

## Kingsgate Neighborhood

### 1. Overview

The Kingsgate Neighborhood is located in the northeast corner of the city (see Kirkland Neighborhood Map above). The neighborhood is bounded by I-405 to the west, the Tolt Pipeline Trail and the City limits to the north, the City limits to the east and the Totem Lake Business District to the south and southeast. Both 124<sup>th</sup> Ave NE and 132<sup>nd</sup> Ave NE provide primary north-south connections with Totem Lake to the south and the cities of Bothell and Woodinville to the north. East-west access is provided by NE 132<sup>nd</sup> Street and by NE 143rd Street to Woodinville and the Sammamish Valley to the east. The Kingsgate neighborhood commercial center in the northern portion of the neighborhood along 124<sup>th</sup> Ave NE serves as a northern gateway into the City

The neighborhood contains 2.3 square miles, the third largest neighborhood after Finn Hill and Juanita (Kirkland GIS, 2013). As of 2010, it had a population of 13,065 people.

The following land uses make up the neighborhood:

Land Uses	Percent of Land Area
Single family residential	56.68%
Right-of-way	18.13%
Vacant	9.90%
Multifamily residential	7.23%
Institutions	3.86%
Park/open space	2.54%
Commercial/mixed uses	1.36%
Utilities	0.16%
Offices	0.07%

*(Kirkland GIS, 2013)*

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Kingsgate is predominately single family residential. Multifamily residential makes up a small percent of land area followed by commercial/mixed use and office. Of the 817.13 residential acres, in 2013 there were 3,244 single family units and 1,665 multifamily units for an overall residential density of 6 units per acre (*Kirkland GIS, 2013*). The neighborhood also contains a shopping center, a King County library, several public and private parks, private open space tracts, two elementary schools and a middle school (see Figure K-1, Land Use Map).

Other important features in Kingsgate are the Seattle City Light transmission line along 124<sup>th</sup> Ave NE, Woodinville Water Tower on 130<sup>th</sup> Ave NE, two parallel Olympic Pipeline Company's liquid pipelines, and a PSE transmission line located in the eastern portion of the neighborhood. For other information on utilities in the Kingsgate Neighborhood, see the Utilities Element Chapter of the Comprehensive Plan.

The Kingsgate Neighborhood Plan was prepared in 2015. Neighborhood plans allow for more detailed examination of issues than the city-wide Comprehensive Plan elements, with a focus on smaller geographic areas and the application of city-wide goals and policies to the unique circumstances of each neighborhood. The document is a guiding plan on land use, park and open spaces, natural environment, multi-modal transportation and urban design for the neighborhood.

It is intended that neighborhood plans be consistent with the city-wide Elements, but if there is need for clarification, the goals and policies in the general element chapters prevail.

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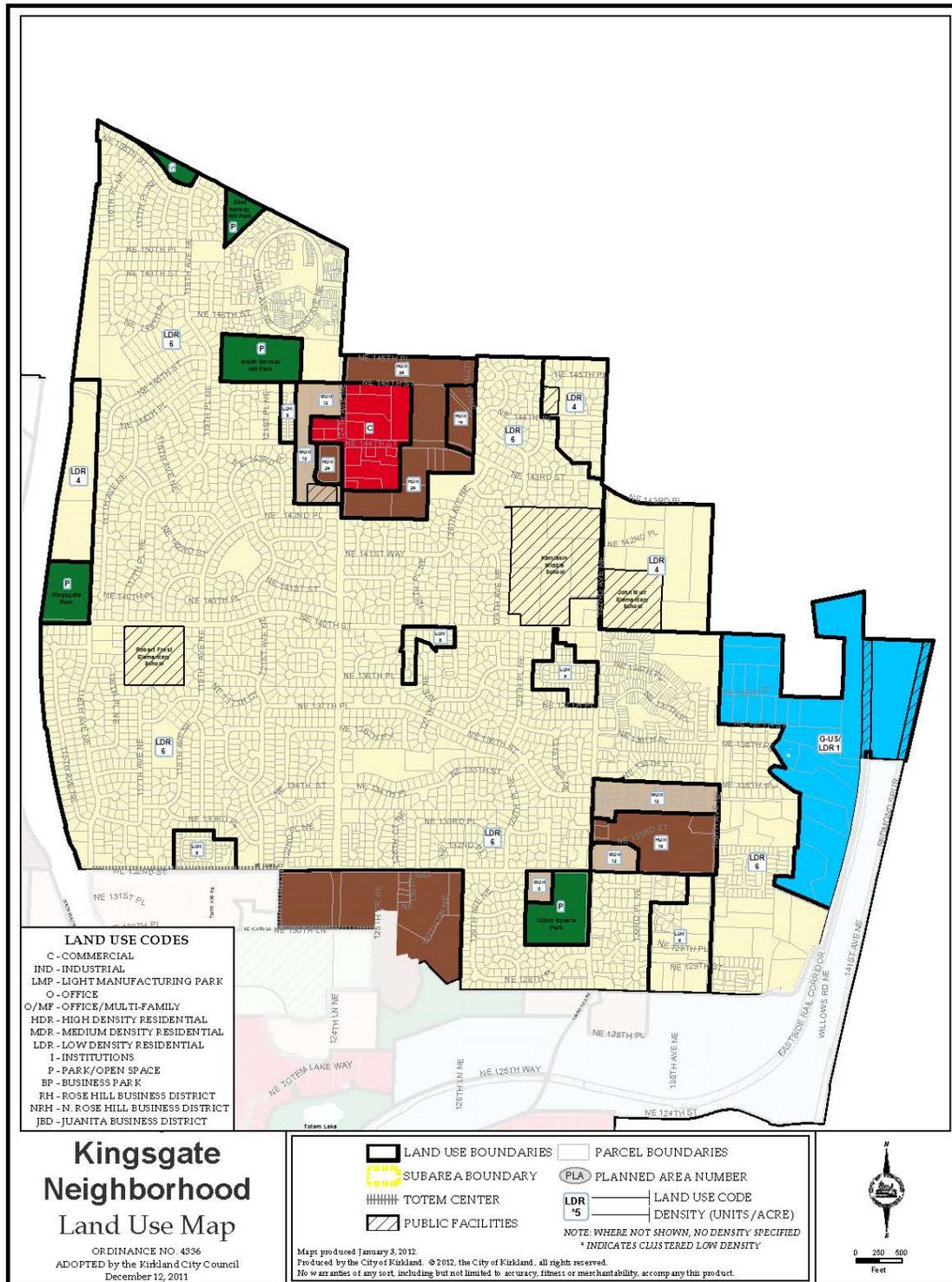


