

Everest Neighborhood Plan

Draft Everest Plan for June 25, 2015 public hearing with strikethrough and underlined text

The Everest Neighborhood Plan was updated in 2015 as part of the GMA update. ~~Therefore, references in this chapter to goals, policies, or specific pages in other chapters may be inaccurate if the other chapters have since been updated.~~

1. INTRODUCTION

The emphasis is on encouraging a range of residential uses and permitting limited economic activities.

The Everest Neighborhood is generally situated between the Cross Kirkland Corridor and I-405, and between NE 68th Street and NE 85th Street. The neighborhood contains a wide variety of land uses, ~~and a substantial amount of undeveloped land.~~ Single-family development is located in the central and eastern portions of the Everest Neighborhood, whereas multifamily development is concentrated toward the south and northeast. Light industrial development is clustered in the western part of the neighborhood and extends northeast along the Cross Kirkland Corridor.

The policy emphasis for the Everest Neighborhood is to maintain the character of the existing single-family areas in the central and east portions of the neighborhood to minimize the disruption of regulated slopes, and to allow for the infilling of multifamily and industrial areas consistent with their existing character.

Format of analysis for the Everest Neighborhood is discussed.

Specific land use designations for the Everest Neighborhood are illustrated in Figure E-~~13~~. These designations are based on several factors including the natural environment, existing uses, traffic patterns, land use inventories, and other relevant concerns. For convenience, the following analysis of the Everest Neighborhood has been divided according to functional headings.

2. NATURAL ENVIRONMENT

Geologically Hazardous Environmentally sensitive slopes are identified. Slope stability analyses should be required, and development should be regulated accordingly.

Figure E-1 identifies Moderate and High Landslide slopes and Seismic Hazard areas within the Everest Neighborhood. Environmentally Moderate and High Landslide sensitive slopes exist in the northern and eastern portions of the Everest Neighborhood. Due to the possibility of landslides, excessive erosion, or other problems associated with development on slopes, a slope stability analysis should be required prior to development on these environmentally sensitive slopes. If landslide or drainage problems are likely to occur as a result of the proposed development, then the type, design, and/or density of the land use should be restricted as necessary to avoid these problems. Existing vegetation in these areas should be preserved to the greatest extent feasible to help stabilize the slope and maintain drainage patterns. Seismic hazard soils are shown in wetland and stream areas (see Natural Environment Elements Chapter).



Figure E-1: Everest Geologically Hazardous Areas

The functional integrity of watercourses is to be maintained or improved.

Several streams exist in the Everest Neighborhood (see Figure E-2). These streams should be preserved and maintained in their natural state, or where necessary ~~rehabilitated~~ restored to a natural condition to provide not only for the storage and flow of the natural drainage system, but also to provide natural amenities in the area.

~~A possible w~~Wetlands exist areis identified in the southeast portion of the Everest Neighborhood.

In the southeast portion of the Everest Neighborhood, the water table is at, or very near, the surface (see Figure E-2). In this vicinity the surface is wet and soggy, ~~suggesting~~ indicating the presence of a wetland providing important water storage and water filtration functions as well as providing habitat for a number of wildlife species. Many of the wetland areas are now in public ownership, however, ~~f~~Future proposals for development in this area should take these hydrologic and biologic conditions into consideration.

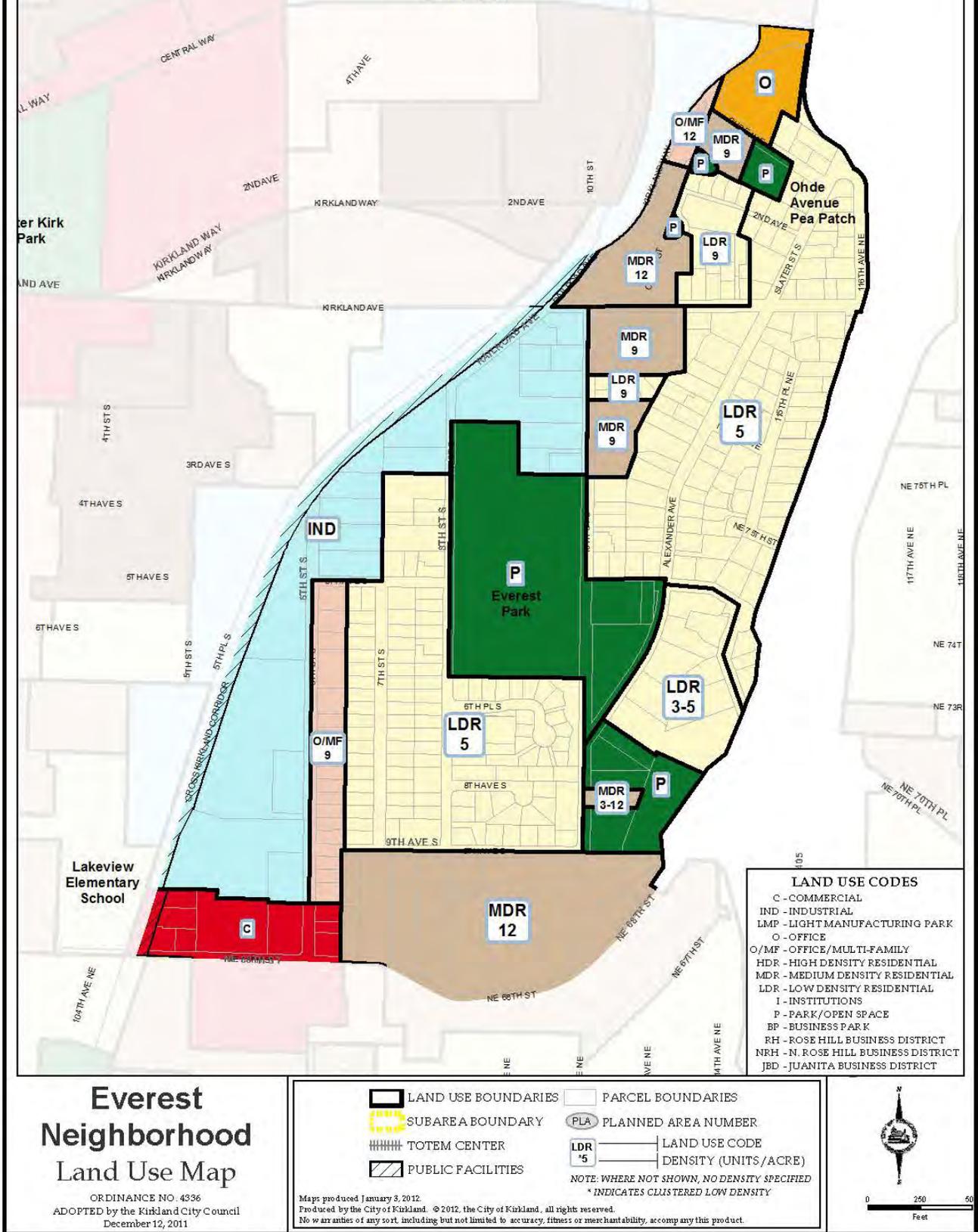


Figure E-3 shows the land use designations in the Everest Neighborhood.

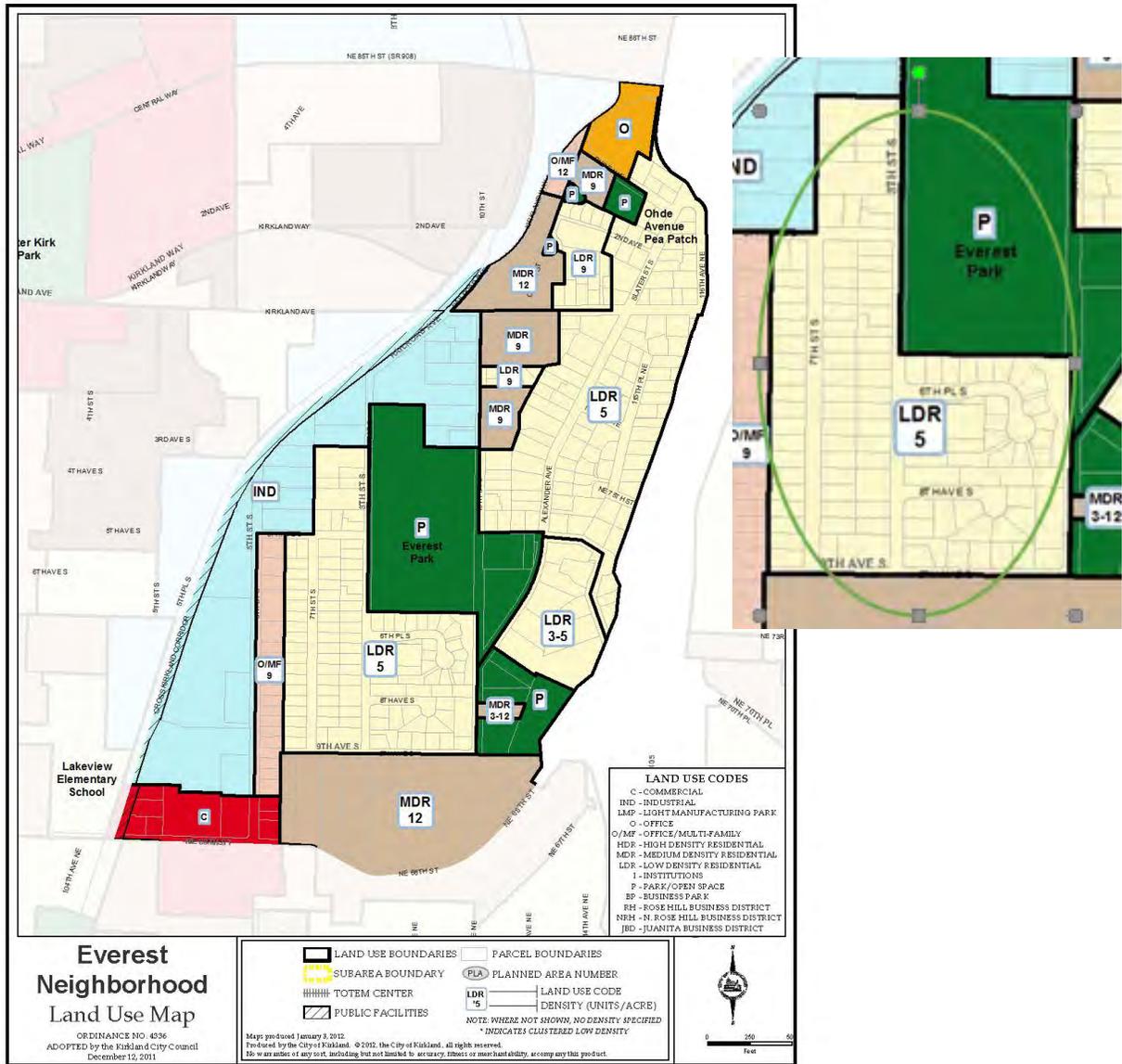


Figure E-3 Everest Land Use

Residential

Single-family densities are to be maintained west and south of Everest Park.

Most of the Everest Neighborhood is residential in character, including older single-family homes, which add variety to Kirkland’s housing supply and provide alternatives to multifamily units and newer single-family homes (see [Land Use Living Environment](#) Chapter). The residential land immediately west and south of Everest Park should be maintained at low residential densities (up to five dwelling units per acre). ~~in order to foster confidence in the area and thereby stimulate maintenance and improvements to existing homes (see Living Environment Chapter).~~ New single-family development could help stabilize and prolong single-family use in this area.

Single-family designation on the hillside east of Everest Park is to be maintained.

The hillside in the eastern portion of the Everest Neighborhood contains ~~several~~ single-family homes and ~~a comparable amount of~~ undeveloped land. Vehicular access is limited, and perhaps for this reason, there is a quiet and secluded character to this residential area. Due to the existing commitments to single-family use, and because of ~~environmentally sensitive~~ geologically hazardous slope conditions and drainage hazards associated with intense development on these slopes, the eastern portion of the Everest Neighborhood should generally retain its low-density residential classification (up to five dwelling units per acre).

Residential development south of Alexander Avenue should have a base density of three dwelling units per acre, according to standards.

On the ~~largely undeveloped portion of the~~ hillside south of Alexander Avenue, single-family residential densities should be ~~further~~ limited due to ~~environmentally sensitive~~ geologically hazardous slope conditions. The base density for residential development on ~~these~~ environmentally sensitive slopes should be three dwelling units per acre, subject to the following standards:

- (1) Preparation of a slope stability analysis;
- (2) Maintenance of maximum vegetative cover;
- (3) Retention of watercourses and wetlands in a natural state;
- (4) Control of surface runoff at predevelopment levels;
- (5) Recording of a covenant which indemnifies and holds harmless the City for any damages resulting from slope instability.

