

ORDINANCE 4745

AN ORDINANCE OF THE CITY OF KIRKLAND RELATING TO COMPREHENSIVE PLANNING, LAND USE, AND AMENDING THE COMPREHENSIVE PLAN ORDINANCE 3481, AS AMENDED, TO UPDATE CHAPTER XIII CAPITAL FACILITIES PLAN, CHAPTER VI LAND USE, CHAPTER X PARKS, RECREATION AND OPEN SPACE, CHAPTER IX TRANSPORTATION ELEMENTS, CHAPTER XV REPLACE THE MARKET, NORKIRK, HIGHLANDS NEIGHBORHOOD PLANS, MARKET STREET CORRIDOR PLAN, LEGISLATIVE REZONES, AND THE CITY OF KIRKLAND ZONING MAP, ORDINANCE 3710 AS AMENDED, TO ENSURE THE ZONING MAP CONFORMS TO THE COMPREHENSIVE PLAN AND THE CITY COMPLIES WITH THE GROWTH MANAGEMENT ACT, AND APPROVING A SUMMARY FOR PUBLICATION, FILE NO. CAM18-00741 AND FILE NO. CAM20-00471.

1 WHEREAS, the City Council has received a recommendation for
2 approval from the Kirkland Planning Commission to amend certain
3 portions of the Comprehensive Plan for the City, Ordinance 3481, as
4 amended, and portions of the Zoning Map, Ordinance 3710, as
5 amended, to ensure the Zoning Map conforms to the Comprehensive
6 Plan and the City complies with the Growth Management Act, as set
7 forth in the report and recommendation of the Planning Commission
8 dated October 15, 2020, and bearing Kirkland Planning and Building
9 Department File No. CAM18-00741 and File No. CAM20-00471; and

10
11 WHEREAS, prior to making the recommendation the Planning
12 Commission, following notice as required by RCW 35A.63.070, held on
13 October 22, 2020, a public hearing, on the amendment proposals and
14 considered the comments received at the hearing; and

15
16 WHEREAS, pursuant to the State Environmental Policy Act
17 (SEPA), there has accompanied the legislative proposal and
18 recommendation through the entire consideration process, a SEPA
19 Addendum to the City of Kirkland 2015 Comprehensive Plan Update
20 Draft and Final Environmental Impact Statement (EIS), issued by the
21 responsible official pursuant to WAC 197-11-625; and

22
23 WHEREAS, in a public meeting on December 8, 2020, the City
24 Council considered the environmental documents received from the
25 responsible official, together with the report and recommendation of the
26 Planning Commission; and

27
28 WHEREAS, RCW 36.70A.130, requires the City to review all
29 amendments to the Comprehensive Plan concurrently and no more
30 frequently than once every year; and

31
32 WHEREAS, the Growth Management Act (GMA), RCW
33 36.70A.130, mandates that the City of Kirkland review, and if needed,
34 revise its official Zoning Map; and

WHEREAS, the Zoning Map implements the Comprehensive Plan (Ordinance 3481 as amended).

NOW, THEREFORE, the City Council of the City of Kirkland do ordain as follows:

Section 1. Comprehensive Plan Text, Map Figures and Tables amended. The Comprehensive Plan, Ordinance 3481, as amended, is amended as set forth in Exhibits A-M attached to this Ordinance and incorporated by reference. These amendments include the following:

Exhibit A: Replace Capital Facilities Plan Project Tables CF-5-10;

Exhibit B: Revise Capital Facilities Plan Table CF-4, Functional and Management Plans to include the Totem Lake Enhancement and Multimodal Transportation Network Plan and Sustainability Master Plan;

Exhibit C: Amend Land Use Map LU-1 for legislative change in land use designation for the following parcels:

Windsor Vista Park parcel PIN 9477201690 change from LDR 6 to P (Park/Open Space) zone

Juanita Heights Park parcel PIN 9194100940 change from LDR 4 to P (Park/Open Space) zone

Two parcels at 10213 NE 124th Street, (PIN 2926059176) and at 10203 NE 124th Street (PIN 2926059281) from LDR 6 to MDR 12;

Exhibit D: Land Use Element Policy LU-5.5 text amendments related to the Greater Downtown Urban Center;

Exhibit E: Amend Parks, Recreation and Open Space Element Figure PR-1 to reflect the two legislative changes in land use described in Exhibit C;

Exhibit F: Amend Finn Hill Neighborhood Plan figures: 4.1, 4.2a, 4.2b, 4.3, 5.1, 5.2, 5.3, 6.1, 6.2, 7.1, 7.2, 7.3, 7.5, 7.6 to reflect change in land use at Juanita Heights Park parcel described in Exhibit C;

Exhibit G: Amend Juanita Neighborhood Plan Figures: J-1 to J-8 to reflect two changes in land use described in Exhibit C;

Exhibit H: Text amendments to the Lakeview, Rose Hill, Totem Lake, Kingsgate, Finn Hill Neighborhood Plans related to the Transportation Element Figure T-28, City Transportation Connections Map;

Exhibit I: Amend map figure legends in the following neighborhood plans to reference Transportation Element Figure T-28, City Transportation Connections:

Bridle Trails Neighborhood Plan Figures BT-5, BT-6, BT-7;

Central Houghton Neighborhood Plan Figures CH-4, CH-5;

Everest Neighborhood Plan Figures EV-4, EV-5, EV-6;

Finn Hill Neighborhood Plan Figure FH-7.3;

Juanita Neighborhood Plan Figures J-5, J-6, J-7;
 Kingsgate Neighborhood Plan Figures K-4, K-5;
 Lakeview Neighborhood Plan Figures L-4, L-5, L-6;
 Moss Bay Neighborhood Plan Figures MB-9, MB-10, MB-11;
 Rose Hill Neighborhood Plan Figures RH-11, RH-12, delete RH-13
 (Street Connections map figure), RH-14, RH-15, RH-16, RH-17;
 and
 Totem Lake Neighborhood Plan Figures TL-5, TL-6, TL-7, TL-8;

Exhibit J: Replace the Market Neighborhood Plan;

Exhibit K: Replace the Norkirk Neighborhood Plan;

Exhibit L: Replace the Highlands Neighborhood Plan; and

Exhibit M: Replace the Market Street Corridor Plan.

Section 2. Zoning Map Amended: The official City of Kirkland Zoning Map as adopted by Ordinance 3710, as amended, is amended in accordance with the legislative rezones identified in Exhibit N attached to this Ordinance and incorporated by reference and to be consistent with the Comprehensive Plan.

Exhibit N: Zoning Map amendments: The ordinance authorizes the Zoning Map to be amended to be consistent with the Comprehensive Plan Land Use Map LU-1 by rezoning the parcels described in Exhibit C to the following zoning classifications:

- Windsor Vista Park expansion of parcel PIN 9477201690 to change the zoning from RSA 6 to P (Park/Open Space) zone
- Juanita Heights Park expansion of parcel PIN 9194100940 to change the zoning from RSA 4 to P (Park/Open Space) zone
- Mann CAR parcels at 10213 NE 124th Street, (PIN 2926059176) and at 10203 NE 124th Street (PIN 2926059281) to change the zoning from RSX 7.2 to RM 3.6 zone

Section 3. Official Map Change: The Director of the Planning and Building Department is directed to amend the official City of Kirkland Zoning Map to conform with this ordinance, indicating thereon the date of the ordinance's passage.

Section 4. If any section, subsection, sentence, clause, phrase, part or portion of this Ordinance, including those parts adopted by reference, is for any reason held to be invalid or unconstitutional by any court of competent jurisdiction, such decision shall not affect the validity of the remaining portions of this Ordinance.

Section 5. To the extent that the subject matter of this Ordinance is subject to the disapproval jurisdiction of the Houghton Community Council as created by Ordinance 2001, the Ordinance shall become effective within the Houghton community either upon approval of the Houghton Community Council, or upon failure of the Community Council to disapprove this Ordinance within 60 days of its passage.

140 Section 6. Except as provided in Section 5, this Ordinance shall
141 be in full force and effect five days from and after its passage by the
142 City Council and publication, pursuant to Section 1.08.017, Kirkland
143 Municipal Code in the summary form attached to the original of this
144 Ordinance and by this reference approved by the City Council.
145

146 Section 7. A complete copy of this Ordinance shall be certified
147 by the City Clerk, who shall then forward the certified copy to the King
148 County Department of Assessments.
149

150 Passed by majority vote of the Kirkland City Council in open
151 meeting this _____ day of _____, 2020.
152

153 Signed in authentication thereof this _____ day of
154 _____, 2020.

Penny Sweet, Mayor

Attest:

Kathi Anderson, City Clerk

Approved as to Form:

Kevin Raymond, City Attorney

PUBLICATION SUMMARY
OF ORDINANCE NO. 4745

AN ORDINANCE OF THE CITY OF KIRKLAND RELATING TO COMPREHENSIVE PLANNING, LAND USE, AND AMENDING THE COMPREHENSIVE PLAN ORDINANCE 3481, AS AMENDED, AND THE CITY OF KIRKLAND ZONING MAP, ORDINANCE 3710 AS AMENDED, TO ENSURE THE ZONING MAP CONFORMS TO THE COMPREHENSIVE PLAN AND THE CITY COMPLIES WITH THE GROWTH MANAGEMENT ACT, FILE NO. CAM18-00741 AND FILE NO. CAM20-00471.

SECTION 1. Provides amendments to the Comprehensive Plan Text, Figures and Tables amended in the Land Use, Transportation, Parks and Open Space, and Capital Facilities Elements and certain Neighborhood Plans attached to the Ordinance and incorporated by reference.

SECTION 2. Provides amendments to the Kirkland Zoning Map.

SECTION 3. Directs the Director of the Planning and Building Department to amend the Zoning Map.

SECTION 4. Provides a severability clause for the ordinance.

SECTION 5. Provides that the effective date of the ordinance is affected by the disapproval jurisdiction of the Houghton Community Council.

SECTION 6. Authorizes the publication of the ordinance by summary, which summary is approved by the City Council pursuant to Section 1.08.017 Kirkland Municipal Code and establishes the effective date as five days after publication of summary.

SECTION 7. Establishes certification by the City Clerk and notification of King County Department of Assessments.

The full text of this Ordinance will be mailed without charge to any person upon request made to the City Clerk for the City of Kirkland. The Ordinance was passed by the Kirkland City Council at its meeting on the 8th day of December, 2020.

I certify that the foregoing is a summary of Ordinance 4745 approved by the Kirkland City Council for summary publication.

Kathi Anderson, City Clerk

EXHIBIT A

Table CF - 5
Capital Facilities Plan: Transportation Projects -- 2021-2035

(Updated 12-2-2020)

SOURCES OF FUNDS

Revenue Type	Revenue Source	2021	2022	2023	2024	2025	2026	Six-Year Total	2027 - 2035
Local	Gas Tax	660,000	673,000	686,000	700,000	700,000	700,000	4,119,000	5,899,700
Local	Gas Tax (Transportation Package)	200,000	200,000	250,000	150,000	200,000	200,000	1,200,000	2,200,000
Local	Revenue Generating Regulatory License	270,000	270,000	270,000	270,000	270,000	270,000	1,620,000	2,970,000
Local	Real Estate Excise Tax 1 (REET 1)	736,000	766,400	733,000	717,000	550,000	950,000	4,452,400	13,750,000
Local	Real Estate Excise Tax 2 (REET 2)	1,189,000	1,311,000	1,251,100	1,211,900	965,000	1,537,000	7,465,000	13,750,000
Local	Street Levy	2,733,000	2,760,000	2,788,000	2,816,000	2,816,000	2,816,000	16,729,000	28,407,000
Local	Solid Waste	386,000	393,000	401,000	409,000	417,000	425,000	2,431,000	3,300,000
Local	Surface Water	500,000	541,000	500,000	130,000	30,000	333,000	2,034,000	5,500,000
Local	Impact Fees	1,500,000	1,500,000	1,319,500				4,319,500	11,000,000
Local	Prior Years							964,000	
Local	REET 2 Reserves	2,904,000	2,150,000	120,000	350,000			5,524,000	-
Local	REET 1 Reserves	1,500,000						1,500,000	-
Local	Surface Water Reserves							-	-
Local	Debt		1,982,000					1,982,000	-
External	Unsecured Grants			3,678,700	4,336,200	2,569,000	2,985,000	13,568,900	35,025,400
External	Secured Grants	5,300,125	7,642,000	7,780,000	1,600,000			22,322,125	-
	Subtotal 2021-2026 Fund Sources	18,842,125	20,188,400	19,777,300	12,690,100	8,517,000	10,216,000	90,230,925	121,802,100
Total Sources		18,842,125	20,188,400	19,777,300	12,690,100	8,517,000	10,216,000	90,230,925	121,802,100
						Total 2021 - 2035 Revenue			212,033,025

Use of Funds

Transportation Capital Facilities Plan 2021-2035											
CIP Project Number	Project Title	Included in Impact Fee calculation?	Capacity project for concurrency?	Funded in CIP				Six-Year Funded CIP 2021-2026		2027-2035 CIP Projects	Candidate Projects for Unanticipated Revenue
				2021	2022	2023	2024	2025	2026		
STC 00500	Annual Street Preservation Program	No - maintenance	No - maintenance	\$ 950,000	\$ 1,700,000	\$ 1,700,000	\$ 1,700,000	\$ 1,700,000	\$ 1,700,000	\$ 9,450,000	\$ 15,300,000
STC 00603	Street Levy Street Preservation	No - maintenance	No - maintenance	\$ 1,683,000	\$ 2,460,000	\$ 2,488,000	\$ 2,516,000	\$ 2,516,000	\$ 2,516,000	\$ 14,179,000	\$ 22,644,000
STC 00604	Central Way Street Preservation	No - maintenance	No - maintenance	\$ 2,025,000						\$ 2,025,000	
STC 00608	Local Road Maintenance	No - maintenance	No - maintenance	\$ 50,000	\$ 50,000	\$ 50,000	\$ 50,000	\$ 50,000	\$ 50,000	\$ 300,000	\$ 450,000
STC 00609	Totem Lake Boulevard & 120th Ave NE Preservation	Yes	Yes	\$ 555,000						\$ 555,000	
STC 05912	124th Ave NE Roadway Improvements (North Section) ROW	Yes R24	Yes	\$ 802,000						\$ 802,000	
STC 05913	124th Ave NE Roadway Improvements (North Section) Construction	Yes R24	Yes		\$ 8,465,000	\$ 935,000				\$ 9,400,000	
STC 08000	Annual Striping Program	No - maintenance	No - maintenance	\$ 500,000	\$ 500,000	\$ 500,000	\$ 500,000	\$ 500,000	\$ 500,000	\$ 3,000,000	\$ 4,500,000
STC 08313	100th Avenue NE Roadway Improvements (North Section)	Yes R10	Yes	\$ 1,527,000	\$ 203,900					\$ 1,730,900	
STC 08314	100th Ave NE Roadway Imps (Mid-North Section)	Yes R10	Yes	\$ 2,584,000						\$ 2,584,000	
STC 08900	Juanita Drive Intersection and Safety Improvements	Yes R12	Yes	\$ 980,000	\$ 1,477,500	\$ 2,338,000				\$ 4,795,500	
STC 10700	NE 85th Street Ped/Bike Connection 114th Ave NE to 6th Street	Yes R10	Yes	\$ 870,000	\$ 2,450,000	\$ 3,580,000				\$ 6,900,000	
STC 10800	NE 85th St and 6th St Westbound Transit Queue Jump	Yes	Yes		\$ 1,300,000					\$ 1,300,000	
STC 10900	NE 85th Street Eastbound Third Lane 120th Ave NE to 122nd Ave NE	Yes	Yes			\$ 2,700,000				\$ 2,700,000	
STC 99990	Regional Inter-Agency Coordination	No - not capacity	No - not capacity		\$ 82,000	\$ 82,000	\$ 82,000	\$ 82,000	\$ 82,000	\$ 410,000	\$ 738,000
NMC 00620	Street Levy-Pedestrian Safety	No - safety	No - safety	\$ 150,000	\$ 150,000	\$ 150,000	\$ 150,000	\$ 150,000	\$ 150,000	\$ 900,000	\$ 1,350,000
NMC 05700	Annual Sidewalk Maintenance Program	No - maintenance	No - maintenance	\$ 100,000	\$ 100,000	\$ 100,000	\$ 100,000	\$ 100,000	\$ 100,000	\$ 600,000	\$ 900,000
NMC 08700	Seller Routes to School Action Plans Implementation	Yes NM4*	Yes	\$ 499,000	\$ 550,000	\$ 550,000	\$ 550,000	\$ 550,000	\$ 550,000	\$ 3,249,000	\$ 4,950,000
NMC 08720	NE 131st Way/90th Ave NE Nonmot. Impr. (97th Ave NE to NE 134th St) Scope & No	No	No	\$ 439,000						\$ 439,000	
NMC 11010	Citywide Accessibility Improvements	No - not capacity	No - not capacity			\$ 50,000	\$ 100,000	\$ 50,000	\$ 100,000	\$ 300,000	\$ 900,000
NMC 11300	Citywide Greenways Networks	Yes NM2	Yes			\$ 450,000	\$ 1,950,000			\$ 2,400,000	
NMC 12500	CKC Lighting 120th Avenue NE to NE 124th Street	No	No	\$ 680,000						\$ 680,000	
NMC 12600	School & Transit Connector Sidewalk on 120th Avenue NE	Yes	Yes	\$ 130,000						\$ 130,000	
NMC 12700	Juanita Drive Nonmotorized Improvements 79th Way NE to NE 120th St	Yes	Yes	\$ 680,000						\$ 680,000	
NMC 12800	CKC/Eastrail Crossing Study at 132nd Avenue NE	No	No	\$ 100,000						\$ 100,000	
NMC 12900	Pedestrian Safety Improvements (Downtown & NE 124th St)	No - safety	No - safety	\$ 1,665,000						\$ 1,665,000	
TRC 09800	NE 132nd St/116th Way NE (I-405) Intersection Improvements	Yes	Yes	\$ 202,125						\$ 202,125	
TRC 11600	Annual Signal Maintenance Program	No - maintenance	No - safety	\$ 100,000	\$ 100,000	\$ 100,000	\$ 100,000	\$ 100,000	\$ 100,000	\$ 600,000	\$ 900,000
TRC 11700	Citywide Traffic Management Safety Improvements	No - safety	No - safety		\$ 100,000	\$ 100,000	\$ 100,000	\$ 100,000	\$ 100,000	\$ 200,000	\$ 450,000
TRC 11702	Vision Zero Safety Improvement	No - not capacity	No - safety		\$ 50,000	\$ 50,000	\$ 50,000	\$ 50,000	\$ 50,000	\$ 250,000	\$ 450,000
TRC 11703	Neighborhood Traffic Control	No - not capacity	No - safety		\$ 50,000	\$ 50,000	\$ 50,000	\$ 50,000	\$ 50,000	\$ 150,000	\$ 225,000
TRC 12000	Kirkland Intelligent Transportation System Phase 3	Yes R19, R20	Yes			\$ 244,100	\$ 455,900		\$ 1,710,000	\$ 2,410,000	
TRC 12400	116th Avenue NE/NE 124th Street Intersection Improvements	Yes	Yes	\$ 565,000						\$ 565,000	
TRC 13500	100th Avenue NE/Summons Road Intersection Imps	Yes R10	Yes	\$ 582,000						\$ 582,000	
TRC 13600	100th Avenue NE/145th Street Intersection Imps	Yes R10	Yes	\$ 424,000	\$ 150,000					\$ 574,000	
TRC 13800	NE 100th Street/132nd Avenue NE Intersection Improvements	Yes R10	Yes					\$ 2,558,000		\$ 2,558,000	
TRC 13900	NE 85th St/132nd Ave NE Dual Left Turn Lanes	Yes	Yes	\$ 350,000						\$ 350,000	
PTC 00400	108th Avenue NE Transit Queue Jump - Phase 1	Yes	Yes			\$ 1,717,000	\$ 1,898,300	\$ 1,260,000		\$ 4,875,300	
PTC 00500	108th Avenue NE Transit Queue Jump - Phase 2	Yes	Yes			\$ 1,893,200	\$ 2,437,900	\$ 1,309,000		\$ 5,640,100	
				\$ 18,842,125	\$ 20,188,400	\$ 19,777,300	\$ 12,690,100	\$ 8,517,000	\$ 10,216,000	\$ 90,230,925	
STC 06300	120th Avenue NE Roadway Improvements (north)	Yes R18*	Yes								\$ 4,500,000
STC 07200	NE 120th St Roadway Improvements	Yes R25	Yes								\$ 15,780,600
STC 07700	NE 132nd St Rdwy Imprv-Phase I (West Section)	Yes R1	Yes								\$ 1,739,000
STC 07800	NE 132nd St Rdwy Imprv-Phase II (Mid Section)	Yes R2	Yes								\$ 408,000
STC 07900	NE 132nd St Rdwy Imprv-Phase III (East Section)	Yes R3	Yes								\$ 1,444,000
STC 08100	Totem Lake Area Development Opportunity Program	Yes*	Yes								\$ 500,000
STC 08315	100th Avenue NE Roadway Improvements (Mid-South Section)	Yes R10	Yes								\$ 5,530,000
STC 08316	100th Avenue NE Roadway Improvements (South Section)	Yes R10	Yes								\$ 3,619,000
STC 09400	Holmes Point Dr NE Road Embankment Stabilization Location 1	No - maintenance	No - maintenance								\$ 246,000
STC 09500	Holmes Point Dr NE Road Embankment Stabilization Location 2	No - maintenance	No - maintenance								\$ 412,000
STC 09600	Holmes Point Dr NE Road Embankment Stabilization Location 3	No - maintenance	No - maintenance								\$ 503,000
STC 09700	Holmes Point Dr NE Road Embankment Stabilization Location 4	No - maintenance	No - maintenance								\$ 551,000
STC 09800	Holmes Point Dr NE Road Embankment Stabilization Location 5	No - maintenance	No - maintenance								\$ 232,000
STC 09900	Champaque Pt Road NE Embankment Stabilization	No - maintenance	No - maintenance								\$ 563,000
STC 10000	62nd Ave NE Road Embankment Stabilization	No - maintenance	No - maintenance								\$ 823,000
STC 10100	114th Ave NE Road Reconstruction	No - maintenance	No - maintenance								\$ 1,900,000
STC 10200	90th Ave NE Road Surface Water Drainage Repair	No - maintenance	No - maintenance								\$ 420,000
PTC 00200	Public Transit Speed and Reliability Improvements	Yes T1	Yes								\$ 500,000
PTC 00300	Public Transit Passenger Environment Improvements	Yes T2	Yes								\$ 500,000
TRC 09500	NE 132nd St/Fire Stn Access Dr Intersect'n Imp	Yes R6	Yes								\$ 480,000
TRC 09600	NE 132nd St/124th Ave NE Intersect'n Imp	Yes R7	Yes								\$ 7,400,000
TRC 09700	NE 132nd St/132nd Ave NE Intersect'n Imp	Yes R8	Yes								\$ 1,150,000
TRC 12500	Kirkland ITS Implementation Phase 4	Yes R19, R20	Yes								\$ 2,620,000
TRC 12800 ^	6th Street S/5th Place/CKC Transit Signal Priority	Yes	Yes								\$ 2,600,000
TRC 12900 ^	NE 53rd Street Intersection Improvements	Yes	Yes								\$ 4,345,000
TRC 13000 ^^	NE 145th Street/Juanita-Woodinville Way Intersection Imps	Yes	Yes								\$ 2,100,000
TRC 13100 ^^	NE 80th Street/120th Avenue NE Intersection Improvements	Yes	Yes								\$ 1,700,000
TRC 13200 ^^	100th Avenue NE/132nd Street Intersection Improvements	Yes R10	Yes								\$ 1,647,000
TRC 13300 ^^	100th Avenue NE/Juanita-Woodinville Way Intersection Imps	Yes R10	Yes								\$ 2,161,000
TRC 13400 ^^	100th Avenue NE/137th Street Intersection Improvements	Yes R10	Yes								\$ 1,475,000
NMC 01299	Crosswalk Upgrade Program	Yes NM5*	Yes								\$ 4,100,000
NMC 08630	CKC Roadway Crossings	Yes NM3	Yes								\$ 3,370,100
NMC 09011	Juanita Drive Bicycle and Pedestrian Improvements	Yes NM1, NM4	Yes								\$ 10,650,000
NMC 11100 ^	108th Avenue NE Bicycle Lane Upgrades	Yes	Yes								\$ 845,000
NMC 11399	Citywide Greenway Network	Yes NM2	Yes								\$ 4,450,000
NMC 11700	On-Street Bicycle Network Phase I	Yes NM1	Yes								\$ 1,120,000
NM 88881	On-street Bicycle Network	Yes NM1	Yes								\$ 3,280,000
NM 99991	Sidewalk Completion Program	Yes NM4*	Yes								\$ 6,096,800
										\$ 155,517,500	
										FUTURE YEAR TOTAL	
										UNFUNDED + UNFUNDED = 20 YEAR TOTAL	\$ 245,748,425
NMC 02421	Cross Kirkland Corridor Opportunity Fund	No	No								\$ 500,000
NMC 03100	Crestwoods Park/CKC Corridor Ped/Bike Facility	No	No								\$ 2,505,000
NMC 08000	Juanita-Kingsgate Pedestrian Bridge at I-405	No	No								\$ 4,500,000
NMC 10600	Citywide CKC Connections	No	No								\$ 360,000
NMC 10700	CKC to Downtown Surface Connection	No	No								\$ 2,000,000
										CANDIDATE TOTAL	\$ 9,865,000

Proportioned over four new separate projects from one original single roadway improvement (1,066 trips)

* Depending on project scope; see Rate Study and Transportation Master Plan.

