



CITY OF KIRKLAND
Planning and Community Development Department
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MEMORANDUM

To: David Ramsay, City Manager

From: Joan Lieberman-Brill, AICP, Senior Planner
Angela Ruggeri, AICP, Senior Planner
Paul Stewart, AICP, Deputy Planning Director

Date: June 8, 2006

Subject: MARKET AND NORKIRK NEIGHBORHOOD PLANS PROJECT BRIEFING (FILE IV-03-27)

RECOMMENDATION

Review the progress of the Market and Norkirk Neighborhood Plans and confirm the direction provided by the Planning Commission.

BACKGROUND DISCUSSION

The purpose of this briefing is to “check-in” with the Council on the status of the plan update for the Market and Norkirk Neighborhoods and get feedback from the Council.

History

In August and September 2005, the staff briefed the Council on the status of the Market and Norkirk Neighborhood Plans update project. At each briefing we received direction on which issues should be further studied, and which should be dropped from further consideration for that respective neighborhood (**Attachments 1 and 2**). After adoption of the updated Highlands Neighborhood Plan in December 2005, staff concentrated once more on the Market and Norkirk Plans. The work program for the plans preparation phase for the remaining two plans was adopted in January 2006 (**Attachment 3**). We are on track with that schedule.

The first iteration of each draft neighborhood plan and the draft Market Street Corridor Subarea Plan goals and policies are attached (**Attachments 4, 5, and 6**). The Planning Commission has reviewed the comments from each neighborhood working group on the draft plans and various issues under review. The Transportation Commission has reviewed the plans and provided comments on the transportation sections of each draft plan to the Planning Commission. At the last Planning Commission meeting, the chair of the Transportation Commission met with the Planning Commission to discuss and refine the transportation goals and policies.

The Market and Norkirk Neighborhood Plans preparation phase began in earnest in February 2006 with a separate neighborhood visioning workshop for each neighborhood. Notice was sent to all property owners and residents in both neighborhoods and within 300 feet of the neighborhood boundaries, posted on the 8 project public notice signboards, advertised in the Kirkland Courier, posted on the project website, and emailed to subscribers of the project list serve. About 50 people attended the Norkirk workshop and 23 attended the Market workshop. During March, the working groups combined for a bus tour of innovative housing projects on the eastside. In May, both working groups reviewed their respective draft plans and the Market working group reviewed the draft Market Street Corridor subarea plan. During this phase of the project, the Planning Commission held a minimum of one study session per month on each plan update, usually covering both plans at the same meeting. All meetings were advertised on the public notice signboards, on the project website, and emailed to the list serve subscribers. All staff memorandums were posted on the website for public viewing prior to each Planning Commission meeting. These memorandums and meeting minutes are available for viewing at http://www.ci.kirkland.wa.us/depart/Planning/Planning_Commission.htm.

Public Comment

All written public comments received after the last briefing to City Council up to this point are included as Exhibits to this memo, divided by neighborhood. All oral public comments received by the Planning Commission since the last briefing in 2005 are summarized in the meeting minutes available for viewing online.

Planning Commission Direction

Following is a list of issues and the Planning Commission's direction by neighborhood. It is the tentative direction of the Planning Commission, pending public comment at public hearings on each plan in the fall.

Norkirk Neighborhood Issues

Industrial Zone

The Planning Commission considered the ideas provided by consultant Edward Starkie of Urban advisors LTD, for the industrial area in the Norkirk neighborhood. In 2005, he prepared the Kirkland Industrial Zoning study for the City. This year he provided a report on Norkirk's industrial area. A map showing the Industrial (LIT) zone in Norkirk and current businesses is attached as **Attachment 7**.

Planning Commission Direction:

The Commission considered the location of the industrial area in its relation to the downtown and to adjacent single-family development, as well as providing light industrial, office and commercial services. The Planning Commission direction is to maintain the established focus of the industrial area for continued industrial and office technology uses in the entire zone except as follows:

- The Commission concurred with Mr. Starkie's assessment to change the land use focus in the area south of 7th Avenue and west of 8th Street to office use at a slightly increased height. They concurred that office is a more appropriate transitional land use adjoining the CBD 6 zone to the west and south and the RS zones to the north and northwest. Currently heights are limited to 35 feet above ABE and two stories of office above parking. The recommended increased height to 40 feet above ABE would allow three stories of office with no parking beneath.
- The Commission considered the consultant's recommendation to allow live work lofts as a transitional use at the western boundary of the LIT zone north of 7th Avenue adjoining residential uses. Some of these properties are more likely to re-develop because their land value is more than 50% of their improvement value. The Commission concluded that the live work loft idea is not recommended. The unintended consequence of live work in industrial areas is the reversion to residential over time due to increased property values that result and associated impacts. An exception is at the Kirkland Cannery site, where options are needed to encourage retention of the historic structure. The goal for the Norkirk LIT zone is to strengthen its current focus on industrial and office technology uses, and service commercial along 7th Street.

Lot Sizes

Based on the Council direction at its briefing last September, the Planning Commission dropped from further consideration all Private Amendment Requests in the Norkirk neighborhood that would up-zone property. However, the Council acknowledged it would be appropriate for the Commission to gather more data on lot sizes and patterns in the neighborhood, and to have staff provide information necessary for review and consideration.

The Planning Commission reviewed Kirkland Comprehensive Plan Housing Goal H-3 and Policy H-3.1 that provide policy support for further lot size reductions in limited cases.

Goal H-3 states: "Provide for greater housing capacity and home ownership opportunities."

Policy H-3.1 states: "Provide additional capacity for single-family development through allowing reductions in lots sizes where surplus land exists on underdeveloped parcels". The narrative states: "As Kirkland has become more fully developed in recent years, residential development trends have included a shift away from large subdivisions to "infilling" of vacant and underdeveloped lots within existing neighborhoods. The City already allows slight reductions in the required lot size as one method to accommodate more housing on existing residential land while helping to avoid suburban sprawl. Further lot size reductions would increase capacity in areas already served by transit and other public utilities and services. This should only be considered where compatibility with surrounding neighborhoods can be ensured through site and building design".

The Commission learned that the historic platting pattern, established at the turn of the last century, created smaller lots than the RS 7.2 zoning allows. From the information received, and available in past Commission packets, the Commission was able to see that undersized lots are scattered throughout the Norkirk RS 7.2 zone, but the primary concentration is west of 2nd Street.

They concluded that reduction of lot size should only be considered when three specific public benefits can be demonstrated:

- Context Option – provides equity in dealing with size of a lot if it is in proximity to existing lots of a non-conforming size in the same zoning district.
- Historic Preservation Option – provides incentive to preserve a historic structure if subdivision is allowed on a lot that retains that structure.
- Compact Single Family Option – provides incentive to create or retain smaller, more affordable housing.

The three options are discussed in more detail below.

Context Option

Norkirk has a concentration of lots that are smaller in area than the permitted size in the RS 7.2 zone. On these legally nonconforming lots, existing homes can be redeveloped. However, currently new lots cannot be created at the same non-conforming lot sizes, even though they are adjacent to the existing under-sized lots. The context option would allow greater lot size flexibility to match the average size of surrounding lots.

Attachment 8 is a map of the RS 7.2 zone titled “Norkirk Neighborhood RS 7.2 Zone Lot Size Less Than 7200 Square Feet and Further Subdivision Potential”. This map illustrates two data sets concerning the context option; (1), where several ranges of undersized lots are located, and (2), where lots are located that are too small to be subdivided under current regulations but which are large enough to be subdivided into two lots of at least 6,000 square feet if that were allowed.

First, the orange and red show two ranges of lot sizes that are less than the current 7,200 square feet allowed in the RS 7.2 zone. Orange indicates lots that range from 5,000 to 5,999 square feet. 2.7% of all lots in the RS 7.2 zone are within this lot size range. Red indicates lots that range from 6,000 to 7,199 square feet. 13.2 % of all lots in the RS 7.2 zone are in this lot size range.

Second, the blue shows the range of lot sizes that if subdivided, would result in the bigger of the two undersized lot ranges indicated in orange and red. The 81 blue lots are those that currently contain 12,000 to 13,319 square feet and if subdivided would result in lots between 6,000 and 7,199 square feet. 7.2% of all lots in the RS 7.2 zone are within this size range.

This map plus others that the Commission reviewed in past packets was used to narrow the discussion of where the context option should apply. The Commission concluded that when undersized lots about a larger lot, some equity would be provided if the larger lot were allowed to

be divided to better match the nearby undersized lot pattern. Three methods were considered to determine if a lot could be further subdivided (View the May 25 Norkirk Planning Commission packet online). All three methods were complicated to administer and resulted in a variety of outcomes, depending on calculation method. Additionally, the lack of predictability in determining the outcome until the method is actually used results in uncertainty.

Planning Commission Direction: The Commission determined that the formulas were too complicated. They also concluded that it was appropriate to consider the context option in a limited area, west of 2nd Street and south of 14th Avenue, where there was the greatest concentration of undersized lots (**Attachment 8**). In this area, the Planning Commission concluded that a rezone would provide the most predictable and strait forward remedy to address equity. Staff is to provide further information about this limited area, including the average undersized lot size, in order to continue discussing the idea of rezoning this area. The Commission discussed whether subdivision flexibility standards now in place would also apply to that new zoning classification, and determined they should.

Historic Preservation Option

The idea behind the historic option is to provide an incentive to preserve a historic residential unit by allowing a subdivision on a lot that retains that structure. The incentive would allow smaller lot sizes for lots that contain a historic building, if the building is preserved.

There are different historic inventories that could be used to provide the threshold for applying this incentive. Options include the Comprehensive Plan's list of historic structures or the Heritage Society's historic inventory. Whichever inventory is used, a minimum size threshold would have to be worked out. The development of a long term recorded agreement to maintain the historic structures would also be necessary. The Heritage Society's inventory results in just 12 historic homes on lots that are undersized in Norkirk's entire RS7.2 zone.

Planning Commission Direction: The Planning Commission directed undersized lots of at least 10,000 square feet (that otherwise could not be subdivided further), to be able to take advantage of this historic option. That would result in two 5,000 square foot lots, including both the lot retaining the historic structure, and the newly created lot.

Compact Single Family Option

The ideas behind the compact single family option are to preserve existing homes that are presumably more affordable and to promote innovative housing (smaller homes on smaller lots), by allowing smaller lots than would otherwise be permitted. The smaller lot would be an incentive for a lot owner to preserve the older home or build a smaller compact single family home.

Planning Commission Direction: After much discussion, the Planning Commission decided that the minimum lot size that could take advantage of this option would be 12,000 square feet. That would result in one lot of 7,200 square feet (minimum lot size in the RS7.2 zone), and the

other of 4,800 square feet. The Commission asked staff to further research the minimum lot size where this option could apply, and the appropriate FAR for the undersized lot. The Planning Commission needs to discuss whether the intent of this option is to promote smaller dwelling units or to promote more affordable housing, or both. Depending upon the intent, a minimum lot size could be identified that either could accommodate an innovative housing infill project or could correspond for example to a price threshold affordable to a moderate income household as defined in the Zoning Code.

Legislative Rezones

The Planning Commission is considering two other rezones, to bring their zoning into consistency with the zoning in the rest of the neighborhood. The proposed rezones, located at 32 21st Place and 100 20th Avenue and at 558 20th Avenue, are from Single Family Residential RS 12.5 to RS 7.2 (**Attachment 9**).

Planning Commission Direction:

Consider these rezones based upon the orientation of these lots to rest of the neighborhood already zoned RS 7.2. Environmental constraints are addressed regardless of zoning classification. Cut through traffic concerns are alleviated due to Council's direction to drop from further consideration the idea of improving 1st Street as a vehicle connection.

Planned Area 7

Planned Area 7 (PLA 7) is a multi-family area, created in the early 1980's that provides a transition between the low-density residential core of the neighborhood and the downtown. **Attachment 9** shows the location of PLA 7. This planned area has transitioned to a medium and high-density area in the 23 years since regulations were first adopted.

Planning Commission Direction:

Maintain the existing land use and residential densities currently allowed. Eliminate commercial from those uses currently allowed in a limited area of subarea 7B, except at one lot where an office is currently located. The rationale is that the CBD zone allows office and all commercial uses, while PLA 7 is appropriate for medium and high-density residential uses. Additionally, eliminate those zoning regulations that have outlived their usefulness.

Cut Through Traffic

The issue of cut through traffic in the Norkirk neighborhood, primarily between Central way and Market Street, has long been of concern to local residents. Some residents continue to lobby the Commission to strengthen the draft Norkirk Plan goals and policies so that absolutely no by-pass traffic is allowed and that speed limits be strictly enforced. The Transportation Commission reviewed the draft goal and policy addressing this issue, N 10 and N 10.1, and felt that they sufficiently addressed the concern as written. They reiterated the point, also shared by the Police

Department, that asking for a goal of 100% elimination of speeding and cut through traffic is not achievable, based on limited resources to enforce.

Planning Commission Direction:

The Planning Commission concurs with the Transportation Commission and supports draft goal N 10 and Policy N 10.1.

Neighborhood Boundary Change

The Planning Commission is considering a boundary change along the shared boundary of the Norkirk and South Juanita Neighborhoods. The eight affected parcels are 9831, 9829, 9823, 9827, 9819, 9821, and 9825 Forbes Creek Drive and the vacant parcel adjoining and to the west of 558 20th Avenue (2 lots to the west of Crestwoods Park). All receive access from Forbes Creek Drive.

Planning Commission Direction: Boundary line change is appropriate between Norkirk and South Juanita neighborhoods for properties gaining access from Forbes Creek Drive.

Market Neighborhood Issues

Land Use Patterns

The Planning Commission asked that lot sizes in the Market Neighborhood also be studied since the historic platting pattern in that neighborhood has created smaller lots than the current zoning allows (similar to the Norkirk Neighborhood situation). The lot size information for the Market neighborhood shows that the undersized lots are scattered throughout the neighborhood.

There are 507 lots that are zoned RS 7.2 in the neighborhood and 26.2 % (133) of these lots are undersized. There are 64 lots that are zoned RS 8.5 in the neighborhood and 20.4 % (13) of these lots are undersized. There are 121 lots that are zoned WD II in the neighborhood and 51.3 % (62) of these lots are undersized.

The Planning Commission looked at the same three options for lot size reduction in the Market Neighborhood as were reviewed for the Norkirk Neighborhood. For a detailed description of these options see the "Lot Sizes" section in the Norkirk Neighborhood portion of this memo (beginning on page 3).

Context Option – provides equity in dealing with size of a lot if it is in proximity to existing lots of a non-conforming size in the same zoning district.

Attachment 10 is a map showing 1) where undersized lots are located and 2) the location of lots that cannot be subdivided under the existing subdivision ordinance, but could be divided if lots

were allowed to be as small as 6000 square feet. The map indicates that these lots are not disproportionately located in one area like they are in the Norkirk Neighborhood.

Planning Commission Direction: The Commission determined that the Market Neighborhood does not have an area where this option would apply and so are not planning to study it further.

Historic Option – provides an incentive to preserve a historic structure if subdivision is allowed on a lot that retains that structure.

Based on the Heritage Society's inventory there are 8 historic homes on undersized lots in the RS 7.2 zone of the Market Neighborhood and one in the neighborhood's WD II zone. There are no historic structures on undersized lots in the RS 8.5 zone of the Market Neighborhood.

Planning Commission Direction: The Commission asked staff to consider applying this incentive to lots of at least 10,000 square feet in the RS 7.2 zone. This would result in two 5,000 square foot lots. One would contain the historic structure and the other would be a newly created lot. Staff will also determine what lot size incentive is appropriate for the undersized lot in the WD II zone that contains a historic structure.

Compact Single Family Option – provides incentive to create or retain smaller, more affordable housing, if smaller lots are allowed where either innovative housing is created or where older housing stock remains.

Planning Commission Direction: The Commission asked staff to also consider this option for the Market neighborhood for lots that are a minimum of 12,000 square feet. This would result in one regular sized lot of 7200 square feet and one smaller lot of 4800 square feet. Staff will do further research on the appropriate lot size incentive for the RS 8.5 and WD II zones.

Comprehensive Plan Amendments and Rezones

Neighborhood Boundary change to the middle of Market Street

Planning Commission Direction: Move the Market Neighborhood boundary line to the middle of Market Street so that the east side of the street is part of the Norkirk Neighborhood and the west side of the street is part of the Market Neighborhood. Staff has begun work on a separate section in the Comprehensive Plan for the Market Street Corridor Subarea (see Goals and Policies in Attachment 6). The Subarea will include the existing commercial zones along Market Street that extend as far north as 19th Avenue.

1230 and 1250 4th Street West (see Attachment 11)

The original proposal for these two properties, which are under common ownership, was to amend the Comprehensive Plan and to rezone these properties from PR 3.6 to RS 7.2.

The City Council passed an interim ordinance that prohibits commercial development on these properties until the update of the Market Neighborhood Plan is completed. The interim ordinance allows detached and attached dwelling units on the properties. The owner has applied for permits to build a duplex and a single family home on the two properties in accordance with the interim ordinance.

Further research indicates that there are other similar situations along the Market Street Corridor. They are also zoned PR 3.6 and do not adjoin Market Street. One of these properties is developed with an office building and the other is developed with multifamily housing. The City Attorney has suggested that the zoning be kept at PR 3.6 due to the complicated history of this potential rezone.

Planning Commission Direction: Retain the existing PR 3.6 zoning and Comprehensive Plan designation.

805 and 815 14th Avenue West from RS 12.5 to RS 8.5 (see Attachment 11)

This rezone is recommended to make the zoning of these properties consistent with the surrounding properties and the existing Comprehensive Plan designation. These properties are presently the only two properties in the Market Neighborhood that are zoned RS 12.5. The remainder of the single family residential portion of the neighborhood is zoned RS 8.5, RS 7.2 and Waterfront District II. Both properties are smaller than the required lot size for their present RS 12.5 zone of 12,500 square feet. The property at 805 14th Avenue West is 11,324 square feet and the property at 815 8th Avenue West is 8,271 square feet. Both are developed with single family homes. Even if the two properties are combined at a future date, their total 19,595 square footage will not allow for an additional dwelling under the RS 8.5 zoning requirements.

There is an eagle's nest in one of the trees on the properties. Some people have commented that the zoning should not be changed in order to help protect the eagles' nest. However, since the Washington State Department of Fish and Wildlife (WDFW) regulates the activity around eagles' nests, we are not using zoning to protect the nest. The WDFW has two different zones of protection that are used for development permits and tree removal requests:

- Within 400', a Site Specific Bald Eagle Management Plan is required.
- Between 400' and 800', and parcels within ½ mile that are within 250' of the shoreline, a Standard Bald Eagle Management Plan is required.

If staff receives any development permit or tree removal request in these areas we notify WDFW. WDFW will then work with the landowner to develop the appropriate Bald Eagle Management Plan. Staff must have a copy of that plan before we authorize the development or tree removal.

Planning Commission Direction: Rezone the properties to RS 8.5 to match the existing Comprehensive Plan designation.

Parking lot adjoining 1611 Market from RS 7.2 to PR 3.6 (see Attachment 11)

This Comprehensive Plan amendment and rezone would reclassify this 2,411 square foot piece of property from low density residential single family RS 7.2 zoning to Office Multifamily land use PR 3.6 zoning. The reclassification would correct the split zoning of this property which is in common ownership with the piece at 1611 Market Street.

If the property is rezoned and developed with the property at 1611 Market, the development will be required to meet all setback and buffering standards in the Zoning Code. The required landscape buffer will be 15 feet wide with a six foot high fence or wall adjacent to single family residential if the property is developed with a commercial or mixed use. If the property is developed with multifamily residential, the required landscape buffer will be 5 feet wide with a six foot high fence or wall adjacent to single family residential.

The development would also be required to limit the portion of the building adjacent to a low density zone to either: 15 feet above average building elevation or a horizontal length of 50'. The Zoning Code requires a 20 foot building setback from 16th Avenue West and a minimum 5 foot setback from the adjacent properties. Allowed lot coverage is 70% and maximum height is 25 feet within 100 feet of a low density zone and 30 feet elsewhere.

Planning Commission Direction: Rezone property PR 3.6.

Next Step

After the Council confirms the direction given by the Planning Commission, staff will refine both neighborhood plans and the Market Street Corridor Subarea Plan, and start work on developing regulations to implement the plans. These may include new design guidelines, new and revised zoning regulations, and Zoning map changes. Staff will ask the Transportation Commission to review a draft plan before public hearings are conducted by the Planning Commission in the fall. The expectation is that the new plans and their respective implementation regulations will be adopted by the end of 2006.

Attachments:

1. Summary of City Council Briefing for Market Neighborhood
2. Summary of City Council Briefing for Norkirk Neighborhood
3. Adopted Work Program for Market, Norkirk Neighborhood Plans Update
4. Draft Market Neighborhood Plan and Maps
5. Draft Norkirk Neighborhood Plan and Maps
6. Draft Market Street Corridor Subarea Plan Goals and Policies
7. Norkirk Industrial Area Map and Business Owner Spreadsheet
8. Map Norkirk Neighborhood RS 7.2 Zone Lot Size Less Than 7200 Square Feet and Further Subdivision Potential
9. Proposed Changes to Norkirk Zoning Map
10. Map Market Neighborhood RS 7.2 Zone Lot Size Less Than 7200 Square Feet and Further Subdivision Potential

June 8, 2006

11. Map Proposed Changes to Market Zoning Map

Exhibit

- A. Norkirk Public Comments
- B. Market Public Comments

cc: File IV-03-27 # 8 and # 9
Kirkland Chamber of Commerce
Market Neighborhood Association
Norkirk Neighborhood Association
Terry and Kiri Rennaker, 100 20th Avenue, Kirkland, WA 98033
Kenneth and Armitage Roberts, 32 21st Place, Kirkland, WA 98033
Thomas and Sharon Sherrard, 558 20th Avenue, Kirkland, WA 98033
Chaffey Homes Inc., 205 Lake Street South Suite 101, Kirkland, WA 98033
Val Bachmayer, 214 9th Avenue, Kirkland WA 98033
Patti Smith, Smith Meacham Insurance, 523 Kirkland Way, Kirkland, WA 98033
Dennis Turnbow and Ross Worthington, Market Street I, LLC, 1611 Market Street,
Kirkland, WA 98033
Kent and Patty Ahlf, 8235 NE 119th Street, Kirkland, WA 98033
Marjorie B. Nelson, 815 14th Avenue West, Kirkland, WA 98033
Jan K. Vanwyk, 805 14th Avenue West, Kirkland, WA 98033
Kari Nelson-Anspach and William Anspach, 465 – 140th Avenue NE, Bellevue, WA 98005

Summary of City Council Direction Regarding Market Neighborhood Plan Update

Council Meeting- August 2, 2005

The Council concurred with all Planning Commission recommendations for the Market Neighborhood Plan update except one. The exception was the Planning Commission recommendation to drop from further consideration the city initiated idea to rezone from PR 3.6 to RS 7.2 the properties located at 1230 and 1250 4th Street South. In this case, the Council instead directed further study of the rezone proposal, and in the meantime, they directed staff to establish a moratorium on commercial development at this location until the question of rezoning is resolved.

To recap the results of the Council meeting; the following proposals will continue to be studied during the Market Neighborhood Plan update process:

- City initiated rezone at 1250 and 1230 4th St W. from PR 3.6 to RS 7.2
- City initiated rezone at 805 & 815 14th Ave. W. from RS 12.5 to RS 8.5 or 7.2
- PAR # 3 rezone of parking lot adjoining 1611 Market St. from RS 7.2 to PR 3.6
- View stations of unopened street ends at 4th & 5th St. W along Waverly Way
- Boundary change to the middle of Market Street
- Traffic signal at Market St. and Central Way
- Pedestrian routes
- Bicycle routes
- Discussion on approaches to affordable and innovative housing
- Discussion about single-family design, including FAR, lot coverage and setbacks.

The following proposals will be dropped from further consideration:

- 9th Street West vehicle connection
- PAR # 1 and # 5 rezone of 1835 9th St. & 815 18th Ave. from RS 8.5 to RS 7.2
- PAR # 2 & # 6-12 rezone of the north end of the Market St. corridor from RS 7.2 to PR 3.6.
- PAR #4 rezone of 419 and 421 14th Ave. from RS 7.2 to PR 3.6
- Market Street Corridor zone

The public notice signs for the PARs that are no longer being considered will be removed. They will remain at those sites where further study has been directed by Council.

All of the issues that remain on the table for further study, including the PARs and city initiated rezones, are yet to be decided. Prior to any decision, City staff, Planning Commission, Transportation Commission, Parks Board, and other relevant departments will analyze the consequences of each issue. The Market working group, neighborhood association, and the public will be given opportunities to weigh in on the drafts. Prior to the public hearing in 2006, notice will be sent to all property owners and residents. The City Council will ultimately consider adoption of a new Market Neighborhood Plan in December 2006.

Summary of City Council Direction Regarding Norkirk Neighborhood Plan Update

Council Meeting- September 20th, 2005

The City Council did not concur with the Planning Commission's recommendations on the private amendment requests. Instead, they directed the Planning Commission to drop all the private amendment requests and related study areas from further consideration. The Council did concur with the recommendation of the Planning Commission to further study all the city initiated ideas, however.

To recap the results of the Council meeting; the following proposals will continue being studied during the Norkirk Neighborhood Plan update process:

- City initiated rezone at 32 21st Place and 100 20th Avenue from single family residential RS 12.5 to RS 7.2
- City initiated rezone at 558 20th Avenue from RS 12.5 to RS 7.2 and a boundary adjustment to move the vacant parcel to the west of this parcel to the South Juanita neighborhood.
- City initiated idea to study the entire LIT zone in the context of the Industrial Lands Study
 - BNSFRR dual use non-motorized and light rail corridor
 - Pedestrian routes
 - Bicycle routes
 - Discussion on approaches to affordable and innovative housing
 - Discussion about single family design, including FAR, lot coverage and setbacks.

The following proposals will be dropped from further consideration:

- All private amendment requests and related study areas.

Other topics, including land use patterns, may come up during the remainder of the neighborhood plan process.

The public notice signs for the PAR's and City Initiated rezones will be removed in the next several weeks. The signs will be put back up for the city initiated rezones when we get closer to the date of the public hearing in the last half of 2006.

A decision will be made later in the planning process about the issues that were selected for further study. Prior to any decision, the consequences of each issue will be analyzed by City staff, Planning Commission, Transportation Commission, and Parks Board, among others. The Norkirk working group, neighborhood association, and the public will be given opportunities to weigh in on the drafts. Prior to the public hearing in 2006, notice will be sent to all property owners and residents. The City Council will ultimately consider adoption of a new Norkirk Neighborhood Plan in December 2006.

G:\Norkirk Summary for the WEB of City Council Direction Regarding Norkirk Neighborhood Plan Update.doc 9.30.2005 rev050101sjc

May, 2006

**Adopted Work Program for Market/Norkirk Neighborhood Plans Update
Subject to Change**

<i>tasks</i>	<i>Market Neighborhood</i>	<i>Norkirk Neighborhood</i>
P.C. approves work program	January 26, 2006	January 26, 2006
Neighborhood visioning workshops w/ working group, Neigh. Assoc., & public	February 16, 2006	February 1, 2006.
Staff work on draft vision, goals & policies.	February – April 2006	February – March 2006
Staff present draft vision & goals for each neigh to P.C.	March 23, 2006	March 23, 2006
Staff present draft policies for each neigh to P.C. Norkirk – topics (e.g. Land use patterns, Industrial zone, PLA 7, 3 rezones) Market - topics (e.g. 3 rezones, & land use patterns)	May 11, 2006	April 27, 2006
Working Group review draft plan	May 15, 2006	May 17, 2006
Trans. Comm. review draft plans for both neigh.	May 24, 2006	May 24, 2006
Staff present draft plan and working group & Trans. Comm. revisions for each plan to P.C. & discuss joint topic - Market St. corridor	May 25, 2006	May 25, 2006
Council briefing	June 20, 2006	June 20 2006
Staff present revised goals and draft policies to P.C.	June 22, 2006	June 22, 2006
Staff refine plans	July, 2006	July, 2006
Staff present refined plans and zoning for each neigh. to P.C.	August 10, 2006	August 10, 2006
Issue SEPA Addendums	August	August
Internal review of draft plans and zoning	August	August
CTED 60 day review	September	September
Trans. Comm. review draft plans & zoning for both neighborhoods.	Week of Sept. 4	Week of Sept 4
P.C. public hearing on draft plan and rezones	September 14, 2006 (Hearing)	September 21, 2006 (Hearing)
P.C. finalize draft plans & zoning for both neigh.	October 12, 2006	October 12, 2006
Council Study	November 7, 2006	November 7, 2006
Council Study	November 21, 2006	November 21, 2006
Council Adoption	December 19, 2006	December 19, 2006

ATTACHMENT 3
06/20/2006
Council Briefing
Market & Norkirk

1. MARKET OVERVIEW

The Market neighborhood is located between Market Street on the east, Lake Washington on the west, Juanita Bay Park on the north and Lake Street West (including Heritage Park) on the south.

The development pattern is well established with single family homes in most of the neighborhood, while commercial and multifamily uses are located along Market Street south of 18th Avenue West.

Figure M-1: Market Neighborhood Boundaries

2. VISION STATEMENT

The historic Market Neighborhood is a friendly, walkable neighborhood along the shores of Lake Washington that is close to downtown Kirkland. Its residents enjoy their proximity to the lake through public view corridors and viewing stations, as well as the park system. Waverly Way near the western boundary of the neighborhood has both pedestrian and bicycle routes which provide beautiful unobstructed views of the Lake. The tree canopy in the neighborhood has been maintained and enhanced and it adds to the neighborhood's natural setting with mature trees and wildlife habitat. The neighborhood's five parks are within walking distance and offer both active and passive recreation for residents. Juanita Bay Park also provides an opportunity for people from the neighborhood, and from the broader community, to observe and enjoy wildlife habitat and open space.

Market Street south of 18th Avenue West accommodates neighborhood oriented businesses and multifamily housing, including living facilities for seniors. The area surrounding the intersection of Market Street and 7th Avenue is a reminder of Kirkland's past with its historic buildings from the 1890's as well as street lights and other improvements that reflect its historic character. This area was to be the original downtown of Kirkland and is still a focal point for the City's history. Well landscaped buffers, appropriate site design and architectural treatments provide a smooth transition between Market Street and the homes in the neighborhood. Market Street provides efficient access to the neighborhood, while still functioning as a principal north/south arterial.

1

(May 15, 2006 Revision)

ATTACHMENT 4
6/20/06
Council briefing Market
of North Kirk

XV.J. MARKET NEIGHBORHOOD

There are a variety of interesting housing styles in the Market neighborhood. Although considerable redevelopment has occurred, the historic homes that remain are valued. Alternative housing options have helped to provide for a changing and diverse population by supplying more housing choices. Streets are safe and attractive for pedestrians, bicycles and cars. The transportation network provides easy access within the neighborhood and to other parts of the City and region.

Market Neighborhood residents take great pleasure in this unique and beautiful place to live.

3. HISTORIC CONTEXT

The Historic Context Introduction will be prepared by Bob Burke of the Kirkland Heritage Society.

Goal M 1 – Encourage preservation of structures and locations that reflect the neighborhood’s heritage.

Policy M 1.1:

Provide markers and interpretive information at historic sites.

Providing this information will identify these important sites and enable future residents to have a link with the history of the area.

Policy M 1.2:

Provide incentives to encourage retention of identified structures of historic and architectural significance.

Allow flexibility in lot size requirements for lots that contain historic buildings. This incentive will allow lots containing historic buildings to be subdivided if the historic building meets designated criteria and is preserved on site.

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4. NATURAL ENVIRONMENT

Goal M 2 – Protect and enhance the natural environment.

Policy M 2.1:

Protect and improve water quality and promote fish passage by undertaking measures to protect Lake Washington, wetlands, streams and wildlife corridors.

The Market Neighborhood is located within the Kirkland Slope, Forbes Creek, Moss Bay, and South Juanita Slope drainage basins (Figure M-2). Various Forbes Creek tributaries and wetlands constitute a valuable natural drainage system that flows into Lake Washington through Juanita Bay Park, a high quality ecological area. This drainage system serves the drainage, water quality, wildlife and fish habitat, and open space needs of the northern portion of the neighborhood.

With the exception of Forbes Creek, no wetlands or streams have been mapped or identified in the Market neighborhood. There is extensive cutthroat trout habitat in the main stem of Forbes Creek downstream of Forbes Lake and known salmonid locations in Juanita Bay Park.

Water quality is an important issue in the Market neighborhood. Even in areas without significant streams, water from the neighborhood drains to Lake Washington. Pesticide and fertilizer use should be avoided since it can be harmful to the Lake.

Figure M-2: Market Neighborhood Sensitive Areas

Policy M 2.2:

Develop viewpoints and interpretive information around streams and wetlands if protection of the natural features can be reasonably ensured.

Juanita Bay Park acts as an educational tool to help citizens learn about the locations, functions, and needs of sensitive areas and the wildlife that are dependent on these areas. This information helps to protect the park from the potentially negative impacts of nearby development and can increase public appreciation and stewardship. When appropriate, the placement of additional interpretive information and viewpoints should be added.

