Market Neighborhood Plan

Draft Plan for June 25, 2015 public hearing-only new maps inserted
As part of the GMA update in 2015 new figures were revised.

1. 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.

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 1890s 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.

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 beautiful place to live.

3. HISTORIC CONTEXT

The Market Neighborhood is one of the most historic in the City of Kirkland and has had a significant role in the development of the City starting in the late 1880s when a majority of land was purchased to be part of Peter Kirk's new town. The area west of Market Street was to be a neighborhood based on social principles emerging in England to combine worker and executive housing into one neighborhood. The new Kirkland town center was at the intersection of Market Street and Piccadilly (7th Avenue). This intersection continues to be one of the most historically significant in Kirkland.

Homesteads in the 1870s

The land homesteaded in the 1870s by Andrew and Susannah Nelson and their son Christian Nelson as well as the Cedarmere tract included all of the land from Lake Washington to First Street. The Nelsons were a Danish family who came to Kirkland in 1877. They built a small white frame house on the property at the northeast corner of Market and Central (about where the telephone building is now located).

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 prepared by John Kellett, Kirk's engineer, was done with the street layout much as we see it today. In 1889, a number of homes for both workers and administrators were built in the Market Neighborhood although few of the roads were built until years later.

In 1893 the nationwide depression wiped out Peter 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, but even though times were tough, the citizens voted to incorporate in 1905.

Boom Development 1910 – 1930 – Burke and Farrar

One of the most significant eras of development in Kirkland was from 1910 through the 1930s after Burke and Farrar, Seattle developers, purchased Peter Kirk's remaining holdings. Although this era coincided with the national popularity of the Arts and Crafts movement and the construction of bungalow and craftsman-style homes, the Market Neighborhood was not as impacted by their development as the adjacent Norkirk Neighborhood. Burke and Farrar purchased Peter Kirk's Mansion on Waverly Way near 2nd Street West in 1916 and demolished it in order to divide the property into smaller lots.

Change of Street Names

In the late 1920s, the street names defined in the original Kirk Plat were changed to the present name system to facilitate public safety. The street signs installed in 1999 and 2000 reflect the original historic names. Examples of these include: Market Street – a traditional name assigned to the agricultural roads that led from the farms to the market place – in this case, the ferry to Seattle. Waverly Way also retained its original name. Streets reflecting the English roots of Kirk and Kellett included: 5th Avenue West – Bond Street; 8th Avenue West – Regent Street; and 4th Street – Fleet Street. Other streets were named after states: 17th Avenue West – Oregon Street; and some after presidents: 7th Street West – Monroe Street.

Schools on the Waverly Site (now Heritage Park)

The Union A High School or Kirkland High School was built in 1922 with the first graduating class in 1923. It served as the high school until 1950 when the new Lake Washington High School was built. The building served as a junior high after the high school moved. In the early 1970s the older portion of the building was destroyed by fire and demolished. However, the historic terraces remain today in Heritage Park.

The junior high school at the northwest end of the site was built in 1932 and demolished by the City in 1987 after being vacant for a number of years. The main entry arch was saved and in 2005 was moved to the corner of Market Street and Waverly Way as the symbolic entry to Heritage Park.

Historic Properties

The Kirkland Heritage Society utilized a grant from the Kirkland City Council to conduct an inventory of properties meeting established historic criteria in 1999. Over one third of the structures on this Citywide inventory are in the Market Neighborhood, with many of them having high priority status. Two buildings in the neighborhood, the Loomis House and Sears Building, are on the National Register of Historic Places.

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 buildings of historic significance.

Allow flexibility in lot size requirements for lots that contain historic buildings. This incentive will allow lots containing historic buildings to be subdivided into smaller lots than would otherwise be permitted if the historic buildings meet designated criteria and are preserved on site.

Minimum lot size in this situation would be 5,000 square feet in a RS 7.2 zone, 6,000 square feet in a RS 8.5 zone and 7,200 square feet in a Waterfront District II (WD II) zone. This incentive would allow up to two smaller lots, including the one containing the historic building, if the recognized integrity of the historic building would be preserved. If additional lots were created by the subdivision, they would have to meet the lot size requirements for the zone.

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-~~-~~1~~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. The Shoreline Area Chapter of this Plan discusses best management practices to protect the lake.