Figure K-1: Kingsgate Land Use Map

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## 2. Neighborhood Vision

Kingsgate’s character is predominately low density residential with a small neighborhood feel. Varied housing choices, as well as efforts to preserve affordable housing, help to expand housing opportunities for all residents within the neighborhood. Local residents value the Kingsgate neighborhood mixed use commercial center as a way to meet their shopping and service needs and as a community gathering place. A community center and public library provide a place for public events and activities. Improved and well maintained parks in each part of the neighborhood offer a variety of recreational opportunities. Trees are preserved or replaced to provide a consistent vegetative canopy throughout the neighborhood, connect greenbelt corridors and support wildlife.

Transportation facilities for vehicles, bicycles and pedestrians provide extensive access within the neighborhood, to other neighborhoods and to the Cross Kirkland Corridor/Eastside Rail Corridor. These facilities include bike greenways with signage and markers along neighborhood roads parallel to major streets. Through road connections spread traffic evenly throughout the neighborhood, while traffic calming improvements are placed near schools as needed to ensure safety. Traffic calming improvements on neighborhood streets are also used to minimize “by-pass” traffic due to congestion along the I-405 corridor. Transit service provides frequent bus service within the neighborhood and to the rest of the City.

## 3. Historical Context

Historical records reflect homesteads in Kingsgate as early as 1874. The “Remember When” Map circa 1900 to 1918 is a historical document about the people and events in the Kingsgate and Juanita areas compiled by R. Nelson. Murdock MacPherson of MacPherson Realty had a vision for planned community of more than 2100 lots. He developed the first of the single family subdivisions that form the core of the Kingsgate neighborhood today. Mr. MacPherson named the Kingsgate subdivision in 1963 after Kingsgate, England. Being of Scottish descent, he added the name Highlands. The Kingsgate Highlands planned community of 214 lots was created from 1965 to 1976. Three school sites and three developed playgrounds were provided in the complex by MacPherson, Continental and Western Erection. MacPherson also had plans for a future shopping (source: Kirkland Heritage Society). Next came the High Woodlands subdivision from 1966 to 1976, Hazen Hills from 1968 to 1970, Forest Grove 1971, Breakthrough/Lendemain in 1972, Firloch 1972 to 1989, and many other subdivisions. Farms, orchards and pastures were still present in the 1990’s.

The neighborhood has one historic structure recognized by the Kirkland Heritage Society which is a 1943 farmhouse at 13240 136<sup>th</sup> Ave NE.



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Kingsgate was in unincorporated King County until it was annexed into the City in 2011 as part of the Juanita/Kingsgate/Finn Hill annexation. See Figure I-2 City of Kirkland’s Annexation Areas in the Introduction Chapter of the Comprehensive Plan.

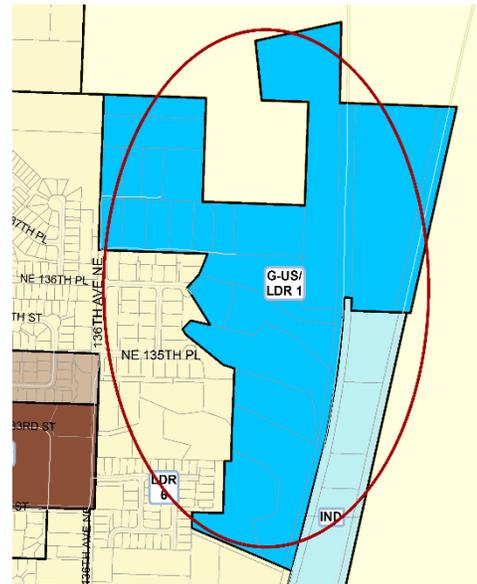
### 4. Land Use

With annexation, the City adopted the underlying zoning that existed in King County as of 2011 (See Figure K-1, Land Use Map).

#### *Residential*

Residential land uses occupy the majority of the Kingsgate Neighborhood. Residential zoning ranges from low density residential at 1, 4, 6 and 8 units per acre to a mix of medium density and high density residential. Low density residential makes up the core of the neighborhood with medium and high density multifamily located only around the Kingsgate commercial area and on both sides of NE 132<sup>nd</sup> Street. Many seniors live in the Kingsgate Neighborhood due to close proximity to the nearby health care services (See Figure K-1, Kingsgate Land Use Map).

An area in the southeastern portion of the neighborhood is planned and zoned for a density of up to one unit per acre. This area is designated as an urban separator under the King County Countywide policies. Urban separators are areas of low density within the Urban Growth Area that protect adjacent resource land and environmentally sensitive areas. They also create open space corridors within and between the urban areas that provide environmental, visual, recreation and wildlife benefits (See Figure K-1, Kingsgate Land Use Map).

