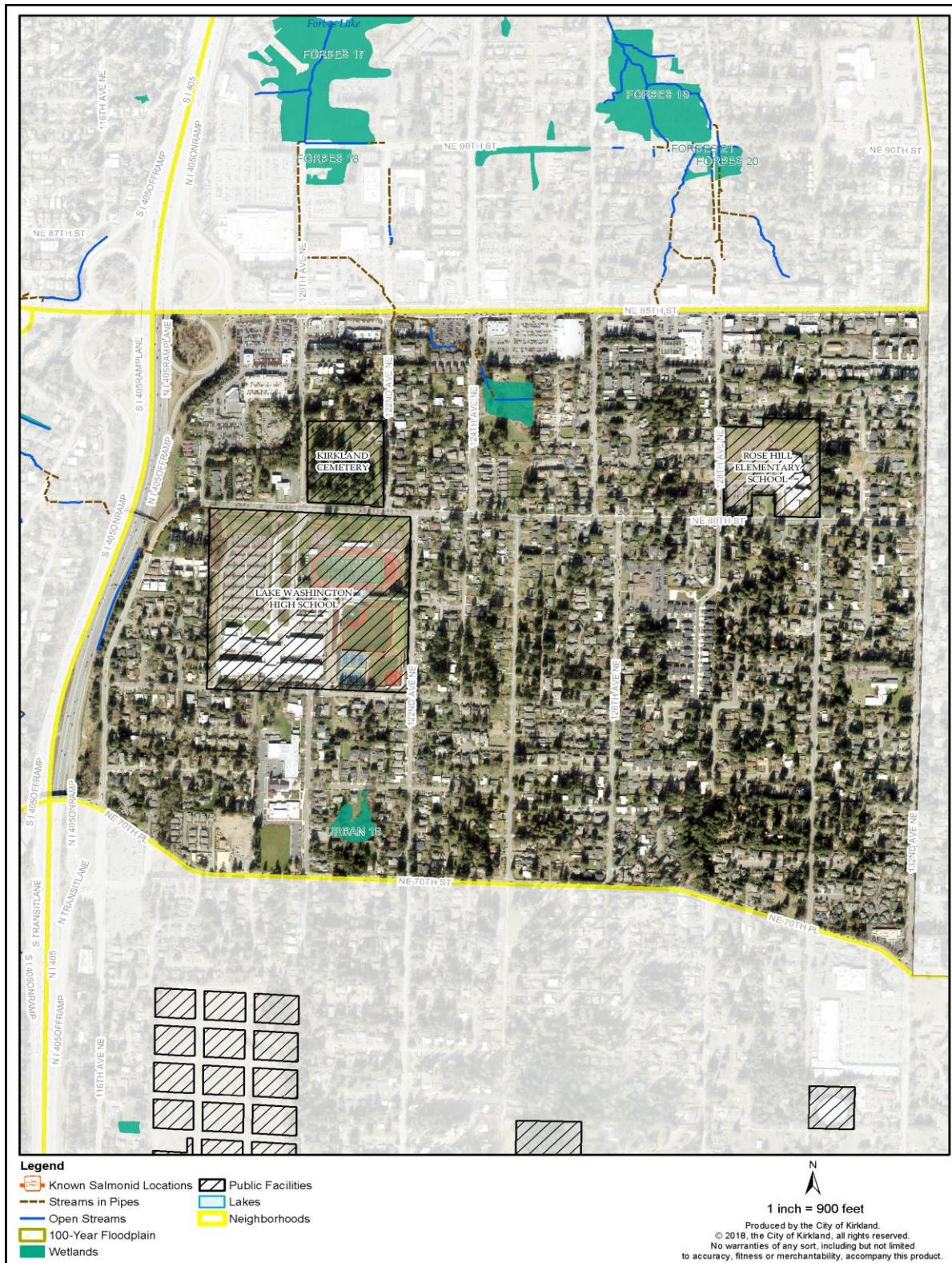


Figure RH-8: South Rose Hill Liquefaction Potential



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Figure RH-9: North Rose Hill Wetlands, Streams, and Lakes



The Kirkland Comprehensive Plan is current through Ordinance 4828, passed December 13, 2022.

Figure RH-10: South Rose Hill Wetlands, Streams, and Lakes

Policy RH 56:

Investigate water quality and Forbes Lake flooding/levels and develop projects and programs and provide funding to address identified problems.

Lake level fluctuations on property adjoining Forbes Lake contribute to inundation of drain fields and basement flooding. Lake level fluctuations may be caused by both the timing and amount of water entering the lake, or by blockages in the channel downstream of the lake. Ongoing monitoring by community volunteers and by the City quantify lake level fluctuations and test water quality. Current development practices reduce the potential for flooding by restricting placement of new improvements within critical area buffers, requiring that development projects meet certain thresholds to control the quantity and quality of storm water flows, and eliminating septic system failures by requiring connection to the sanitary sewer system. If lake level fluctuations are being caused by inflows to the lake, consider opportunities to reduce flows through storm water detention. Such projects would be prioritized based on identified need in the Surface Water Master Plan. Much of the downstream channel is on private property where property owners are encouraged to seek permits for and implement projects to clear the channel of debris and beaver dams.