^ New for 2017-2022 CFP Update not previously counted; to be counted in future Rate Study

^^ New for 2019-2024 CFP Update not previously counted; to be counted in future Rate Study

EXHIBIT A

Table CF - 6
Capital Facilities Plan: Utility Projects

(Updated 12-2-2020)

SOURCE OF FUNDS

<i>Revenue Type</i>	<i>Revenue Source</i>	<i>2021</i>	<i>2022</i>	<i>2023</i>	<i>2024</i>	<i>2025</i>	<i>2026</i>	<i>Six-Year Total</i>
Local	Utility Rates	4,789,400	4,861,200	5,083,000	5,400,000	5,770,000	5,770,000	31,673,600
Local	Connection Fees	425,000	1,325,000	1,085,000	945,000	945,000	945,000	5,670,000
Local	Reserves	1,702,000	1,209,400	1,680,000	370,000	1,400,000		6,361,400
External	Intergovernmental	513,600	1,198,400					1,712,000
Total Sources		7,430,000	8,594,000	7,848,000	6,715,000	8,115,000	6,715,000	45,417,000

USES OF FUNDS**Funded Projects**

<i>Project Number</i>	<i>Project Title</i>	<i>2021</i>	<i>2022</i>	<i>2023</i>	<i>2024</i>	<i>2025</i>	<i>2026</i>	<i>Six-Year Total</i>
WAC 05200	108th Avenue NE Watermain Replacement	809,600						809,600
WAC 05700	116th Ave NE Watermain Replacement					400,000	2,700,000	3,100,000
WAC 12900	South Reservoir Seismic & Recoating Construction	1,200,000	2,800,000					4,000,000
WAC 13400	5th Avenue S / 8th Street S Watermain Replacement	565,400	1,184,600					1,750,000
WAC 13700	NE 73rd Street Watermain Replacement			1,440,900	1,659,100			3,100,000
WAC 14900	Lake Washington Blvd Watermain Replacement					500,000	1,317,600	1,817,600
WAC 15700	8th Avenue W Watermain Improvement		554,400	571,500				1,125,900
WAC 16000	126th Avenue NE Watermain Improvement		1,500,000					1,500,000
WAC 16400	NE 116th Place Watermain Replacement						233,400	233,400
WAC 16700	11th Avenue Watermain Replacement						460,000	460,000
WAC 16800	11th Place Watermain Replacement						650,000	650,000
WAC 16900	NE 85th St and I-405 Watermain Relocation	4,855,000	1,655,000					6,510,000
SSC 06200	NE 108th Street Sewermain Replacement				2,243,400	4,145,100	1,354,000	7,742,500
SSC 07710	West of Market Sewermain Replacement Phase I			4,317,600	2,812,500	3,069,900		10,200,000
SSC 08600	8th Avenue W Sewermain Improvement		400,000	1,518,000				1,918,000
SSC 08700	West of Market Sewermain Replacement Predesign		500,000					500,000
Total Funded Utility Projects		7,430,000	8,594,000	7,848,000	6,715,000	8,115,000	6,715,000	45,417,000

<i>SURPLUS (DEFICIT) of Resources</i>	-	-	-	-	-	-	-	-
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EXHIBIT A

Table CF - 7
Capital Facilities Plan: Surface Water Utility Projects

(Updated 12-2-2020)

SOURCES OF FUNDS

<i>Revenue Type</i>	<i>Revenue Source</i>	<i>2021</i>	<i>2022</i>	<i>2023</i>	<i>2024</i>	<i>2025</i>	<i>2026</i>	<i>Six-Year Total</i>
Local	Utility Rates	1,811,000	1,941,500	2,800,000	2,738,000	2,638,000	4,505,500	16,434,000
Local	Reserves	50,000	50,000	50,000	50,000	50,000	50,000	300,000
External	Grants	351,500	795,100					1,146,600
Total Sources		2,212,500	2,786,600	2,850,000	2,788,000	2,688,000	4,555,500	17,880,600

USES OF FUNDS**Funded Projects**

<i>Project Number</i>	<i>Project Title</i>	<i>2021</i>	<i>2022</i>	<i>2023</i>	<i>2024</i>	<i>2025</i>	<i>2026</i>	<i>Six-Year Total</i>
SDC 04700	Annual Replacement of Aging/Failing Infrastructure	500,000	500,000	500,000	500,000	500,000	500,000	3,000,000
SDC 04900	Forbes Creek / 108th Avenue NE Fish Passage Improvements					395,100	1,128,000	1,523,100
SDC 05300	Forbes Creek / Coors Pond Channel Grade Controls					200,000	1,040,000	1,240,000
SDC 06300	Everest Creek - Slater Avenue at Alexander Street			430,000	620,000			1,050,000
SDC 08100	Neighborhood Drainage Assistance Program (NDA)	50,000		50,000		50,000		150,000
SDC 09000	Goat Hill Drainage Ditch Conveyance & Channel Stabilization	359,000	1,123,100					1,482,100
SDC 09200	Juanita Creek Culvert at NE 137th Street	169,500		1,080,000	350,000			1,599,500
SDC 10000	Brookhaven Pond Modifications					200,000	500,000	700,000
SDC 10500	Property Acquisition Opportunity Fund	50,000	50,000	50,000	50,000	50,000	50,000	300,000
SDC 10800	Maintenance Center Storm Water Pollution Prevention Plan	350,000						350,000
SDC 10900	Holmes Point Drive Pipe Replacement - Phase 2 Outfall	169,000						169,000
SDC 12500	NE 120th Street Water Quality Treatment	65,000						65,000
SDC 12700	Storm Rehabilitation at Rose Point Lift Station						487,900	487,900
SDC 12800	NE 85th Street/122nd Avenue NE Stormwater Improvements			165,000	210,000			375,000
SDC 12900	NE Juanita Drive Storm Failure Near 86th Avenue NE			225,000				225,000
SDC 13200	Water Quality Treatment and Infiltration at NE 111th Pl/127th Pl NE	300,000	1,113,500					1,413,500
SDC 13300	Bioretention, Water Quality Treatment, and Storage at 126th Ave NE	200,000						200,000
SDC 13900	122nd Avenue NE Storm Replacement				488,500	504,000		992,500
SDC 14000	Holiday Drive Conveyance Improvement Study			350,000				350,000
SDC 14100	Storm Line Rehabilitation on NE 136th Street				569,500	480,500		1,050,000
SDC 14200	93rd Avenue NE Hillside Improvements					308,400	849,600	1,158,000
Total Funded Surface Water Utility Projects		2,212,500	2,786,600	2,850,000	2,788,000	2,688,000	4,555,500	17,880,600

<i>SURPLUS (DEFICIT) of Resources</i>	-	-	-	-	-	-	-	-
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EXHIBIT A

Table CF - 8
Capital Facilities Plan: Parks Projects

(Updated 12-2-2020)

SOURCES OF FUNDS

Revenue Type	Revenue Source	2021	2022	2023	2024	2025	2026	Six-Year Total
Local	Real Estate Excise Tax	172,000	62,000	1,118,500	858,500	692,000	347,000	3,250,000
Local	Reserves	162,000	169,000	146,000	160,400	150,200	243,200	1,030,800
Local	Kirkland Park Levy	250,000	250,000	250,000	250,000	250,000	250,000	1,500,000
Local	Impact Fees	1,200,000	1,200,000	1,200,000	1,209,600	1,190,000	1,200,000	7,199,600
Local	Carryover Prior Year Savings	100,000						100,000
External	King County Park Levy	353,000	353,000	353,000	353,000	353,000	353,000	2,118,000
External	Grants		160,000	720,000	560,000	560,000	560,000	2,560,000
Total Sources		2,237,000	2,194,000	3,787,500	3,391,500	3,195,200	2,953,200	17,758,400

USES OF FUNDS

Funded Projects

Project Number	Project Title	2021	2022	2023	2024	2025	2026	Six-Year Total
PKC 04900	Open Space, Park Land & Trail Acq Grant Match Program	100,000						100,000
PKC 06600	Parks, Play Areas & Accessibility Enhancements	150,000	140,000	160,000	150,000	370,000	400,000	1,370,000
PKC 13310	Dock & Shoreline Renovations	500,000	525,000	300,000	300,000			1,625,000
PKC 13320	City School Playfield Partnership (Kamiakin)			200,000	100,000		100,000	400,000
PKC 13330	Neighborhood Park Land Acquisition	1,050,000	1,200,000	1,200,000	600,000	730,000	400,000	5,180,000
PKC 15100	Park Facilities Life Cycle Projects	162,000	169,000	146,000	160,400	150,200	243,200	1,030,800
PKC 15200	O.O. Denny Park Improvements - Picnic Shelter	275,000						275,000
PKC 15400	Indoor Recreation & Aquatic Facility Study			160,000				160,000
PKC 15500	Green Loop Master Plan & Acquisition		160,000	560,000	560,000	560,000	560,000	2,400,000
PKC 15600	Park Restrooms Renovation/Replacement Program			791,500	791,500			1,583,000
PKC 15700	Neighborhood Park Development Program					300,000		300,000
PKC 15900	Off Leash Dog Areas				609,600	460,000	800,000	1,869,600
PKC 16100	McAuliffe Park Sanitary Sewer					325,000		325,000
PKC 16200	Wayfinding and Park Signage Program Plan			150,000		300,000	250,000	700,000
PKC 16300	Trail Upgrades			120,000			200,000	320,000
PKC 17000	ADA Compliance Upgrades				120,000			120,000
Total Funded Parks Projects		2,237,000	2,194,000	3,787,500	3,391,500	3,195,200	2,953,200	17,758,400

SURPLUS (DEFICIT) of Resources	-	-	-	-	-	-	-	-
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Table CF-9
Capital Facilities Plan: Public Safety Projects

SOURCES OF FUNDS

USES OF FUNDS

Project Number	
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<i>Total Funded Public Safety Projects</i>	172,500	125,900	963,100	1,067,100	303,400	281,300	2,913,300
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<i>SURPLUS (DEFICIT) of Resources</i>	-	-	-	-	-	-	-
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EXHIBIT A

Table CF-10
Capital Facilities Plan: Facility Projects

(Updated 12-2-2020)

SOURCES OF FUNDS

<i>Revenue Type</i>	<i>Revenue Source</i>	<i>2021</i>	<i>2022</i>	<i>2023</i>	<i>2024</i>	<i>2025</i>	<i>2026</i>	<i>Six-Year Total</i>
Local	General Fund Cash							-
Local	Carryover Prior Year Savings							-
Local	General Government Reserves	2,244,300	150,300	935,800	922,300	384,800	557,300	5,194,800
Local	Other Reserves							-
Local	Stormwater Management Reserves							-
Local	Water/Sewer Reserves							-
Total Sources		2,244,300	150,300	935,800	922,300	384,800	557,300	5,194,800

USES OF FUNDS**Funded Projects**

<i>Project Number</i>	<i>Project Title</i>	<i>2021</i>	<i>2022</i>	<i>2023</i>	<i>2024</i>	<i>2025</i>	<i>2026</i>	<i>Six-Year Total</i>
GGC 00800	Electrical, Energy Management & Lighting Systems	27,200	96,400	28,400	152,600	23,400	170,000	498,000
GGC 00900	Mechanical/HVAC Systems Replacements	14,600	12,000	406,800	299,400	141,700	51,000	925,500
GGC 01000	Painting, Ceilings, Partition & Window Replacements	59,900	13,500	140,800	292,200	57,000	178,900	742,300
GGC 01100	Roofing, Gutter, Siding and Deck Replacements	970,100		337,100	20,200	8,000	7,400	1,342,800
GGC 01200	Flooring Replacements	172,500	28,400	22,700	157,900	154,700	150,000	686,200
GGC 04400	City Hall Development Services Center/Welcoming Hall	1,000,000						1,000,000
Total Funded Facility Projects		2,244,300	150,300	935,800	922,300	384,800	557,300	5,194,800

<i>SURPLUS (DEFICIT) of Resources</i>	-	-	-	-	-	-	-	-
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Goal CF-7: Ensure that the Capital Facilities Element is consistent with other City, local, regional, and State adopted plans.

The following documents have been reviewed and taken into consideration during the development of the [Capital Facilities Element](#). These are considered to be “functional or management plans.” They are intended to be more detailed, often noting technical specifications and standards. They are designed to be an implementation tool rather than a policy-guiding document.

Table CF-4

Functional and Management Plans

City of Kirkland Fire Strategic Plan
City of Kirkland Water System Plan
City of Kirkland Sewer Plan
City of Kirkland Capital Improvement Programs
City of Kirkland Surface Water Master Plan
City of Kirkland Transportation Master Plan
City of Kirkland Active Transportation Plan
City of Kirkland Commute Trip Reduction Basic Plan
City of Kirkland Natural Resource Management Plan
City of Kirkland Urban Forestry Strategic Management Plan
City of Kirkland Parks, Recreation and Open Space Plan
City of Kirkland Downtown Strategic Plan
City of Kirkland Housing Strategy Plan

Add the following functional plans to Table CF-4:

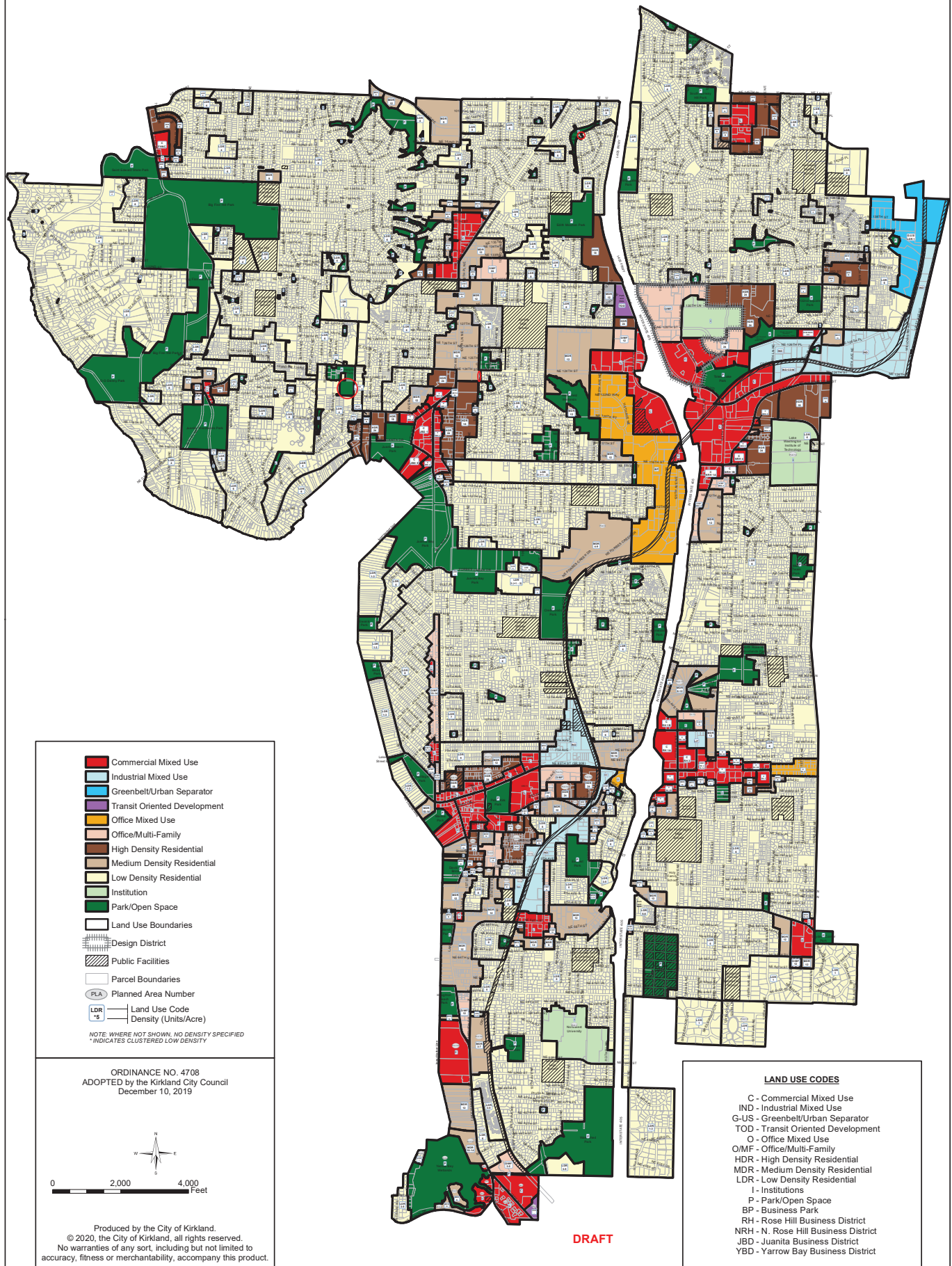
- Totem Lake Urban Center Enhancement and Multimodal Transportation Network Plan (R-5316)
- Sustainability Master Plan (*if adopted in time*)



City of Kirkland Climate Protection Action Plan
City of Kirkland Shoreline Master Program
King County Solid Waste Division Comprehensive Solid Waste Management Plan
Northshore Utility District Comprehensive Water Plan
Northshore Utility District Sewer and Water Plan
Woodinville Water District Plan
Lake Washington School District Capital Facilities Plan

Policy CF-7.1: In the event of any inconsistency between the City's Comprehensive Plan and a functional or management plan, the Comprehensive Plan will take precedence.

As required under the Growth Management Act, the Comprehensive Plan is the overall plan to which all other functional plans must be consistent. Table CF-4 above lists the City's major functional and management plans. As functional and management plans are updated, they may result in proposed revisions to the Comprehensive Plan.



LU-1 Comprehensive Land Use Map

Proposed Comprehensive Plan text amendment to Land Use Element Policy LU-5.5-November 2020

Policy LU-5.5: Support ~~Propose-designating~~ the Greater Downtown area as an Urban Center.