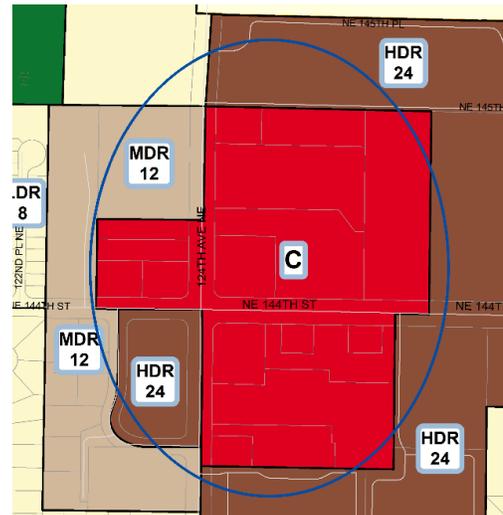


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### ***K-1: Generally maintain the planned residential densities.***

The vision of the neighborhood is to generally maintain the current residential densities. However, consideration should be given to potentially higher densities along arterials near the commercial area, respecting the height of the surrounding single family neighborhood, as part of a future study of the neighborhood commercial center or other City public review process. Increasing residential density would provide additional housing near shops and services and would further support transit. The boundary of the commercial area should not be expanded. See goals and policies in the Land Use Element Chapter of the Comprehensive Plan.

### ***Commercial***



The Kingsgate commercial area is defined as a “Neighborhood Center” (mixed use) in the Land Use Element of the Comprehensive Plan. The commercial area is located on the both sides of 124th Ave NE between NE 142<sup>nd</sup> Place and NE 145<sup>th</sup> Street. The center provides the neighborhood with a variety of shops and services, including a grocery store and recreational facilities (See Figure K-1, Kingsgate Land Use Map).

### ***Policy K-2: Retain neighborhood oriented commercial services.***

The existing Kingsgate neighborhood commercial center offers a wide range of uses, including a grocery store, banking services, restaurants, a variety of retail shops, and entertainment and recreation facilities. These businesses provide a convenience for nearby residents and local employees and should be retained. It is important to residents that indoor and outdoor gathering places be established in the commercial center. Possible inclusions would be coffee shops, center fountains and bench areas.

### ***Policy K-3: Encourage a mixed use, pedestrian oriented commercial center.***

The Kingsgate neighborhood commercial center evolve into a mixed use, pedestrian oriented commercial center with some residential. Commercial uses should be businesses and services that cater to the neighborhood rather than draw customers from the region. The scale of the center should be in keeping with the character of the neighborhood. Ground floor uses should be primarily retail and commercial (non-residential). Commercial uses should be oriented to adjacent arterials and pedestrian pathways.

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Surface parking areas should be located to the side or rear of buildings and not in the front of buildings facing the street, unless not feasible. The parking areas should also include attractive tree and low shrub landscaping features. See policies in the commercial and mixed use section of the Land Use Element Chapter.

### ***Policy K-4: Establish design guidelines and design standards for the commercial center.***

Good urban design creates attractive commercial areas with a human scale and pedestrian-oriented streets through building placement and design. It also minimizes the obtrusive nature of parking lots and provides an effective transition between commercial areas and surrounding residential neighborhoods. Therefore, design guidelines and design standards should be established for the Kingsgate neighborhood commercial center for all new, expanded and remodeled commercial, multi-family or mixed use buildings. See policies in the commercial and mixed use section of the Land Use Element Chapter.

### ***Policy K-5: Provide a gateway feature and street scape improvements.***

A gateway feature, such as signs or sculptures, should be provided at the north entranceway to the commercial area. As part of future development, the City may require dedication of land for an entrance sign or landscape feature. In addition, streetscape improvements should be coordinated throughout the commercial center, including street trees, street furniture, and other amenities like flowers, banners, and signs. See policies in the commercial and mixed use section of the Land Use Element Chapter.