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Policy M 2.3:

Protect, enhance and properly manage the urban forest and other vegetation by striving to retain and enhance the tree canopy including street trees, landmark and specimen trees, and groves of trees.

In the Market neighborhood, protecting, enhancing, and retaining healthy trees and vegetation are key values that contribute to the quality of life. Trees should be retained and protected whenever there are feasible and prudent alternatives to site development that will allow for their preservation.

Maintenance and preservation of significant trees on developed private property will have a great impact on the overall urban forest. Appropriate tree replacements are expected wherever possible. The tree canopy can also be enhanced through street tree planting and the addition of trees in parks and open space areas.

Policy M 2.4:

Ensure that development is designed to avoid damage to life and property on properties containing high or moderate landslide or erosion hazards areas.

The Market Neighborhood contains areas with steep slopes including medium and high landslide areas along the Lake Washington shoreline. These areas are prone to landslides, which may be triggered by grading operations, land clearing, irrigation, or the load characteristics of buildings on hillsides. Seismic hazard areas are also found along Lake Washington and in Juanita Bay Park (See Figure M-3). These areas have the potential for soil liquefaction and differential ground settlement during a seismic event.

Figure M-3: Market Neighborhood Seismic and Landslide Hazards

Policy M 2.5:

Protect wildlife throughout the neighborhood.

The Market Neighborhood and Juanita Bay Park are home to many forms of wildlife, including bald eagles, beavers, herons, turtles, salmon and many other fish and bird varieties. The neighborhood is fortunate to include the Juanita Bay Park urban wildlife habitat, which is a unique environment within the City. There is also a bald eagle's nest in the northwest portion of the neighborhood. Protection of these special habitat areas is important so that they will be preserved for future generations.

People living in the neighborhood also have opportunities to attract wildlife and improve wildlife habitat on their private property. The City, the Washington Department of Fish and Wildlife, and other organizations and agencies experienced in wildlife habitat restoration can provide assistance and help organize volunteer projects.

XV.J. MARKET NEIGHBORHOOD

5. LAND USE

The Market Neighborhood contains a single family residential land use pattern. Retail, commercial, office, multi-family and mixed uses are focused in the Market Street Corridor.

LOW DENSITY RESIDENTIAL

Goal M 3 – Promote and retain the residential character of the neighborhood while accommodating compatible infill development.

Policy M 3.1:

Retain the predominantly detached single-family housing style in the core of the Market Neighborhood.

Market is a well-established neighborhood that has predominately low-density (3-6 dwelling units per acre) traditional single-family residential development. The land use transitions from low-density residential to medium-density multi-family and commercial development at the eastern border adjacent to Market Street. Continuation of the eclectic mix of housing styles and sizes is important to the neighborhood's character.

Goal M 4 – Allow alternative development styles that provide more housing choices for residents.

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Policy M.4.1:

Allow alternative residential development styles which provide choices that are compatible with the surrounding neighborhood and are consistent with citywide standards.

It is important to encourage the provision of housing infill options for a wide spectrum of households in response to demographic trends. Alternative housing types can provide more choice in meeting housing needs. Rising housing prices throughout the City and region have presented a need for strategies to promote lower cost housing. Allowing design innovations can help lower land and development costs and improve affordability.

Compatibility with the predominant traditional detached single-family housing style in the neighborhood will determine the acceptance of alternative housing. Architectural and site design standards to ensure compatibility with adjacent single-family homes are important to successful integration of alternative housing into the neighborhood. Styles such as cottage housing, compact single-family homes, zero lot line, common wall homes (attached), accessory dwelling units, and clustered dwellings are appropriate options to serve a diverse population and changing household needs. They may also help to maintain the diversity of housing that characterizes the Market Neighborhood.

Figure M-4: Market Neighborhood Land Use

MEDIUM DENSITY RESIDENTIAL AND COMMERCIAL

Goal M 5 – Focus commercial and medium density residential development in designated multifamily and commercial areas within the Market Street Corridor Subarea.

Policy M 5.1:

Locate new commercial and medium density multifamily development in the Market Street Corridor at the eastern boundary of the Market Neighborhood.

Medium density multifamily and commercial development should remain in designated areas within the Market Street Corridor Subarea and not extend into the single family residential core of the neighborhood or north of 18th Avenue West.

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Policy M 5.2:

Coordinate Planning for the Market Neighborhood with the goals and policies found in the Market Street Corridor Subarea section of the Comprehensive Plan.

The eastern boundary of the Market Neighborhood is located in the middle of Market Street. The Market Street Corridor Subarea is shared with the Norkirk Neighborhood. It is important for both neighborhoods to participate in and coordinate with the Subarea plan for the corridor.

6. TRANSPORTATION

STREETS

The street network in the Market Neighborhood is in a grid pattern. Maintenance of this grid promotes neighborhood mobility and more equitable distribution of traffic on neighborhood streets. The streets that compose this grid network consist of collector and local streets and alleys, with one principal arterial (Market Street) located at the eastern boundary. There are no minor arterials in the Market Neighborhood. Streets are described below and shown on Figure M-5. Traffic is well distributed throughout the neighborhood by the existing street system.

Market Street is a principal arterial that is the most traveled route into and along the eastern border of the neighborhood. Most of Market Street is fully improved with one lane in each direction, and a series of left turn pockets south of 7th Street West. The street is fully developed with curb, gutters, sidewalks, a landscape strip and bike lanes. A landscape median provides additional green space while controlling left turn movements. A center turn lane north of the 7th Street West intersection extends to Forbes Creek Drive.

Figure M-5: Market Neighborhood Street Classifications

Neighborhood Collectors: Two streets within the grid network of the Market Neighborhood serve as neighborhood collectors. These streets connect the neighborhood to the arterial system and provide primary access to adjacent uses. Design standards for these streets call for two traffic lanes, a parking lane, curb, gutter, sidewalk, and landscape strip. These neighborhood collector streets are listed below and are also shown on Figure M-5.

6th Street West is a collector street from Waverly Way on the west side of the Market Neighborhood to Market Street on the east side. It provides access through the center of the neighborhood.

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Waverly Way connects from 6th Street West to Market Street at the south end of the neighborhood. It provides north/south access along the western side of the Market neighborhood.

Neighborhood Access: All of the streets not discussed above are classified as neighborhood access streets. These streets provide access to adjacent residences and connect to neighborhood collectors. Full improvements on these streets typically include one traffic lane in each direction, two parking lanes, curb, gutter, sidewalk, and landscape strip. Full improvements do not exist on many of the neighborhood access streets in the Market Neighborhood.

Alleys: Portions of the Market Neighborhood platted in the early part of the 20th century are served by mid-block alleys.

Goal M 7 – Improve mobility for the Market Neighborhood.

Policy M 7.1:

Incorporate measures that will allow for improved access to Market Street during heavy traffic periods without disrupting the general flow of traffic.

Further study of traffic flow on Market Street is needed in order to determine the best solution to the neighborhood access problem. The intent is for Market Street to continue to function as a principal arterial while providing efficient access to the Market Neighborhood.

Policy M 7.2:

Maintain and enhance the street and alley grid in the Market Neighborhood.

The grid system enhances mobility within the neighborhood. Alleys provide access and service routes for the lots they abut, while the streets provide circulation through the neighborhood. Utilizing alleys minimizes the number of curb cuts needed to serve abutting uses, thus minimizing conflicts with pedestrian and vehicular traffic on the streets.

Policy M 7.3:

Enhance connectivity between the Market and Norkirk Neighborhoods.

Crossing Market Street to get to the Norkirk Neighborhood is difficult. It is important to increase connectivity between the neighborhoods by improving access to and from Market Street.

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TRANSIT

Metro transit serves the Market Neighborhood with routes along Market Street that provide service to the Kirkland Transit Center, downtown Seattle, Totem Lake, Bellevue and other surrounding areas. The school district also provides bus transportation to Peter Kirk Elementary School in the Norkirk neighborhood.

Goal M 8 – Enhance transit service connecting the Market neighborhood to other areas of the City and region.

Policy M 8.1:

Work with Metro to provide convenient service to surrounding areas.

Transit service is an important element of the City's transportation system. As automobile traffic increases, alternative modes of transportation become more necessary. The Market Street Corridor is one of the main north/south connections through the City and is also a main transit route. Traffic problems along Market Street and throughout the City can benefit from improved transit service.

PEDESTRIAN/BICYCLE CIRCULATION

The existing City of Kirkland Nonmotorized Transportation Plan (NTP) maps most of the bicycle and pedestrian facilities planned for a 10-year horizon. Those projects mapped in the Market Neighborhood Plan not shown in the NTP will be added during periodic updates to the NTP. Figures M-6 and M-7 show the planned bike and pedestrian system for the Market Neighborhood.

City zoning requires that all through-streets have pedestrian improvements. Generally, these improvements include curbs, gutters, landscape strips, and sidewalks. Pedestrian improvements are usually installed by the developer as new development occurs. Sidewalks can also be installed through the capital improvement budget process in areas that have already been developed.

Bicycles are permitted on all City streets. Bike facilities may include a shared roadway; a designated bike lane with a painted line; or a shared use path for bicycle and pedestrian use. Those routes identified for proposed bicycle improvements are shown in Figure M-6.

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Goal M 9 – Encourage mobility and the use of nonmotorized transportation by providing improvements for pedestrians and bicyclists throughout the Neighborhood.

Policy M 9.1:

Enhance and maintain pedestrian and bicycle infrastructure within the Market Neighborhood, especially on routes to activity nodes (including school walk routes) and adjacent neighborhoods.

The following routes should be added to the Nonmotorized Transportation Plan. The Capital Improvement budget process prioritizes when routes identified in the NTP will receive funding for improvements.

- 9th Street West – between Market Street and 20th Street across Juanita Bay Park should be improved for both pedestrians and bicycles.
- Waverly Way - should be improved with a sidewalk on the west side of the street. View stations at the unopened street ends at 4th Street West and 5th Street West along Waverly will also be considered.
- 6th Street West – complete a pedestrian sidewalk between 11th Avenue West and Market Street
- 4th Street West – complete a pedestrian sidewalk between 10th Avenue West and Market Street
- Lake Avenue West Street End Park – complete a pedestrian pathway across Heritage Park from Waverly Way to the Street End Park.

Figure M-6: Market Neighborhood Bicycle System

Figure M-7: Market Neighborhood Pedestrian System

7. OPEN SPACE/PARKS

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There are five publicly owned parks in the Market Neighborhood that provide park and open space amenities. Some also protect sensitive and natural areas.

Juanita Bay Park is a 143.8 acre nature park with over ½ mile of waterfront on Lake Washington. The park includes interpretive trails and boardwalks, a public restroom, on-site parking, urban wildlife habitat, wetlands, open lawn areas, interpretive displays, benches and picnic tables.

Kiwanis Park is a 1.8 acre undeveloped waterfront park located in the northern portion of the neighborhood. The park has 450 lineal feet of waterfront on Lake Washington and a trail. The site is heavily wooded with a variety of deciduous and evergreen trees.

Waverly Beach Park is a 2.8 acre waterfront park with 490 lineal feet on Lake Washington. . It includes a public dock, picnic tables, benches, public restrooms, a children's playground, an open lawn, on-site parking, hand carried boat launching, a life-guarded swimming beach and fishing. The park is located along the shoreline in the center of the Market neighborhood.

Heritage Park is a 12 acre community park with two historic landmarks (Heritage Hall and the old Kirkland Junior High archway), interpretive signs, trails, open lawn areas, tennis courts, and on-site parking. The site also provides parking for the downtown boat launch. A phased master plan is in place for the park, and improvements (including a children's playground) will be completed over time. It is located at the southern end of the Market Neighborhood.

Lake Avenue West Street End Park is a waterfront park located at the northern end of Heritage Park near 2nd Street West. This small parcel provides access to Lake Washington and scenic views of the Seattle and Bellevue skylines.

Figure M-8: Market Neighborhood Parks and Open Space

Goal M 10 – Ensure adequate park and recreation facilities in the Market Neighborhood.

Policy M 10.1:

Enhance parks within the Market Neighborhood as needed.

Desirable additions to the Market Neighborhood park system include:

- Further development of Heritage Park (over several phases),
- Development of Kiwanis Park after completion of a park master plan with community input,

XV.J. MARKET NEIGHBORHOOD

- Renovation of Waverly Beach Park, and
- Restoration of wetlands and forested areas of Juanita Bay Park.

Policy M 10.2:

Pursue development of a new neighborhood park where the park level of service is deficient.

The Parks Department has a desired level of service (LOS) identified in the 2001 Comprehensive Park, Recreation, and Open Space Plan for a neighborhood park within a quarter-mile radius of every household. This LOS has not been met in the northern sector of the Market Neighborhood.

8. PUBLIC SERVICES/FACILITIES

Goal M 11 – Provide public and private utility services for the neighborhood.

Policy M 11.1

Provide potable water, sanitary sewers and surface water management facilities to new and existing development in accordance with the Water Comprehensive Plan, the Sanitary Sewer Comprehensive Plan, the Surface Water Master Plan, the Kirkland Municipal Code, and the adopted storm water design requirements.

The City provides water, sewer and surface water service to its citizens. Gas, telephone, internet and cable service are private utilities. All existing homes in the Market neighborhood are on sanitary sewer service. New development is required to install water and sewer service as a condition of development and also to meet storm water requirements.

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9. URBAN DESIGN

Goal M 12 – Provide transitions between low density residential uses within the neighborhood and the commercial and multifamily residential uses along Market Street.

Policy M 12.1:

Promote development requirements that address transitions and protect neighborhood character.

The size and/or height of the higher density structure should not overpower adjoining low-density uses. Landscape buffers should be used to soften and separate uses by creating a transition zone.

Goal M 13 – Preserve public view corridors within the neighborhood.

Policy M 13.1:

Preserve the public view corridors of Lake Washington, Seattle, and the Olympic Mountains (Figure M-9).

The street system provides the Market Neighborhood with a large number of local and regional views. These view corridors that lie within the public domain are valuable for the beauty, sense of orientation, and identity that they provide to the Market Neighborhood.

Policy M 13.2:

Enhance public views through the use of view stations along Waverly Way.

The existing unopened City street ends at 4th Street West and 5th Street West along Waverly Way can be improved as viewing stations for the public. These stations will complement the proposed pedestrian sidewalk along the west side of Waverly Way and the existing bicycle route.

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Goal M 14 – Encourage residential design that builds community.

Policy M 14.1:

Establish building and site development standards that apply to all new, expanded, or remodeled multi-family buildings consistent with citywide policies.

Appropriate building design standards for multi-family residential development address building placement on the site; site access and on-site circulation by vehicles and pedestrians; site lighting; landscaping (including that for parking lots); signs; preservation of existing vegetation; and buffers between multi-family developments and single-family housing.

Policy M 14.2:

Establish building and site development standards that apply to all new, expanded, or remodeled single-family buildings consistent with citywide policies.

Encourage appropriate scale for the neighborhood. It is desirable for the size of new homes to result in a perceived building-to-lot ratio that fits the established pattern of development in the neighborhood. Appropriate orientation helps new houses to respect the private space of neighboring houses.

Policy M 14.3:

Establish development standards that encourage interaction between neighbors and a sense of community.

It is desirable for building development standards to provide for pedestrian friendly design. This can be accomplished through good site design that responds to both the conditions of the site and those of the surrounding neighborhood. Building setbacks, garage treatment, alley access, landscaping and architectural elements such as entry porches can all be used to encourage a sense community in the neighborhood.

Figure M-9: Market Neighborhood Urban Design

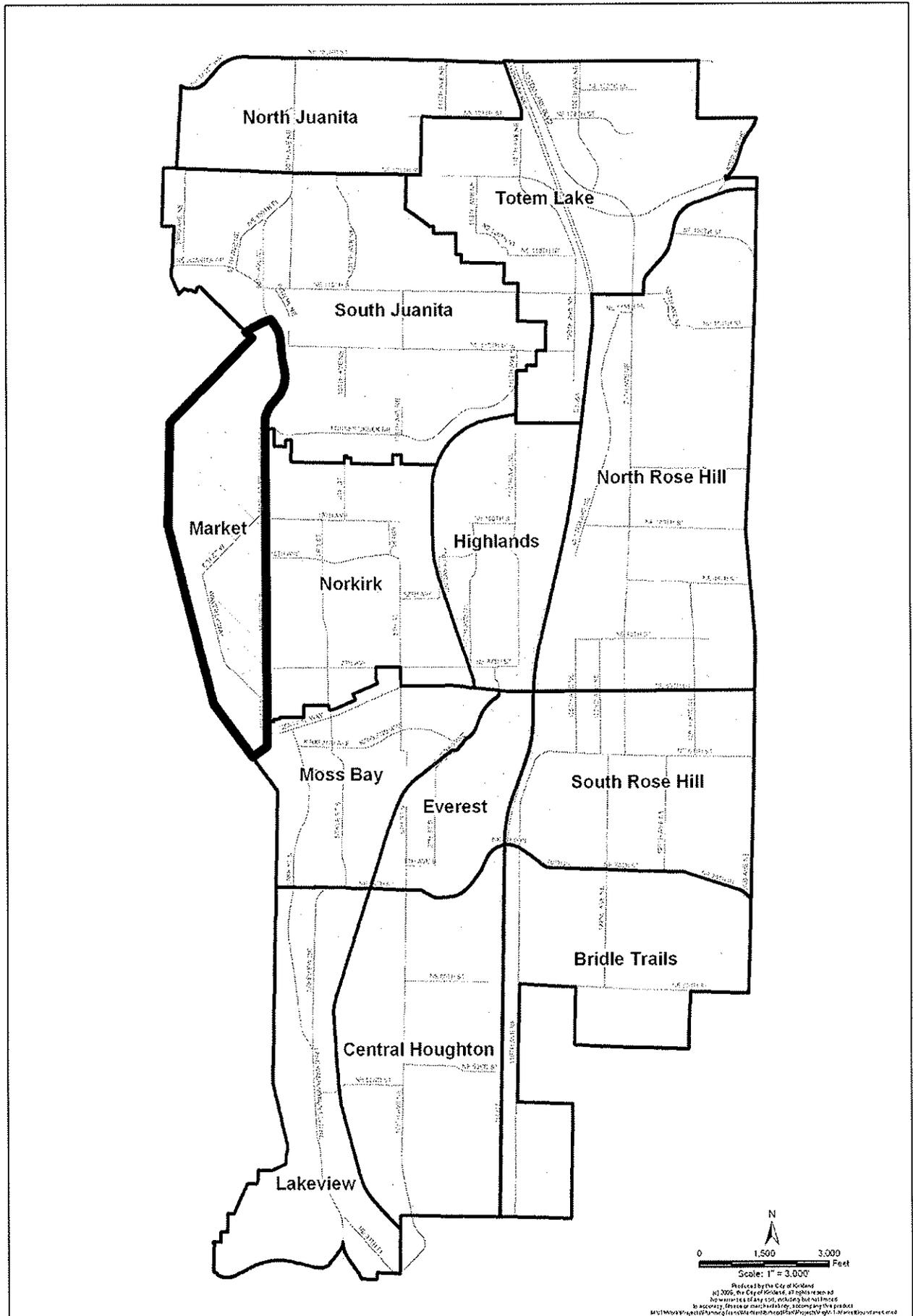
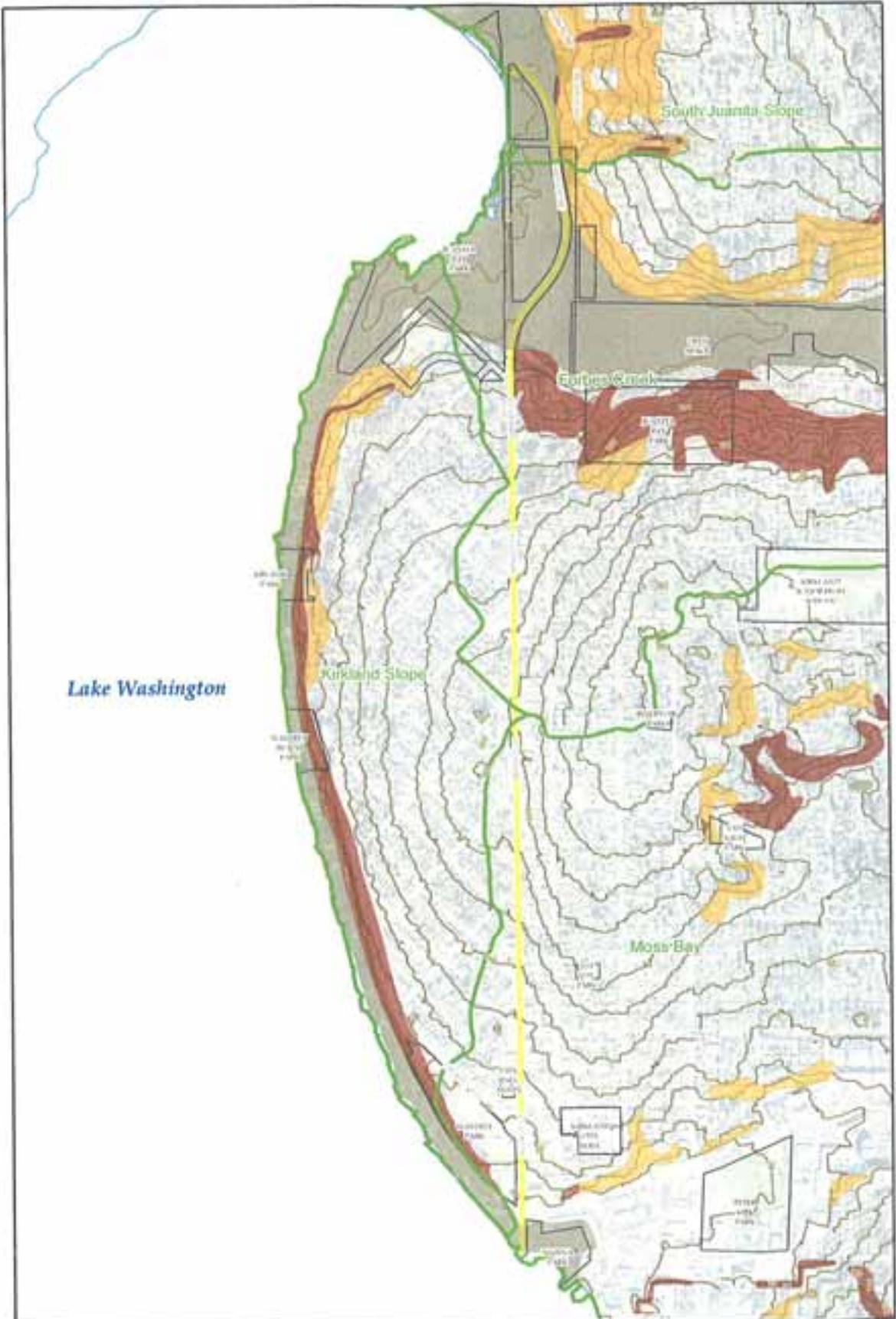


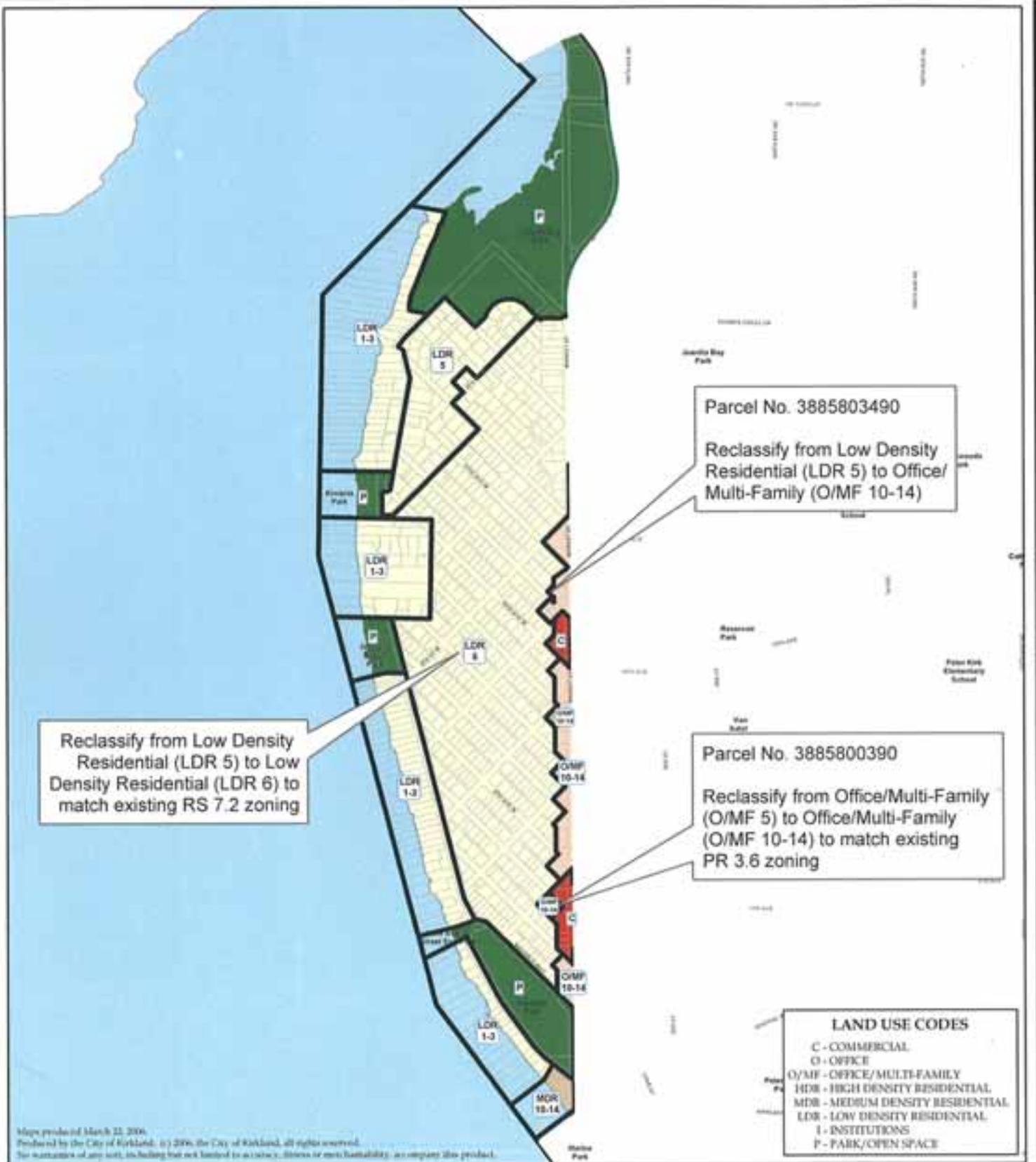
Figure M-1: Market Boundaries



- Legend**
- Landslide Hazard Area (Medium Hazard)
 - Landslide Hazard Area (High Hazard)
 - Seismic Hazard Area
 - Twenty-Foot Contours
 - Drainage Basin Boundaries
 - Selected Public Properties
 - Lakes
 - Proposed Market Neighborhood Boundary



Figure M-3: Market Landslide and Seismic Hazard Areas

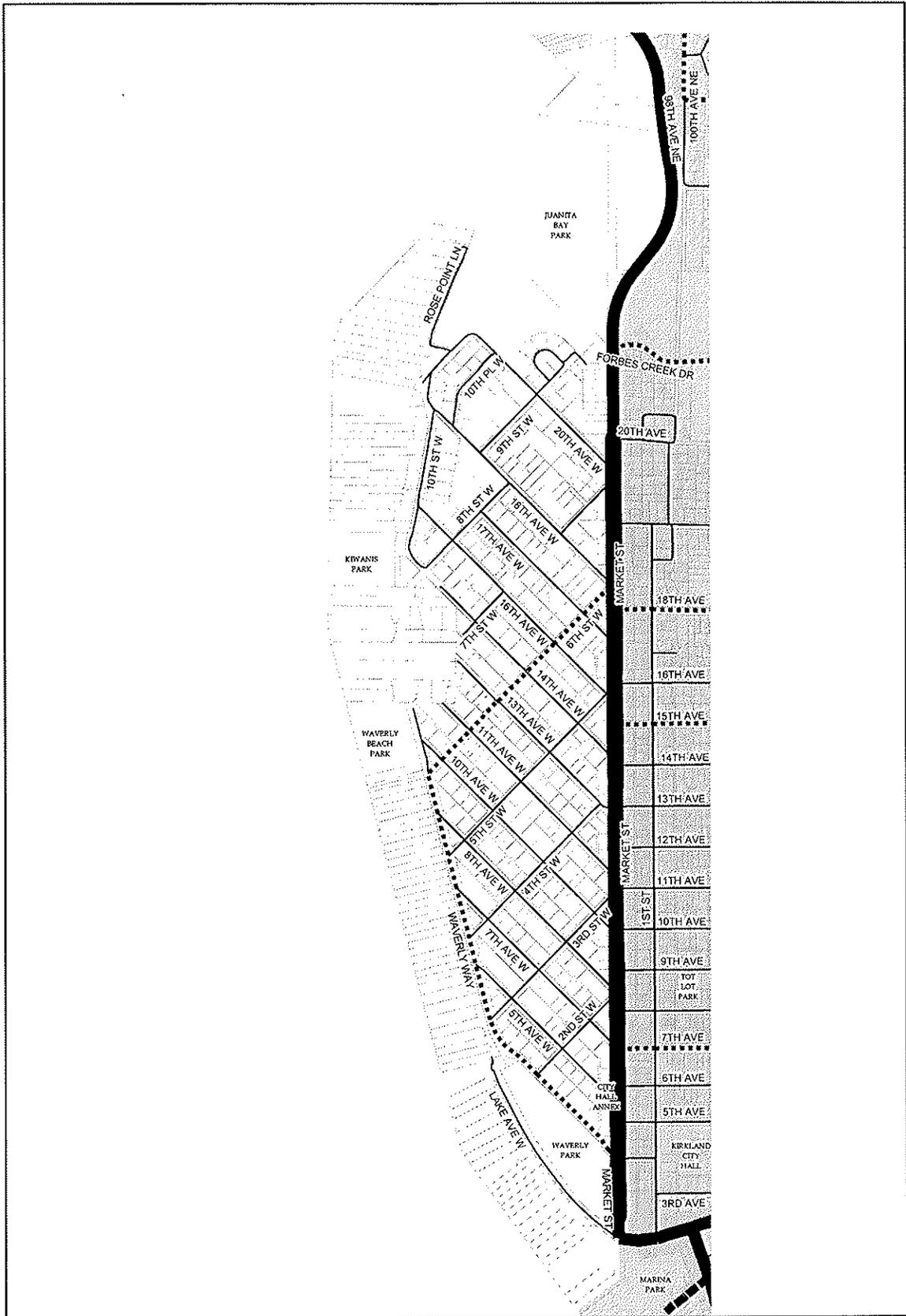


Proposed Changes to Comprehensive Land Use Map & Market Neighborhood Land Use Map

Market Neighborhood
Figure M-4: Land Use
 ORDINANCE NO. 4824
 ADOPTED by the Kirkland City Council
 December 13, 2005