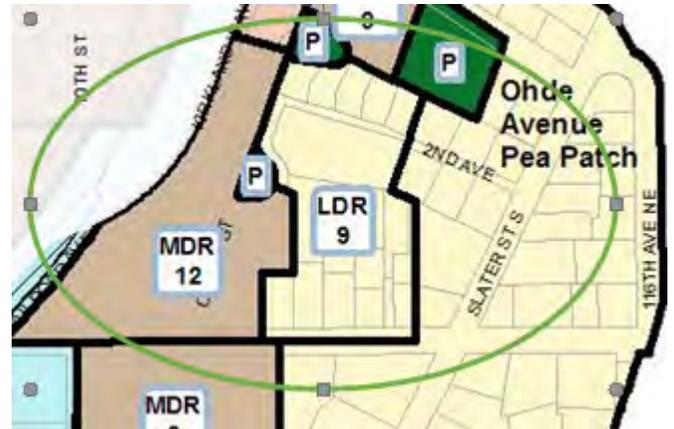
~~Four to~~ Up to ~~five~~ dwelling units per acre should be permitted according to additional standards.

~~North of Alexander Avenue, r~~ Residential densities should be allowed ~~to be increased at by an extra one to two dwelling units per acre (up to five dwelling units per acre)~~ depending on the degree to which the



development proposal conforms to the following standards, in addition to the standards listed above:

- (1) Preparation of a slope stability analysis which addresses the site to be developed, as well as adjacent sites and the immediate drainage area;
- (2) Limitation of lot coverage;
- (3) Attaching or clustering of structures;
- (4) Ability of the City to provide necessary emergency services;
- (5) Aggregation of at least one acre of land.

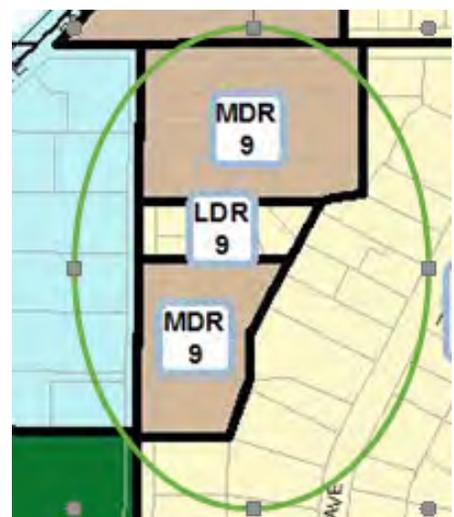


Slightly higher residential densities to be permitted in certain lands in the east Everest area.

There are several places in the Everest area where a slightly higher residential density is appropriate [as described below](#) (see Figure E-34). This is due to special conditions such as traffic circulation, natural features, preexisting development, and the shape and location of the land.

~~Slightly h~~Higher density up to nine dwelling units per acre in southeast corner of Kirkland Avenue/10th Street South inter-section.

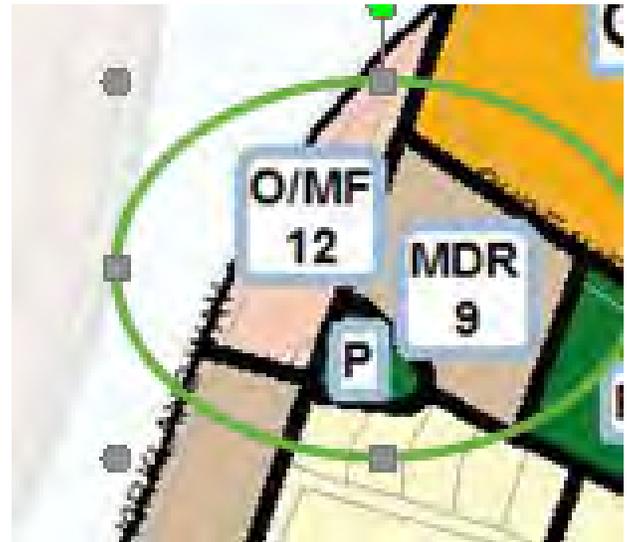
The land in the southeast corner of the Kirkland Avenue/10th Street South intersection may be developed at up to nine dwelling units per acre. Clustering and common-wall development, and retention of existing vegetation are encouraged as a way to lessen the ~~noise and~~ visual impacts on the residential area to the east from the industrial area and [Cross Kirkland Corridor railroad](#) to the west.



Conditions in the area north of Kirkland Avenue between Cedar Street and Kirkland Way are described.

~~To the north of Kirkland Avenue there are slightly different conditions.~~ Several of the parcels east of Cedar Street and north of Kirkland ~~Way Avenue~~ have ~~certain~~ development constraints ~~such as~~ ~~Topography and is difficult, lots have an irregular shaped lots,~~ ~~and there is the noise from the railroad to contend with.~~ Internal access from Kirkland Avenue does not follow the dedicated Cedar Street right-of-way, and circulation is awkward and limited. Also, single-family units are located to the east up the slope and along Kirkland Avenue.

Future multifamily is not to spread further east. Medium densities (9 and 12 dwelling units per acre) are permitted where indicated.



Future multifamily in this area shall not extend further to the east than ~~presently~~ existing multifamily development (see Figure E-34). Medium density (nine dwelling units per acre) is appropriate for the majority of the land east of Cedar Street. The existing apartment site located at the northeast corner of the intersection of Cedar Street and Kirkland Avenue is appropriate for slightly higher residential density (up to 12 dwelling units per acre), due to ~~its~~ lack of environmental constraints, ~~its~~ direct access onto Kirkland Avenue, ~~its~~ proximity to other lands of similar density (across Cedar Street), and ~~its~~ ~~the~~ ability to physically accommodate additional development with a minimum of impacts to surrounding uses. ~~For the two parcels east of Cedar Street and south of the multifamily development and Ohde Pea Patch, the following standards should apply:~~

- ~~(1) The development pattern should be consistent with the existing subdivision along Second Avenue. Detached units rather than attached or stacked units should be developed.~~
- ~~(2) Vehicular and pedestrian access should be taken from an extension of Second Avenue connecting through to Cedar Street.~~
- ~~(3) Development should follow the recommendations of a geotechnical engineer approved by the City with regard to building setbacks from the ravines on the north and south sides of these two lots.~~
- ~~(4) The ravines should be protected in perpetuity with greenbelt easements.~~
- ~~(5) Reduced building setbacks from Second Avenue, as extended, should be considered in order to keep building footprints away from the ravines.~~

The land north of Kirkland Avenue and east of the multifamily development adjoining Cedar Street can develop at densities up to nine dwelling units per acre if the following standards are met:

- (1) Detached units rather than attached or stacked units should be developed.

- (2) If aggregation occurs, primary vehicular and pedestrian access should be taken from Kirkland Avenue.
- (3) Development should prevent impacts to the ravine.
- (4) Development should follow the recommendations of a geotechnical engineer approved by the City with regard to building setbacks from the ravine on the north side of these lots.
- (5) Reduced building setbacks from access roads should be considered in order to keep building footprints away from the ravine.
- (6) The ravine should be protected in perpetuity with greenbelt easements.
- (7) As each existing parcel is further subdivided, the layout of lots should allow for an efficient and coordinated layout of lots on adjacent parcels. Access roads should be located to be shared by adjacent parcels, if it doesn't result in a reduction in the number of lots.



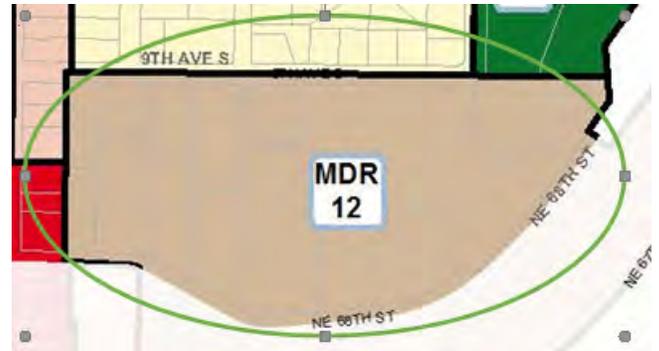
~~The land west of Cedar Street and the single parcel to the east of Cedar Street on the south side of Ohde Avenue, are appropriate for multifamily development at up to 12 dwelling units per acre, because this land is more removed from the single family areas to the east and south by a City park and a large ravine, and these parcels have direct access onto Kirkland Way or Cedar Street.~~

Midblock split of professional office/multifamily uses between 6th Street South and 7th Street South are discussed.

The block fronting on 6th Street South (see Figure E-31) may develop as either office or multifamily. Multifamily should be medium density (up to nine dwelling units per acre). The easterly extension of such future development should be strictly limited to the midblock line between 6th and 7th Streets South, and access should be restricted to 6th Street South only.

Densities up to 12 dwelling units per acre to be permitted at the end of 9th Avenue South.

~~Those lands northeast of the 9th Avenue South street end (see Figure E-1) should also be at a slightly higher density (up to 12 dwelling units per acre). This area will serve as a transition between the single family units to the north and the multifamily residential uses to the south. This area also has restraints on development created by environmentally sensitive slopes, wetlands, and access which is restricted to 9th Avenue South. The actual permitted density should be based on the degree to which long term buffering and protection of the single family areas to the north and west and preservation of wetlands and streams can be achieved. Taller structures are encouraged as a means to limit disruption of the slope and natural vegetation, but only to the extent that the buildings will not encroach upon the territorial view corridor located at the NE 68th Street gateway (see Figures E-1 and E-3). Furthermore, public pedestrian access should be developed from the east end of 9th Avenue South to NE 70th Street to provide convenient access to public transit facilities near Interstate 405.~~



Density should be limited if access is required from the north.

~~Vehicular access to development in this area identified for potential multifamily use should be limited to 9th Avenue South. If access is required through the low density area to the north, development density should be limited, consistent with that low density area, as set forth on page E-4.~~

Multifamily development along NE 68th Street and east of 6th Street South (up to 12 dwelling units per acre) is to be continued.

The southern portion of the Everest Neighborhood is impacted by the existence of a freeway interchange and by heavy traffic volumes along NE 68th Street. South of 9th Avenue South most land has been committed for multifamily use, although a few older single-family homes and some undeveloped land still exists. Future multifamily development in this area should be limited to a maximum of 12 dwelling units per acre.



4. ECONOMIC ACTIVITIES

Commercial

The Houghton/Everest Neighborhood Center business district to be contained within its present boundaries. A plan for future development of the commercial area should be coordinated with the Central Houghton Neighborhood.

The Houghton/Everest Neighborhood Center ~~business district~~ is a commercial area that spans the north and south side of NE 68th ST lying at the south end of the Everest Neighborhood. Commercial uses in this area should satisfy neighborhood needs rather than include intensive uses which would be located more appropriately in the Downtown or other major commercial centers (see the Land Use Economic Activities Chapter). Within the Everest Neighborhood, the height of structures in this area should not exceed 35 feet. The Everest and Central Houghton Neighborhoods should coordinate a plan for the Houghton/Everest Neighborhood Center along both the north and south sides of the NE 68th Street and involve the surrounding neighborhoods in the process. The plan should promote a coordinated strategy for future redevelopment of the Neighborhood Center which minimize adverse impacts on surrounding residential areas. The plan should include a transportation corridor study for 6th Street So.

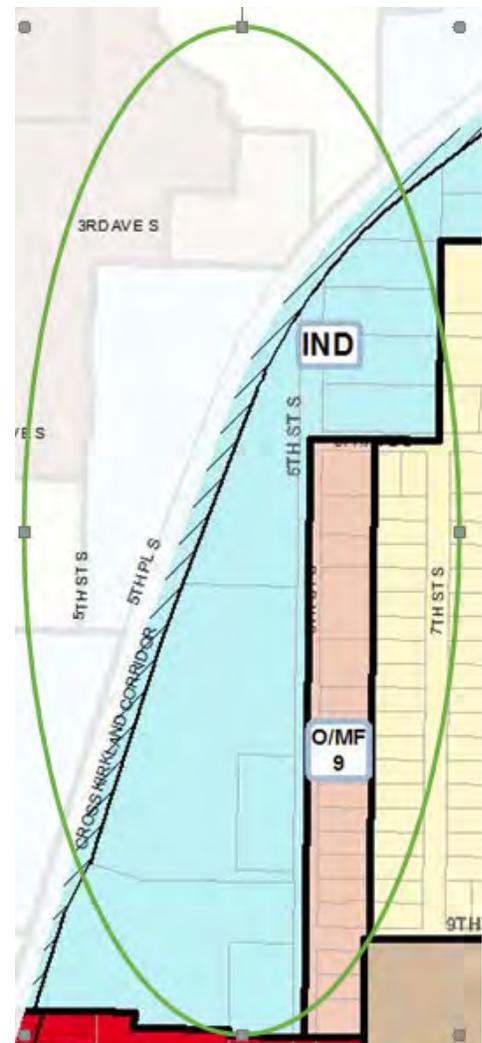
The existing land available for commercial use is sufficient to meet the needs of the neighborhood. Property along 6th Street South is impacted by heavy traffic volumes and by the existence of industrial and office activities located primarily to the west. These influences detract from the desirability of this area for residential use. Convenient access, however, makes this area suitable for a variety of economic activities.