The King County Countywide Planning Policies designate the Greater Downtown as an Urban Center and the Greater Downtown Urban Center Plan is adopted by City Council Resolution R-5384. The existing planned density for housing and planned intensity of employment in or near Downtown Kirkland (the Greater Downtown area, see Figure LU-2) meets the requirements for an Urban Center ~~designation~~. The primary advantage of an Urban Center designation ~~would~~ is to be opening up potential funding sources for infrastructure in Greater Downtown to support existing and planned growth. The Urban Center designation would be consistent with existing plans for Downtown Kirkland since the designation ~~would~~ recognize the Greater Downtown area as an appropriate place for continued growth. ~~The Greater Downtown Urban Center Plan is adopted by City Council Resolution R-5384. The City has also applied to Puget Sound Regional Council (PSRC) to designate Greater Downtown as a Regional Growth Center.~~

	2019 Existing	2035 Planned
Buildable Area (Acres)	519	
Population	5,834	8,561
Employment	10,051	15,031
Total Activity Units	15,885	23,589
Total Activity Units per Acre	30.6	45.5

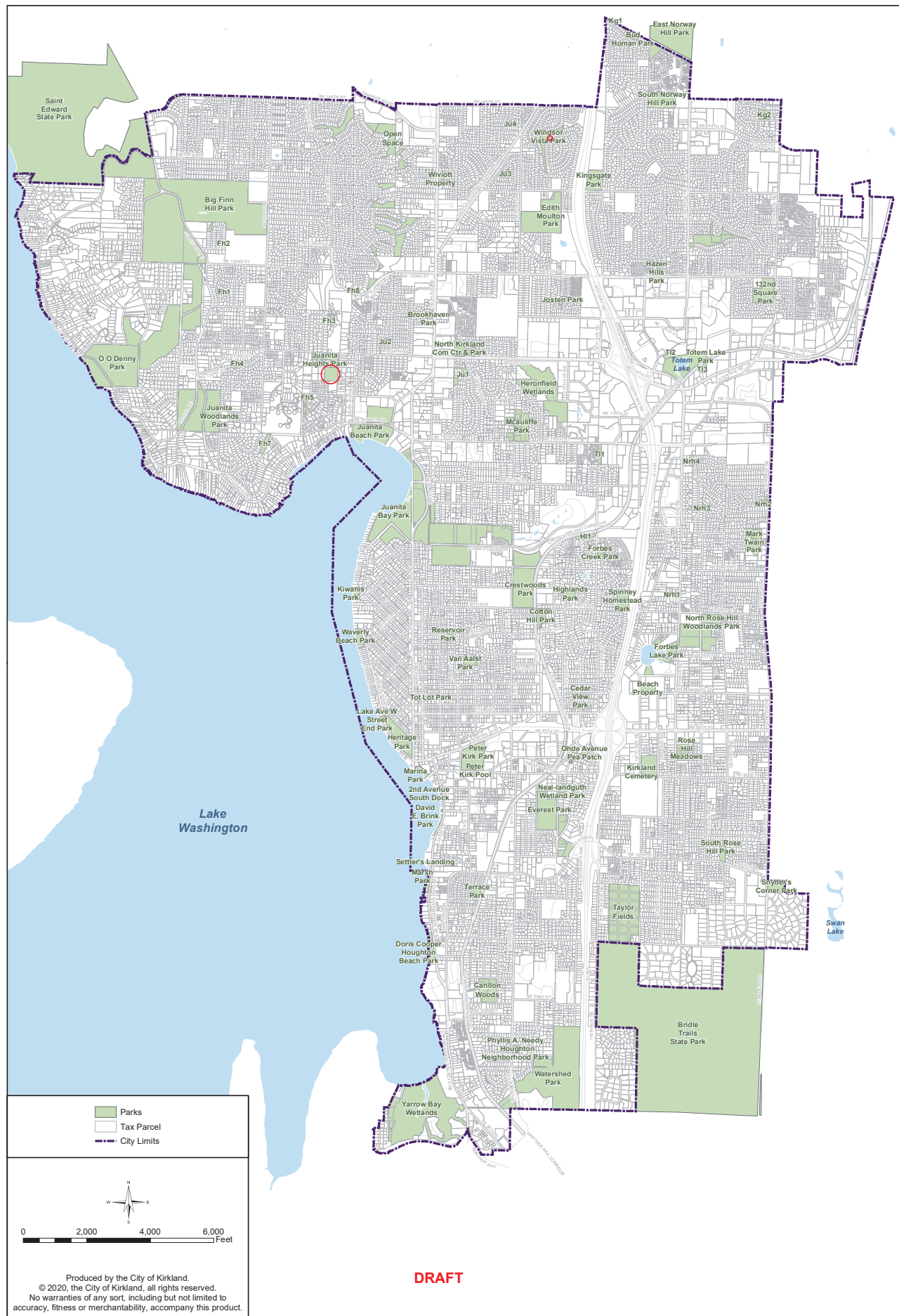


Figure PR-1: Kirkland Parks

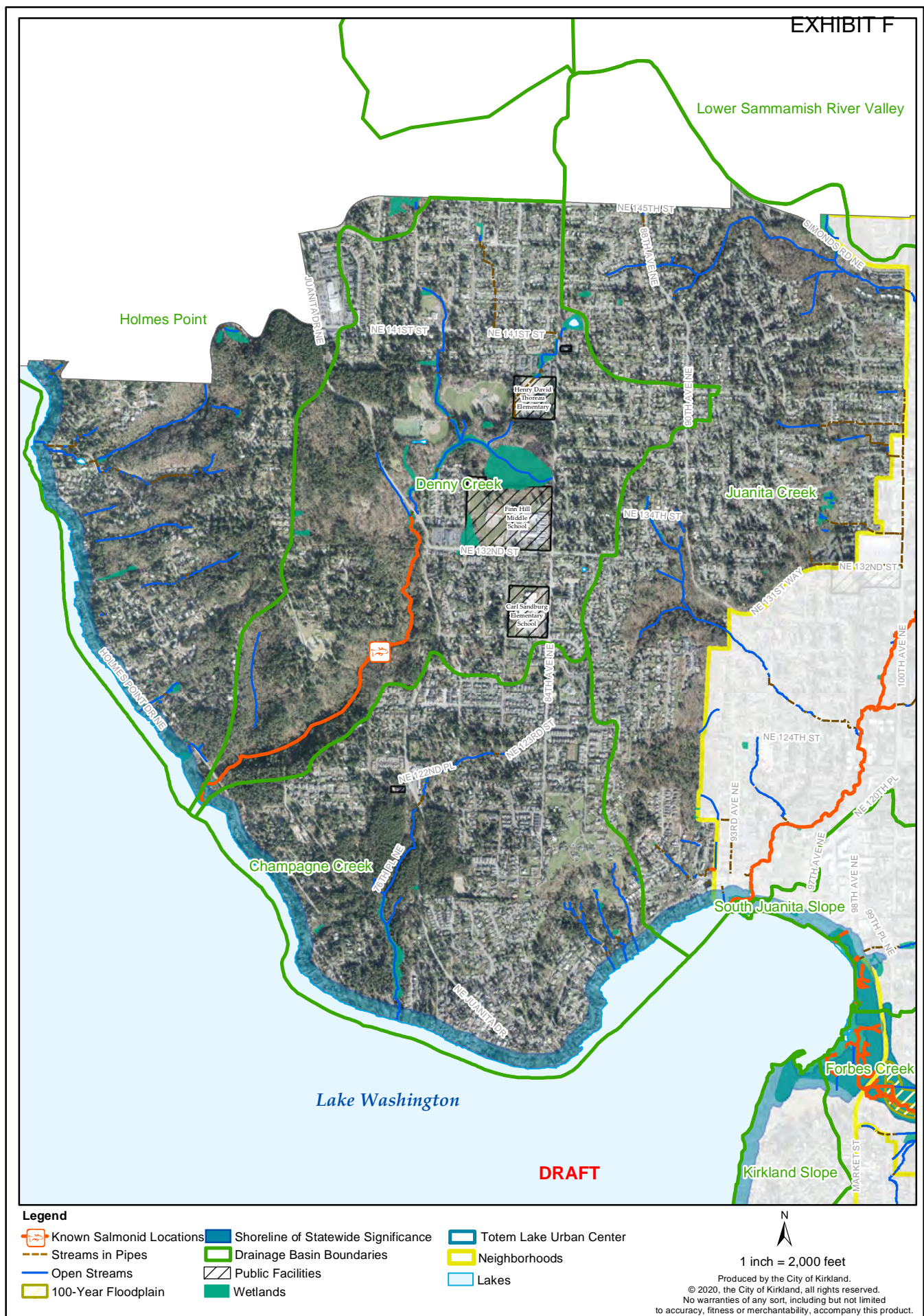


Figure 4.1: Finn Hill Wetlands, Stream, and Lakes



DRAFT

Legend

-  Neighborhoods
  Twenty-Foot Contours
-  Lakes
  High Landslide Susceptibility
-  Deposit Areas
  Moderate Landslide Susceptibility
-  Head Scarps
  Public Facilities

Critical Area Boundaries

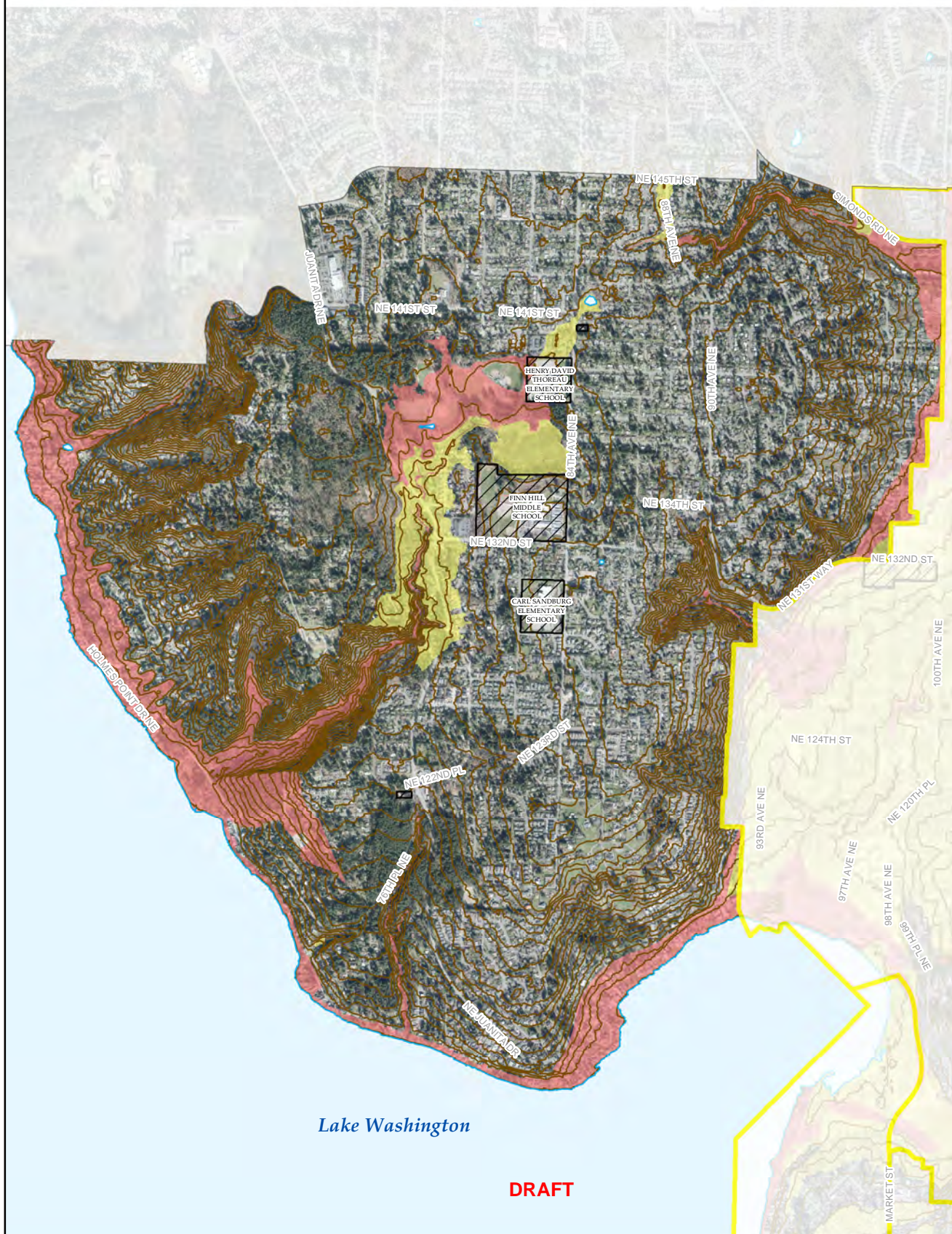
The boundaries of the critical areas displayed on this map are approximate. Field verification of all critical areas is necessary in order to properly determine all boundaries. Additional critical areas that have not been mapped may be present on a development proposal site.



1 inch = 2,000 feet

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to accuracy, fitness or merchantability, accompany this product.

Figure 4.2a: Finn Hill Landslide Susceptibility



Lake Washington

DRAFT

Legend

- High Liquefaction Potential
- Medium Liquefaction Potential
- Twenty-Foot Contours
- Lakes
- Neighborhoods
- Public Facilities

Critical Area Boundaries

The boundaries of the critical areas displayed on this map are approximate. Field verification of all critical areas is necessary in order to properly determine all boundaries. Additional critical areas that have not been mapped may be present on a development proposal site.



1 inch = 2,000 feet

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Figure 4.2b: Finn Hill Liquefaction Potential



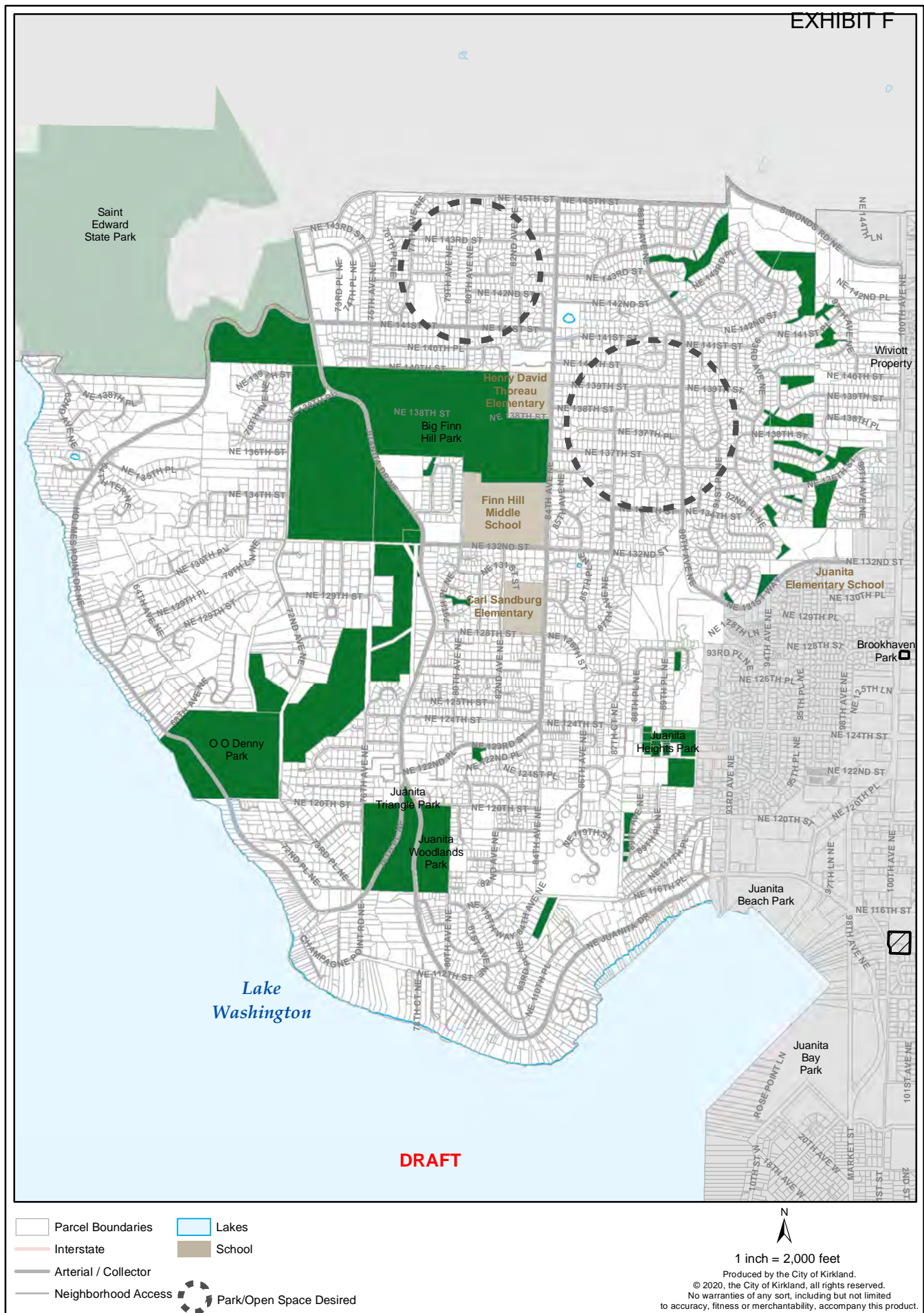


Figure 5.1: Finn Hill Parks and Open Space

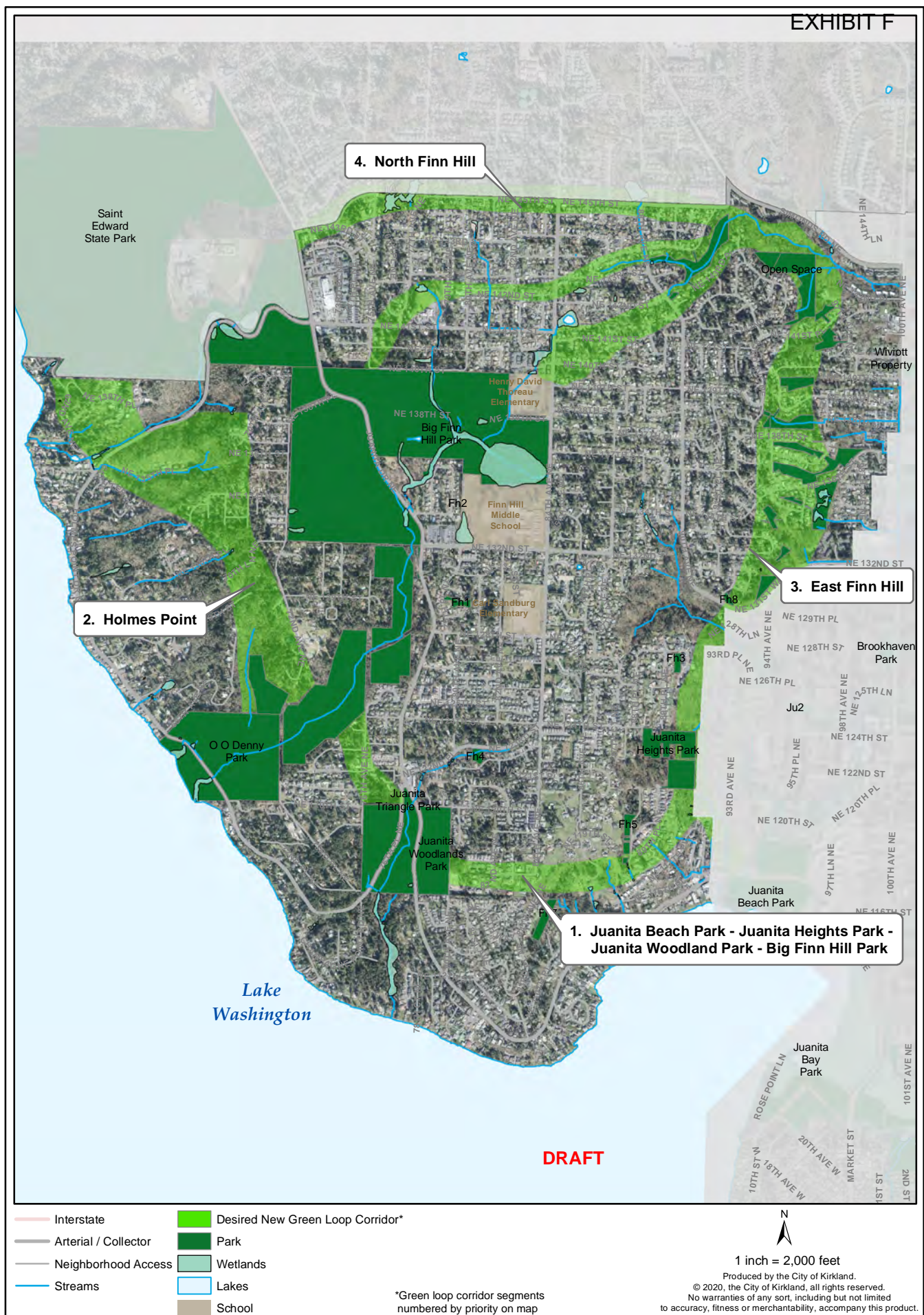


Figure 5.2 Green Loop Corridor and Development Priorities

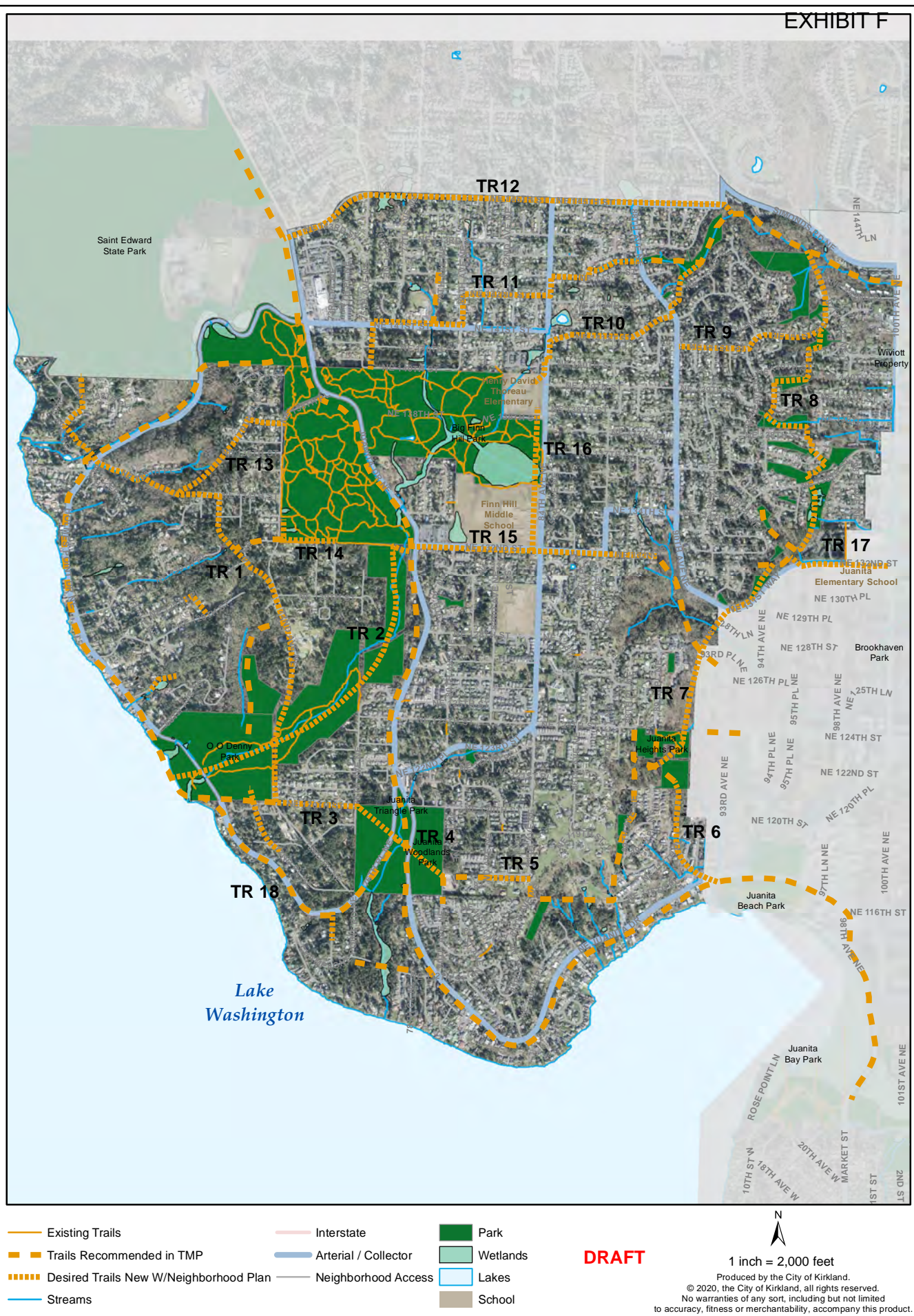
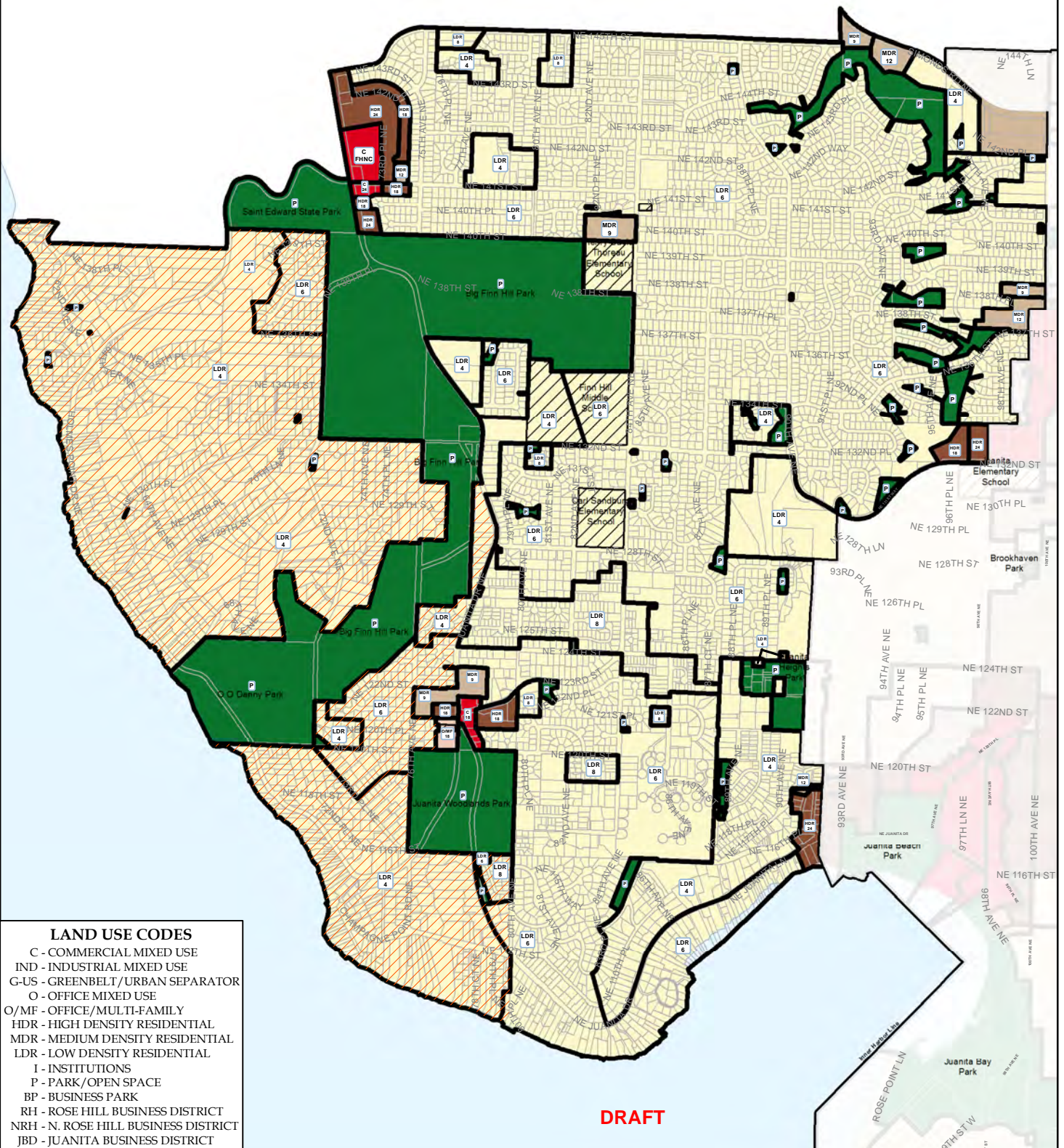


