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augmenting the eastern and southern approaches. Physical improvements in and near these parks should strengthen their visual prominence and prevent view obstruction.

Marina Park and Peter Kirk Park in particular are well-used by families and recreational groups. Public facilities at these parks should continue to expand opportunities for residents, such as the installation of permanent street furniture and play equipment for children at Marina Park.

Pedestrian improvements should be made to improve connections between parks and nearby facilities

Downtown projects which are not directly related to the parks should continue to locate adjacent to the parks, and in some cases, should share access or parking. Impacts from projects, such as the tour boat dock at Marina Park and the METRO transit center at Peter Kirk Park, should be minimized. Efforts to provide continuity between these facilities and the parks through the use of consistent walkway materials, landscaping, and other pedestrian amenities, will help to reduce the appearance of a separation of uses at these locations.

The boat launch ramp which exists at Marina Park is an important amenity in the community. It should be retained until another more suitable location is found.

OTHER PUBLIC FACILITIES

City Hall and the Library/Senior Center facility add to the community atmosphere and civic presence in the Downtown area. The plan for Downtown developed in 1977 recommended that the City Hall facility be moved from its previous location in the core area to its present site overlooking the Downtown from the northern slope. In its new

location, City Hall is close enough to Downtown to contribute workers to the retail and restaurant trade, as well as to provide a visually prominent and symbolic landmark when viewed from the Downtown.

Public efforts to assist the Downtown business district should be continued.

The City should help to foster economic vitality in the Downtown by working with the private sector and by encouraging independent efforts toward economic development by the private sector. Such assistance to the business community might include supporting efforts to establish local improvement or business improvement districts. This could take the form of seed money for preliminary studies and the dissemination of information.

Other public efforts to strengthen the Downtown business climate should include the continued promotion of public projects such as the tour boat dock, in addition to continued support for private projects such as the Lakeshore Plaza Boardwalk, which would help to implement public policy goals.

E. CIRCULATION

PEDESTRIAN

Pedestrian routes should have equal priority to vehicular routes in Downtown circulation.

Pedestrian amenities and routes should continue to be improved, and should be given equal priority with that of vehicular routes for circulation within the Downtown. Modifications to the street network and traffic patterns should not be allowed to disrupt Downtown pedestrian activity and circulation.

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To be a truly successful walking environment, the core area of the Downtown must be safe, convenient, and pleasant for the pedestrian. Pedestrian safety would be increased greatly by reducing opportunities for conflicts with cars. The reprogramming of crosswalk signals to favor the pedestrian would discourage jaywalking and allow sufficient time for slower walkers to cross the street.

Convenience to the pedestrian will be enhanced by improving the directness and ease of pedestrian routes. "Shortcuts" between streets, or even between buildings, can link pedestrian routes over large distances where vehicles cannot circulate. Coordinated public directory signs and maps of walkways should be developed to clearly identify public pathways for the pedestrian.

A system of overhead coverings should be considered to improve the quality of pedestrian walkways year-round.

The pleasures of walking in the Downtown area would be enhanced by the installation of minor public improvements, such as street furniture (benches, planters, fountains, sculptures, special paving treatments), flower baskets, and coordinated banners and public art. The creation of a system of overhead coverings such as awnings, arcades, and marquees would provide protection to the pedestrian during inclement weather, allowing for pedestrian activity year-round. All of these features would add visual interest and vitality to the pedestrian environment.

Brick crosswalks have been installed at 3rd Street and Park Lane in conjunction with the METRO transit center facility. The expansion of the use of brick for crosswalks throughout the Downtown should be considered. In any case, additional restriping of crosswalks in the Downtown area should be actively pursued.

The establishment and improvement of pedestrian pathways between activity centers should be a high-priority policy objective. Major pedestrian routes within the Downtown area are identified in Figure C-4. Major pathways include the extensive east-west "spine" or "Park Walk Promenade," which links the lake with points east of 6th Street and the shoreline public access trail.

The Downtown Master Plan also identifies other important pedestrian routes which provide north-south pedestrian access. Improvements to these pathways should be promoted, particularly at the intersection of 6th Street and Central Way. Elevated crosswalks should be considered among the alternatives reviewed for pedestrian access across Central Way. Disadvantages to elevated crosswalks which should be considered are potential view blockage and the loss of on-street pedestrian traffic.