Light industrialy and office uses areis permitted west of 6th Street South and along railroad tracksthe Cross Kirkland Corridor

subject to standards.

Light industrial ~~uses and office uses~~ exist and should continue to be permitted on the west side of 6th Street South and to the northeast along the ~~railroad tracks~~ Cross Kirkland Corridor to Kirkland Avenue (see Figure E-31). In this area there is a trend away from light industrial uses to office and other -uses. As redevelopment opportunities adjoining the Corridor arise, connections to the trail and innovative uses that may benefit from pedestrian and bicycle trail users should be encouraged. See Land Use Element for Cross Kirkland Corridor Policies. Further development in the industrial zones, however, should be subject to the following standards in order to maintain a relatively small scale of development in keeping with the existing character of the area:

- (1) Industrial activities should not generate heavy volumes of truck traffic along residential streets. Truck frequency, noise, and hazard can constitute a serious nuisance for residential areas. Therefore, the expansion of existing industrial uses should be permitted only if traffic impacts on residential areas are mitigated.
- (2) The visibility of industrial operations (including manufacturing, processing, storage, and shipping/receiving) from nearby residential development should be limited. Such industrial operations must be oriented away from residential uses and must be visually screened or completely enclosed within structures.
- (3) The height of structures should not exceed 35 feet.
- (4) Hours of operation should be considered on a case-by-case basis depending on the potential impact on the neighborhood. Industrial activities during evening or weekend hours may be permitted if they are not disruptive to nearby residential areas.
- (5) Industrial uses should not create excessive noise, glare, light, dust, fumes, and other adverse conditions which disrupt the residential character of the surrounding area.
- (6) Adequate fencing, landscaping, and/or other visual screening should be provided between residential uses and adjacent industrial developments and their related parking.



Professional office uses permitted east of 6th Street South, ~~subject to standards outlined in State Street area analysis.~~

Land along the east side of 6th Street South is suitable for

professional office use as a transition to the residential area to the east. Such development should be oriented toward and take access only from 6th Street South. The easterly extension of such development also should be strictly limited to the midblock line between 6th and 7th Streets South. ~~(see Economic Activities Chapter).~~

~~There should be an effective transition between single family neighborhoods and higher density residential and commercial uses to minimize impacts between uses.~~

~~Along transition areas between uses, higher density and commercial development should minimize impacts on adjacent low density single family neighborhoods with techniques such as landscape buffers, tree retention, the size, width and height of structures, compatible uses, adequate parking on site, and low lighting and noise levels.~~

~~*Commercial activities are not permitted in the western quadrants of the NE 70th Street freeway interchange.*~~

~~Two freeway interchanges exist within the Everest area. In many cases, commercial activities are located near freeway interchanges to take advantage of high visibility and easy automobile access. In the vicinity of the NE 70th Street interchange, however, topographic conditions greatly restrict visibility from the freeway. Furthermore, access is difficult for potential commercial use in this area. Commercial activities may also create conflicts with residential uses near the NE 70th Street interchange. For these reasons, commercial uses should not be allowed in these western quadrants of the NE 70th Street interchange.~~

~~*Professional office and limited commercial activities are appropriate in the NE 85th Street freeway interchange. Expansion of these activities is to be limited.*~~

~~Conditions in the vicinity of the NE 85th Street freeway interchange are somewhat different. Although much of the surrounding land to the south is developed for single-family use, convenient access to ~~SR 908-NE 85th~~ and Interstate 405 makes this area attractive for limited commercial activity. The existing office building north of Ohde Avenue takes advantage of this location while limiting impacts to the nearby single-family area. Expansion of existing storage facilities along the Cross Kirkland Corridor is discouraged. As redevelopment occurs along the Corridor, uses should be encouraged that will complement the use of the CKC, provide connections to the trail that will benefit the pedestrian and bicycle users of the trail. See Land Use Element policies from the Cross Kirkland Corridor Overlay. ~~Further expansion of office development should be prohibited, except for the land immediately south of Ohde Avenue and west of the existing City-owned parcel.~~~~

~~Development of office uses, however, should be subject to the following standards:~~

- ~~(1) — Office structures should be designed to be compatible with adjacent developments.~~
- ~~(2) — Parking for office activities is to be visually screened from adjacent residential uses. Underground parking is desirable. Driveways are not to be located adjacent to residential uses.~~

- ~~(3) — Appropriate landscaping should be required to visually integrate office uses with the residential character of the surrounding area.~~
- ~~(4) — Vehicular access is to be limited to Kirkland Way and Cedar Street.~~
- ~~(5) — The site design must incorporate substantial open space on the slope of the ravine in order to preserve the existing vegetation and provide a buffer area for the single family areas to the south. Supplemental plantings may be required to ensure adequate buffers.~~

5. OPEN SPACE/PARKS

~~*Expansion and/or redevelopment of Everest Park to provide additional ballfields and preserve open space and wetland areas is discussed. Sensitive areas and forested areas of Everest Park should be preserved, protected and enhanced.*~~

~~Everest Park is a 23 acre community park featuring community youth playfields, playground, picnicking areas, and trails. The playfields are used predominately by Kirkland American Little League. Special emphasis should be placed on preserving, protecting, and enhancing the park's extensive forested areas and accompanying pocket wetlands. Kirkland's Green Partnership program should be expanded to the park to provide upland and riparian plant restoration. The park features a section of Everest Creek. Stream restoration activities should continue in the park, and opportunities to provide storm water educational/interpretive information signage should be pursued. See PROS Plan for further details. Access to Everest Park could be enhanced further by providing pedestrian/bicycle pathways as illustrated in Figure E--.~~

~~Everest Park is currently developed with ballfields which serve the entire community. The demand for use of these facilities is exceeding the capacity of the present facilities. Therefore, future consideration should be given to reconfiguration of existing fields to accommodate an additional ballfield, or construction of new ballfields on existing undeveloped property in the northeast section of Everest Park. Since Everest Park serves a very limited communitywide use, any redevelopment or expansion of the park should be reviewed through a Master Plan process to encourage public participation in the review of the proposed facilities, as well as ways to ensure the compatibility of the park with the surrounding single family residences.~~

~~The addition of a playground to existing Everest Park property would be a benefit to both the young children whose families attend sports activities at the park and the children who live in the residential areas surrounding the park.~~

~~If additional undeveloped land east of 10th Street South becomes available, the City should consider acquisition to allow for preservation of the existing wetlands which feed Everest Creek and development of passive recreational opportunities.~~

~~The park itself has posed some problems for nearby residents in terms of vehicular access and parking. Access to Everest Park could be improved by providing a paved connection between 8th Street South and 10th Street South in the vicinity of the parking area in the northern portion of the Park (see also pages E-9 and E-10, subparagraph (67)). Additional parking facilities should also be provided to reduce the amount of on-street parking on residential streets. Access to Everest Park could be enhanced further by providing pedestrian/bicycle pathways as illustrated in Figure E-.~~

Open space value of streets is to be recognized.

One important open space of great community value is often overlooked. The street system provides Kirkland's neighborhoods with a number of excellent local and territorial views. Such "view corridors" lie within the public domain and are valuable for the beauty, sense of orientation, and identity they impart (see Community ~~Character Goals Chapter~~ and Open Space/Parks Chapter). Such view corridors are to be identified, preserved, and enhanced. One means to this end may be the undergrounding of utilities (see Public Services/Facilities Chapter: ~~Quasi-Public Utilities Section~~).

Access to Everest Park should be provided, particularly from the east and southeast.

Residents in the eastern portion of the Everest area rely on Everest Park for a variety of recreational needs. Therefore, it is essential to ensure that pedestrian access to the park will be available, particularly from the east and southeast. New developments in these areas should incorporate such access into their design.

Public land along Ohde Avenue should be preserved as open space.

The publicly-owned property along Ohde Avenue ~~could serve~~ as a small ~~neighborhood facility (e.g., community garden or pea patch)~~ for residents in the northern portion of the Everest Neighborhood.

6. PUBLIC SERVICES/FACILITIES

Utilities

Water, sewer, and drainage facility deficiencies should be corrected or upgraded prior to occupancy of new development. Runoff is to be controlled.

In parts of the Everest Neighborhood, water and sewer service is not adequate to support full development according to the land use designations in Figure E-3. Isolated problems may also arise with regard to storm drainage as natural areas become developed. Deficiencies in water, sewer, or drainage facilities should not necessarily prohibit development; however, prior to occupancy of new development, the water, sewer, or drainage facilities should be extended and/or upgraded to meet the requirements of designated land use for the area (see Public Services/Facilities Chapter: ~~Water/Sewage Systems Section~~). Furthermore, methods must be implemented to maintain surface runoff at predevelopment levels. ~~(see Public Services/Facilities Chapter: Drainage Section).~~

Undergrounding of utilities is to be encouraged.

In order to contribute to a more amenable ~~and safe~~ living environment as well as to enhance views and a sense of community identity, the undergrounding of utilities is to be encouraged (see Public Services/Facilities Chapter: ~~Quasi Public Utilities Section, Community Goals and Policies~~ Community Character Chapter, and Open Space/Parks Chapter).

Transportation

Streets, Bicycle and Pedestrian Circulation

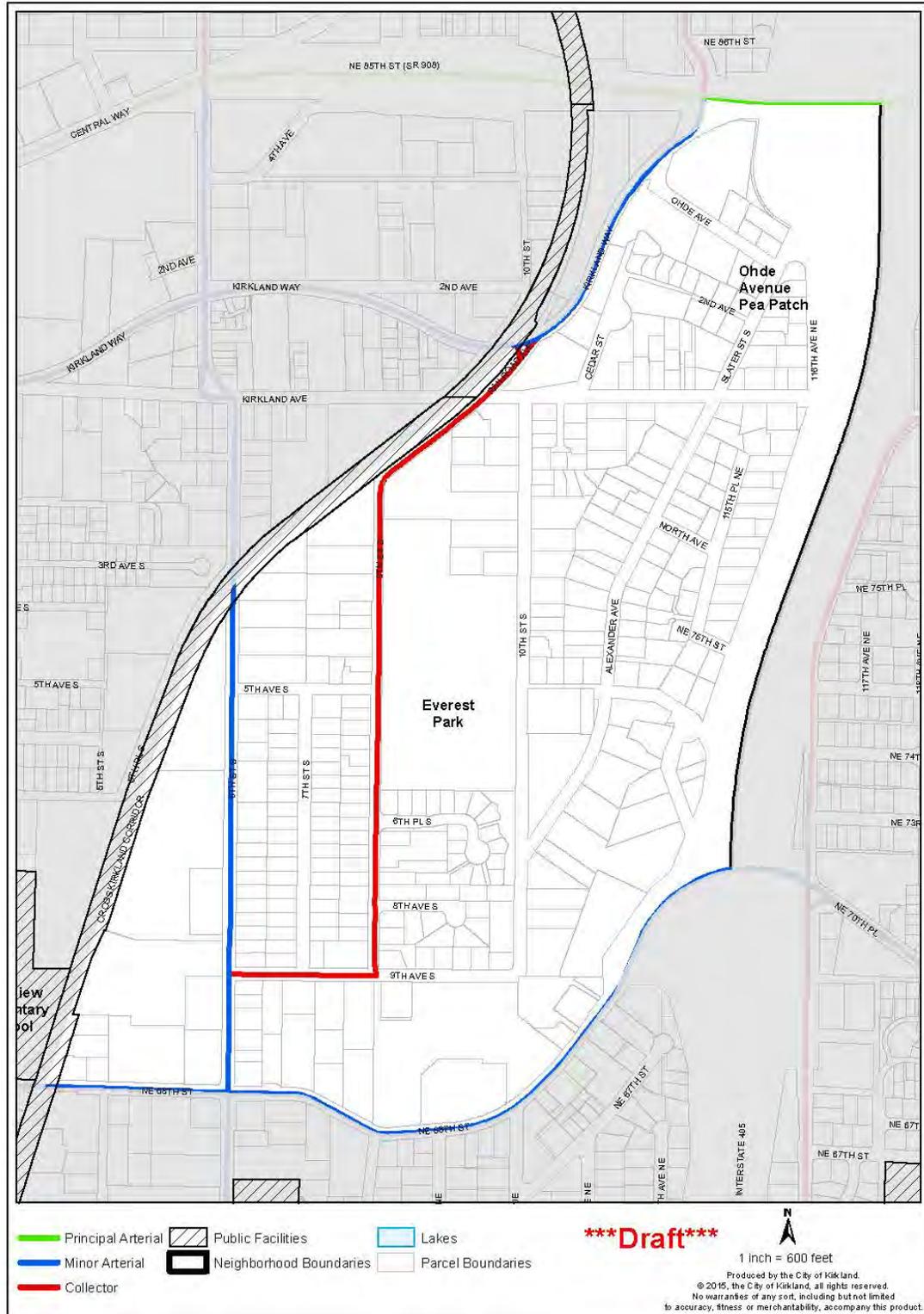


Figure E-4: Everest Street Classifications

Circulation patterns and improvements are recommended.

