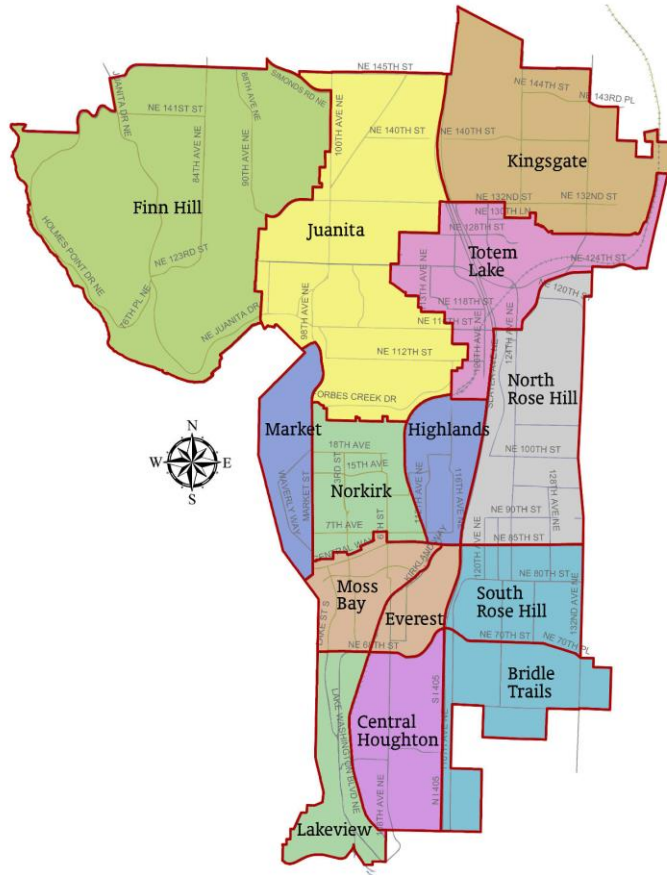


XV.P. Finn Hill Neighborhood



Overview

In collaboration with the City of Kirkland, the U.W. Green Futures Lab (GFL) worked with Finn Hill residents and the Finn Hill Neighborhood Alliance (FHNA) to develop a neighborhood plan. This is the first neighborhood plan for Finn Hill following annexation to Kirkland in 2011.

Preparation of the Finn Hill Neighborhood Plan involved a comprehensive, two-year-long process that included public events, online surveys, development of alternatives by residents, and feedback on priorities, goals and policies from the neighborhood. The public outreach activities and involvement of City commissions have guided development of this Plan.

1. Vision Statement

The following ~~Vision statement~~ Statement is a description of the character and qualities of the Finn Hill Neighborhood at a future time when the goals and policy direction expressed in this neighborhood plan are realized, reflects how residents envision the Finn Hill Neighborhood and was written based on an extensive public outreach process held in February and March 2016:

Finn Hill is a predominantly residential, heavily treed and picturesque neighborhood overlooking Lake Washington. Rising to a height of 535 feet above sea level, with ravines and steep slopes on its flanks, Finn Hill is bounded by Lake Washington to the south and west, NE 145th Street to the north, and the Juanita Neighborhood to the east. Access to the neighborhood is limited to three main entry points: Juanita Drive provides access to the southern and western portions of the hill, and Simonds Road/NE 145th Street and NE 132nd/90th Streets provide the northern east/west access to Finn Hill.

Two mixed-use neighborhood commercial centers located on Juanita Drive, Finn Hill Neighborhood Center and Holmes Point Residential Market (Inglewood and Holmes Point), provide retail amenities and ~~multifamily~~ increased opportunities for housing in the neighborhood.

Finn Hill residents feel very strongly about the unique setting of their neighborhood. Parks and natural areas are the stars of Finn Hill and are considered high-value resources that provide important wildlife and recreation connections. There is a deep affinity with, and a desire to care for, the natural environment, parks, open space, tree canopy, and Lake Washington. ~~Residents~~ Community members take pride in their history of participating in fundraising campaigns, work parties, and planning activities focused on protecting the neighborhood's woodlands, streams and parks. Preserving or improving natural open space connectivity wherever possible is a major goal for the Finn Hill residents neighborhood and is supported by many., and received overwhelming support through the public outreach process. Finn Hill is encompassed by many steep slopes that ~~residents recognize~~ must be protected or developed carefully to prevent landslides and erosion.

In keeping with the desire to preserve natural areas, Finn Hill residents seek to ~~keep density low in single-family~~ preserve existing residential areas. ~~Although~~ Finn Hill residents understand the need to accommodate newcomers to the neighborhood, ~~they are especially concerned and with that understanding comes concern~~ about the consequences ~~from of additional density more development~~ such as ~~undesirable changes to the character of impacts to the~~ established parts of the neighborhoods, loss of tree canopy, and increased traffic congestion.

~~Multifamily~~ More intensive residential development should be located adjacent to neighborhood commercial zones in order to ~~avoid conflicts with low density areas and~~ concentrate ~~residential densities~~ more neighbors in areas that will support public transit. The improvement or redevelopment of existing commercial centers, rather than expanding commercial areas, ~~makes more sense~~ is preferred in the context of Finn Hill. The Finn Hill Neighborhood Center (Inglewood commercial area) in particular has strong potential for redevelopment and residents expressed a desire to see the amenities here updated and diversified. The Inglewood shopping center could support the inclusion of ~~more multifamily or diverse~~ a wider variety of housing in and adjacent to the center, particularly if doing so would justify additional transit services for the neighborhood.

Transportation around and through Finn Hill is currently car-centric. The existing trails and bike networks are much enjoyed and need further improvement. There is also a need for better connectivity up and down hills and towards key facilities such as schools, parks, and shopping centers. Forming a safe network of sidewalks and trails where walking is facilitated and comfortable is a major goal for Finn Hill. There are also concerns about traffic congestion during commute hours on key roads in Finn Hill, particularly Juanita Drive, which is the main north-south thoroughfare through the neighborhood. Finn Hill residents support exploring alternative public transit solutions to reduce the need for residents to use their personal cars, especially during heavy commute periods.

Overall, residents want to preserve the existing ~~character~~ features of the neighborhood while planning for the future.

2. Guiding Neighborhood Values

Finn Hill residents' vision for their neighborhood's future seeks to balance the preservation and enhancement of its natural environment with the challenges of accommodating regional growth. Ideas and values about parks and the natural environment are closely related to issues concerning land use and transportation. Since the Finn Hill Neighborhood Plan must be implemented through a series of goals and policies, this section is meant to lay out the guiding values and ideas that connect the goals and policies between and within chapters and provide a basis for the rest of the neighborhood plan.

Value 1: Promote human and wildlife connectivity through multifunctional, interconnected green spaces.

Neighborhood parks and green spaces should be connected into a continuous loop of woodland and trails. Key functions for these spaces include providing wildlife habitat, preserving forest canopy, protecting critical areas (including steep slopes), providing ~~hiking and walking~~ active and passive recreation opportunities, and providing opportunities for biking that does not conflict with pedestrians. Ideally, the woodlands and trails would create a pervasive sense of connection with the natural environment. Additionally, they would support a broad, neighborhood-wide network of pedestrian sidewalks, paths, and bikeways that would knit Finn Hill's two commercial areas more closely with the neighborhood.

Value 2: Provide a consistent land use pattern that supports the neighborhood's ~~desire to retain its low density character~~ housing, retail, and service needs.

A range of low-density single-family zoning exists ~~from four to eight dwelling units per acre, or equivalent to RSA-4 to RSA-8 zoning in the neighborhood~~. A patchwork of zoning districts exists where lower ~~density residential intensity~~ intensity surrounds smaller islands of higher ~~single family density residential intensity~~ intensity zones. The neighborhood's residential zoning should minimize small pockets of zoning that ~~allow residential development at densities and in forms that are inconsistent with surrounding homes are inconsistent with one another~~. As part of the neighborhood planning process, and depending on the topography, environmentally critical areas, existing street network and surrounding development, changes in land use ~~to lower or higher density may~~ be appropriate to provide a more consistent land use pattern. (See Land Use Section 6 for additional discussion).

Value 3: Protect critical areas and preserve tree canopy cover and wildlife habitat to maintain the natural environment.

For critical areas including landslide hazard areas, the neighborhood should examine regulatory options for increased protection of these areas and connecting them to the broader green space network citywide (see Value 1, above). These include:

- a. Regulating development on geological hazard areas and streams and wetlands;
- b. Zoning approaches such as encouraging clustering of lots or structures to reduce impacts on slopes and retain more trees;
- c. Requiring protective covenants or open space easements to protect critical areas; and
- d. Purchasing property containing critical areas.

See Section 4, Natural Environment, for more discussion.

Value 4: Develop the neighborhood commercial districts into pedestrian-oriented villages that are human in scale, provide needed services and gathering places within walking distance of residential, support transit options, are developed with sensitivity to the neighborhood's environmental and traffic concerns, and ~~maintain~~ improve the neighborhood's ~~character~~ design.

This value complements Neighborhood Value 2 above and is based on the principles of the "10-minute walkable neighborhoods" concept discussed in the Land Use Element of the Comprehensive Plan. This concept emphasizes

accessibility and walkable destinations, and it has already been implemented in other neighborhoods of Kirkland. ~~Finn Hill residents have expressed an openness to considering~~ Consideration of denser multifamily more intensive residential development near existing commercial districts in order to diversify residential housing choices (including affordable housing and housing for seniors), enhance shopping amenities, and improve transit options should be explored.

Value 5: New development in the neighborhood should be in keeping with the neighborhood's vision of preserving and enhancing Finn Hill's natural environment.

Land use changes and development review decisions should reflect the vision statement and the goals and policies of the neighborhood plan.

Residential and commercial development applications should be evaluated carefully with regard to their impact on transportation in and out of the neighborhood. They should particularly be evaluated in regard to commute congestion, their impact on the neighborhood's tree canopy, and their impact on surface water quality and flow management.



Denny Fest Summer Event

3. Historical Context

Prior to European settlement, Douglas fir, western hemlock and western red cedar forests dominated Kirkland and Finn Hill. Fire was the major disturbance in the ecosystem, after which both understory shrubs and canopy trees would regenerate.¹

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.

Just south of Finn Hill at the mouth of Juanita Creek was a settlement of the Duwamish tribe called *TUHB tuh-byook'w*. It was occupied by members of the Duwamish tribe and was part of a larger group of settlements on the eastern shore of Lake Washington in what is now Kirkland.² These settlements were abandoned in the mid- to late-19th century after the Duwamish ceded 54,000 acres of land under the 1855 Treaty of Point Elliott.³

Early European settlers of Finn Hill were predominantly of Finnish descent. The first families settled ~~in 1896~~ near the turn of the 20th century; some of the 55 families in the area include the Reinikainen (later changed to Raine), Norman, Mielonen, Peltonen, Lindquist, Jarvi, Salmonson, and Haapa families.⁴⁻² The area was initially attractive to Finnish immigrants due to its affordability and its status as previously logged land. These settlers purchased several acres of land on Finn Hill and began the hard work of clearing stumps and preparing the land for agricultural use. Fruit, dairy, and vegetables were among the crops grown.

The Finnish language was widely spoken within this emerging community, and – traditional Finnish customs, such as sauna use (Families would share Finnish-style bathhouses heated with wood) played a central role in daily life. At one time there were ~~three~~ several halls for community dances, plays, and other programs gathering. A "Finn Hall" served as the hub for activities including dances, plays, and other programs. The presence of the halls was integral to community life during much of the early 20th century.

By the mid-1950's the small farms were beginning to be subdivided, fueling a rapid expansion in housing on and around Finn Hill. New elementary schools were built and were quickly filled, and the population continued to grow into the 1960's. During this period of growth, residents deeply valued their access to the woodlands and open spaces. Photos from this time show the forested areas become steadily more mature, with many faster-growing cottonwood, alder, and maple, but also now including plenty of maturing second growth maple, Douglas fir, and some redcedar.

As elsewhere in Kirkland, these early settlers first logged the area, then burned and pulled out the massive stumps left behind to prepare the land for agriculture. The Woodins Logging Co. had a tramway to take the logs from the top of the hill to Juanita Bay. Fruit, dairy, and vegetables were among the crops grown.

In 1960, when the Inglewood Presbyterian Church relocated from ~~the~~ the Inglewood neighborhood in South Kenmore to 141st Street on Finn Hill, the Inglewood name began to be used in association with the top of Finn Hill, where a concentration of businesses would later emerge. — now part of Finn Hill and the area of — Today, the area features Finn Hill's largest commercial development — was first platted and named by L.A. Wold in 1888.⁵

As Seattle was preparing for the 1962 World's Fair, and the 10,000,000 people who would be coming to experience it, the Evergreen Point Floating Bridge was completed to connect Kirkland to Seattle. This, among other factors, led to a sharp increase in the population of communities on the Eastside, including Kirkland and Finn Hill. In the 1970s Paul Kirk designed a unique subdivision into 21 circular one-acre lots surrounded by common open space in the southeast area of Finn Hill.

O.O. Denny Park is named for Orion Denny, son of Seattle founder Arthur Denny. The property was Orion's country estate and his widow willed it to the City of Seattle. The property was later used as a summer camp for kids before becoming open to the public as a park.

~~As Seattle was preparing for the 1962 World's Fair, and the 10,000,000 people who would be coming to experience it, the Evergreen Point Floating Bridge was completed to connect Kirkland to Seattle. This led to a sharp increase in the population of communities on the Eastside, including Kirkland and Finn Hill.~~

Today, ~~single family~~ residential ~~uses has have~~ replaced farms and agriculture. Finn Hill was annexed into Kirkland in 2011.



The Benjamin Reinikainen family, circa 1908, the first family to build on Finn Hill (east of Lake Washington).

Photo from the Barrie and Raine/Snow Collections.

