Market Street Corridor 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 Street Corridor is centered on Market Street. It includes properties along the eastern border of the Market Neighborhood and the western border of the Norkirk Neighborhood. The Market Street Corridor extends from 19th Avenue on the north to the Central Business District on the south. Market Street has a development pattern that includes a mix of commercial and residential uses and it is recognized as a transportation link serving both regional and local users.

2. VISION STATEMENT

The Market Street Corridor is an attractive, economically healthy area that accommodates neighborhood-oriented businesses, office uses and multifamily housing. The commercial uses provide convenient shopping and services for residents of both the Market and Norkirk Neighborhoods. The corridor is bounded by single-family residential neighborhoods to the north, east and west and a vibrant Central Business District to the south. Design of new development along the corridor incorporates landscaped buffers, site design and architectural treatments that complement and protect the adjacent residential neighborhoods.

Market Street provides efficient access to both the Market and Norkirk Neighborhoods, while continuing to function as a principal north/south arterial for local and regional traffic. Bicyclists and pedestrians use the Market Street Corridor as a connection between the Market and Norkirk Neighborhoods, and to the Central Business District and the region as a whole.

The historic 1890's buildings at the intersection of Market Street and 7th Avenue represent the original town center and are still a focal point for Kirkland's history. This historic district reflects the City's past through both its old and new buildings and its streetscape, including street trees, public seating and street lights.

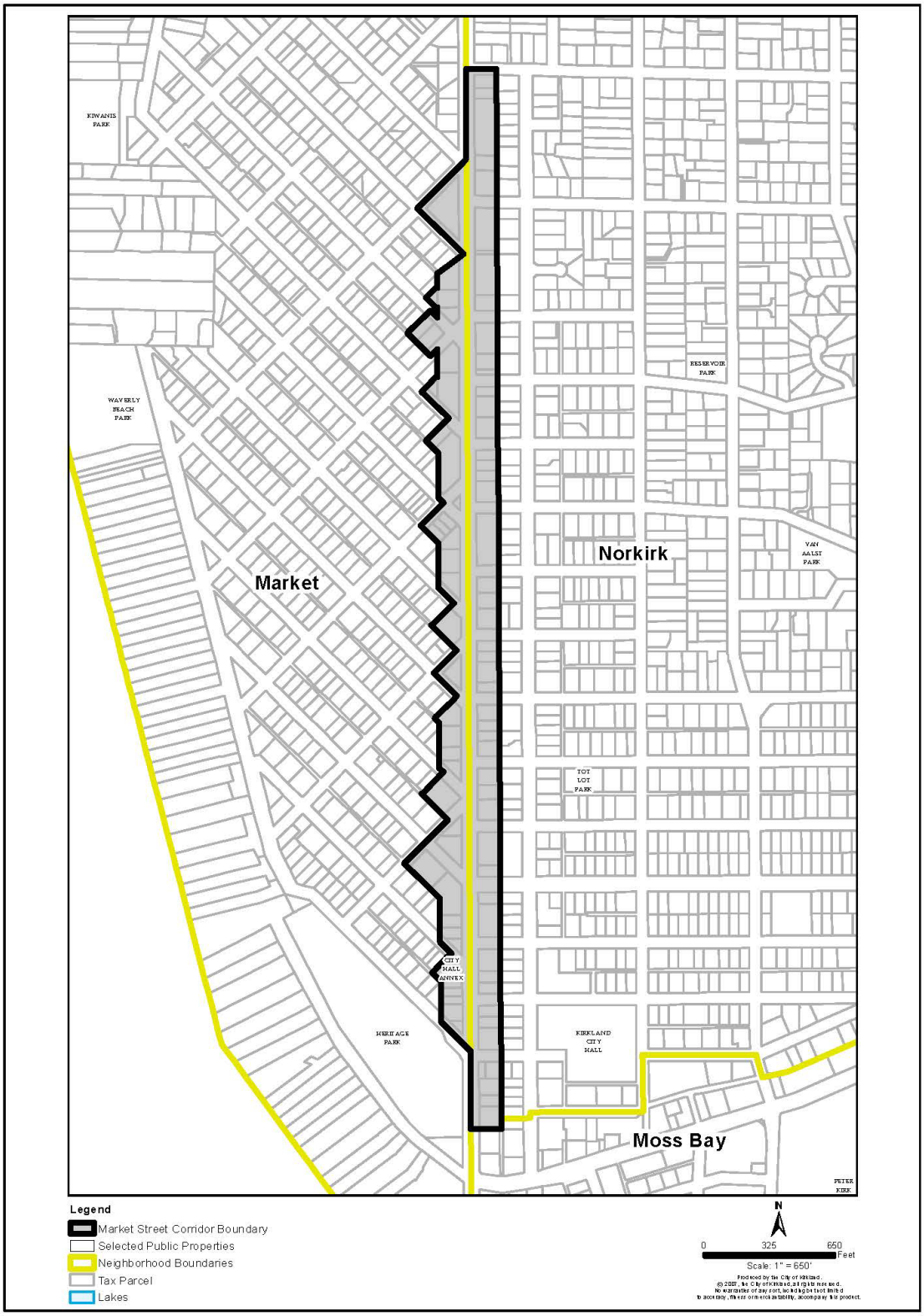
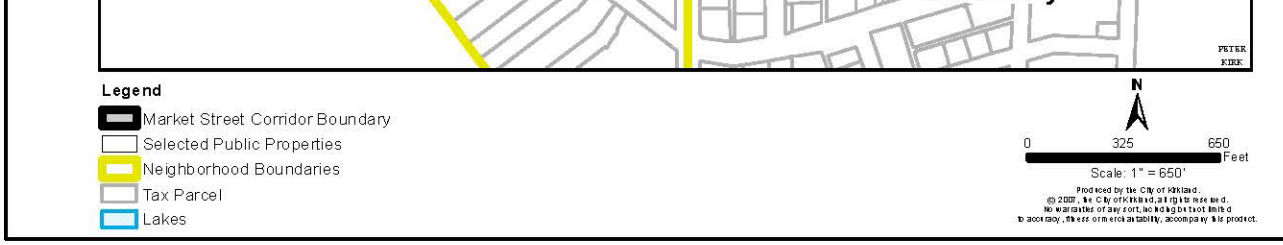