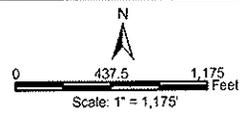
<p> LAND USE BOUNDARIES</p> <p> SUBAREA BOUNDARY</p> <p> PUBLIC FACILITIES</p>	<p> PARCEL BOUNDARIES</p> <p> LAND USE CODE</p> <p> DENSITY (UNITS/ACRE)</p> <p><small>NOTE: WHERE NOT SHOWN, NO DENSITY SPECIFIED * INDICATES CLUSTERED LOW DENSITY</small></p>
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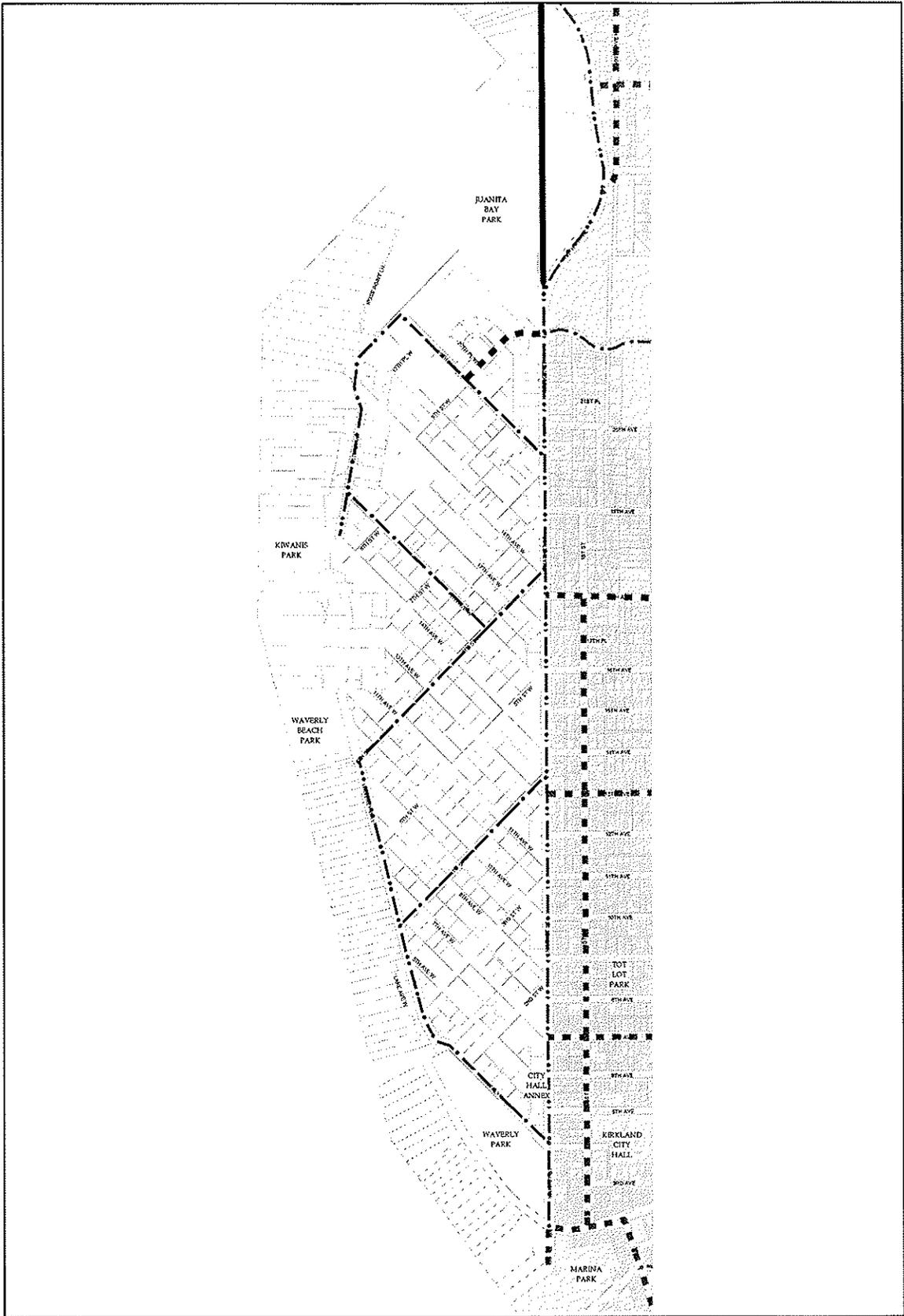
Legend

- | | | |
|-----------------------------------|-----------------------------|---------------------|
| Functional Classifications | | Building Footprints |
| — Neighborhood Access | Tax Parcel Boundaries | |
| - - - Collector | | |
| — Minor Arterial | | |
| — Principal Arterial | | |



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Figure M-5: Market Functional Classifications



- Legend**
- Existing Bike System
 - Proposed Bike System
 - Proposed Shared Use Paths
 - Existing Shared use Paths
 - Building Footprints
 - Tax Parcel Boundaries

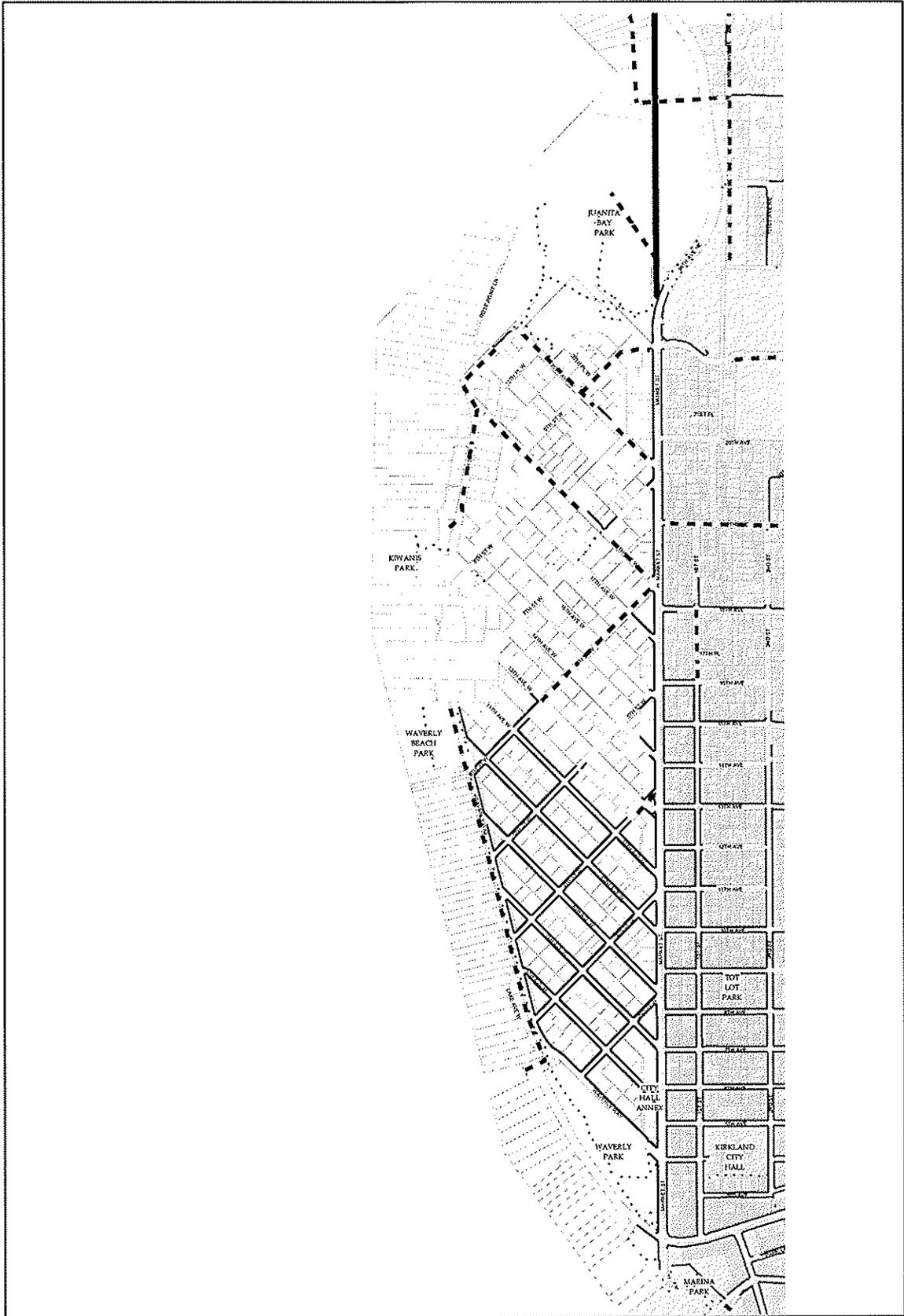
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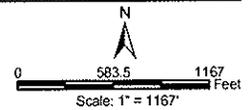
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Figure M-6: Market Bicycle System



- Legend**
- Existing Sidewalks
 - - - Proposed Sidewalks/Walkways
 - - - Proposed Shared Use Paths
 - Existing Shared Use Paths
 - ... Maintained Trails
 - Building Footprints
 - Tax Parcel Boundaries

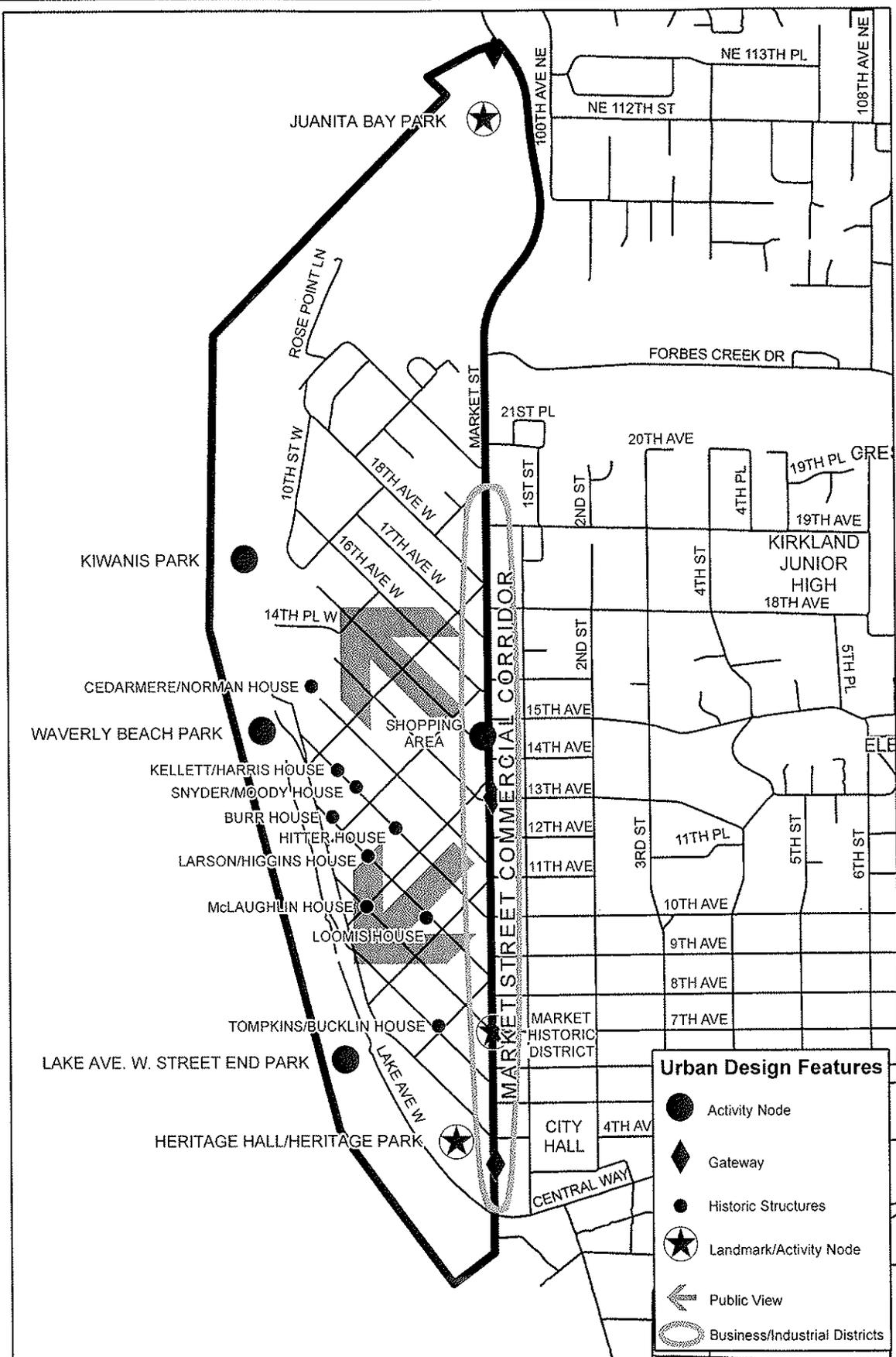


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Figure M-7: Market Pedestrian System



Figure M-8: Market Parks and Open Spaces



Legend
 Proposed Market Neighborhood Boundary
 Street Centerlines

Urban Design Features

- Activity Node
- Gateway
- Historic Structures
- Landmark/Activity Node
- Public View
- Business/Industrial Districts

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Figure M-9: Market Neighborhood Character/Urban Design

XV.J. NORKIRK NEIGHBORHOOD

1. NORKIRK OVERVIEW

The Norkirk Neighborhood lies between the Burlington Northern Santa Fe railroad tracks on the east, Market Street on the west, the Moss Bay Neighborhood, including downtown on the south, and the crest of the Juanita Slope at approximately 20th Avenue, on the north (see Figure Norkirk-1).

Most of the area is developed, and the land use pattern is well established. The neighborhood is predominately residential in character, and contains some of Kirkland's oldest homes. The neighborhood is also home to many civic and public uses including City Hall, the City Maintenance Center and Kirkland's only junior high school. The core of the neighborhood consists of low residential development. ~~Low-density residential uses are predominant,~~ while medium and high-density residential uses are concentrated on the south end, transitioning to the commercial uses of the Central Business District. Commercial and multifamily residential development adjoins Market Street on Norkirk's western boundary. Industrial uses are located in the southeastern portion of the neighborhood.

Figure N-1: Norkirk Boundaries

2. VISION STATEMENT

The Norkirk Neighborhood in 2022 is a stable and tranquil community of neighbors who represent a range of ages, households, incomes, and backgrounds. . Norkirk residents highly value the distinct identity of their own neighborhood and its proximity to downtown Kirkland.

Norkirk residents are good neighbors because we (they) know one another. That's because the Norkirk Neighborhood is a pleasant and safe place for walking. From the sidewalks, people greet neighbors who are working in their gardens or enjoying the quiet from their front porches. Children play in their yards and in the parks, or ride their bikes along streets, where they recognize their neighbors. The Norkirk Neighborhood is linked to other Kirkland neighborhoods and commercial areas by safe bike and pedestrian routes and local transit.

Norkirk residents prize our (their) beautiful surroundings. We benefit from open spaces and abundant trees. From numerous spots throughout the neighborhood one can view Lake Washington and its shoreline, the Olympics, or Mount Rainier. The parks, woodlands, and wetlands are considered the neighborhood's backyard, and residents care for those places.

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The neighborhood has a unique civic presence and identity. Many city services and facilities are located here, attracting community members from outside the neighborhood. The Norkirk Neighborhood is home to both City Hall and the City Maintenance Center where the work of local government takes place. Kirkland Junior High School, situated next door to Crestwoods Park, serves the entire city. Norkirk is also home to Peter Kirk Elementary School, which draws its enrollment from not only the Norkirk Neighborhood but also from the Market and Highlands neighborhoods.

In 2022, the Norkirk Neighborhood is comprised mainly of single-family homes. Houses come in a variety of styles and sizes; and, between houses, there is light and vegetation. The neighborhood feels uncrowded. Residents cherish many homes dating from early in the 20th century. Low-density residential areas successfully integrate alternative housing styles throughout the neighborhood, which provides choices for a diverse community.

Higher density multifamily development provides additional housing choice and a stable transition between the single-family core and the more intensive commercial and residential development at the southern and western boundaries of the neighborhood, in the downtown and along Market Street.

Commercial activities are focused toward the Market Street Corridor and the Downtown, which minimizes conflicts between adjacent land uses and ensures neighborhood integrity. These areas provide important shopping and services for both neighborhood residents and the region. Design of new development within the Market Street corridor is complementary to the adjacent residential portions of the Market and Norkirk Neighborhoods. Development in the commercial districts creates seamless transitions to protect and enhance the residential core.

In 2022, industrial and office uses in the southeast portion of the neighborhood are compatible with the residential uses that surround them. Located near the railroad tracks, this area provides a central city location for technology, services, offices use, wholesale businesses and the City Maintenance Center. Landscape buffers, building modulation and traffic management help integrate this area into the neighborhood.

Norkirk in 2022 is an outstanding neighborhood in which to live.

3. HISTORIC CONTEXT

Introduction

The Norkirk Neighborhood is one of the most historic in the City of Kirkland! Norkirk has had a significant role in the development of the City starting in the late 1880's when a majority of land was purchased to be part of Peter Kirk's new town. The area around the present City Hall was the Civic Center of Kirkland in the 1900's – the churches were the community meeting places and the Kirkland Woman's Club, the American Legion Hall and schools provided numerous community services. Central School had been vacant for a number of years when it burned in 19___. The City of Kirkland ~~continued~~ reinforced Norkirk's history

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importance as the civic center of the City by building the new City Hall on the Central School site in 19__.
(These dates will be confirmed.)

Photo of Congregational & Baptist Churches & Central School 1905
Arline Andre collection, KHS.

Homesteads in the 1880's:

The land homesteaded in the 1880's by John DeMott and George Davey included most of the Norkirk Neighborhood and portions of downtown. These two homesteads extended from First Street to Sixth Street and from Kirkland Avenue up to 18th Avenue. The Carl Nelson and Martin Clarke Homesteads extended east of 6th Street up to 116th in the Highlands Neighborhood.

Kirkland Land and Improvement Company:

Between 1888 and 1890, Peter Kirk's Kirkland Land and Improvement Company purchased many of the homesteads to begin the proposed new city, which would support the construction of the Steel Mill on Rose Hill near Forbes Lake. In 1890, the original plat was done with the street layout much as we see it today – particularly from Market to 3rd Street and south of 10th Avenue. The town center was to be at the intersection of Market Street and Piccadilly (7th Avenue). Piccadilly with its wide right-of-way was the connecting road to the mill on Rose Hill.

In 1893 the nation-wide depression wiped out Kirk's dream of Kirkland becoming the "Pittsburgh of the West" as the financial backing stopped and the mill closed without ever having produced steel. Very little development occurred in Kirkland until after 1910. Even though times were tough, the citizens voted to incorporate in 1905.

Boom Development 1910 – 1930 - Burke & Farrar:

The most significant era of development in Norkirk was from 1910 through the 1930's after Burke & Farrar, Seattle developers, purchased Peter Kirk's remaining holdings. The area north of 10th Avenue and east of 3rd Street was replatted in 1914 to better reflect the topography. This era coincided with the national popularity of the Arts and Crafts movement and the construction of bungalow and craftsman styles of homes. The Norkirk Neighborhood has the greatest number of bungalows in the City – it is very appropriate the neighborhood logo reflects that time period and architectural style.

Representative photographs of Bungalows.

Railroad:

Railroads played a significant role in not only the potential development of Kirkland, but also in its failure as a steel town. Kirk relied heavily on the commitment of the railroads to build lines to the resources he needed – coal and iron ore – as well as to ship finished products to potential markets. The railroads frustrated those efforts. It is noted in Arline Ely's book that Leigh Hunt, one of Kirk's partners and owner of the Seattle Post Intelligencer, explained that they couldn't move their line on top of the hill near Forbes Lake because the town with the mill was to be built on the shore of Lake Washington. The railroad executives could not understand why anyone would build a mill and town on the shores of Lake Washington when the railroad was on the hill (generally in the vicinity of Slater Avenue). The Northern Pacific Railroad line that forms much of the eastern

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boundary of the Norkirk neighborhood was begun in 1903 and was completed in the summer of 1904 according to information from the Issaquah Depot Museum. (We need to do more research to confirm this.)

Recollections of Life in the 1920's and 1930's:

An article written by Josephine S. Bryant, Kirkland Woman's Club President in 1986-88 described the time when the Woman's Club was built as follows:

"In 1918-1919 there was no elegant school on the hill – no beautiful City Hall – no church like the Baptist or Congregational on the corner. There was a livery stable where horses were kept for transportation. The main transportation was the horse and buggy. Roads were not paved – houses were few – mainly on the Lake. Gradually, Kirkland grew."

She goes on to describe the Woolen Mill and the bank at the corner of 7th and Market Street. She describes how the first meeting of the Woman's Club was held at the home of Mrs. L. Blake Baldwin on January 20, 1920. She also noted that it was obligatory at their May breakfast to wear a hat and carry gloves. They began the first Kirkland library and ran it until 1948. She noted that they are one of the few clubs in America to own their own clubhouse. She pointed out that the land was donated by Guy Farrar of Burke & Farrar, real estate developers. In 19__ (Being confirmed) the Woman's Club redid previous work on the building to return it to its original condition so they could get it listed on the National Register of Historic Places.

Change of Street Names:

In the late 1920's the original street names defined in the original Kirk Plat were changed to the present numbering– and as many say confusing and boring - system to facilitate public safety. The street signs installed in 1999 and 2000 reflect the original historic names. For example: 3rd Street was Jersey Street; 6th Street was Orchard Street; 7th Avenue was Piccadilly Avenue; and 18th Avenue was Portland Avenue.

Naming of the Neighborhood:

The name likely came from geographic references to "North Kirkland" relative to downtown. This was formalized with the naming of the Norkirk Elementary School in 1955. The 6/23/55 East Side Journal newspaper had the following story:

The name "Norkirk Elementary School" submitted by Donna Lee Owen, age 7 of Redmond was chosen by school board members as the name of the new Elementary school under construction in north Kirkland. Donna is the daughter of Mr. and Mrs. Alvin L. Owen, Jr. and is a student in the second grade.

Annexation to Kirkland:

Most of the Norkirk Neighborhood – from 6th Avenue to 15th Avenue and from Market Street to 6th Street was in the original Town incorporated in 1905. The area north of 15th to 20th was annexed in 1947 and the area from 20th to Forbes Creek was annexed in 1967. Portions at the Southeast corner adjacent to the railroad were annexed in '55, '56, '60, '64 and '65; the area south of 6th Avenue was annexed in 1957.

Inventory of Historic Properties

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The Kirkland Heritage Society utilized a grant from the Kirkland City Council to conduct an inventory of properties meeting established historic criteria in 1999. The Norkirk Neighborhood had one-third of the buildings on the citywide inventory. Twenty percent of the highest priority structures are located in Norkirk.

Buildings and features in the neighborhood presently recognized by the City in the comprehensive plan are:

Houghton Church Bell -	1881	(Located at Congregational Church)
Dr. Trueblood House -	1889;	
Rev. Newberry House -	1909.	
Kirkland Woman's Club -	1925	
American Legion Hall -	1931, and	
Kirkland Cannery -	1935,	

The Woman's Club and Trueblood House are on the National Register of Historic Places. The cluster of historic properties at the intersection of Market Street and 7th Avenue, form an important historical link and entrance to the Norkirk neighborhood.

Photographs of these recognized buildings.

Goal N 1 - Encourage preservation of structures and locations that reflect the neighborhood's heritage.

Policy N 1.1:

Provide markers and interpretive information at historic sites.

Providing this information will identify these important sites and enable future residents to have a link with the history of the area.

Policy N 1.2:

Provide incentives to encourage retention of identified structures of historic and architectural significance. One particularly significant historic structure in the neighborhood is the Kirkland Cannery. A study is currently being conducted to determine the feasibility of various uses in this vacant structure in order preserve it. Some zoning flexibility should be allowed to ensure that the studies findings could be implemented.

4. NATURAL ENVIRONMENT

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Goal N 2 – Protect and enhance the natural environment in the Norkirk neighborhood.

Policy N 2.1:

Protect and improve the water quality and promote fish passage in the Forbes Creek and Moss Bay basins by undertaking measures to protect stream buffers and the ecological functions of streams, Lake Washington, wetlands and wildlife corridors.

The Norkirk Neighborhood is located within the Forbes Creek and Moss Bay drainage basins (Figure N-2). Various Moss Bay and Forbes Creek tributaries and several small wetlands constitute a valuable natural drainage system that flows into Lake Washington and provides the surface water, water quality, wildlife and fish habitat, and open space functions for the neighborhood.

In the Forbes Creek basin, there is extensive cutthroat trout habitat in the main stem of Forbes Creek downstream of Forbes Lake. Coho salmon are found west of the freeway in Forbes Creek. The various Norkirk Neighborhood tributaries leading into the Creek contribute to the water quality downstream prior to entering Lake Washington.

In the Moss Bay drainage basin, the open stream portion of the Peter Kirk Elementary Tributary near the elementary school appears to have good water quality although analysis has not been conducted. It is suspected that water quality rapidly degrades through the piped network downstream prior to entering Lake Washington. In this tributary, removal of invasive species and revegetation of the area with native vegetation, including trees and shrubs, is worth investigating. Additionally, the feasibility of re-introduction of resident cutthroat trout into the stream and daylighting the piped portion of this tributary upon redevelopment of the Industrial area are opportunities worth investigating. The small wetland and drainage area at Van Aalst Park provides an opportunity for enhancement on public property that could be accomplished as a neighborhood or school community service project.

Figure N-2: Norkirk Sensitive Areas

Policy N 2.2:

Develop viewpoints and interpretive information around streams and wetlands if protection of the natural features can be reasonably ensured.

Providing education about the locations, functions, and needs of sensitive areas will help protect these features from potentially negative impacts of nearby development, and could increase public appreciation and stewardship of these areas. When appropriate, the placement of interpretive information and viewpoints will be determined at the time of development on private property or through public efforts on City-owned land.

Policy N 2.3:

Protect, enhance and properly manage the urban forest by striving to retain and enhance the tree canopy including street trees, landmark and specimen trees, groves of trees and associated vegetation.

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In the Norkirk neighborhood, protecting, enhancing, and retaining healthy trees and vegetation are key values and contribute to the quality of life. Where there are feasible and prudent alternatives to development of a site in which these trees can be preserved, the trees should be retained and protected.

Maintenance and removal of significant trees on developed private property will have a great impact to the overall urban forest. Proper pruning and reasonable reasons for removal of mature trees are strongly advised by the City, and appropriate tree replacements expected wherever possible. Where desirable, the tree canopy can be enhanced through street tree planting and in park and open space areas.

Policy N 2.4:

On properties containing high or moderate landslide or erosion hazards areas, ensure that development is designed to avoid damage to life and property.

The Norkirk Neighborhood contains areas with steep slopes including moderate and high landslide and/or erosion hazards. Moderate and high landslide hazard areas with development potential are primarily found north of Peter Kirk Elementary School near the railroad track (see Figure N-3). These areas are prone to landslides, which may be triggered by grading operations, land clearing, irrigation, or the load characteristics of buildings on hillsides.

Clustering detached dwellings away from these hazard areas is encouraged when development occurs, in order to retain the natural topography and existing vegetation and to avoid damage to life and property. One way to accomplish clustering is through a Planned Unit Development, where retaining open space and the existing vegetation beyond the extent normally required would be a public benefit.

Policy N 2.5:

Avoid development of unimproved rights-of-way impacted by sensitive and landslide hazard areas:

Those portions of 16th Avenue (east of 7th St.), that are found to have sensitive areas, should not be improved. A portion of unopened right-of-way is within a wetland area, and should remain in its natural condition. Additionally, those portions of 20th Avenue that are found to be in moderate and high landslide hazard areas should be analyzed to determine if they can be safely improved with street improvements without significant impacts on the adjacent geologically hazardous areas or adjacent sensitive areas.

Figure N-3: Norkirk Seismic and Landslide Hazards

Policy N 2.6:

Protect wildlife throughout the neighborhood by encouraging creation of backyard sanctuaries for wildlife habitat in upland areas.

People living 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.

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5. LAND USE

The Norkirk Neighborhood contains diverse land uses that are successfully integrated into the dominant single family residential land use pattern. Churches and schools are dispersed within the low-density residential core, while other public institutional uses such as Kirkland City Hall are located in Planned Area 7 and the City Maintenance Center is in the industrial area of the neighborhood. Multifamily apartments and condominiums are in the southern portion of the neighborhood. Retail, commercial, office, multi-family and mixed uses are focused in the Market Street corridor and office, light industrial, and service commercial are concentrated in the light industrial zone at the southeast corner of Norkirk.

RESIDENTIAL

Goal N 3 – Promote and retain the residential character of the neighborhood while accommodating compatible infill development and redevelopment.

Policy N 3.1:

Retain the predominantly detached single-family housing style in the core of the Norkirk Neighborhood.

Norkirk is a well-established neighborhood that has predominately low-density (6-9 dwelling units per acre) traditional single-family residential development, located generally north of 7th Avenue. The density-land use transitions from the single-family core to medium and high-density multifamily development at its south end. Preservation of the eclectic mix of housing styles and sizes is important to the neighborhood's unique character.

Policy N 3.2:

Allow attached or detached residential development at 9 dwelling units per acre as a transition between from the industrial area and to 6th Street, between 7th and south of 8th Avenues.

There is an existing pattern of detached houses in this area. Continuing to allow the option for attached housing provides a choice of housing styles.

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Goal N 4 – Allow alternative residential development styles that are compatible with surrounding development.

Policy N.4.1:

Allow a variety of development styles that provide housing choice in low-density areas.

Providing housing options for a wide spectrum of income levels and diverse lifestyles is an important value to support and encourage. Alternative housing provides more housing choice to meet changing housing demographics such as smaller households. Rising housing prices throughout the City and region require strategies to promote lower cost housing. Allowing design innovations can help lower land and development costs and improve affordability.

Compatibility with the predominant traditional detached single-family housing style in the neighborhood will determine the acceptance of alternative housing. Architectural and site design standards to ensure compatibility with adjacent single-family homes are important to the successful integration of alternative housing into the neighborhood. Styles such as cottage, compact single-family, common wall (attached) homes, accessory dwelling units, and clustered dwellings are appropriate options to serve a diverse population and changing household size and composition. They also may help maintain the diversity of housing that characterizes Norkirk. Standards governing the siting and construction of alternative housing types in Norkirk should be consistent with citywide regulations.

Figure N-4: Norkirk Land Use

PLANNED AREA 7

Goal N 5 – Maintain effective transitional uses between the downtown and the low-density residential core of the neighborhood.

Policy N 5.1:

Allow a range of residential densities in Planned Area 7.

Planned Area 7 (PLA 7) is a transition zone, between the low-density residential core of the neighborhood and the downtown. A slope separates this area from commercial development in the downtown. Multifamily and

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single family dwellings, as well as institutional uses such as Kirkland City Hall, are appropriate here. Three Subareas within PLA 7 allow varying densities consistent with a hierarchy of increasing densities approaching the Central Business District (CBD). . Medium-density is allowed south of 7th Avenue in PLA 7C, while higher densities are allowed in PLA 7A, located between the Market Street commercial corridor and 2nd Street and PLA 7B, located south of PLA 7C, between 2nd Street and the CBD. Future development throughout PLA 7 should be compatible with the scale of structures in adjacent single-family zones.

PLA 7A – High Density Residential development up to 18 dwelling units per acre is allowed. Much of this area is owned or developed with Kirkland City facilities, including City Hall, and to a lesser extent, it is developed with medium and high-density residential uses.

PLA 7B – High Density Residential development up to 24 dwelling units per acre is allowed. Most of this area is developed with high and medium density residential uses. Office use is also appropriate for the lot located at the southwest corner of 4th Street and 4th Avenue.

PLA 7C – Medium density development up to 12 dwelling units per acre is allowed. Much of this area is developed with ~~high and medium~~ and some high density residential uses, making future low-density residential development less appropriate. At the same time, high-density development is not appropriate due to the adjacency of a single-family residential area north of 7th Avenue and west of 3rd Street.

COMMERCIAL

Goal N 6 – Focus commercial development in established commercial areas.

Policy N 6.1:

Locate new commercial development in the Market Street commercial corridor at the west boundary of the Norkirk Neighborhood.

Commercial development should remain in established commercial areas within the Market Street Corridor Subarea and not extend into the residential core of the neighborhood or north of 198th Avenue. A slope and alley parallel to Market Street, provides a topographic and manmade break between the Market Street commercial corridor and the residential core of the neighborhood. Similarly, a slope running parallel to Central Way provides a topographic break between commercial development in the downtown and residential development in Planned Area 7. Commercial development is prohibited in low, medium, or high density residential areas (see Figure N-4

Policy N 6.2:

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Coordinate Planning for the Norkirk Neighborhood with the goals and policies found in the Market Street Corridor Subarea section of the Comprehensive Plan.

The western boundary of the Norkirk Neighborhood is located in the middle of Market Street. The Market Street Corridor Subarea is shared with the Market Neighborhood. It is important for both neighborhood plans to be coordinated with the subarea plan for the corridor.

INDUSTRIAL

Goal N 8-7 – Maintain the light industrial area to serve the needs of the community.

Policy N 87.1:

Encourage limited light industrial uses, auto and other service commercial uses, and offices to serve the neighborhood and surrounding community.

- South of 7th Avenue, between 6th and 8th Streets, encourage office uses up to three stories to serve as a transition between the downtown and the industrial area. Gateway features and landscaping at the intersection of 6th Street and 7th Avenue soften the transition into this area.
- In the remainder of the area, limited light industrial, warehousing, city services, service commercial uses, and small offices are appropriate.
- At the historic Kirkland Cannery site north of 8th Avenue, live work lofts are appropriate if this use will preserve the building. This site could benefit from this use by enabling retention of the historic structure, while providing a transition to the stable residential uses in the abutting zone. (Note: other uses may be appropriate as a result of a study underway for the Cannery site. This will be discussed further with the Commission once the study is completed)

Goal N 9-8 – Ensure that adverse impacts associated with industrial development are minimized.

Policy N 98.1:

Regulate industrial development to ensure that impacts which may disrupt the residential character of the surrounding area are controlled.

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Techniques to minimize noise, glare, light, dust, fumes and other adverse conditions, found in the policies in the Community Character Element of the Comprehensive Plan, and limiting hours of operation, should be used so that industrial activities do not create conflicts with surrounding residential development.

Policy N. 98.2

Industrial traffic should be controlled in order to protect the character, safety, and peace of the residential neighborhood.

Industrial truck traffic should avoid passing through residential areas. Industrial traffic should be directed to 8th Street south of 12th Avenue, 7th Avenue between 6th Street and the railroad tracks, 6th Street between 7th Avenue and Central Way, and the NE 87th Street/114th Avenue NE connection between the railroad tracks and Central Way in the Highlands Neighborhood. There should be no access from 12th Avenue into the industrial area. 10th and 11th Avenues should remain closed.

6. TRANSPORTATION

STREETS

The street network in Norkirk is a grid pattern. Maintenance of this grid will promote neighborhood mobility and more equitable distribution of traffic on neighborhood streets. The streets that compose this grid network consist of collector and local streets and alleys, with one principal arterial located at the western boundary. There are no minor arterials in Norkirk. Streets are described below and shown on Figure N-5.