¹ Halpern, C. B., & Spies, T. A. (1995). Plant species diversity in natural and managed forests of the Pacific Northwest. *Ecological Applications*, 5(4), 913-934.

² ~~Coast Salish Villages of Puget Sound. Located at: http://coastsalishmap.org/new_page_6.htm.~~

³ ~~Viltos Rowe, Irene. Waste Not, Want Not—The Native American Way.~~

^{4,2} ~~Kirkland Heritage Society records; Radford, Barbara. What's in a Name located at: <http://finnhillalliance.org/2013/12/whats-in-a-name-2/>.~~

⁵ ~~Majors, H. M. (1975). Exploring Washington. Van Winkle Publishing Company.~~

4. Natural Environment

The goals and policies herein build on the citywide Comprehensive Plan Environment Element policies. What is unique about the Finn Hill Neighborhood is the amount of forested hills, natural stream corridors and shoreline areas concentrated within the City of Kirkland, which is reflected in the neighborhood's vision statement on protecting the local natural environment.

During the development of the Finn Hill Neighborhood Plan, the following priorities were emphasized through community outreach exercises:

- ’ Conserve the natural environment, including tree canopy, wildlife habitat, streams, and wetlands.

Restrict and enforce development standards to protect critical areas, including streams, wetlands, and steep slopes susceptible to erosion and landslide hazards.

Provide wildlife corridors and recreational connectivity.

Ensure development standards protect the natural environment and forested neighborhood character.

Goal FH-1: Protect and enhance Finn Hill Neighborhood's natural environment.

Protect and enhance the natural environment by retaining native topography, tree canopy, and stream and wildlife corridors, which are key to stabilizing steep slopes, controlling storm water, and preserving [the ecosystem of the neighborhood character](#).

Goal FH-2: Require new development to preserve and protect ecosystem functions.

Compliance with the Zoning Code regulations regarding tree retention, critical areas, and geologic hazardous areas is necessary to ensure that new development, redevelopment and land surface modification meet neighborhood expectations and relevant goals and policies.

Trees and Forest Ecosystems

Goal FH-3: Maintain a healthy, sustainable urban forest through the protection and restoration of native trees, vegetation, and soil.

To protect Finn Hill's neighborhood character and natural environment, concern for existing and future urban tree canopy coverage (UTC) emerged as a neighborhood priority. The benefits associated with protecting Finn Hill's tree canopy include:

- ’ High tree canopy coverage contributes to lower storm water runoff volumes, lower peak stream flows and fewer flooding incidents.

Protecting native vegetation reduces soil erosion, preventing sediment and other pollutants from entering streams and Lake Washington.

Preserving continuous tree canopy is important for maintaining wildlife habitat and providing wildlife corridors.

Protecting native trees and vegetation helps to protect soil ecosystems. In return, soils and the communities of microorganisms that they support are important in supporting healthy native trees and vegetation.



Policy FH-3.1: Preserve and restore tree canopy throughout the neighborhood.

Maintaining tree canopy is a priority for the entire Finn Hill Neighborhood. See section below regarding the Holmes Point Overlay area (HPO), where a tree canopy goal for the area is established to help preserve steep slopes, soil, vegetation and trees through designated protected natural areas. Other Zoning Code regulations require that open space covenants and easements be recorded on property to protect critical areas and slopes, in conjunction with strong development standards described in Policies FH-3.2, FH-4.6 and FH-4.9.

Preserving forest canopy and ecosystem function is also achieved through public purchase of land. Implementation of many of the strategies in the Kirkland Urban Forestry Strategic Management Plan also works toward achieving this policy.

Policy FH-3.2: ~~Establish~~ Maintain regulations to protect trees during development, particularly large native trees and groves, and require restoration of trees, vegetation and soil impacted by development.

Strengthening tree retention regulations is a major concern of the Finn Hill community residents. The majority of residents support more stringent limits on tree removal, including the need for enforcement of adopted regulations. Residents want protection of existing trees, retention of tree canopy and restoration of impacted areas.

Protecting mature trees is important for the aforementioned reasons, as larger trees substantially improve air quality, mitigate storm water, reduce heat island temperatures, sequester more carbon, offer diverse wildlife habitat opportunities and contribute to ~~neighborhood character~~ the vibrancy of Finn Hill. Emphasis should be on retaining and replanting native tree species such as Douglas fir, vine maple and madrone trees.

The City should improve and enforce regulations which may result in amending Chapter 70 KZC, Holmes Point Overlay, and Chapter 95 KZC, Tree Management and Required Landscaping regulations.

Policy FH-3.3: Protect soil quality during development.

Protecting and enhancing soil quality focus not just on characteristics such as nutrient availability, but also focus on soil biological activity, organic matter content, water infiltration, and soil structure. Therefore native soils should be kept intact as much as possible, preventing soil compaction, erosion and removal during construction activities. Soil quality can be protected by (1) reducing the allowable clearing and grading areas; (2) limiting disturbance to native soils during construction; (3) applying protective layers of mulch blankets over soils where heavy equipment access is required; (4) complying with erosion control requirements; and (5) salvaging and storing native topsoil for reapplication to the site. Low impact development techniques and soil requirements for planting new native trees and vegetation are encouraged in the Zoning Code to implement this policy.

In addition to these policies that address tree protection, the policies in the Holmes Point Overlay section below are also relevant.

Streams, Wetlands, and Shorelines

Finn Hill contains many streams, particularly along the western edge of Lake Washington's shoreline, and a number of wetlands (See Figure FH-4.1). The residents of Finn Hill feel strongly that streams, wetlands and the Lake Washington shoreline habitat should be protected and restored. These values are consistent with adopted policies in the Environment and Shoreline Area Elements of the Comprehensive Plan, regulations in Chapter 90 KZC, Critical Areas: Wetlands, Streams, Minor Lakes, Fish and Wildlife Habitat Conservation Areas, and Frequently Flooded Areas; Chapter 83 KZC, Shoreline Management, and City-sponsored volunteer restoration programs.

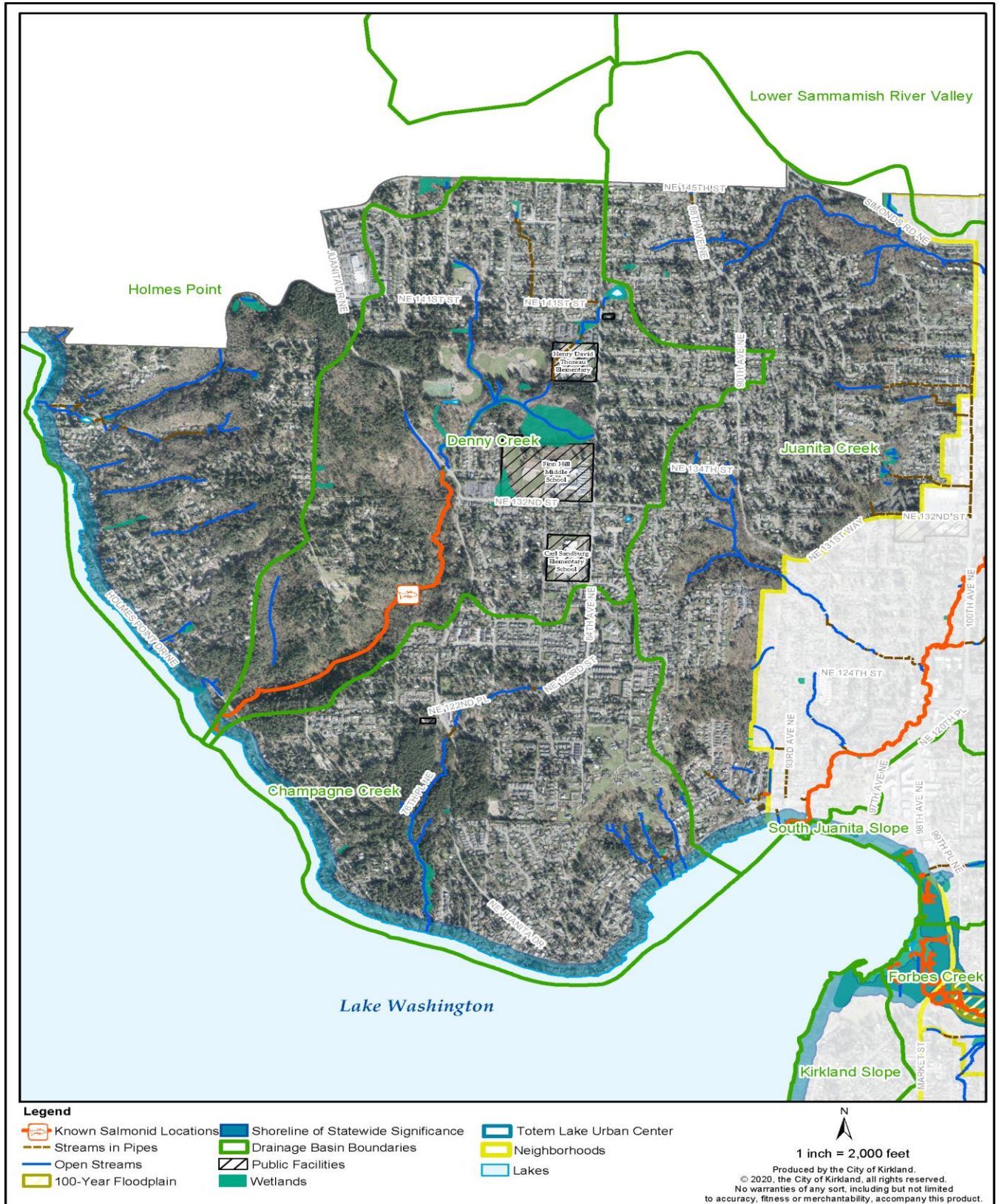


Figure FH-4.1: Finn Hill Wetlands, Streams, and Lakes

Goal FH-4: Preserve and restore streams, wetlands and shorelines and protect their biological integrity, including in-stream and adjacent riparian habitat.

Policy FH-4.1: Encourage public and private property owners to protect and enhance streams, wetlands, and buffers for wildlife habitat and corridors.

The 2014 Surface Water Master Plan includes an inventory conducted for Finn Hill prior to annexation which describes techniques property owners and the community can do to improve streams and wetlands, including:

- Removing trash debris from streams and wetlands.
- Removing structures or barriers to improve fish passage.
- Restoring stream channels and buffers to improve habitat.
- Monitoring streams and wetlands for invasive species.
- Adding woody debris to streams.
- Removing invasive species from buffers and planting with native vegetation.
- Educating residents about stream bacterial loads caused by pet waste.

The neighborhood, in cooperation with the City's Green Kirkland Partnership program, can help restore streams, wetlands and forested areas. The Finn Hill ~~Neighborhood Alliance in~~community, in cooperation with the City and neighborhood groups, can disseminate information encouraging property maintenance that will preserve and enhance the quality of neighborhood streams and wetlands.

Policy FH-4.2: Work with public and private property owners on education and compliance with shoreline regulations and to enhance shoreline habitat along Lake Washington.

Development located within the jurisdiction of the Shoreline Management Act must comply with the state and local shoreline regulations in Chapter 83 KZC. Kirkland is a Green Shores™ for Homes (GSH) pilot city. GSH is a voluntary incentive-based program designed specifically for shoreline properties. Other shoreline habitat policies for Kirkland are contained in the Shoreline Area Chapter of the Comprehensive Plan and the Parks, Recreation and Open Space (PROS) plan.



Surface Water

Unmanaged surface water contributes to environmental degradation through reduction in water quality, erosion of ravines and streams, and flash flooding. Preventing and minimizing these adverse impacts are important to the Finn Hill Neighborhood. Implementing Low Impact Development (LID), which encourages infiltrating surface water on site, and other techniques to reduce surface water volume and pollution, are the main approaches for addressing surface water. LID techniques improve water quality by filtering surface water before entering Lake Washington.

City policy and regulatory documents that address these issues are the Surface Water Master Plan (SWMP), Chapter 15.52 KMC and Chapter 90 KZC, Critical Areas: Wetlands, Streams, Minor Lakes, Fish and Wildlife Habitat Conservation Areas, and Frequently Flooded Areas. The SWMP includes an inventory of surface water issues in Finn Hill that should be implemented as resources are available. Policy FH-4.1 above lists several techniques that property owners can do to improve stream corridors.

Policy FH-4.3: Use natural storm water solutions to protect fish and other aquatic organisms (e.g., low impact development reducing runoff from impervious surface area).

~~Residents support use~~ Use of low impact development (LID) techniques such as rain gardens, pervious paving, cisterns, land conservation, green roofs, bio-swales, infiltration systems such as trenches and drywells, and other forms of bioretention, curb extensions, cascades, and porous gutters are encouraged.

Policy FH-4.4: Educate property owners and residents to prevent point and nonpoint source pollution to improve water quality in local streams and Lake Washington.

The City together with the Finn Hill Neighborhood Alliance and other community groups should provide educational awareness and enforcement programs to help prevent point and nonpoint source pollution.

Policy FH-4.5: Conduct retrofit planning for existing conditions with the goal of improving hydrology and water quality consistent with the Surface Water Master Plan.

Retrofit planning is the development of storm water flow control and water quality treatment facilities to serve existing development that does not currently have such facilities, or that has facilities designed to old or out-of-date standards. Facilities can be either decentralized small ones that serve individual streets or buildings, or regional large facilities that serve multiple buildings and streets.

Slopes and Geologically Hazardous Areas

Finn Hill's topography includes many steep slopes and stream corridor ravines, particularly on the east, south, and west edges of the neighborhood (see Figure FH-4.2a: Finn Hill Landslide Susceptibility). These geologically hazardous areas and ravines are susceptible to erosion and landslides, particularly if disturbed and existing vegetation is removed. Soils susceptible to seismic hazards (including liquefaction) are generally located in areas containing wetlands (see Figure FH-4.2b: Finn Hill Liquefaction Potential).