Figure MS-1: Market Street Corridor Boundary



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3. Historic Context

Between 1888 and 1890, Peter Kirk's Kirkland Land and Improvement Company purchased much of the land that had been homesteaded in the 1870s to begin the proposed new city. This new city was to support the construction of the steel mill on Rose Hill near Forbes Lake. The new town center was at the intersection of Market Street and Piccadilly, which is now 7th Avenue. This intersection, with four remaining 1891 brick buildings, three of which are on the National Register of Historic Places, is one of the most historically significant in Kirkland. An alternative street plan was also developed which included a large square at this intersection and a hotel on what is now Heritage Park at the corner of Market and Waverly Way. The cluster of historic properties at the intersection of Market Street and 7th Avenue form an important historical link and entrance to both the Market and Norkirk Neighborhoods.

Goal MS-1: Encourage preservation of structures and locations that reflect Kirkland's heritage.

Policy MS-1.1:

Provide incentives to encourage retention of identified buildings of historic significance.

The City should include incentives in the Zoning and Building Codes for maintenance of the historic buildings at the 7th Avenue and Market Street Historic District. These incentives can help to make the maintenance of the historic structures more economically viable.

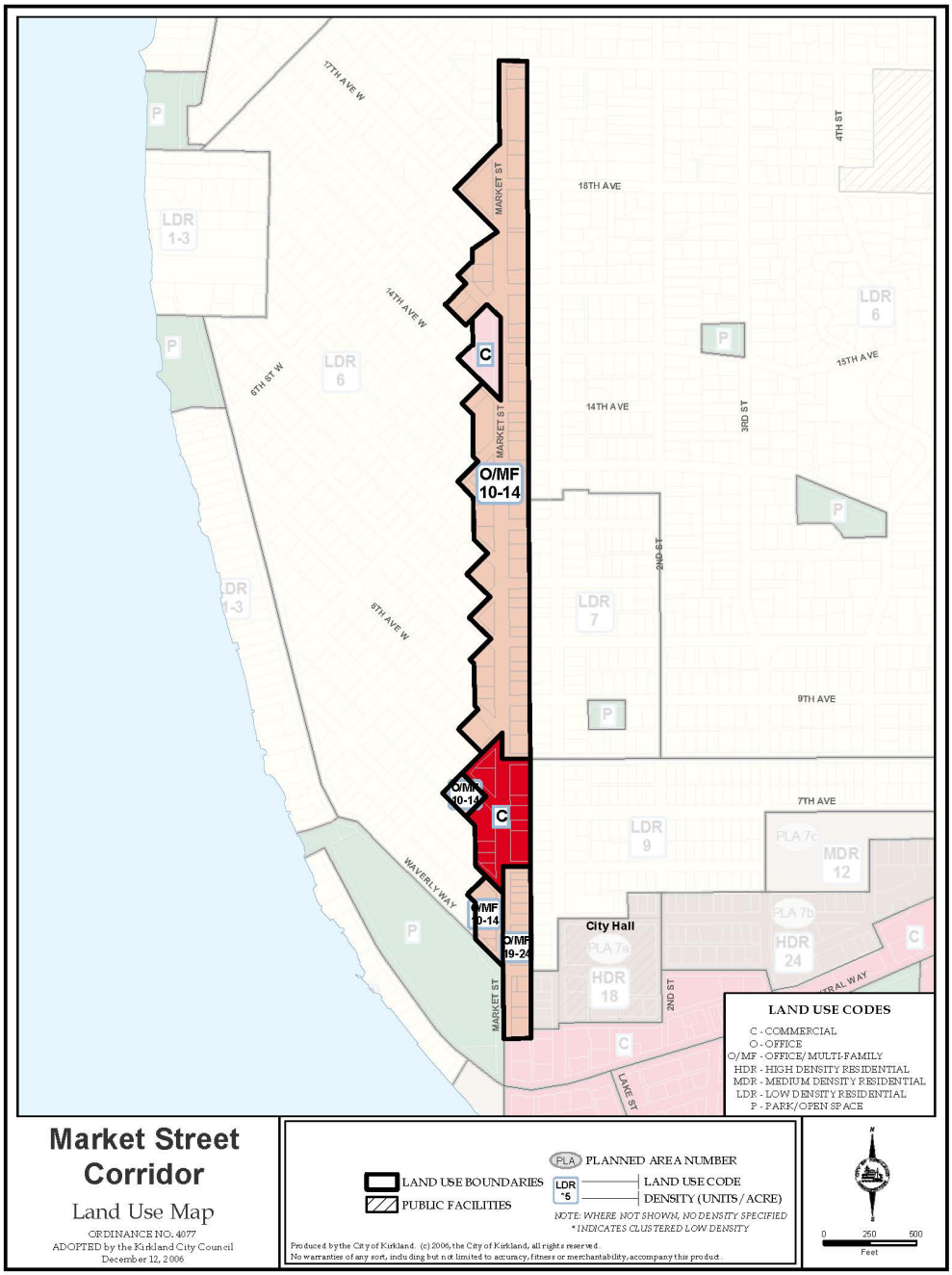
Policy MS-1.2:

Provide markers and interpretive information for the historic sites located in the historic district at 7th Avenue and Market Street.

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

4. Land Use

Goal MS-2: Support a mix of higher intensity uses along the Market Street Corridor while minimizing impacts on adjacent residential neighborhoods.



Policy MS-2.1:

Encourage a mix of uses within the Market Street Corridor that include multifamily and office development as well as neighborhood oriented shops and services.

The majority of the corridor is developed with a mixture of small-scale multifamily residences at a density of 12 units/acre and office development. It is also appropriate to have other neighborhood businesses interspersed throughout. This scale and pattern of development for the corridor fits well with the adjoining neighborhoods.