Market Street is a principal arterial that is the most traveled route into and through the neighborhood. Most of Market Street is fully improved with one lane in each direction, and a series of left turn pockets south of the mid-block between 20th and 19th Avenues. The street is fully developed with curbs, gutters, sidewalks, landscape strips and bike lanes. A landscape median provides additional green space while controlling left turn movements. A center turn lane north of 20th Avenue extends to Forbes Creek Drive.

Figure N-5: Norkirk Street Classifications

Neighborhood Collectors: Numerous streets within the grid network of Norkirk serve as neighborhood collectors. These streets connect the neighborhood to the arterial system and provide primary access to adjacent uses. Design standards for these streets call for two traffic lanes, a parking lane, curbs, gutters, sidewalks, and landscape strips. The specific streets that serve this function are listed below and shown on Figure N-5.

- 18th Avenue, east of Market Street is a collector street up to 5th Place. It provides access to the northern portion of the neighborhood.
- 15th Avenue, east of Market Street is a collector street to 6th Street.

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- 12th Avenue, east of 6th Street is a collector street that connects to the Highlands Neighborhood where it crosses the railroad tracks.
- 7th Avenue, east of Market Street is the only collector street that runs the entire width of the Norkirk Neighborhood from east to west. It connects to the Highlands neighborhood where it crosses the railroad tracks.
- 3rd Street, between Central Way and 18th Avenue is a collector that provides access into Norkirk north from downtown.
- ~~4th Street, between 18th Avenue and 20th Avenue.~~
- 5th Place, is a collector street between 15th Avenue and 18th Avenue.
- 6th Street, between Central Way and 15th Avenue/5th Place is a collector street that provides access into Norkirk north from downtown.

Neighborhood-Local Access: All of the streets not discussed above are classified as neighborhood-local access streets. These streets provide access to adjacent residences and connect to neighborhood-collectors. Full improvements on these streets typically include one traffic lane in each direction, two parking lanes, curbs, gutters, sidewalks, and landscape strips.

Alleys: Portions of Norkirk platted in the early part of the 20th century have a distinct alley grid.

Goal N 9 – Maintain and enhance the street network.

Policy N 9.1:

Maintain the street and alley grid in the Norkirk neighborhood.

The grid system enhances mobility within the neighborhood. Alleys provide access and a service route for the lots they abut, while the streets provide circulation through the neighborhood. Utilizing alleys minimizes the number of curb cuts needed to serve abutting uses, thus minimizing conflicts with pedestrian and vehicular traffic on the streets.

Goal N 10 – Minimize impacts of cut through traffic and speeding.

Policy N 10.1:

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~~Mitigate cut-through traffic. Monitor and evaluate traffic patterns and volumes in the Norkirk Neighborhood to mitigate cut through traffic, especially between Market Street and Central Way.~~

Monitor and evaluate traffic patterns and volumes in the Norkirk Neighborhood to mitigate cut through traffic, especially between Market Street and Central Way. The evaluation should determine if additional strategies are needed in cooperation with the Fire Department to accommodate emergency response needs and times. The neighborhood should be involved in this process.

Policy N 10.2:

Identify preferred routes through the neighborhood to and from City facilities.

The various city administration, public safety, and maintenance facilities located in the Norkirk Neighborhood generate both service and visitor trips. When practical, vehicles should be routed onto collector streets where improvements are in place to protect the pedestrian, rather than onto local access streets which serve the internal needs of residents.

The preferred routes for visitors coming from outside the neighborhood to City Hall and for other City vehicles leaving City Hall are along 7th Avenue via First Street and 5th Avenue, and along 3rd Street via 4th and 5th Avenues. Emergency vehicles responding or leaving City Hall or the Maintenance Center to respond to police, fire or medical emergencies take whatever route provides the most timely response. The preferred routes for service vehicles and visitors to the Maintenance Center are along 7th Avenue and 8th Street, internal to the industrial area in which it is located.

TRANSIT

In 2006, Metro transit routes 234, 236, and 255/256 serve the Norkirk Neighborhood. Route 234 connects Norkirk to Kirkland's Transit Center and with Kenmore and Bellevue and provides service along Market Street at about ½-hour intervals. Route 255 connects Norkirk to Kirkland's Transit Center, downtown Seattle, and the Brickyard Park and Ride lot. This route provides service along Market Street at about ½-hour intervals. The 236-transit route provides service through Norkirk along 3rd Street and 18th Avenue, connecting to Kirkland's Transit Center and Market Street. This route provides roughly ½-hour service and connects to Woodinville. There is school bus transportation provided in the neighborhood for half-day kindergarten children one-way only.

PEDESTRIAN/BICYCLE CIRCULATION

The existing City of Kirkland Nonmotorized Transportation Plan (NTP) maps the planned bicycle and pedestrian facilities planned for a 10-year horizon. Those projects mapped in the Norkirk Neighborhood Plan that are not shown in the NTP should be added. Figures N-6 and N-7 show the planned bike and pedestrian system in the Norkirk neighborhood.

City street standards require that all through-streets have pedestrian improvements. Generally, these improvements include curbs, gutters, landscape strips, and sidewalks. As new development occurs, pedestrian improvements are usually installed by the developer. In developed areas without sidewalks, the City should identify areas of need and install sidewalks through the capital improvement budget process.

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Bicycles are permitted on all City streets. Bike facilities may include a shared roadway; a designated bike lane with a painted line; or a shared use path for bicycle and pedestrian use. Those routes identified for proposed bicycle improvements are shown in Figure N-6.

Goal N 12-11 – Encourage mobility through nonmotorized transportation by providing improvements for pedestrians and bicyclists throughout the Norkirk Neighborhood.

Policy N 1211.1:

Enhance and maintain pedestrian and bicycle infrastructure within the Norkirk Neighborhood, especially on routes to schools, activity nodes and adjacent neighborhoods.

The following routes should be added to the Nonmotorized Transportation Plan. The Capital Improvement budget process prioritizes when routes identified in NTP will receive funding for improvements. If funded, these routes should be improved with sidewalks, curbs, gutters, and landscape strips and lighting as needed:

- 19th Avenue, between Market and 6th Street leads to Kirkland Junior High School and Crestwoods Park.
- 7th Avenue, between Market and the Highlands Neighborhood provides a centrally located east/west pedestrian and bike route.
- 4th Street, between Central Way and 19th Avenue provides a centrally located north/south pedestrian route.
- 6th Street, between 20th Avenue and Forbes Creek Drive connects the Norkirk and South Juanita Neighborhoods.
- 20th Avenue, between 3rd Street and 5th Street, provides an east/ west pedestrian route at the northern boundary of the Norkirk Neighborhood.

Figure N-6: Norkirk Bicycle System

Figure N-7: Norkirk Pedestrian System

Policy N 1211.2:

Support development of the Cross Kirkland Trail.

Develop a shared use path for bicyclists and pedestrians along the railroad right-of-way as described in the Nonmotorized Transportation Plan (NTP) and the Comprehensive Park, Open Space and Recreation Plan. Referred to as the Cross Kirkland Trail, the proposed path along the railroad right-of-way is part of a larger

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trail network to link neighborhoods within Kirkland to other cities. This route has been identified within the NPT as a Priority 1 corridor.

7. OPEN SPACE/PARKS

There are a number of publicly owned parks in the Norkirk Neighborhood that currently provide park and open space amenities. Some also protect sensitive and natural areas. In addition, Kirkland Junior High and Peter Kirk Elementary serve the neighborhood with recreation facilities through a city/school district partnership program that fosters mutual use and development of parks and recreation facilities. The use of school district facilities enables the city to provide a much higher level of service to the neighborhood than would otherwise be possible.

PARKS

Crestwoods Park is a twenty seven-acre community park, twenty acres of which are located in the Norkirk neighborhood. The remainder is located in South Juanita. This park is located east of 6th Street, north of 18th Avenue. Improvements in this park include paved and unpaved trails, two adult softball fields, one regulation little league field, one soccer field, children's playground, public restrooms, picnic tables, basketball court, parking, wildlife habitat and natural areas.

Reservoir Park is a .6-acre neighborhood park located at the northwest corner of 3rd Street and 15th Avenue. It includes a children's playground.

Tot Lot Park is a .6-acre neighborhood park located at 9th Avenue and 1st Street. This fenced park features playground equipment for young children and a community garden.

Van Aalst Park is a 1.6 acre neighborhood park located in the middle of the Norkirk Neighborhood at 13th Avenue and 4th Street. It includes a children's playground, basketball court, sand volleyball pit and open space for informal recreation activity.

Figure NRH-8: Norkirk Parks and Open Space

PUBLIC SCHOOLS

Kirkland Junior High School is over fifteen acres and is located adjacent and to the west of Crestwoods Park. It complements the park in size and supplies valuable open space for the neighborhood. The school grounds are improved with one baseball/softball field, one small nonregulation practice softball field, a quarter mile running track, one football field, and four outdoor unlighted tennis courts. The school's fieldhouse provides indoor recreation space for the City's community-wide recreation program.

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Peter Kirk Elementary School is an eleven-acre site located on 6th Street at approximately 13th Avenue. The site provides playfields for youth sports, as well as space for informal recreation activities for nearby residents. Additionally, the school provides children's playground equipment and indoor recreation space on a limited basis.

Goal N 13-12 – Improve existing parks, open space, and shared school facilities in the neighborhood.

Policy N 1312.1:

Enhance parks within the Norkirk Neighborhood as needed. A possible improvement to Peter Kirk Elementary School field would enhance neighborhood recreation opportunities. Improvements would likely include turf renovation as well as new irrigation and drainage systems.

8. PUBLIC SERVICES/FACILITIES

The Norkirk Neighborhood is home to City Hall, ~~the and the~~ Maintenance Center, ~~and the~~ Police Department. These public facilities are where citywide governmental services are administered. City Hall, in particular, attracts citizens from outside of the neighborhood to participate in the many functions and ~~responsibilities~~ services of the municipality.

The City provides water and sewer and surface water service to its citizens. Gas, telephone, internet and cable service are private utilities provided by private purveyors.

Goal N 14-13– Assure water, sewer and surface water management facilities for the neighborhood.

Policy N 1413.1:

Provide potable water and sanitary sewers and surface water management facilities to new and existing development in accordance with the Water Comprehensive Plan, the Sanitary Sewer Comprehensive Plan, the Surface Water Master Plan, the Kirkland Municipal Code, and currently adopted storm water design requirements.

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New development is required to install water and sewer service as a condition of development. It must also meet storm water requirements. Although most homes are on sanitary sewer service, a few remain on septic systems. When redevelopment or further subdivision occurs, or an addition or alteration is proposed that increases the use of an existing septic system, connection to the public sewer system is required by Title 15 of the Kirkland Municipal Code.

Goal N 15-14 – Manage parking for public facilities in the neighborhood.

Policy N 1514.1

Provide adequate parking for civic buildings, either on-site, on adjacent local streets, or in nearby parking lots.

Civic activities such as voting, public meetings and other community events, as well as day to day use, create a high parking demand, particularly at Kirkland City Hall. During periods of elevated public use, parking may spill over onto nearby residential streets, beyond those adjoining City Hall. To mitigate the impacts of on-street parking on local residents during these periods of peak use, the City should arrange for alternate employee parking locations, and for example, by secure-securing shared parking agreements with local private institutions such as churches to use their parking lots.

9. URBAN DESIGN

Goal N 1615– Provide transitions between the low-density residential core and adjacent higher intensity uses.

Policy NRH 1615.1:

Ensure that Development requirements for the Industrial area, Planned Area 7, and the Market Street corridor ~~should~~ address transitions and protect neighborhood character.

Landscape buffers are used to soften and separate uses by creating a transition zone. In addition, the size or height of higher density structures should not overpower adjoining low-density uses.

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Goal N 17-16 – Provide streetscape, gateway and public art improvements that contribute to a sense of neighborhood identity and enhanced visual quality.

Policy N 1716.1:

Establish and improve gateway features at the locations identified in Figure H-9.

An existing gateway sign is located on 6th Street north of 7th Avenue. Other ~~future~~-desired locations are shown in Figure NRH-10. The City should Pursue opportunities to work with private property owners to install gateway features as part of future development. In other instances, public investment will be necessary. Depending on the location, improvements such as landscaping, signs, public art, structures, or other features that identify the neighborhood could be included.

Goal N 18-17 – Preserve public view corridors within the neighborhood, especially those of Lake Washington, and the Olympic Mountains.

Policy NRH 1817.1:

Preserve the public view corridors of Lake Washington, Seattle, and the Olympic Mountains from 1st, 2nd and 3rd Streets (Figure N-9).

The street system provides Kirkland neighborhoods with a number of local and regional views. View corridors that lie within the public domain are valuable for the beauty, sense of orientation, and identity that they impart to neighborhoods. The Norkirk public view corridors should be preserved and enhanced for the enjoyment of current and future residents. One means of doing this may be the undergrounding of utilities.

Goal N 19-18 – Encourage residential design that builds community.

Policy N 1918.1:

Establish design standards that encourage interaction between neighbors and a sense of community.

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Building design standards should provide for pedestrian friendly design. This can be accomplished through site design that responds to both the conditions of the site and the surrounding neighborhood. Building setbacks, garage treatment, alley access, landscaping and architectural elements, such as entry porches, can be used to encourage a sense of community in the neighborhood.

Policy N 1918.2:

Establish building and site design standards that apply to all new, expanded, or remodeled multi-family buildings to promote neighborhood compatibility.

Building design standards should address building placement on the site, site access and on-site circulation by vehicles and pedestrians, site lighting; landscaping, (including that for parking lots), signs, preservation of existing vegetation, and buffers between multi-family developments and single-family housing, consistent with citywide policies.

Policy N 1918.3:

Establish building and site design standards that apply to all new, expanded, or remodeled single-family homes to promote appropriate scale and orientation, and pedestrian friendly design.

~~Scale, pedestrian friendly design, and orientation are key design concepts to promote community character and identify.~~ Appropriate scale results in the perception that new homes are in proportion with the lots and fit the established pattern of development in the neighborhood. Pedestrian friendly design utilizes a variety of forms and materials resulting in homes with their own individual character, thus reducing monotony. Appropriate orientation ensures that new homes respect the private space of neighbors. Window placement is a component to achieving this relationship. Design standards should be consistent with citywide ~~policies~~ regulations.

Figure N-9: Norkirk Urban Design

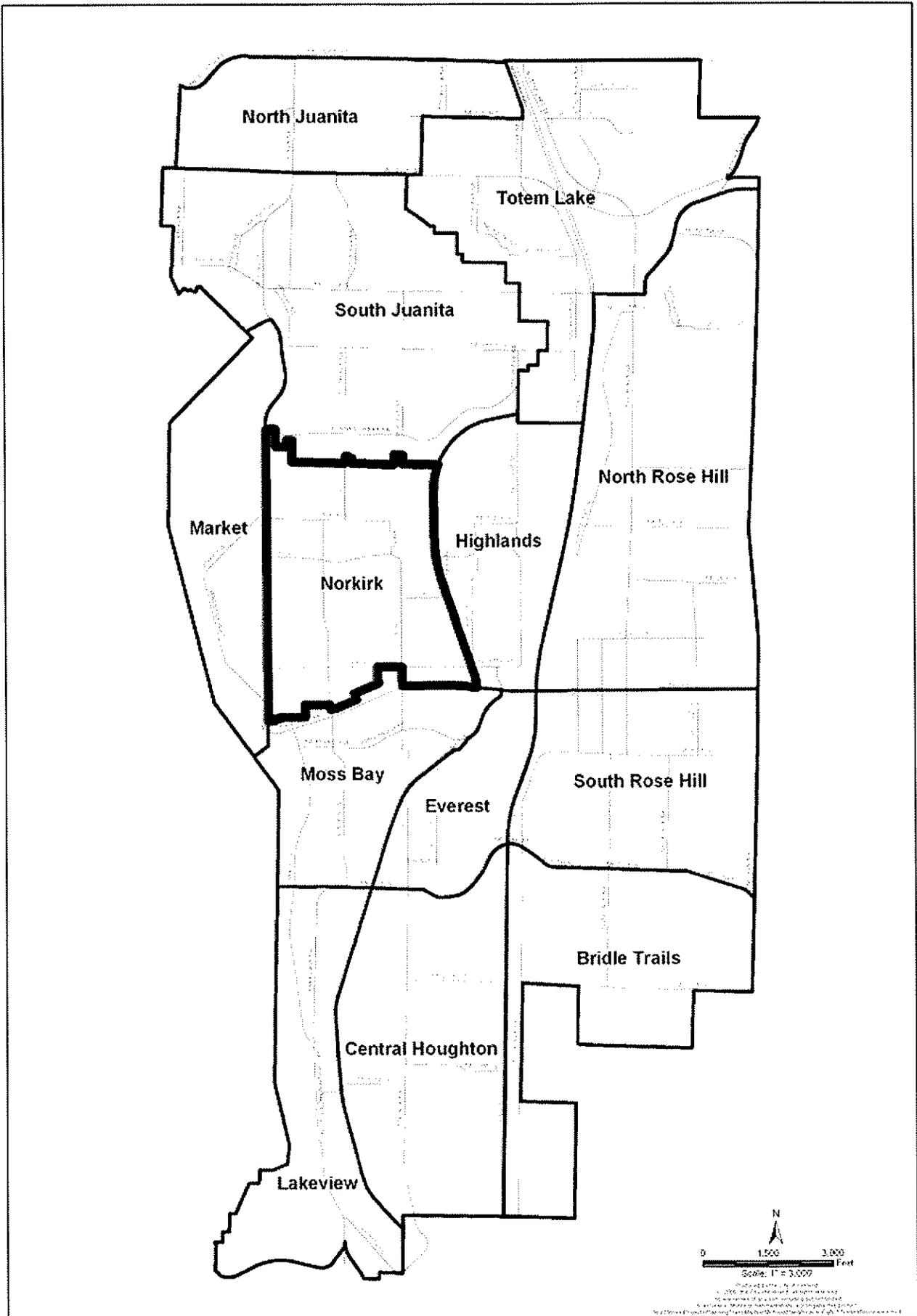


Figure N-1: Norkirk Boundaries

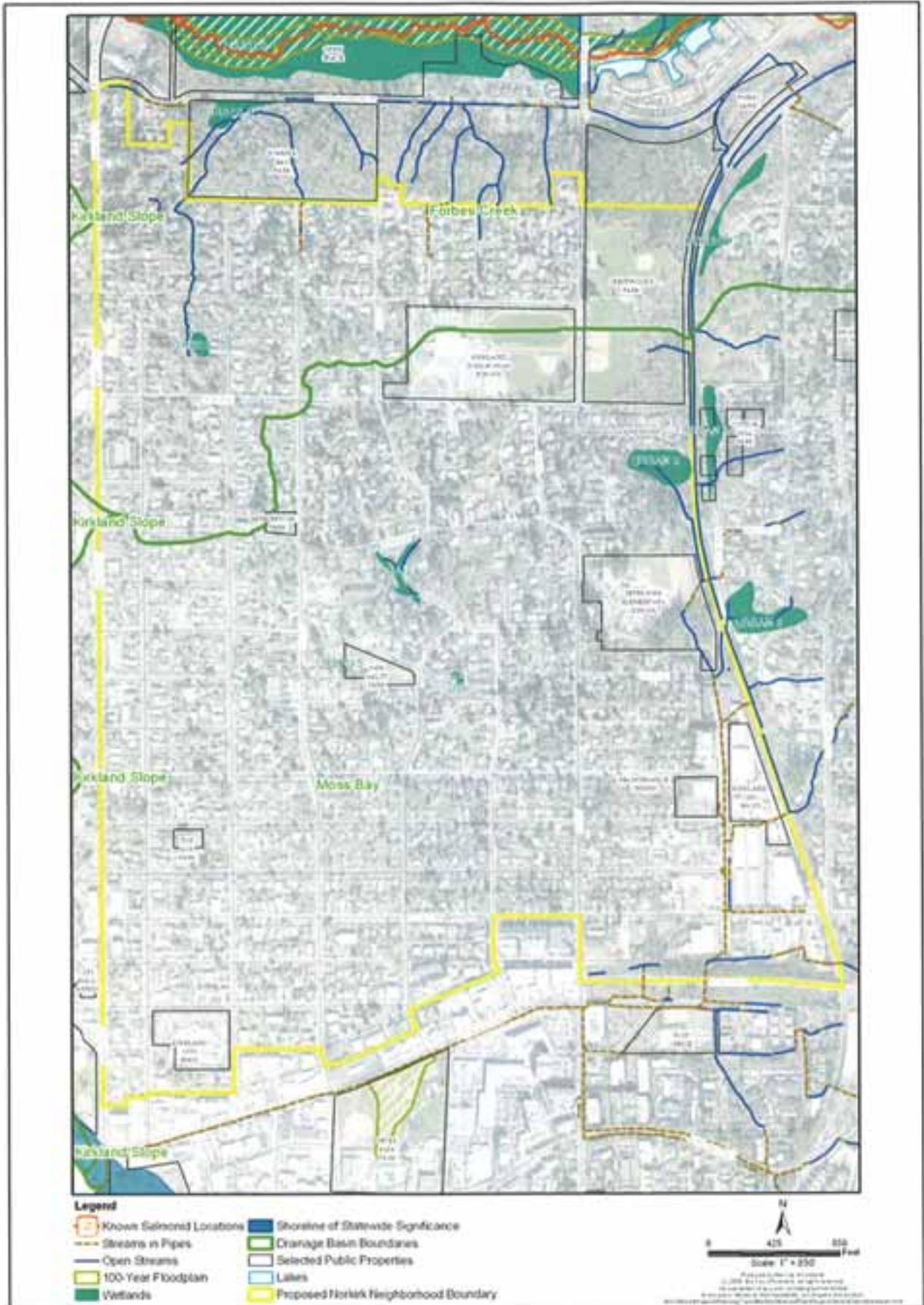


Figure N-2: Norkirk Sensitive Areas

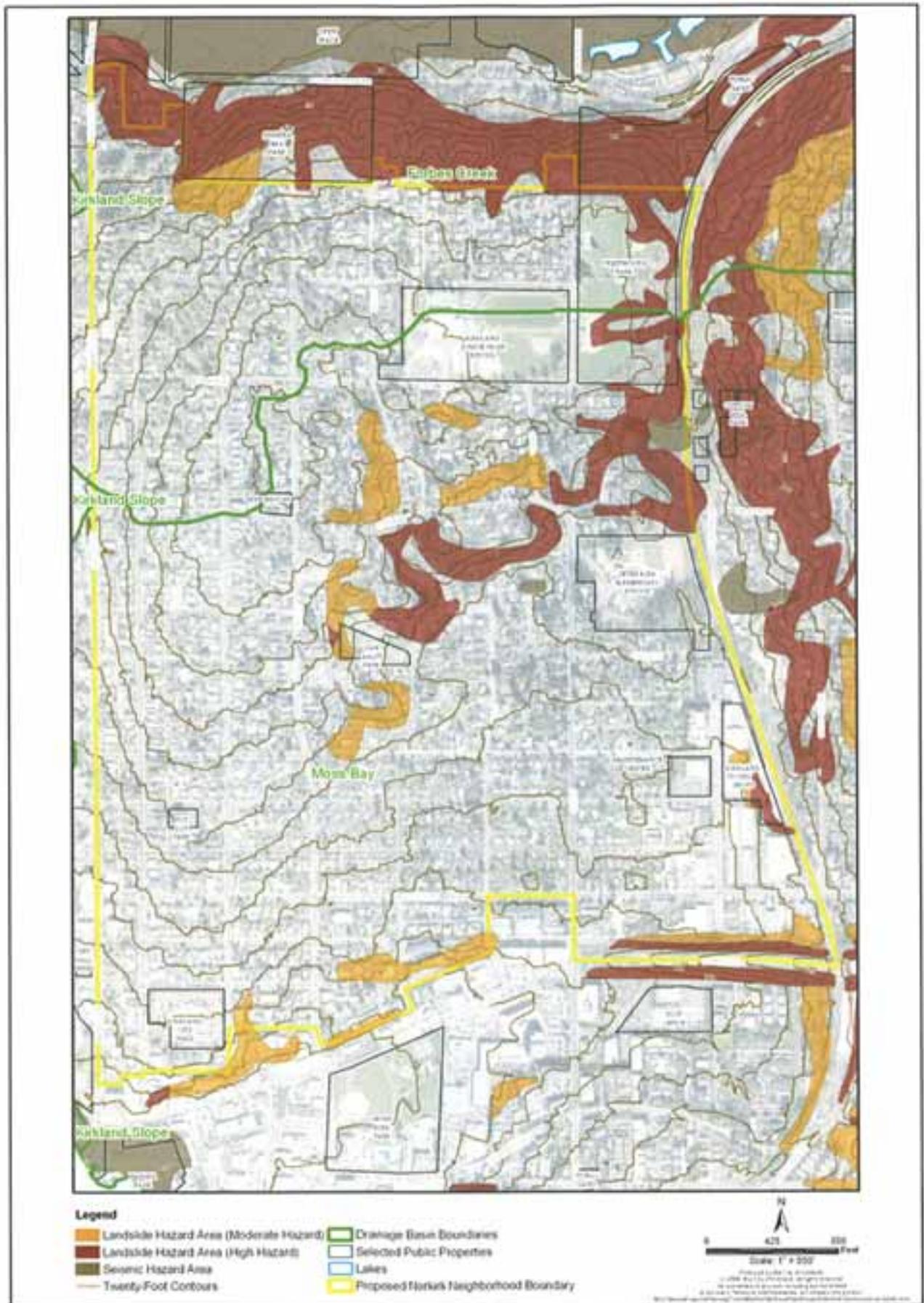
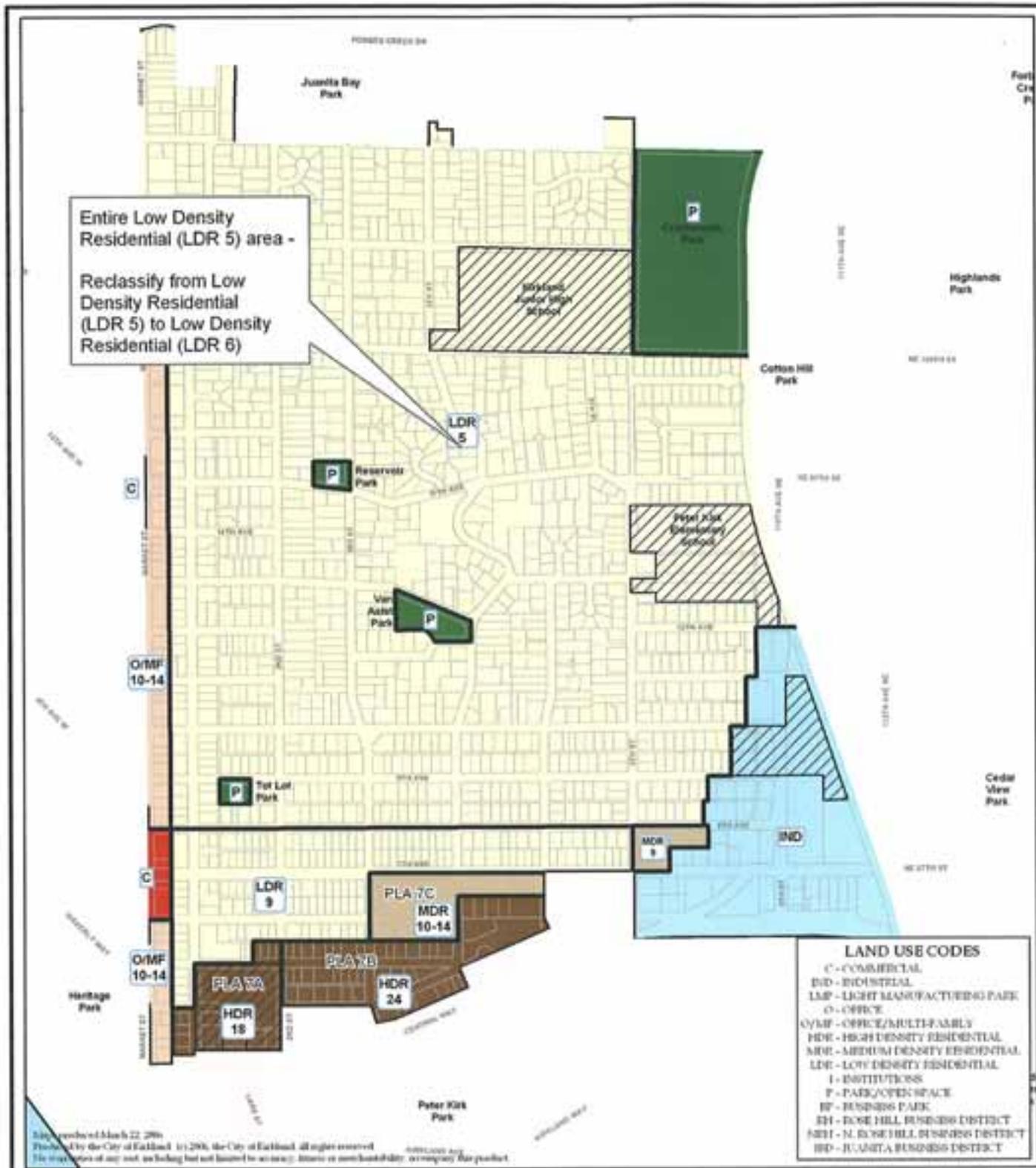


Figure N-3: Norkirk Landslide and Seismic Hazard Areas



Entire Low Density Residential (LDR 5) area -
 Reclassify from Low Density Residential (LDR 5) to Low Density Residential (LDR 6)

LAND USE CODES

- C - COMMERCIAL
- IND - INDUSTRIAL
- LMP - LIGHT MANUFACTURING PARK
- O - OFFICE
- O/MF - OFFICE/MULTI-FAMILY
- HDR - HIGH DENSITY RESIDENTIAL
- MDR - MEDIUM DENSITY RESIDENTIAL
- LDR - LOW DENSITY RESIDENTIAL
- I - INSTITUTIONS
- P - PARK/OPEN SPACE
- BP - BUSINESS PARK
- BH - ROSE HILL BUSINESS DISTRICT
- BHH - N. DUNE HILL BUSINESS DISTRICT
- BD - JUANITA BUSINESS DISTRICT

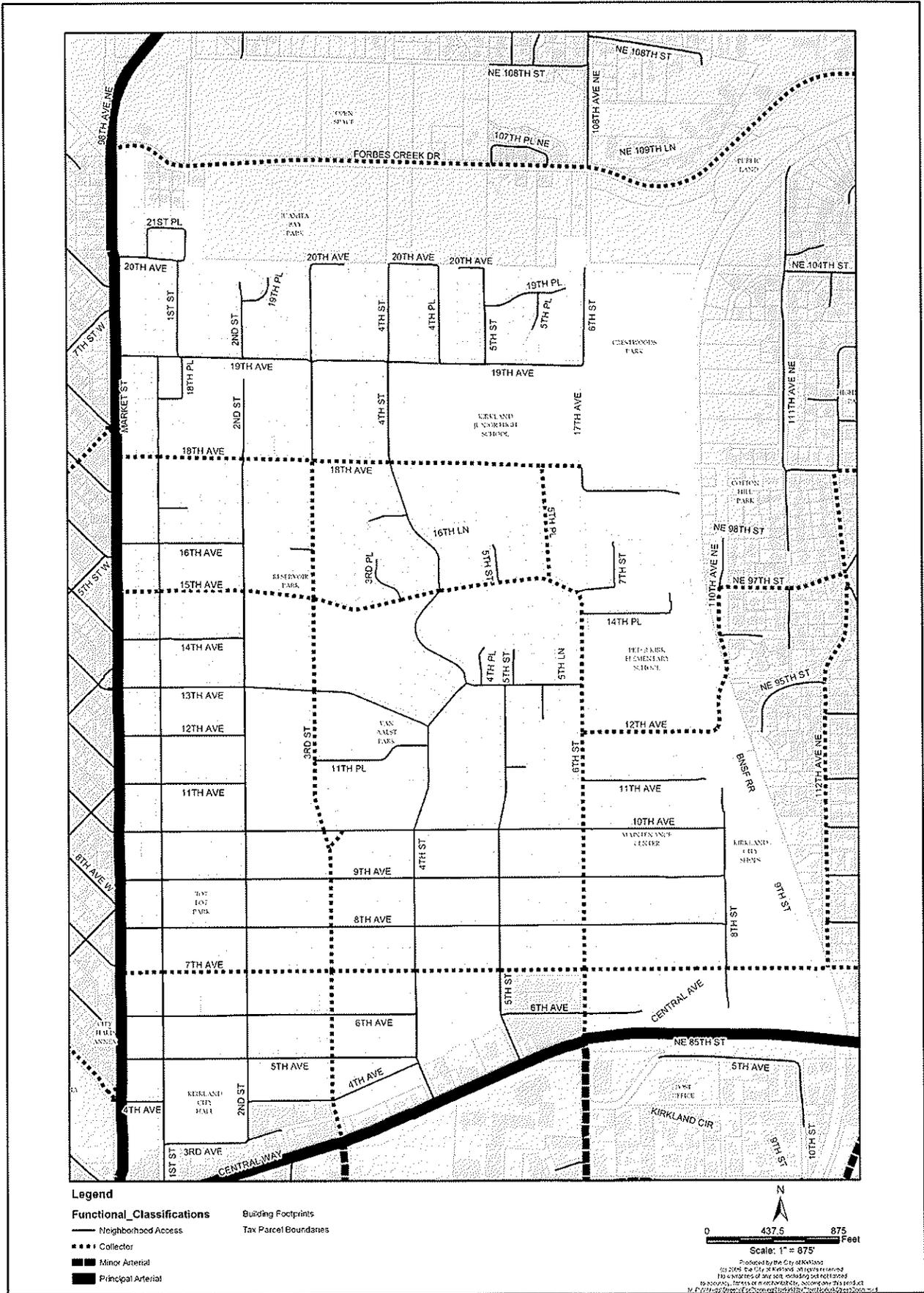
Proposed Changes to Comprehensive Land Use Map & Norkirk Neighborhood Land Use Map