3-Dimensional Model of Finn Hill Topography

Source: U.W. Green Futures Lab

Chapter 85 KZC, Critical Areas: Geologically Hazardous Areas, establishes the regulations applied to development on property containing geologically hazardous areas. In Seismic and Landslide Hazard Areas, development activity is subject to increased scrutiny and must comply with regulations to control erosion contained in KMC Title 15, along with Chapter 70 KZC, Zoning Code Holmes Point Overlay; Chapter 95 KZC, Tree Management and Landscaping; and the critical area regulations for wetland and streams in Chapter 90 KZC.



Figure FH-4.2a: Finn Hill Landslide Susceptibility



Figure FH-4.2b: Finn Hill Liquefaction Potential

Policy FH-4.6: Protect moderate and high landslide areas by limiting development and maintaining existing vegetation.

Controlling erosion and preventing landslides is a desired goal expressed by Finn Hill residents.

~~Consistent with the regulations for property containing geologically hazardous soils in the City's codes, standards for limiting development on steep slopes should include:~~

~~— Conduct slope stability and structural analysis to minimize damage to life and property.~~

~~— Retain steep slopes in a natural condition through the creation of greenbelt easements.~~

~~— Locate development away from steep slope areas and drainage courses to preserve significant groupings of native trees and vegetation. Flexibility in lot size, clustering of housing units and placement of proposed improvements may be necessary to achieve this.~~

~~— Restrict lot coverage to retain vegetation and consider policies controlling setbacks.~~

~~— Control surface water runoff at predevelopment levels.~~

~~— Retain watercourses and wetlands in a natural state.~~

~~— Retain native trees and vegetation to the maximum extent.~~

Holmes Point Overlay

The Holmes Point Overlay (HPO) area is generally located west of Juanita Drive (see Figure FH-4.3). The HPO is dominated by the largest area of sensitive environmental features in the City, including stream corridors, steep slopes greater than 40 percent, and slopes susceptible to moderate and high landslide and erosion hazards.

The Holmes Point Overlay zone is a regulatory overlay with the purpose of providing increased environmental and tree protection in the Holmes Point area. The HPO regulations have existed in King County since 1999 and were carried over to Chapter 70 KZC with the 2011 annexation.

The intent of the HPO overlay is to limit the amount of site disturbance on lots in order to protect vegetation, tree cover and wildlife, retain natural topography, protect potentially geohazardous slopes, reduce ~~visual potential~~ impacts of development, and ~~maintain advance the community nature-oriented character~~ priorities of the community. The HPO regulations limit maximum lot coverage and provide greater tree retention requirements beyond what is allowed outside the HPO, and require a portion of the lot to be designated for tree and vegetation retention in perpetuity as a Protected Natural Area (PNA).

Policy FH-4.7: Protect, enhance and restore trees in the HPO with a tree canopy goal of 60 percent.

Tree and canopy protection is a significant concern of ~~Finn Hill residents~~ the neighborhood. The environmental conditions in the HPO area mentioned above justify a higher level of tree retention in order to help maintain a tree canopy of 60 percent within the Holmes Point Overlay zone compared to the tree canopy goal for the rest of the City at 40 percent (see Environment Element of the Comprehensive Plan).

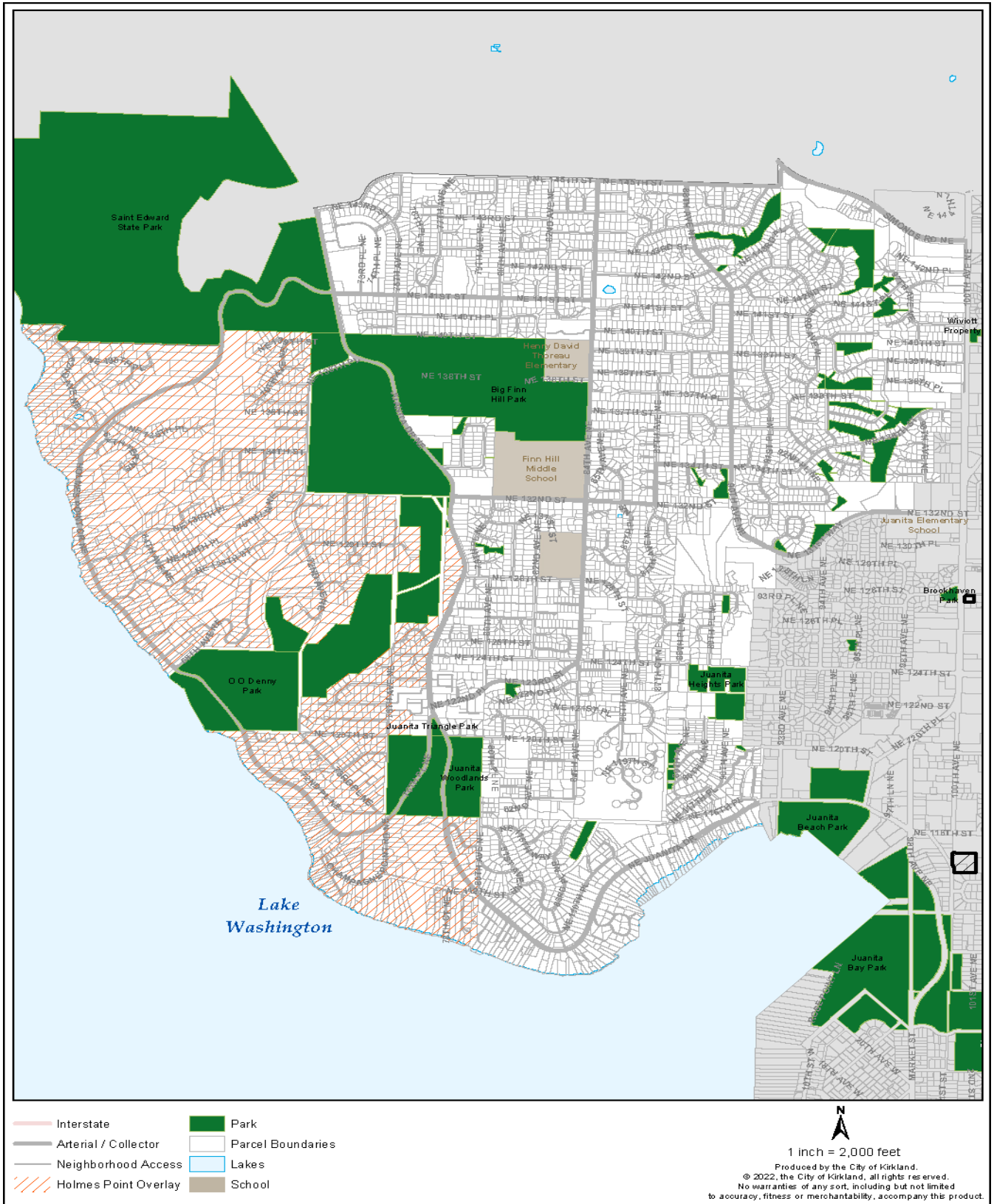


Figure FH-4.3: Holmes Point Overlay



Policy FH-4.8: Strengthen the regulations and enforcement of the Holmes Point Overlay (HPO).

To meet the canopy goal, the neighborhood supports clarifying and strengthening the HPO regulations. ~~Concerns are that during the development review process a greater number of trees are removed than the intent of the HPO regulations allows.~~ Because of environmental, topography or constraints of development such as location of vehicular access or utilities, the number of lots or residential density allowed by zoning may not be achievable in all cases. Balancing the intent of the HPO policies and regulations for greater retention of trees and natural areas with property rights and the underlying zoning density will be necessary in order to meet the neighborhood goals and policies.

Policy FH-4.9: Limit site disturbance and retain trees and native vegetation on slopes to avoid or minimize damage to life and property.

Because of the natural constraints of the HPO area discussed above, development in the HPO area should be subject to the ~~following~~ development standards and as contained in Chapter 70 KZC, Holmes Point Overlay Zone; Chapter 85 KZC, Critical Areas: Geologically Hazardous Areas; and Chapter 90 KZC, Critical Areas: Wetlands, Streams, Minor Lakes, Fish and Wildlife Habitat Conservation Areas, and Frequently Flooded Areas:

- ~~Limit the amount of site disturbance.~~
- ~~—Limit the amount of impervious surface or lot coverage.~~
- ~~—Retain a percentage of lot in open space.~~

- ~~—Retain trees and natural vegetation and soils to a greater extent than outside the HPO.~~
- ~~—Preserve and protect natural areas in perpetuity within an easement recorded on the property.~~
- ~~—Provide supplemental replanting of native vegetation, evergreen trees and soil enhancement.~~
- ~~—Cluster lots, limit site disturbance and locate vehicular access away from the steepest slopes.~~
- ~~—Prepare geotechnical report and slope stability analysis.~~
- ~~—Retain and enhance watercourses.~~

~~Review and approve short plats and subdivisions with integrated development plans so that the amount of site disturbance for locating structures, utilities, access and tree retention/removal is determined prior to beginning construction.~~

~~*Policy FH 4.10: Encourage clustering development away from slopes susceptible to moderate and high landslide potential to retain natural topography, vegetation and avoid damage to life and property.*~~

~~Clustering of development away from slopes should be a priority during development review to retain topography, trees, and vegetation and minimize disturbance to moderate and high landslide hazard slopes. A qualified geotechnical engineer or engineering geologist may make other recommendations to be implemented during the permit review and construction phases of development.~~

Policy FH-4.11: Conduct a neighborhood education program on the importance of tree retention, planting of native vegetation and HPO regulations.

Educational programs for property owners, developers, and tree removal companies on topics such as tree maintenance and HPO code requirements would encourage stewardship of the urban forest and citizen awareness of violations to help achieve the goals of the HPO. Property owners could also be encouraged to increase planting native vegetation and trees. The City and neighborhood should partner together to conduct educational programs to support the intent of the HPO regulations.

Wildlife Habitat

~~Finn Hill residents greatly value the~~ The fish, plants, and wildlife that live in the neighborhood are highly valued and strongly support exists for protecting and restoring wildlife habitat. Wildlife habitat areas provide food, protective cover, nesting and breeding areas, and corridors for movement for native plants, fish, or wildlife, including but not limited to threatened, endangered, migratory and priority species. There are several known eagles' nests located on the west side of Finn Hill above Lake Washington as well as herons, owls, pileated woodpeckers, and coyotes in the neighborhood.

Historically, Finn Hill was blanketed with a dense conifer forest, including Douglas fir, western red cedar, and western hemlock. Forest fires were frequent occurrences resulting in a patchwork of conifer forest and burned areas dominated by native shrub species, including vine maple, huckleberry, salal, and Oregon grape. While it is impossible to return to these conditions, an ideal urban forest provides wildlife habitat and corridors that reflect the habitat requirements of key species.

Previous sections Slopes and Geologically Hazardous Areas, Trees and Forest Ecosystems, and Streams, Wetlands, and Shorelines build on the policies below. The funding policy identified in Policy FH-3.1 will be instrumental in setting aside land for wildlife habitat. In addition, the Green Loop discussed in Section 5 (Parks and Open Space) provides an opportunity to improve, connect, and protect wildlife corridors.

Finn Hill already contains a number of protected open space and natural areas (See Figure FH-4.3). These are managed by multiple governmental bodies, including City of Kirkland, City of Seattle, and King County. The continued preservation of these protected areas will require cooperation between Finn Hill residents and these entities.

Policy FH-4.12: Promote and educate the public about wildlife and backyard habitat, in conjunction with Kirkland's designation as a certified Community Wildlife Habitat by the National Wildlife Federation.

Additional opportunities for improving wildlife habitat that could be explored include encouraging safe snag tree retention on private property, shadier riparian areas, and pollinator corridors.

5. Parks and Open Space

Finn Hill includes 389 acres of parks and open space (38 percent of the city's park land). Finn Hill contains parks owned by several different public agencies (Figure FH-5.1). These include a portion of St. Edward State Park, Big Finn Hill Park, and O.O. Denny Park. Other neighborhood recreational facilities that are not always publicly accessible include school facilities with outdoor sports fields and indoor gymnasiums.

~~Finn Hill residents place a high value on parks and preserving natural areas (discussed in Section 4, Natural Environment).~~ Priorities discussed in this chapter are open space conservation, desired improvements to existing parks, expansion of park land, creating a Green Loop Corridor, pedestrian and bike trails, and improved access to Lake Washington.

Green Loop Corridor

Goal FH-5: Establish a Green Loop Corridor that circles the neighborhood connecting parks, open spaces, pedestrian trails, wildlife corridors and natural areas, as shown in Figure FH-5.1.

The neighborhood desires a Green Loop Corridor that could link current parks, open spaces, forested areas, natural areas, and pedestrian trail and street systems to promote active recreation and environmental preservation in Finn Hill. Figure FH-5.2 shows the location for the priority segments of the Corridor that should be established first.