The portion of the Park Walk Promenade spanning Peter Kirk Park was installed by the City during renovation of the park facilities. The walk serves the Senior Center and library, as well as commercial areas to the east and west. This walkway should be expanded upon when the remaining land south of Kirkland Parkplace develops.

Figure C-4 illustrates pedestrian system improvements for the two major routes which are intended to serve several purposes. These projects would improve the safety, convenience, and attractiveness of foot traffic in the Downtown, provide shelter from the weather, and create a unifying element highlighting the presence of a pedestrian linkage.

An elevated boardwalk should be constructed west of buildings on Lake Street to enhance pedestrian access and provide visual interest (see Figure C-4).

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The Lakefront Boardwalk shown on the Downtown Master Plan would be an elevated public structure located along the west side of buildings on Lake Street, extending between Central Way and 2nd Avenue South. The boardwalk could either be built at one time, or in stages, providing pedestrian access along only a portion of its length, and still constitute an enhancement of the waterfront pathway system. In addition to its contribution to the pedestrian circulation system, the boardwalk would provide visual and ambient interest to the retail shops it abuts. The structure should create an arcade for lower level storefronts and a deck for upper level shops, expanding their opportunities for customer exposure and access.

The Park Walk Promenade identified on the Downtown Master Plan should consist of a series of minor structures placed at prominent locations along the walkway in order to clearly identify the pathway throughout its length, as well as to provide some protection during wet weather. The plexiglas and metal "space frames" used at Mercer Island's Luther Burbank Park and at the Seattle Center are possible design options for protective structures. The concrete and metal gateway feature where Parkplace abuts Peter Kirk Park is a good model for visual markers along the east-west pedestrian spine.

VEHICULAR

Automobiles and public transit are the modes of transportation which move people in and out of the Downtown, and often between the core area and the frame. Within the Downtown, pedestrian circulation should be given equal priority with vehicular circulation. A primary circulation goal should be to emphasize pedestrian circulation within the Downtown, while facilitating vehicle access into and out of the Downtown.

Lake Street and Central Way should be taken off the state highway system.

Lake Street and Central Way should be taken off the state highway system and the Lake Street portion designated to function as a major pedestrian pathway. The objectives for land use and pedestrian circulation should be seriously considered during any plans for traffic and roadway improvements on Lake Washington Boulevard. The goal to discourage commuter traffic on the boulevard should not be viewed independently from the need to retain vehicle access for tourists, shoppers, and employees to the Downtown.

State Street should continue to serve as a major vehicular route, bringing shoppers and workers into the Downtown area. Sixth Street should be developed to accommodate additional vehicles. Future plans for Lake Street and Lake Washington Boulevard may include the diversion of cars from the Downtown area, and 6th Street would provide the most appropriate north/south alternative route. The existence of commercial development on this street renders it more appropriate than State Street to handle substantial commuter traffic.

The use of public transportation to the Downtown should be encouraged.

Third Street has been designed for the pedestrian and public transit user, with the METRO transit center located on this street. The use of public transportation as an alternative for people who work or shop in the Downtown should be encouraged. Increased use of this mode of transportation would help to reduce traffic congestion and parking problems in the core area.

The number of vehicular curb cuts in the Downtown area should be limited. Both traffic flow in the streets and pedestrian flow on the sidewalks are disrupted where driveways occur. In the core frame in particular, the placement of driveways should not encourage vehicles moving to and from commercial areas to travel through residential districts.

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PARKING

The core area is a pedestrian-oriented district, and the maintenance and enhancement of this quality should be a high priority. Nevertheless, it should be recognized that pedestrians most often arrive in the core via an automobile which must be parked within easy walking distance of shops and services. To this end, as discussed elsewhere in this chapter, private projects which include a substantial amount of surplus parking stalls in their projects should be encouraged to locate these parking stalls in the core frame.

The Downtown area contains a variety of parking opportunities. Four public parking lots exist in the Downtown area, at the west side of Peter Kirk Park, the street-end of Market Street at Marina Park, in Lakeshore Plaza, and at the intersection of Central Way and Lake Street. These lots are shown on the Downtown Master Plan (Figure C-4).

Public parking to be a permitted use on private properties north and south of the core area.

Other sites that would be appropriate for public parking include the north and south slope of the Downtown as shown in Figure C-4. Public parking in these areas would help to serve core-area businesses, while not detracting from the dense pattern of development critical to the pedestrian environment there.

More intensive development of existing parking areas should be considered as a way to provide more close-in public parking. Certain sites, such as the Market Street-End lot and the Peter Kirk lot would adapt well to structured parking due to the topography in the immediate vicinity of these lots.