Norkirk Neighborhood
Figure N-4: Land Use
 ORDINANCE NO. 424
 ADOPTED by the Eastland City Council
 December 13, 2005

LAND USE BOUNDARIES	PARCEL BOUNDARIES
SUBAREA BOUNDARY	PLANNED AREA NUMBER
TOTEM CENTER	LAND USE CODE
PUBLIC FACILITIES	DENSITY (UNITS/ACRE)

NOTE: FIGURE NOT DRAWN TO SCALE
 * INDICATES CLUSTERED LOW DENSITY





City of Kirkland Norkirk Neighborhood Plan
 4/10/2005 Draft

Figure N-5: Norkirk Functional Classifications

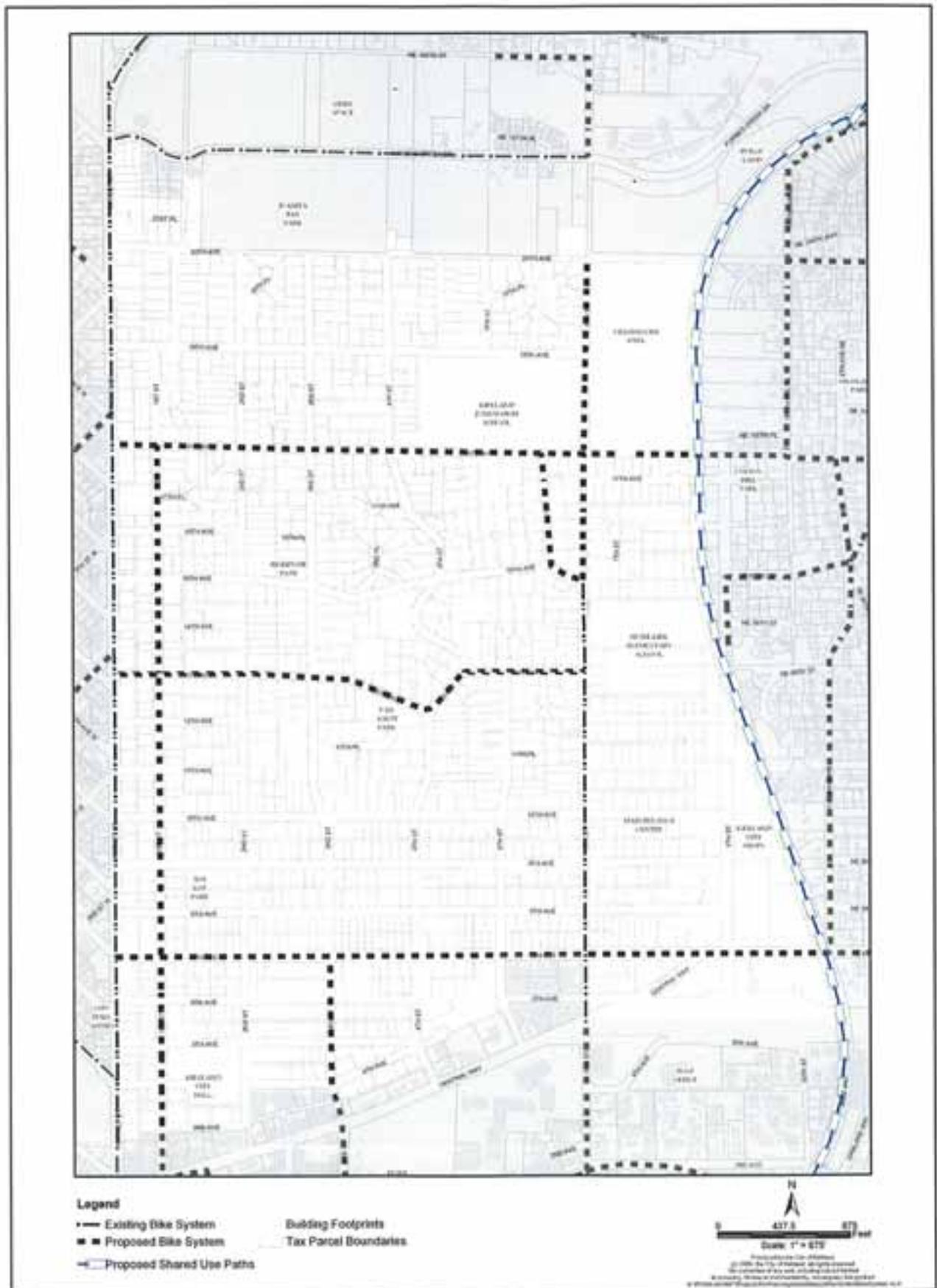


Figure N-6: Norkirk Bicycle System



City of Oakland Norkirk Neighborhood Plan
4/15/2006 Draft

Figure N-7: Norkirk Pedestrian System

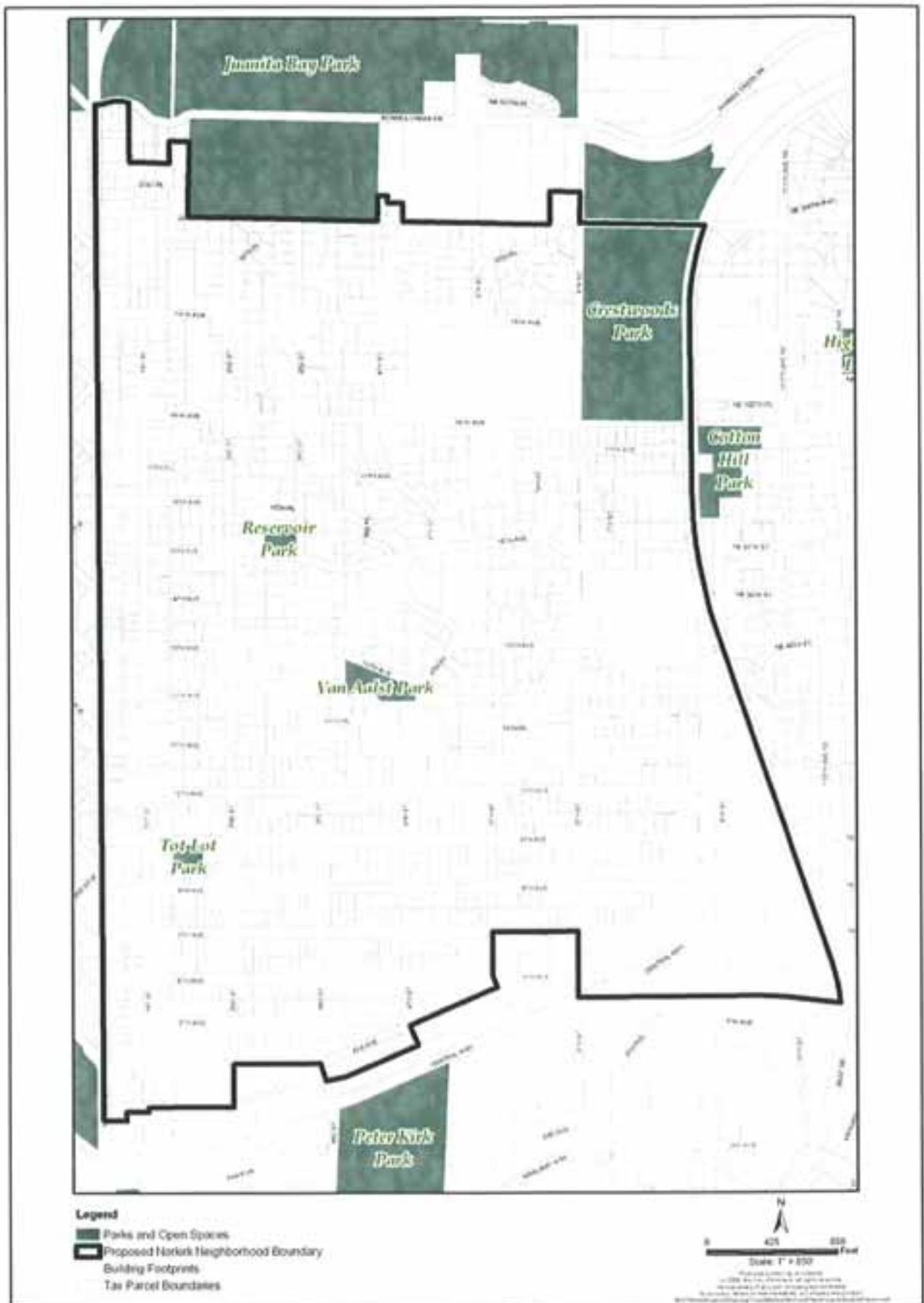


Figure N-8: Norkirk Parks and Open Spaces

MARKET STREET CORRIDOR SUBAREA

Goal MS 1 – Enhance the commercial viability of the Market Street Corridor Subarea while minimizing impacts on adjacent residential neighborhoods.

Policy MS 1.1:

Recognize the significance of a mix of uses that includes neighborhood oriented shops and services for the Market and Norkirk neighborhoods.

Policy MS 1.2:

Limit commercial development to the area south of 19th Avenue and do not allow such development to spread into the adjoining residential neighborhoods.

Goal MS 2 – Assure effective architectural and site design transitions between the single family neighborhoods and commercial and multifamily areas.

Policy MS 2.1:

Develop and adopt architectural and site design standards for commercial and multifamily development that complement the residential character of the adjoining neighborhoods.

Policy MS 2.2:

Require that all new and remodeled multifamily and commercial development be subject to architectural and site design standards that assure appropriate transition and buffering between the corridor and the adjacent residential areas.

Policy MS 2.3:

Orient commercial uses toward Market Street.

Goal MS 3 – Maintain Market Street as a transportation corridor with a balance among transportation modes.

Policy MS 3.1:

Develop a transportation system network that adequately supports the existing and planned land uses in the Subarea and the adjoining neighborhoods.

Policy MS 3.2:

Encourage the use of non-motorized transportation modes by providing facilities for pedestrians and bicyclists throughout the Subarea.

Policy MS 3.3:

Encourage transit use by providing adequate transit facilities in the Subarea.

Goal MS 4 – Enhance opportunities for local access to Market Street from the Norkirk and Market Neighborhood residential areas while discouraging by-pass traffic into the neighborhoods.

Policy MS 4.1:

Make transportation system improvements that maintain vehicular capacity on Market Street, minimize traffic delays, and discourage short cuts through the neighborhoods.

Goal MS 5 – Improve pedestrian safety and enhance the pedestrian environment.

Policy MS 5.1:

Install pedestrian improvements at appropriate locations including adequate pedestrian crossings between the Market and Norkirk neighborhoods.

Policy MS 5.2:

Require the installation of pedestrian improvements as new development occurs.

Goal MS 6 – Identify and enhance the unique characteristics of the different sections of the Market Street Corridor.

Policy MS 6.1:

Maintain and enhance the character of the historic intersection at 7th and Market Streets.

Policy MS 6.2:

Establish site design standards that address issues including building placement; vehicular access and on site circulation; site lighting; landscaping; signs; and buffers between multifamily and commercial development, and adjacent residential homes.

Policy MS 6.3:

Utilize design review to administer the new building and site design standards applicable to the Subarea.

Goal MS 7 – Provide streetscape, gateway and public art improvements that contribute to a sense of identity and enhanced visual quality.

Policy MS 7.1:

Provide streetscape improvements that tie together the various sections of the Market Street Corridor.

Policy MS 7.2:

Establish and improve gateway features at the locations identified in Figure MS-X.

Norkirk Industrial Area and Adjoining Land within 300'



Planning and Community Development Department

ID attached to Parcels

- | | | |
|--------------------------|----------------------------|-------------------------------|
| Commercial | Low Density Residential | Norkirk Industrial tax parcel |
| High Density Residential | Medium Density Residential | NorkirkResLots |
| Industrial | Office | |
| BufferNorkirkLI | | |



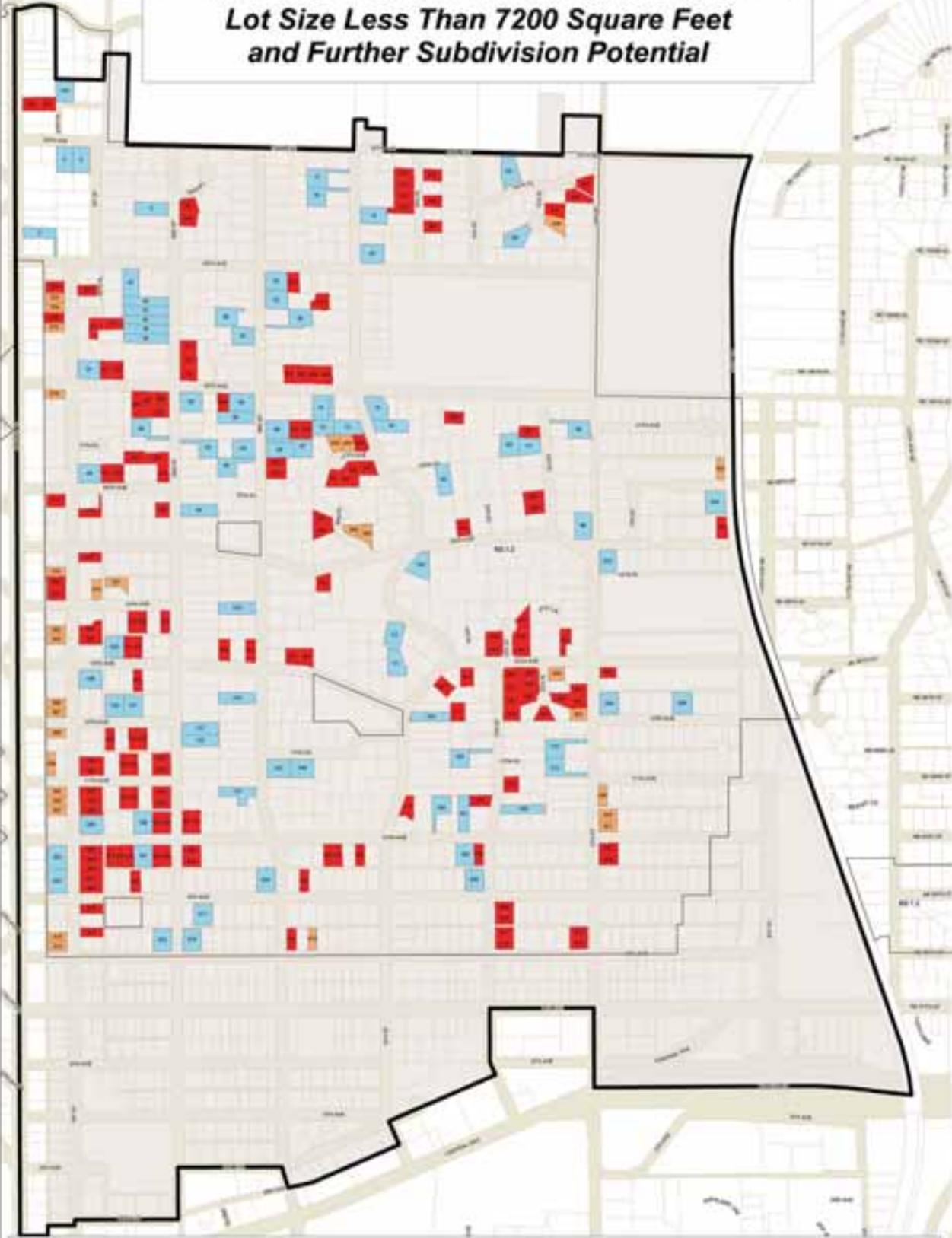
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No warranties of any sort, including, but not limited to accuracy, fitness or merchantability, accompany this product.

ATTACHMENT 7
6/20/06
Council Briefing Meeting Norkirk

ID	PIN	NAME BUSIN	SITE ADRES	MAILING AD	OWNERS NAM	SIC CATEGO	LU CODE	UBI #	CATEGORY
1	3885807515	Chester Dorsey auto sal	609 7th Ave	2227 E Madison Seattle 98112	Chester Dorsey	Service	Industrial	600519017	Auto Service/Sale
5	3885805590	kirkland Auto Repair	639 9th Ave	639 9th Ave	Bruce Hawes	Service	Industrial	600613384	Auto Service/Sale
6	3885805590	Johannie's Service	639 9th Ave # A	639 9th Ave # A	John Rychlik	Service	Industrial	600578949	Auto Service/Sale
11	3885805570	Kirkland Auto Parts	723 9th Ave	723 9th Ave	Robert Murray	Retail	Industrial	174004104	Auto Service/Sale
12	8644350000	Moe's Truck Repair Inc	723 9th Ave # C	P O Box 2476 Kirkland WA 98033	Scott Moe	Service	Med Den Res	601487561	Auto Service/Sale
23	3886901190	MAC Rudy Towing	811 7th Ave	P O Box 584 Kirkland WA 98033	Terry D Petter	Service	Industrial	174004474	Auto Service/Sale
25	3886901190	Jay's Kirkland Autocare	817 7th Ave	817 7th Ave	Jay Henwood	Retail	Industrial	601594589	Auto Service/Sale
41	3886901295	McLeod Auto Body	1015 7th Ave	1015 7th Ave	Stu McLeod	Service	Industrial	601962810	Auto Service/Sale
42	3886901295	Toome & Country Motors	1015 7th Ave	1015 7th Ave	Bruce R Linger	Retail	Industrial	601060762	Auto Service/Sale
43	3886901295	Made in Japan	1015 7th Ave # 1	1015 7th Ave # 120	Michael R McInnes	Service	Industrial	601284256	Auto Service/Sale
49	3886901890	Juanita Auto Service	1120 8th st	1120 8th st	michael Lutz	Service	Low density rs	601767893	Auto Service/Sale
35	3886901160	Keith Jefferson	909 7th Ave #200	909 7th Ave #200	Keith Jefferson	Professional	Industrial	600312810	ProfTechOffice
2	3885807505	Kingstate Services	615 7th Ave	615 7th Ave	Peter Primeau	Contractors	Industrial	601114194	Construction
10	3885805760	Progressive Finishes	720 8th Ave	720 8th Ave	David Whitney	Contractors	Industrial	601594558	Construction
16	3886901360	Roof Service and Consul	733 7th Ave # 110	733 7th Ave # 110	Roy Sheldon	Contractors	Industrial	602379356	Construction
26	3886901190	Bales Cleaning & Restor	825 7th Ave # B	P O Box 9 Kirkland WA 98033	Ernest Storer	Service	Industrial	601920760	Construction
27	3886901190	The Restoration Solutio	825 7th Ave # B	P O Box 32146 WA 98033	Mark Kussinger	Retail	Industrial	601463838	Construction
33	3886901160	Modular Electric	909 7th Ave	P O Box 484 Kirkland WA 98033	Steven A Leverett	Contractors	Industrial	600017258	Construction
52	3886903400	Homborg Company	1128 8th St	1128 8th St	A. Pher Holmberg	Contractors	Industrial	174003387	Construction
29	3886901180	Kirkland Dance Center	835 7th Ave	835 7th Ave	Tim Hickey	Service	Industrial	602212362	Education
40	3886901295	Dance Searcha	1003 7th Ave	8719 116 th Ave NE	Sarah Lane	Service	Industrial	602416601	Education
36	3885805255	City of Kirkland Main C	915 8th St	915 8th St	City of Kirkland	Government	Government	1	Government
37	3885805255	City of Kirkland Fleet	915 8th St	915 8th St	City of Kirkland	Government	Government	1	Government
7	3886901325	Leatherback Publishing	687 7th Ave	687 7th Ave	Malcom R Burdon	Manufactures	Industrial	602042307	Manufacturing
20	3886901360	kirkland Courier	733 7th Ave #204	c/o Pacific Publishin 636 S Alas	Thomas Haley	Communications	Industrial	601354446	Manufacturing
24	3885805550	The Sign Factory Inc	615 8th St	615 8th St	Jim Risher	Manufactures	Industrial	601848775	Manufacturing
28	3886001180	Injectidy Systems Inc	827 7th Ave	P O Box 9 Kirkland WA 98033	Ernest Storer	Manufactures	Industrial	601674730	Manufacturing
30	3886901170	Advanced Laser Solution	835 7th Ave # B	835 7th Ave # B	April Mobley	Manufactures	Industrial	601480516	Manufacturing
18	3886901360	DeGross Aerial Mapping	733 7th Ave # 114	733 7th Ave # 114	Gemie DeGross	Professional	Industrial	601992630	Professional
14	3886901360	James W Kukul CPS ASA	733 7th Ave # 102	P O Box 3013 Kirkland WA 98033	James W kukul	Service	Industrial	600569539	ProfTechOffice
15	3886901360	Jamieson Consulting	733 7th Ave # 108	733 7th Ave # 108	Douglas Jamieson	Service	Industrial	601638106	ProfTechOffice
17	3886901360	Rose Hill Insurance	733 7th Ave # 112	733 7th Ave # 112	Douglas Sherk	Professional	Industrial	601180751	ProfTechOffice
19	3886901360	Jonesco Partners	733 7th Ave #202	733 7th Ave #202	Michael R Jones	Finance	Industrial	601009392	ProfTechOffice
53	3886903400	King County Housing Aut	1129 8th St	600 Andover Park W Tukwila WA 98		Service	Industrial	600260524	ProfTechOffice
34	3886901160	KMS Forensics Inc	909 7th Ave #101	P O Box 8580 Kirkland WA 98033	Kay Sweeney	Professional	Industrial	174004843	ProfTechOffice
39	3886901150	Boxwave Corporation Inc	1003 7th Ave	1003 7th Ave	Wing Onn Lum	Professional	Industrial	602364186	ProfTechOffice
21	3886901360	NetacquireCorp	733 7th Ave #214	733 7th Ave #214	Preston A Hauck	Professional	Industrial	601467287	ProfTechOffice
9	3885805760	Applied Psychological T	720 8th Ave	1120 Post Rd Darien CT 06820	K Lundquist	Service	Industrial	602046746	Service
44	3886901295	Interiors Renovations I	1015 7th Ave # 140	1015 7th Ave # 140	Kurt R Perry	Service	Industrial	601545133	Service
47	3886903145	Overlake Oil Inc	1021 8th St	P O Box 506 Kirkland WA 98033	Jim W Jessen	Retail	Industrial	600145705	Service
50	3886903400	American Medical Respon	1124 8th st	13075 Gateway Dr # 100 Seattle W	Randy Strozzyk	medical	Industrial	601489902	Service
3	3885807460	Animal Emergency Serviv	636 7th Ave	636 7th Ave	Candice K Smith	medical	Industrial	600551479	Service
4	3885807460	Puget Sound Animal Hosp	636 7th Ave	636 7th Ave	Mark Engen	medical	Industrial	600388720	Service
22	3886901205	Kirkland Animal Hospita	803 7th Ave	803 7th Ave	Lee Brisbols	medical	Industrial	601558611	Service
31	525059070	Exotic Pet/Bird Clinic	903 5th Ave	903 5th Ave	Wilsard Nelson	medical	Industrial	600100170	Service
13	3886901360	Public Storage #E20607	724 8th st	724 8th st		Service	Industrial	601194484	Wholesale/Ware
8	3886901400	Meal Distributors	715 8th St	PO box 227 Kirkland WA 98033	Sam McCullum	Wholesale	Industrial	601657657	Wholesale/Ware
32	3886901160	CB Engineering	909 7th Ave	909 7th Ave	Craig Bowyer	Wholesale	Industrial	601719033	Wholesale/Ware
38	3886901425	Tri-W Distributors	930 7th Ave	930 7th Ave	Phil Greger	Wholesale	Industrial	602338965	Wholesale/Ware
46	3886901295	Skye Tek Inc	1015 7th Ave # 310	1015 7th Ave # 310	Gregory Wood	Service	Industrial	601255836	Wholesale/Ware
48	3886903400	Halbar-RTS, Inc.	1021 8th St	1021 8th St	Robert A. Shane	Service	Industrial	601119228	Wholesale/Ware
51	3886903400	Specification Sales Inc	1126 8th st	1126 8th st	Donald C Duehn	Wholesale	Industrial	600556548	Wholesale/Ware

Norkirk Neighborhood RS7.2 Zone

Lot Size Less Than 7200 Square Feet and Further Subdivision Potential



Legend

- Potential Norkirk Boundary
- RS7.2 Zoning Boundary
- Norkirk Neighborhood Area
- Lot size range in sq. ft. (% of total lots in RS7.2 zone)¹**
- 5000 - 5999 (2.7%)
- 6000 - 7199 (13.3%)
- Lot size range with Further Subdivision Potential**
- 12,000 - 13,319 (7.2%)²

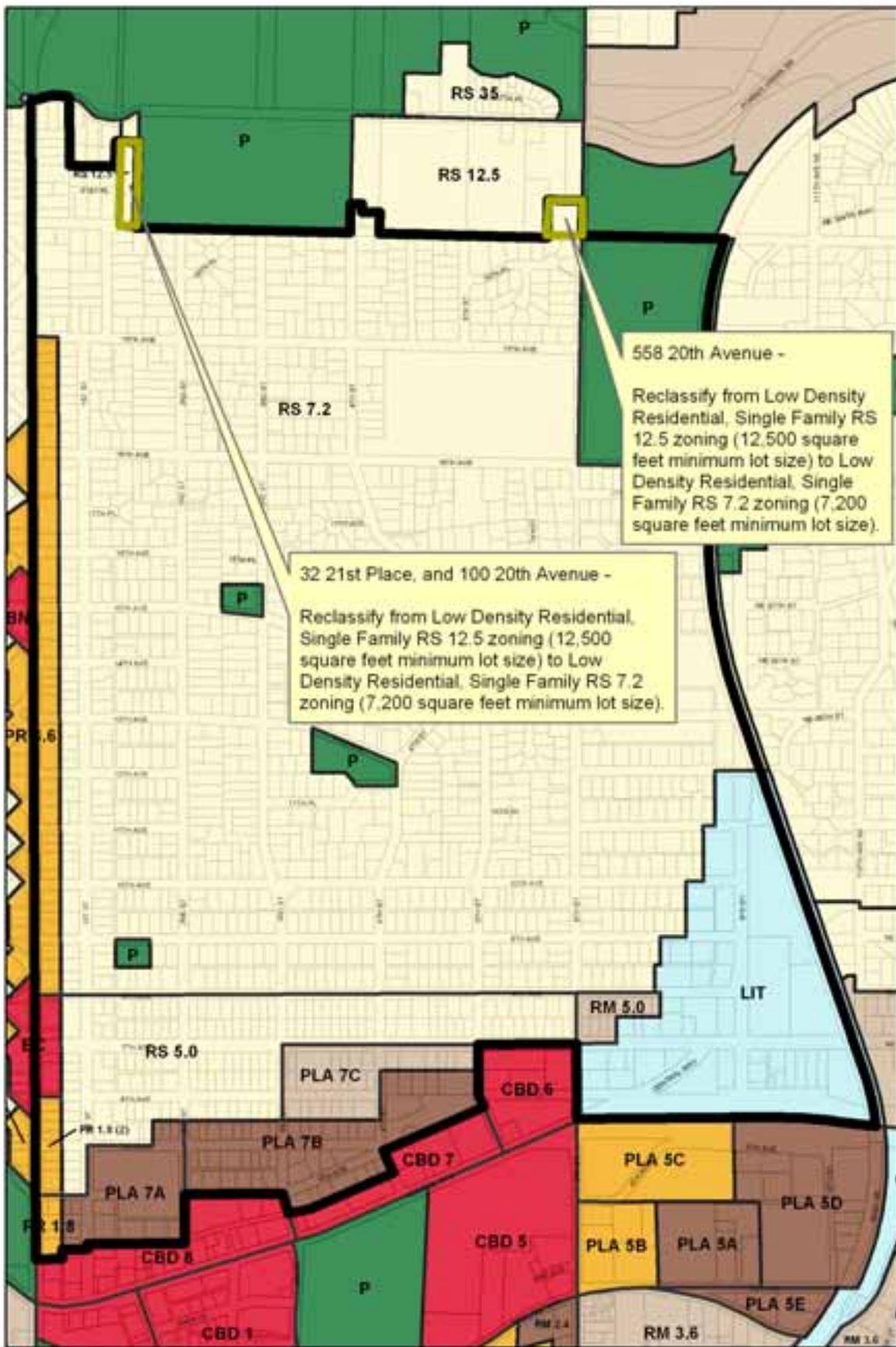


Notes

1. The percentage of each lot size range is calculated based on the total number of lots zoned as RS7.2 within the proposed Norkirk neighborhood. The top number of the symbol on RS7.2 in the proposed Norkirk neighborhood is 1,100.
2. Lots that have the potential for subdivision under current conditions. Normally considered not of record. 11,000 square feet area (10,800 square feet minus 200 sq ft of 12,000 square feet).



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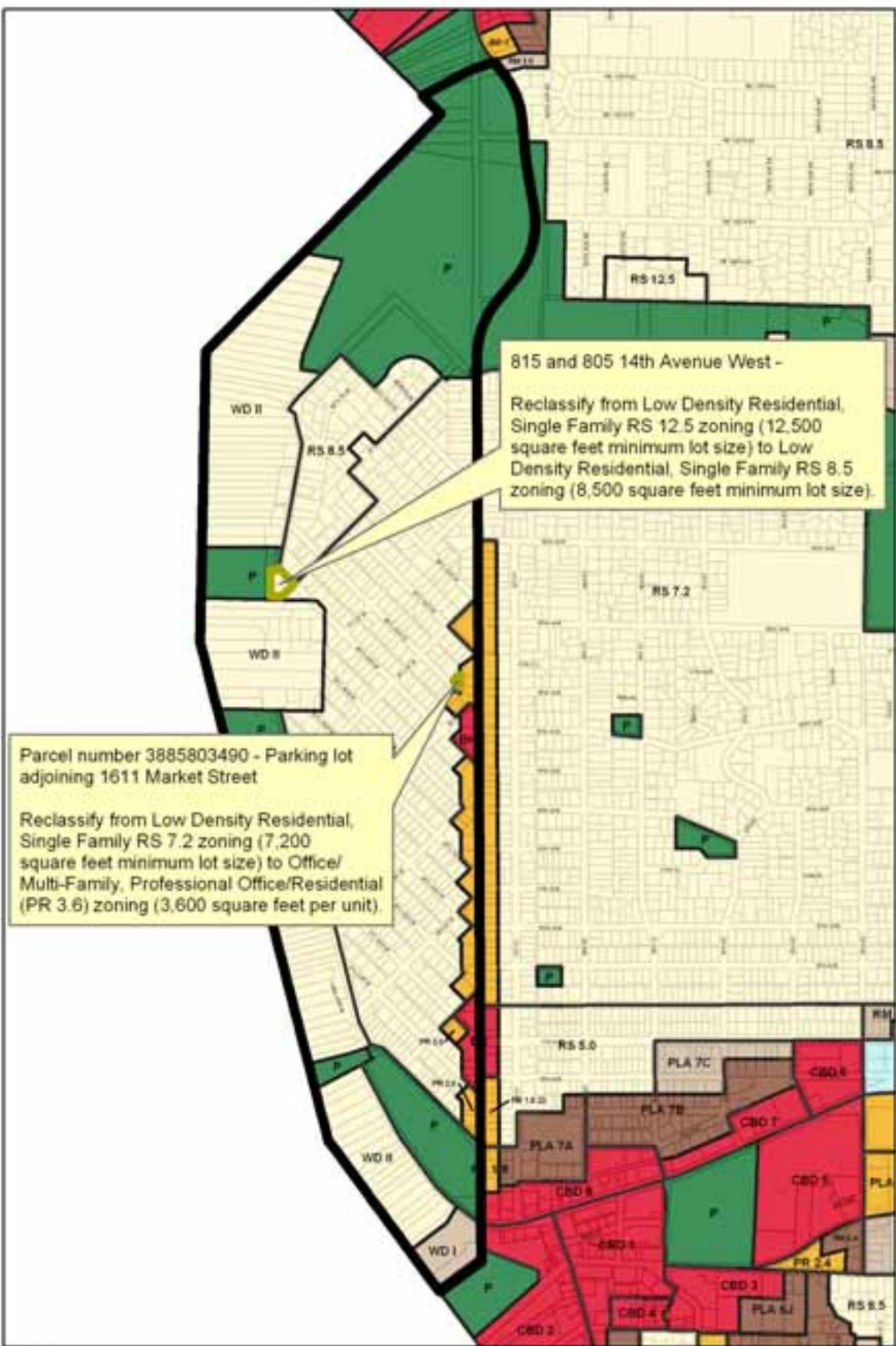
558 20th Avenue -
 Reclassify from Low Density Residential, Single Family RS 12.5 zoning (12,500 square feet minimum lot size) to Low Density Residential, Single Family RS 7.2 zoning (7,200 square feet minimum lot size).