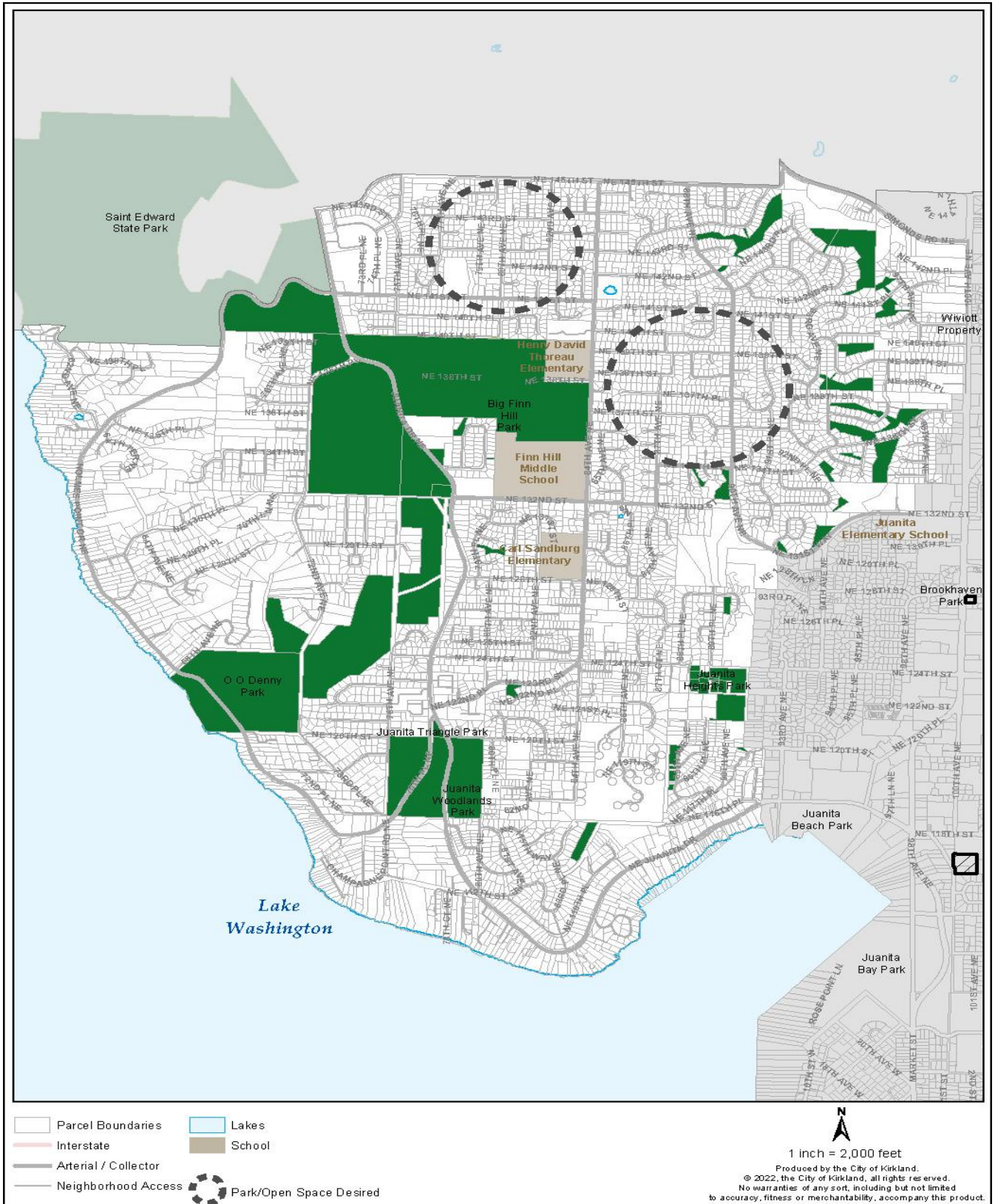


Figure FH-5.1: Finn Hill Parks and Open Space

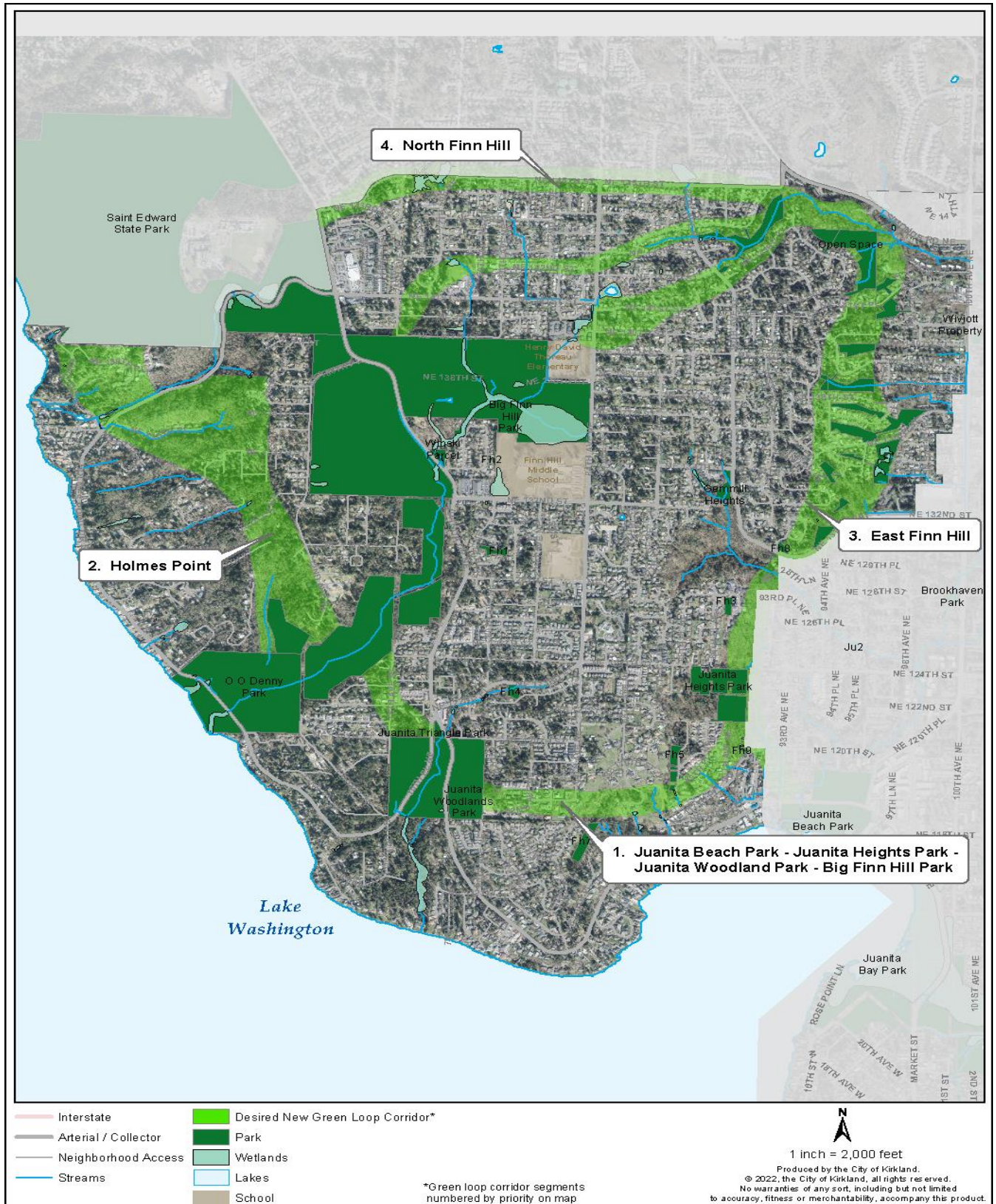


Figure FH-5.2: Green Loop Corridor and Development Priorities

The Green Loop Corridor concept promotes policies in the Kirkland Parks, Recreation and Open Space Plan (PROS Plan) of creating a Finn Hill Connection greenway and connections to the Lakes to Locks Water Trail.

Policy FH-5.1: Develop a Master Plan for the Green Loop Corridor using a public review process under the direction of the Park Board that:

’ Includes the location, design and functions for the different segments.

Promotes uses that meet the diverse needs of people for recreation, including walking, hiking, wildlife viewing, dog walking, and other forms of recreation.

Prioritizes the segment of the loop connecting the Lake Washington shoreline to the top of Finn Hill, Juanita Beach Park to Juanita Heights, Juanita Woodlands and Big Finn Hill Park (see Figure FH-5.2 for priority locations).

Maintains and promotes retention of native vegetation and trees in natural areas, wildlife protection, stream and fish protection.

Encourages public and private restoration efforts to remove invasive plant species and plant native herbaceous plants, shrubs, and trees.

Policy FH-5.2: Through the development review process, secure public easements or greenbelt easements to provide public access and preserve natural areas within the Corridor.

It will be necessary to obtain public access easements over private property to connect the Corridor together with public parks, open space and public rights-of-way. One way to do this would be to obtain public access easements as part of the development review and approval process of a short plat or subdivision application in order to link pedestrian connections within the Corridor.

Funding mechanisms could also be explored for acquisition of land, trails or easements needed to create improvements within the Green Loop Corridor such as through the Capital Improvement Program, grants or donations from nonprofit organizations. For example, development impact fees could be set aside for the acquisition of green space needed to create the Green Loop Corridor.



Parks

Residents of Finn Hill desire improvements to the existing parks, acquisition of land for parks, new or improved signage, new activities, maintenance and preservation. The Parks, Recreation, and Open Space (PROS) plan identifies some of the same desired improvements requested during the public outreach for this neighborhood plan.

As not all parks in Finn Hill are owned by the City of Kirkland, the City and the neighborhood should engage King County and the State in a public planning process for the development and improvement of all the parks in Finn Hill.

Goal FH-6: Improve existing parks and open spaces, strengthen local connections with nature and promote neighborhood parks.

Policy FH-6.1: Consider and implement facility improvements to existing City owned parks and help facilitate improvements to non-City owned parks in coordination with other agencies.

The neighborhood has identified desired improvements to the following parks:

At Big Finn Hill Park: community gardens or P-patches, dog parks, and addressing conflicts between biking and walking user groups.

At Juanita Heights Park: provide improved signage and wayfinding for public access, and move the park entrance to NE 124th Street.

At O.O. Denny Park: new picnic and BBQ facilities, swimming facilities, and improved connectivity to Big Finn Hill Park. Shoreline and forest restoration plan, pest management strategy.

At Juanita Triangle Park and Juanita Woodlands Park: improved signage and wayfinding.

Finn Hill Middle School: Potential City-School Wetland Partnership (PROS Plan).



Policy FH-6.2: Preserve significant natural areas for recreation, for residents to connect with nature, and for habitat protection at all parks, including:

At Juanita Heights Park: Explore potential expansion to preserve and protect existing forest and provide trail connectivity, explore land acquisition and/or public easements to ensure connectivity to Juanita Beach, and explore purchase of vacant lots on steep slopes (see Figure FH-5.3).

At O.O. Denny Park: Enhance shoreline natural areas by removing hard shoreline structures and creating soft vegetated shorelines to improve ecological functions.

Explore options for preservation at other parks.

Policy FH-6.3: Promote a variety of uses in parks, including walking and rolling trails, children's playgrounds, social gathering areas, off-leash dog areas and natural preservation.

As master development plans (formerly referenced as master plans) are developed for the various parks and open spaces within Finn Hill, the activities and improvements listed above should be considered.

Policy FH-6.4: Pursue acquisition of land and improvements for parks and open space as opportunities become available.

As property becomes available, the City and other organizations should look for new park opportunities and expansion of existing parks and open space. Areas acquired for public parks and open space preservation could also support the Finn Hill Neighborhood's desire to protect native tree canopy (see Natural Environment Policies FH-4.2, streams and wetlands, FH-4.3 wildlife preservation, FH-4.5 for hiking trails).

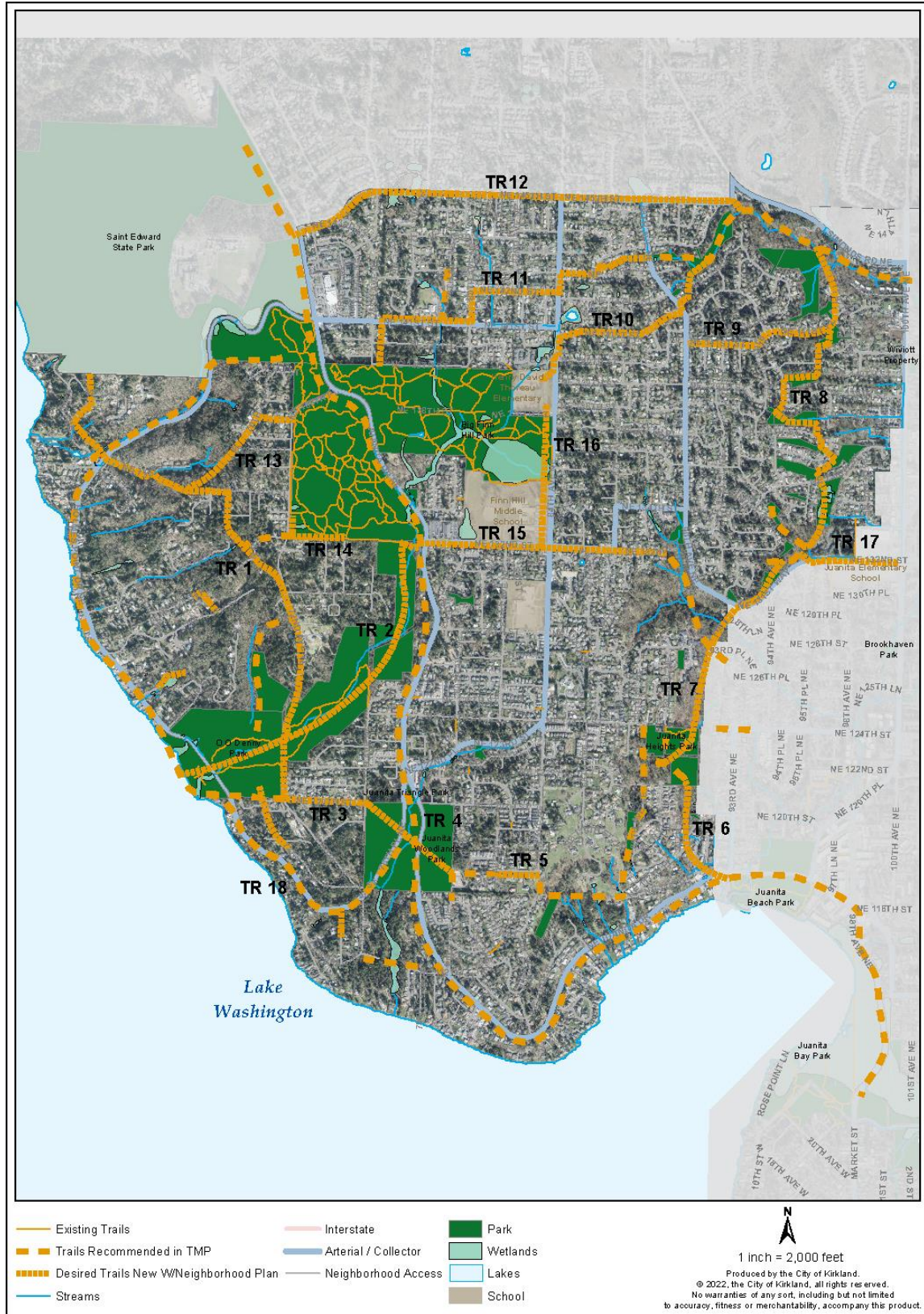


Figure FH-5.3: Finn Hill Trail System

Policy FH-6.5: Create smaller active neighborhood parks in the northeastern quadrant of Finn Hill.