The circulation pattern in the Everest Neighborhood is fairly well established and allows for convenient travel through the neighborhood with minimal impacts on the majority of residential uses (see Figure E-4, [5 and 6](#)). Kirkland Way and NE 68th Street serve as major east/west corridors for through traffic. Sixth Street South is, and should remain, the major north/south corridor for through traffic. Interstate 405 is located along the eastern boundary of the Everest Neighborhood. Future modifications to circulation patterns in the Everest Neighborhood should conform ~~with~~ to the following provisions. [See also the Transportation Chapter](#):

- (1) Industrial traffic in residential areas should be discouraged.

~~Industrial traffic in residential areas should be discouraged. Consequently, I~~ industrial access should be directed towards the nearest arterial street capable of handling the traffic (see Figure E-~~42~~).

- ~~(2) ——— Kirkland Avenue should be classified as a collector arterial.~~

~~Since Kirkland Avenue is an east-west connector which serves the single-family residential areas of the Everest Neighborhood, it should be classified and developed as a collector arterial.~~

- ~~(23) Limitations on types of traffic may occur on Kirkland Way and Cross Kirkland Corridor tresseltrestle.~~

Although Kirkland Way presently accommodates a significant amount of traffic, this route poses several problems. Numerous accidents have occurred in the vicinity of the [Cross Kirkland Corridor bridge \(old railroad tressell trestle crossing\)](#). The City should continue to find ways to solve these traffic problems.

- ~~(34) Portions of 10th Street South to remain unopened~~

~~Wetlands are present southeast of Everest Park and therefore To prevent 10th Street South from becoming a through traffic route, that portion of the street south of Slater Avenue South should not become a through traffic route. remain undeveloped.~~

- ~~(45) ——— Portions of Alexander Avenue to be widened.~~

~~The Alexander Avenue right-of-way, between Slater Avenue South and 10th Street South, should be widened and developed as a neighborhood access street in order to provide access to Everest Park for the eastern portions of the neighborhood and to improve vehicular circulation in the area.~~

~~In addition, the 10th Street South right-of-way between the south boundary of Everest Park and 9th Avenue South may be located within a wetland area and consequently may remain unopened.~~

(46) Improve the Major pedestrian/bicycle circulation system in the neighborhood by providing improvements for pedestrians and bicycles pathways are recommended according to Figure E-25 and consistent with the Transportation Master Plan.

Major pedestrian and bicycle pathways should be built through the area according to the designations shown in Figure E-5 and 62. Unopened segments of 10th Street South, Alexander Avenue, and Slater Avenue South contain unimproved pathways which provide a pedestrian link to Everest Park for the areas to the east. Because of presence of wetlands vehicular and pedestrian access may be limited however, Until the rights-of-way are improved, these pathways should remain, but not be permitted to expand into the nearby wetland areas. If When the rights-of-way are developed, the improvements should be designed to accommodate pedestrian and bicycle traffic in order to maintain the existing access to Everest Park. An additional east/west pedestrian corridor is needed between 10th Street South and 8th Street South. Portions of Kirkland Way between Kirkland Avenue and NE 85th ST lacks sidewalks. The City should pursue funding to make sidewalk connections along the street. Furthermore, public pedestrian access should be developed from the east end of 9th Avenue South to NE 70th Street to provide convenient access to public transit facilities near Interstate 405.

(57) Methods to alleviate traffic and parking problems on 8th Street South should be studied.

The residential portion of 8th Street South between Railroad Avenue and 9th Avenue South has been impacted by traffic and parking associated with industrial uses to the north and users of Everest Park. Consequently, the City should undertake measures to reduce these impacts. Traffic control measures also should be required of future industrial and/or park development.

(6) Support development of the Cross Kirkland Corridor as a multipurpose trail for pedestrians and bicycles with access points along the corridor.

The Cross Kirkland Corridor provides an opportunity for a bicycle, pedestrian and rail transportation corridor. With development, redevelopment or platting, public pedestrian and bicycle access easements should be provided for properties adjacent to the Cross Kirkland Corridor consistent with the CKC Master Plan and the PROS Plan.

(7) Support transportation measures that will reduce commuter or pass through traffic through the neighborhood.

7. Urban Design

Urban design features assets are identified

The Everest Neighborhood presents a diverse visual image. The southern border presents the image of a multifamily neighborhood, while the western boundary presents the image of commercial/industrial development. However, the one image that is not clearly visible from the major pathways in the neighborhood is that of the most prominent land use, the single-family residences in the central and eastern portions of the neighborhood (see Figure E-37). Everest’s urban design features are shown on Figure E-67.



Figure E-7: Everest Urban Design Features

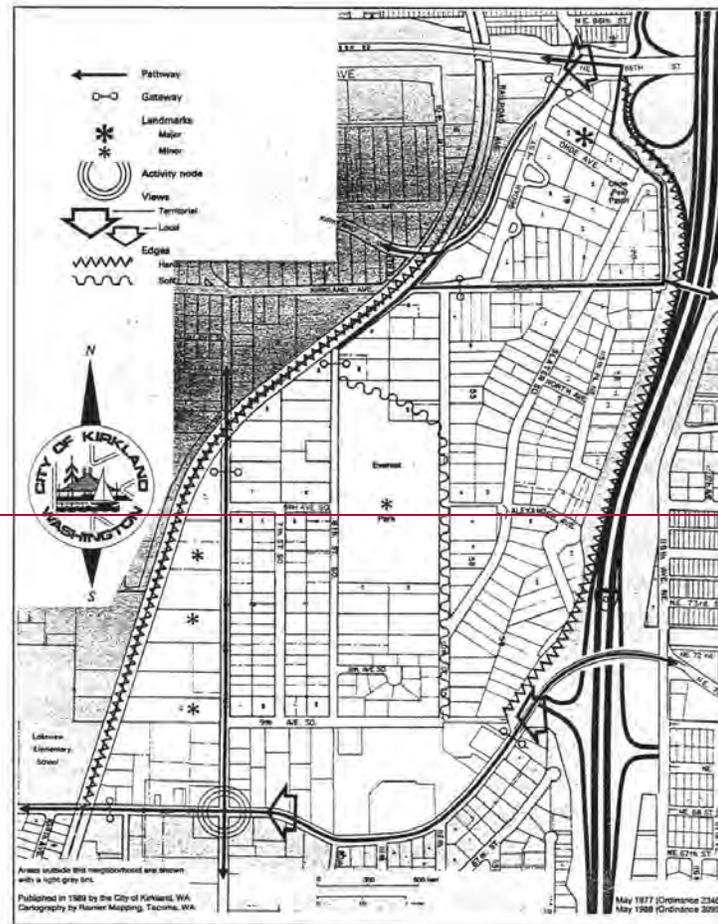


Figure E-3: Everest - The Image of the City

XV.E-12

City of Kirkland Comprehensive Plan

'Edges' are discussed.

The 'edges' of the neighborhood are sharply defined by the Cross Kirkland Corridor railroad tracks on the west and I-405 to the east.

'Visual landmarks' are discussed.

Two prominent visual landmarks are the Sierra Building at the north end of the neighborhood and the Google Building located in the industrial/office commercial area west of 6th Street South is a minor landmark. The neighborhood commercial area along NE 68th Street is a major gathering place for the neighborhood. These landmarks represent the mixed-use character of the neighborhood's edges. The ballfields of Everest Park near the center of the neighborhood is an important are also a minor landmark which serve as a community open space and also provide a peaceful view for the uphill residential properties to the east.

'Pathways' are discussed and identified in Figure E-53.

The major pathways by which the majority of residents enter and traverse this neighborhood are Kirkland Way, ~~and~~ 6th Street South, ~~and the Cross Kirkland Corridor~~. It is along these routes that the majority of the neighborhood's commercial developments are located, and it is along these routes that impressions of the neighborhood character are formed. Therefore, development along these pathways should be of limited size and scale to reflect and emphasize the neighborhood's predominantly single-family character.

In addition to the primarily vehicular pathways which serve the Everest Neighborhood, the I-405 pedestrian overpass at the east end of Kirkland Avenue and ~~the~~ connecting pathways through the north part of the neighborhood serve as important pedestrian links between the Moss Bay Neighborhood and South Rose Hill on the east side of I-405 (see Figure E-53). Connections to the Cross Kirkland Corridor provide a major pedestrian and bicycle route connecting the neighborhood with the north and south sections of the City.

'Gateways' are discussed.

Gateways to a neighborhood provide an important first impression of the area's character and quality. Clear and vivid gateways enhance identity by conveying a sense of entry into something unique. Gateways to the neighborhood are identified in Figure E-73.

'Major views' are discussed.

~~Two~~ A major views of the Olympics and Lake Washington in the southern portion of the Everest Neighborhood ~~is~~ are at ~~NE 70th Street west of I-405 and~~ NE 68th Street at the intersection of 6th Street South (see photo below). ~~Both present sweeping territorial views of Lake Washington, Seattle, and the Olympic Mountain range (see Figure E-64). The NE 70th Street view can be protected by limiting building heights of future structures north of NE 68th Street.~~ The NE 68th Street/6th Street view can be significantly improved by removing pole signs, lowering signs, or placing signs on the face of buildings in the area, and either undergrounding or relocating overhead utility lines.

The other major view in the Everest Neighborhood is located at the intersection of NE 85th Street and Kirkland Way. This location presents a sweeping territorial view of Lake Washington, Seattle, the Olympic Mountains, and Downtown Kirkland (see Figure E-35).

XV.E. EVEREST NEIGHBORHOOD



Figure E-4: Everest Gateway

The NE 70th Street overpass of I-405 is a PATHWAY connecting the Everest and Bridle Trails Neighborhoods. It constitutes a GATEWAY to these neighborhoods from the Interstate. It's most significant urban design asset is the TERRITORIAL VIEW it affords of Evergreen Point, the floating bridge, Madison Park, the Seattle Central Business District, and even the Space Needle. This VIEW is priceless in conveying a 'sense of place' and should be protected by limiting or prohibiting obstructions.

XV.E-14

City of Kirkland Comprehensive Plan
January 2008 Revised

Delete the photo above with current photo below

The NE 70th Street overpass of I-405 is a pedestrian pathway PATHWAY connecting the Everest and Bridle Trails Neighborhoods. It constitutes a gateway GATEWAY to these neighborhoods from the Interstate. It's most significant urban design asset is the territorial view TERRITORIAL VIEW it affords of Evergreen Point, the floating bridge, Madison Park, the Seattle Central Business District, and even the Space Needle. This view VIEW is priceless in conveying a 'sense of place' and should be protected by limiting or prohibiting obstructions.



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-12). 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.