The area south of 6th Avenue and 5th Avenue West acts as a connection between the City's historic district and the Central Business District (CBD). Small-scale multifamily and office development are also allowed here, but some of the area is at a higher density than the 12 units/acre allowed north of the historic district. On the east side of Market Street, multifamily density can go up to 24 units/acre. This helps the area to make a better transition into the CBD.

There is also a node of neighborhood-oriented businesses located on the west side of Market Street, north of 14th Avenue West. This small shopping area provides convenient shopping and services for residents in the area. If redevelopment of this site occurs, the buildings and site should be designed so that their appearance blends with the character of the adjoining single-family neighborhood. The landscaping can be used to soften and separate the commercial uses on-site from the adjoining residential uses.

Policy MS-2.2:

Designate the historic district between 8th Avenue/2nd Street West and 6th Avenue/5th Avenue West as a special planning area of the corridor.

This area should remain a business commercial zone allowing residential, office and retail uses, and should include special regulations that reinforce the historic nature of the intersection at 7th Avenue and Market Street.

Policy MS-2.3:

Restrict the development of new commercial and multifamily structures to locations within the limited boundaries designated for the Market Street Corridor.

Multifamily and commercial development should remain in designated areas within the Market Street Corridor and not extend into the single-family residential core of the Market and Norkirk Neighborhoods or beyond 19th Avenue to the north. The slope and alley parallel to the east side of Market Street provide a break between the corridor and the residential core of the Norkirk Neighborhood. The break is not as well defined on the west side of the street between the corridor and the Market Neighborhood residential core; however it is generally located adjacent to properties that directly abut Market Street.