The Kirkland PROS Plan indicates a level of service guideline of a park within a quarter mile of each household. Finn Hill residents desire new neighborhood parks in the northeast part of Finn Hill, where small parks within walkable distance are missing (see Figure FH-5.1).

Trails for Bikes and Pedestrians

~~Pedestrian and bicycle pathways~~ Pathways for walking, biking and rolling provide an important transportation function within the parks and open space system. While there is an extensive pedestrian trail system in Finn Hill, it is generally limited to parks. As reflected in the Vision Statement, Transportation and Mobility section and Green Corridor section above, Finn Hill residents would like to create and/or enhance trail connections within the neighborhood.

Goal FH-7: Expand the walking, hiking, and cycling trail system and connect detached parts of the neighborhood and parks with a focus on accessibility for all abilities.

Figure FH-5.3 shows the existing trail system and desired extensions that could be developed for recreational use in addition to ~~nonmotorized nonvehicular~~ pedestrian and bike systems.

Policy FH-7.1: Create and enhance pedestrian trail connections:

- ' Between Juanita Beach, Juanita Heights, O.O. Denny and Big Finn Hill Parks and Saint Edward State Park.
- Between areas of the neighborhood that are isolated or disconnected, including Hermosa Vista and Goat Hill.
- Connect with trail systems outside of the neighborhood.

Policy FH-7.2: Partner with local utilities, public agencies, and private landowners to secure trail easements and access for trail connections.

As discussed in Policy FH-5.2, public access easements will need to be acquired for both the Green Corridor Loop system and for trail connections.

Lake Washington Shoreline Access

There is a strong community desire for more publicly accessible waterfront areas, including for small nonmotorized watercraft. Existing public shoreline access is limited to O.O. Denny Park. Street ends with potential for public access could be improved.

Policy FH-7.3: Improve public street ends to provide lake viewing and public access to Lake Washington in compliance with the Shoreline Master Plan.

Consistent with other shoreline areas of the city, public right-of-way street ends in Finn Hill should be improved to allow public pedestrian and nonmotorized access to Lake Washington.

Policy FH-7.4: Restore public shorelines on Lake Washington to improve habitat, hydrology, and recreational opportunities.

Public parks and open space located along the shoreline should be restored with soft armoring techniques and native plants consistent with the policies contained in the Shoreline Area Element of the Comprehensive Plan.

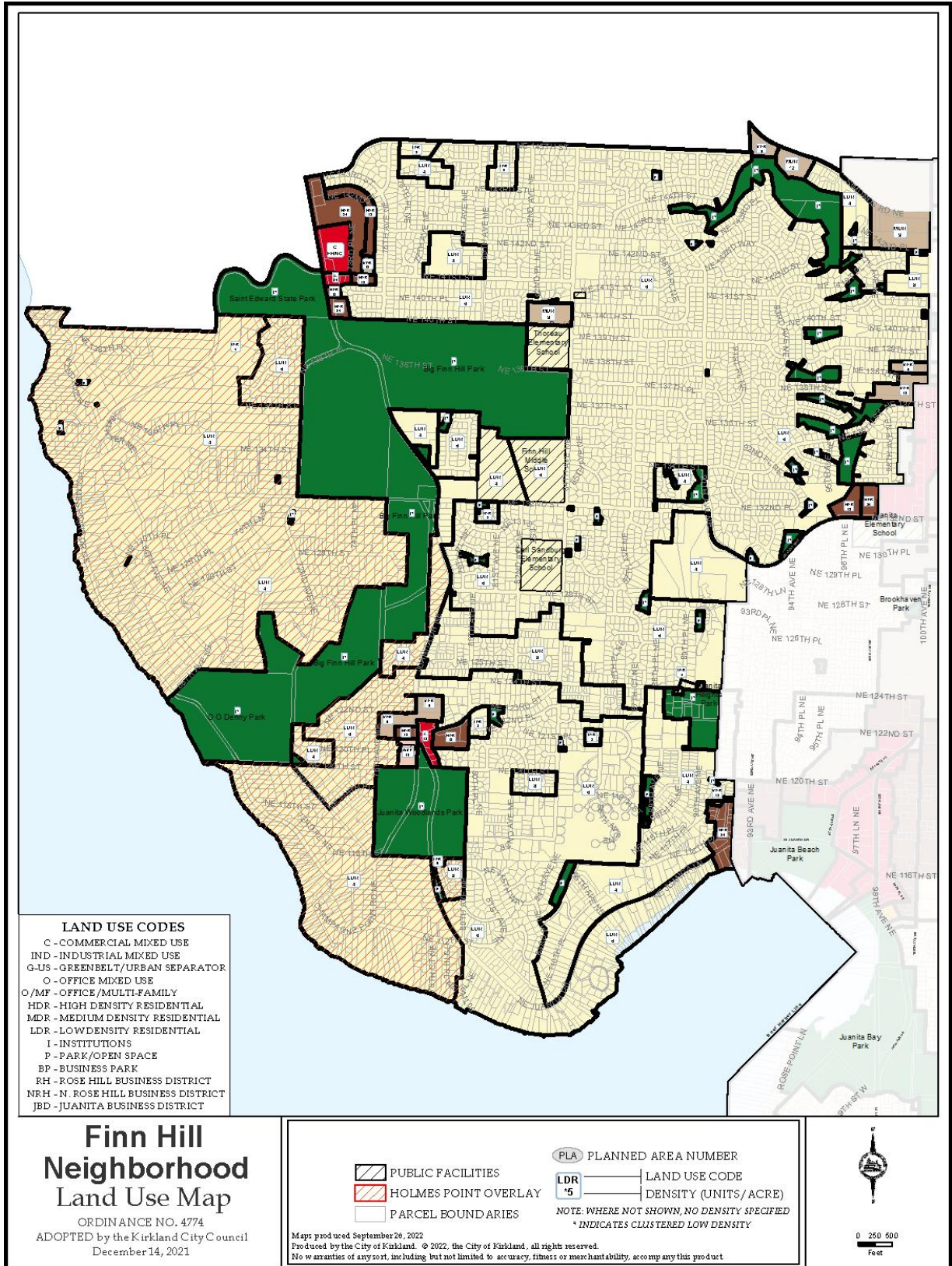


Figure FH-6.1: Finn Hill Land Use Map [Staff note: Neighborhood land use map will be updated to reflect the citywide Land Use map being amended in the Land Use Element.]

6. Land Use

Prior to the annexation of Finn Hill into the City of Kirkland in 2011, King County zoning allowed a broad range of residential densities resulting in a patchwork of inconsistent land use districts and islands of higher single-family intensity residential development density surrounded by lower density less intensive development patterns in some areas constrained by critical areas such as steep slopes, stream corridors and ravines. Figure FH-6.1 shows the land use districts map for Finn Hill. Approximately three percent of the land is zoned for multifamily moderate to high intensity residential use, and 80 percent zoned as low density intensity residential.

The neighborhood plan process provided an opportunity to evaluate the land use patterns, zoning district boundaries and residential density to be consistent with the Land Use Element and other policies in the Comprehensive Plan. In some areas a lower density or higher density is more appropriate. Land use and zoning changes were based on a variety of factors, including the existing density of development within each zone, surrounding development pattern, accessibility and street network, topography and proximity to commercial services. The neighborhood is supportive of the “10-minute walkable neighborhood” concept. This concept emphasizes that areas considered for an increase in density residential intensity should be near walkable within short distances of destinations such as retail, services, schools and parks.

Low-Density Single-Family Residential

Finn Hill Neighborhood contains a range of single family housing density types and intensities. The existing land use pattern is generally the same as designated by King County prior to annexation. As new and infill development occurs, streets, sidewalks and utilities are being brought up to City standards.

The Finn Hill community emphasized maintaining the low density residential character and natural environment of the neighborhood as a priority. Those neighborhood values for Finn Hill residents are noted in the Vision Statement and are reflected in the following goal.

Goal FH-8: Retain the residential character of the neighborhood's ability to provide access to safe, accessible housing regardless of age or ability, while preserving the natural environment and tree canopy while accommodating new development.

Policy FH-8.1: Limit development in environmentally sensitive or geologically hazardous areas, and minimize loss of native vegetation and tree canopy coverage.

The Finn Hill community supports limiting development in environmentally critical areas in order to mitigate disruption to wildlife, retain retention of tree canopy as much as possible, and conserve conservation of land for open space and parks are central to the growth strategy of Finn Hill. Development policies and standards are also discussed in Section 4, Natural Environment. Regulations may restrict or reduce allowed residential density development, especially in environmentally critical areas, steep slopes or the Holmes Point Overlay zone. Mechanisms to encourage preservation (e.g., greenbelt easements) are also discussed in Section 4, Natural Environment, and Section 5, Parks and Open Space.

Policy FH-8.2: Establish a logical development pattern with zoning district boundaries that take into account existing and planned land uses, vehicular access, property lines, topographic conditions, and natural features.

This policy seeks to address the patchwork of zoning in Finn Hill and to minimize islands reduce inconsistency of zoning districts surrounded by lower density areas in the neighborhood. In general, for most of Finn Hill's relatively flat land with a connected street network, the appropriate zoning is low density residential intensities should be evaluated in conjunction with the environmental restrictions of the neighborhood, with a range of six to eight dwelling units per acre (LDR 6-8; equivalent RSA 6 and RSA 8 zones). Some islands of low density RSA 8 zoning are surrounded by lower density zoning. For many areas located on steep slopes containing streams, wetlands, geologically hazardous areas, and large forested areas, the density is lower in order to provide added environmental protection (LDR 4 or equivalent RSA 4 zone).



~~The Holmes Point Overlay area requires a higher level of environmental protection (discussed in Section 4, Natural Environment) and therefore, there was neighborhood support to reduce residential density from what was in place at the time of annexation.~~

Policy FH-8.3: Allow alternative housing options that are compatible with ~~surrounding development~~ the needs of a diverse community.

A variety of housing styles provides housing choices for people ~~of~~ various abilities, backgrounds, stages of life and family living situations. Consistent with Citywide policies in the Land Use and Housing Elements, clustered housing, accessory dwelling units, cottage, carriage, and two/three unit homes should be encouraged in ~~low density zones~~ all less intensive residential areas.

~~Multifamily Residential~~

A range of ~~medium (MDR) and moderate to high-density (HDR) multifamily intensity residential zones (five to 24 dwelling units per acre) exists (comparable zoning RMA 5.0, RMA 3.6, RMA 1.8, RMA 2.4)~~ along major streets and surrounding the two commercial areas. ~~Medium density~~ More intensity is appropriate on the perimeter of ~~low density~~ residential areas with access to major streets. High ~~intensity density~~ residential is appropriate within and adjacent to the two mixed-use commercial areas where residential units have access to major streets, good, services, and potential for increased transit service.

Goal FH-9: ~~Medium and high density~~ More intensive residential development is ~~appropriate~~ encouraged adjacent to the two commercial areas.

~~Residents of Finn Hill support~~ ff focusing ~~medium and high more density~~ residential ~~zoning/~~ development around commercial areas is consistent with the City of Kirkland's Land Use Element, "10-minute walkable neighborhood concept," and ~~to~~ enhances commercial amenities and transit options.

Policy FH-9.1: Encourage development of affordable housing in ~~multifamily areas with more residential intensity~~ and within mixed-use commercial areas.

Affordable housing is best located when mixed with market-rate ~~multifamily~~ housing units and in areas with good access to transit, employment and shopping. As redevelopment occurs in the mixed-use commercial centers, affordable housing is encouraged consistent with Citywide policies and regulations. In addition, opportunities for affordable housing should also be considered and encouraged in ~~single family~~ areas with single detached homes.

Commercial Areas

Goal FH-10: Encourage neighborhood commercial areas to be mixed-use, pedestrian-oriented gathering places, and support the commercial needs of the neighborhood.

Finn Hill currently has two Neighborhood Business commercial areas designated by the Land Use Element (See Figure FH-6.1).

The larger commercial area in north Finn Hill is designated as the Finn Hill Neighborhood Center (known as the Inglewood shopping area). Appropriate uses for the Finn Hill Neighborhood Center are a mix of commercial uses, including office, retail, restaurants, hotels, and business services serving neighborhood and subregional markets, along with ~~multifamily~~~~multiunit~~/multi-use housing. Grocery stores should remain a high priority for this location. Architectural and site design should be pedestrian oriented, in scale with the surrounding residential neighborhood, and provide effective transition techniques between commercial uses and surrounding residential neighborhoods.

The southern commercial area is designated as the Holmes Point Residential Market in the Land Use Element. This area is appropriate for commercial uses to serve the local neighborhood and residential units above or behind commercial and office uses. Like the Finn Hill Neighborhood Center discussed above, new development should be pedestrian oriented and in scale with the surrounding residential area.

The intent of neighborhood business centers is to provide gathering places or central focal points with goods and services for residents within a 10-minute walking, biking or rolling radius. Design ~~review is~~regulations are required to ensure attractive site and building design that is compatible in scale and function, as well as character ~~with~~complementary of the surrounding neighborhood.