32 21st Place, and 100 20th Avenue -
 Reclassify from Low Density Residential, Single Family RS 12.5 zoning (12,500 square feet minimum lot size) to Low Density Residential, Single Family RS 7.2 zoning (7,200 square feet minimum lot size).

- Legend**
- Commercial
 - Industrial
 - Light Manufacturing Park
 - Office
 - High Density Residential
 - Medium Density Residential
 - Low Density Residential
 - Institutions
 - Park/Open Space
 - Proposed Norkirk Neighborhood Boundary
 - Tax Parcel Boundaries



Proposed Changes to Kirkland Zoning Map



- Legend**
- Commercial
 - Industrial
 - Light Manufacturing Park
 - Office
 - High Density Residential
 - Medium Density Residential
 - Low Density Residential
 - Institutions
 - Park/Open Space
 - Proposed Norkirk Neighborhood Boundary
 - Tax Parcel Boundaries



Proposed Changes to Kirkland Zoning Map

NORKIRK

PUBLIC COMMENTS

FILE IV-03-27

**Comments start post City Council Briefing
(9/20/05)**

EXHIBIT A
6-20-06.
Council briefing on Market
Norkirk Pk.

Joan Lieberman-Brill

From: robert stonefelt [stoneage@msn.com]
Sent: Monday, May 01, 2006 2:15 PM
To: Joan Lieberman-Brill
Cc: Paul Stewart
Subject: Definition of Terms Being Brought Up During Norkirk Update.

Dear Chair, Vice Chair, And Members,

As per Commission invitation, I am emailing and will continue emailing you observations as they come up during the Neighborhood Update process for Norkirk.

My understanding is that it is the only way of extending further dialog with Commission Members, besides the brief 3 minutes allowed at commission meetings. These 3 minutes can be 2-3 times each session.

Our concern has been based on a reward with restrictions condition for proposed changes on the limited number of parcels under considerations to be allowed to split.

In the update discussion, the terms of preserving older homes, too big, and building community, etc. also are brought up. What do these terms mean and what specifics are being applied in their relationship to change. There have been tours to check out innovative housing in Rose Hill area that are helpful for analysis.

I am inviting any City Staff and Members of the Planning Commission to tour my parent's property at 901 1st Street. If interested, just let me know in advance. My phone # is 425 890-8916. I will be more than happy to show you the lay of the land, so to speak. Just driving by and checking this property out could be helpful also.

My questions for Staff and Members, are these:

1. What would be the negative impact for immediate and surrounding neighborhoods, as well as for the entire Norkirk Neighborhood, if parcel was split?
2. Would a short plat even split change the existing land use pattern, trend, and/or residential low density ratio of 6-9 units per acre?
3. What is the existing land use pattern and existing/future trends for development in this part of Norkirk along 1st and 2nd streets?
4. How would a short plat split with 2 new future homes equate with existing and/or future neighborhood compatibility along 1st street?
5. Why are new homes built along 1st street and elsewhere, two stories rather than 1 story? Is it land purchase price along with capturing lake, mountain, and sunset views?
6. Would a short plat with 2 new homes and their new landscapes enhance or be a distraction to neighborhood?
7. Under current tree regulations, would 2 homes with 50% FAR be perceived as being too large? If so, what is too big and why?
8. If neighborhood has concerns with large homes, would Stonefelt property with too onerous restrictions for short plat, be marketed for large home as is?
9. What about building community? What does this mean? Could it mean that homes closer together and not hidden for privacy be part of social engineering that this term "building community" suggests?
10. Concerning preservation of older homes. (NOT TO BE CONFUSED WITH HISTORIC HOME PRESERVATION) What age of home is candidate under this classification? 25? 50? 75? years old. If preserved, what existing conditions might there be concerning public safety and private interests? Such as indoor air quality for residents and outdated/out of code.

electrical wiring with potential fire hazard that could effect neighbors. Just two of many issues to consider under older home preservation.

11. Historically, why does there appear to be constant change in housing styles? Why the design differences between homes built in 1890 compared to 1925? 1925 to 1960? 1960 to 1995? And, now, the current design trends? Why is the current market not emulating more housing design/style from 50 or 75 years ago? Could it be that current design for current homeowner needs are better?

I hope the above questions are relevent to any neighborhood update. We live in a culture of choice. Again, except for WWII, both my parents have lived in Kirkland all their lives. I review every meeting with my parents. My 89 year old dad responds passionately about fairness and sensibility. He mentioned just last week a simple or profound? statement, " This is not old Kirkland, we live in the Kirkland of today?"

We have heard a lot about old Kirkland this past year during the process. I hope that maybe my dad's (who certainly is a part of old Kirkland) above statement might resonate to your sensibilities. He is not quite up to addressing you folks in front of a podium. I assure you, if he could, he would be much more effective than all my efforts combined.

Again, we appreciate the opportunity to express via email the concerns and points of view we think important for your review.

Regards

Robert Stonefelt

Joan Lieberman-Brill
City of Kirkland
123 5th Avenue
Kirkland WA 98088

Dear Joan,

May 10, 2006

As the Norkirk Neighborhood plan continues to develop, I strongly advocate specific language to address the issue of CUT-THROUGH TRAFFIC.

More homes add more traffic.

I am sensitive to this issue living on 6th Street. Over 5,000 cars a day travel this road. By the city's own studies we can conclude 1 of every 3 cars is someone cutting through who does not live in Norkirk. The city's much trumpeted traffic calmind devices only reduced the cut through traffic on 6th by 4%. Therefore the new Norkirk Neighborhood plan needs to directly speak to the importance of the continued dedication of funds to FURTHER REDUCE CUT THROUGH TRAFFIC. Fully 1,300 cars on average each day are cutting through our neighborhood on 6th Street alone.

The neighborhood association's vision of Norkirk in the future and Kirkland's vision of norkirk in the future will not include 6th street unless something is done about the unsafe volume of cars which is way above the amount of traffic the street was designed for. Please act to improve my families and our neighbors quality of life and the safety of all the children who walk to Peter Kirk Elementary and Kirkland Junior High before it is too late.

Thanks for your time

Peter Loft
1214 6th street
Kirkland WA 98033

Joan Lieberman-Brill

From: robert stonefelt [stoneyage@msn.com]
Sent: Wednesday, May 17, 2006 9:44 AM
To: Joan Lieberman-Brill
Cc: Paul Stewart
Subject: Previous Presentation Correction

Dear Planning Commission & City Staff,

I would like to acknowledge a mistake I made in both my email and April 27th public comment at the PC meeting.

I had reviewed attachment #4 map along with the survey I had done for the neighborhood. The figures that were presented to you for the highest density section of legal/undersized lots surrounding the Stonefelt property were as follows: 42 lots out of approximately 75 lots under 7,200 sq.ft. If Stonefelt 13,056 sq.ft. was subdivided, each lot would become 6,528sq.ft. and would be larger than all the 42 other lots in this Norkirk Neighborhood section.

Actually, there are at least 2 and possibly 3 lots out of the 42 that would be larger than the 6,528. I hope you concur that this correction does not alter the main issues of the undersized lots under study. Nevertheless, I mispoke. I respect the Commission Member's and City Staff's time and efforts going into this review and desire to remain credible during the process. I will try as best I can to remain as factual as possible in the future.

Sincerely Yours,

Robert Stonefelt (901 1st Street)

Joan Lieberman-Brill

From: Eric Eng [eng_eric@hotmail.com]
Sent: Thursday, May 18, 2006 9:03 AM
To: Joan Lieberman-Brill
Cc: Eric Shields
Subject: Working Group feedback on Norkirk Comp Plan draft

Hi Joan,

Thanks again for the opportunity to provide feedback on the draft of the Norkirk Comprehensive Plan update. As we discussed in the Working Group meeting, there are passages in the current Comprehensive Plan that I think are important and should be included in the update. To make my comments in the meeting clearer, I have listed the language that I feel should be included. (The indented headings denote the headings from the existing Comprehensive Plan.)

1. Norkirk Overview: add language from:

XV.J.1. Overview:

"The neighborhood is predominantly residential in character and contains some of Kirkland's oldest homes."

"The most significant issues for this neighborhood are maintaining the stability of older residential areas and providing adequate buffering between different types of land use."

XV.J.A Introduction:

"The policy emphasis is to maintain this general pattern of land use and minimize conflicts where different types of uses are adjacent to one another."

XV.J. Policy N5.1

Include current Comprehensive Plan language of "up to 18 dwelling units", "up to 24 dwelling units", and "up to 12 dwelling units" - XV.J.3

This policy would be more complete with more detailed descriptions of Subareas A, B, and C.

From XV.J.3.:

Subarea A: "Although the area is adjacent to the CBD, it is topographically separated from commercial development by a steep hillside. In order to preserve the residential character of Subarea A, commercial expansion should not be permitted."

"Subarea B extends east of Subarea A from 2nd Street to 6th Street, from the CBD to midblock between 5th and 6th Avenues (west of 4th Street), and midblock between 6th and 7th Avenues (east of 4th Street)."

"Subarea C is located north of Subarea B and south of 7th Avenue. Much of this area is developed with high- and medium-density residential uses, making future low-density residential development less viable. At the same time, high-density development is not appropriate due to the adjacency of a single-family residential area north of 7th Avenue and west of 3rd Street.

Future development in this area, therefore, should be limited to medium-density residences."

I also feel that the section regarding the development standards would be appropriate to include.

"Because Planned Area 7 is a mixed-use transitional area, all future development should be

subject to special review and conformance with the following conditions:" - keep conditions 1, 3, 4, and 5.

This section would also be well served by a figure zoomed-in on PLAs 7 A, B, and C that shows the street borders and topography that help define the subareas.

Commercial

Policy N 6.1

Include language from XV.J.3.E Economic Activities:

"A slope running parallel to Central Way provides a convenient topographic break between commercial and residential activities."

Industrial

Policy N 8.1

Add a figure like MNH-7 showing the buffer strips, landscaping, and borders.

The industrial development standards should be included (see section XV.J.3.E) starting with the passage:

"The boundary between light industry and the single-family residential area should be designed so that the two adjacent uses are separate, yet complementary to the maximum extent possible." and include most portions of standards 1-9.

Thank you for your consideration of the Working Group's feedback. If you have any questions please let me know.

Best regards,
Eric Eng

TO: Joan Lieberman-Brill, AICP, Senior Planner, City of Kirkland

FROM: Mary Redmayne, 1843 3rd Street, Kirkland

DATE: May 24, 2006

RE: Norkirk Neighborhood Plan Draft (May 11 version)

CC: Kirkland Planning Commission
Kirkland City Council

Along with some of my neighbors, I am watching the progress of the Norkirk Comprehensive Plan with particular interest in the Transportation section. I like the way the draft is evolving and would like to suggest stronger language on the points that address cut-through traffic and speeding.

I appreciate the wording of the most recent draft that I've seen (dated May 11), wherein the Plan distinguishes "collector streets" from "neighborhood access streets" and defines the purposes of each.

It is good to see wording that affirms the collector streets are there to connect residents to the arterials and to provide access from the arterials to important public assets such as schools and city facilities. It is especially good to see the purpose of the neighborhood access streets defined as access to and from residences. By implication, these definitions mean Norkirk streets are not to be used by commuters in place of Central Way and Market Street.

With that in mind, please consider strengthening the language of Goal N 10 to say:
"Eliminate cut-through traffic and speeding."

When setting a goal, it's always best to aim for 100 percent. Speeding is illegal, so we can't make it a policy to settle for anything less than its complete eradication. Cutting through isn't illegal per se (though speeding and running stop signs seem to be part of it), but it isn't strong policy to imply we'll settle for some compromise to our stated intentions for our streets.

It is sound policy to give priority to eliminating illegal and undesirable activity. It is wise also to plan to mitigate impacts, but it's of primary importance to eliminate the source of the impacts.

As a further step toward strengthening the Plan with respect to traffic issues, please consider revising Policy N 10.1 to include the following points:

- A target date for an initial, baseline quantitative study
- Required action to address known problems within a specific time period (the Plan draft acknowledges speeding and cut-through traffic as known problems)
- A commitment to schedule stepped-up police enforcement for a few days once every month to two months (the idea being that occasional, random police visibility discourages unwanted activity but is affordable given limited police resources)
- A plan to install "Local Access Only" signs at points to be identified by the initial study
- Periodic repeat studies through the life of the Plan at intervals of every two or three years
- Required follow-up action in response to trends indicated by repeat studies

Finally, the draft Plan is correct to enlist the help of the neighborhood in following through on strong policies on cut-through traffic and speeding. It is a matter of growing concern to many, many residents, and I know you will have support for aggressive, quantifiable goals and a specific plan of action. Thank you.

Joan Lieberman-Brill

From: robert stonefelt [stoneage@msn.com]
Sent: Thursday, May 25, 2006 1:22 PM
To: Joan Lieberman-Brill
Cc: Paul Stewart
Subject: Land Use Patterns Agenda/Options/Directions (Norkirk Neighborhood)

Dear Chair, Vice Chair, And Members:

Welcome, new Chair and Vice Chair. Special thanks to outgoing Chair, especially, providing an additional public comment opportunity in the middle of work sessions, besides at the beginning and ending of each meeting.

I have reviewed tonight's agenda and would like to offer the following for your considerations regarding Land Use Patterns for the Norkirk Neighborhood Update.

- 1) City Staff has established through Neighborhood Study that there is a concentration of undersized/legal lots west of 2nd Street that are not consistent with their RS7.2 zoning designation.
- 2) City Staff and Planning Commission are in the process of possible zoning revisions that might involve larger lots not currently able to be divided, even though if split, would be equal or larger than many of the legal/undersized lots in the section of Norkirk mentioned above.
- 3) City Staff and Planning Commission have commented this a unique situation and have provided background on city neighborhood platting for this section.

Please, review from the comp plan an approach to be part of you considerations.

Land Use Policy LU1.1: TAILOR DEVELOPMENT REGULATIONS TO FIT UNIQUE CIRCUMSTANCES.

Would this above policy provide the remedy to private interest and public benefit and be supported by numerous sections in the City Comp Plan Under GMA?

Would a RS6 Zone for this area or methodology for allowing 12,000 sq.ft. lots and larger to subdivide be fair and equitable according to other goals and policies under Land Use, such as;

(Goal LU-1) Manage community growth and redevelopment to ensure: An orderly pattern of land use.

(Goal LU-2) Promote a compact land use pattern in Kirkland to: Efficient use of land to accommodate Kirkland's share of the regionally adopted 20-year population and employment_____

targets.

(Goal LU-3) Provide a land use pattern that promotes mobility and access to goods and services.

We feel reasonably certain that during this process, it has been clearly established that there are reasonable, fair, and persuasive requests from property owners seeking relief to existing codes not allowing their larger lots to subdivide.

Just as important in your considerations, are any conditions, restrictions, limitations, that might be placed on requested relief.

We urge Commission Members and City Staff, to provide choice with any change. If choice, means short plat with housing size and style to be consistent and compatible with their immediate and surrounding neighbors, which is consistent with the Comp Plan, please allow for this.

Thank You,

Robert Stonefelt

Joan Lieberman-Brill

From: Peter Loft [peterloft@hotmail.com]
Sent: Friday, May 26, 2006 1:57 PM
To: Joan Lieberman-Brill; KirklandCouncil
Cc: debra loft

Hi Joan, I want to comment specifically on goal N10 of the Norkirk plan. I feel strongly the wording as it stands for the policy, "Evaluate traffic patterns and volumes in the Norkirk Neighborhood to determine if any additional strategies are needed to mitigate traffic in the neighborhood," is TOO WEAK.

1. We know 6th street gets over 5,500 cars a day.
2. We know about 35-40% of the cars in Norkirk are cutting through...
3. We know that hundreds of children walk that street to elementary and Junior High School.
4. The city's traffic calming efforts to date, while commendable, are not sufficient.
5. 6th Street's traffic was only cut by 350 cars per day out of a total of over 5,700.
6. The majority of cars on 6th Street are exceeding the speed limit, once they pass the rotary at 9th Ave and 6th Street.
7. 6th Street's houses are close to the street, and the street was not designed to safely accommodate such large volumes of traffic.

If you compare the traffic calming features on 6th Street to that of 3rd Street, it quickly becomes apparent 3rd Street has almost twice as many traffic calming devices (including stop signs, rotaries, etc.,) Yet it barely has half the traffic!

So I would argue we have done enough evaluation on traffic cutting through Norkirk. We need a plan for action as we move into our future vision for our neighborhood. 6th Street needs at least another speed bump, 4-way stop sign, etc. and at least one lighted crosswalk so when children cross the street when the crossing guard is not there they are not gambling with their lives.

The number one accidental killer of school age children (outside of being passengers in cars) is automobile pedestrian collisions. Think of the millions of dollars we spend to have a state of the art fire department. It is good investment to protect property and lives. What about these young children. Plenty over the years have been hit by cars crossing the streets of Kirkland. yes it is expensive to slow cars, add lighted crosswalks, re-route traffic, but public safety is a worthwhile investment, especially when we have this once in a generation opportunity to create the vision of what we want our community to be.

I wish the planning commission would see the validity in strengthening the language to slow down and reduce the cut through traffic because it is not just a quality of life issue, it is the public safety of our children versus vague noncommittal language of "further evaluation."

thanks for passing this on to the planning commission and city council for me. Peter Loft 1214
6th street Kirkland

TO: Joan Lieberman-Brill, AICP, Senior Planner, City of Kirkland

FROM: Mary Redmayne, 1843 3rd Street, Kirkland

DATE: March 22, 2006

RE: Norkirk Neighborhood Plan Draft Vision, Goals, and Policies (subject of March 23 Planning Commission meeting).

CC: Kirkland Planning Commission
Kirkland City Council

Thank you for making the Norkirk Plan draft materials available in advance of the March 23 discussion. I regret I cannot attend because I have a class that evening. I would like to offer these comments for the record.

Clearly you and your staff have reflected Norkirk residents' wishes to preserve the neighborhood's tranquil and eclectic character, protect shared views and open spaces, and improve pedestrian and bicycle routes. As a member of the Norkirk Neighborhood Association board, I feel confident most residents will join me in applauding the policies that support these values.

In addition, it is especially welcome to see goals and policies that address:

- Streetscape, gateway, and public art improvements (Urban Design Goal N 16).
- Off-street trails for recreational use (Transportation Policy N 12.2).
- Development requirements that address transitions and protect neighborhood character (Urban Design Policy NRH 19.1).

If I may, I would like to suggest language refinements on certain points in order to capture more precisely most residents' long-term expectations. In particular:

Innovative residential development styles (Land Use Policy N.4.1.)

Rather than cite "affordable or lower-cost housing" as a public benefit in this context, please consider a phrase such as "housing at a wider range of price points."

As was evident during the March 21 City Council discussion of the innovative housing demonstration projects, there is a lot of room for disagreement around the term "affordable housing" and the degree to which "innovative housing" addresses it. It was clear from the February 1 Norkirk workshop that residents would like to see availability of smaller homes at prices that are proportionately lower than the current norm for new construction. However, as Dave Asher suggested in the council session, Kirkland may need to recognize that "affordable housing" means subsidized housing. I doubt many residents would say that truly affordable housing fits into the Norkirk neighborhood.

Traffic (Transportation Goal N 10)

Please provide a stronger goal statement and policies aimed specifically and unambiguously at eradicating cut-through traffic and precluding further development of Norkirk streets as throughways. There was support for this approach at my table at the February 1 workshop. I walk two or three times a day and I can attest that speeding and traffic sign violations are becoming more and more common.

Please consider goal language such as: "Maintain Norkirk streets exclusively for efficient ingress and egress by those who reside, attend school, and do business in the neighborhood."

Such a statement not only provides direction for addressing the cut-through problem, but also forecloses revival of ideas for building a major north-south corridor through Norkirk between the CBD and Forbes Creek. Toward that end, just as there is a specific policy ruling out extension of 16th Ave., (Policy N 11.1), please include a policy to state, "There will be no street improvement or extension to provide a north-south route between the CBD and Juanita/Forbes Creek/Totem Lake via the Norkirk neighborhood."

Land Use - Transition Areas

I've heard some expression of concern about language that suggests increasing density in the transition area between the CBD and the single-family core of the neighborhood. It became clear during last year's discussion of the PARs that most Norkirk residents do not want to see higher-density zoning in the transition areas.

In the Vision Statement, Paragraph 5, it should be made clear that "higher density" doesn't mean higher density than what we have currently, but higher density than the single-family core. Perhaps the solution is to delete the words "higher density" in that sentence.

Land Use Goal N 5 and Policy N 5.1 likely will face opposition from the neighborhood unless subsequent drafts clarify policy in specific zoning terms. Preferable would be a reaffirmation of status quo zoning and a statement concerning compatibility and quality of design in the transition area.

"Creative Tension"

Finally, for the benefit of commissioners and council members who weren't present at the February 1 workshop, I would like to clarify that the term "creative tension" was the facilitator's polite way of trying to bring closure to a genuinely contentious discussion between a small minority of attendees who favored increased residential density and the much larger number who did not. By speaking loudly and out of turn, and by expressing their self-interested views as if these were the views of their breakout groups, a very few participants succeeded in distorting the record of the workshop. The majority have made it clear they do not wish to see a broad-based down-zoning of single-family lot sizes.

I do believe that staff, the Planning Commission, and the City Council recognize the true prevailing opinion among the vast majority of Norkirk residents, and trust the final Plan will reflect it.

Thank you.

JEFF & NADINE CYSEWSKI
314 8th Ave
Kirkland, WA 98033

Phone: (206) 295-0788
jeffcysewski@hotmail.com

March 23, 2006

Joan Lieberman-Brill, AICP, Senior Planner
City of Kirkland

RE: Norkirk Neighborhood Plan Draft Vision, Goals, and Policies for 3/23/06 PC mtg)

Dear Joan:

Here is a quick note for you and the planning commission as we are unable to attend tonight's meeting. Please forward these comments and thanks in advance for allowing us to "weigh in".

We have reviewed the draft Norkirk Plan document. While we appreciate numerous positive planning items and points (e.g., character retention, natural environment preferences, open space/parks), in the interest of time we wish in this letter to limit our comment to a few items that seem wholly incorrect and out-of-synch from the views expressed at the neighborhood workshops (both 2004 and recent meeting on Feb 1, 2006):

The draft Plan contains multiple nuances and even some direct references to "higher density"...but the *majority* of "Norkirk'ers" don't want higher density, haven't asked for it, and do not want it to be a part of *our* Plan. Higher density was not a "majority theme" at the workshops.

Specifically, the draft plan does not reflect Norkirk in these areas:

1. Vision Statement Para 5 in the draft is incorrect as it seems to say "*promote* higher density than what we already have". Again, this goes against the grain of the neighborhood.
2. Goal N 5 in the draft is incorrect when it uses the word "*encourage*" transition. Instead, the supermajority said "maintain transition, but don't expand it", and "do not change the current land-use designations".
3. Most surprising, Policy N 5.1 in the draft says "*allow increased density and intensity approaching downtown...*" This is 100% incorrect! This view simply was not expressed at the workshops.

JEFF & NADINE CYSEWSKI
314 8th Ave
Kirkland, WA 98033

Phone: (206) 295-0788
jeffcysewski@hotmail.com

We understand that the purpose of the Vision draft is to express the views of the stakeholders (neighbors) who live in Norkirk! Accordingly, we ask that this draft be corrected to reflect our sentiment and our vision of Norkirk. The "higher density" piece is not our vision!

Lastly, at the Feb workshop we expressed to you at the conclusion that many in the neighborhood are concerned that the "draft" will be influenced by the previously-demonstrated bias and very-real predisposition of the Planning Commission to "develop & density" Norkirk. Unfortunately, the above nuances seem to give that fear some credibility. If so, it leads to the question why even have the workshops if that predisposition is going to override the majority's desire anyway. It does frustrate us that the "majority" in our own neighborhood is considered a 'special interest group' by the Planning Commission! Hopefully that agenda will not rule the day in our neighborhood plan.

Thank you for this opportunity to share our voice.

Sincerely,

Jeff & Nadine Cysewski
314 8th Avenue
Kirkland, WA 98033
Cell 206.295.0788

Joan Lieberman-Brill

From: Paul Stewart
Sent: Friday, April 28, 2006 9:42 AM
To: 'robert stonefelt'
Cc: Joan Lieberman-Brill
Subject: RE: Please Forward to PC Members

Robert,
I have received your e-mail message and we will pass it on to the Commission. As you observed, the Commission is struggling with this and trying to find a workable approach.

Paul Stewart
425-587-3227

From: robert stonefelt [mailto:stoneyage@msn.com]
Sent: Thursday, April 27, 2006 11:32 PM
To: Paul Stewart
Subject: Fw: Please Forward to PC Members

Paul,
Here I try again sending this to you. Hopefully, you will get it. Now, I need to write another email after tonight's meeting.
It started out a bit confusing, but I think PC members understand the importance of getting it right whether it will be via a simple solution or a more complex approach. Thanks, Robert

From: robert stonefelt
Sent: Wed, 26 Apr 2006 17:46:26 -0700
To: pstewart@ci.kirkland.wa.us.com
Subject: Please Forward to PC Members

Dear Chair, Vice Chair, And Members,
I have reviewed staff preview agenda for PC April 27th meeting. Here are some thoughts for your considerations pertaining to Norkirk RS7.2 size lot zoning study. Specifically, using one property example in relationship to immediate neighboring lots as per Attachment Map#5. It is the Stonefelt parcel(as you might imagine) at the westside corner of 1st street and 9th avenue. Please refer to lower lefthand side of map alongside the slim black line Norkirk RS7,2 boundary. Here are my observations:

- a. Dense concentration of undersized(legal/nonconforming) lots covering area of northblock on 8th ave. to southblock on 12th ave. for both 1st and 2nd streets.
- b. Pertaining to immediate neighbors, there are 5 lots directly across Stonefelt parcel, eastside of 9th block on 1st street , all under 6,479 sq.ft.
- c. Pertaining to just 1st street, from 8th ave. to 12th ave., 19 lots out of 31 lots are under 6,479 sq.ft.. in size.
- d. Pertaining to surrounding neighborhood covering the above mentioned streets and avenues, there are approximately 75 lots, with 42 lots under 6,479 sq.ft.

e. Stonefelt parcel of 13,056 sq.ft. with short plat even split would produce 2 lots, each lot size being, 6,528 sq.ft. Both larger than the 5 lots directly across and both larger than 42 lots in the surrounding neighborhood, and larger than the 19 lots along 1st street, just north and south, mentioned above in items b,c, and d.

In staff report, the term, "FLEXIBILITY" to existing regulations is used. This term seems appropriate. Based on terminology/narrative in City Comp Plan regarding compatibility and existing land use, and in a broader context of fairness, we hopefully anticipate that Staff, Members of this Planning Commission, with a unanimous recommendation to City Council for future adoption, provide a remedy for the limited situations such as ours.

Staff, also, poses the question, "IF A FURTHER LOT SIZE REDUCTION IS CONSIDERED, HOW MUCH WOULD BE APPROPRIATE, AND UNDER WHAT CIRCUMSTANCES? The question is based on the existing regulation we feel is inconsistent with the Comp Plan. Actually, in reality, lot size reduction could be considered a misnomer for our specific condition. However, there are other lots not so obvious, which are rightly to be considered by Planning Commission.

Even though, a slight revision would be very favorable to us, I still hope that we would want to go to bat for fellow neighbors who have smaller lots than a potential 12,240 sq.ft. cutoff.

In conclusion, what would be the disadvantages to the informed, concerning a simple RS6 (6,000sq.ft. zoning) in this limited area? In the above mentioned area coverage, at the lower lefthand side of map#5, 19 lots are exactly 6,000 sq.ft.

Thank you, again, for considering the dilemma and frustrations that we may have related to the inconsistent lot sizes in this area of zoning. With challenges, opportunities can also be available. We appreciate the study that has been done. Using the term diagnosis. again, I hope it is clear to all, and that a simpler remedy might be in order than a more complex one.
Robert Stonefelt-901 1st Street.

Joan Lieberman-Brill

From: Paul Stewart
Sent: Friday, April 28, 2006 9:51 AM
To: Joan Lieberman-Brill
Subject: FW: Flexibility Standards For Norkirk

From: robert stonefelt [mailto:stonefage@msn.com]
Sent: Friday, April 28, 2006 1:03 AM
To: Paul Stewart
Subject: Flexibility Standards For Norkirk

Dear Chair, Vice Chair, And Members,

Again, it was difficult to stay seated tonight as I would have enjoyed sitting with all you discussing the current and upcoming important issues.

City Staff has encouraged me to stay engaged in the process and I think that has been very good advice. One has the opportunity not to miss anything when attending PC meetings. Commission addressed some important points tonight on what to do with larger parcels if provided a mechanism to sub divide their lots. The simple justification is to conform with existing land use and to be compatible with their neighborhood. Sharon Parzino and myself have reiterated over and over again that our desires are not to do anything that changes existing pattern of land use or do anything that would not be compatible to the rules for design and setbacks that are already in place.

Especially, with the Stonefelt parcel of 13,056 sq.ft., the issue really isn't further lot size reduction as I have spoken to you via Comp Plan Policy H-3.1 narrative. The premise of this narrative, I believe is based on consistent lot size to its zoning. This is not the case for RS7.2 Norkirk Neighborhood.

The city study of this lot size to zoning is a very important part in educating the public and for determining a potential solution to this inconsistency. Allowing flexibility standards to address this could also be completely justified on its own by adhering to H-3 Goal: PROVIDE FOR GREATER HOUSING CAPACITY AND HOME OWNERSHIP OPPORTUNITIES. There are cities that would probably love to have the opportunity to meet GMA growth targets with a condition this lot size study has revealed in Norkirk.

A RS6.5(6,500sqft) with 16% flexibility standard would provide 12,000 sq.ft. lots the opportunity to provide more housing with the ability to short plat. Or, a RS6(6,000sqft) with no flexibility standards that would produce the same results.

My concern is on possible restrictions for abiding by or promoting Goal H-3. One PC member rightly pointed out the future for 1st and 2nd streets with the wonderful views. Should there be more or less restrictions for this section of Norkirk? Do we take into considerations the various neighborhood sections and deal with them separately or is that even feasible? Should the few parcels on 1st street be required to have only a one story house or smaller home as part of the deal of a property split? I think that is not the best answer. Let there be opportunity for new homeowners to capture and enjoy those lake, mountain, and sunset views. That is what other properties that are smaller in size on 1st street are doing.

I will end on that note for tonight. I assure you, I will stay fully engaged in this process.

The meeting this evening I felt was a good one because this issue is important and it has its challenges. Commission Members and City Staff did not shrink or shy away, even though this will take more effort and work to get it right. There seems to be a desire to address this and get it right. If, that is the case, you have my support.

Sincerely, Robert Stonefelt

October 10, 2005

To: Kirkland Planning Commission

Fr: Robert Stonefelt (901 1st Street)

Re: Norkirk Neighborhood Further Study

Dear Chair and Members:

As you know, the city of Kirkland's last thorough planning review for the Norkirk Neighborhood was 1977, 28 years ago. Since the 9/20/05 city council meeting, I've spent over 10 hours down at City Hall reviewing the commission's work. I respect what you have already done and respect your unanimous decision to recommend further study for the P.A.R. issues, along with related study areas.

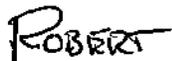
Mrs. Pruitt, as Acting Commission Chairperson, we appreciate bringing to the city council's attention the fairness issues concerning some current conditions. Even though the council did not desire for the commission to further study the public amendment requests, some members did acknowledge their concern related to any fairness issues.

I, along with a fellow neighbor, have done further study during the last few weeks. Besides reviewing the planning commission's files, we have learned a great deal from studying the city's comprehensive plan. We have also obtained verifiable information that many of the existing lots do not conform to existing zoning codes for the neighborhood.

We are forwarding a presentation of goals and policies from the comprehensive plan that completely supports guidelines for adopting infill development in the Norkirk neighborhood. Could you, Mrs. Puitt, along with all the commission members, please review it thoroughly? We feel the city's comprehensive plan is an authoritative document to adhere to for planning Kirkland's neighborhood future. I hope the planning commission, city staff, and ultimately, the city council concur.

Thank you in advance for your anticipated thoughtful considerations for infill development. As the commission moves forward, I remain

Respectfully yours,



Robert Stonefelt

Out of 90 total lots north of 8th Ave to 13th Ave, from the west side of 1st St. to the west side of 2nd St., the following 45 lots are nonconforming, less than the 7,200 sq. ft. zoning requirement. These statistics are from the King County Parcel Viewer.