For properties within the shoreline jurisdiction, the policies in the Shoreline Area Chapter and shoreline management regulations in the Kirkland Zoning Code should be observed.

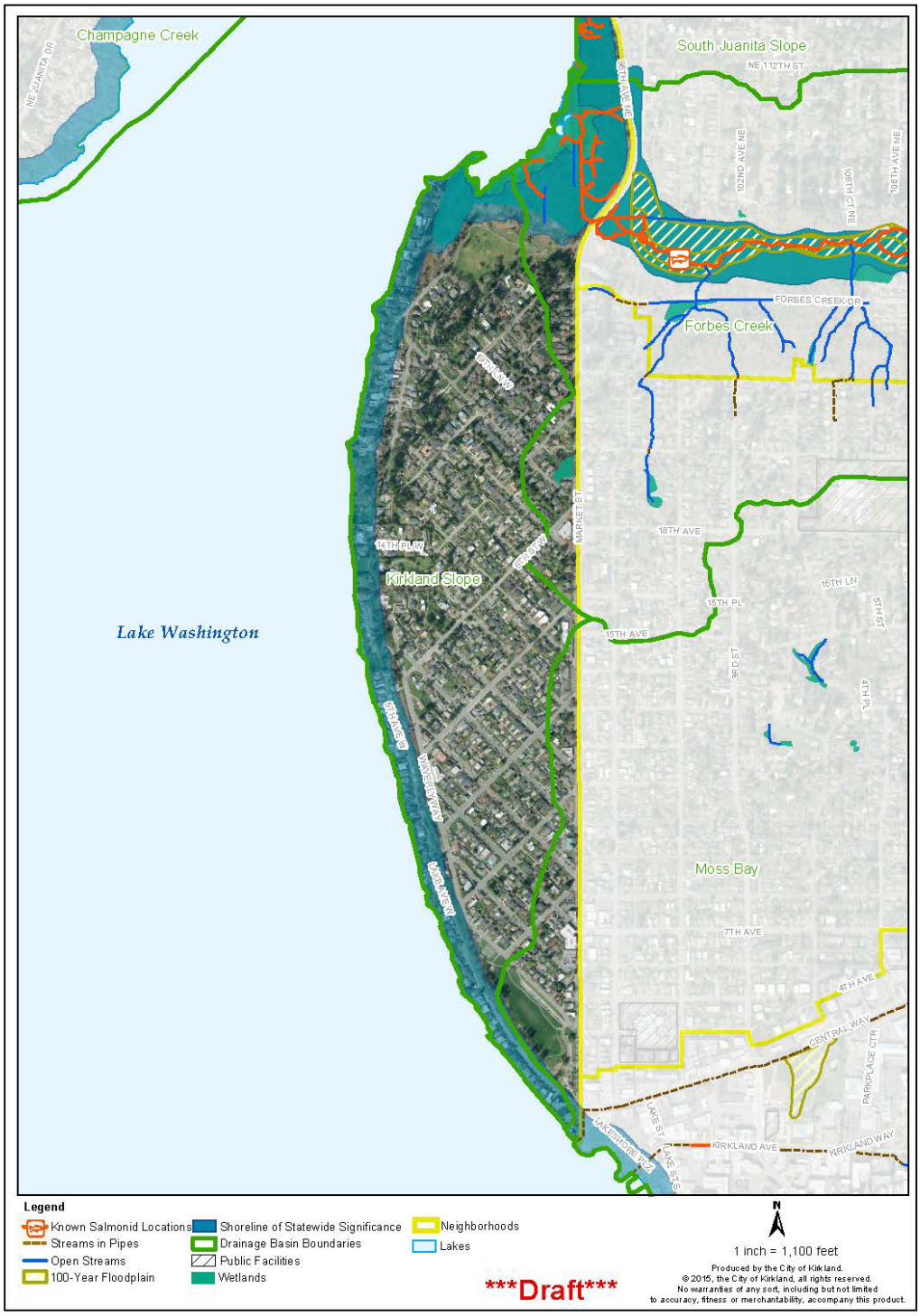

Figure M-1: Market Wetlands, Streams, and Lakes

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 provides educational opportunities to help citizens learn about the locations, functions, and needs of sensitive areas and the wildlife that is 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, additional interpretive information and viewpoints should be added.

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. Maintenance and preservation of significant trees on developed private property will have a great impact on the overall urban forest.