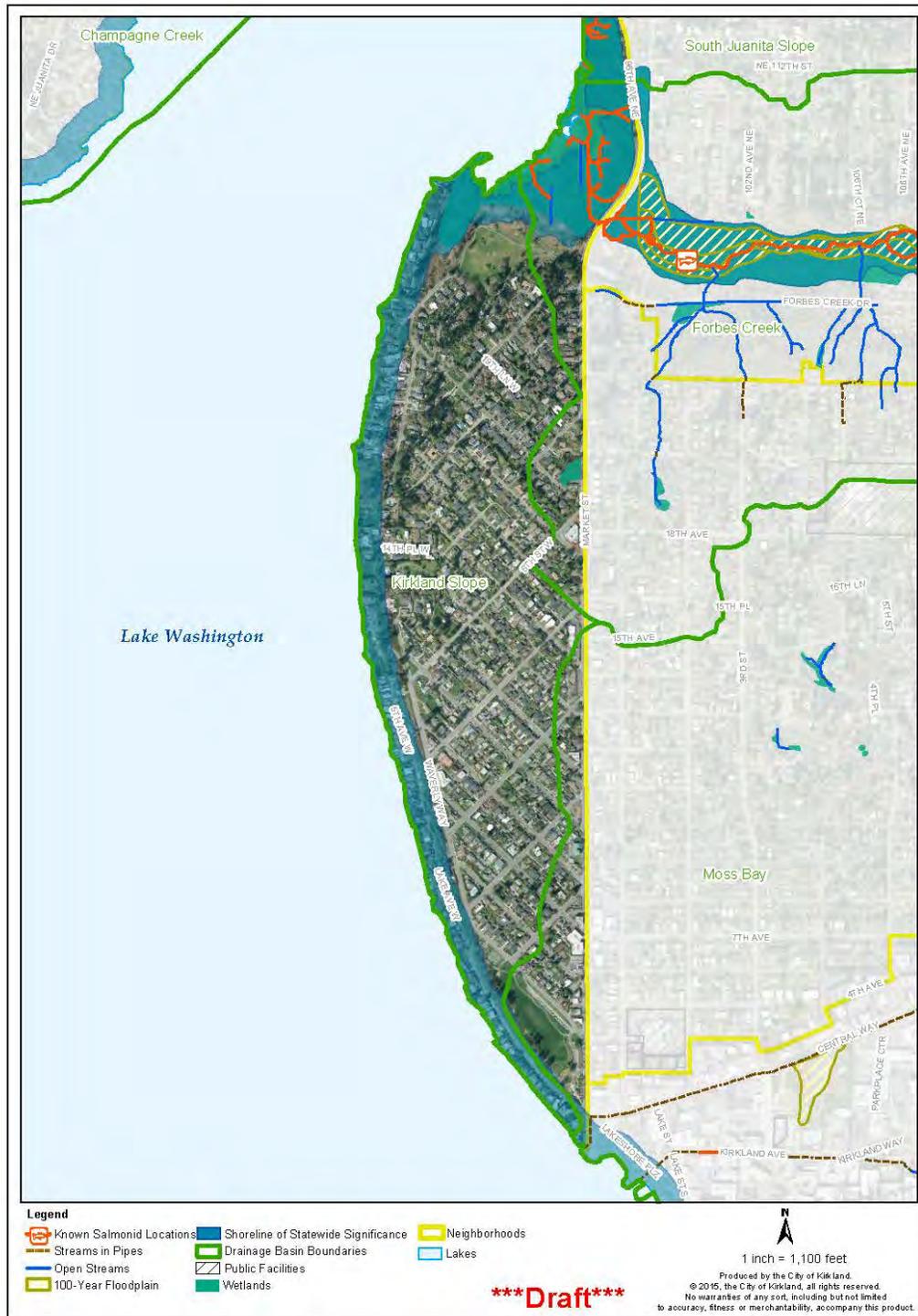


Figure M-1: Market Wetlands, Streams, and Lakes

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-32). 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.

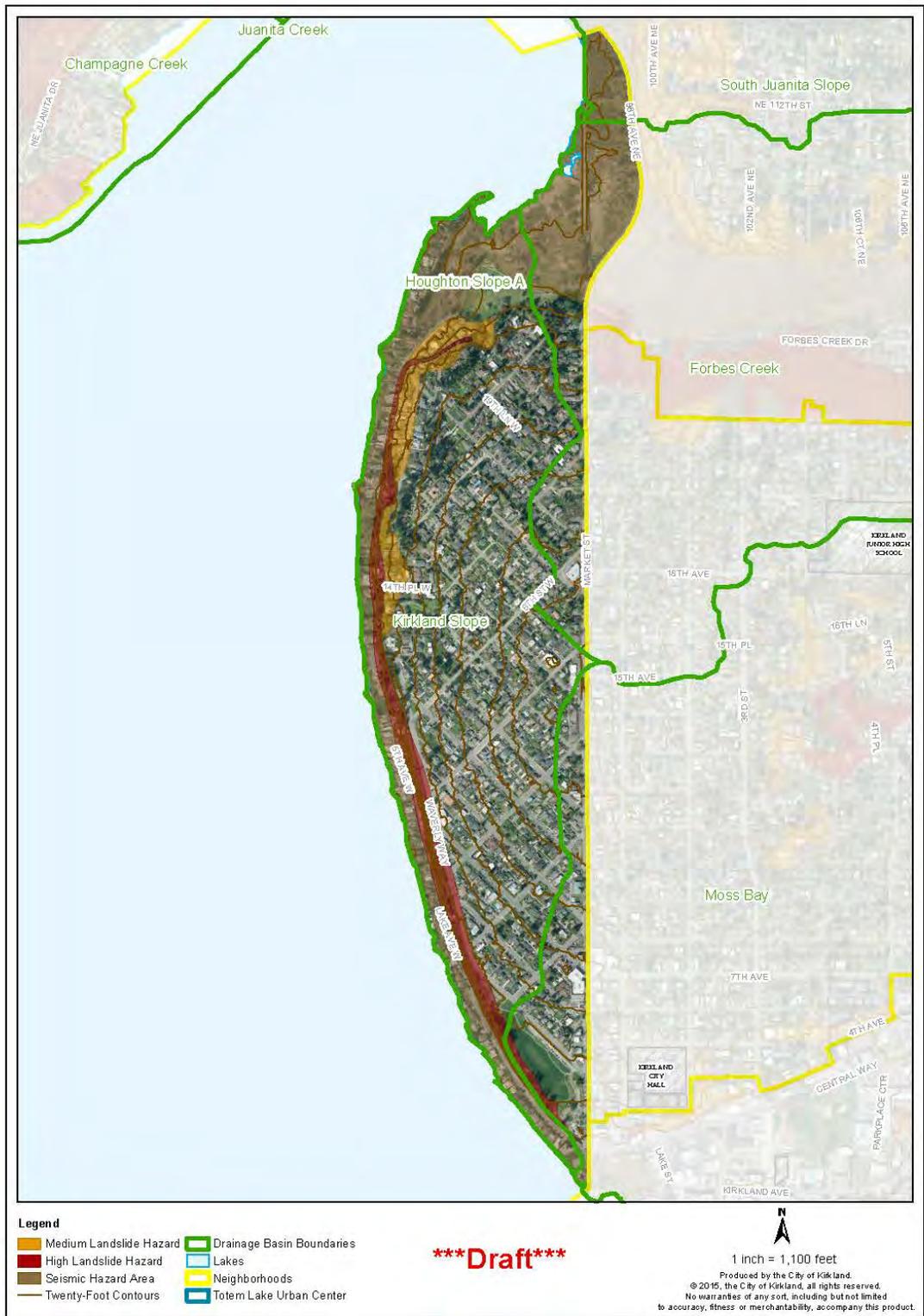


Figure M-2: Market Geologically Hazardous Areas

Figure M-2: Market Geologically Hazardous Areas

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.

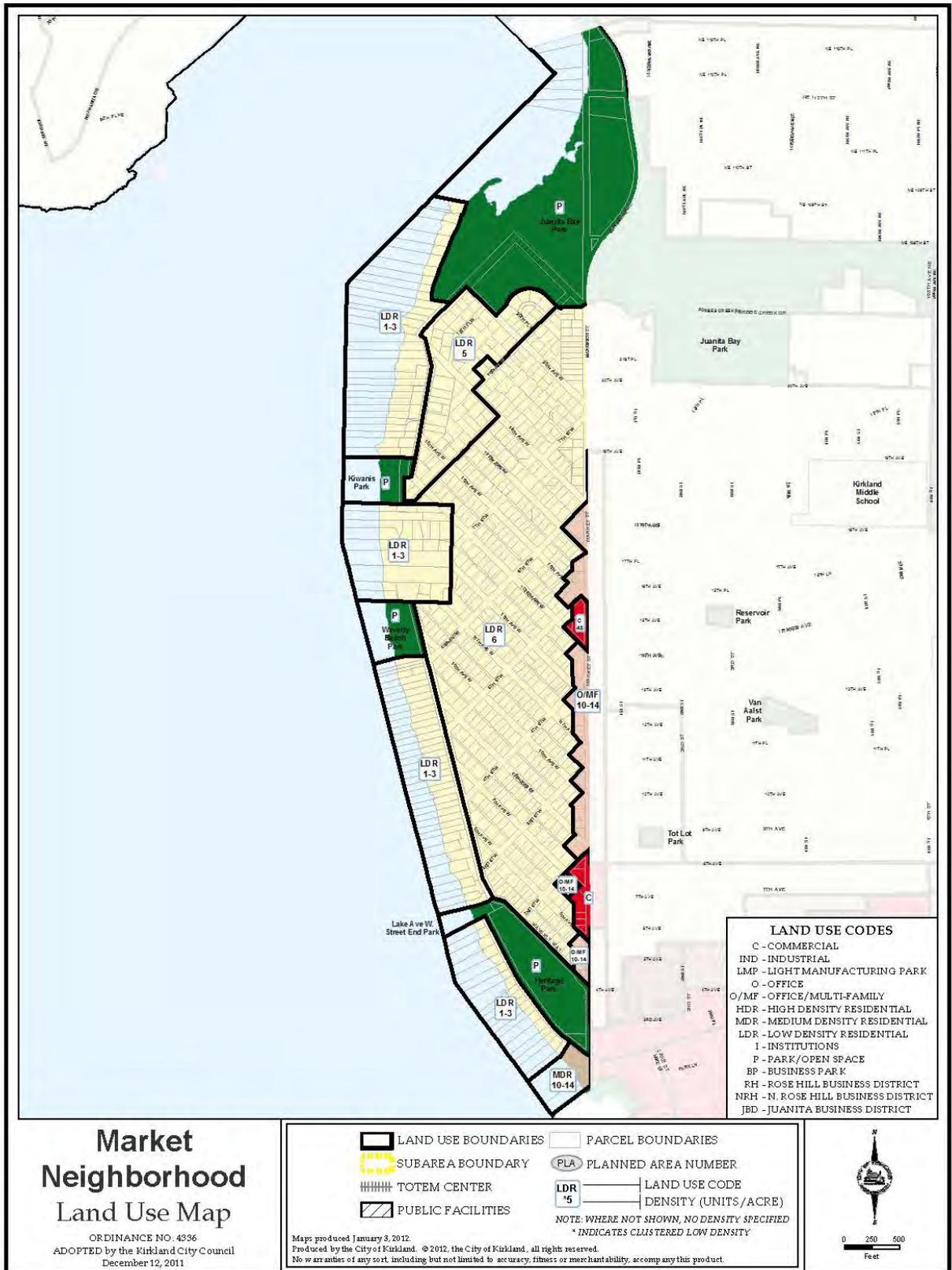


Figure M-3: Market Neighborhood Land Use

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-54. 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.

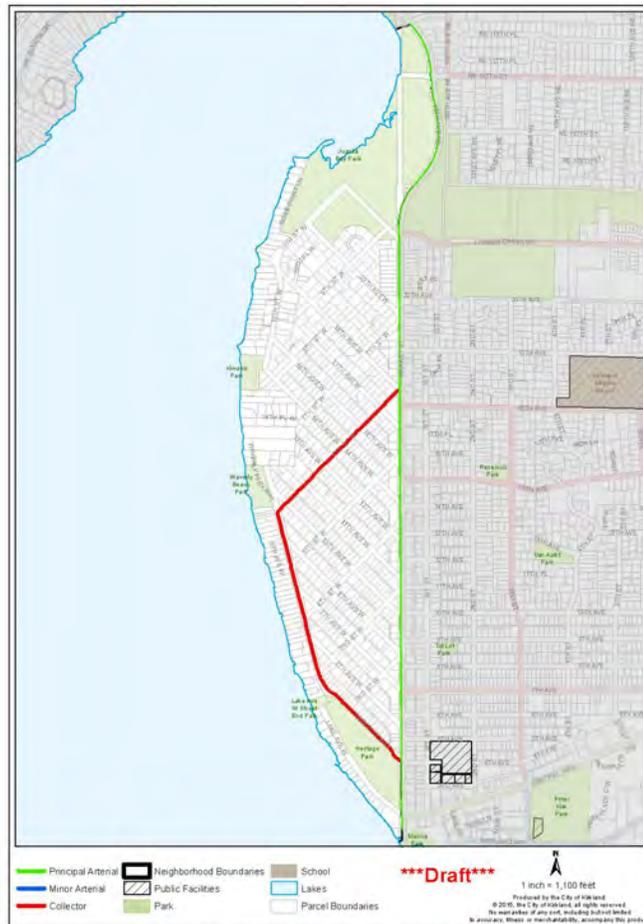


Figure M-4: Market Street Classifications

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-45.