King County Parcel #	Address	Lot size
3885806520	128 8 th Ave	4,800 sq. ft.
3885806595	808 1 st St.	6,349 sq. ft.
3885806565	820 1 st St.	6,349 sq. ft.
3885806655	801 1 st St.	5,222 sq. ft.
3885806645	807 1 st St.	5,222 sq. ft.
3885804880	144 9 th Ave.	4,800 sq. ft.
3885804860	132 9 th Ave	6,600 sq. ft.
3885804830	9021 1 st St.	6,349 sq. ft.
3885804820	908 1 st St.	6,349 sq. ft.
3885804810	912 1 st St.	6,349 sq. ft.
3885804770	101 10 th Ave	6,349 sq. ft.
3885804790	Not available	6,349 sq. ft.
1245003790	115 10 th Ave.	6,000 sq. ft.
1245003780	119 10 th Ave	6,000 sq. ft.
1245003770	127 10 th Ave	6,000 sq. ft.
1245003740	147 10 th Ave	6,000 sq. ft.
1245003730	151 10 th Ave	6,000 sq. ft.
1489300290	148 10 th Ave.	6,000 sq. ft.
1489300280	146 10 th Ave	6,000 sq. ft.
3885804560	1012 1 st St.	6,349 sq. ft.
3885804550	1016 1 st St.	6,349 sq. ft.
3885804540	1022 1 st St.	6,349 sq. ft.
3885804610	1013 1 st St.	5,222 sq. ft.
3885804600	1015 1 st St.	5,222 sq. ft.
3885804590	1021 1 st St.	5,222 sq. ft.
3885804530	1100 1 st St.	6,349 sq. ft.
1489300090	124 11 th Ave.	6,000 sq. ft.
1489300100	126 11 th Ave.	6,000 sq. ft.
1489300126	140 11 th Ave.	6,000 sq. ft.
1489300160	137 11 th Ave.	6,000 sq. ft.
3885804416	20 11 th Ave	5,376 sq. ft.
3885804390	1121 1 st St.	5,222 sq. ft.
3885804330	1201 1 st St.	5,222 sq. ft.
3885804320	1207 1 st St.	5,222 sq. ft.
1489300195	125 11 th Ave	6,000 sq. ft.
1489300200	121 11 th Ave	6,000 sq. ft.
3885804520	1112 1 st St.	6,758 sq. ft.
1489300665	119 12 th Ave	6,000 sq. ft.
1489300055	121 12 th Ave.	4,500 sq. ft.
1489300050	125 12 th Ave	4,500 sq. ft.
1489300040	129 12 th Ave.	6,000 sq. ft.
1489300030	133 12 th Ave	6,000 sq. ft.
1489300125	1115 2 nd St.	6,000 sq. ft.
1245003725	129 13 th Ave	6,000 sq. ft.
1489300161	1015 2 nd St.	6,000 sq. ft.

Infill Development
for:
Norkirk Neighborhood Plan Update

Supported by:
Kirkland's Comprehensive Plan

Under:
Growth Management Act Mandate

II. Vision/Framework Goals

Fg-17: Establish development regulations that are fair and predictable.

Discussion:

Achieving the desired future for Kirkland will depend on actions undertaken by both governmental agencies and private property owners. To ensure that public and private actions support the comprehensive plan and are consistent with public health, safety, and welfare, governmental regulation of development will continue to be necessary. Such regulation, however, must fairly balance public interest with private property rights. It is important, also, that regulations be clearly written to assure predictable results, fair and cost effective, and that they be administered expeditiously to avoid undue delay.

Neighborhood Issues

- * 45 out of 90 lots (50%) between the westside of 1st street to the westside of 2nd street and from northside of 8th ave to 13th ave are inconsistent with current RS7.2 zoning.
- * These 45 lots are all significantly smaller than the 7,200 sq. ft. lot minimum size.
- * 19 lots are 6,000 sq. ft. – 11 lots are 6,349 sq. ft.
- * The 19 and 11 figures represent the 1st and 2nd largest percentages breakdown of all 90 lots in the Norkirk neighborhood.
- * These lots could be considered the norm or typical pattern of land use.

Housing/Land Use Pattern/Compatibility

- * 32 lots of the 90 are 6,000 sq. ft. or less (over one-third)
- * 9 lots of the 90 lots (10%) are 12,000 sq. ft. or larger. 3 already have new homes on them. Remaining 6 have older homes on them.
- * Infill Development of these 6 lots would produce lot sizes ranging from a minimum of 6,000 sq. ft. to a maximum of 6,528 sq. ft. when split.
- * These lots would be compatible with many of the neighboring lots, consistent with the typical current land use for this area of the neighborhood

Housing/Land Use Pattern

- * Neighborhood pattern is and already allowing for older homes (without modern amenities) and (not built according to existing city building codes) to be replaced with new homes that meet the above needs.
- * Pattern is producing new home ownership opportunities.
- * Pattern is allowing for personal and public gain.
- * Pattern is allowing existing homeowners with older homes the option to replace with new homes that relate to public safety issues; instead of bearing tremendous costs for dealing with: toxic mold conditions, structural and foundational problems, including earthquake retrofit, energy efficiency issues including windows and home insulation, basement waterproof moisture control, low water pressure plumbing pipes and outdated electrical wiring, etc.
- * Infill Development would allow: (IV.B Community Character Concept)
- * Accommodate Change: This goal looks to the future to ensure that Kirkland's policies are proactive in addressing changing needs of the population.
- * Policy – 3.2: Ensure that city policies are consistent with, and responsive to, evolving changes in demographics and technology.

VII. Housing

- A. Introduction (Future Needs)

Kirkland's future will also include the need to accommodate additional growth. The challenge will be to find ways to develop additional housing that is compatible with existing neighborhoods and the environment. While much of the new housing will be located in existing areas of higher densities, other housing will occur in predominantly low density residential neighborhoods as infill. The housing element contains goals and policies designed to promote and protect neighborhood quality as growth occurs.

VII. Housing

B. The Housing Concept:

The central goal of the housing element is to preserve neighborhood quality while improving housing opportunities for all residents. To accomplish this, the element:

- * Promotes neighborhood quality through the (continuation of the existing residential land use pattern), and through the application of standards where infill development occurs to ensure compatibility.
- * Supports the creative use of land where greater residential capacity can be achieved, while protecting environmentally sensitive areas.

Goal H-3: Provide For Greater Housing Capacity And Home Ownership

Policy H-3.1: Provide additional capacity for single-family development through allowing reductions in lot sizes where surplus land exists on underdeveloped parcels.

As Kirkland has become more fully developed in recent years, residential development trends have included a shift away from large subdivisions to “infilling” of vacant and underdeveloped lots within existing neighborhoods.

The city already allows slight reductions in the required lot size as a method to accommodate more housing on existing residential land while helping to avoid suburban sprawl.

* Further lot size reductions would increase capacity in areas already served by transit and other public utilities and services. This should only be considered where compatibility with surrounding neighborhoods can be ensured through site and building design.

Residential Land Uses

Goal LU-2: Promote a compact land use pattern in Kirkland to:

- * Efficient use of land to accommodate Kirkland's share of the regionally adopted 20 year population and employment targets.

Policy LU-2.2: Use land efficiently, facilitate infill development or redevelopment and where appropriate, preserve options for future development.

As with any natural resource, land can be used either efficiently or inefficiently. The intent of this policy is to ensure that Kirkland's land is used in the most efficient manner possible....infill development is encouraged when environmental protection is ensured.

Residential Land Uses

Goal LU-4. Protect and enhance the character, quality, and function of existing residential neighborhoods while accommodating the city's growth targets.

Policy LU-4.3. Continue to allow for new residential growth throughout the community, consistent with the basic pattern of land use in the city.

Although the land use element states that opportunities for new housing units should be dispersed throughout the community, significantly greater densities are not targeted for low density neighborhoods. Instead, infill development is expected in these areas, while higher densities are clustered near existing commercial areas.

XIV. Implementation Strategies

Regulations: Regulations set the legal requirements for new development. The vast majority of the regulations are found in the Kirkland Zoning Code (including the official zoning map), Subdivision Code, and Shoreline Master Program. Local administration of the State Environmental Policy Act is also a regulatory tool. The Growth Management Act requires that development regulations must be consistent with the comprehensive plan; and, to a large extent, Kirkland's existing regulations already are. Kirkland's regulatory documents must be a high priority, and should be undertaken as appropriate on a regular basis. Although, by nature, regulations impose restrictions on the development of property. Many of the regulatory revisions required the implement to plan will involve easing of current restrictions. In the same vein, where appropriate, regulations can be structured to provide incentive to desired development, rather than being solely restrictive.

V. Natural Environment

A. Introduction

- * Accommodate future growth
- * Provide a development process that is timely, predictable, and equitable to developers and residents alike.

Success in balancing these complex and often conflicting concerns depends in large part upon the provision of extensive opportunities for public participation during the formulation of policies, programs, and regulations relating to the natural environment.

Possible Suggestions?

- * 1 or 2 sessions including 2 individuals from each opposing viewpoint along with 2-3 planning commission members and city staff: As part of a roundtable discussion to promote common ground, alleviate any contention, and try to avoid planning commission from getting into any future crossfire.

Consideration Request : (Norkirk Neighborhood)

The Planning Commission along with city staff; study further these properties in conjunction with the city's comprehensive plan to determine and strike a fair balance to:

Allow properties (where compatible) in the neighborhood to be able to be split under an infill development process.

MARKET

PUBLIC COMMENTS

FILE IV-03-27

**Comments start post City Council Briefing
(8/2/05)**

ENCLOSURE B
6/20/06
Council briefing on
Market & Howlark

Angela Ruggeri

From: Kathryn Green [kathrynegreen@windermere.com]
Sent: Monday, June 05, 2006 1:48 PM
To: Angela Ruggeri; Eric Shields
Cc: Paul Stewart; Joan Lieberman-Brill
Subject: Fwd: Norkirk & Market Neighborhood Drafts

Attachments: Thelma Shanks Letter toCity.doc



Thelma Shanks
Letter toCity.do...

----- Forwarded message from kathrynegreen@windermere.com -----

Date: Thu, 1 Jun 2006 11:28:57 -0700
From: Kathryn Green <kathrynegreen@windermere.com>
Subject: Fwd: Norkirk & Market Neighborhood Drafts
To: lauinger@ci.kirkland.wa.us, mcbride@ci.kirkland.wa.us

----- Forwarded message from kathrynegreen@windermere.com -----

Date: Thu, 1 Jun 2006 11:06:32 -0700
From: Kathryn Green <kathrynegreen@windermere.com>
Subject: Norkirk & Market Neighborhood Drafts
To: ilauinger@kirkland.wa.us, mcbride@ci.kirkland.wa.us, bsternoff@ci.kirkland.wa.us

I am forwarding attached document on behalf of my friend and neighbor, Thelma Shanks who resides at 815 18th Ave West. She does not have email, and I am assisting her in getting this to all involved in a timely fashion.

Please also note that I am a resident of West of Market (my address is 708 16th Ave West). Also please note that my lot size is 5,400 sq ft. Thelma Shanks could get 3 homes on her existing parcel at that lot size, using the 10% calculation. My point is that in the interest of fairness and equity, she should be granted minimally 2 lots on her existing parcel. A home is being built one house down from mine on a 6,000 sq ft lot, and is in excess of 3,500 sq ft.

It makes no sense that my friend be penalized for a non-equitable zoning that currently exists West of Market. Clearly, the city is addressing the issue East of Market (Norkirk), and the same rules of fairness should apply West of Market.

Respectfully Submitted,
Kathryne Green
708 16th Ave West, Kirkland WA

----- End forwarded message -----

----- End forwarded message -----

May 30, 2006

To: City Council Planning Commission

From: Thelma Shanks - 815 18th Ave West, Kirkland WA 98033

Subject: Norkirk & Market Neighborhood Draft Plans of 5/11/06 & 5/25/06

1. 5/11/06 Meeting proposed 20% Lot Size reduction for 3 properties currently zoned 8.5.
2. 5/25/06 Meeting replaced above with "Context Historic Option: and now named "Compact Single Family Option". Discussion deleted "Context".
3. 5/25/06 Meeting: Norkirk Neighborhood had pattern of undersized lots which were placed with a boundary line and proposed rezoning to either Zone 6 or 6.5.
4. Market Neighborhood did not have pattern for new zoning.

My property zoned 8.5 is directly across the street from 7.2 zones. In 1993, one property was granted rezoning from 8.5 to 7.2. With current 15% lot size reduction, I am less than one foot short for dividing into 2 lots within the 8.5 zoning.

After the Planning Commission Meeting, I talked to Loren Spurgeon, President of the Market Neighborhood Association. He said he would not be opposed to my being granted an additional 5% Lot Size Reduction and he would discuss and support my request at a neighborhood meeting.

Maria Jones, Staff of the Volunteer Working Group, requested at the 5/25/06 Meeting that no consideration be given to reducing lot sizes for the 3 properties affected in the 8.5 Zone.

Ongoing Concerns in both neighborhoods have been Equity in Zoning and Lot Sizes. I feel one of the following should be approved for my property:

1. Move current Boundary Lines of 7.2 zoning across the street.
2. 20% Lot Size Reduction for the 3 oversized lots in zone 8.5.
3. Compact Single Family Option currently considered for Norkirk and Market Neighbors. (This would also satisfy the Working Groups' desire for Affordable Housing.)

Thelma Shanks
815 18th Ave West, Kirkland WA

SIDNEY J. STARR, P.S.
CERTIFIED PUBLIC ACCOUNTANT
CERTIFIED FRAUD EXAMINER
DIPLOMAT AMERICAN BOARD
OF FORENSIC ACCOUNTING

MEMBER:
AMERICAN INSTITUTE OF CERTIFIED PUBLIC ACCOUNTANTS
WASHINGTON SOCIETY OF CERTIFIED PUBLIC ACCOUNTANTS
ASSOCIATION OF CERTIFIED FRAUD EXAMINERS
AMERICAN COLLEGE OF FORENSIC EXAMINERS

May 28, 2006

✓ Angela Ruggeri, AICP
Ellen Miller-Wolfe, Economic Development Manager
Kirkland City Hall
123 5th Avenue
Kirkland, Wa 98033-6189

RECEIVED

MAY 31 2006

AM _____ PM
PLANNING DEPARTMENT
BY _____

Re: Starr Project 800 Block, Market Street

Dear Ms. Ruggeri & Ms. Miller-Wolfe:

Thank you for meeting with me a couple weeks ago. I really appreciated the tone of the meeting.

A couple of observations and/or conclusions if I may:

It appears to me the zoning on Market Street is quite outdated having not changed for 20 years the definition of lots say PR 3.6(my property and much of Market Street between downtown and maybe 18 blocks North). This zoning(let's say 14 years ago when I bought my first building at 812 Market Street) was quite acceptable. Things of course have changed however the zoning has not changed with economic realities. One of those economic realities is the City has a driving ambition to obtain the life blood of a city and that is tax base revenue however in order to obtain this tax base revenue the City must encourage business/office development and this PR 3.6 obviously is in direct conflict with this ambition. For example, my zoning will require give away set backs almost 1/3 of my holdings and at about \$125 p/sq ft this amounts to tossing to the wind about \$700K and for what purpose...purpose only to comply with PR 3.6 zoning which has not changed in 20 years.

I have concluded the key to my development of this block is WHAT DOES THE CITY OF KIRKLAND REALLY WANT HERE ON THIS BLOCK and that is what will determine my ultimate development of this block. I am not, absolutely not, desiring in any fashion to build something here that is not within the desire of the City of Kirkland, I just do not have the time, energy or ambition to do otherwise.

Tax Advice Notice: IRS Circular 230 requires us to advise you that, if this communication or any attachment contains any tax advice, the advice is not intended to be used, and cannot be used, for the purpose of avoiding federal tax penalties. A taxpayer may rely on professional advice to avoid federal tax penalties only if the advice is reflected in a comprehensive tax opinion that conforms to stringent requirements. Please contact us if you have any questions about Circular 230 or would like to discuss our preparation of an opinion that conforms to these IRS rules.

812 MARKET STREET, KIRKLAND, WA 98033-5428
(425) 822-4445 FAX: (425) 828-4963

<http://www.sidstarrepa.com> email: sid@sidstarrepa.com

I am thinking if the City wishes things to stay as they are on Market Street then so be it however if the City wishes greater density for office/condo/and or some retail(?) in this location then I suggest the approach is that I should submit a rezone for this block and would request City assistance to accomplish this.

Yes, I would think none of you wishes the grief that comes from a spot rezone like this for then you will be involved for years with hundreds of rezone requests and yet it might be a good test to see if what results is something the City likes and wishes for the future?

I keep thinking about Bellevue and the positive results that have come to that City when they allowed huge increases in height and density about 5 or 6 years ago. It has revitalized the City as a place to live and work and contributed significant revenue to the City. Yes, we are not Bellevue however what I see here is not good...continuing turnover of art galleries/restaurants with little ability for office/retail and on Market Street little ability to develop an economical project.

Although this is not a Kemper Freeman thing, I keep thinking about the vitality of his Lincoln Square project...live, work and entertainment downtown.

Right now Market Street is little more than a difficult by way to Juanita and points north. It could be and maybe should be an economic engine for Kirkland for us to live, work and get entertained...or does Kirkland wish this street to remain the way it was zoned 20 years ago?

I will be out of the country till 6/13 and hope you might share with me your thoughts.

Very truly yours,



Sidney J. Starr

Cc: Joan McBride, Deputy Mayor and Councilwoman

From: Kent Ahlf [mailto:kjahlf@msn.com]

Sent: Thursday, May 25, 2006 6:19 PM

To: Angela Ruggeri

Cc: Paul Stewart; Loren Spurgeon

Subject: Fw: PAR #3 - Re-zone of Parking lot adjoining 1611 Market Street from RS 7.2 to PR 7.6 - Continued

Angela Ruggeri,

Hi, another message.

As a follow up to the message below, I would like to ask a rhetorical question:

Would the Planning Commission Staff be bringing forward or recommending approval of this PAR if it did not have "common ownership"??

I believe the answer would be no!

Yet that is now a prime reason for approval.

You are rewarding speculation!

Turnbow-Worthington bought the triangle lot with speculation in mind hoping for a re-zone. It was never offered for sale for residential use.... the obvious purchaser would have been us.

If we could purchase the lot, the result would be the elimination of a 2 "**sub-standard lots**" and stopping **commercial creep** into the Market neighborhood which is one of the prime goals of the plan.

The PAR should be denied on the grounds that it is speculation and an alternative exists that meets current zoning and planning goals.

Thank you for your consideration.

Regards,

Kent Ahlf

Kent and Patty Ahlf
8235 NE 119th St
Kirkland, WA
425-820-7563
kjahlf@msn.com

----- Original Message -----

From: Kent Ahlf

To: ARuggeri@ci.kirkland.wa.us

Cc: Loren Spurgeon

Sent: Wednesday, March 15, 2006 8:51 AM

Subject: PAR #3 - Re-zone of Parking lot adjoining 1611 Market Street from RS 7.2 to PR 7.6

Angela Ruggeri

Hi,

Loren said we should contact you if we wanted to comment on the Turnbow-Worthington PAR.

My wife and I are the owners of the small home at 524 16th Avenue West.

As immediate neighbors to the above identified property and owners of the home located at **524 16th Avenue West**, we are extremely concerned about this proposal.

Without adequate safeguards, it would adversely affect our property. Our issues are as follows:

1. My wife bought our property in 1987 and lived there until we married in 1992.
2. In June of 2002, with the intent of eventually rehabilitating and occupying our property, we visited the planning department to inquire about building requirements, zoning and alley issues.
3. Even though discussions regarding plans for the triangle lot appear to have been in progress for several years, we were not advised of any potential actions that would affect our property. We first learned about this proposal via Dennis Turnbow's "notice" letter on July 31, 2003.
4. At that time we forwarded our concerns regarding the zoning proposal. We felt it appeared to **conflict** with and **violate** many clauses in the Kirkland Comprehensive Plan and Market Street Neighborhood Plan in place at that time. We continue to believe that is true with the updated plan.
5. The rezoning request can **adversely affect** our property due to the intrusion of a Professional Office/Multi-family Zoned property into the low-density residential neighborhood, our residential property.
6. Also the alley between Turnbow's 2 lots was recently vacated by the city as an "unused grandfather" clause alley. This seemed **unreasonable** to us since it was being used as a "Parking lot" as noted in the council and committee minutes. (Please see photo clearly showing the alley route running thru the parking lot. The extension of that alley behind our property would have given us access to our proposed garage.) This seemed to us to constitute some kind of use contrary to the "grandfather clause". Please note: our lot is too narrow to allow a 5 foot driveway setback from the lot line, i.e. there is no room for a drive way past the house on the lot. **This alley closure has already been major adverse impact.**

Unless the alley closure can be re-evaluated, which would mitigate our access issues and improve the buffer, we are requesting the PAR be denied. At one point in the past Turnbow offered an alley relocation before he took advantage of the alley closure, that relocation was a viable alternative for our property since it would have given us access to the rear of our lot and would be an acceptable alternative to us. We also would request that efforts be made to expand the buffer requirements between the residential and commercial zones.

Thank you for your consideration.

Kent and Patty Ahlf
8235 NE 119th St
Kirkland, WA

kjahlf@msn.com

Print Close Window

Maria Staaf (mariast@msn.com)

1:45 AM 5/26/06

To: "Angela Ruggeri" <ARuggeri@ci.kirkland.wa.us>

Subject: Comments on the Draft Market Plan update for the Planning Commission Meeting, May 25, 2006

To: Angela Ruggeri, Planning Commission
Re: Comments on the Draft Market Plan update
Date: May 25, 2006

I would like to comment on the memo and the draft plan update that was sent out in preparation for today's meeting.

Land Use Patterns

(May 17 memorandum, page 2)

In the working group, as well as in discussions with neighbors in the Market Neighborhood, it has always been clear that we want to preserve the areas of larger lots, and not have these subdivided into smaller, undersize lots.

In the RS 8.5 zone, 80% of the lots are conforming, which is a sizeable majority. This contributes to the "look and feel" of that part of the Market Neighborhood, one that the residents want to preserve. Subdividing creates financial benefits to the lot owner, who then usually leaves the neighborhood. Neighbors, who remain in the neighborhood, gain nothing, and end up having additional neighboring houses. Property values (financial and intangible ones) should be considered not only for those owners who are leaving, but for those who are staying, as well, and who have an interest in preserving the neighborhood ambiance. I see few compelling reasons why we should allow more than the current 15% variance in subdividing properties to create more undersize lots in this, or any, area of the Market Neighborhood.

In general, any language allowing non-conforming (read: smaller) lots than specified by the zoning must be very clear and restrictive. Being able to create non-conforming lots is a privilege, not a right, and should be treated as such.

Size option

(May 17 memorandum, page 4)

If a lot is subdivided using the Size Option to promote "smaller, more affordable new homes on smaller lots", there must be a restriction that this limitation is in effect not only for the house to be built now, but for at least 50 years from the time of subdivision. Houses have various life expectancies, and it would not be desirable to have a small, poorly but inexpensively built house be replaced by a larger house on this non-conforming lot within a few years.

Policy M.4.1

(Draft Market Plan Update, page 6)

Allowing for "alternative residential development styles" could be one way for a property owner whose lot is not quite large enough to be divided to maximize the value of the property. There is, however, no reason to allow larger FARs or smaller setbacks for these types of housing alternatives. Residential development with multiple living units should not be considered for undersized properties, or even only for those who are more than 10% larger than the minimum lot size.

Transportation

(Draft Market Plan Update, page 7)

This is a simple correction: The text reads "... and a series of left turn pockets south of 7th Street West" and "A center turn lane north of the 7th Street West intersection extends to Forbes Creek Drive". There are left turn pockets all along Market Street, not limited to the area south of 7th Street West. The center turn lane is now broken up by median plantings, turn pockets, and utilities at several points along Market Street even north of 7th Street West. Also, there are bike lanes along most (all?) of Market Street.

Neighborhood access**(Draft Market Plan Update, pages 8 and 10)**

Many residents are not interested in "full improvements" on our neighborhood streets, other than school routes. A provision that allows for "half improvements", i.e. sidewalk on one side and one parking lane would be appreciated.

Policy M 12**(Draft Market Plan Update, page 13)**

The transition between residential and commercial development has been one of the key issues in the working group. Landscape buffers is an important component of that transition, but in addition to changing the word *can* to *should*, it also needs to be made clear that the vegetation buffer needs to be designed to create privacy from views, noise and possibly dust. 4 ft tall rhododendrons would not be sufficient; taller bushes or trees is what is needed to create the intended buffer.

Policy M 14**(Draft Market Plan Update, page 14)**

The scale (or out of scale) of new residential development is one of the key concerns for Market Neighborhood residents. It is particularly worrisome when provisions for creating even more undersize lots are considered. Too small setbacks and too large FARs combine to create situations when the tree ordinance cannot protect trees that are valuable to the neighborhood and to the resident eagles. Property owners who intend to stay on their properties often go to extra lengths to protect trees and thus the neighborhood feel, whereas we have yet to see developers with no interest in the neighborhood other than financially do anything to protect trees or other values important to the residents. We need to put regulations in place that allow the city to require design changes to protect trees or other valuable aspects of a property when new development is being planned.

Here is a comment on a previous memo sent out for the May 11 Planning Commission meeting.

Innovative Housing Tour discussion**(page 2)**

- o Inconvenient to walk from separately located garages to one's home, especially during early or late hours
- o One car garage is not enough (unless have deed restriction)

I am not sure this captures what I think was said. The issue about walking late and early had much more to do with safety than with inconvenience, as I remember it.

The second bullet point should be clarified, so that it is clear that it is not enough *from a community standpoint* with one garage, since that invites overflow parking on the street. It is not a commentary on what the residents would like or need, but what the builder should provide so as to not be a burden on the surrounding neighbors. This should be considered for any regulations for "alternative residential development" in the Market Neighborhood, as well.

Thank you,
Maria Staaf

1675 10th Street West
Kirkland WA 98033

Angela Ruggeri

From: Maria Staaf [mariast@msn.com]
Sent: Thursday, May 25, 2006 12:43 PM
To: Angela Ruggeri
Subject: RE: Market Working Group comments on Neigh Plan -May15

Angela, I think this comment in the document is a misunderstanding.

- Connecting a pedestrian path along 18th Ave. across Market St. is not a practical decision.

I made the point that if the goal was to connect the walking path from Juanita Bay Park to Kiwanis Park with the path along 6th Street W down to Waverly Beach Park and then along Waverly (if I remember correctly how exactly those were laid out), then if we made that walking path along 18th Ave W, we would at the same time provide sidewalks along a school route. Furthermore, there is already a blinking-light crosswalk across Market at 18th Ave, so having a pedestrian path crossing Market there is an eminently practical decision – it's already there!

The part that is *not* practical referred to the comment at the last PC meeting where they suggested increasing connectivity between neighborhoods by having direct intersections where you could cross Market Street directly by car. That is just not practical at all. Finding space to turn into or across one lane of traffic can be a challenge, finding enough open space to cross both lanes is basically only possible during night time.

It is my assumption that these two messages were somehow garbled into one. What is your recollection?

Thanks,
 Maria

From: Angela Ruggeri [mailto:ARuggeri@ci.kirkland.wa.us]
Sent: Tuesday, May 23, 2006 5:28 PM
To: bloomis@wood-harbinger.com; nspheart@yahoo.com; Cheyenne12@aol.com; ottozech@hotmail.com; Dani@discoverybio.com; gm@inglewoodgolfclub.com; dennis@haleyfinancial.com; Don Samdahl; gggetz@gggetz.com; tennysonkk@aol.com; loren@calabria.com; mariast@msn.com; mark@shinstromnorman.com; maryhorvitz@hotmail.com; pat.mace@verizon.net; Waverly-way@msn.com
Subject: Market Working Group comments on Neigh Plan -May15

Market Working Group Members:

Here are the notes from the Working Group meeting that was held on May 15th. I have e-mailed them to the Planning Commission and will also hand them out at the Planning Commission meeting this Thursday (5/25).

Thank you...Angela

Market Working Group Comments on Revised Neighborhood Plan

Vision Statement

- Glad to see historic references in the Vision Statement.
- Would like to see a Vision Statement that indicates more what the residents want to see in their neighborhood.
 - Concerns: residents would like to maintain Market's quality of life which is being seriously hindered by the inability to get in and out of the Market Neighborhood. Historically, there were lots of trees, landscaping and larger green-sized lots in some cases. Now, they are rapidly disappearing. Affordable housing is vanishing due to the development of mega houses
- Need diversity in types of homes and house sizes.
 - Is there a balance as to where we can place the diversity comment? As a general statement within the Vision Statement, but then also elaborate on its specifics in a later section of the plan?
- There is no distinction in the Vision Statement between "what we have now, what we'd like to have, and what we might end up with".
- Need a clearer indication of neighborhood goals.
 - EXAMPLE: state that "one of our goals and visions is to..." before lines such as "provide a smooth transition between Market St..."

Historic Context Section

- The heading "Market Neighborhood" at the top of each page can be easily confused as a section divider, while in actuality, the topics encased within the black boxes are the section headings. For clarification, move the line above "Market Neighborhood" so that it is underneath the words.
- Concerned about the flexibility of lot size requirements for subdivisions that contain historic structures.
 - Need better word use: change "subdivisions" to "*lots*" that contains historic "*buildings*" (not structures).
- Disagreement with subdivision regulations:
 - Felt that overall lot size to be divided should meet the present code requirements. Then if one lot size has to be slightly smaller in order to save the historic home, that is ok, but the other lot size should makeup the difference. Did not believe that it was ok to allow lot sizes to be much smaller than expected in the Market Neighborhood.
- Want to be sure that "contains historic structures," is only referring to buildings and not things like the Junior High arch at Waverly Park.

Land use

Regarding Historic Structures:

- Should say “preserve on site” to be sure that the property owner can’t move the historic building to another site and still get the lot size reduction benefit.
- There are few incentives to retain historic buildings.
 - If there is an historic building on a lot large enough to subdivide—the subdivision is acceptable as long as the building does not lose its context.

Regarding Subdivision Flexibility:

- Reasonable if the scale is kept equal to other homes/lots in the neighborhood.
- Should consider the framework of the “subdivision” in reverse as well (i.e. oversized lots should also be taken into account) in order to achieve diversity in housing types and sizes.
- All subdivision flexibility standards should be reviewed (do not trust developers).

Regarding Land Use in general:

- Duplexes are important to preserving housing choices.
- Should add a provision to consider more variety in housing.
- Should not provide exceptions or give variances to small lots.
- Affordable housing should be mandatory rather than an alternative form of development without any restrictions.
- “Alternative development” implies variances:
 - The word “alternative” needs to be further defined (in the plan and in terms of regulations).
 - What is acceptable or unacceptable for alternative development?
 - Can alternative development be applied to commercial areas?
- “Land Use” section of the plan does not include “infill alternatives”
- Language is weak

Natural Environment

- There is a loop-hole possibility regarding the (tree) footprint subject—tree regulations should be stricter.

Market Street Corridor

- Split zoning of the Market Street Corridor is a manipulation of the planning process.
 - Market Working Group did not originally want Market Street as the dividing point between the neighborhoods.
- Should limit the encroachment of commercial and multifamily on the residential areas adjacent to Market Street.
- Should include clarity over accountability: who is accountable for looking after the corridor? Norkirk or Market?
- Would like to see a regulation limiting car access locations for development in the Market Street Corridor to Market Street (not on residential streets in the neighborhoods).

Transportation

- Connecting a pedestrian path along 18th Ave. across Market St. is not a practical decision.
- Concern that 6th St. W: drivers usually take advantage of this area during heavy traffic times and consequently speed through the Market Neighborhood on 6th Street West.
 - Need a statement in the “transportation” section which requires sidewalks or methods of slowing down vehicles on neighborhood streets.
 - 25 mph is the ideal speed on Market Street.
 - Possibly time the traffic light at Forbes Street to slow Market traffic.
 - Need methods to direct unwanted drivers back to the freeway where they belong.
- Clarify “...enhance alleyways.” What does the term really mean?
- “Transportation” section of the plan did not mention anything about school routes.
 - School routes should be among the top priorities considered.
- Streets do not line up, bike paths do not line up.

Regarding Metro/Rider ship improvements:

- Would like to see the City keep Metro shelters in place and possibly design them to be more self-sustaining.

Regarding Vague Language:

- Section 7: “...improvable livability”
 - Should clarify the meaning of “livability”

Parks

- Should place a small playground near the northern end of the Market Neighborhood.

Urban Design

- The “urban design” section of the plan should address issues of steering commercial development and traffic away from the neighborhood

Other Notes

Regarding the Process of neighborhood meetings and the working groups.

- The working group meeting process was diluted
 - All of the original commercial stakeholders left after receiving leverage.
 - Commercial voices need to be identified.
- The Planning Commission should provide feedback to the working group.
- Need more concrete display or summary of consensus from the working group in terms of ideas, concerns or approvals to present to the Planning Commission or City Council

Angela Ruggeri

From: Liz Hunt [liz@starwhite.net]
Sent: Thursday, May 25, 2006 12:09 AM
To: Angela Ruggeri; jpruitt@ci.kirkland.wa.us; ktennyson@ci.kirkland.wa.us
Cc: Liz Hunt; maria Staaf
Subject: Market Neighborhood Plan Update - May 25th Planning Commission Meeting

Ms. Ruggieri, Ms. Pruitt, Ms. Tennyson,

I am a resident of the Market Neighborhood. I regret that I will not be able to attend the May 25th Planning Commission meeting. I am sending my thoughts in this email, for consideration by staff and the Planning Commission.