Trees should be retained and protected whenever there are feasible and prudent alternatives to site development that will allow for their preservation. 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~~2). These areas have the potential for soil liquefaction and differential ground settlement during a seismic event.

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 habitats 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.

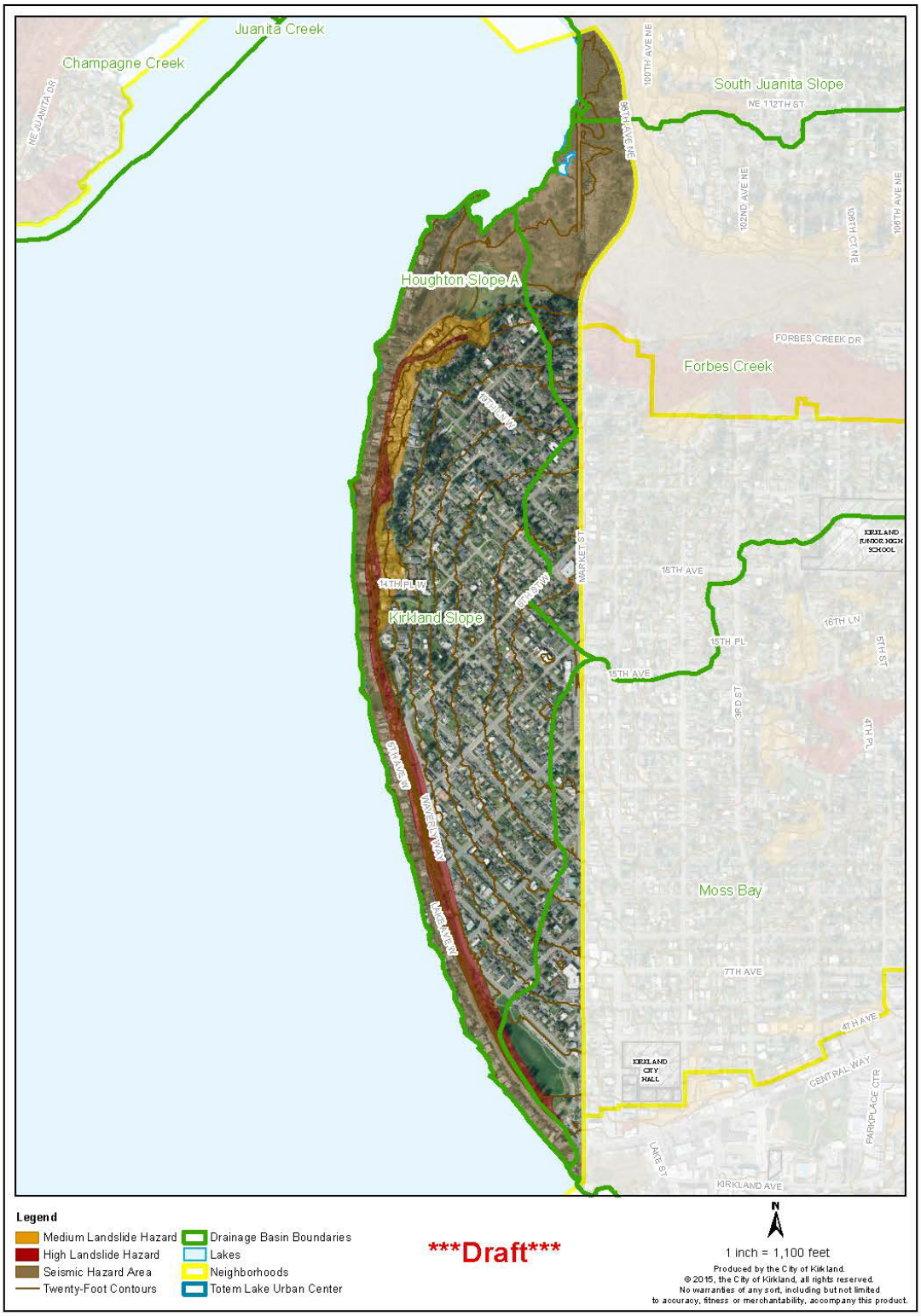

Figure M-2: Market Geologically Hazardous Areas

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5. LAND USE

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

Goal M-3: Retain neighborhood character 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 (three to six dwelling units per acre) traditional single-family residential development. The land use transitions from low-density residential to medium-density multifamily and commercial development at the eastern border adjacent to Market Street. Maintaining the eclectic mix of housing styles and sizes is important to the neighborhood's character.