The fee-in-lieu of parking alternative allows developers in the core area to contribute to a fund

instead of providing required parking on site. The City's authority to spend the monies in this fund should be expanded to include the use of the funds on private property in conjunction with parking facilities being provided by private developers.

Another option for off-site parking should be considered which would allow developers to provide the parking required for their projects elsewhere in the core area or core frame. This alternative should include the construction of parking stalls in conjunction with another developer, if it can be shown that the alternative parking location will be clearly available to the public and is easily accessible to the core area.

The City's parking management and enforcement program should be maintained. The program should be evaluated periodically to assess its effectiveness, with revisions made when necessary.

PUBLICATION SUMMARY
OF ORDINANCE NO. 3608

AN ORDINANCE OF THE CITY OF KIRKLAND RELATING TO
COMPREHENSIVE PLANNING AND LAND USE AND
AMENDING THE COMPREHENSIVE PLAN ORDINANCE 3481
AS AMENDED.

SECTION 1. Amends the Central Neighborhood Chapter
of the Comprehensive Plan including provisions related to
building height and mass.

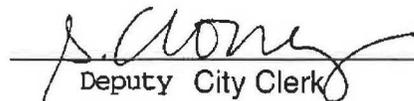
SECTION 2 Provides a severability clause for the
ordinance.

SECTION 3 Authorizes publication of the ordinance by
summary, which summary is approved by the City Council
pursuant to Section 1.08.017 Kirkland Municipal Code and
establishes the effective date as January 23, 1998.

SECTION 4 Establishes certification by City Clerk and
notification of King County Department of Assessments.

The full text of this Ordinance will be mailed without
charge to any person upon request made to the City Clerk for
the City of Kirkland. The Ordinance was passed by the Kirkland
City Council at its regular meeting on the 18th day of
December, 1997.

I certify that the foregoing is a summary of Ordinance
3608 approved by the Kirkland City Council for
summary publication.



Deputy City Clerk



KIRKLAND DOWNTOWN STRATEGIC PLAN



Recommendations of the Kirkland Downtown Action Team

*Adopted by the Kirkland City Council
June 5, 2001 (Resolution #R-4294)*



McKeever/Morris, a division of
Parsons Brinckerhoff Quade & Douglas, Inc.
Leland Consulting Group
Mirai Associates
Sienna Architects
Robert Yakas Design



KIRKLAND DOWNTOWN STRATEGIC PLAN

An Introduction

The Downtown Action Team is pleased to present the Kirkland Downtown Strategic Plan – our community’s plan to transform our central city area into a high-quality pedestrian village. This document summarizes the key elements of the recommendations of the Downtown Action Team (DAT), and was adopted by the Kirkland City Council on June 5, 2001 (Resolution #R-4294).

The DAT members, listed below, were appointed by the City Council in the summer of 1999. For the past two years, the DAT was charged to develop a series of recommendations on the desired changes for downtown Kirkland. The recommendations in this document set forth a series of public actions and private opportunities. This plan is more strategic in nature and less of a physical building plan. Detailed physical planning will follow as necessary and appropriate.

This plan is structured to explain the background for the plan’s recommendations. The first section

of the document explains the overall reasons behind the plan’s conclusions, then discusses specific functional issues: circulation, retail, office and housing, and parking. The second half of the document summarizes the specific recommendations within their general central city physical areas: the Lakefront Area, the Core Area and Park Place. Although described this way, the plan was developed to consider the recommendations as a collective, integrated whole.

The process to develop the plan was multifaceted to ensure that all views were considered. The broad-based DAT met regularly for 18 months to develop the plan. In addition, over 60 community leaders were interviewed at the start of the process, 22 presentations were made to community and neighborhood groups, and a citywide forum was conducted with over 100 attendees. Drafts of the plan were circulated for public review and information was distributed throughout the project.

We feel that this is a first major step in making downtown Kirkland into a high-quality pedestrian village.