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-65 and M-76 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.

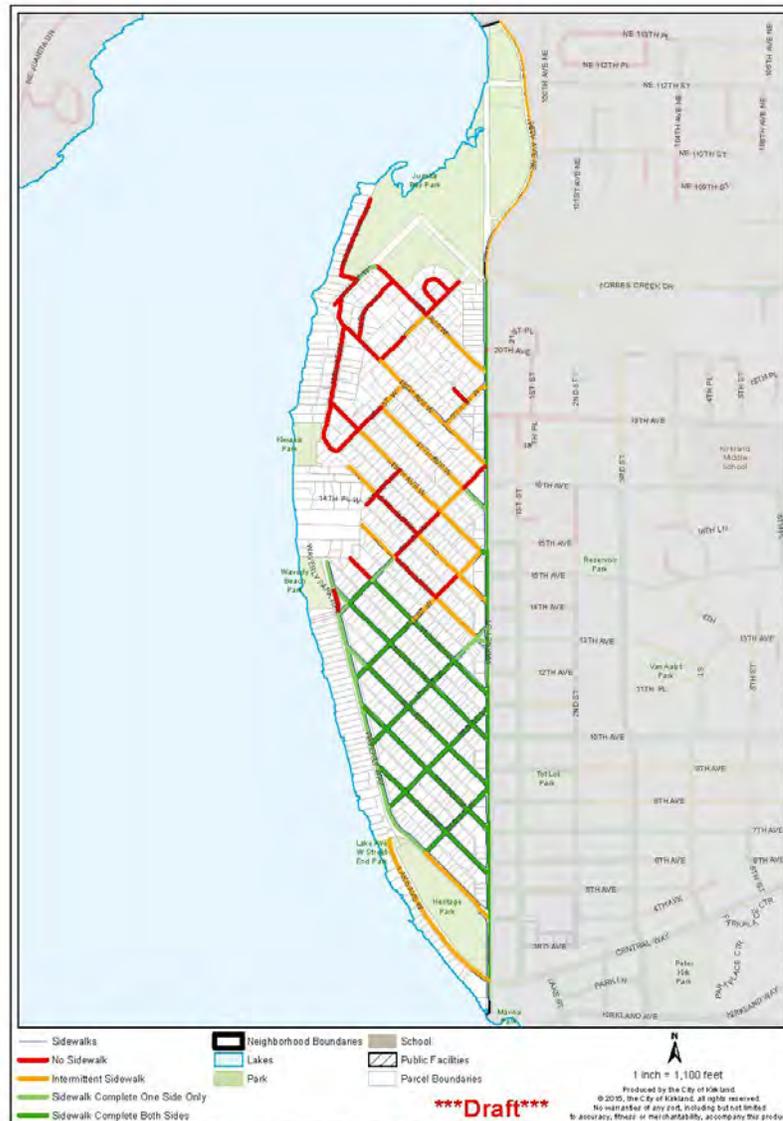


Figure M-5: Market Pedestrian System



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.

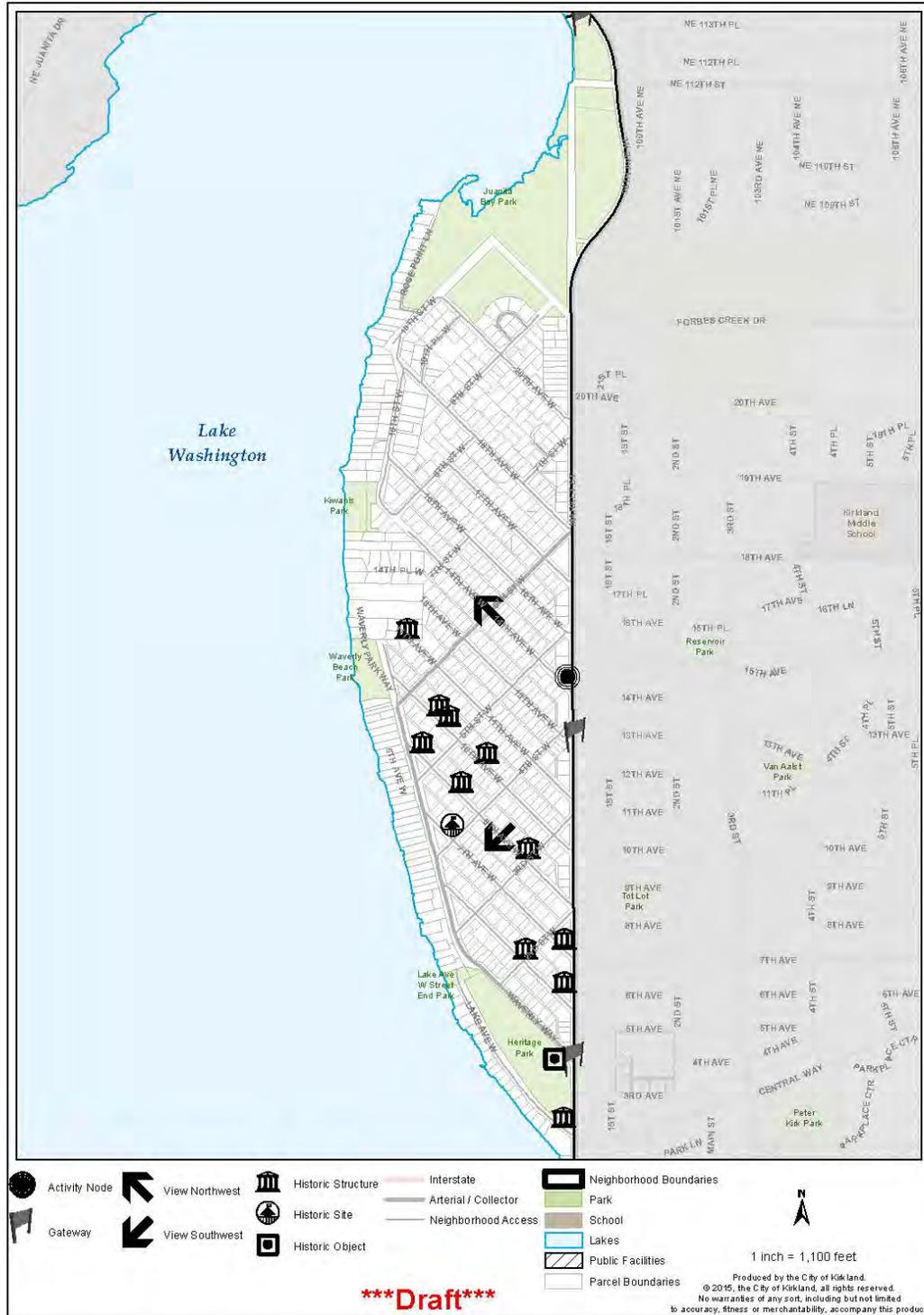


Figure M-7: Market Urban Design Features

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.

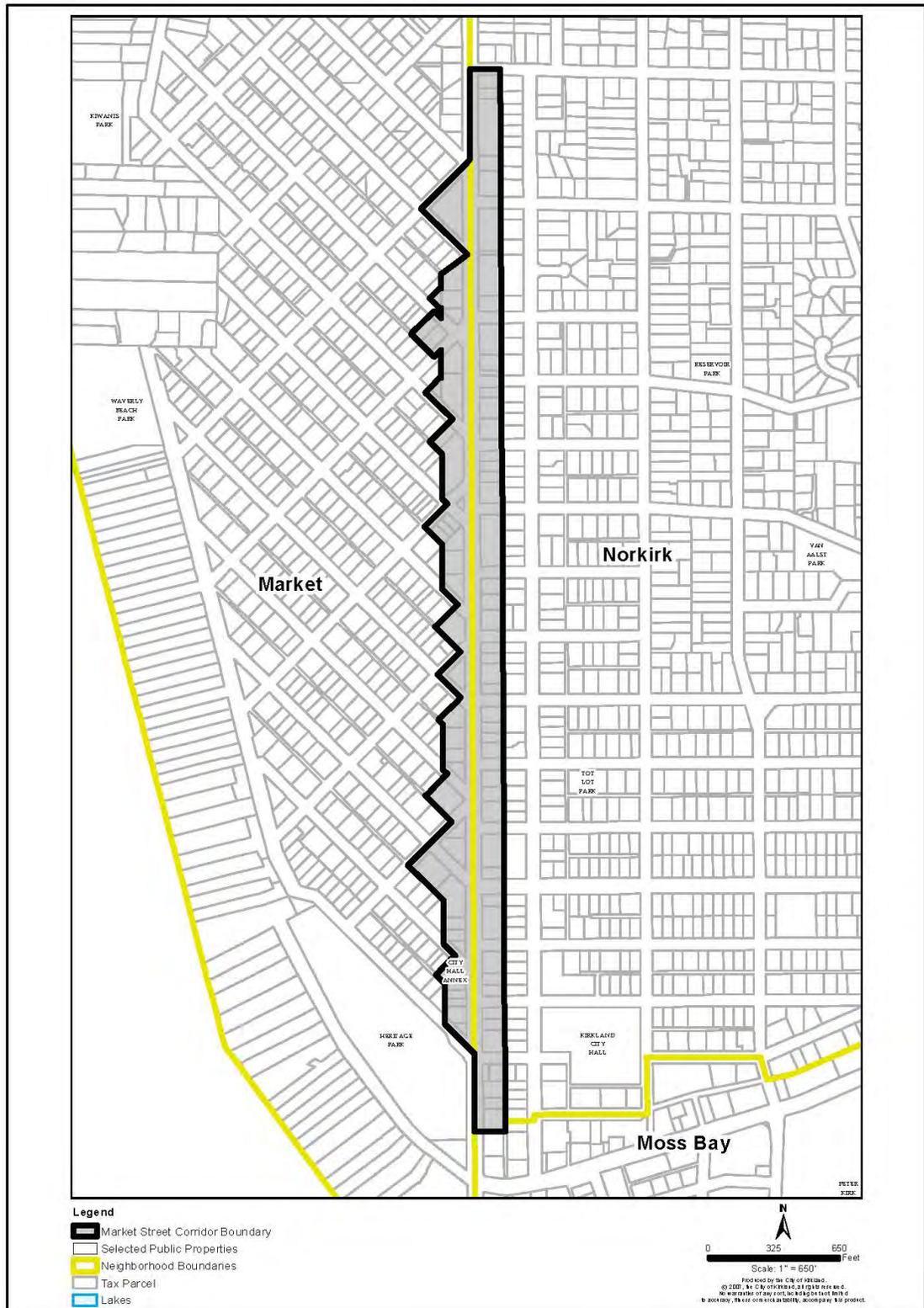


Figure MS-1: Market Street Corridor Boundary



Figure MS-1: Market Street Corridor Boundary

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.