Goal M-4: Allow alternative residential development options that are compatible with surrounding development.

Policy M-4.1:

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

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 changing demographics such as smaller households.

Compatibility with the predominant traditional detached single-family housing style in the neighborhood will determine the acceptance of housing alternatives. 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.

Policy M-4.2:

Encourage diversity in size of dwelling units by preserving and/or promoting smaller homes on smaller lots.

Diversity can be achieved by allowing properties to subdivide into lots that are smaller than the minimum lot size allowed in the zone if at least one of the lots contains a small home. This incentive encourages diversity, maintains neighborhood character, and provides more housing choice.

Up to 50 percent of the lots to be subdivided should be allowed to be smaller than the zoning designation allows if a small home is retained or built on the small lots. The lots containing the small homes should be no less than 5,000 square feet in the RS 7.2 zone and no less than 6,000 square feet in the RS 8.5 zone. The size of the houses on one or both of the lots would be strictly limited by a reduced floor area ratio and all other zoning regulations would apply.

Market Street Corridor: The Market Neighborhood includes properties along the west side of Market Street. Land Use goals and policies for these properties are addressed in the Market Street Corridor plan.

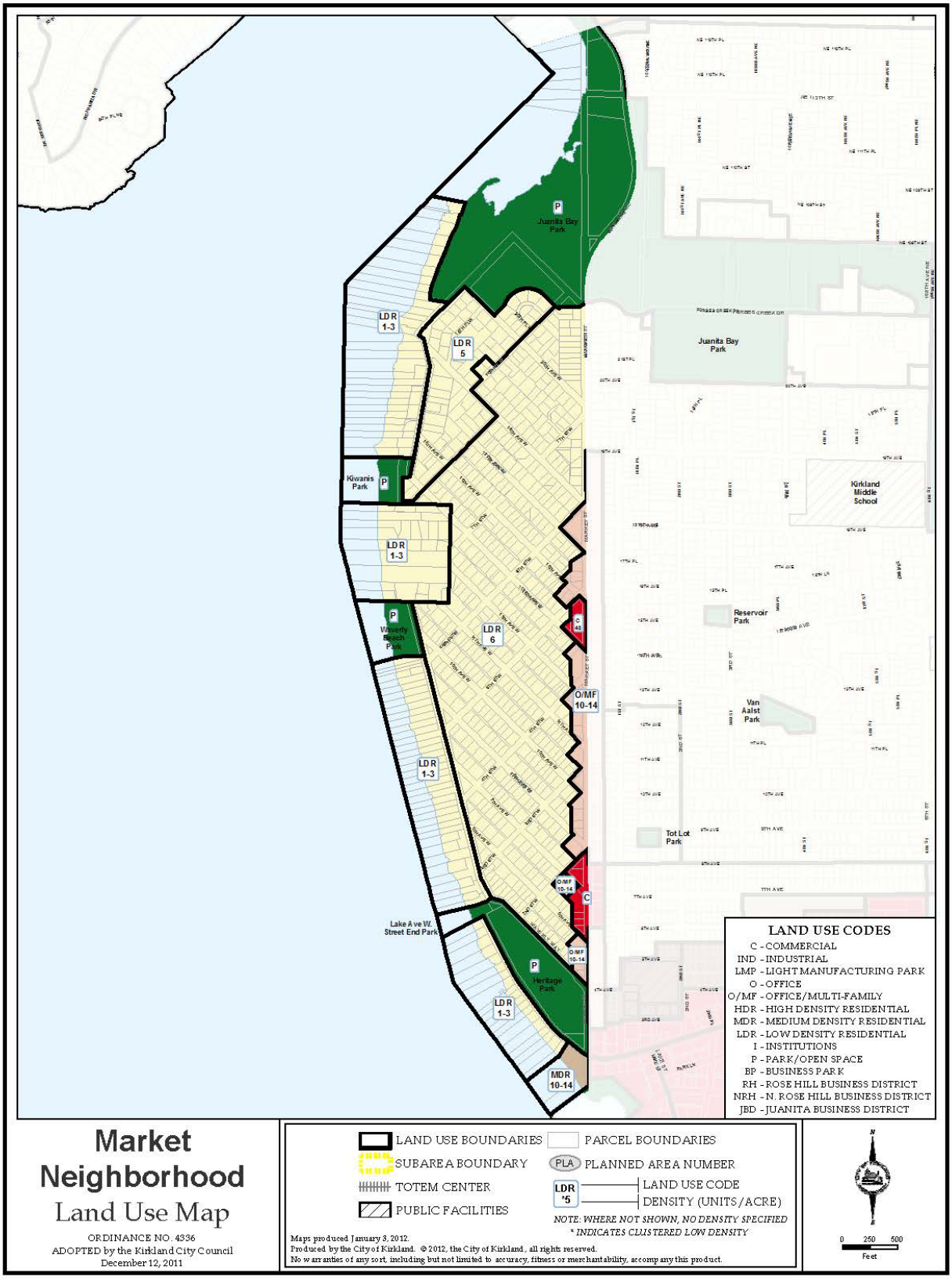

Figure M-3: Market Neighborhood Land Use

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~~4. 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. The street is fully developed with curbs, 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.