Members of the Kirkland Downtown Action Team:

Elisa Bakker	Mike Nelson
Dick Beazell	Gunnar Nordstrom
Kim Bentz	Jerry O’Day
Bob Burke	Teddy Overleese
Ken Davidson	Lizzy Pachaud
Curtis Gelotte	Roshan Parikh
Tere Gidlof	David Ramsay
Bonnie Jean Kelley	Mike Raskin
Jim Lauinger	Eric Shields
George Lawson	Michael Shulman
Steve Lorian	Bob Sternoff
Karen Lightfeldt	Dean Tibbott
Michael Lyons	Debra Twersky
Barry Jepson	Garin Wedeking
Keith Maehlum	Katherine Wright
Ellen McMahon	

If you have any questions or would like more information, please contact:

Jeremy McMahan, AICP
Planning Supervisor
City of Kirkland
123 Fifth Ave.
Kirkland WA 98033-6189
Phone (425) 828-1141
Fax (425) 803-2859
Email: jmcmahan@ci.kirkland.wa.us



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SUMMARY OF KEY ELEMENTS

This document summarizes the key elements of the recommendations of the Downtown Action Team. The Downtown Action Team has been gathering community ideas, concerns, and recommendations about the Team's conclusions since the summer of 1999. Ongoing community involvement will be key in implementing the Plan.

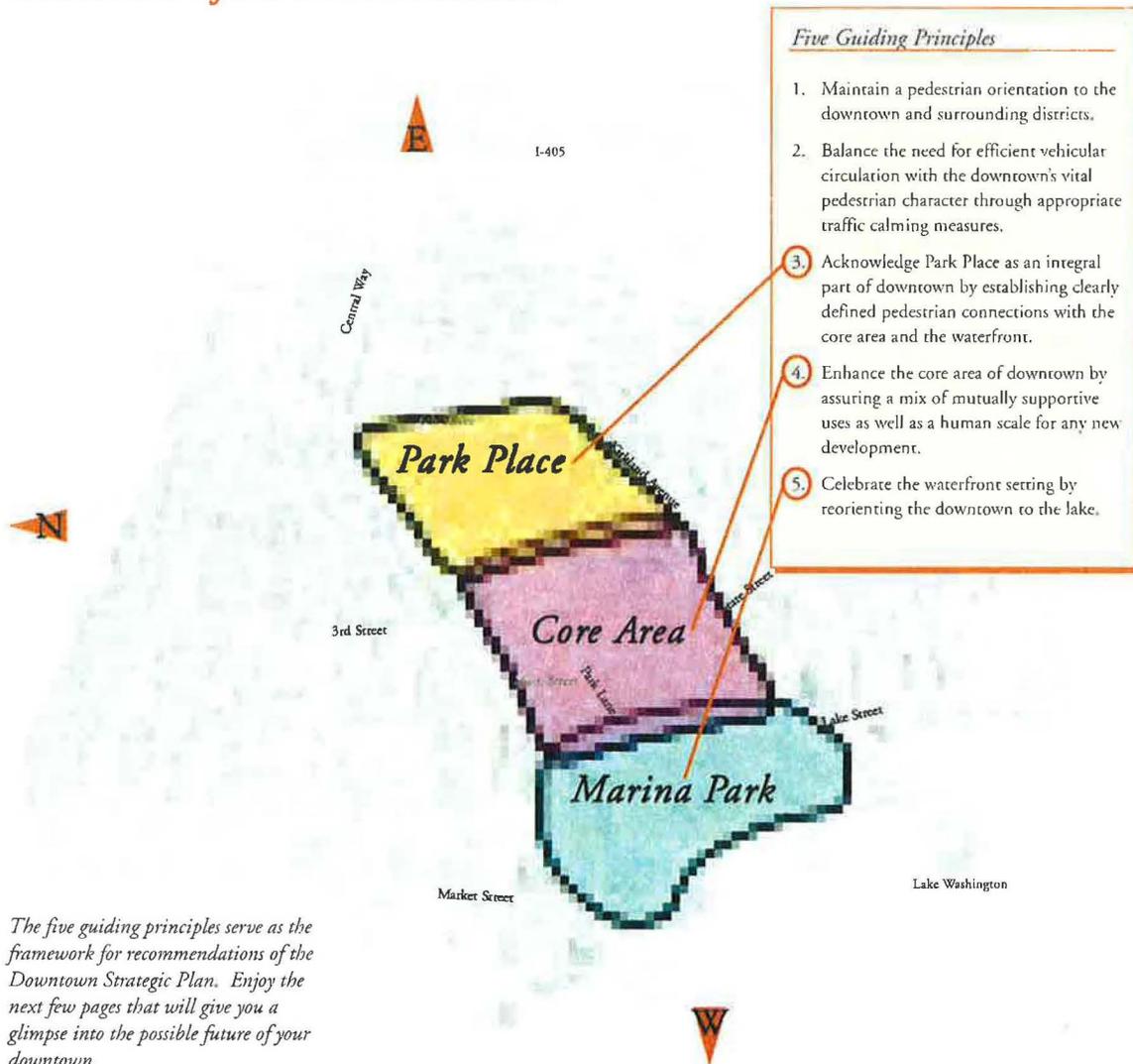
The publication you are about to read is a result of many months of sincere effort on

the part of citizens, city staff, city officials and a team of consultants expressly chosen for their expertise in planning for the future of downtown.