5. TRANSPORTATION

Market Street is a principal arterial that is the most traveled route into and along the borders of both the Market and Norkirk Neighborhoods. It also plays an important Citywide role since it is the only principal arterial west of Interstate 405 between NE 85th Street and NE 116th Street. 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.

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

Policy MS-3.1:

Promote transportation improvements that adequately support the existing and planned land uses in the Market Street Corridor and the adjoining neighborhoods.

Transportation improvements should maintain vehicular capacity on Market Street; minimize traffic delays; enhance connectivity between the Market and Norkirk Neighborhoods; and discourage shortcuts through the neighborhoods.

Figure MS-2: Market Street Corridor Land Use

Policy MS-3.2:

Improve local access to Market Street from the Norkirk and Market Neighborhood residential areas.

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, particularly during peak hours. Possible solutions 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 adjacent neighborhoods.

Policy MS-3.3:

Encourage the use of nonmotorized transportation modes by providing facilities for pedestrians and bicyclists throughout the subarea.

Pedestrian improvements, including adequate pedestrian crossings between the Market and Norkirk Neighborhoods, should be installed at appropriate locations to improve pedestrian safety and enhance the pedestrian environment. The installation of these improvements should be funded by the City and, when appropriate, also required as new development occurs.

Policy MS-3.4:

Work with transit agencies to enhance transit service connecting the Market Street Corridor and the Market and Norkirk Neighborhoods to other areas of the City and region.

Transit service is an important element of the City's transportation system. Metro Transit serves the Market and Norkirk Neighborhoods with routes along Market Street that provide service to the Kirkland Transit Center, Downtown Seattle, Totem Lake, Bellevue and other surrounding areas. 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.

6. URBAN DESIGN

Goal MS-4: Identify and enhance the distinct characteristics of the different sections of the Market Street Corridor.

Policy MS-4.1:

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

Existing historic resources should be considered when adjacent structures are being rebuilt or remodeled. The scale and design features of the historic buildings at the intersection of Market Street and 7th Avenue should be taken into account when development in that area occurs.

Policy MS-4.2:

Utilize design review to administer building and site design standards in appropriate sections of the Market Street Corridor.

Design review is appropriate for the area surrounding the Market Street and 7th Avenue intersection (see Figure MS-3). It can also be a practical tool for other multifamily and commercial development along the corridor. The design review process can be used to review site and building design issues such as building placement, landscaping, and building details, as well as public improvements including sidewalk width and street furniture.

Goal MS-5: Provide streetscape, gateway and public art improvements that contribute to a sense of identity and enhanced visual quality.

Policy MS-5.1:

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

Historic street lights, a consistent street tree plan, and pedestrian seating can all be used to add character and reflect the feeling of the corridor. The landscape strip on the east side of Market Street adds interest and provides a more secure pedestrian environment. Additional street trees should be considered on the west side of Market Street. The City should also consider funding historic street lights within the historic district and possibly along other areas of the corridor.

Policy MS-5.2:

Construct and improve gateway features at the locations identified in ~~Figure MS-3~~ the Market and Norkirk Neighborhood Plan Urban Design Sections.

Desired gateway feature locations are indicated on Figure MS-3. Improvements such as landscaping, signs, public art, and other features that identify the neighborhood can be included if they are appropriate for a location. Public investment will be necessary in most instances, but the City can also pursue opportunities to work with private property owners to install gateway features as part of future development.

Market Street Corridor

Goal MS-6: Provide transitions between low-density residential uses within the neighborhoods and the commercial and multifamily residential uses along Market Street.

Policy MS-6.1:

Promote development regulations that address transitions and protect neighborhood character.

The building mass and/or height of the higher density structures should not overwhelm adjoining low-density uses. Landscape buffers should be used to soften and separate uses by creating a transition zone. Some of the existing buildings may also need enhanced landscaping in order to prevent commercial structures from having a negative impact on adjoining residential uses.

Policy MS-6.2:

Establish multifamily building and site design standards that enhance neighborhood compatibility.

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

Policy MS-6.3:

Orient commercial uses toward Market Street.

Commercial development which is oriented toward Market Street will have less impact on the adjacent low-density residential areas in the surrounding neighborhoods.

Sears Building at 701 Market Street

Office Development on Market Street

Bus shelter on Market Street

Intersection at 7th Avenue and Market Street