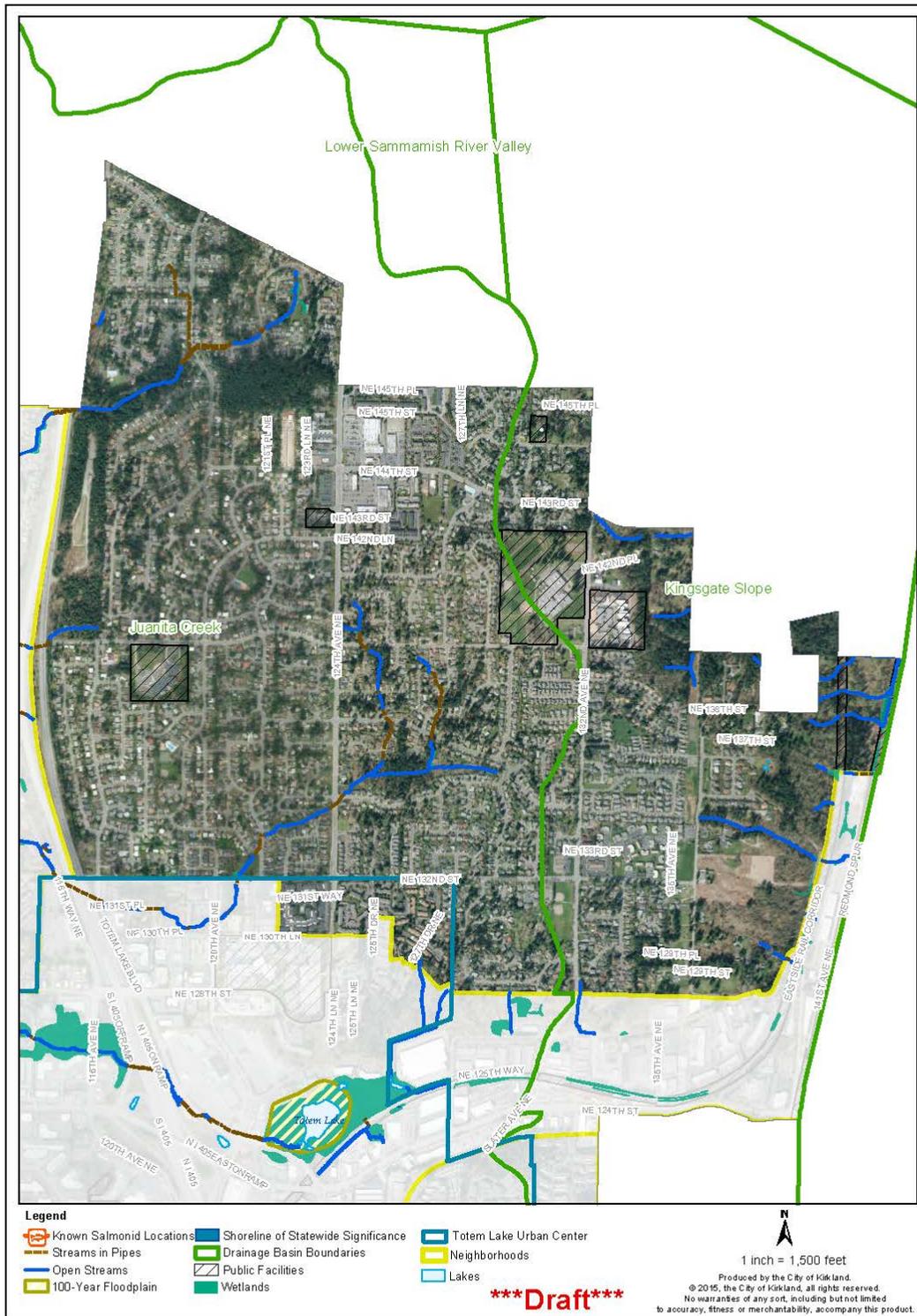
## **5. Natural Environment**

### ***Policy K-6: Protect and enhance wetlands and streams.***

Two drainage basins are located in Kingsgate: the Juanita Creek Basin with streams flowing to the southwest towards I-405, and the Kingsgate Slope Basin with streams flowing to the east towards Redmond. The neighborhood has a scattering of open streams and piped streams. A few small wetlands have been delineated and identified with site development. As future development occurs, more wetlands may be identified (See Figure K-2, Kingsgate Sensitive Areas Map).

It is important to protect and enhance the wetlands and streams in the Kingsgate neighborhood through management of activities affecting vegetation, water, and the land. Protection of the natural resources preserves fish and wildlife habitat, maintains water quality, prevents degradation or loss of natural features and functions, and minimizes risks to life and property. See additional goals and policies in the Environment Element for preservation and enhancement of the streams and wetlands and their buffers in the sensitive areas.

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**Figure K-2 Kingsgate Sensitive Areas**

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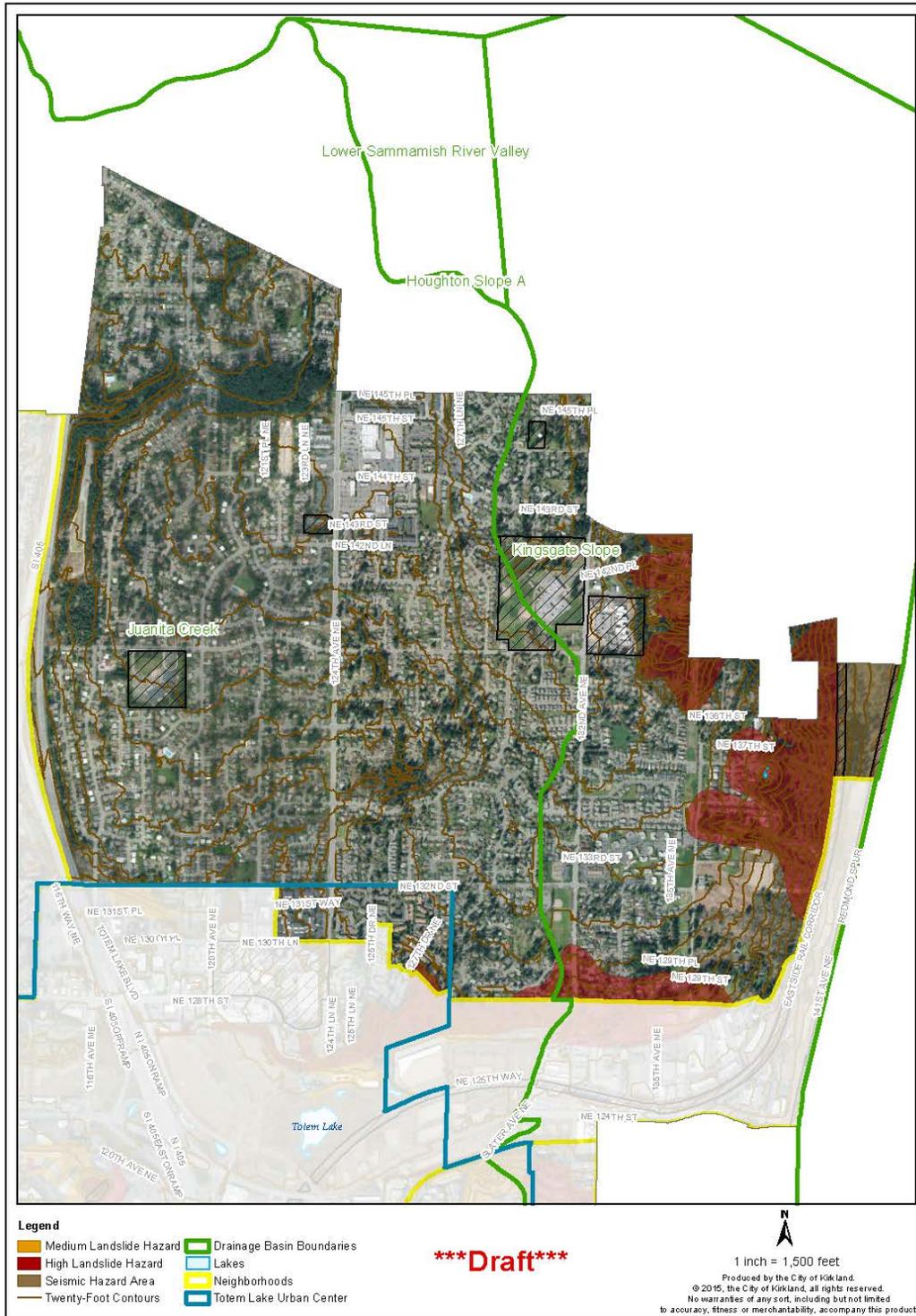
### ***Policy K-7: Regulate land use and development in or adjacent to geologically hazardous areas.***