Policy RH 57:

Protect notable trees and groves of trees.

While a municipal heritage or notable tree program is not currently in place, the neighborhood supports voluntary efforts to encourage preservation of heritage trees and significant groves. Heritage trees are set apart from other trees by specific criteria such as outstanding age, size, and unique species, being one of a kind or very rare, an association with or contribution to a historical structure or district, or association with a noted person or historical event.

Policy RH 58:

Encourage creation of backyard sanctuaries for wildlife habitat in upland areas.

~~People living~~ **Resident and business owners** in the neighborhood have opportunities to attract wildlife and improve wildlife habitat on their ~~private~~ property. These areas provide food, water, shelter, and space for wildlife. The City, the State of Washington Department of Fish and Wildlife, and other organizations and agencies experienced in wildlife habitat restoration can provide assistance and help organize volunteer projects.

Backyard Sanctuary Program

Learn more about the Backyard Wildlife Sanctuary Program at:

<https://wdfw.wa.gov/living/backyard/>

6. PARKS AND OPEN SPACE

Rose Hill contains a number of public parks and open space areas - Forbes Lake Park, North Rose Hill Woodlands Park, and Mark Twain Park in North Rose Hill, and South Rose Hill Park and Rose Hill Meadows in South Rose Hill. Maintaining and improving existing parks and open space, acquiring new parkland where deficiencies exist, seeking opportunities to improve connectivity to parks, and developing off-street trails for recreational use that connect activity nodes and neighborhoods will further improve the quality of life in the neighborhood.

The land use map shows parks within the Rose Hill Neighborhood. See the Park and Open Space Element for more information on Parks and Open Space.

Policy RH 59:

Prioritize acquisition of new neighborhood parkland in the northern portion of the North Rose Hill neighborhood and in the western portion of the South Rose Hill neighborhood where park level of service is deficient as noted in the Park, Recreation and Open Space (PROS) Plan.

Policy RH 60:

Improve public pedestrian ~~or~~ and visual access to Forbes Lake at Forbes Lake Park.

Policy RH 61:

Provide public pedestrian access easements across properties abutting Forbes Lake Park when development, redevelopment, or platting occurs to improve access to the park.

Policy RH 62:

Complete the regional Eastside Powerline Corridor trail, connecting to the Bridle Trails and Totem Lake Business District within the Seattle City Light Power Line Easement.

Policy RH 63:

Develop the Bay to Valley trail through North Rose Hill via Woodlands Park, connecting Juanita Bay with the Sammamish Valley.

7. TRANSPORTATION

The original circulation pattern in Rose Hill was a grid, which should be perpetuated in the future because it promotes bike and pedestrian circulation, provides choice in travel routes, and distributes traffic along multiple routes. The goal of the transportation system is to build on the historic grid pattern of the neighborhood to foster transportation choice in the community, reduce dependence on private motor vehicles, and enhance safety.

New and improved bike facilities, the NE ~~70th~~-75th Street/128th Avenue SE greenway, the Eastside Powerline trail and off-street trails connecting to activity centers, parks, business districts and schools will allow residents to leave their cars at home and reduce reliance on vehicle trips to meet daily local needs.

Streets

Rose Hill

Policy RH 64:

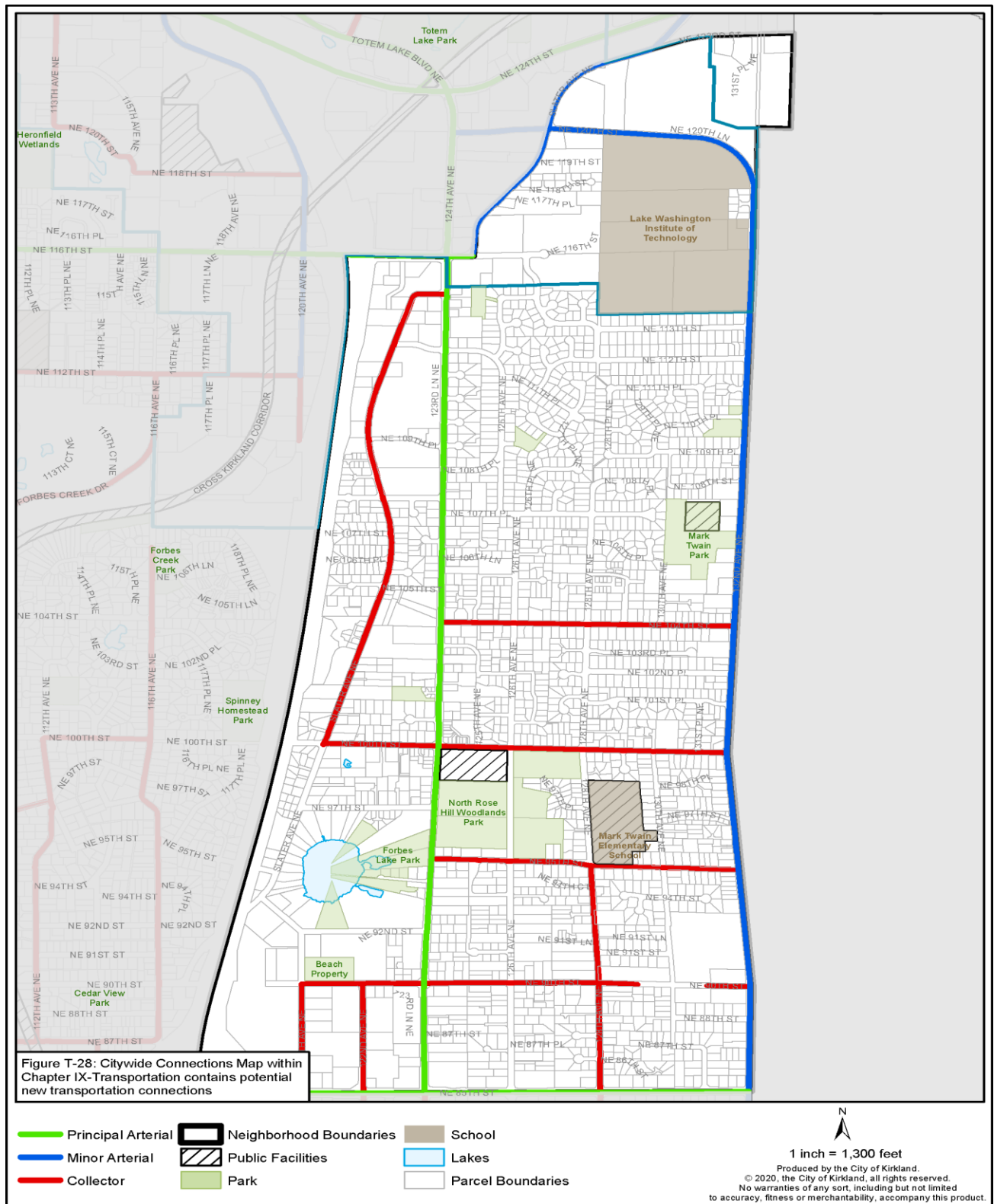
Manage traffic within the neighborhood to enhance neighborhood mobility and provide for more equitable distribution of traffic on neighborhood streets.

Policy RH 65:

Minimize multiple driveways on NE 70th Street, NE 85th Street, 124th Avenue NE, and 132nd Avenue NE when properties redevelop and encourage properties along these streets to consolidate their existing driveways and provide reciprocal shared vehicular access easements.

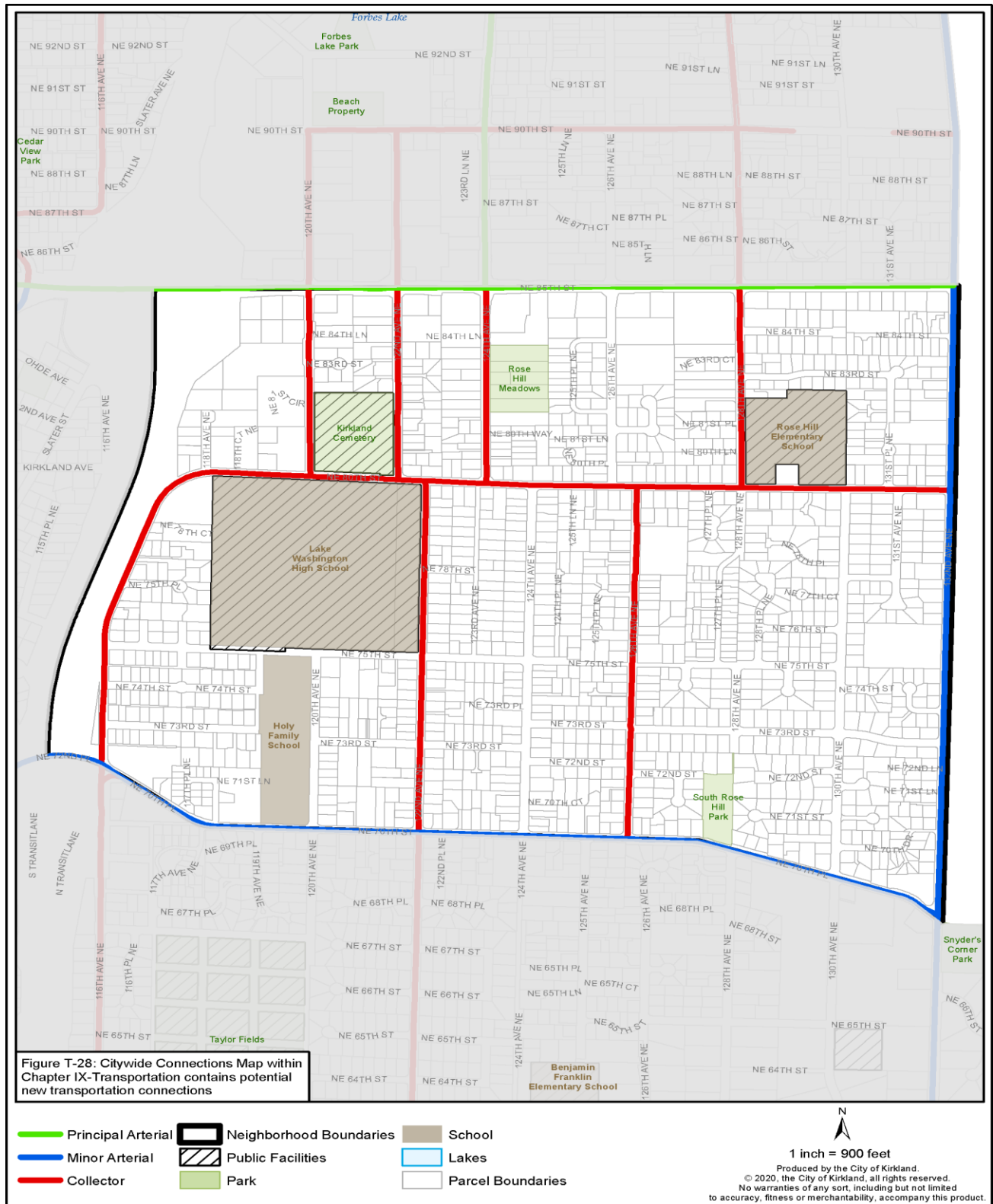
Policy RH 66:

Place neighborhood traffic control devices at appropriate locations, to discourage bypass traffic through the residential neighborhoods north and south of the NE 85th Street corridor.



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Figure RH-11: North Rose Hill Street Classifications



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Figure RH-12: South Rose Hill Street Classifications

Policy RH 67:

Enhance the street network with the following improvements, and consistent with the studied improvements in the NE 85th St Station Area Plan (note in cases of conflict that the NE 85th St Station Area Plan should guide improvements as it has been updated more recently than the following):

124th Avenue NE, north of NE 85th Street:

- Provide 80 feet of right-of-way width the length of 124th Avenue NE to accommodate a center turn lane and landscaped median islands, one through lane in each direction, one bike lane in each direction, intersection queue bypass lanes for transit, and a wide landscape strip, sidewalk, and street lights on both sides of the street. Dedication of an additional 10-foot minimum of right-of-way from each side of the street is necessary when development occurs. The location and design of landscape medians should be used to address safety and mobility in the corridor for all transportation users. Abutting business owners will be consulted prior to the installation of any new landscape medians to ensure that implementation results in minimal disruption to business operations.
- Provide sidewalks, curbs, gutters, landscape strips, and bike facilities along the entire length of 124th Avenue NE to improve pedestrian safety, especially between public facilities such as the Kirkland Boys and Girls Club and Woodlands Park.
- Provide crosswalk improvements, such as pedestrian signage, safety refuge islands, and signals, at key locations that serve existing and emerging activity centers.
- Prioritize traffic flow for transit by providing queue bypass lanes or signal preemption to encourage transit use.

132nd Avenue NE, north and south of NE 85th Street:

- Coordinate improvements to 132nd Avenue NE with the City of Redmond.
- While Kirkland's City limits extend to the east side of 132nd Avenue NE this street is a mutual concern to both Kirkland and Redmond. Both jurisdictions should coordinate planning facilities that address common issues of concern.
- Provide sidewalks, curbs, gutters, landscape strips, bike facilities and street lighting along the entire length of 132nd Avenue NE.

This street provides direct access to both Mark Twain Park and the Lake Washington Institute of Technology. Completion of sidewalks to improve pedestrian safety, especially between public facilities, is a high priority.

- Provide a traffic signal and signalized crosswalk when engineering signal warrants are met at NE 100th Street.
- Crosswalk improvements at other key locations that serve activity centers should also be installed as warranted.
- Prioritize traffic flow for transit by providing queue bypass lanes or signal preemption.

Queue bypass at locations where traffic queuing at intersections would otherwise slow buses will help to encourage transit use.

- Improve the appearance of and function of 132nd Avenue NE with the installation of landscape medians.

Pedestrian safety will be paramount in the design of the landscape medians with consideration for pedestrian visibility. The design of the median must also consider emergency vehicular access.

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NE 116th Street:

- Install sidewalks, bike facilities, planter strips and consider other improvements such as landscape medians, high occupancy vehicle treatments, and on-street parking west of 124th Avenue NE.

These improvements are necessary to provide street definition, pedestrian safety, and access in support of the mixed-use residential/commercial development that is encouraged here.