During the planning and design process, the consultant team and the Kirkland Downtown Action Team developed five core principles that would guide the process through to completion. The five principles kept all of the efforts focused on a comprehensive strategy for addressing the

issues and opportunities facing downtown Kirkland. You will find these five points illustrated in the vignettes surrounding the map illustration of downtown (pages 6, 7) and throughout the text of this document. Two of the five principles speak to the overall function of the study area. Three others address issues found in each district of the downtown. The principles will be highlighted in those portions of the text that relate to the specific district to which the principle applies.

Illustration of Downtown Kirkland



FOUNDATIONS AND CONCLUSIONS

Rationale for Plan Recommendations

For ease of reading, the following recommendations are presented by topic, recognizing that some have an impact on or will need to be integrated with others.

General Conclusions

- Downtown Kirkland belongs to the entire city. Citizens view it as their “living room” regardless of whether they live downtown, near downtown, or elsewhere in the city.
- Research from successful downtown revitalization efforts throughout America show that residents and businesses city-wide realize tangible economic and social benefits when a downtown area thrives.
- Downtown Kirkland has many strengths, including its public spaces, spectacular art, and proximity to Lake Washington (Figure 1). In some respects the downtown enjoys a generally healthy environment, especially for selected restaurants and retail such as art galleries and specialty shops. The area has a strong history, a nice pedestrian feel, and small town scale. However, in other respects the downtown has a very challenging and fragile economic climate; it certainly has the potential to become much more. Realizing this potential requires that the varied interests within the community continue to build trust with each other

and reach agreement on the future direction for the downtown – in total and in the details.

- The goal of transforming downtown Kirkland into a high quality pedestrian village is broadly supported – it is the bedrock of common ground in the community!
- Marina Park is a wonderful part of the downtown (Figure 2). Public events are well attended and people often speak of raking out of town guests to visit the lakefront and enjoy the surrounding properties. However, its huge potential public benefits and central role in



Figure 3: Development Concept for Marina Park

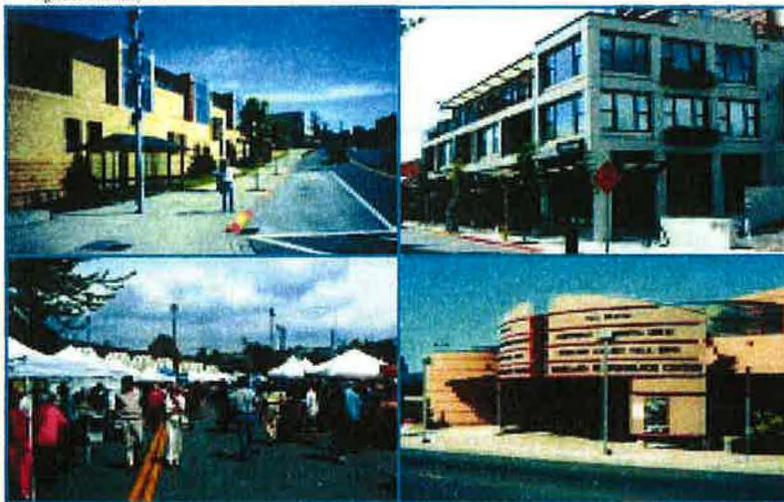
downtown are not fully realized because the existing surrounding retail buildings turn their back to the lake and the Marina Park parking lots act as a barrier between the downtown and the waterfront. A commitment to a major increase in visual and pedestrian access to the lake is the kind of big picture idea that can transform the downtown: “Bring downtown to the lake – bring the lake to downtown.” (Figure 3)

- The Pacific Northwest’s rainy climate necessitates weather-protected pedestrian linkages. The linkages will help create a downtown that remains active 365 days instead of only coming alive when the sun shines.
- Downtown is comprised of interconnected components. Some of these connections are not currently well developed or defined. A successful Downtown Plan must be developed and implemented as an integrated package. Dealing with any of the components in isolation from the whole significantly increases the likelihood that the downtown will fall short of the excellence that is within reach.