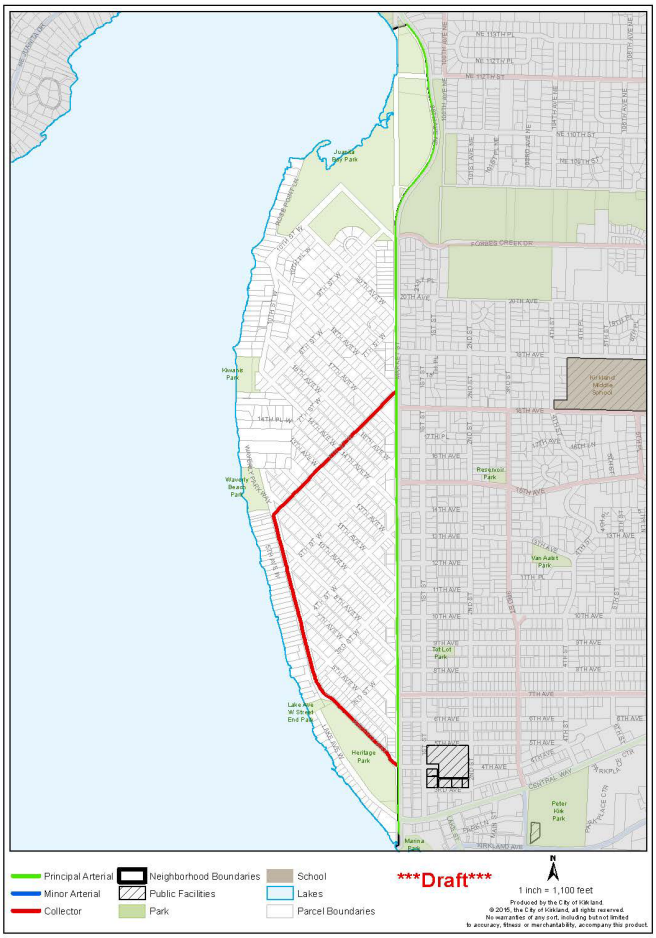

Figure M-4: Market Street Classifications

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, curbs, gutters, sidewalks, and landscape strips. These collector streets are listed below and are also shown on Figure M-4~~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.

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 collectors or arterials. Full improvements on these streets typically include a travel way, on-street parking, curbs, gutters, sidewalks, and landscape strips. 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-5: Improve mobility for the Market Neighborhood.

Policy M-5.1:

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

Initial research indicates that such issues as pedestrian safety, sight distance problems, short acceleration lanes, speeding, lack of gaps for entry traffic, and transition to a 25 mph zone near the downtown all contribute to general traffic flow problems during peak hours. Possible solutions to these problems include: simplifying intersections; creating gaps in the traffic; and calming or slowing traffic on Market Street. Ongoing observation and study will be necessary to ensure that Market Street will continue to function as a principal arterial while providing efficient access to the Market Neighborhood.

Policy M-5.2:

Maintain 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.

PEDESTRIAN/BICYCLE CIRCULATION

The existing City of Kirkland Active Transportation Plan (ATP) 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 ATP will be added during periodic updates to the ATP. Figures M-~~6~~5 and M-~~7~~6 show the planned bike and pedestrian system for the Market Neighborhood.