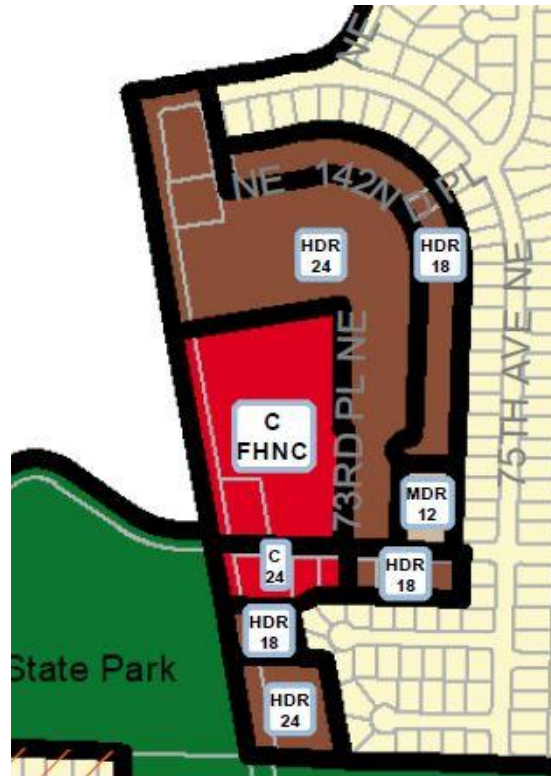
In multiple community workshops and surveys, Finn Hill residents identified that they would like better access to local commercial areas and amenities, as currently they need to travel outside Finn Hill for basic amenities. Additionally, there are insufficient connections (pedestrian, bike, car, and transit) between commercial areas and the surrounding neighborhood. Targeting new development to the two existing commercial areas was preferred to creating additional commercial zones.

The community identified restaurants, cafes, pubs, and locally owned retail stores as desired types of businesses. The community also expressed that future development should accommodate expanded transit services and alternative modes of transportation in order to mitigate for increased traffic congestion, increased housing density, and environmental degradation (see Section 7, Transportation and Mobility). Policies for each of the commercial areas and general urban design goals were developed based on these values.

Finn Hill Neighborhood Commercial Center

The Finn Hill Neighborhood Center is currently a one-story strip-mall style commercial development surrounded by two-story townhomes and offices to the south. Current uses include a grocery store, restaurants, a gas station, and a coffee stand along with one-story office buildings. ~~Finn Hill residents believe that t~~The Finn Hill Neighborhood Center is an underutilized resource ~~that is poorly is in need of more connections e~~connected to the surrounding neighborhood. ~~There are presently -(no public transit routes that come to the site and poor pedestrian and bike access via trails and sidewalks).~~ Additionally, traffic congestion in and around the area ~~is a major concern~~affects many.

Policy FH-10.1: Encourage the Finn Hill Neighborhood Center to be a mixed-use pedestrian-oriented neighborhood commercial area with improved public amenities, public transit, access for bicyclists walking biking and rolling trips, trails, and sidewalk connections. Allow for higher intensity mixed use development up to five stories if properties are consolidated, project includes a grocery store, public plazas, affordable housing, green building and sustainable site standards.

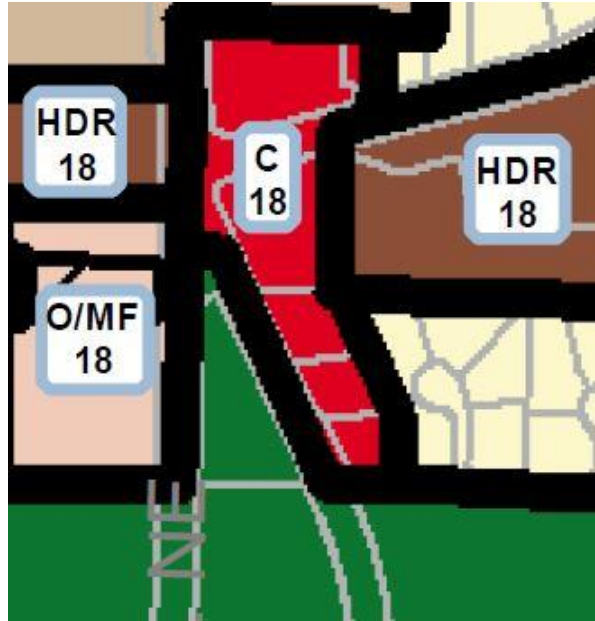


Should redevelopment occur north of NE 141st Street, the Finn Hill Neighborhood Center (FHNC) is envisioned as a pedestrian-oriented mixed-use development consisting of residential and commercial buildings, open space plazas, grocery store, small neighborhood retail stores, wine bars or pubs and improved transit service. ~~Building heights of three to five stories are appropriate.~~ To encourage redevelopment, ~~five stories higher intensity development~~ should be allowed if properties are consolidated, uses include a grocery store, the project includes public plazas, affordable housing, green building and sustainable site standards. Design ~~Guidelines for Pedestrian Oriented Business Districts regulations~~ should be used with attention to ~~the cost of building housing, sustainability,~~ architectural scale, massing and upper story step backs, and pedestrian connections.

South of NE 141st Street are several small parcels containing general and medical office uses. These parcels shall remain as Neighborhood Business.

Holmes Point Residential Market Commercial Area

The Holmes Point Residential Market area is currently a one-story strip-mall style commercial development surrounded by ~~multifamily and single family~~ housing ~~of varied intensities~~. Current amenities include a restaurant and gas stations. An office use is across the street to the west. ~~Finn Hill residents feel that it is an~~The underutilized resource that lacks public transit access, connections for ~~bicyclists active transportation, and including~~ connections for pedestrians with trails and sidewalks. Traffic congestion in and around the area is a major concern ~~of the~~ community, particularly on Juanita Drive and NE 122nd Place.



Holmes Point Residential Market is shown in red



Policy FH-10.2: Encourage the Holmes Point Residential Market area to be a neighborhood commercial area with improved amenities, public transit, connections for walking, bikebiking and rolling-connections, and trail/sidewalk connections.

Although smaller in scale than the Finn Hill Neighborhood Center, the Holmes Point Residential Market area is envisioned as a more energetic commercial development with small-scale neighborhood services and restaurants supported by the surrounding multifamily and low density residential neighborhood. Appropriate building height is up to three stories subject to the Design Guidelines for Pedestrian Oriented Business Districts.

Urban Design Principles:

~~Figure FH 6.2 shows the urban design assets in the neighborhood. These include views of Lake Washington and the Olympic and Cascade Mountains and the approximate locations for gateway features and activity nodes.~~

~~Goal FH 11: Enhance the urban design of Finn Hill commercial areas to strengthen neighborhood identity and create places for people to gather.~~

~~Policy FH 11.1: Promote the use of pedestrian-oriented design techniques as described in the Design Guidelines for Pedestrian-Oriented Business Districts, and the Design Regulations in Chapter 92 of the Kirkland Zoning Code.~~

The following design principles for the two commercial areas are based on community input and feedback from multiple community outreach events:

Structures:

- ~~— Commercial areas should include mixed-use buildings with housing or office over retail.~~
- ~~— Building scale should be sensitive to the surrounding neighborhood context, reflecting the neighborhood identity.~~
- ~~— Promote high quality site design and streetscape improvements that identify Finn Hill as unique from other commercial districts, such as the use of decorative pedestrian street lighting.~~
- ~~— Create effective transitions between commercial areas and surrounding residential areas.~~
- ~~— Buildings that are pedestrian oriented in design should be located such that sidewalks may be activated with activities.~~

Streets and Connectivity:

- ~~— Commercial area streets should be multi-modal and include on-street parking and underground parking.~~
- ~~— Encourage pedestrian connections between uses on a site and adjacent properties.~~
- ~~— Minimize the obtrusive visual nature of parking lots by orienting them to the back or side of buildings or within parking structures and perimeter landscaping.~~

Amenities:

- ~~— Public spaces that include gathering places or plazas with seating options.~~
- ~~— Develop gateway features to strengthen the identity of the neighborhood (such as gateway signs, landscaping or art feature; see Figure FH 6.2).~~
- ~~— Provide bicycle and pedestrian amenities, including directional signage.~~

Sustainability:

- ~~— Green building techniques such as green walls, green roofs, native plants, storm water cells, tree retention, permeable paving should be installed.~~
- ~~— Renewable energy should be employed in the commercial areas, particularly solar.~~

Public Art:

- ~~— Public art, such as sculptures, environmental art, architectural art, and community engagement, should be used where possible to add character to the commercial areas.~~