The eastern and southern portions of Kingsgate Slope and an area north of Totem Lake in the Juanita Basin contain high landslide hazards, (See Figure K-3, Kingsgate Geologically Hazardous Areas). These steep slopes and ravines are subject to erosion and hazardous conditions (earthquakes and landslides). They pose a potential threat to the health and safety of the community. Damage resulting from landslides may include loss of life and property, disruptions to utility systems, or blockage of transportation and emergency access corridors. Landslides are highly probable in many steep and unstable slope areas, regardless of development activity. They may be triggered by grading operations, land clearing, removal of trees and vegetation, irrigation, or the load characteristics of buildings on hillsides. For these reasons, development is regulated where landslides are likely. In some cases, regulation may result in severe limitations to the scale and placement of development, and land surface modification should be limited to the smallest modification necessary for reasonable site development. Improvements should be made to address existing erosion control problems when measures were not implemented at the time of development. See additional goals and policies in the Environment Element for developing in these landslide hazard areas.

### ***Policy K-8: Protect existing vegetative corridors the boundaries of the neighborhood.***

Vegetative corridors exist along the boundaries of the neighborhood. Along the east boundary much of the vegetative corridor is located on steep slopes that have been designated as geologically hazardous areas. Along the west boundary, the vegetative corridor buffers residential development from impacts due to I-405 traffic. Along the north boundary, a vegetation corridor is located in part of the East Northway Hill Park, owned by Bothell, near the Tolt Pipeline. Totem Lake neighborhood contains a greenbelt easement bordering the southeast boundary of the Kingsgate Neighborhood. These vegetative corridors minimize erosion on steep slopes, enhance the visual character of the neighborhood with dense tree canopy and provide wildlife corridors. Vegetation in these corridors should be retained to the maximum extent possible when development or redevelopment occurs.

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**Figure K-3: Kingsgate Geologically Hazardous Areas**

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### 6. Parks and Open Spaces

The City prepared the Park Recreation and Open Space (PROS) Plan, a six-year guide and strategic plan for managing and enhancing park and recreation service in Kirkland. The importance of both public and private park facilities and open spaces to meet the community needs is discussed in the plan. The PROS Plan includes neighborhood based recommendations for acquisition of park land and improvements to the park facilities.



The Kingsgate Neighborhood has four public parks: two community parks and two neighborhood parks. Two of the parks are undeveloped and one park is not owned by the City. The parks include 132<sup>nd</sup> Square Park, a developed park; Kingsgate Park and South Norway Park, undeveloped parks; and East Norway Hill Park, owned by the City of Bothell. The PROS Plan has identified needed improvements to those parks owned by the City.



The neighborhood also has six private parks that are owned by the underlying homeowner's association. These parks offer a mix of important recreational space, including pools, tennis courts and playgrounds, and ball fields for the residents of those homeowner associations. These parks include Kingsgate 1 & 2, Kingsgate 3 & 4, Kingsgate 5, High Woodlands, Hazen Hills and Upland Green Neighborhood Associations.

In addition, the Kingsgate Neighborhood also has a variety of open space tracts, some of which are not suitable for construction or are located within streams

and/or on steep slopes.

To meet the City's level of service standards for overall distribution and equity, the PROS Plan has also identified a need for park acquisition in the northeastern and central portions of Kingsgate.

***Policy K-9: Implement the projects identified in the PROS Plan as funding and city resources become available.***

The recreational needs of the neighborhood will be more fully met when the projects in the PROS Plan identified for Kingsgate are completed. See the PROS Plan for more detail and the goals and policies in the Park Element Chapter of the Comprehensive Plan.