116th Avenue NE:

- Install a sidewalk along the east side of 116th Avenue NE connecting the Houghton Park and Ride with the Lake Washington high school to increase safety.

North Rose Hill

Policy RH 68:

Discourage direct access to 124th and 132nd Avenues NE in North Rose Hill with new development to enhance safety and efficiency of circulation.

- If driveways to 124th or 132nd Avenues NE must be provided, separation of at least 300 feet between driveways should be required. New driveways should be located so that future development can meet this standard and/or use a shared driveway.
- Access easements to allow for shared access to 124th Avenue NE and/or interior connections to side streets should be provided.
- As access to side streets becomes available, driveways to 124th Avenue NE should be closed.

Rose Hill Business District

Policy RH 69:

Develop a multimodal transportation network for NE 85th Street and surrounding streets that provides safe and convenient facilities for transit, pedestrians, and bicycles, ~~maintains~~ manages vehicular traffic ~~capacity~~, and supports existing and planned land uses in the Rose Hill Business District.

Policy RH 70:

Add east-west pedestrian pathways in the Rose Hill Business District as redevelopment occurs. When developing these pathways, retain existing ~~significant~~ regulated trees where possible.

Policy RH 71:

Work with Sound Transit, King County Metro Transit and WSDOT, to maximize transit facilities that would improve the speed and reliability of bus operation on NE 85th Street and adjacent streets. Provide preferential treatments for buses at congested intersections. Install transit improvements at appropriate locations.

Pedestrian/Bicycle Circulation

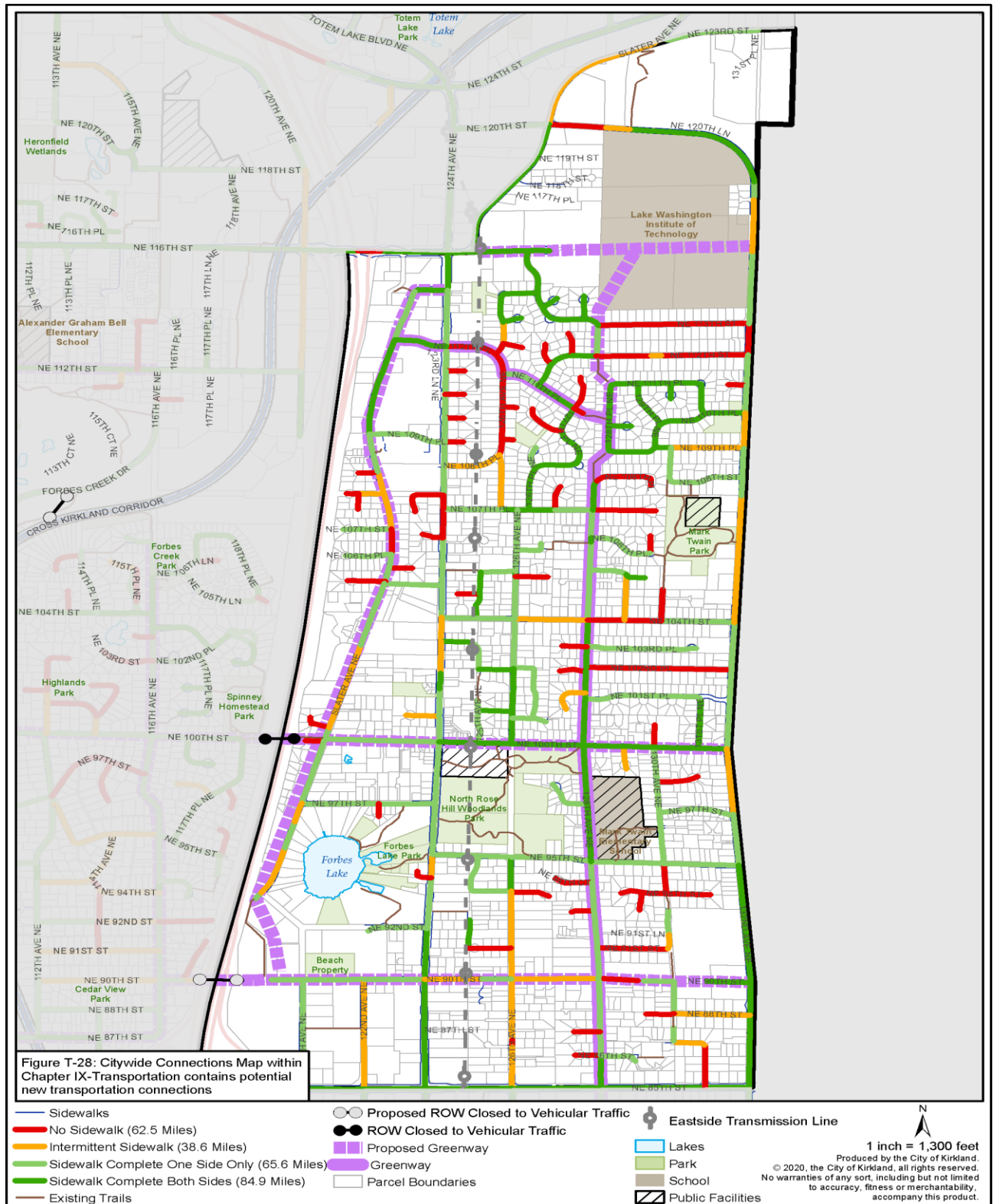
Policy RH 72:

Encourage the use of ~~nonmotorized~~ active transportation by providing appropriate facilities and infrastructure for ~~pedestrians and bicyclists walking, biking and rolling~~ throughout the Rose Hill Neighborhood either when private development occurs or in some instances with public funding:

- Along school walk routes – highest priority.
- Between bus stops and residential development.
- Connecting to the planned Bus Rapid Transit Station at NE 85th Street on I-405.
- Connecting to the South Rose Hill Northeast 75th Street greenway and North Rose Hill 128th Avenue Northeast greenway.
- Connecting to activity areas, including parks, the Boys and Girls Club, Lake Washington Institute of Technology and Lake Washington High School.
- Connecting dead end streets to adjacent streets wherever new street connections are not required or feasible.
- Around a limited portion of Forbes Lake on City-owned park property and, where appropriate, across private property connecting to the Park.
- Various links between the Lake Washington Institute of Technology and surrounding residential development to the west between 132nd Avenue NE and Slater Avenue NE, and to the south.
- In NRH 3, in North Rose Hill, between the City open space to the east and 124th Avenue NE with redevelopment of the intervening private property.
- Under the Seattle City Light transmission line in cooperation with the utility and adjacent property owners. Public pedestrian and bicycle easements should be provided across private properties within the Seattle City Light easement, when development, redevelopment or platting occurs to complete the designated Eastside Powerline Corridor trail. See the PROS Plan for further details. This off-street north/south trail provides a safe pedestrian and bicycle link for the most part separated from the street system. Eventually this trail could link up to trail systems in adjoining jurisdictions.
- Connecting Juanita Bay to North Rose Hill Woodlands Park and eventually to the Sammamish Valley. Known as the Bay to Valley Trail, it would connect Lake Washington to North Rose Hill over the 100th Street Bridge across I-405, and along 100th Street and 132nd Avenue NE in Kirkland to the Puget Sound Energy Trail and Redmond Central Connector Trail in the Sammamish Valley via NE 97th St, NE 94th St and NE 93rd Ct in Redmond.

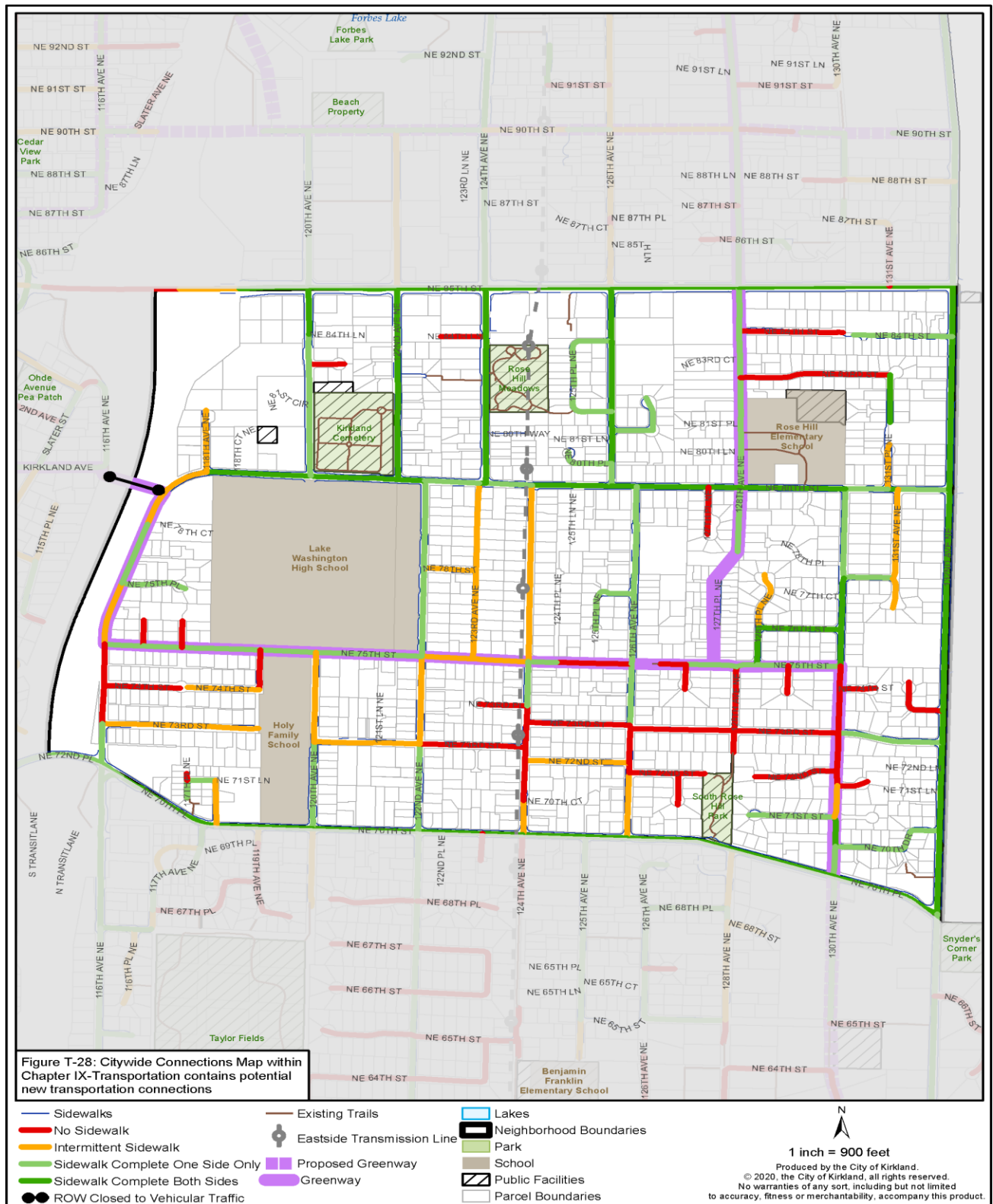
Policy RH 73:

Develop a new pedestrian and bicycle connection between Slater Avenue in the North Rose Hill Neighborhood and NE 80th Street in South Rose Hill. The route would connect to the existing NE 80th Street overpass which leads to downtown Kirkland, with the exact route to be determined in the context of the City's Transportation ~~Master~~ Strategic Plan.



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Figure RH-13: North Rose Hill Pedestrian System



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Figure RH-14: South Rose Hill Pedestrian System

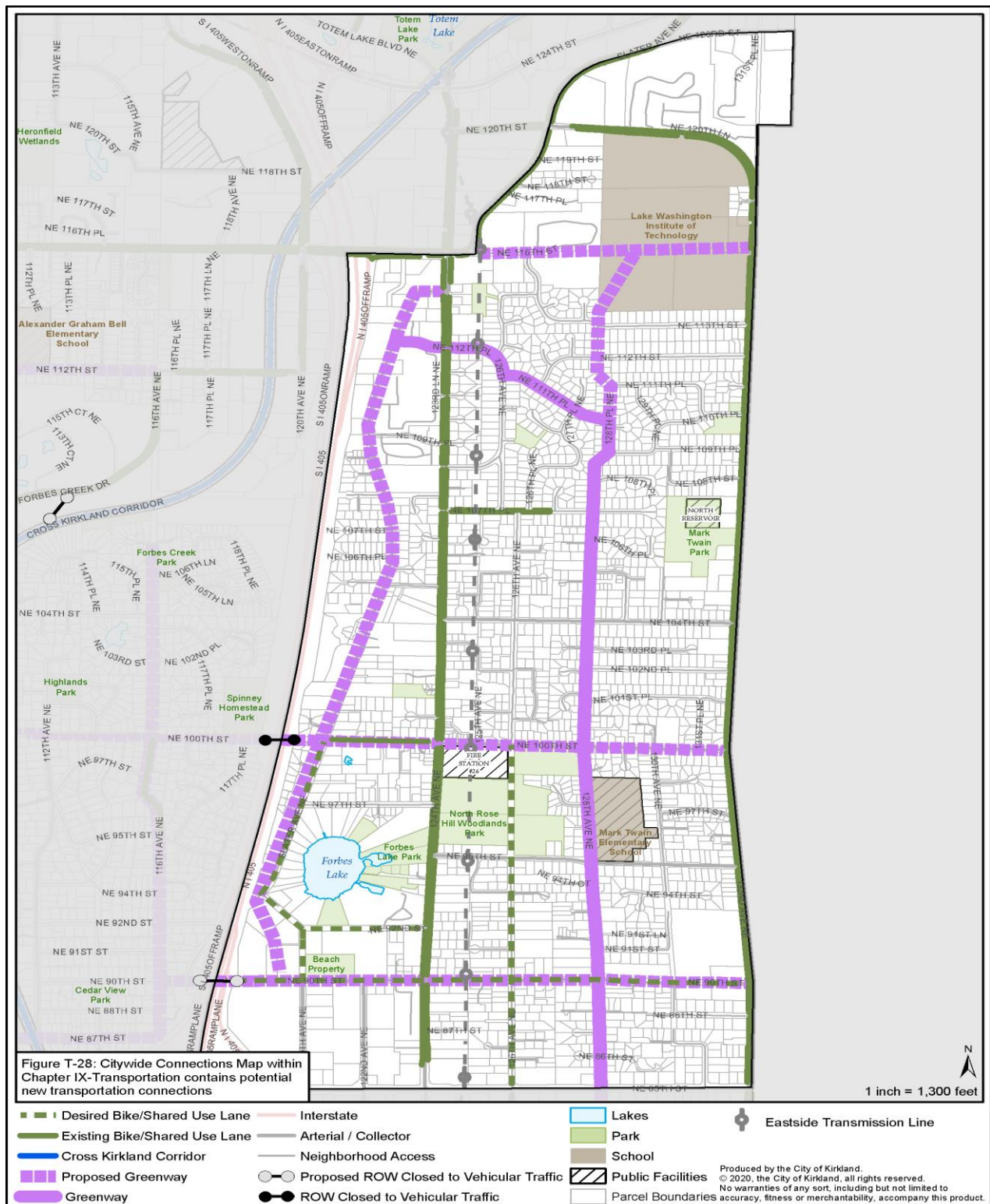
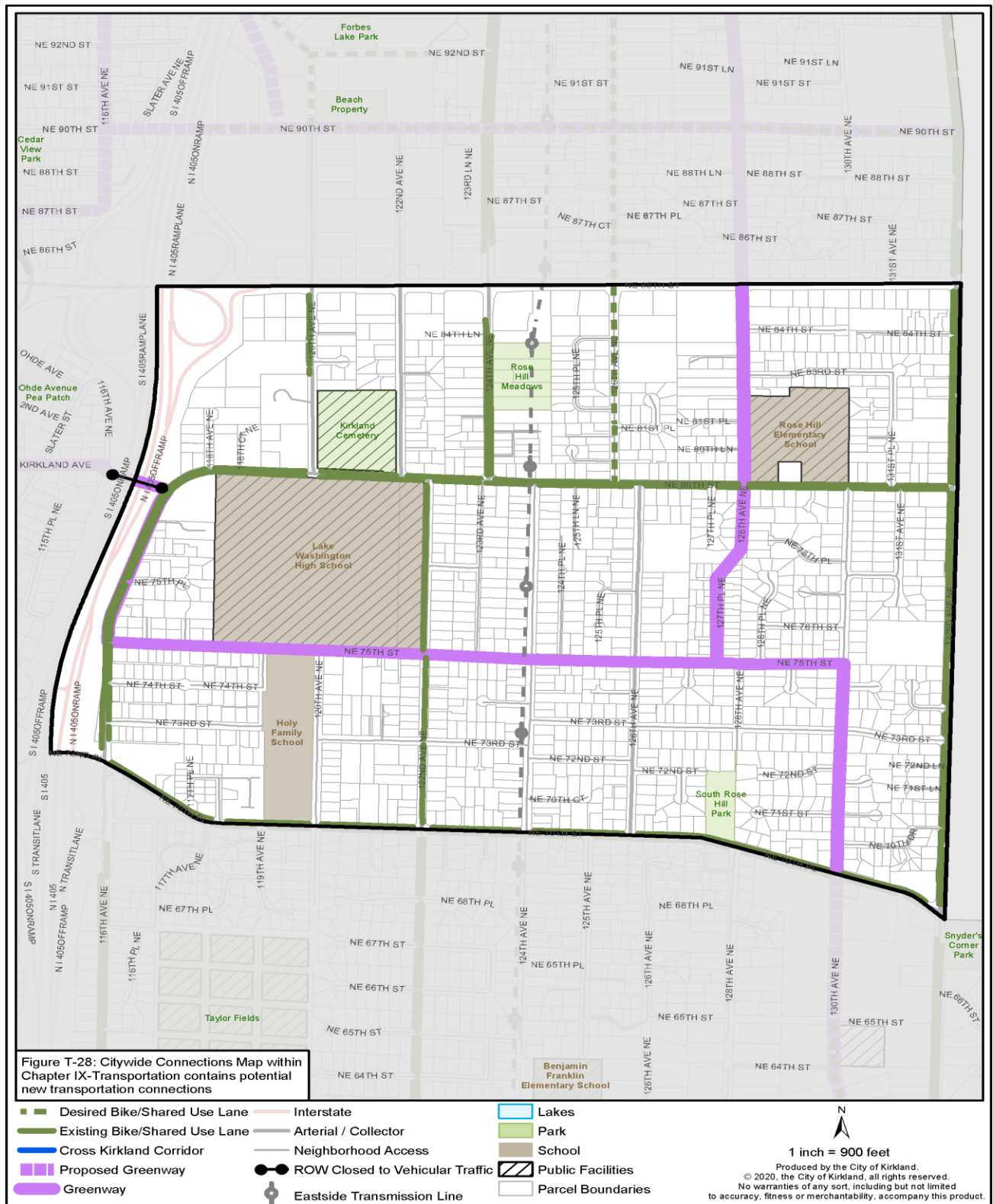


Figure RH-15: North Rose Hill Bicycle System

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Figure RH-16: South Rose Hill Bicycle System