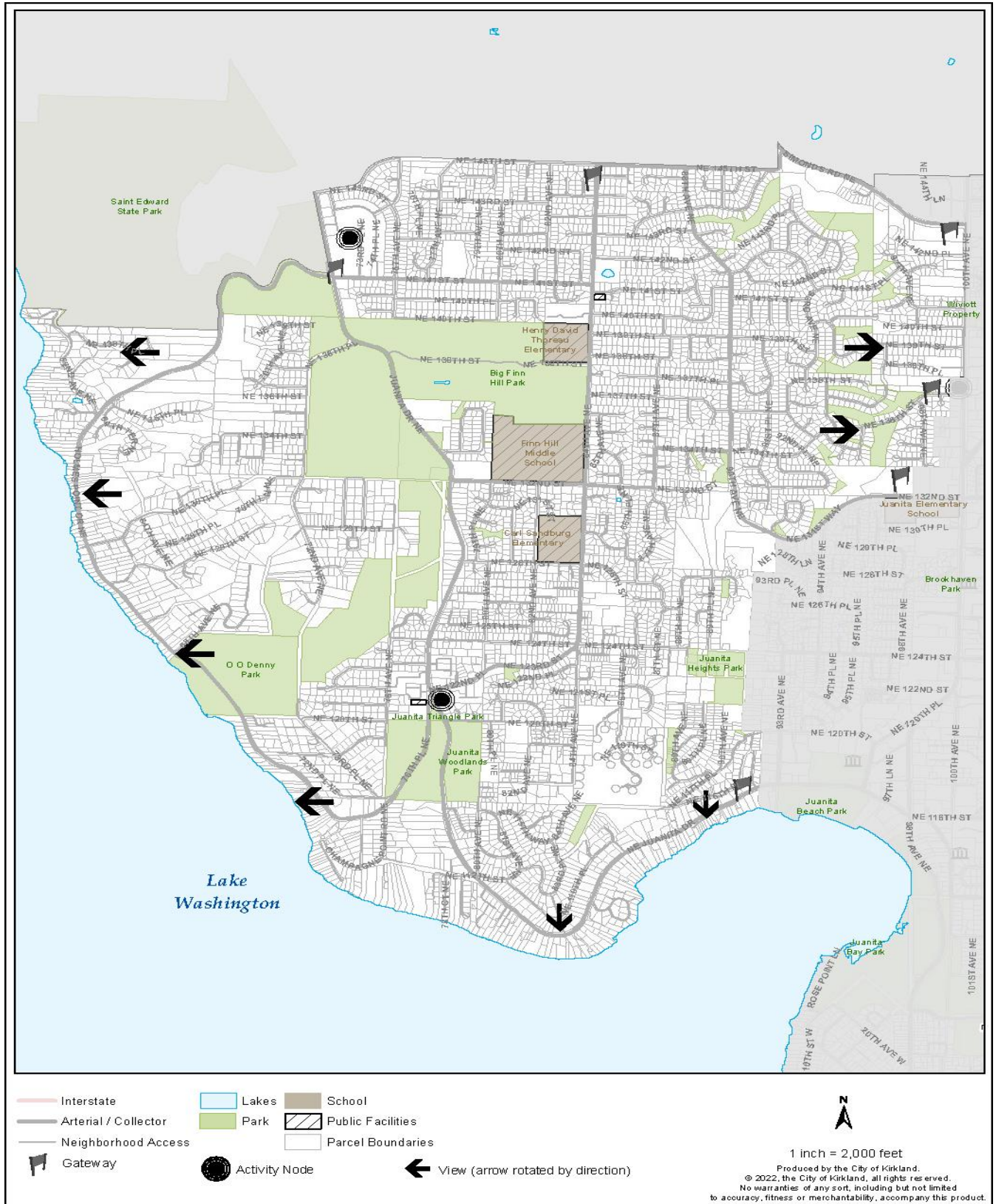


Figure FH-6.2: Urban Design Features

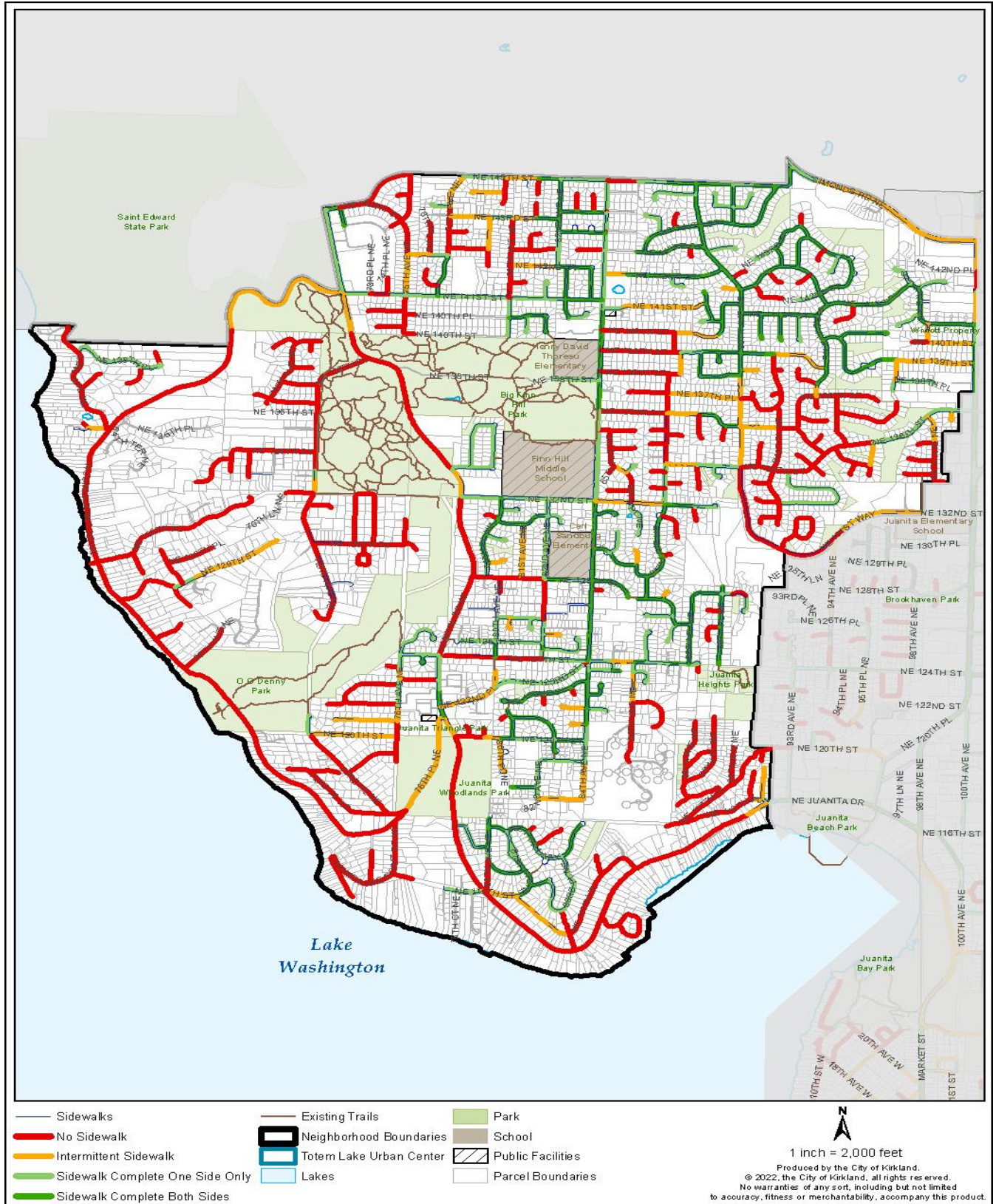


Figure FH-7.1: Finn Hill Pedestrian System

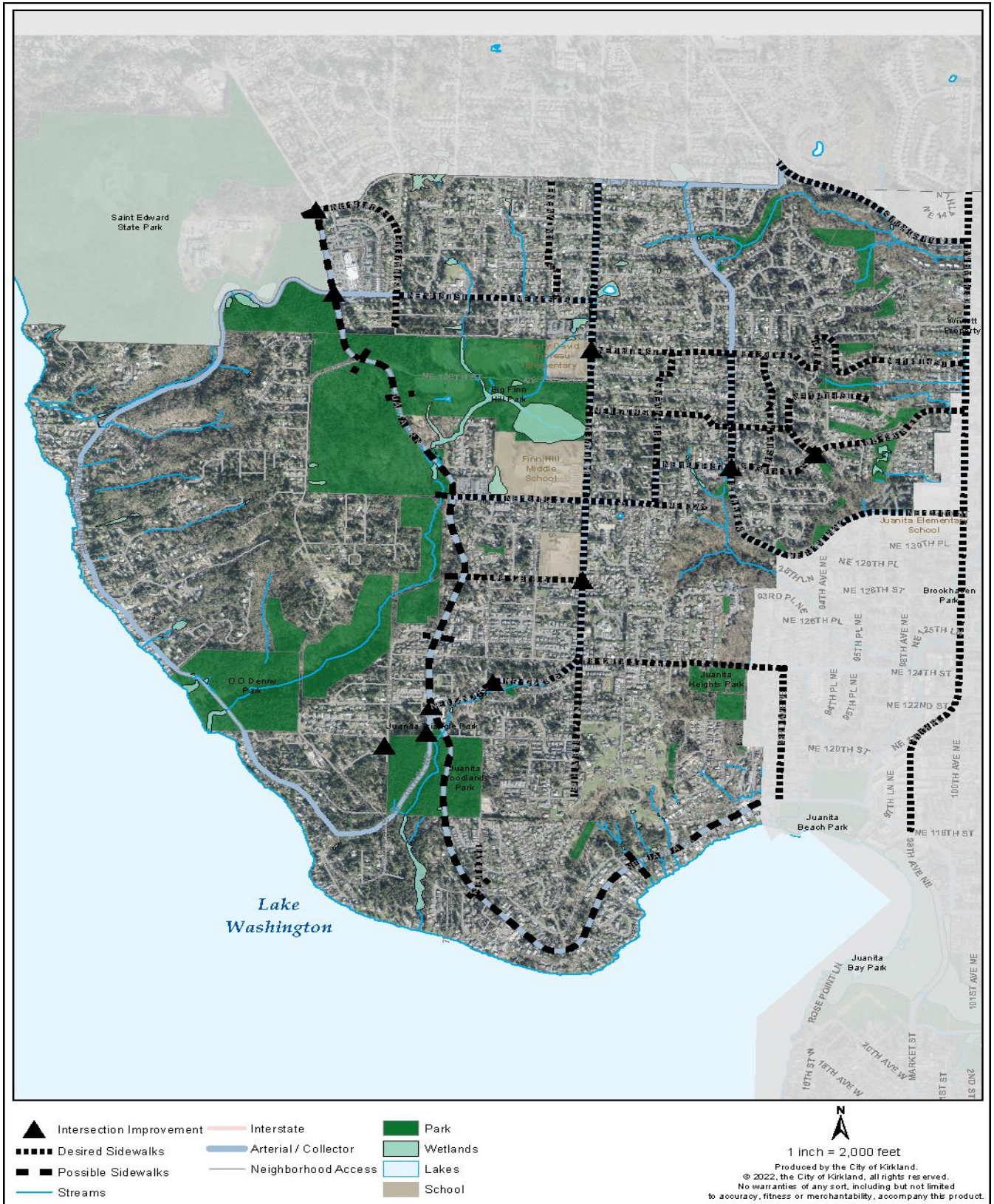


Figure FH-7.2: Finn Hill Priority Sidewalks and Intersection Improvements

7. Transportation and Mobility

The vision for the Finn Hill Neighborhood transportation system is to provide safe, comfortable, and efficient circulation for people who walk, ride bicycles or other mobility devices, drive cars and ride transit within the neighborhood. During the neighborhood plan public participation process, residents emphasized the importance of improving the existing trails and bike network, particularly the connectivity to key destinations (schools, shopping center, etc.). Other ~~comments expressed are neighborhood transportation issues are~~ covered in the Citywide Transportation Element, such as: implement Complete Streets, low impact development techniques along streets to handle surface water, coordinate land use with transportation and transit policies, and prioritize sidewalks on school walk routes.

The transportation and mobility goals in this chapter are intended to make public transit, walking and/or riding a bicycle an attractive safe, convenient options for most residents in the neighborhood. Investments in the neighborhood should also be prioritized in order to support these options. The City's Transportation Element will guide the implementation of these goals as well as the Capital Improvement Plan (CIP). References to transportation policies in the Transportation Element are included throughout this chapter.

This chapter addresses primarily circulation in the public right-of-way. Recreational trails and the Green Corridor Loop are discussed in Section 6, Parks and Open Space.

Sidewalks, Intersections, and Pedestrian Mobility throughout the Finn Hill Neighborhood

Throughout the neighborhood plan public outreach process, Finn Hill residents expressed concerns regarding the lack of safe sidewalk connections to important neighborhood assets, including: schools, parks, transit stops, and other public destinations. The 2016 status of sidewalk completion in Finn Hill is shown in Figure FH-7.1.

As the neighborhood grows over time, sidewalks should be brought up to City standards and connections to neighborhood assets should be prioritized. Residents identified a network of sidewalks and intersections that they felt are a high priority for improvement in the neighborhood (Figure FH-7.2).

Goal FH-12: Form a safe multimodal network of sidewalks, trails, bikeways and crosswalks where walking and eyeling-rolling are the first choice for many trips.

Goal FH-13: Create and improve sidewalk connections to schools and destinations throughout the neighborhood.

Policy FH-13.1: Establish safe and comfortable pedestrian crossings on major arterials.

~~Finn Hill residents are concerned about the safety of new and existing pedestrian facilities throughout the neighborhood. Residents support i~~Installing crosswalks, signage, safety refuge islands, signals, flashing lights and flags at intersections; improved lighting; sidewalks along major arterials, separation travel modes (e.g., raised curbs) where other forms of ~~nonmotorized nonvehicular~~ and ~~motorized vehicular~~ transportation may cause safety concerns for pedestrians ~~and is a priority for the neighborhood, as an effort to address~~ing sight distance issues.

Policy FH-13.2: Prioritize designated school walk routes for pedestrian improvements.

Citywide priorities encourage children to walk to school and to complete a sidewalk network on all school walk routes. Consistent with this Citywide policy, completing a network of sidewalk systems and other public improvements on school walk routes within the neighborhood is desired.

Policy FH-13.3: Prioritize pedestrian pathways to neighborhood destinations (parks, public transit, and commercial areas) to improve and encourage pedestrian connections to amenities.

Finn Hill residents identified a number of critical neighborhood pedestrian connections, such as connections between 84th Avenue and the Hermosa Vista development and Goat Hill area, and improving pedestrian access to parks, public transit, commercial areas and the shoreline (See Figure FH-7.2). Removing barriers to pedestrian pathways by providing connections through cul-de-sacs and dead-end streets is also desired.

Policy FH-13.4: Along streets, provide pedestrian amenities such as crosswalks, sidewalks, street trees, lighting and street furniture to encourage walking, biking and rolling, provide informal gathering places and enhance the pedestrian experience.

Providing the pedestrian amenities suggested in this policy make walking-active transportation more enjoyable and safe, especially around destinations such as commercial areas, parks and schools.

Vehicular Circulation

Figure FH-7.3 shows the major vehicular circulation routes throughout the Finn Hill Neighborhood and street classifications. As part of the neighborhood plan outreach process, Finn Hill residents are the community is concerned about traffic congestion in the neighborhood, particularly as there are a limited number of arterials and entry points into the neighborhood. Two key concerns regarding vehicular traffic emerged from community outreach: congestion and safety. At the same time there are areas of Finn Hill with underdeveloped streets. Improvements to these are necessary to enhance vehicular circulation and emergency access.

Commuter traffic on Juanita Drive is a major concern as it is the main north-south route through the neighborhood and a key entry point to the neighborhood. Ongoing development in Finn Hill and surrounding areas is intensifying commute congestion issues. To address these issues, residents would like to focus policies should focus toward encouraging neighborhood trips with more efficient alternative modes of transportation. Through the Neighborhood Traffic Control program techniques can be implemented to minimize commuter cut-through traffic on internal neighborhood streets.

Goal FH-14: Implement a more efficient, safe and sustainable transportation system.

Policy FH-14.1: Prioritize improvements which encourage transit use, carpools, bicycle use and more sustainable forms of transportation which minimize our impact on the environment.

This policy reflects resident's priorities a community priority to provide a multimodal transportation system over time in Finn Hill.

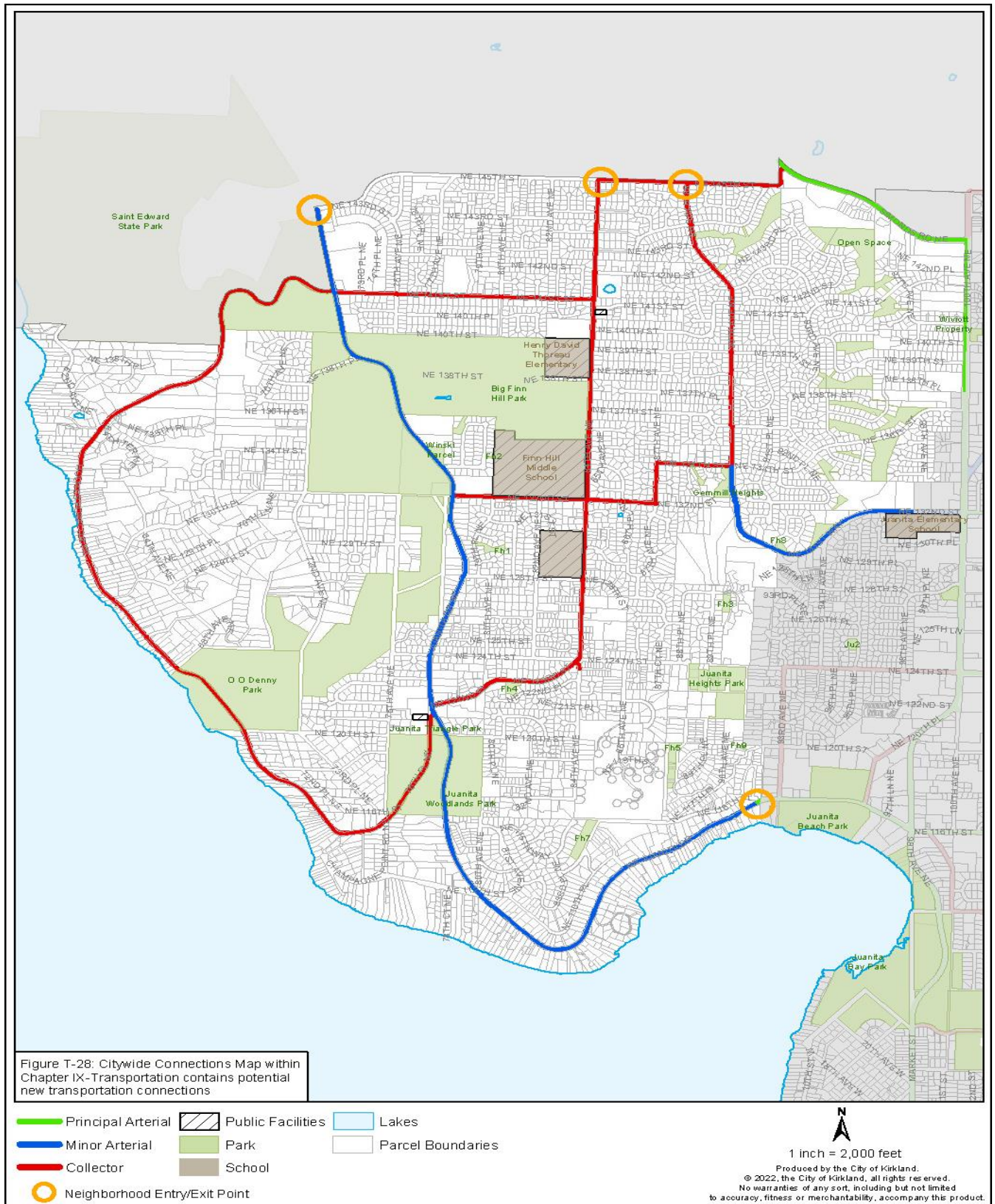


Figure FH-7.3: Finn Hill Street Classifications

Policy FH-14.2: Conduct studies to determine the design standards for the following streets:

- Residential streets within the Holmes Point Overlay area
- Holmes Point Drive corridor
- NE 131st Way/90th Avenue NE corridor

~~Finn Hill residents would like the character of the~~ The neighborhood's physical and community features to should influence the design of pedestrian and street facilities that are built. For example, some ~~residents~~ feel sidewalks may not be appropriate for all areas and that "walking lanes" may be more appropriate for areas of the neighborhood with a more rural character. Developing the design standards for the streets should be created through a public involvement process. The standards should consider alternative designs for streets consistent with the City's Complete Streets Ordinance, such as the type of sidewalks, whether on-street parking is allowed, lighting, vegetation, pedestrian amenities, topographic or critical area constraints, tree retention, ~~neighborhood character~~, all while providing emergency vehicular access. The presence of physical constraints such as steep topography, critical areas or to retain trees in a particular location may also require modification to city standards for right-of-way improvements.

Policy FH-14.3: Minimize direct access to Juanita Drive to enhance safety and efficiency of circulation.

Because of topographic constraints and the speed of vehicular traffic, access to Juanita Drive should be limited. If driveways to Juanita Drive must be provided, they should be separated by at least 300 feet an appropriate wherever possible. 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 Juanita Drive and/or interior connections to side streets should be provided. As access to side streets becomes available, driveways to Juanita Drive should be closed where possible.

Policy FH-14.4: Discourage regional and bypass traffic in residential neighborhoods.

Residents' safety concerns focused on problems with speeding and ensuring that neighborhood streets are safe for ~~multiple~~all forms of transportation. Traffic calming strategies could be developed to discourage regional traffic from using residential neighborhood streets.

Policy FH-14.5: Minimize cut-through traffic and reduce speeding through residential neighborhoods in coordination with City's Neighborhood Traffic Control program.

Evaluate traffic patterns and volumes in the neighborhood to minimize cut-through traffic and speeding in order to support the existing Neighborhood Traffic Control Program.

Bicycle Facilities

Bicycle-supportive facilities provide recreational opportunities and alternative transportation options. Desired improvements for bicyclists include providing protected bike facilities on arterials and collectors, as well as providing safe crossings on Juanita Drive. Finn Hill residents are interested in bicycle routes that connect to parks and other key destinations within the neighborhood and region (See Figure FH-7.4).

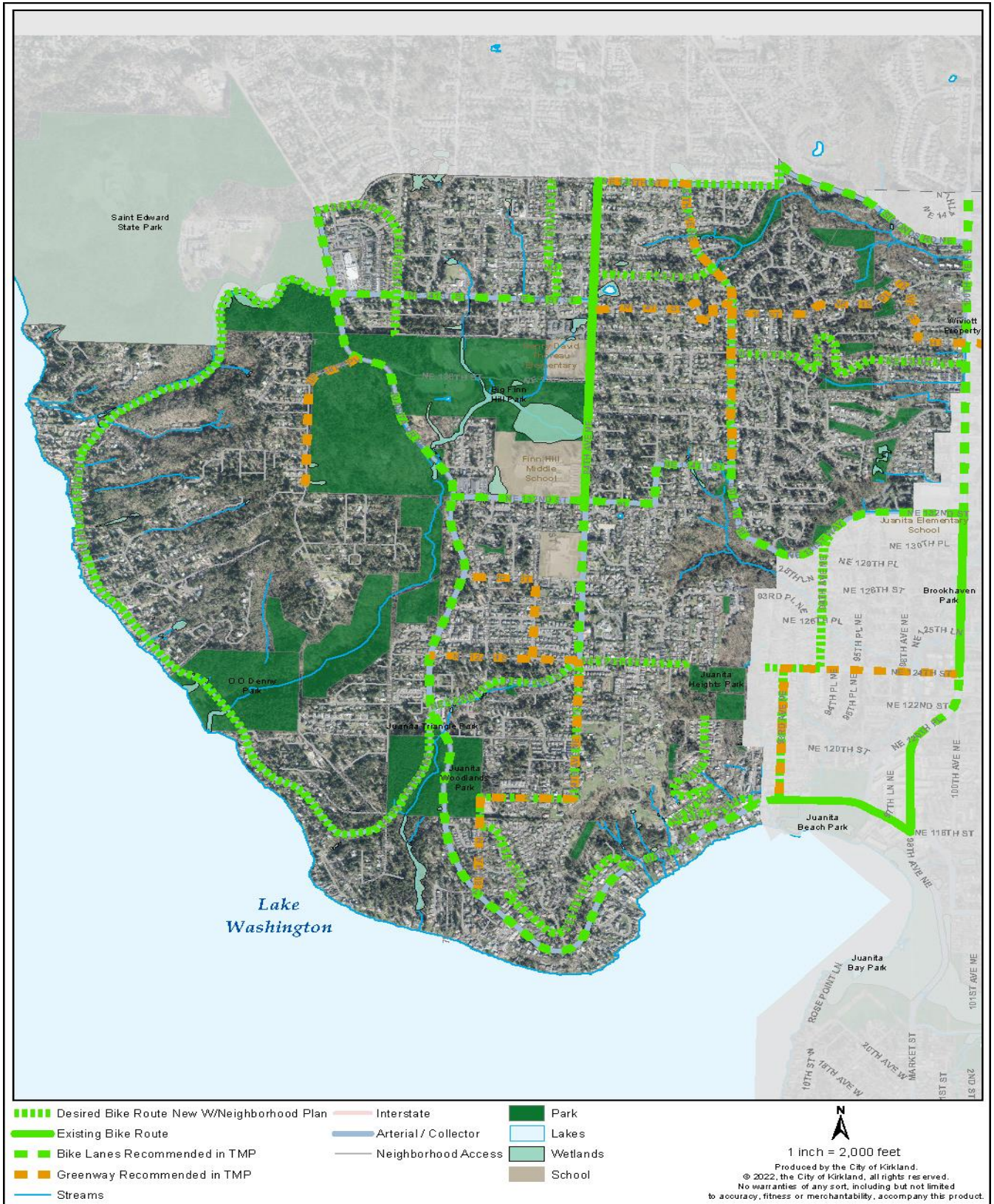


Figure FH-7.4: Finn Hill Priority Bike Routes

Goal FH-15: Expand safe and comfortable bicycle connections throughout the neighborhood and to surrounding areas.

Safety, user friendliness, and connectivity are key concerns that residents have regarding Finn Hill's bicycle routes and facilities. Safe bicycle access within and through the neighborhood is a high priority. Approaches to address safety include creating separated bicycle lanes (including painted buffers and physical separation) and implementing neighborhood greenways on residential streets that are connected to bicycle facilities on major arterials. The implementation of these policies can be monitored under the performance measures and action items in the Transportation Element of the Comprehensive Plan.

Policy FH-15.1: Improve bicycle connections to destinations within the neighborhood (parks, transit facilities, schools, and shopping areas) and to trail systems outside of Finn Hill.

Similar to providing pedestrian trails and sidewalks discussed above, a priority for the neighborhood is to provide a bicycle system to be able to travel throughout the neighborhood to key destinations. Providing safe bicycle and intersection facilities to allow ~~children and parents to~~ travel to and from school, reducing vehicle traffic around schools and neighborhood, is a high priority.

Policy FH-15.2: Establish neighborhood greenways throughout the neighborhood.

Neighborhood greenways are designated residential streets, generally off main arterials, with low volumes of vehicular traffic and low speeds, where people who walk and bike are given priority.

Policy FH-15.3: Determine the needs of commuter and recreational bike rider groups.

The ~~Finn Hill residents have~~neighborhood has identified two different types of bicycle routes and facilities: commuter and recreational bicycle facilities. These facilities may require specific bicycle amenities (e.g., repair stations, directional signs) along existing and proposed routes to support ridership.

Residents would like to improve the connectivity of Finn Hill's bicycle routes within the neighborhood and to the broader trail network. Bicycle facilities should connect to parks and amenities within Finn Hill. Bike facilities should also connect to other regional trail systems outside of Finn Hill (Lake Washington Loop Trail, Burke Gilman, Cross Kirkland Corridor, and Sammamish River Trail). Incorporating the pedestrian and bicycle connections and facility needs for Finn Hill in the Active Transportation Plan is a priority. The City should explore ways to expedite improvements.

Policy FH-15.4: Explore public pedestrian and bicycle easements across properties to complete the trail system.

During the development review process, there may be opportunities to acquire public access easements across private property to provide pedestrian and bike trail connections to pedestrian and bicycle networks.

Transit Service

The Finn Hill Neighborhood is served by public transit in the northwest corner via King County Metro bus route 234. Finn Hill residents expressed interest in a more extensive neighborhood transit system (See Figure FH-7.5). Additional transit options may benefit the community by assisting the aging population, increasing connectivity to transit hubs, and providing alternative transit services for commuters.

The current ~~low density~~ land use and development pattern in the Finn Hill Neighborhood makes it difficult to sustain additional fixed-route transit service because the ridership is lower than many other transit routes operated by King County Metro Transit. The City of Kirkland will continue to advocate for better transit solutions for the neighborhood. This includes new approaches to transit that do not rely on fixed bus routes, such as King County Metro's Neighborhood Connections program which provides small-scale flexible transit programs.

Goal FH-16: Prioritize investments in the neighborhood toward increasing public transit options.

Considering the low ~~density intensity residential~~ land use pattern, the City should support alternative transit options. Pedestrian and bicycle networks linked to neighborhood destinations such as commercial areas, parks and schools support transit use. Providing transit amenities, such as frequent service, inviting bus shelters, and bus stops in key safe neighborhood activity areas with easy pedestrian access, encourages more transit use.

Policy FH-16.1: Work with transit agencies and other providers to connect transit within Finn Hill's two commercial areas to surrounding transit centers outside the neighborhood.

The City and King County Metro should prioritize and coordinate infrastructure and needed density to support increased transit service to the two commercial areas in Finn Hill. The commercial areas serve as focal points for the neighborhood providing goods and services, are surrounded by higher density residential housing and nearby parks and located along a major north/south corridor.

Policy FH-16.2: Explore alternative modes of transportation or research transit service options suitable for lower ~~density intensity residential~~ areas of the neighborhood (e.g., shuttles, car shares, vanpools).

In ~~lower density~~ areas with fewer homes which are not sufficient to support transit service, alternative modes of transit service, ride shares, or shuttles should be explored to link people together with commercial areas, schools, and parks.

8. Public Services and Utilities

Water, sewer, and storm drainage services and facilities are adequate for existing and foreseeable future developments in the Finn Hill Neighborhood. There are segments of the street network system that are not open, paved or up to City standards. If not included in the Capital Improvement Program, new development is required to install and upgrade water, sewer service and streets as a condition of development and to meet storm water requirements. The goals and policies contained in the Utilities, Capital Facilities and Public Services Elements of the Comprehensive Plan and Northshore Utility District Comprehensive Plans provide the general framework for these services and facilities.

Goal FH-17: Provide public and private utility services for the neighborhood.

Policy FH-17.1: Provide emergency services (fire and police) to the Finn Hill Neighborhood at levels enhanced beyond those provided prior to annexation in 2011.

The City provides emergency services to fire and medical emergencies, fire prevention, and public education and participates in regional specialized response for hazardous materials, technical rescue and paramedic services.

The City conducted a Standard of Coverage and Deployment Plan and Fire Strategic Plan to evaluate response services for fire suppression, emergency medical services and specialty situations. The study identified the need for a new dual fire station number 24 to serve the northern areas of the City, including Finn Hill Neighborhood. The new station 24 will be located in the north part of the City and is due to be completed by 2019.

~~*Policy FH-17.2: Provide potable water, sanitary sewer and surface water management facilities to new and existing development in accordance with the Northshore Utility District Water and Sanitary Sewer Comprehensive Plans, the Kirkland Surface Water Master Plan, Kirkland Municipal Code, and adopted Kirkland Surface Water Design Manual requirements.*~~

~~The Northshore Utility District provides water services to the Finn Hill Neighborhood. As a member of the Cascade Water Alliance, both the City of Kirkland and Northshore Utility District purchase their water supply from Seattle Public Utilities, which gets it from the Tolt River watershed, with occasional supply from the Cedar River watershed.~~

~~The Northshore Utility District provides sewer service to residents in Finn Hill.~~

~~See Section 4, Natural Environment, Surface Water, for more information on storm water management policies and protection of stream corridors and Lake Washington.~~

~~Puget Sound Energy (PSE) provides the Kirkland area with electricity and natural gas.~~

~~*Policy FH-17.3: Encourage undergrounding of overhead utilities.*~~

~~Undergrounding overhead utilities is encouraged to improve views and aesthetics of an area by removing visual clutter.~~