Figure 2: Marina Park

Figure 1: The Many Faces of Downtown



Circulation Network

The downtown has many positive pedestrian features. The small block grid pattern and Park Lane are two of the foundations of this comfortable pedestrian environment. However, as with the lakefront, there are many pedestrian opportunities unrealized and in some cases, problems unaddressed. For example, the strong pedestrian features of Park Lane (Figure 4) do not extend throughout the entire downtown; linkages between the core area, Peter Kirk Park, and Park Place have limitations; some streets are challenging for a pedestrian to cross; and many existing sidewalks are too narrow and/or in poor repair.



Figure 4: Park Lane

- The opportunities for bicycle travel through and within downtown are limited.
- The current circulation system emphasizes the needs of the automobile at significant expense to pedestrians. The mixture of cars and pedestrians, particularly on Central Way, is neither attractive nor safe for pedestrians. This seriously restricts connections between the surrounding neighborhoods and the downtown, as well as movement within the downtown.
- The Downtown Action Team believes it is realistic to manage current and anticipated traffic volumes on Central Way and Lake Street in a way that better meets pedestrian needs, while retaining cars needed to support a healthy retail environment (Figure 5).

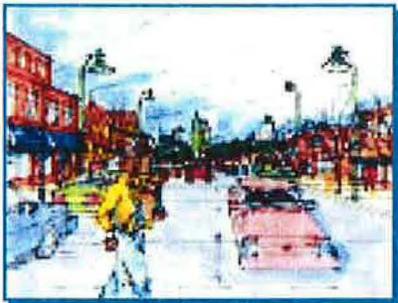


Figure 5: Concept Design for Central Way

Through thoughtful implementation, this can be accomplished without creating detrimental diversion or adverse impacts on adjoining neighborhood streets. Eliminating or significantly reducing traffic on downtown streets is not the goal – improving pedestrian safety and circulation is. Traffic needs to be slowed, calmed, and better managed in order to improve pedestrian safety.

- Mass transit, transit riders, and a transit center are important parts of downtown Kirkland, both today and in the future.

Retail Uses

- Many involved in the planning process to date have stated a desire to create significantly more local-serving retail businesses in the downtown core. The lack of apparel stores and the recent closing of the hardware store in Park Place are two of the most frequently cited examples to support this point of view.
- The potential buying power near the downtown is substantial. The percentage of average household incomes higher than \$75,000 within a three-mile range of downtown is significantly higher than the national average. It should be possible to make local-serving retail thrive in downtown Kirkland. The recent influx of housing in the downtown area should start the process of strengthening existing retail and attracting new retail.



Figure 6: Park Place Today

- The downtown core is currently served by restaurants and art galleries, some of which are doing acceptably financially, and small 'mom and pop' retailers, many of which are struggling. Reasons include:
 - low sales,
 - high rents,
 - limited store hours,
 - weather, and
 - lack of a critical mass of customers and similar retail and related problems.



Figure 7: Redevelopment Potential for Park Place

- Customers are choosing to shop elsewhere, including in nearby regional shopping centers.
- There are key opportunity sites (e.g., corner locations) for retail that are underdeveloped at this time.
- Park Place is an important part of downtown retail. Its existing retail tenants provide some of the needed local-serving businesses (e.g., grocery, pharmacy) (Figure 6). It is important to preserve these uses, which serve as key 'anchors' in downtown. However, space limitations, limited parking, the challenge of paying higher rents in a remodeled center, competition for space from higher-paying tenants, and competition from stronger markets limit the ability to expand convenience retail in Park Place (Figure 7).
- The types of uses and activities that get value from a lakefront environment and access include restaurants, housing, hotels, and "destination-retail" – specialty shops that depend more on name recognition and less on pass-through vehicular traffic. Most retail uses do not benefit from, or need, direct lakefront access. Shops continue to rely on traffic.
- Both by location and historic use the core area (the four blocks bounded by Lake Street, 3rd Street, Central Way, and Kirkland Avenue, the area south of Kirkland Avenue and the northern side of Central Way and southern side of Kirkland Avenue) becomes the logical target to provide more opportunities for both specialty and local-serving retail. New retail should be encouraged while maintaining strict design standards that retain the quaint historic, small town feel of the current downtown (Figure 8).
- Some properties need to redevelop at higher intensities to make it economical to provide better retail space. The income from upper story uses often is what makes redevelopment economically feasible.