(1) Lot Size

I have been following the development of update of the Market Neighborhood plan and I am very concerned about the recent addition of a large discussion concerning lot size and relaxing the lot subdivision requirements.

I support the efforts to allow reasonably-priced homes in the neighborhood. And I realize that there are a number of undersized lots in the neighborhood already. However, it's not clear that those two items merit consideration of subdividing up to 47 more lots, creating 94 (or more) additional undersized lots in the neighborhood.

And, I was very surprised to see that we are now considering allowing a reduction of up to 30% of the minimum lot size for the zoning district. That seems an extreme relaxation of the zoning requirements. It starts to beg the question of the purpose of the zoning the first place.

(2) Any relaxation of zoning needs to have very specific requirements

The proposed plan update lists reasons and guidelines for relaxation of zoning requirements. However, if the plan goes down that road, the plan needs to be very clear about the stipulations for being granted a relaxation of the zoning requirements. For example, the zoning should not just state that a historic building be preserved. For how long? To what degree?

(3) Commercial and residential co-existence

Yes, I think the neighborhood can support some more, well-chosen, commercial activity on Market Street, as discussed at the Visioning Meeting. The draft plan update states that "The size and/or height of the higher density structure should not overpower the adjoining low-density uses. Landscape buffers should be used to soften and separate uses by creating a transition zone."

Of what value is the word "should" in the above statements? I sincerely hope that the zoning requirements on such commercial development is much more specific and binding than vague statements like "landscaped buffers should be used...".

I see that the policies listed under goal MS-3 are somewhat specific, but I feel they are insufficiently so.

(4) 1611 Market St rezone

5/25/2006

I no longer see the 1611 Market Street rezone in the plan update. If this is off the table, now, I support that decision.

Thank you for your efforts on updating our Neighborhood plan.

regards,

Elizabeth Hunt
1704 - 8th St W
Kirkland, WA

RECEIVED

MAY 18 2006

AM
PLANNING DEPARTMENT PM

BY _____

To: Planning Commission
City Council Members

From: Delma Shanks

815 18 av W

Kirkland WA 98033

Date: May 16, 2006

Subject: Market Neighborhood Topics (1V-03-27) 5/11/06

I am writing to support my verbal request made to the Planning Commission at the 5/11/06 meeting regarding increased flexibility for subdivision of lots in the R.S. 8.5 zones.

I did not attend the Markirk meeting and understand consideration is also being considered for that neighborhood.

Attachment No. 10 of the Market Plan shows there are three properties in the designated green category which fall into the discussed 20% flexibility.

Last year I applied for and was denied a P.A.R. for rezoning my property to RS 7.2 which is what the properties directly across the street from me were zoned when zoning was changed from RS 12.5. The alternative at that time was to rezone all 12.5 to 7.2; however, the decision was made to rezone some into the "8.5 zone to serve as a buffer to the waterfront properties."

With the current 15% tolerance I am less than one foot short of having a divisible lot. Before the house was built the records of King County showed two lots.

I feel in fairness and consistency with current lot size variances in Norkirk and Market neighborhoods, the 20% flexibility should be granted.

From: Shawn Martin [mailto:smartin2323@yahoo.com]

Sent: Tuesday, May 16, 2006 3:19 PM

To: Angela Ruggeri

Subject: Re: Market Neighborhood Association Meeting May 17 at 7:00pm

Hi Angela - the notes indicate that the staff is recommending a rezone of 1611 Market St. This has the possibility of changing our street (16th Ave W) dramatically. It sounds like the staff agrees with the need for a buffer between residential and commercial/mixed use properties but this rezone would have the opposite affect.

I and my neighbors on 16th Ave W have expressed a concern in the past over the type of building that could be built if the rezone were granted. What are the next steps? What influence do the opinions of the homeowners on 16th ave W have in this matter?

Thanks

Shawn Martin

544 16th Ave W.

May 11, 2006

Planning Commission
City of Kirkland
123 Fifth Avenue
Kirkland, WA 98033

Dear Planning Commissioner,

This letter is a request to reconsider the Planning Department's recommendation to rezone the 2,411 square foot lot on 16th Avenue West. This PAR is not as straightforward as the Planning Department portrays.

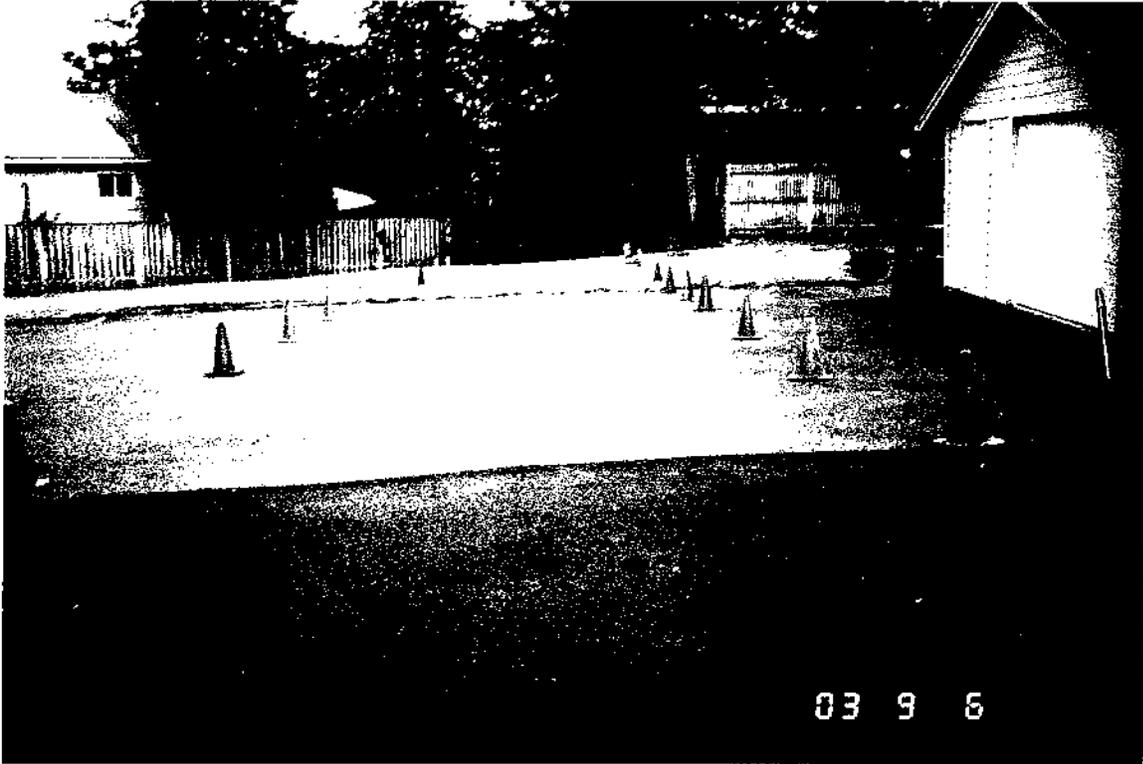
I **oppose this rezoning** for reasons I will state in a moment.

First, here are two views of the lot.

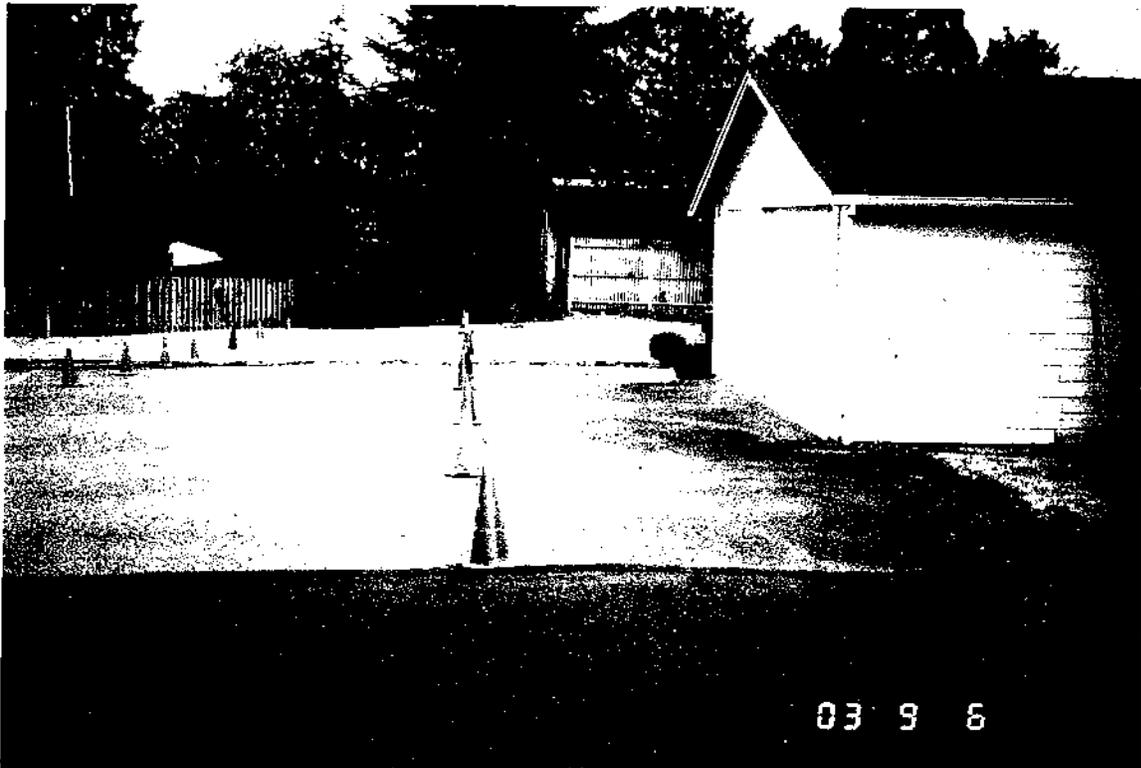


03 9 6

The Alley is Open and Currently In Use by the Applicants and their Tenants
The Staff Recommendation does not reference the existence of this alley and,
instead, refers to these two properties as "adjacent". They are not adjacent.



The Applicants utilize an existing building with
the required setback from the utilized alley.



On March 29th, 2004 the Planning Department held it's "Kickoff Meeting" and asked what residents they valued about the Market Neighborhood. Their number one response was "Limited Commercial Encroachment" into the Neighborhood.

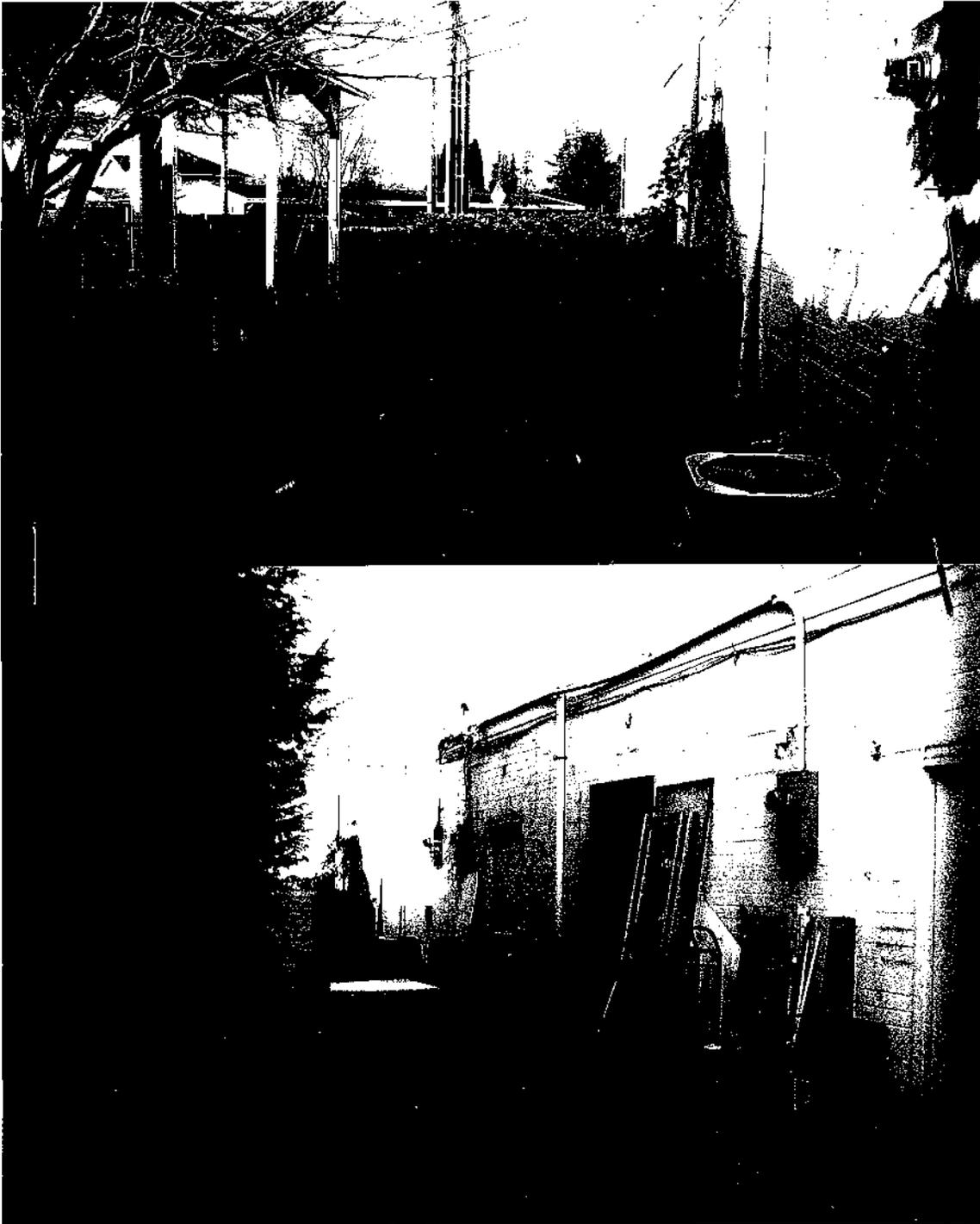
Summary of Kickoff Meeting – March 29th Market Neighborhood

1. What characteristics do you value about your neighborhood?

COMMENTS	# VOTES
Limited commercial encroachment along Market Street and existing "low" heights (design compatible with neighborhood housing)	16
Pedestrian friendly and safe	7
Historic structures	7
Internet connectivity with existing undergrounding of utilities	7
Views	7
Can walk everywhere	7
Trees / habitat	7
Smaller trees – pres. view	6
Bldg heights preserve views	6
Unimproved Kiwanis park	5
Waterfront parks	5
Res. Office on Market	5
Varied housing types	4
Waverly Way / view	4
Parks	4
Low density housing	3
Extensive use of traffic calming	2
Access to water	2
Existing policy for land use	2
Separate business & housing areas	2
Slow streets	1
View & solar access	1
Remaining diverse (housing, various income levels, housing styles)	1
Responsive public safety providers	1
Friendly neighborhood	1
Crosswalk flags	1
SF homes	1
Sun and water	1
Neighborhood pride	1
Easy walking to Juanita / D.T.	1
Sense of community	
Parks	
Beautiful	
Families moving back in	
Trees & gardens	
Proximity to the water	
Neighborhood character	

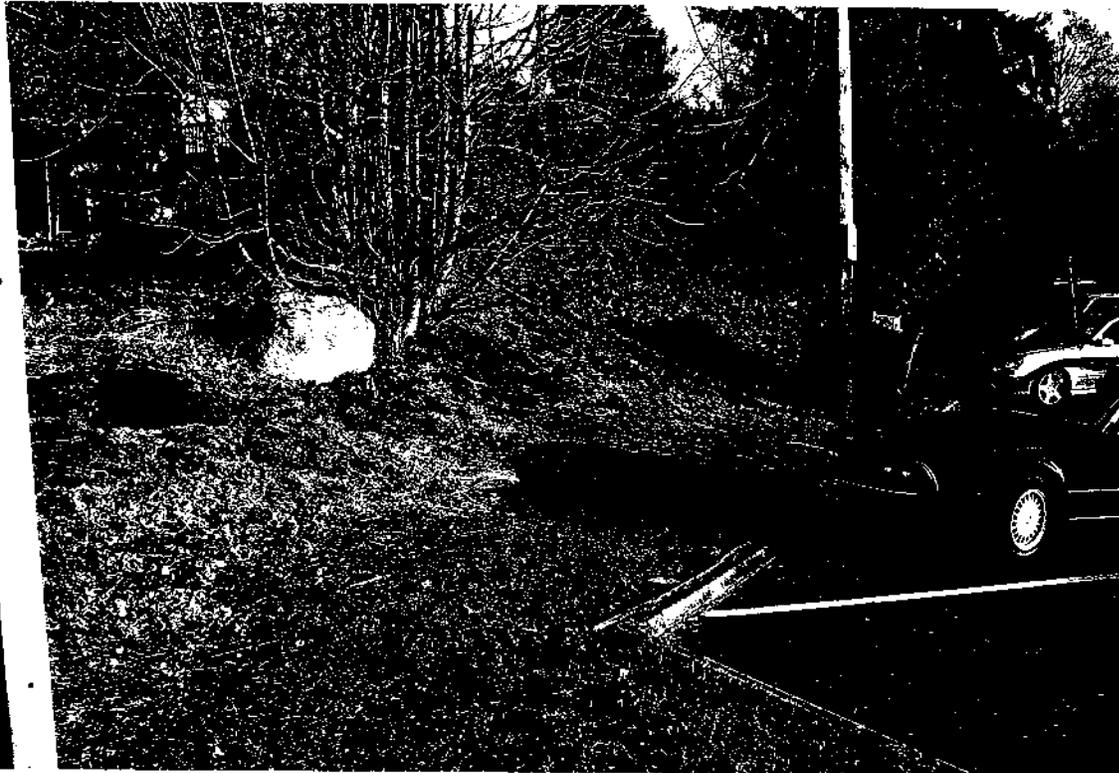
The Staff recommends a 15-foot buffer with Commercial Use or a 5-foot buffer with Multifamily use. However, while there is a provision for buffers in the Market Neighborhood, there is no mechanism in the City of Kirkland for monitoring these landscape buffers. Here are some examples of the existing buffers in the Market Neighborhood.

Two views of the landscape buffers at the Zip Market across the street.



Screen Doors, Popcorn Machines, and Blackberries are not adequate buffers.

Here are two examples of landscape buffers at the Asian Wok directly across Market Street from the proposed rezone.



Dumpsters and Landscape Cloth are not adequate landscape buffers.

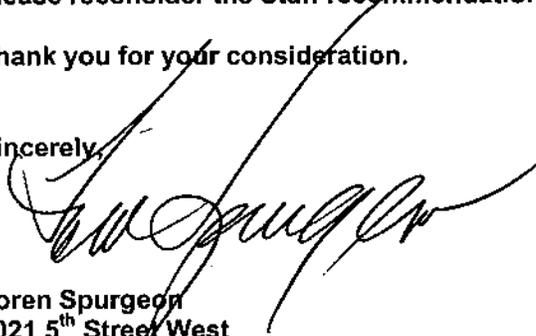
If I understand the zoning regulations correctly, a spot zoning change to PR 3.6 would allow redevelopment to not only office or multi-family purposes, but also a tavern, dry cleaner, restaurant, or funeral home. These uses are not acceptable in the Market Neighborhood.

Lastly, the Applicants have been approached numerous times by the adjacent homeowner at 524 16th Avenue West with requests to buy this 2,411 square foot lot. The adjacent landowners only have 4,060 square feet. This additional lot would provide a building lot of 6,471 square feet with which to build a house of suitable size and proportions. The Applicants have refused to respond.

Please reconsider the Staff recommendation and deny this PAR request.

Thank you for your consideration.

Sincerely,



Loren Spurgeon
1021 5th Street West

-----Original Message-----

From: Bill Anspach [mailto:banspach@mindspring.com]

Sent: Wednesday, May 10, 2006 12:13 PM

To: Joan Lieberman-Brill

Subject: Re-Zone of 1230-1250 4th Street West

Hello Joan,

I am in receipt of the meeting notes for your May 4th meeting.

The previous Staff and Planning Commission recommendations for the subject property was to drop the rezone to RS 7.2 per your summary of 5/11/05. Also, it was the Planning Commissions recommendation to drop the rezone as well.

Please forward the minutes of the subsequent discussions since the above recommendations were made that resulted in the committee and Staff reversing their decision and making the recommendation to down zone the property to RM 3.6 instead of RS 7.2.

Please understand that as the property owner, I purchased these sites to enjoy the PR 3.6 zoning uses. I want to preserve this zoning classification, period regardless of what I build.

Please be reminded that I filed an appeal to the Ordinance in November, 2005. In the LUPA petition it was stated that the City's notice was flawed and violated my right to procedural process. Further the City violated the appearance of fairness doctrine. Moreover, the down zoning of the property failed to comply with the standards for a rezone, was arbitrary and capricious, violated substantive due process, and constituted an illegal spot downzone.

The City wanted to establish a moratorium on the development of commercial property. I believe that this has been accomplished since I have been forced to use the property for residential use.

The fact that the Staff has made the recommendation to rezone the property to RM 3.6 is still a rezone and represents a brand new recommendation for the City.

I object strongly to this new arbitrary and capricious recommendation without the City following due process and ask that this entire matter of rezone be dropped immediately.

Regards,

Bill Anspach

cc: Jeff S. Weber, BUCK & GORDON LLP

Angela Ruggeri

From: Mark B. Nelson [nelsonmb@gte.net]
Sent: Wednesday, May 10, 2006 7:58 AM
To: Angela Ruggeri
Subject: Market Neighborhood Plan Update

Angela, I reviewed the information in the May 4, 2006 Memorandum from you to the Planning Commission and request the following:

- 1) Please define the following terms, perhaps by using footnotes the first time a term is used:
 - Affordable Housing
 - Diverse Lifestyles
 - Flexibility Standards
 - Innovative Housing
 - Undersized Lots
- 2) Describe basis for Policy M.4.1, especially the conclusion that there is a, "...need for strategies to promote lower cost housing."
- 3) Please develop a discussion, and perhaps a goal, concerning property value (and define the term).
- 4) Discuss the conflict between maintenance, preservation, increased number of trees and views. Discuss how the conflict will be addressed.
- 5) Revise Figure M-5 to delete the portion of Lake Avenue West north of the City-Owned Property at 297 Lake Avenue West. North of 297 Lake Avenue west is private driveway, not City-owned right-of-way.

Thanks for your help.

Angela Ruggeri

From: Maria Staaf [mariast@msn.com]
Sent: Thursday, March 23, 2006 8:57 PM
To: Angela Ruggeri
Cc: Joan Lieberman-Brill
Subject: Market neighborhood plan presentation

Angela,

Thanks for working on our neighborhood plan. As I told Joan L-B when I came in (late) to the meeting tonight, my overall impression with the plan is that it is covering many of the issues that residents have expressed concern about, which is very rewarding to see.

Here are a few comments on and impressions from the discussion tonight.

I was disappointed that the only goal that was not discussed at all was the one about buffers between businesses and residents (first goal on last slide). Together with "commercial creep", this is such an important issue to residents. My only hope is that it wasn't discussed because it is universally agreed upon.

We need to make sure that the allowance for "innovative" or "flexible" housing which provides "public benefit" does not become a loop hole for developers to circumvent current zoning and requirements. I am not worried about what individual home builders will build in the neighborhood, but I am deeply concerned about what developers are doing to our neighborhood.

Preservation of historic values in the neighborhood should really be formalized if it is to be useful. Since you are talking with the Historical Society, I assume you heard what happened to the material from Peter Kirk's original cabin which was found in a house scheduled to be demolished by Lux down on Waverly a few weeks ago? Lux was asked to let the Historical Society come in and take some of the wood and nails that were recycled from PK's cabin, but Lux ignored them, and everything went to the landfill. It is a disgrace that there are no values that do not have dollar signs attached to them that developers are required to abide by.

We do need a small playground in the Market area, I believe. Our son is too old for that now, but we have no walk-to playground in northern end of Market. The only playground in the area is Waverly Beach Park, which is a great asset, but which serves a much larger area than just Market, especially summertime when the beach is a magnet for kids of all ages.

With respect to the trolley/bus route, I think the motivation for that idea was somewhat lost in the discussion. We were thinking about how to help reduce traffic while also providing services that would serve – for instance – seniors living in the neighborhood, providing good communication to shopping areas within Kirkland (no need to send all those tax dollars to Redmond or Bellevue). If it was easy to get to Parkplace, to Totem Lake, and even downtown, then people may choose to shop there while leaving the cars home (helping downtown parking issues). A trolley is certainly far-fetched in terms of investment, but a small bus, along the lines of the Metro Access buses, would be less expensive.

About the entry/exit onto Market, I think it is vitally important to stress that any solution we do to let residents/visitors enter and exit the neighborhood more easily cannot simultaneously provide a shortcut for commuters to drive through the neighborhood to avoid the Market logjam. Norkirk is struggling with cut-through traffic, and it would be a shame to introduce that to Market as a price to pay for, for instance, a traffic light. Since we started these discussions, I have paid more attention to how serious this problem really is for me (being the only sample motorist I have easy access to). Even in rush hour, I have never waited more than three minutes to cross or enter Market Street. Most of the time, the wait is less than two minutes. I will gladly wait those minutes if that keeps cut-through traffic out of the neighborhood and keep our streets walkable. The one change I would push for is to lower speed limits on Market to 30 mph. With slower speeds, you need smaller spaces between cars in order to "sneak in", and shorter acceleration distances to get up to speed. Slower speeds would also help pedestrians, among those our junior high school students, who cross Market frequently. I would love to see a trial six-month period during the school year with slower speeds, to see how or if that would affect traffic.

5/4/2006

Thanks again for all your efforts on this. I am looking forward to the tour next week!

Sincerely,
Maria Staaf

Angela Ruggeri

From: Kent Ahlf [kjahlf@msn.com]
Sent: Wednesday, March 15, 2006 7:51 AM
To: Angela Ruggeri
Cc: Loren Spurgeon
Subject: PAR #3 - Re-zone of Parking lot adjoining 1611 Market Street from RS 7.2 to PR 7.6
Attachments: AlleyViewFrom16thAvenueWest.jpg

Angela Ruggeri

Hi,

Loren said we should contact you if we wanted to comment on the Turnbow-Worthington PAR. My wife and I are the owners of the small home at 524 16th Avenue West.

As immediate neighbors to the above identified property and owners of the home located at **524 16th Avenue West**, we are extremely concerned about this proposal.

Without adequate safeguards, it would adversely affect our property. Our issues are as follows:

1. My wife bought our property in 1987 and lived there until we married in 1992.
2. In June of 2002, with the intent of eventually rehabilitating and occupying our property, we visited the planning department to inquire about building requirements, zoning and alley issues.
3. Even though discussions regarding plans for the triangle lot appear to have been in progress for several years, we were not advised of any potential actions that would affect our property. We first learned about this proposal via Dennis Turnbow's "notice" letter on July 31, 2003.
4. At that time we forwarded our concerns regarding the zoning proposal. We felt it appeared to **conflict** with and **violate** many clauses in the Kirkland Comprehensive Plan and Market Street Neighborhood Plan in place at that time. We continue to believe that is true with the updated plan.
5. The rezoning request can adversely affect our property due to the intrusion of a Professional Office/Multi-family Zoned property into the low-density residential neighborhood, our residential property.
6. Also the alley between Turnbow's 2 lots was recently vacated by the city as an "unused grandfather" clause alley. This seemed unreasonable to us since it was being used as a "Parking lot" as noted in the council and committee minutes. (Please see photo clearly showing the alley route running thru the parking lot. The extension of that alley behind our property would have given us access to our proposed garage.) This seemed to us to constitute some kind of use contrary to the "grandfather clause". Please note: our lot is too narrow to allow a 5 foot driveway setback from the lot line, i.e. there is no room for a drive way past the house on the lot. **This alley closure has already been major adverse impact.**

Unless the alley closure can be re-evaluated, which would mitigate our access issues and improve the buffer, we are requesting the PAR be denied. At one point in the past Turnbow offered an alley relocation before he took advantage of the alley closure, that relocation was a viable alternative for our property since it would have given us access to the rear of our lot and would be an acceptable alternative to us. We also would request that efforts be made to expand the buffer requirements between the residential and commercial zones.

Thank you for your consideration.

Kent and Patty Ahlf
8235 NE 119th St
Kirkland, WA

kjahlf@msn.com



03 9 6

From: Brad Weed [mailto:bradwe@exchange.microsoft.com]
Sent: Friday, February 17, 2006 12:17 PM
To: Eric Shields
Subject: Great Session...Great Chatting...

Hey Eric. I wanted to share some comments I made to Maria Staaf (the spokeswoman from our table) that were in line with some of our discussion last night.

I too was impressed with how the event was run. I missed the beginning, but it was clear that they wanted everyone to have a chance to discuss matters which is really good. I have a "few" observations about how it was run, the topics discussed and some ideas on how to make it better.

You can't have your cake and eat it too...

It was funny to hear everyone wanting more trees while also maintaining views. We can't really have both unless we insist everyone plant trees that won't grow above 25 feet. Susan and I are actually ready to trade off our views for more trees, but it's a tough balance to make. The same goes for the diversity and density dilemma. There simply is no way to achieve diversity without embracing density. It's a socioeconomic truism that everyone needs to come to grips with. Lastly, I'd love to have a grocery store to walk to but we have to be prepared for it to increase traffic. While we may be able to walk or ride our bike, others in Kirkland and Juanita will be driving. I love the vision everyone put forth for our neighborhood and I love that the city listened, but I left feeling a little placated. More on how I think this can be remedied later.

Back door theory...

Whenever a group of privileged home owners gather for these things, there's a prevailing sense of "now that I came through the front door, don't let anyone in the back door". We bought a decent old-ish house ten years ago and built a massive modern structure that changed the profile of our street. In fact, we kind of dwarf an historic home next door to us. It's a remodel that many in that room would hold up as the example not to follow. We didn't really maintain the character of the neighborhood and we've created a house that will be very hard for another family to afford should we leave. Tisk tisk. ☺ I also try to remind myself that the 1945 house we bought ten years ago was surely criticized by the locals as being too modern and not in keeping with the traditional craftsman style that dominated west of market. (the house behind us that long time Kirkland leader Bill Woods built in the 60's got this very reputation...he said people couldn't believe the audacity of them to build such a huge and modern home in such a cute character filled neighborhood...it's tiny and nicely modern ☺) I wouldn't be surprised if they chopped down a fir tree or two to build both of our homes. West of Market would not exist had they not clear cut the neighborhood. You're house is the closest reminder of this. I'm sure you're sitting on a previous home of now displaced eagle family. Or more likely a native American family. We all are.

I'm not saying we need shouldn't learn from our mistakes and aim to preserve and maintain what we now have – or even reverse some of the wrongs. But we should all start by recognizing we have all played a roll in the demise of our neighborhood in one way or another. We all contribute to traffic on Market, but don't want traffic on market. We all want more trees, but we don't want to plant them. We all want diversity, but with stipulations. We all want lower income residents, but the mother-in-laws stay empty or over priced.

It would be refreshing to hear someone in that room stand up and say, "I'll convert my basement to a living space for an elder that's been displaced by megadevelopers...Who's in?" Or, "I'll seed money to start a fund that aims to buy those 50 properties that are about to be bulldozed and

subdivided by LUX, who's in?" Or, "I'll sell my car and vow to take the bus to get groceries as a way to reduce traffic on Market, who's in?" I think the tenor of the meeting would quickly change of people were put in this kind of precarious position.

So this leads to how to better run those meetings. This session struck me as just another focus group with your old Microsoft Project customers asking for the world when you knew you could never deliver on it. ☺ I would advocate getting the planning commission to take these 'cake and eat too' scenarios and offer up realistic alternatives. We kind of got there when that gentleman clued us in on the Growth Management Act. Eric Shields did too when he told us about the state law regarding unused thoroughfares. Open ended brainstorm/focus groups are great for making people feel like they're heard, but there are ways to yield more actionable results. For example, give each table a fictitious \$1000 to spend design proposals offered up by the planning design group that seek to realize the 20 year vision. (they did this recently with some traffic revision proposals in the mail and I loved it) The alternative street/sidewalk configuration would be a good example of that. Another might be an amendment to the tree cutting laws. Or this idea of a fund the neighborhood can start to preserve older homes or more affordable alternative homes (you had some good ideas around this). I know Eric Shields was sitting there thinking "I've heard this from every neighborhood association for over a decade and there's only so much we can do." And being a west of Market resident himself, we all know he would benefit as much as we would from these ideals.

Whew...Those are just a few thoughts. I love Kirkland and I love West of Market. I want nothing more than for it to thrive and improve over the next 20 years. I just us all to exhibit some more overt acknowledgement that growth is inevitable, greedy developers won't go away and there are plenty of people with their own money and dreams who are fueling the building boom West of Market and around the world. There's a mega mansions down the street from us that we HATE. HAVE HATED and WILL HATE. And then we learned the couple is expecting triplets. I look at that McMansion in a new light now. They're not unlike us just five years ago building a monstrosity West of Market. ☺

Let's keep chatting. I love this stuff!

Brad