Figure 5.3 Finn Hill Trail System



Finn Hill Neighborhood Land Use Map

ORDINANCE NO. 4672
ADOPTED by the Kirkland City Council
December 11, 2018

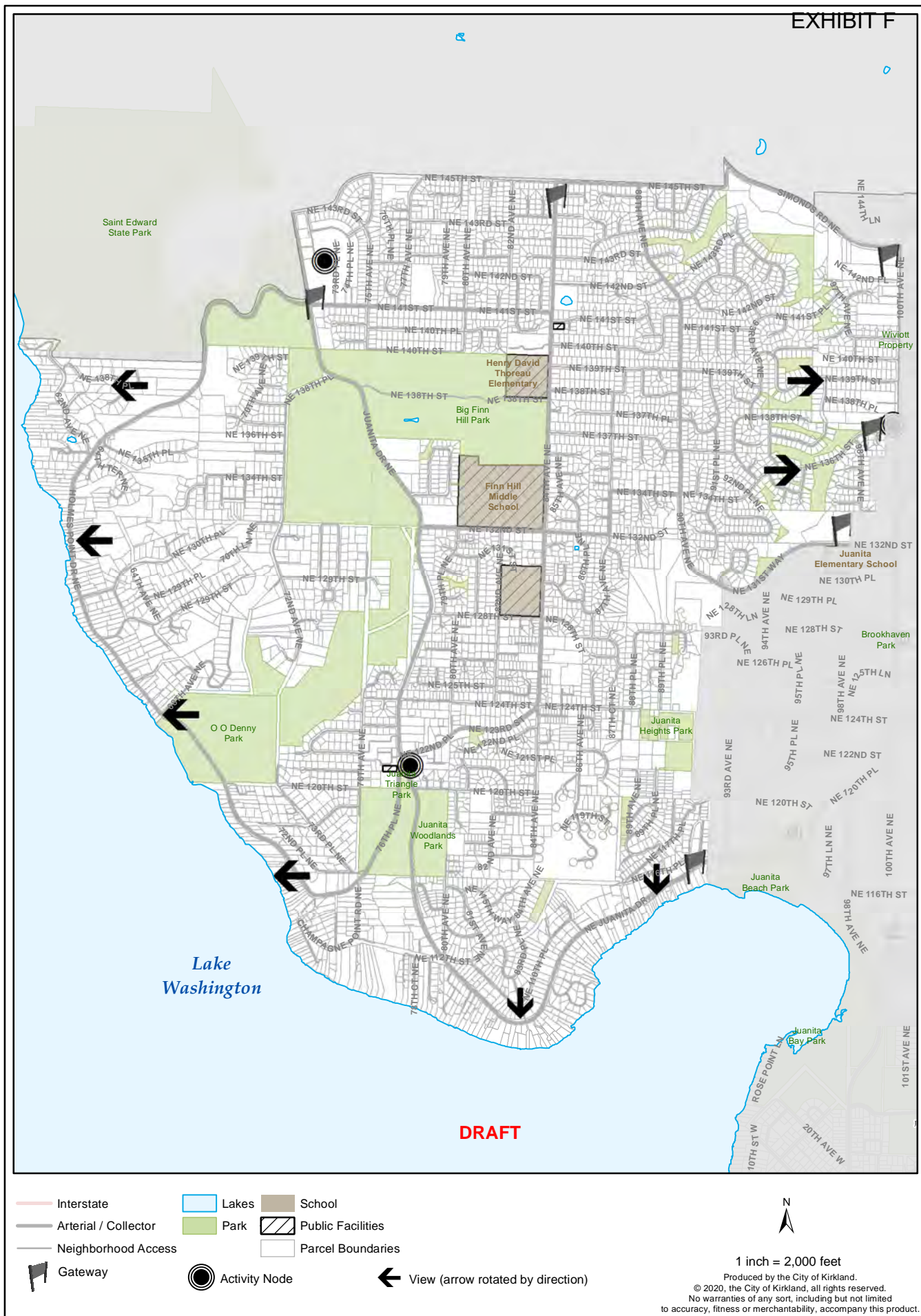


Figure 6.2: Urban Design Features

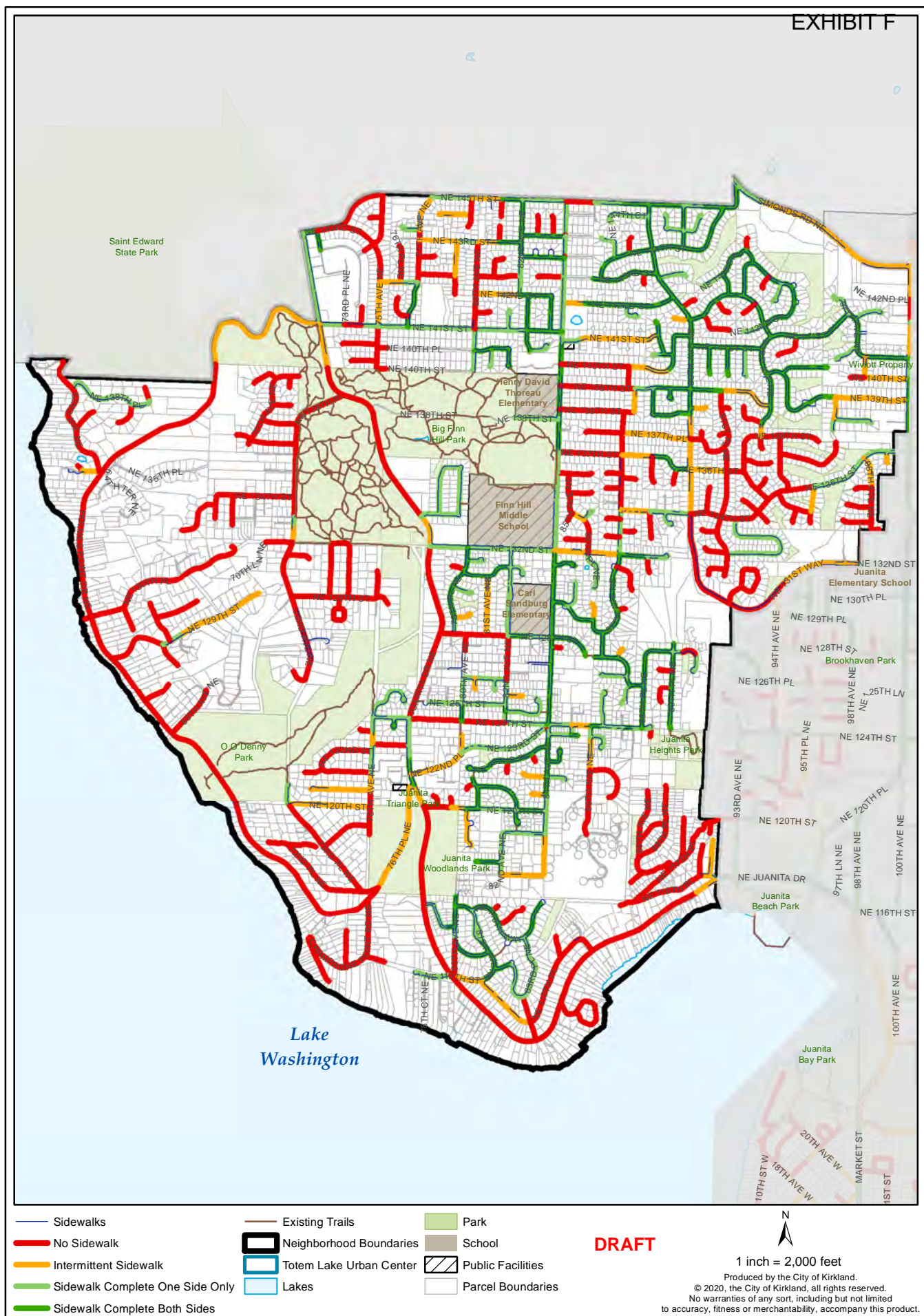


Figure 7.1: Finn Hill Pedestrian System

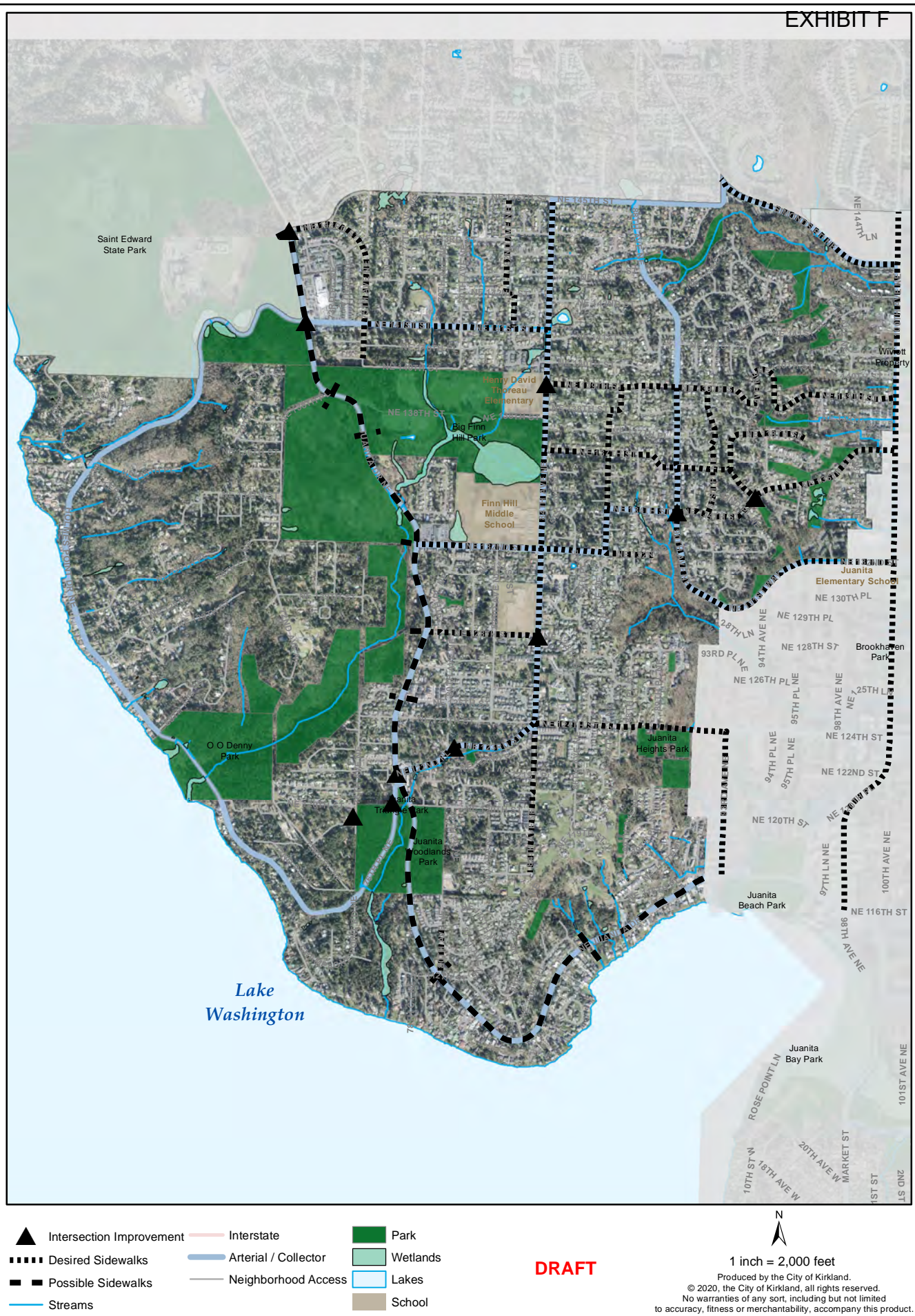


Figure 7.2 Finn Hill Priority Sidewalks and Intersection Improvements

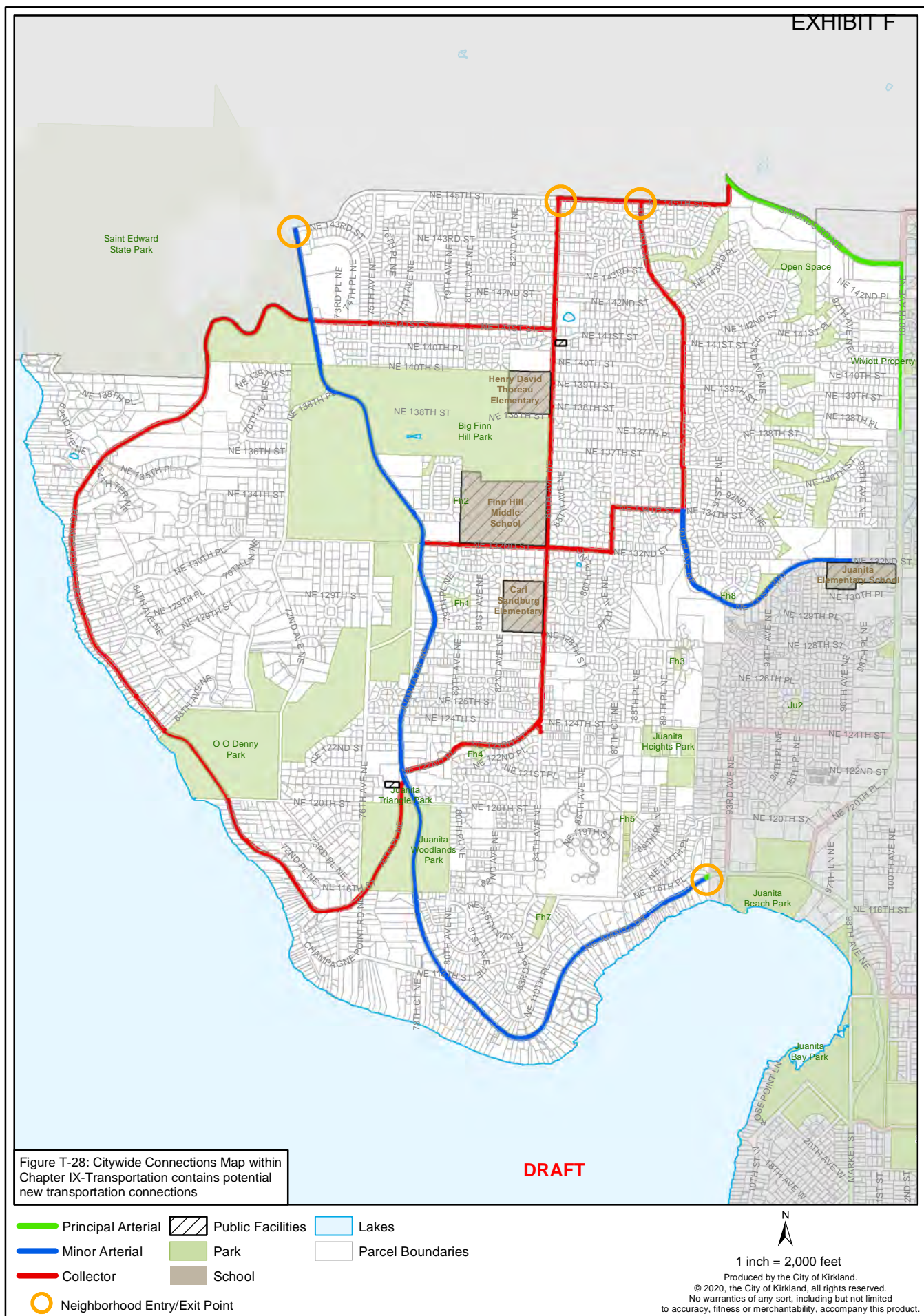


Figure 7.3: Finn Hill Street Classifications

Figure 7.5 Finn Hill Priority Bike Routes

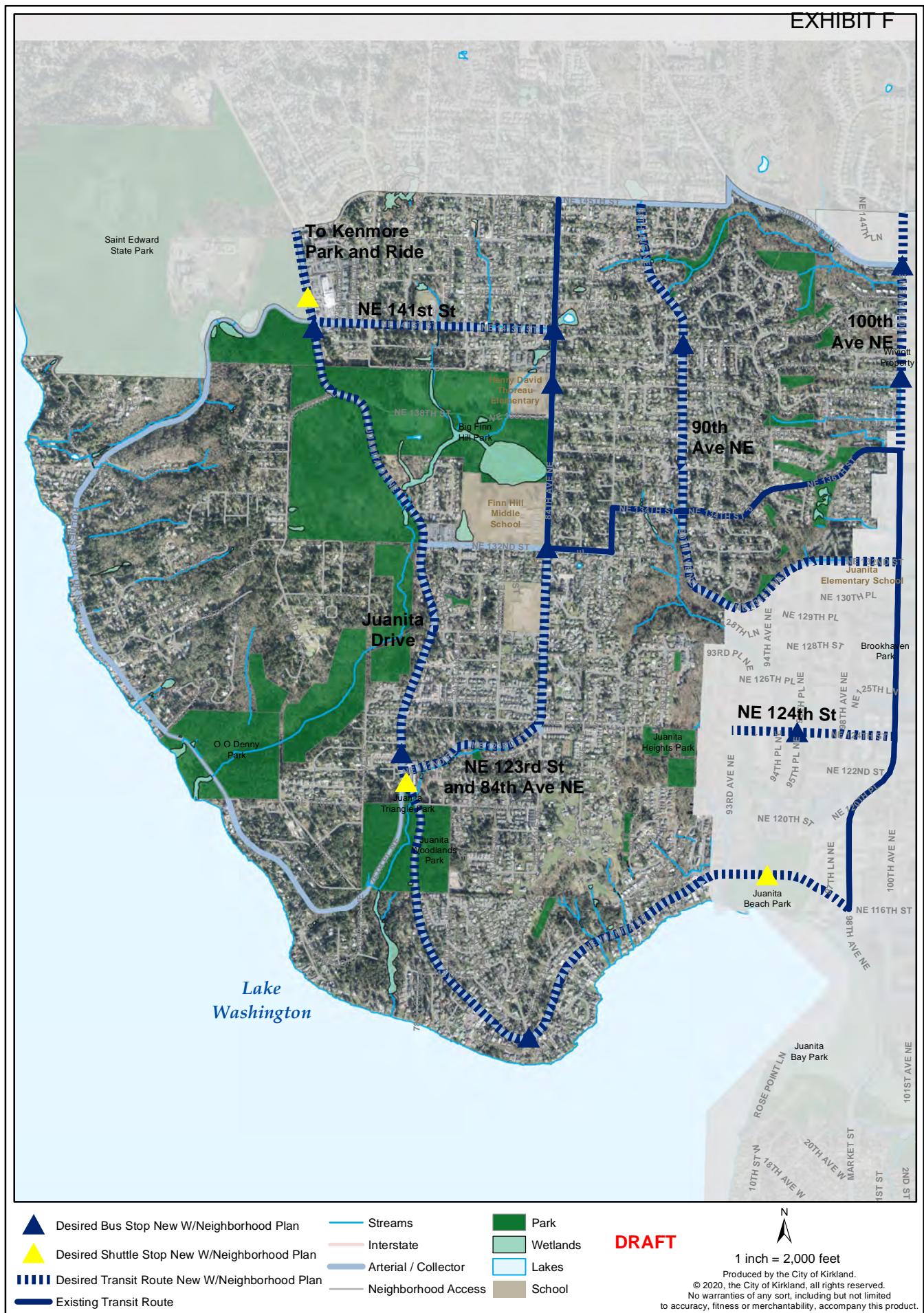
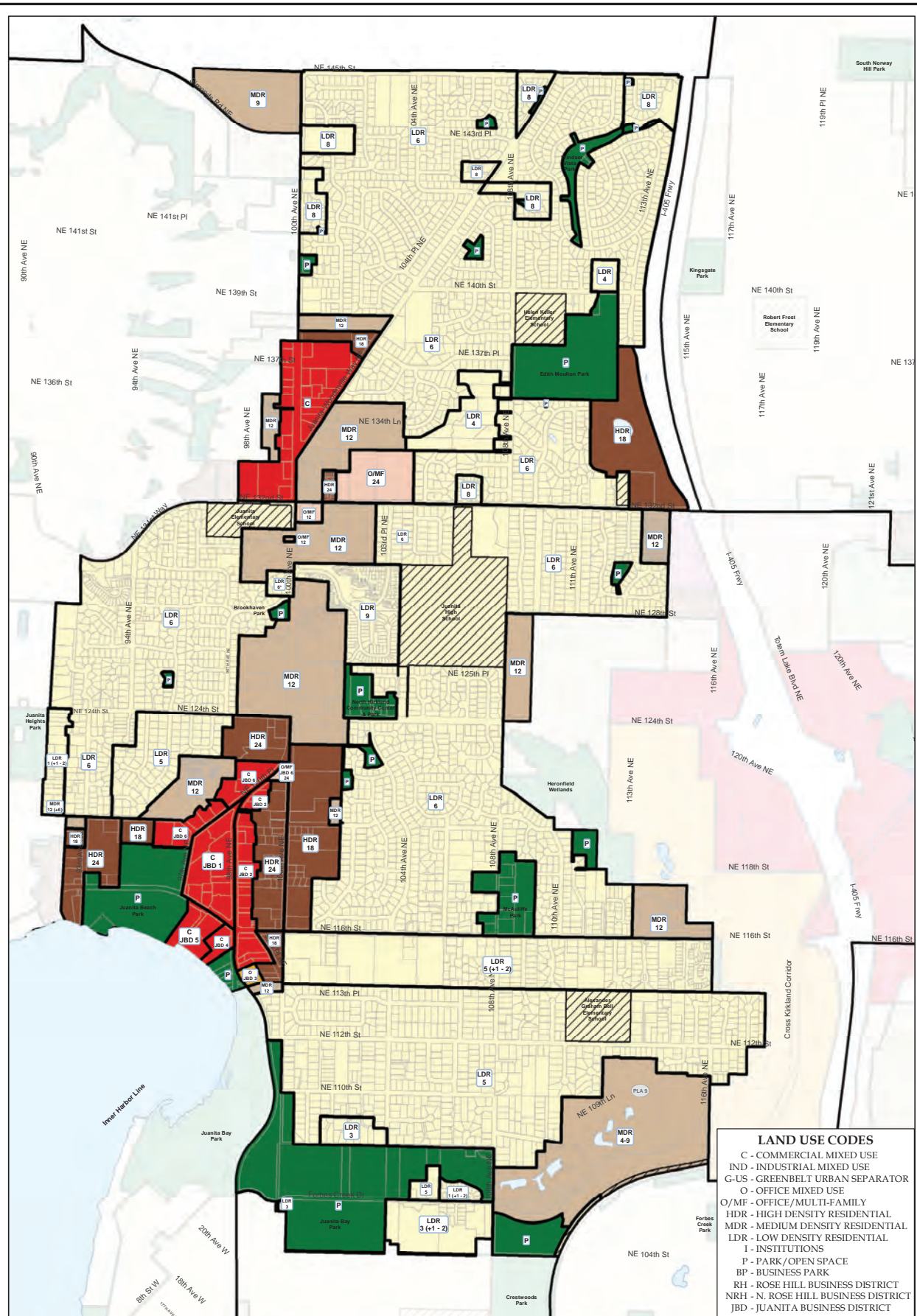