### 7. Transportation

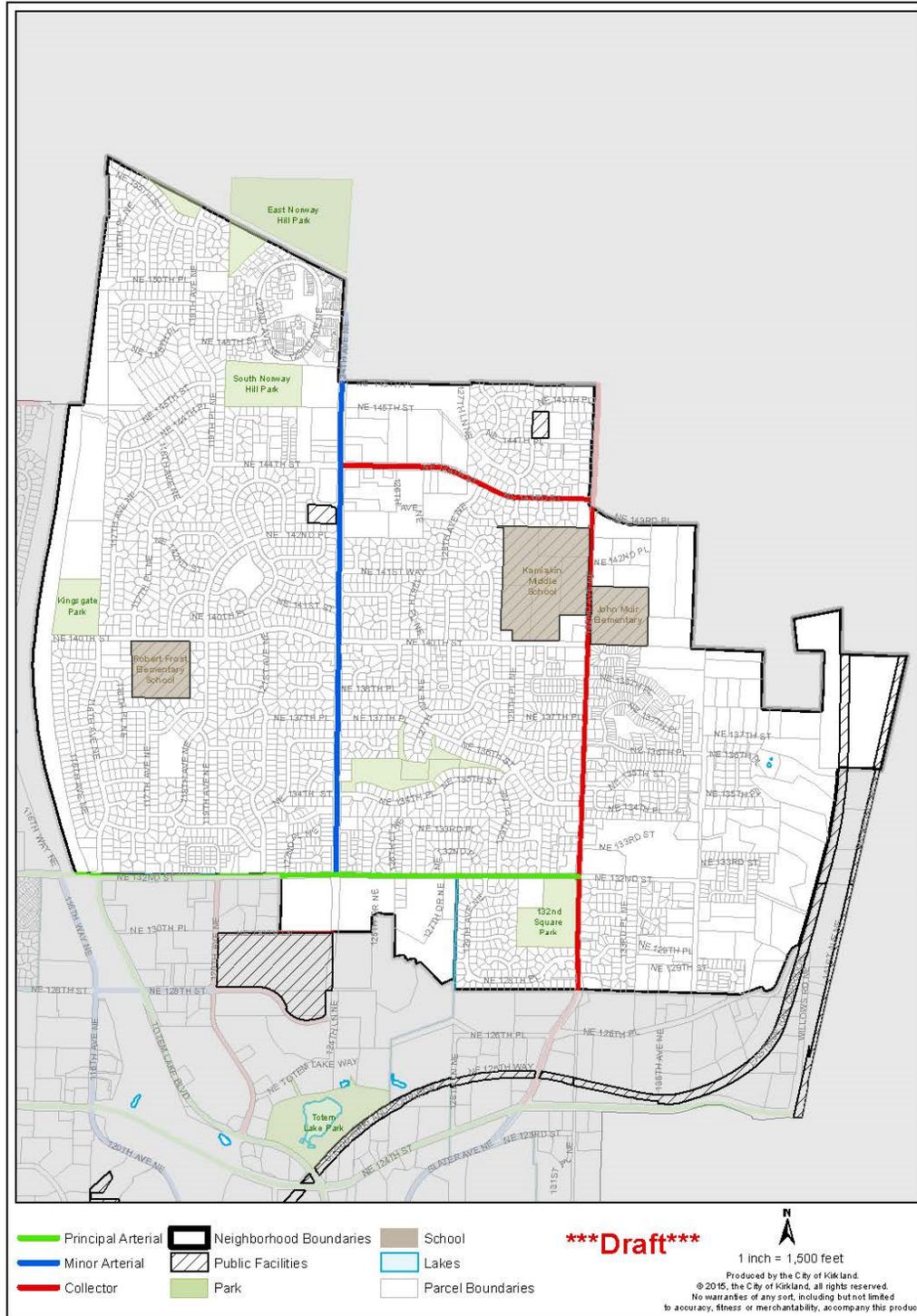
#### A. Roads

The circulation patterns in the Kingsgate Neighborhood are well established. The primary north-south routes through the neighborhood are via 124<sup>th</sup> Ave NE, 132<sup>nd</sup> Ave NE and 116<sup>th</sup> Ave NE and its extension

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northward. The primary east-west routes are via NE 132<sup>nd</sup> Street, NE 144<sup>th</sup> Street, NE 143<sup>rd</sup> Street, and NE 140<sup>th</sup> Street. The collector street of 132<sup>nd</sup> Ave NE provides access to both Kamiakin Junior High and John Muir Element School while NE 140<sup>th</sup> Street serves Robert Frost Elementary School. 124<sup>th</sup> Ave NE and NE 144<sup>th</sup> Street provide access to the Kingsgate neighborhood commercial center. Many of the older established subdivisions contain cul-de-sac streets that limit through connections. Improvements in street lighting on NE 140<sup>th</sup> Street, NE 132<sup>nd</sup> Street east of 132<sup>nd</sup> NE Ave, and 136<sup>th</sup> Ave NE/NE 128<sup>th</sup> Street (a school walk route) is desired. (See Figure K-4, Kingsgate Street Classification Map).

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**Figure K-4: Kingsgate Street Classifications**

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### ***Policy K-10: Install measures to reduce by-pass traffic through the neighborhood.***

The Kingsgate Neighborhood is subject to by-pass traffic due to I-405 congestion. Measures should be implemented to discourage by-pass traffic and also to reduce speeds and improve public safety on neighborhood streets, such as radar speed signs, traffic calming, street striping and reconfiguration, and lower speed limits.

### ***Policy K-11: Complete through road connections in the neighborhood when properties are subdivided.***

The eastern portion of the neighborhood contains many large vacant or further developable lots. When these properties are subdivided, through road connections should occur where feasible to provide an efficient road network and provide more options for alternative routes for drivers, pedestrians and bicyclists. See goals and policies in the Transportation Element Chapter of the Comprehensive Plan.

### ***Policy K-12: Make road, bicycle and pedestrian improvements in surrounding neighborhoods to enhance area wide circulation.***

NE 126<sup>th</sup> Place, east of 132<sup>nd</sup> Ave NE in the northeastern portion of the Totem Lake Neighborhood is in need of improvement, including street widening, sidewalks, bike lanes, and street lighting to improve safety and offer a convenient alternative route between the neighborhoods. It is an important connector between the Kingsgate and Totem Lake Neighborhoods and to the Cross Kirkland Corridor.

Pedestrian and bicycle connections should also be made between neighborhoods to provide through connections to and from the Totem Lake, Juanita, North Rose Hill and Kingsgate neighborhoods, the Sammamish Valley and to the CKC. These connections would improve access to commercial centers, schools, parks and other facilities. Trail access under the Seattle City Light easement is one opportunity to make these connections.

Construction of a freeway ramp and underpass improvements at I-405/NE 132<sup>nd</sup> NE should be made to improve traffic circulation and safety in the area. An overpass crossing at I-405/NE 140<sup>th</sup> Street should also be constructed for bicyclists and pedestrians to provide convenient and safe access to and from the Juanita Neighborhood. The only available access is currently along NE 132<sup>nd</sup> Street.