City street standards require 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. The routes identified for proposed bicycle improvements are shown in Figure M-6.

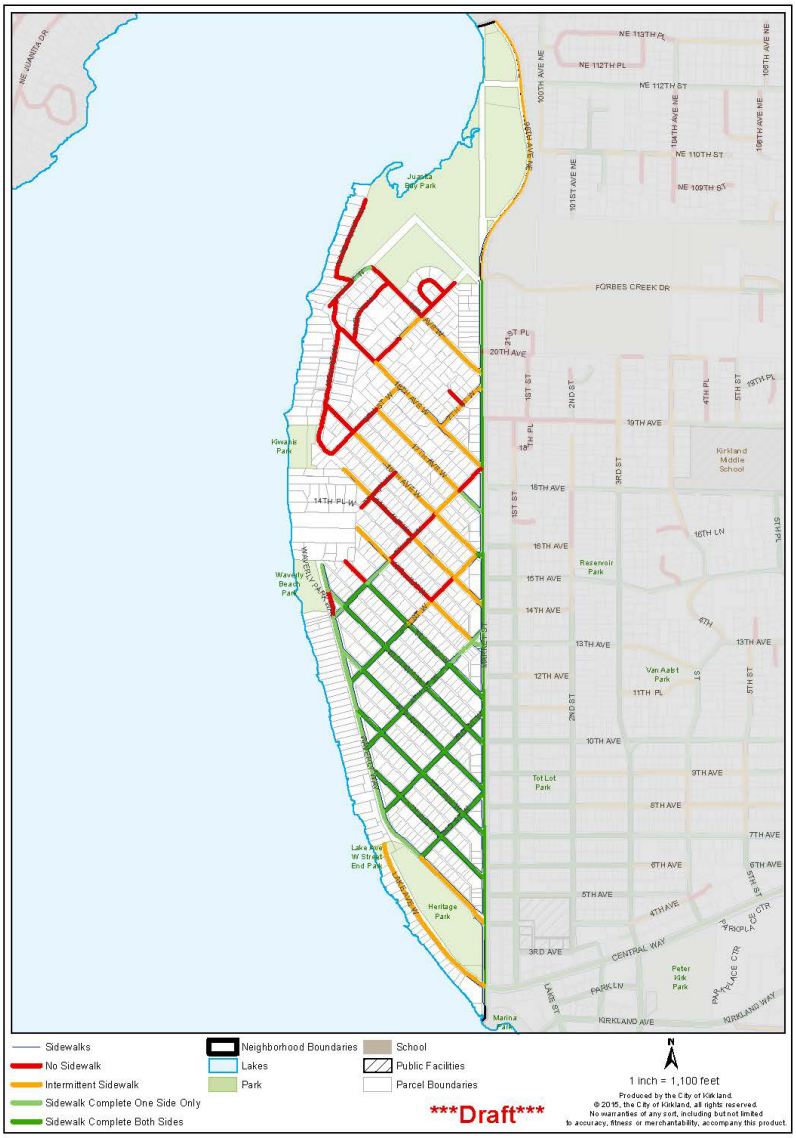

Figure M-5: Market Pedestrian System

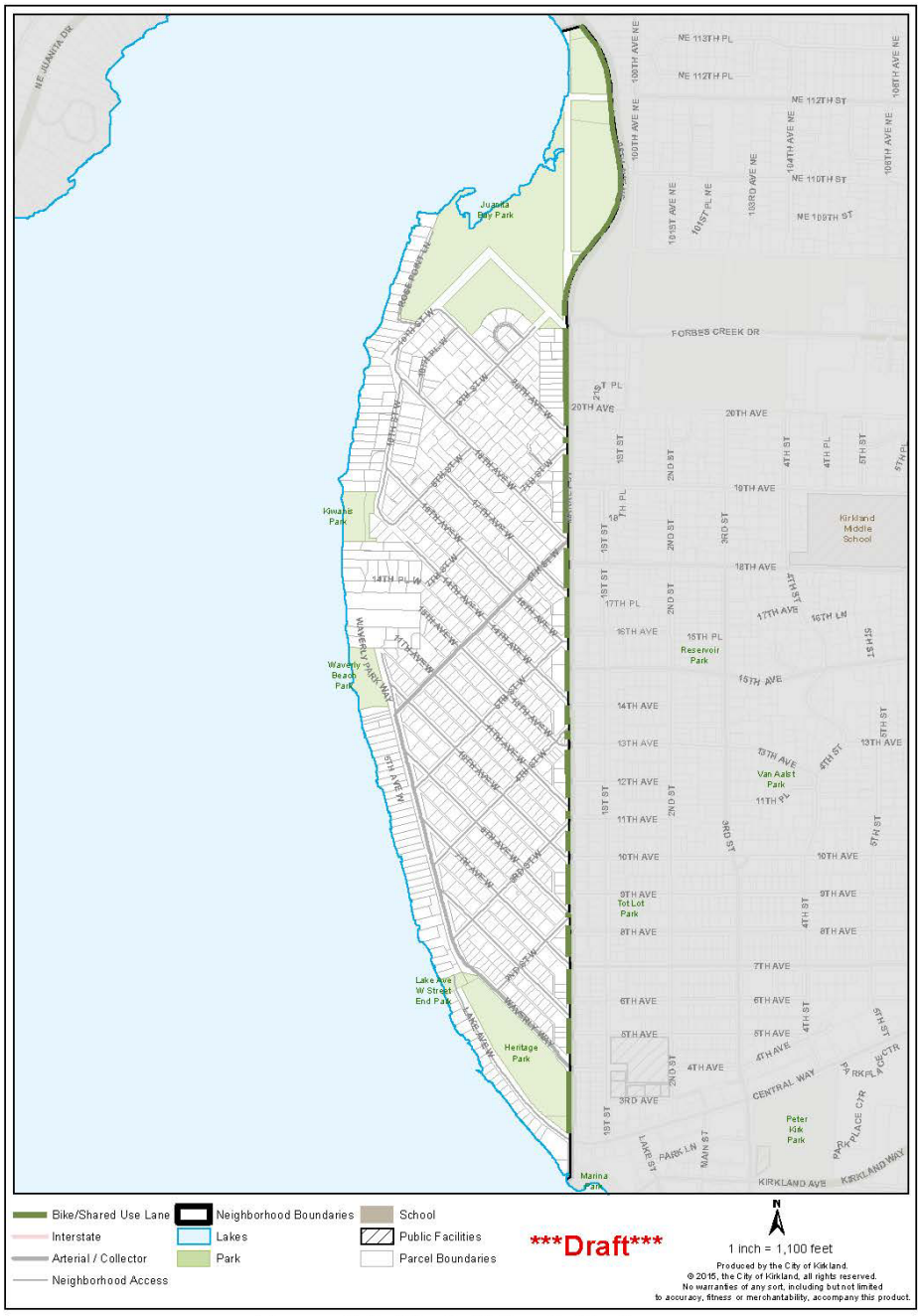

Figure M-6: Market Bicycle System

Goal M-6: Encourage mobility and the use of nonmotorized transportation by providing improvements for pedestrians and bicyclists.

Policy M-6.1:

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 Active Transportation Plan. The Capital Improvement budget process prioritizes when routes identified in the ATP 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 Way should 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 11th Avenue West and Market Street.
- 18th Avenue West – complete a pedestrian sidewalk along 18th Avenue West to Market Street.
- Lake Avenue West Street End Park – complete a pedestrian pathway across Heritage Park from Waverly Way to the Street End Park.

7. OPEN SPACE/PARKS

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

Juanita Bay Park is a 143.8-acre nature park with over one-half 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 near 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 near 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.

Goal M-7: Ensure adequate park and recreation facilities in the Market Neighborhood.

Policy M-7.1:

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

Policy M-7.2:

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-8: Provide public and private utility services for the neighborhood.

Policy M-8.1:

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.

9. URBAN DESIGN

Goal M-9: Preserve public view corridors within the neighborhood.

Policy M-9.1:

Preserve the public view corridors to Lake Washington, Seattle, and the Olympic Mountains.

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-9.2:

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.

Goal M-10: Encourage residential design that builds community.

Policy M-10.1:

Establish development standards that contribute to a vibrant neighborhood.

Building and site design should respond to both the conditions of the site and those of the surrounding neighborhood. A variety of building forms and materials result in homes with their own individual character. Appropriate building setbacks, garage treatments, sidewalks, alley access, and architectural elements such as entry porches help foster a pedestrian orientation and encourage greater interaction between neighbors.