Figure 7.4 Finn Hill Existing and Priority Public Transit System



Juanita Neighborhood Land Use Map

ORDINANCE NO. 4624
ADOPTED by the Kirkland City Council
December 12, 2017

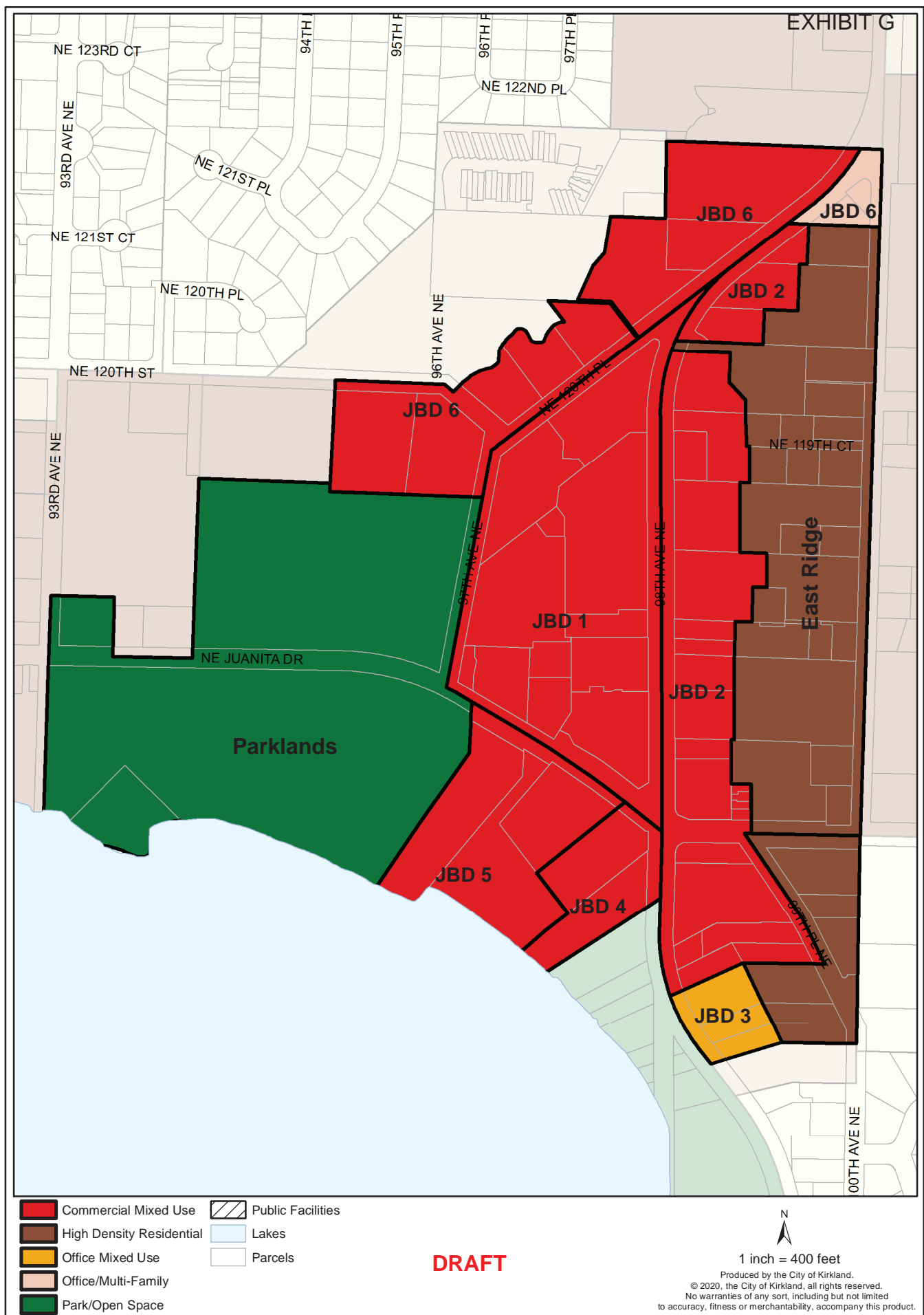


Figure J-2: Juanita Business District Land Use Areas

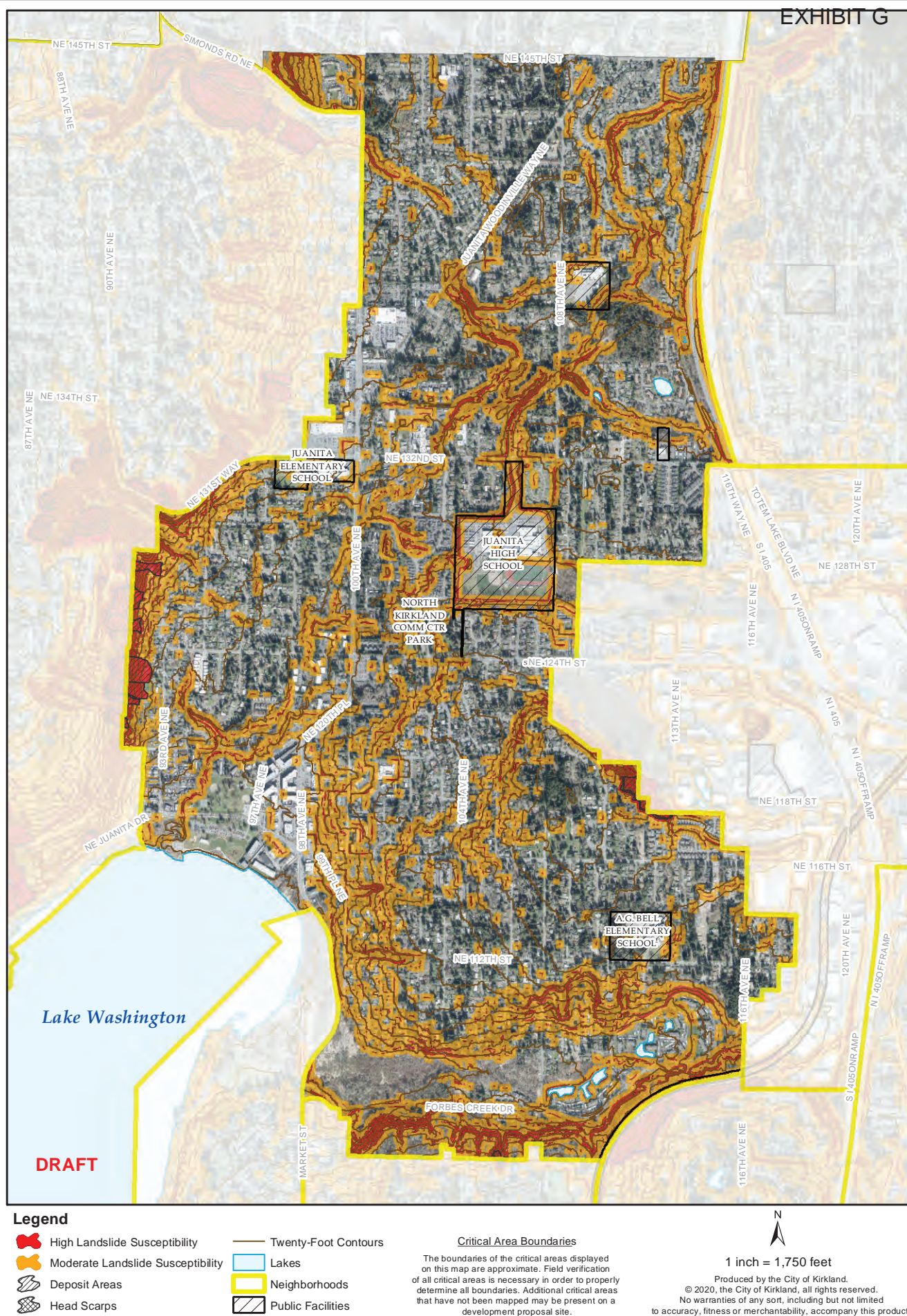
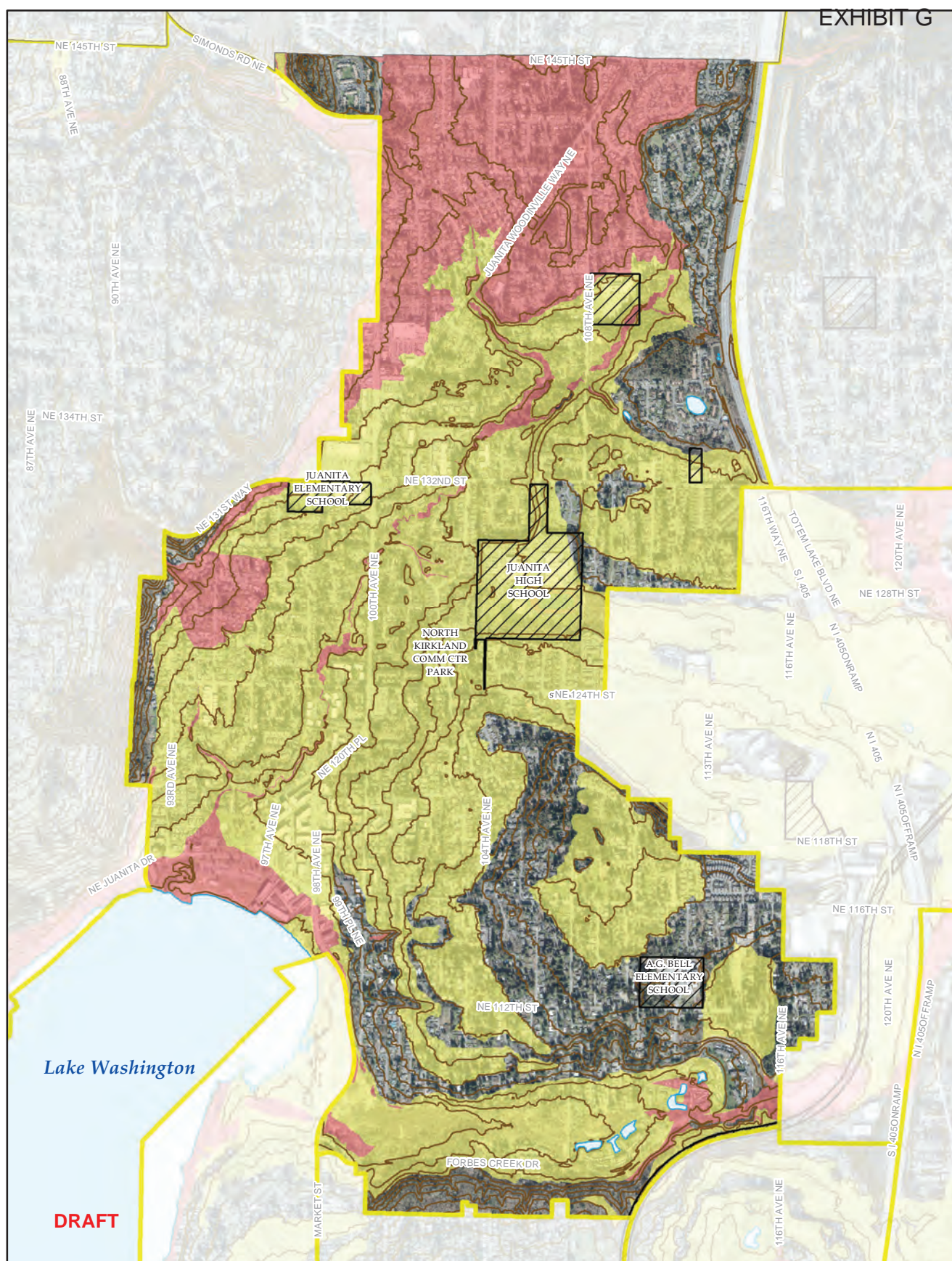


Figure J-3a: Juanita Landslide Susceptibility

**Legend**

- High Liquefaction Potential
- Medium Liquefaction Potential
- Twenty-Foot Contours
- Lakes
- Neighborhoods
- Public Facilities

Critical Area Boundaries

The boundaries of the critical areas displayed on this map are approximate. Field verification of all critical areas is necessary in order to properly determine all boundaries. Additional critical areas that have not been mapped may be present on a development proposal site.



1 inch = 1,750 feet

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Figure J-3b: Juanita Liquefaction Potential