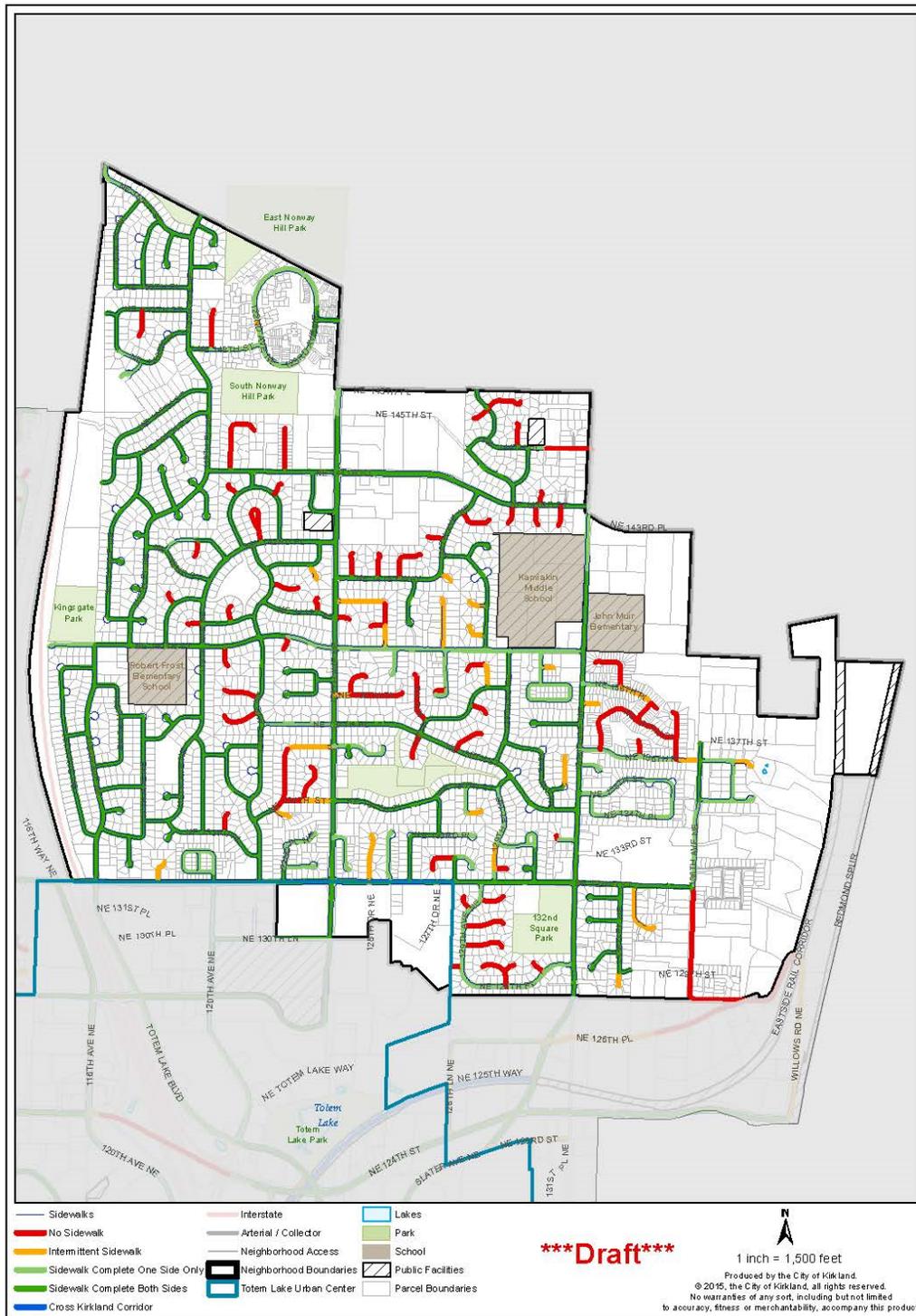
## **B. Pedestrian System**

### ***Policy K-13: Install sidewalks and pathways to complete the City's planned pedestrian circulation system.***

The Kingsgate Neighborhood has an extensive system of sidewalks and public and private paths that provide both recreation amenities and alternative transportation options (see Figure K-5, Kingsgate Pedestrian Circulation System). Some areas have sidewalks on both sides, others have sidewalks only on one side, while some have no sidewalks.

As development and redevelopment occurs, sidewalks should be completed and public pedestrian pathways should be constructed to complete connections to schools, parks, libraries and other public facilities, major street routes and the Kingsgate neighborhood commercial center to provide a complete pedestrian circulation system. Improvements to safe school walk routes should be a priority and include walk route signage and marked crosswalks. See goals, policies and the safe school walk route figure in the Transportation Element Chapter of the Comprehensive Plan.

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**Figure K-5: Kingsgate Pedestrian System**

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### ***Policy K-14: Provide access to CKC/Eastside Rail Corridor.***

The northern portion of the Eastside Rail Corridor (continuation of the Cross Kirkland Corridor/CKC) is located in the eastern portion of the neighborhood. The City supports development of the Eastside Rail Corridor, owned by King County, as a multi-modal transportation corridor similar to the CKC. With development, redevelopment or platting, public pedestrian and bicycle access easements and improvements should be provided for properties adjacent to the Eastside Rail Corridor.

Also development of a path under the existing power lines on 124th Ave NE in the Totem Lake Neighborhood adjacent to Evergreen Healthcare would offer an opportunity to connect the Kingsgate neighborhood to the CKC, Totem Lake Mall and Totem Lake Park. Path development should include benches, attractive lighting and appropriate signage. See goals and policies in the Transportation Element Chapter of the Comprehensive Plan and the PROS Plan.

### **C. Bicycle System**

### ***Policy K-15: Install bicycle lanes and greenways to complete the City's planned bicycle system.***



The Kingsgate Neighborhood has striped bicycle lanes along 124<sup>th</sup> Ave NE, 132<sup>nd</sup> Ave NE and NE 132<sup>nd</sup> Street (see Figure K-6, Kingsgate Bicycle Circulation System). Bike lanes and greenways provide both recreational amenities and alternative transportation options. As development and redevelopment occurs, bike lanes should be installed and greenways improved consistent with the City's planned bicycle system. See additional goals and policies in the Transportation Element Chapter of the Comprehensive Plan.