Policy M-10.2:

Encourage appropriate scale for single-family development.

Appropriate scale results in the perception that new houses are in proportion to their lots. Setbacks, building mass, lot coverage, landscaping and building height all contribute to houses that successfully fit into the neighborhood.

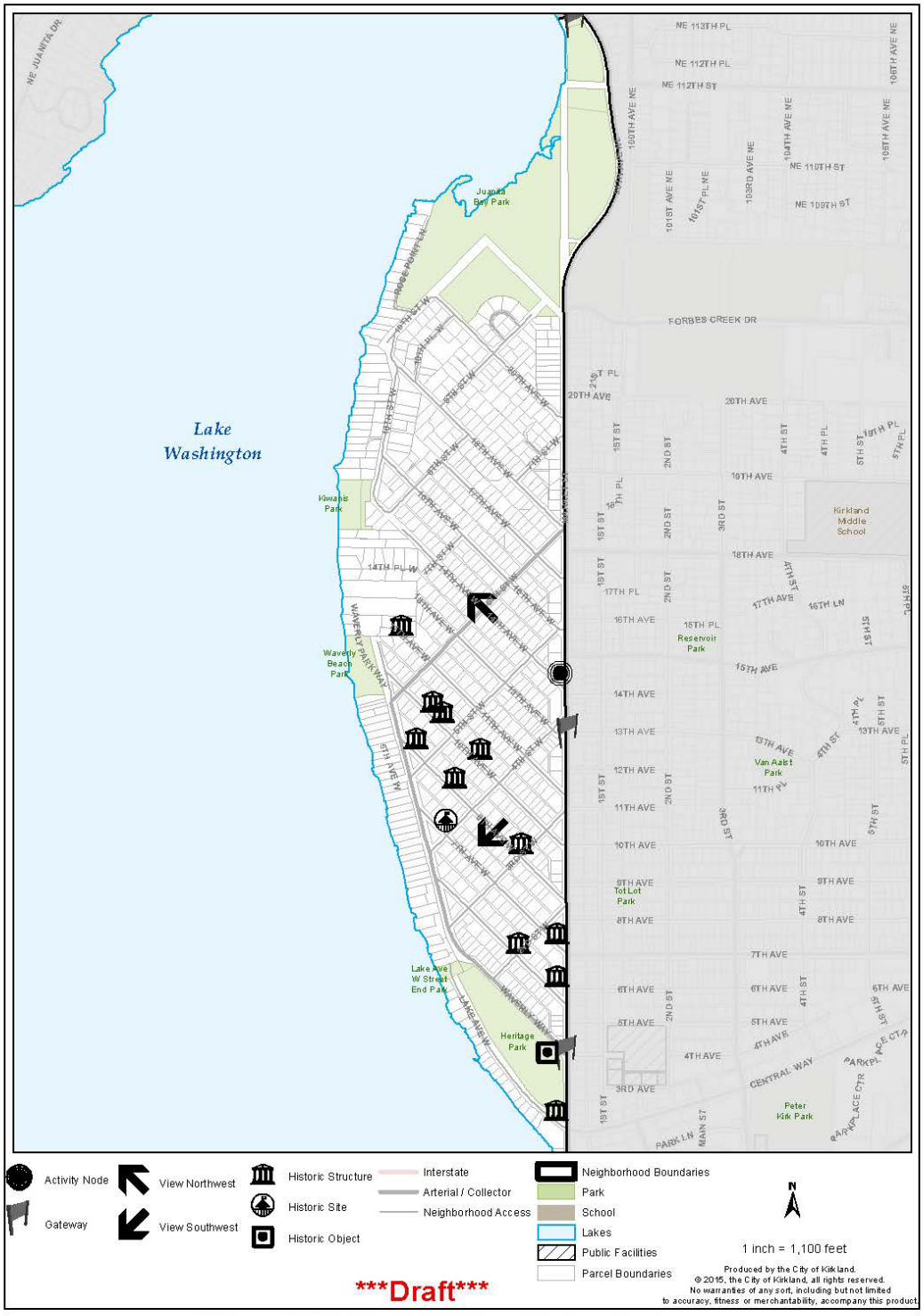

Figure M-7: Market Urban Design Features