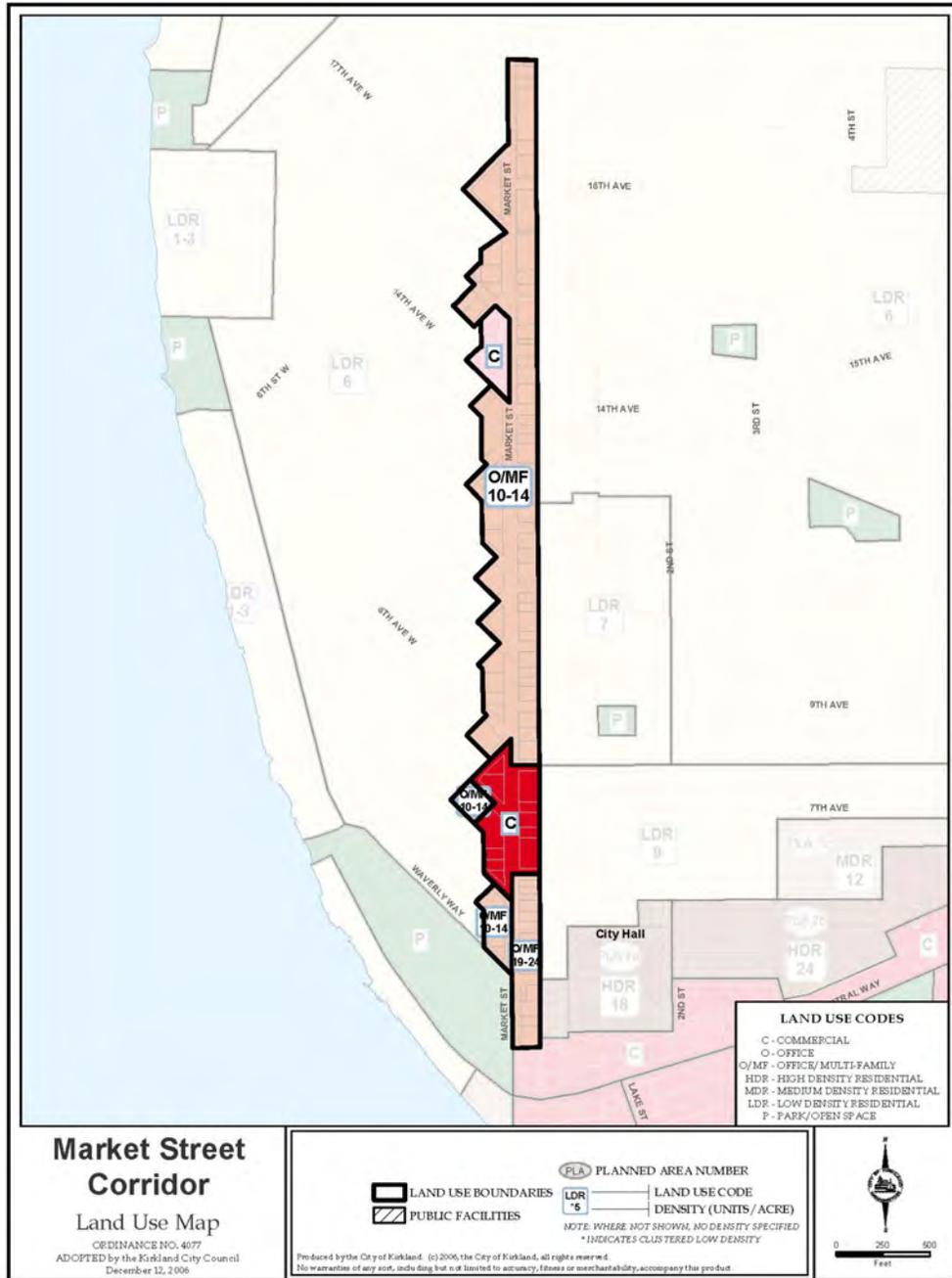
Policy MS-1.2:

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.

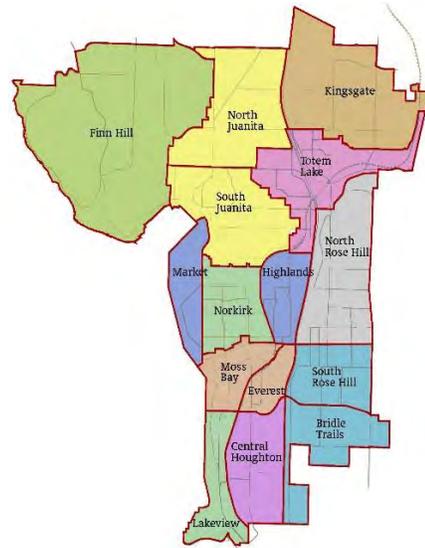
Commercial development which is oriented toward Market Street will have less impact on the adjacent low-density residential areas in the surrounding neighborhoods.

Sears Building at 701 Market Street

Office Development on Market Street

Bus shelter on Market Street

Intersection at 7th Avenue and Market Street



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 124th Ave NE and 132nd 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 132nd 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 124th 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)

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 124th Ave NE, Woodinville Water Tower on 130th 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.

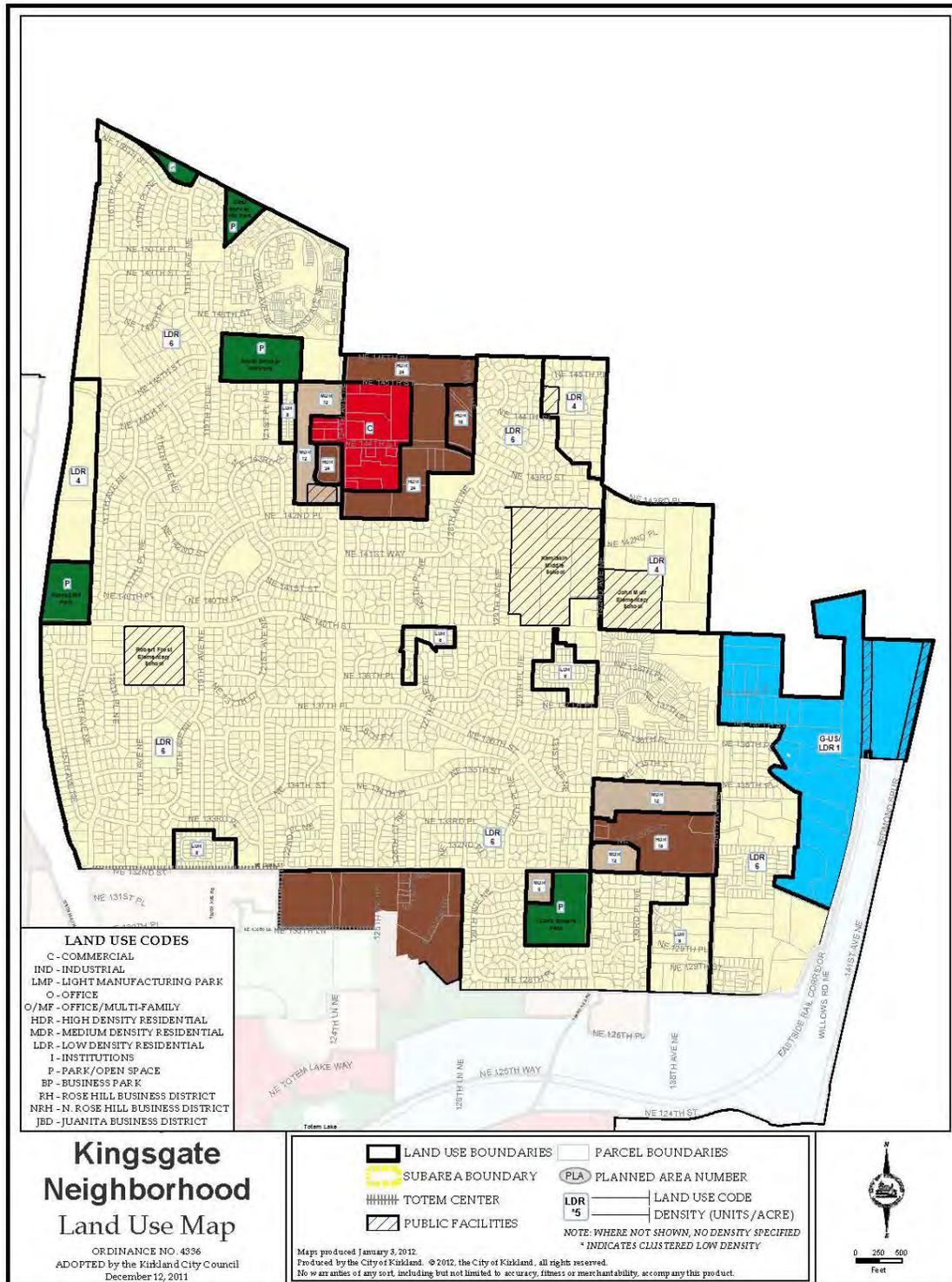


Figure K-1: Kingsgate Land Use Map

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 957 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 136th Ave NE.



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

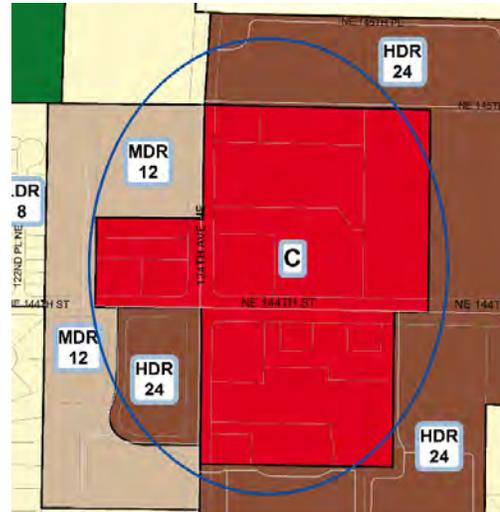
Residential land uses occupy the majority of the Kingsgate Neighborhood. Residential zoning ranges from low density residential at 1, 4, 6 and 8 units per acre to a mix of medium density and high density residential. Low density residential makes up the core of the neighborhood with medium and high density multifamily located only around the Kingsgate commercial area and on both sides of NE 132nd 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).



K-1: Generally maintain the planned residential densities.

The vision of the neighborhood is to generally maintain the current residential densities, but recognizing that over the long term densities may change. Factors such as the need for more housing, development that supports transit, a change in neighborhood values and the cost of land may result in greater residential densities in some areas in the future. In the near future, 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 generally not be expanded. See goals and policies in the Land Use Element Chapter of the Comprehensive Plan.

The Totem Lake commercial center located south of the Kingsgate Neighborhood should not be expanded north of NE 132nd Street into the neighborhood.

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 142nd Place and NE 145th 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. 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.

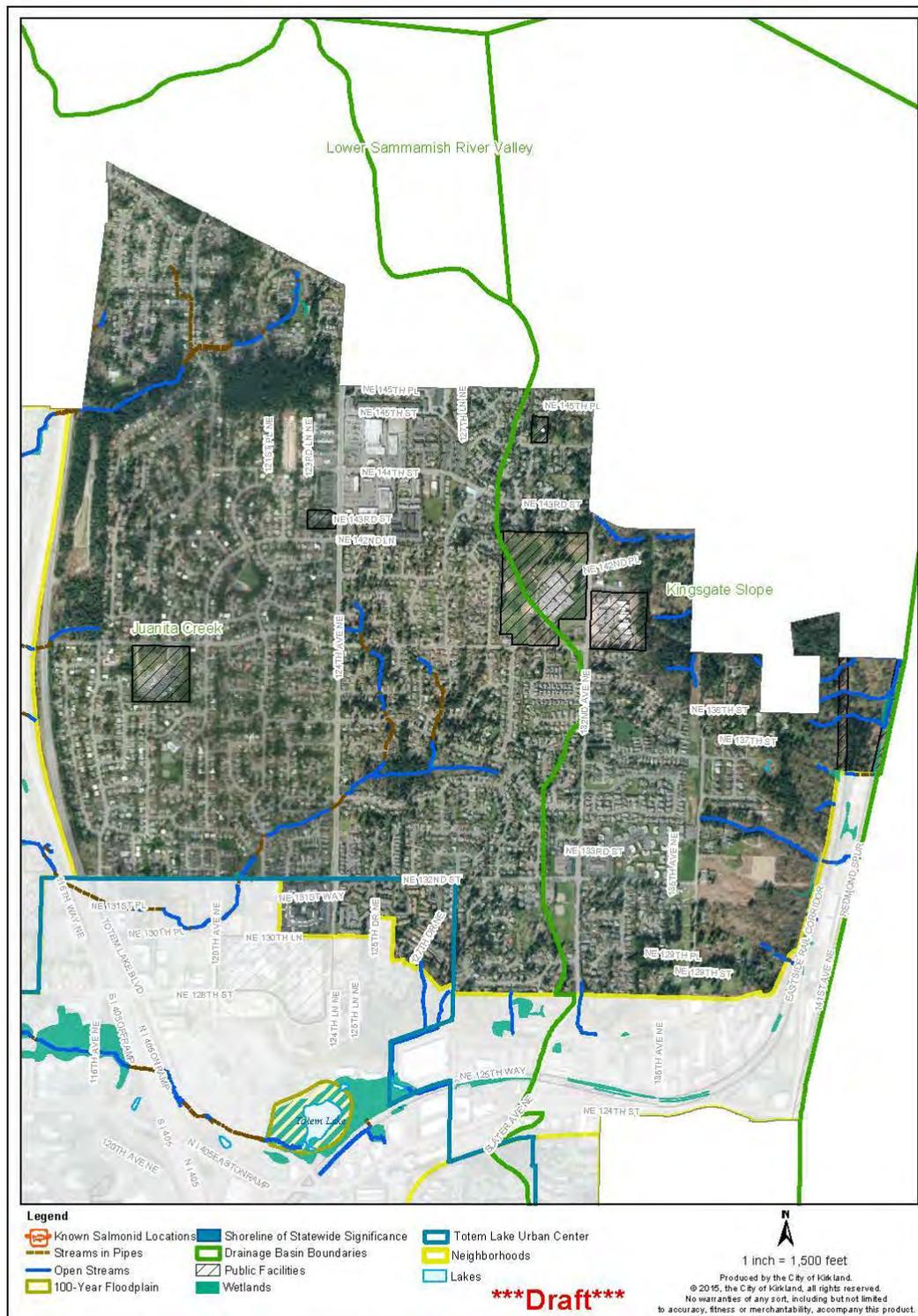


Figure K-2 Kingsgate Sensitive Areas

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.