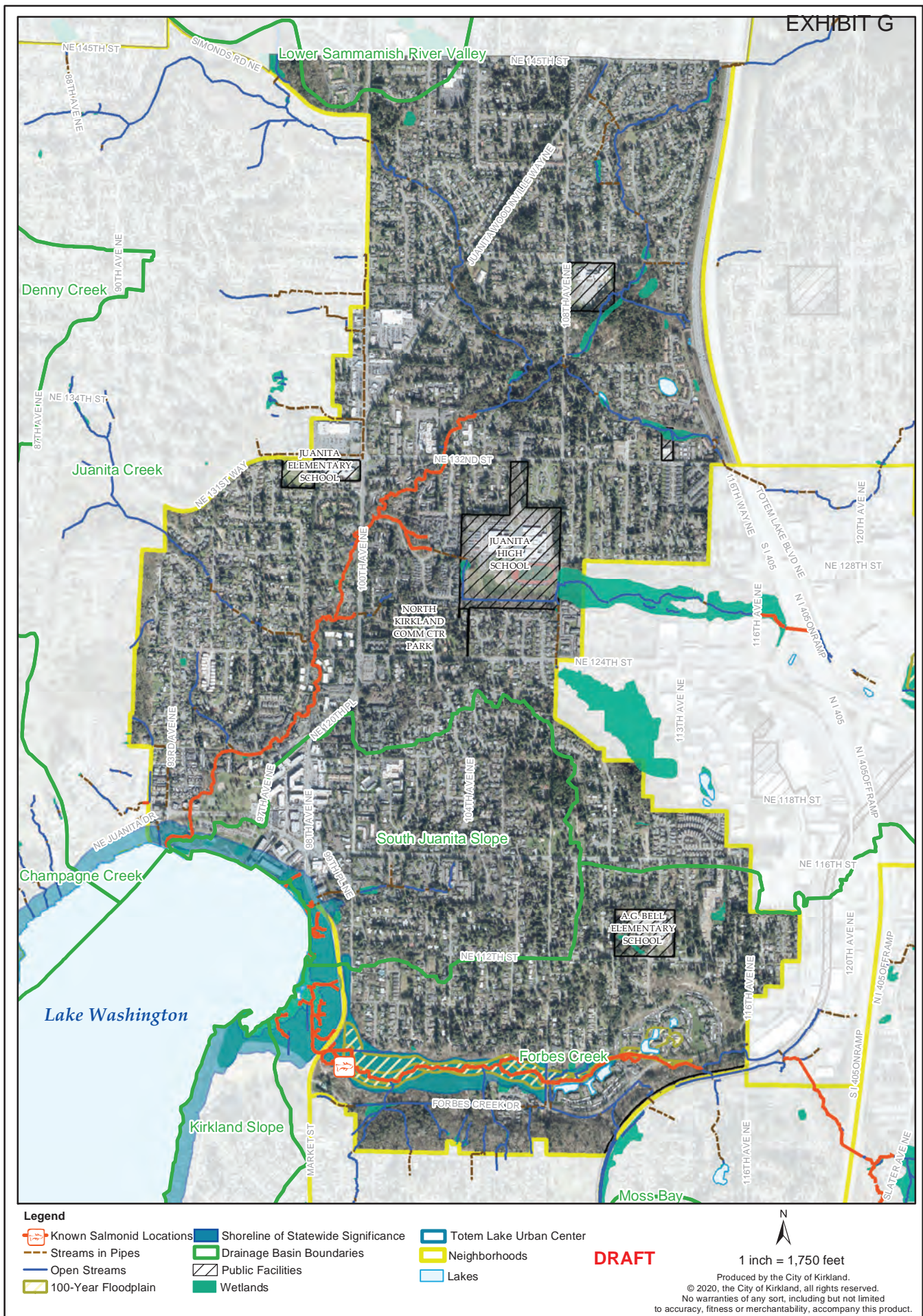


Figure J-4: Juanita Wetlands, Streams, and Lakes

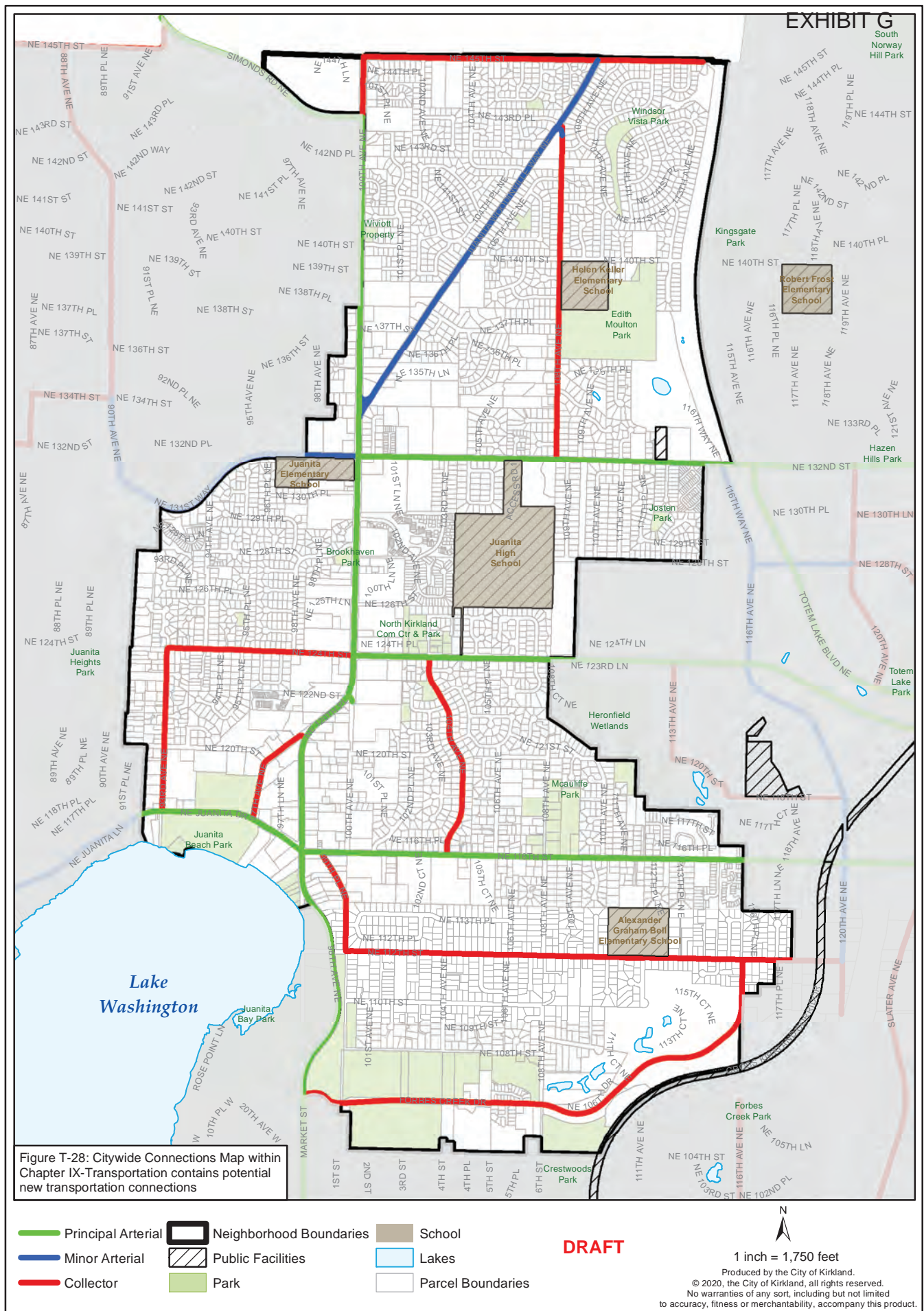


Figure J-5: Juanita Street Classifications

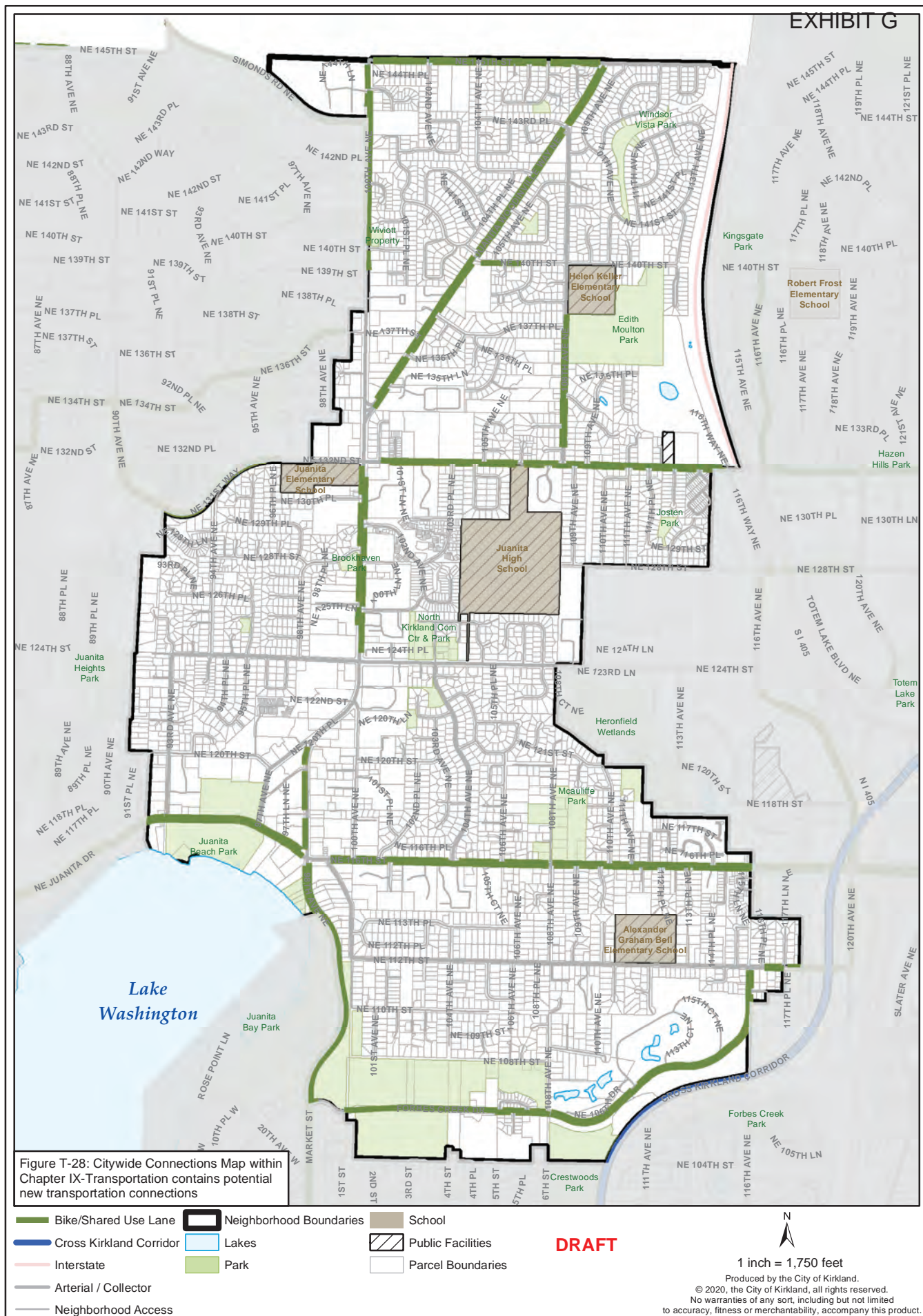


Figure J-6: Juanita Bicycle System

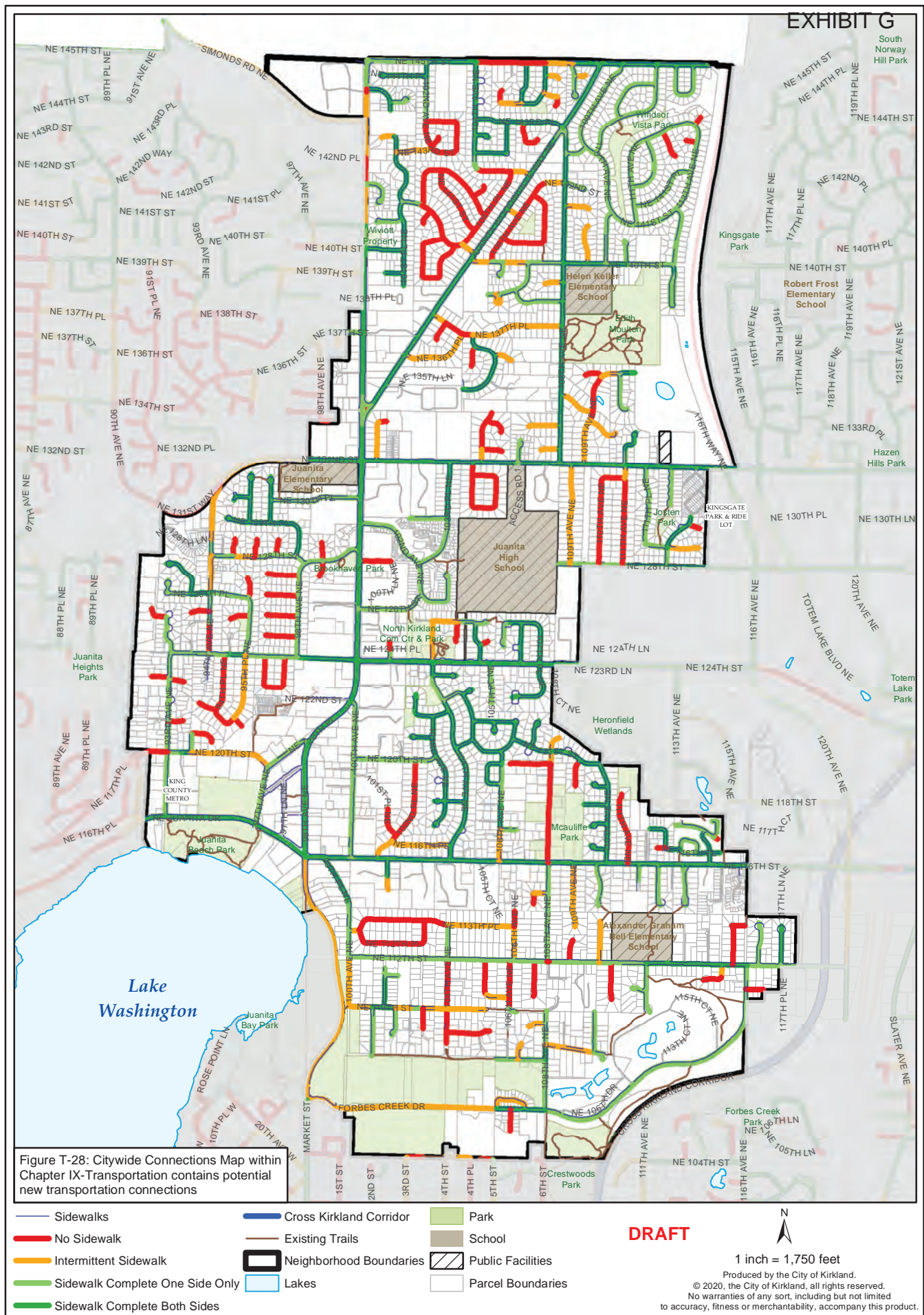


Figure J-7: Juanita Pedestrian System

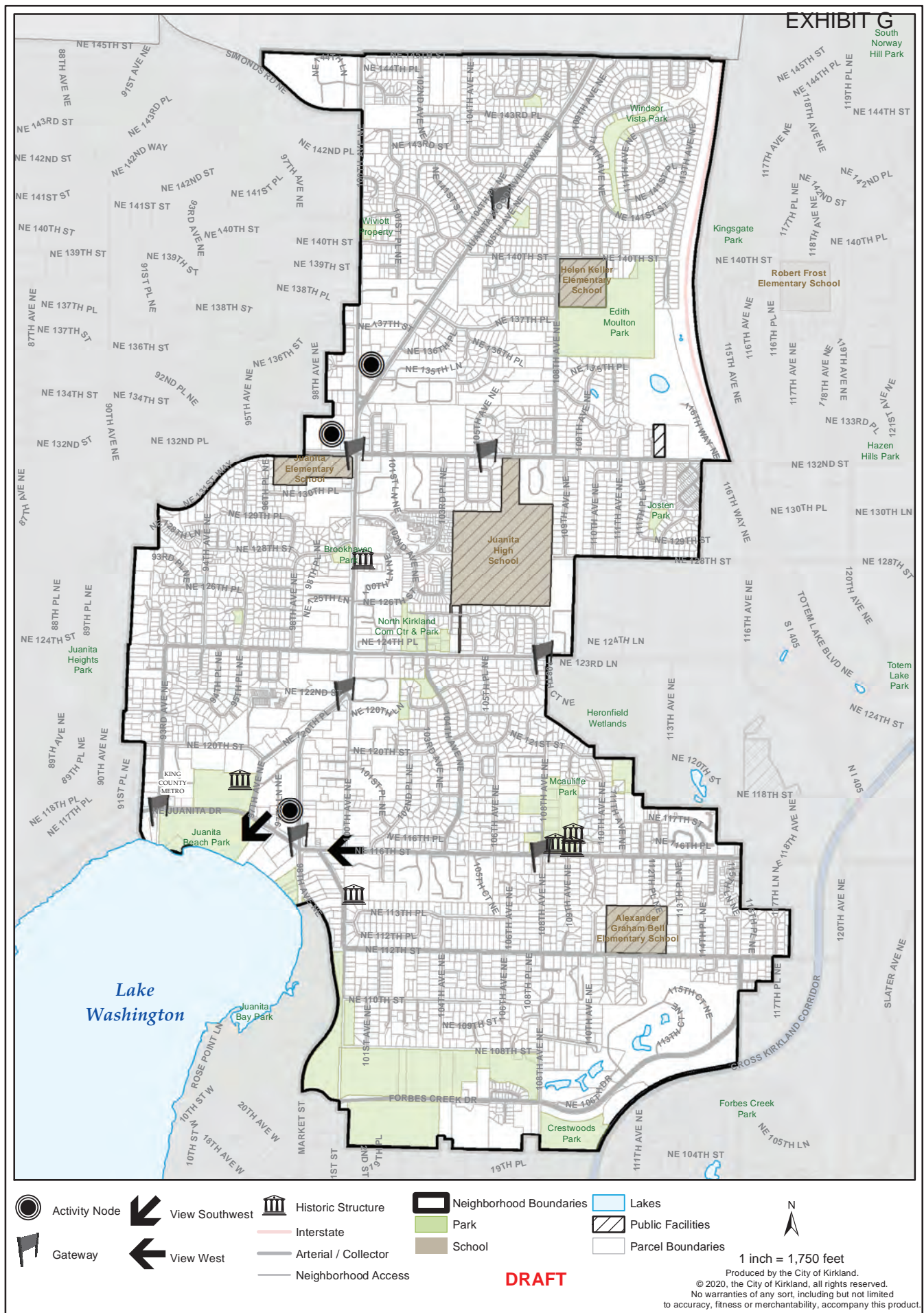


Figure J-8: Juanita Urban Design Features

Neighborhood Plan Policy		
XV.A Lakeview	L-10.5	<p>Improve pedestrian and bicycle circulation systems as both recreation amenities and as nonmotorized transportation connections to neighborhood as well as City and regional destinations.</p> <p>The path/trail system shown in Figures L-5 and L-6 indicates the major elements of the pedestrian and bicycle circulation network in the neighborhood. Pedestrian and bicycle pathways provide a recreation as well as transportation function. <u>Potential new connections are shown in Figure T-28 within Chapter IX-Transportation.</u> The following pedestrian and bicycle connections should be priorities within the neighborhood:</p> <ol style="list-style-type: none"> 1. From Lake Washington Boulevard east to the future Cross Kirkland Corridor on the railroad right-of-way and the Central Houghton Neighborhood. 2. Between properties in the Yarrow Bay Business District and to the South Kirkland Park and Ride and future transit-oriented development. 3. Along the Lake Washington shoreline with connections to Lake Washington Boulevard as required by the shoreline regulations. Existing signs marking the location of public shoreline pedestrian walkways should be maintained by private development. 4. From Yarrow Bay Wetlands to Watershed Park. 5. Along NE 60th Street trail from Houghton Beach Park east through the City to connect to the regional trail at Marymoor Park in Redmond. 6. From SR 520, and Bellevue to the South. <p>These trails will cross a combination of City parklands, City rights-of-way, and public access easements. The trails should be part of the City's Active Transportation Plan and implemented through the Capital Improvement Program or private development. The trails will improve neighborhood access and enhance the unique areas they traverse.</p>
XV.F Rose Hill	RH-68	<p>Map where anticipated street connection locations could be considered in North Rose Hill with future infill development in order to provide predictability in the development process and for the neighborhood.</p> <p>While the North Rose Hill Street Connection Plan Map (Figure RH-13 and Table RH-1) indicates and describes the potential locations of street connections for future infill development, the exact location will be determined at the time of development. The development permit process should ultimately determine these locations. When new street connections are not required or not feasible, pedestrian and bicycle connections should still be pursued.</p>
XV.F Rose Hill	Fig. RH-13	<i>Figure to be removed.</i>
XV.F Rose Hill	Table RH-1	<p>Table RH-1: North Rose Hill Street Connection Plan Description List</p> <p>1. NE 108th ST between Slater Ave NE and 123rd Ave NE</p> <p>2. Portions of NE 105th Pl between 129th Ave NE and 132nd Ave NE</p>

		<p>3.NE 103rd Pl between 132nd Ave NE and existing cul-de-sac end</p> <p>4.Poritions of 125th Ave NE between NE 94th ST and NE 91st ST</p> <p>5.Poritions of 130th Ave NE between NE 87th ST and NE 94th ST</p> <p>6.NE 91st ST between 130th Ave NE and 132nd Ave NE</p> <p>7.Poritions of NE 90th St between 128th Ave NE and 132nd Ave NE</p> <p>8.131st Ave NE between NE 90th ST and NE 91st ST</p> <p>9.122nd Ave NE between NE 90th ST and NE 92nd ST</p> <p>10.NE 101st Pl between 124th Ave NE and 125th Ave NE</p>
XV.F Rose Hill	RH-70	<p>Improve the following unimproved rights-of-way in North Rose Hill impacted by critical areas with less intrusive bike and pedestrian connections rather than street improvements (see Figures RH-14 and RH-16):</p> <ul style="list-style-type: none"> • 120th Avenue NE, from NE 92nd Street to NE 90th Street. • NE 92nd Street, west of 122nd Avenue NE.
XV.F Rose Hill	RH-71	<p>Identify where anticipated street connection locations could be considered in South Rose Hill with future infill development in order to provide predictability in the development process and for the neighborhood.</p>
XV.I Totem Lake	TL-16.2	<p>Seek opportunities to create a finer grid of smaller scale streets and new connections within the business district.</p> <p>The Totem Lake Business District currently has a limited local street system. Development of a complete network of local access roads would facilitate vehicular, pedestrian and bicycle access to properties, reduce reliance on major arterial routes, and break up large blocks to provide better building orientation to the street and an improved street level environment.</p> <p>With new development and redevelopment within the business district, the opportunity exists for the dedication of right-of-way to enable the creation of new through connections. General locations for potential new connections are identified in Figure TL-6 T-28 within Chapter IX, Transportation.</p>
XV.N Highlands	Fig. H-5	<p><i>Figure removed with updated plan to be adopted in 2020.</i></p>
XV.O Kingsgate	K-11	<p>Complete through road connections in the neighborhood when properties are subdivided.</p> <p>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.</p>
XV.P Finn Hill	FH-14.2	<p>Develop a map where potential street connections could be made.</p> <p>In some areas of Finn Hill the street system is underdeveloped, with dead ends,</p>

		<p>missing street connections, and with pavement and sidewalks that are not to city standards (Figures FH 7.1, FH 7.2 and FH 7.3 show the existing street classifications, status of sidewalks, pathways and trails). It is important to plan for a street network that allows access for emergency vehicles, general vehicles, pedestrians and bicycles. While circulation through the neighborhood is important, the connections should also minimize impact to neighborhoods when possible. Connections that are required as a result of redevelopment are reviewed for final alignment, location and street improvement standards when the development is submitted to the City for review. When new street connections are not required or not feasible, pedestrian and bicycle connections should still be pursued. Creating a map of potential street connections provides direction for property owners, developers, and City staff.</p> <p>Note: Figure 7.4, street connections map, to be inserted at a future time.</p>

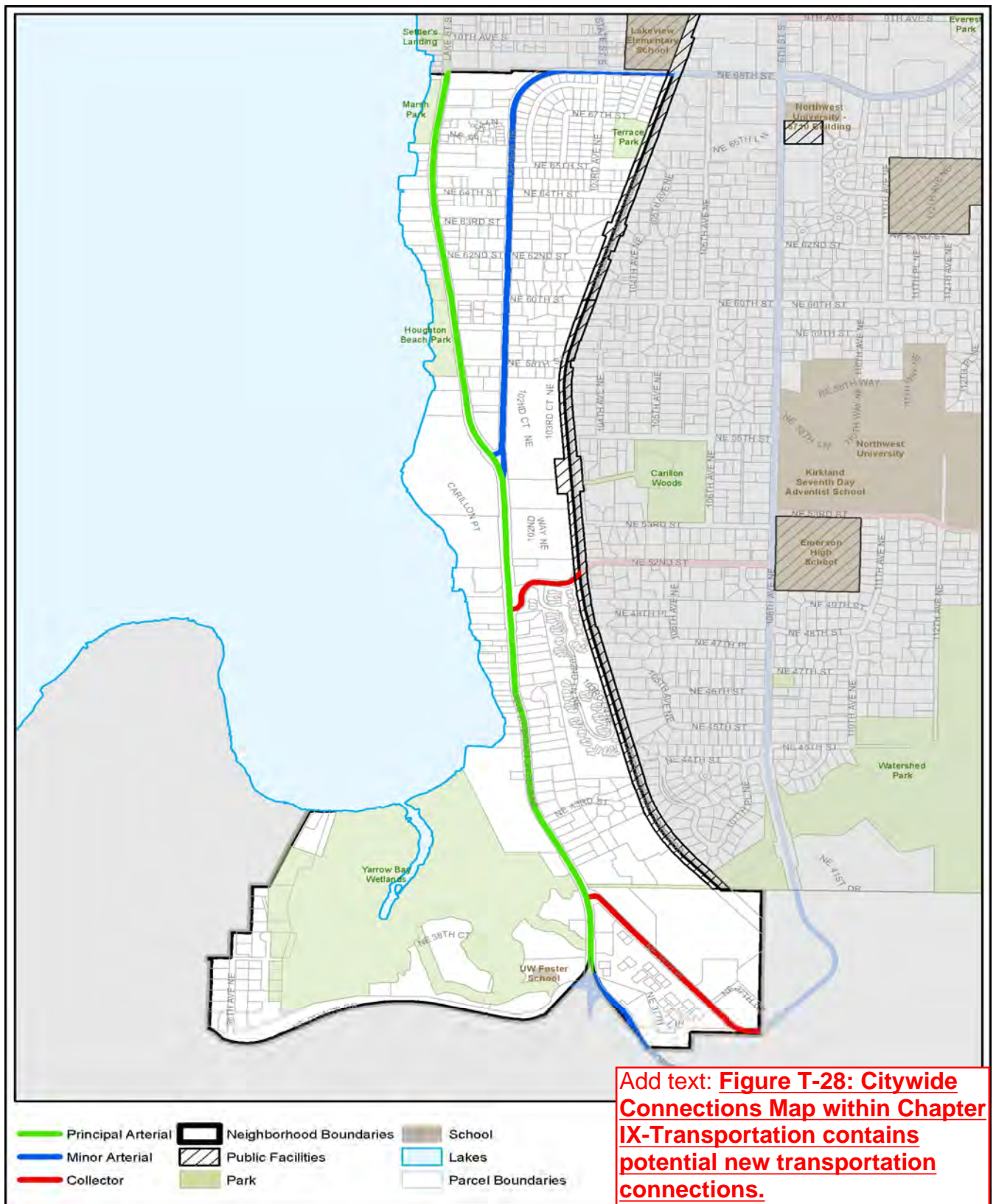
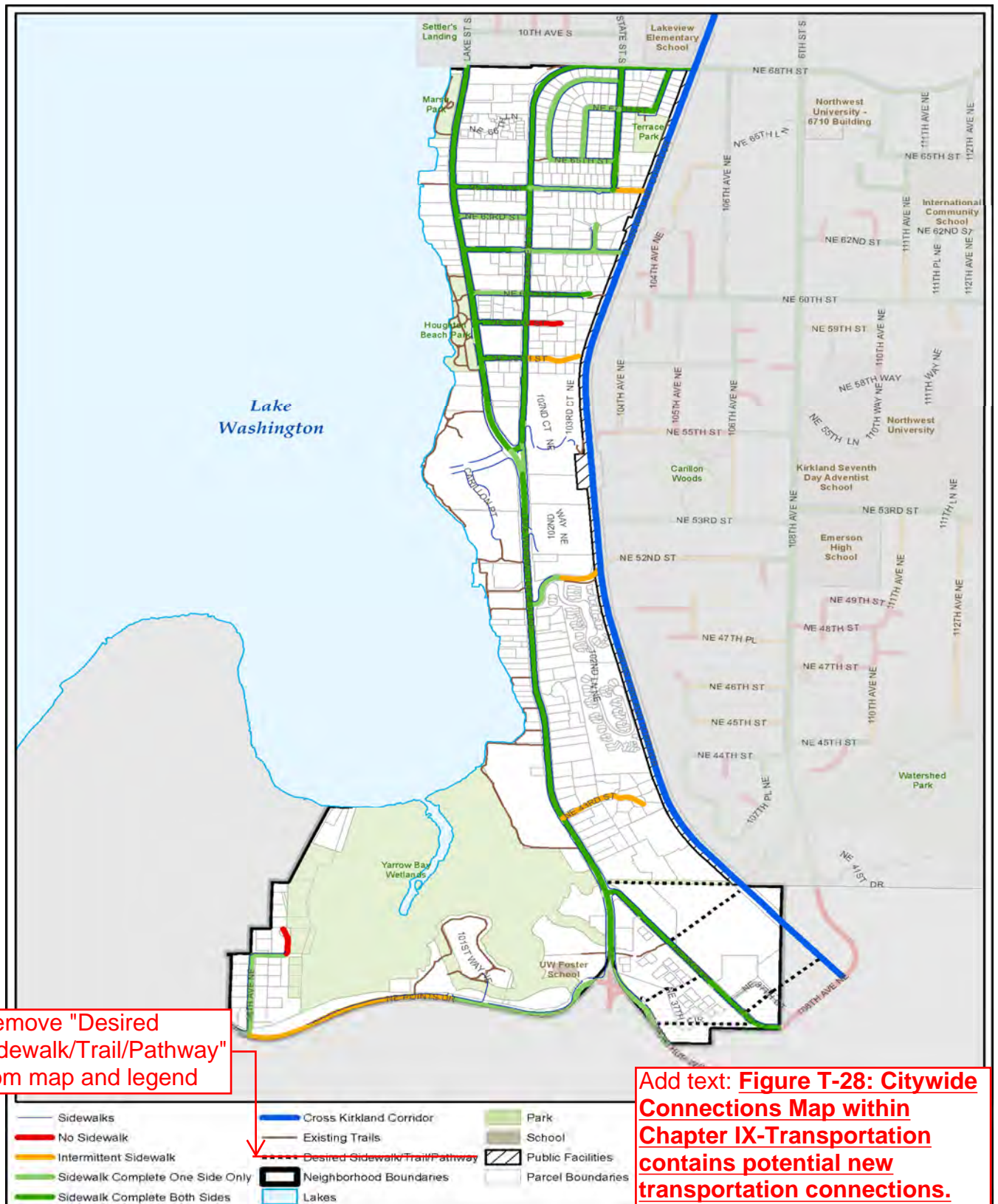


Figure L-4: Lakeview Street Classifications



Remove "Desired Sidewalk/Trail/Pathway" from map and legend

Add text: **Figure T-28: Citywide Connections Map** within Chapter IX-Transportation contains potential new transportation connections.