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### 8. Urban Design

***Policy K-16: Promote high quality site design, provide streetscape improvements throughout the neighborhood and develop gateway features that strengthen the identity of the neighborhood.***

Urban design features for the neighborhood includes an activity node at the Kingsgate neighborhood commercial center area and at the schools and parks. A plaza with a center fountain and benches provides an important outdoor community gathering space. Gateways into the neighborhood are at the north and south entrances of 124<sup>nd</sup> Ave NE, at the south entrance of 132<sup>nd</sup> Ave NE and at the east entrance of NE 143<sup>rd</sup> Place. The two power lines are also noted as visual urban features (See Figure K-7: Kingsgate Urban Design Features).

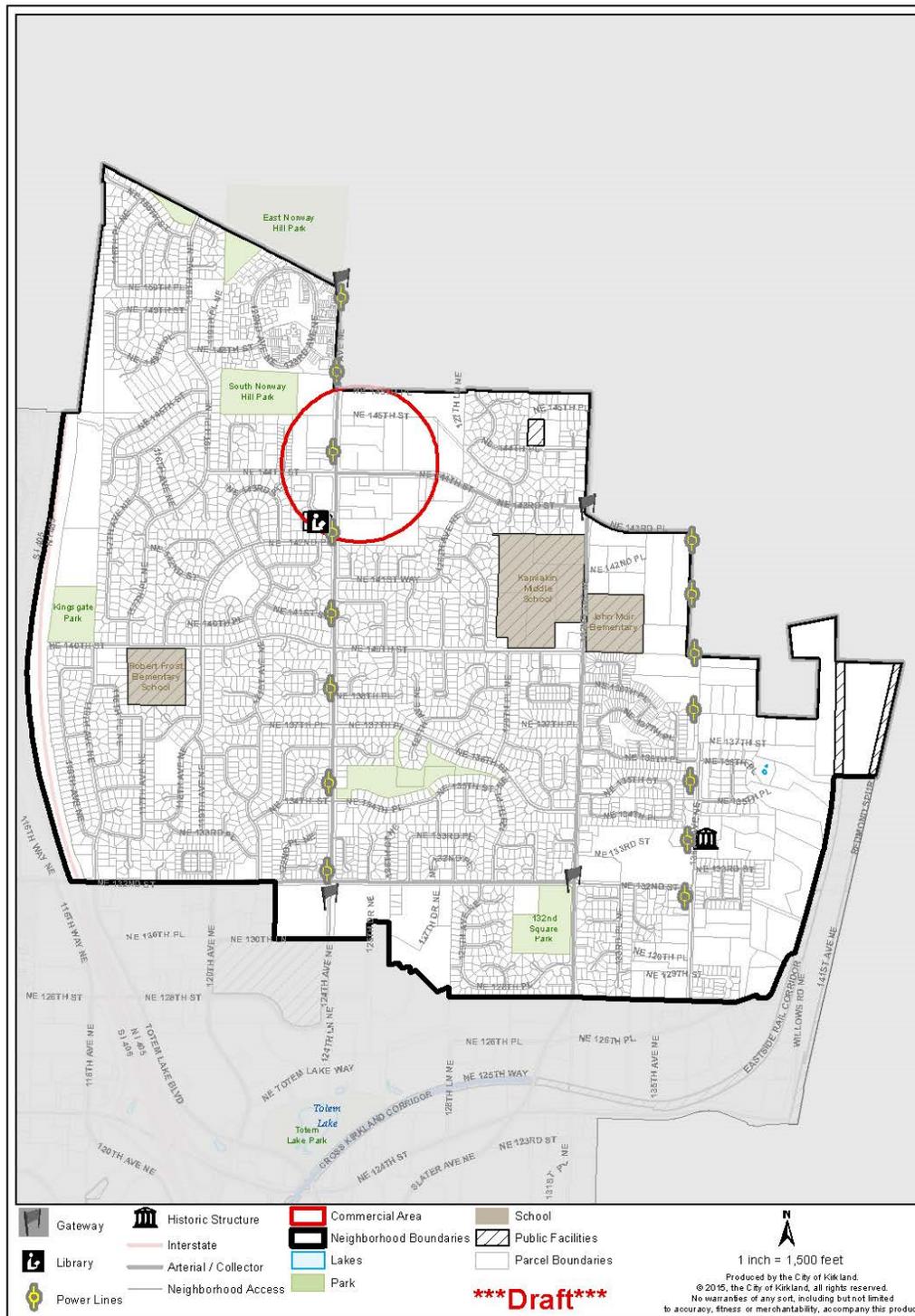
Good urban design contributes to the overall quality and identity of a neighborhood. Important elements include building and site design, building materials, parking area locations, signage, landscaping and vegetative buffers, lighting and use of art. Gateway features provide identity to the Kingsgate neighborhood and a wayfinding landmark. See goals and policies in the Community Character Element Chapter of the Comprehensive Plan.

See discussion under Land Use relating to design review for the Kingsgate neighborhood commercial center.

The Zoning Code contains regulations that ensure good site design, siting of commercial parking areas, signage standards, requirements for tree retention, commercial landscaping and vegetative buffers, and shielding of exterior lights.

Private development for commercial, subdivisions and multifamily development should dedicate land and install the gateway features located in the areas noted on Figure K-7, Kingsgate Urban Design Features as part of future development. In some instances, public investment may be necessary. Depending on the location, improvements such as landscaping, signs, structures, or other features that identify the neighborhood, could be included.

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**Figure K-7: Kingsgate Urban Design Features**