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 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 132nd 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 homeowners 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 124th Ave NE, 132nd Ave NE and 116th Ave NE and its extension

northward. The primary east-west routes are via NE 132nd Street, NE 144th Street, NE 143rd Street, and NE 140th Street. The collector street of 132nd Ave NE provides access to both Kamiakin Middle School and John Muir Elementary School while NE 140th Street serves Robert Frost Elementary School. 124th Ave NE and NE 144th 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 140th Street, NE 132nd Street east of 132nd NE Ave, and 136th Ave NE/NE 128th Street (a school walk route) is desired. (See Figure K-4, Kingsgate Street Classification Map).

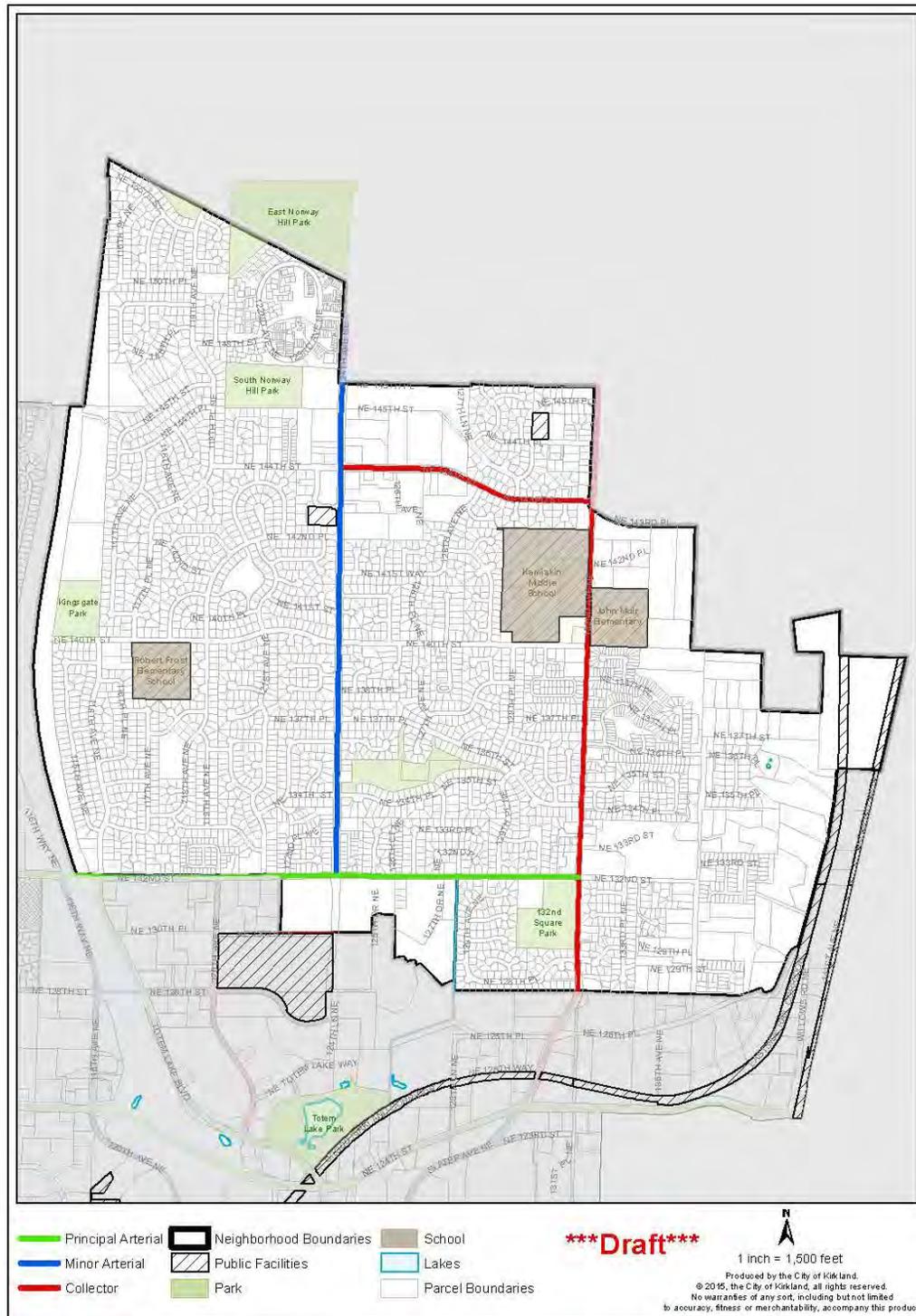


Figure K-4: Kingsgate Street Classifications

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 126th Place, east of 132nd 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 132nd NE should be made to improve traffic circulation and safety in the area. An overpass crossing at I-405/NE 140th 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 132nd 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.*

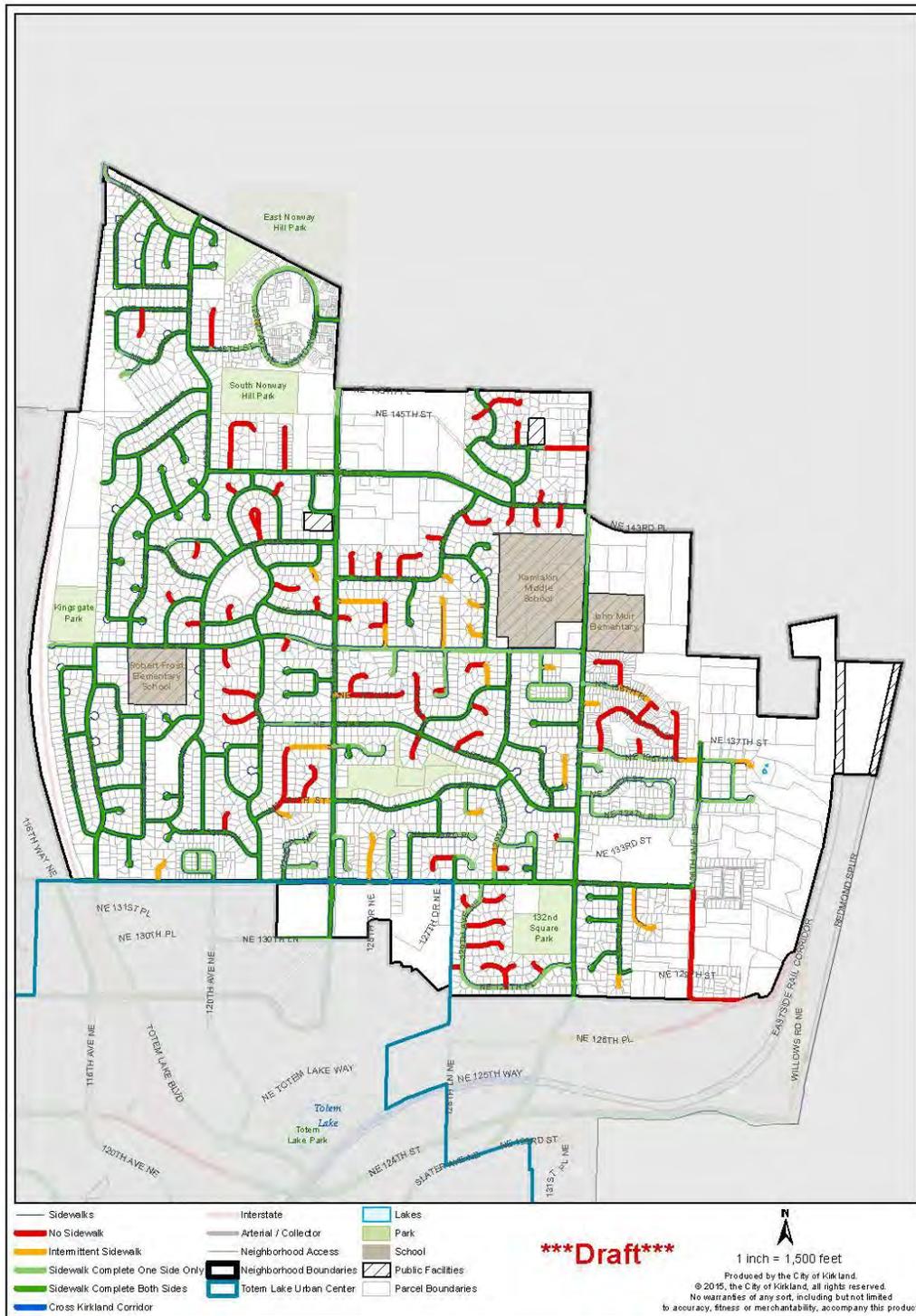


Figure K-5: Kingsgate Pedestrian System

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 124th Ave NE, 132nd Ave NE and NE 132nd 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.

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 124nd Ave NE, at the south entrance of 132nd Ave NE and at the east entrance of NE 143rd 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.

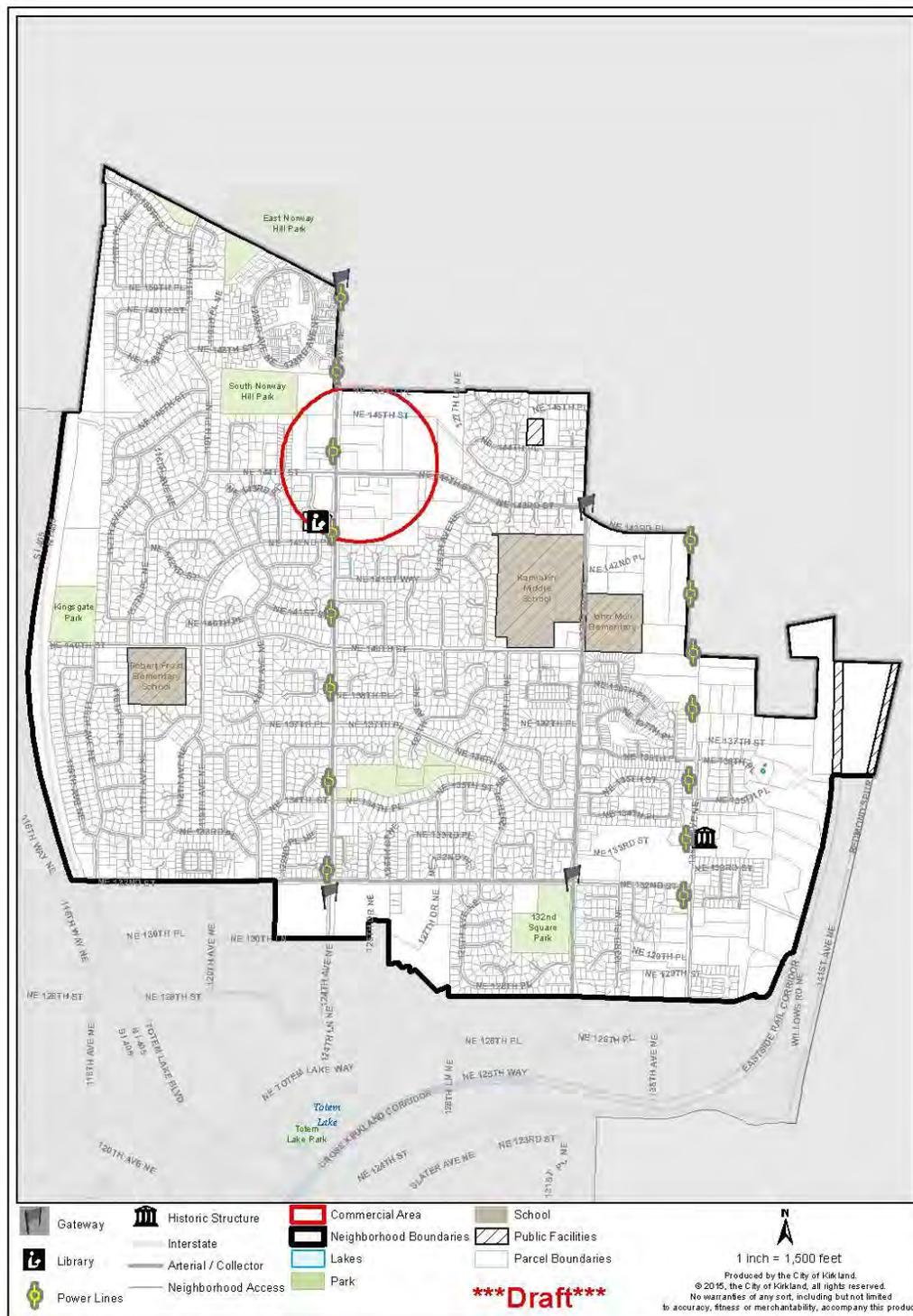


Figure K-7: Kingsgate Urban Design Features