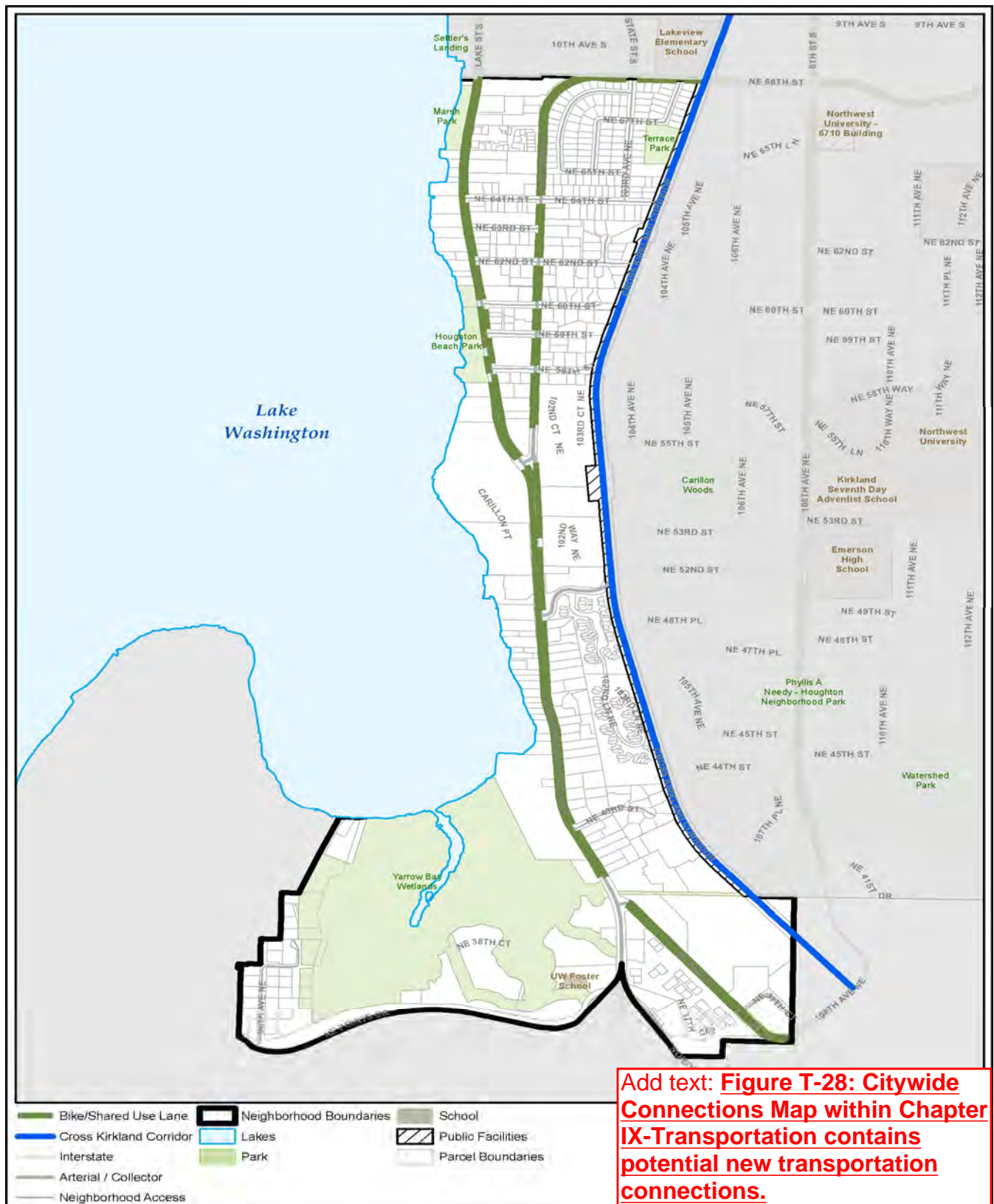


Figure L-6: Lakeview Bicycle System

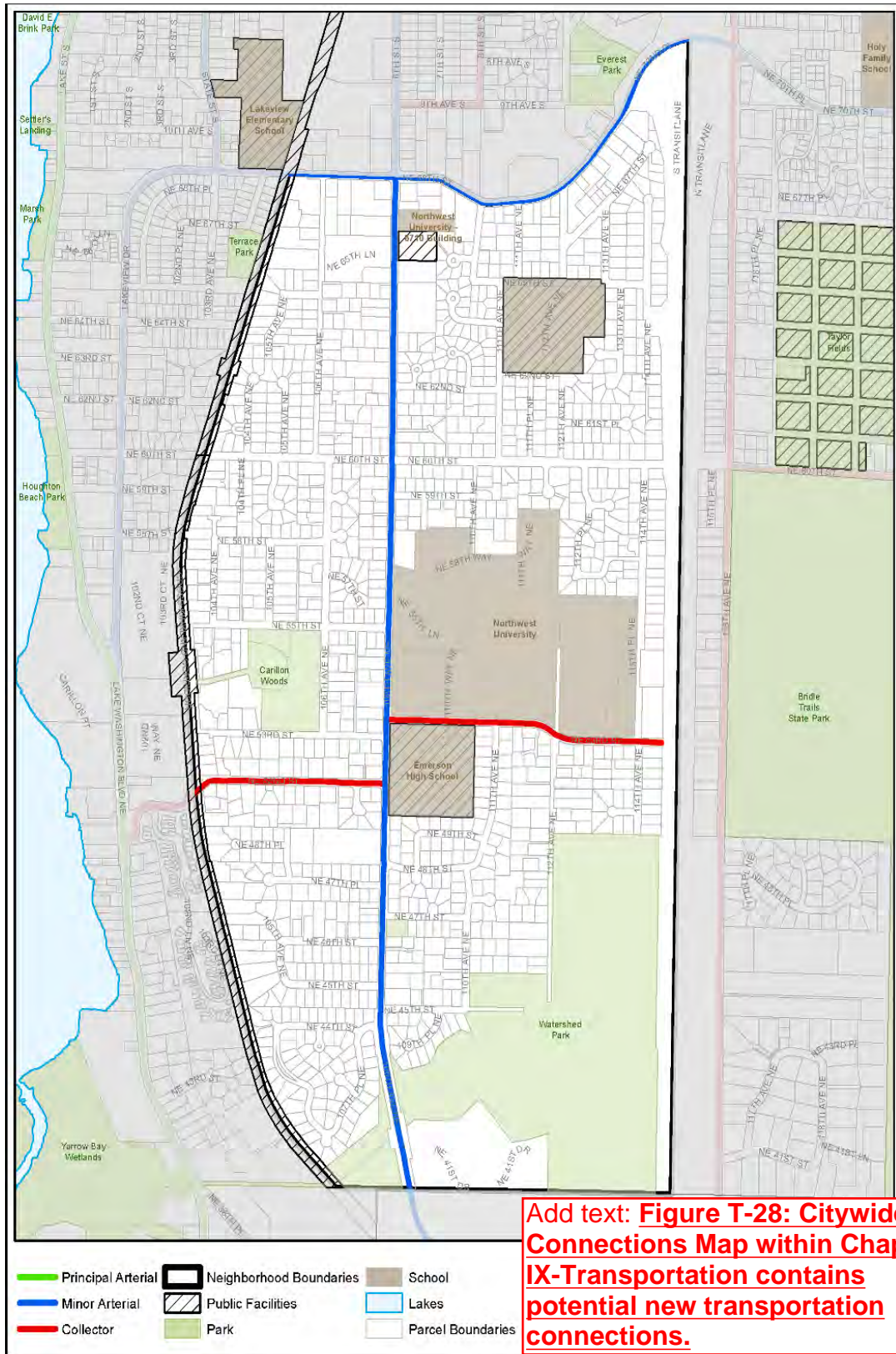


Figure CH-4: Central Houghton Street Classifications

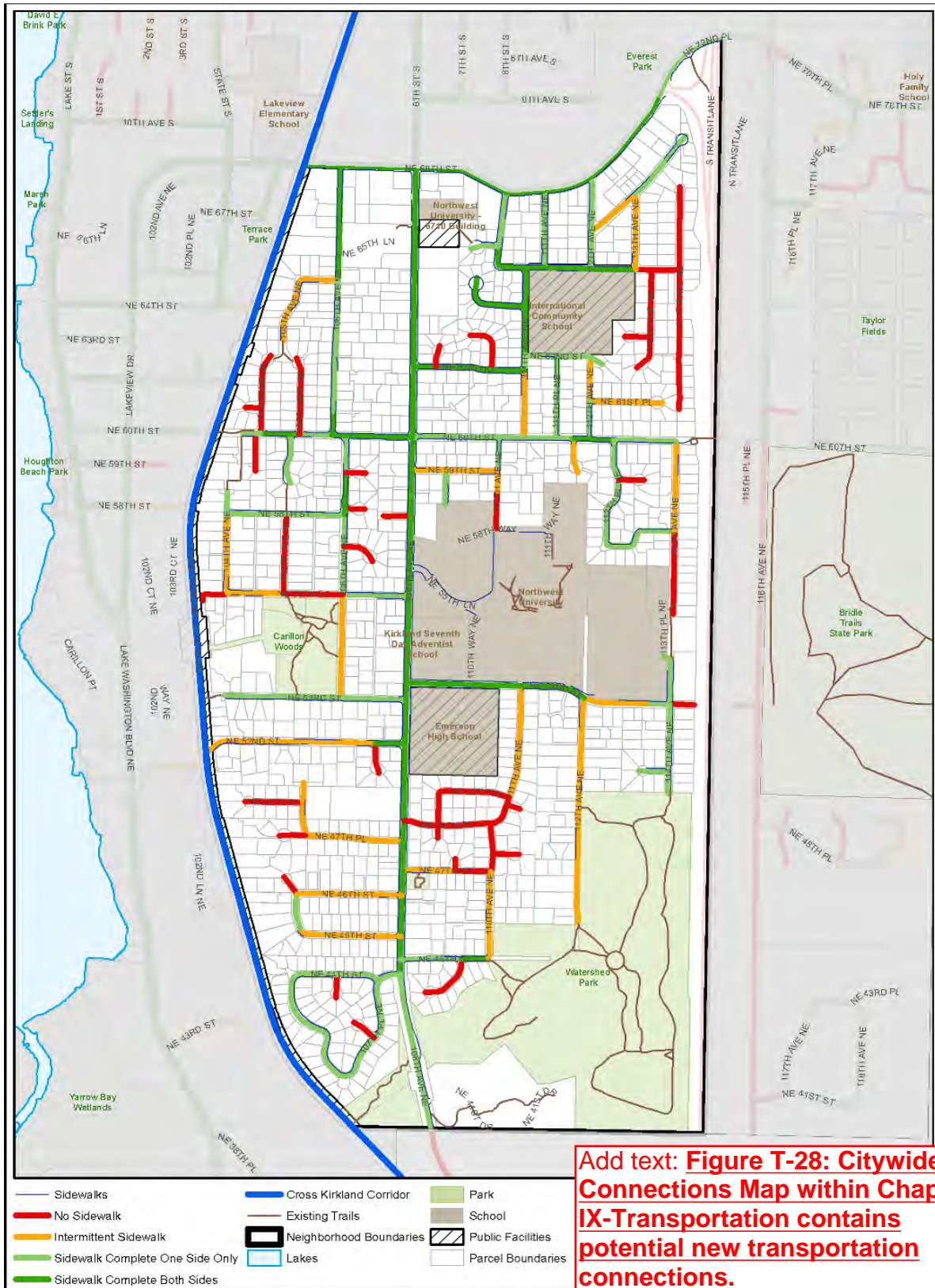


Figure CH-5: Central Houghton Pedestrian System

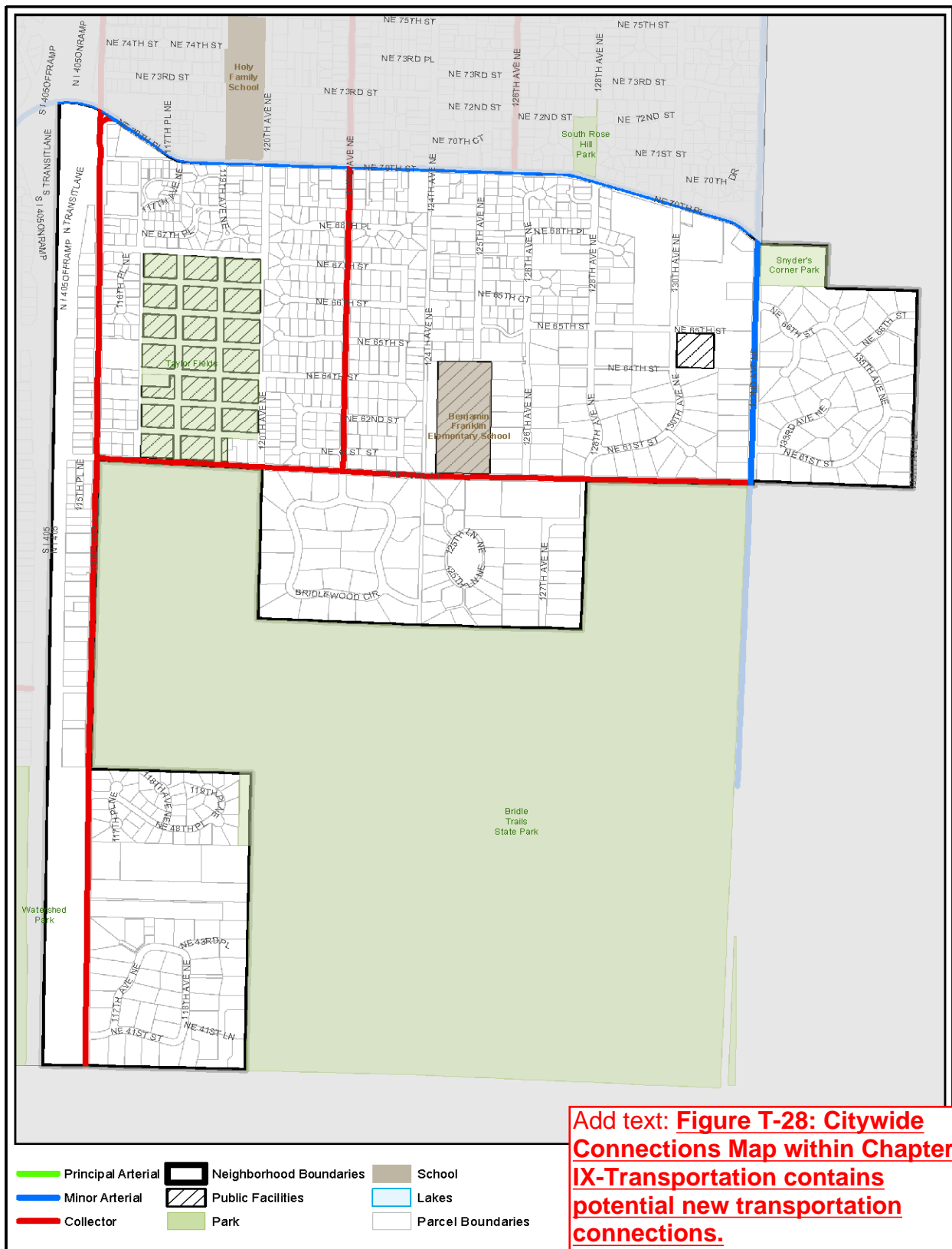


Figure BT-5: Bridle Trails Street Classifications

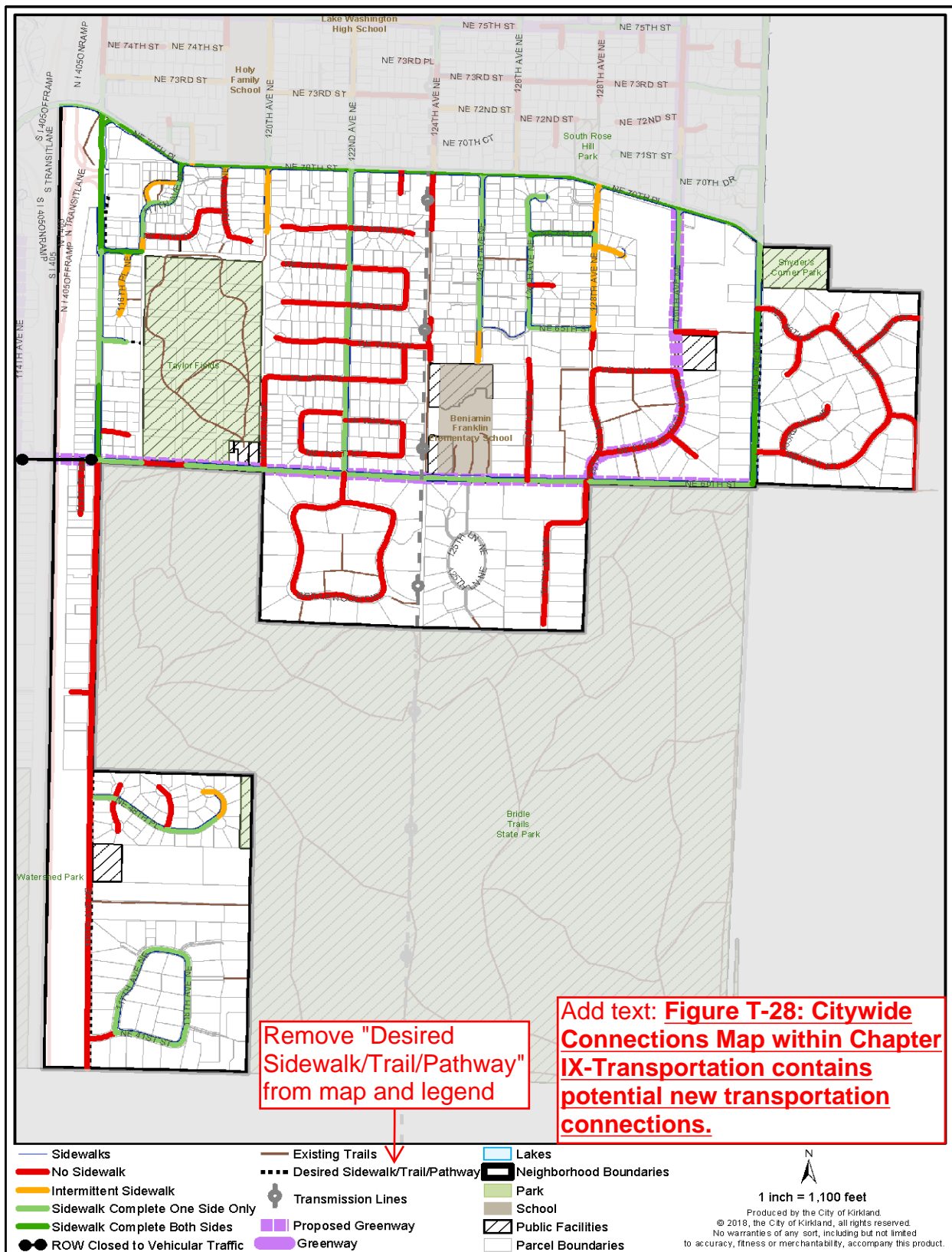
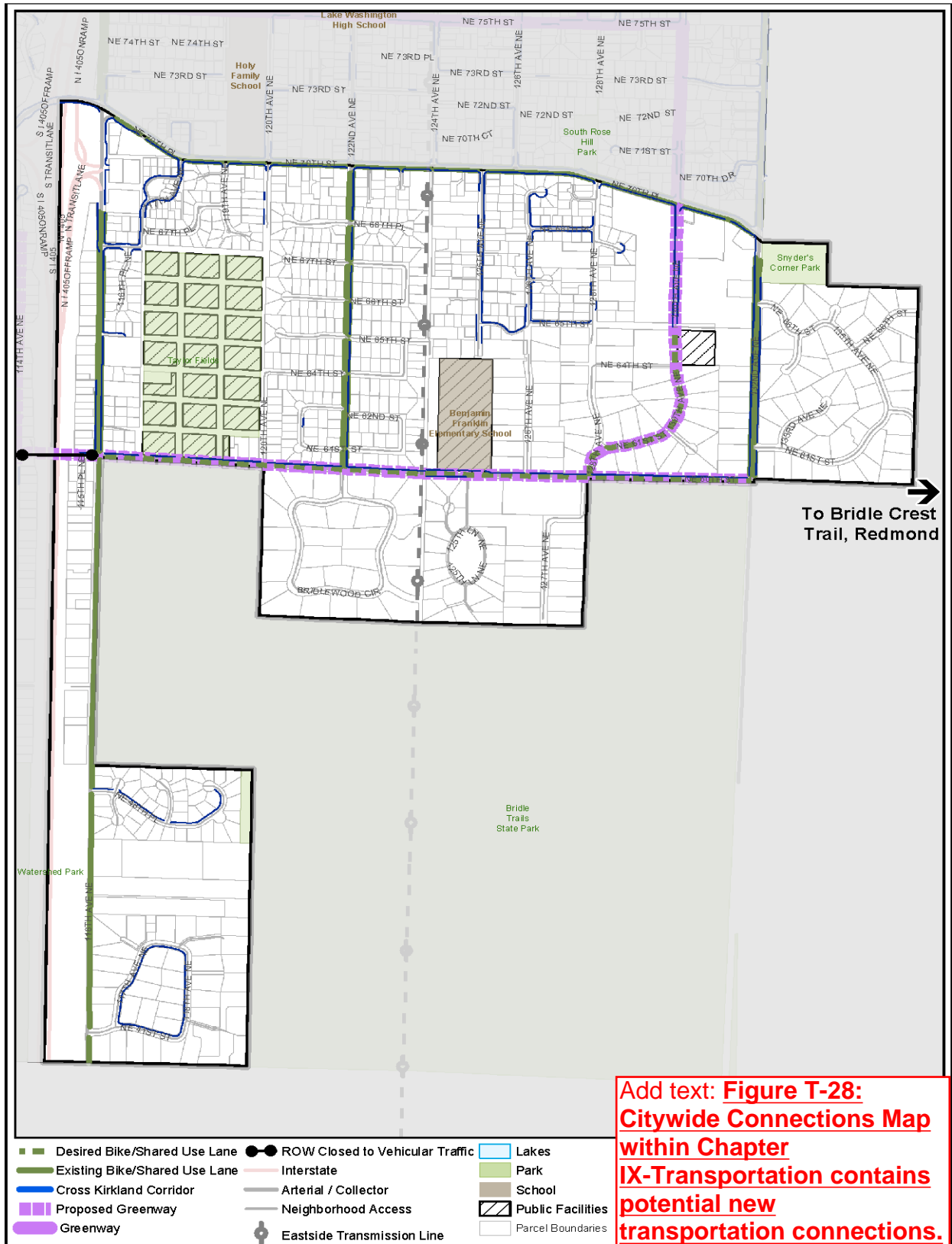


Figure BT-6: Bridle Trails Pedestrian System



Add text: **Figure T-28:**
Citywide Connections Map
 within Chapter
IX-Transportation contains
potential new
transportation connections.

Figure MB-9: Moss Bay Street Classifications

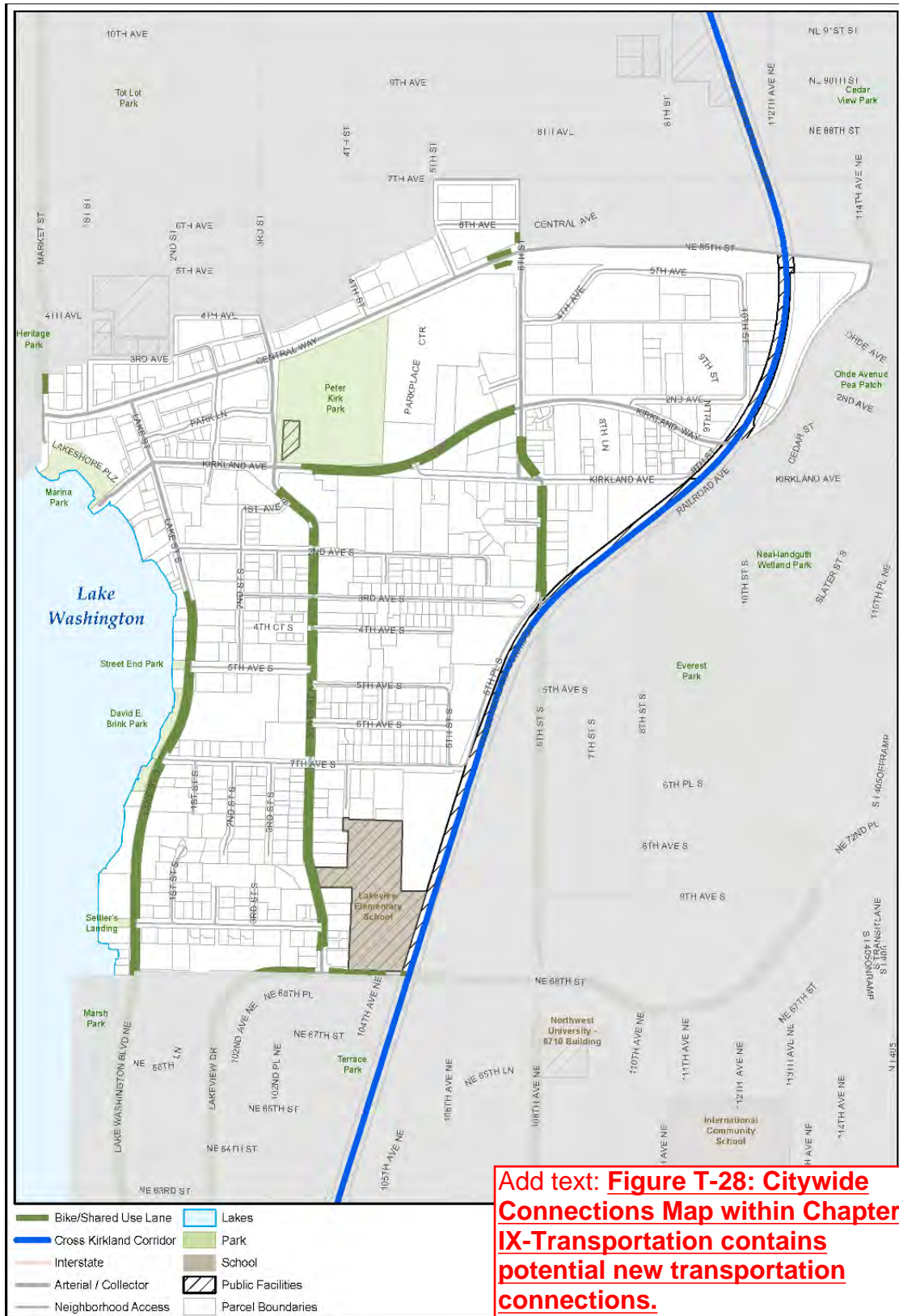


Figure MB-11: Moss Bay Bicycle System

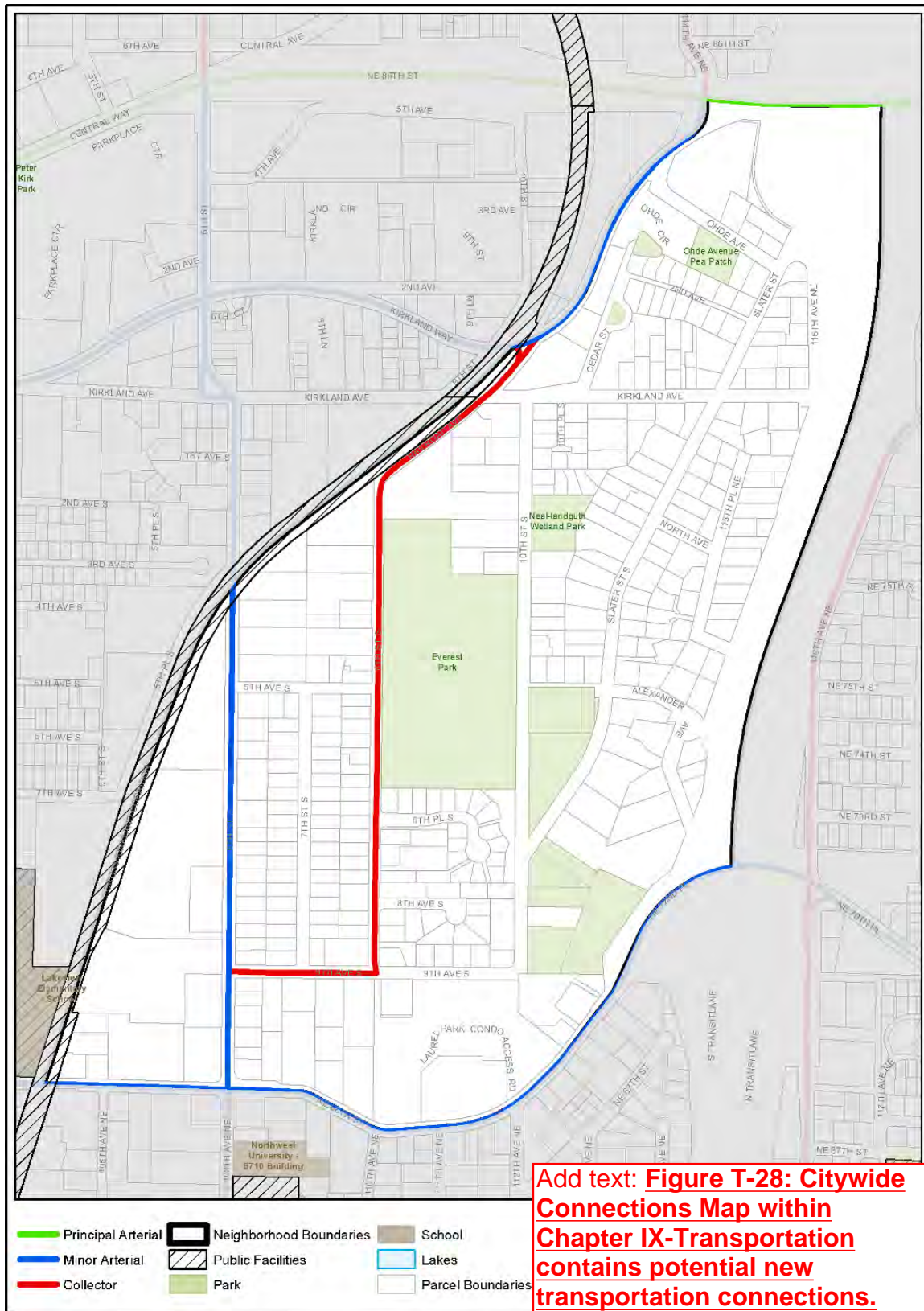


Figure EV-4: Everest Street Classifications

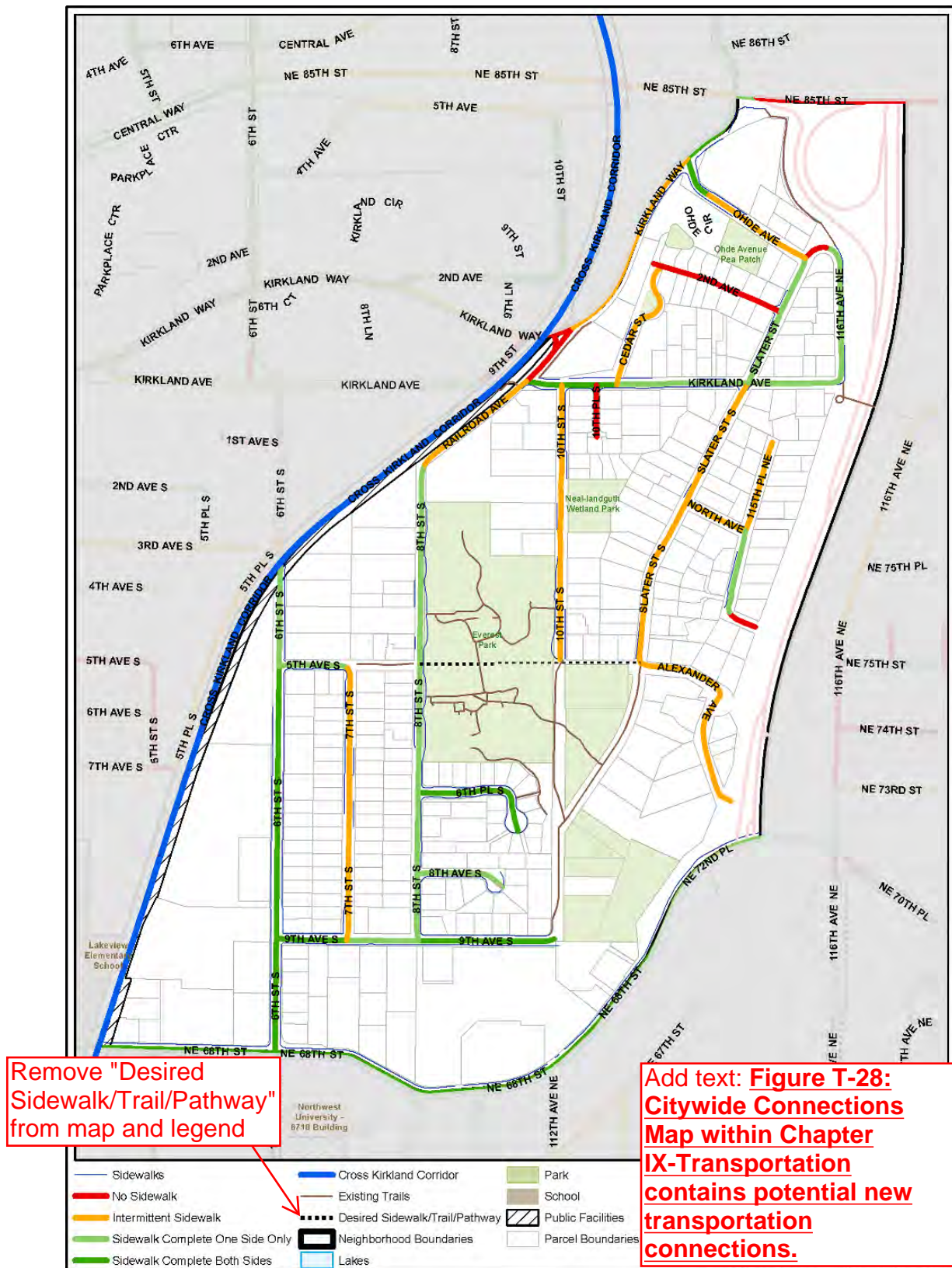


Figure EV-5: Everest Street Pedestrian System



Figure EV-6: Everest Bicycle System

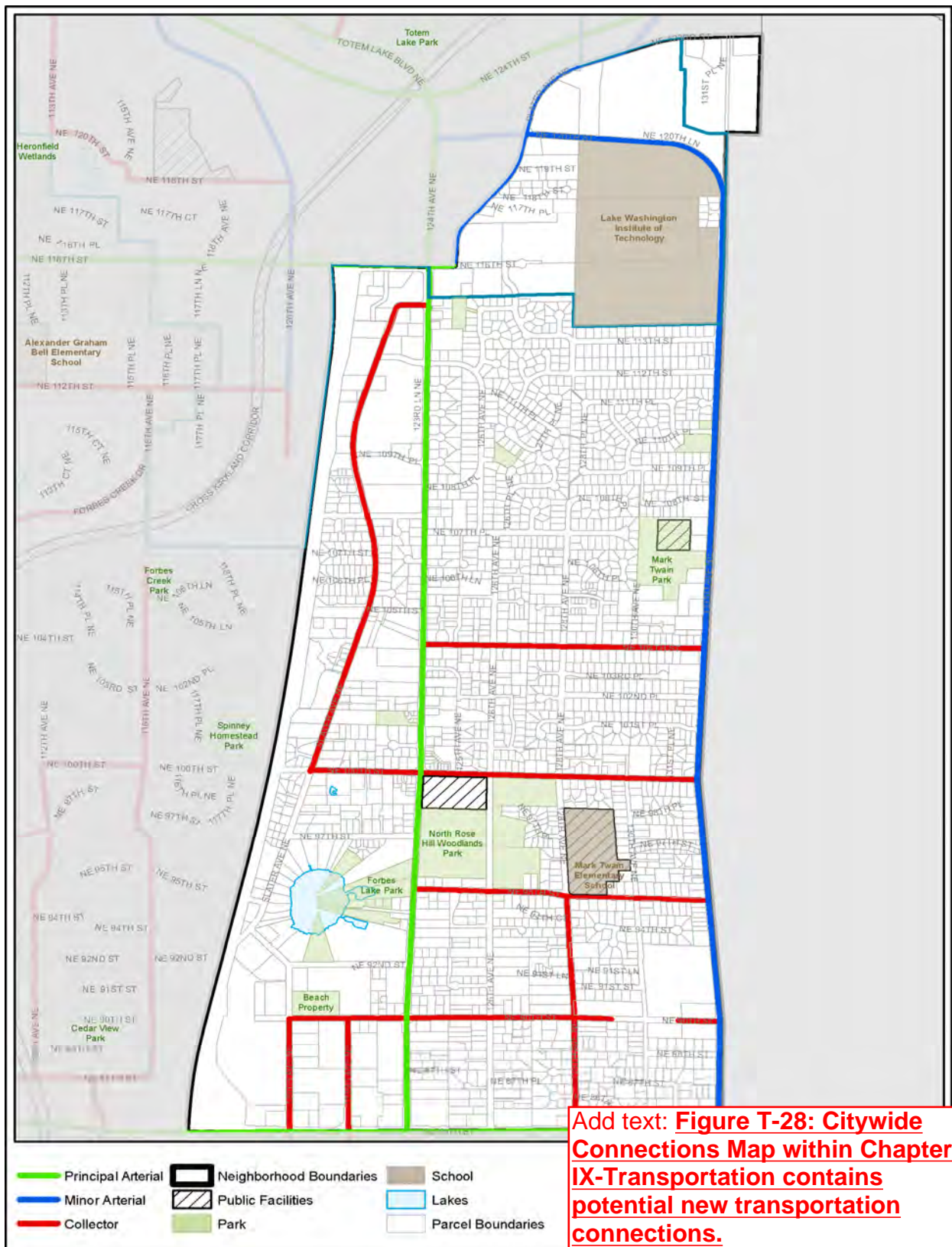
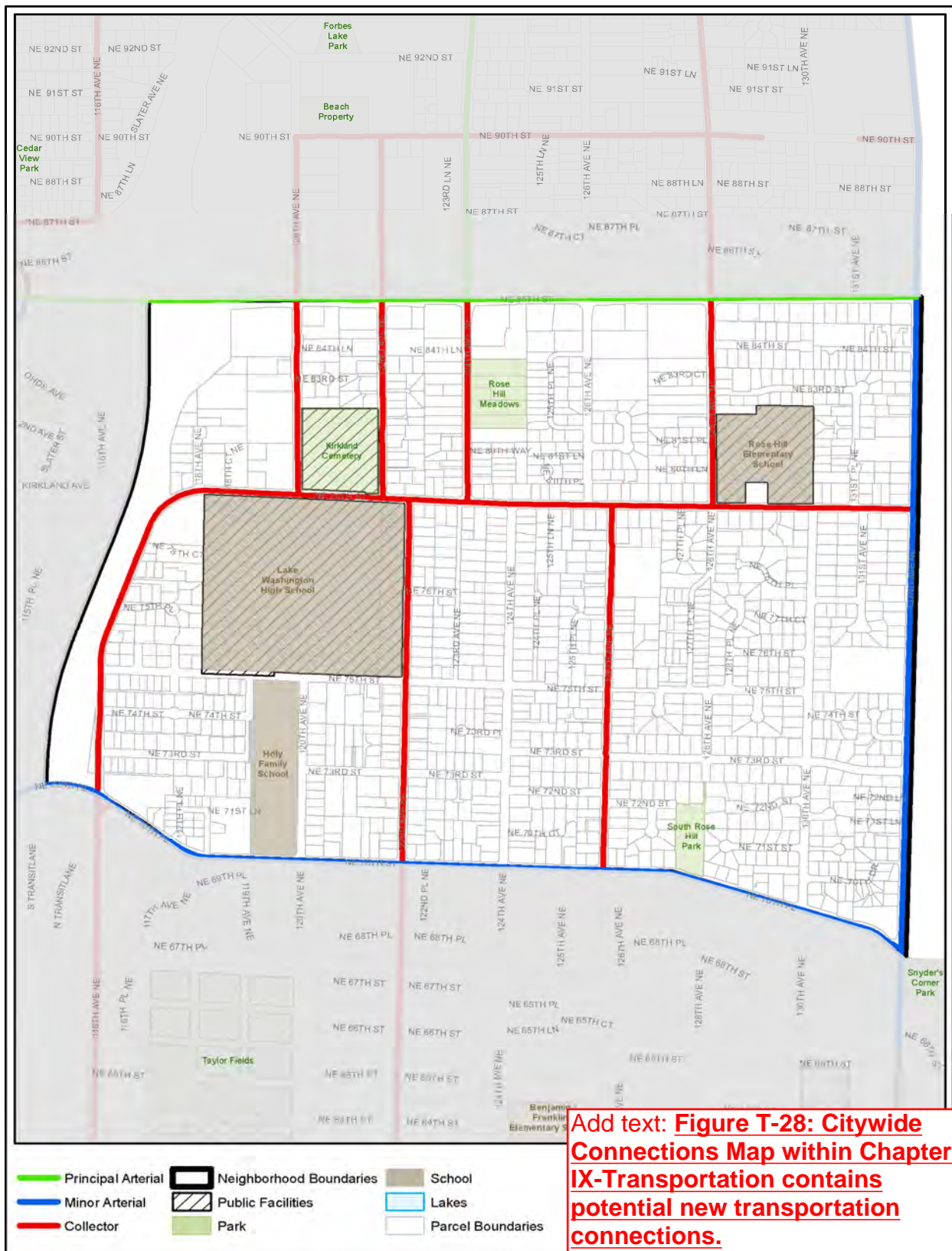


Figure RH-11: North Rose Hill Street Classifications



Add text: **Figure T-28: Citywide Connections Map within Chapter IX-Transportation contains potential new transportation connections.**

Figure RH-12: South Rose Hill Street Classifications

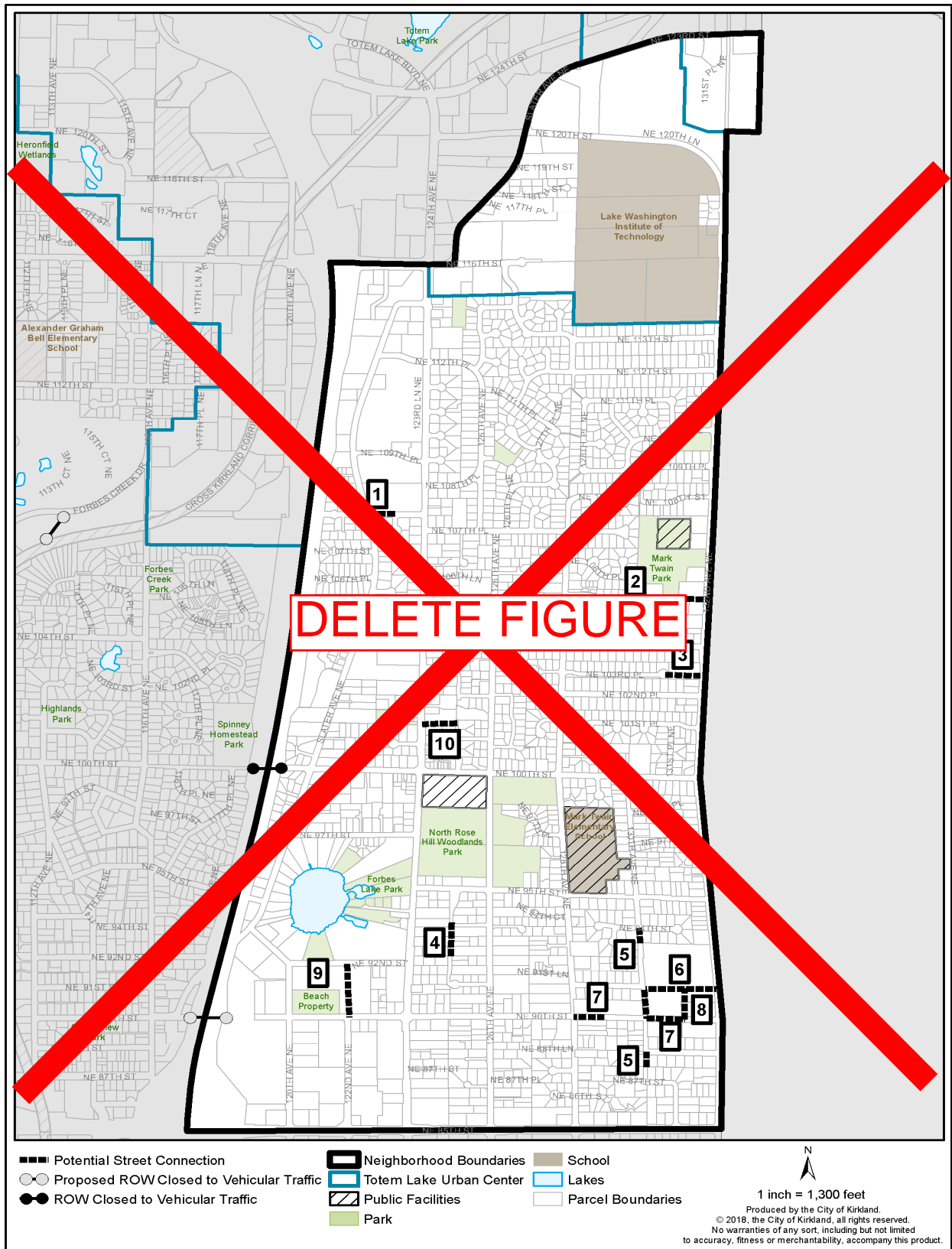


Figure RH-13: North Rose Hill Street Connection Plan

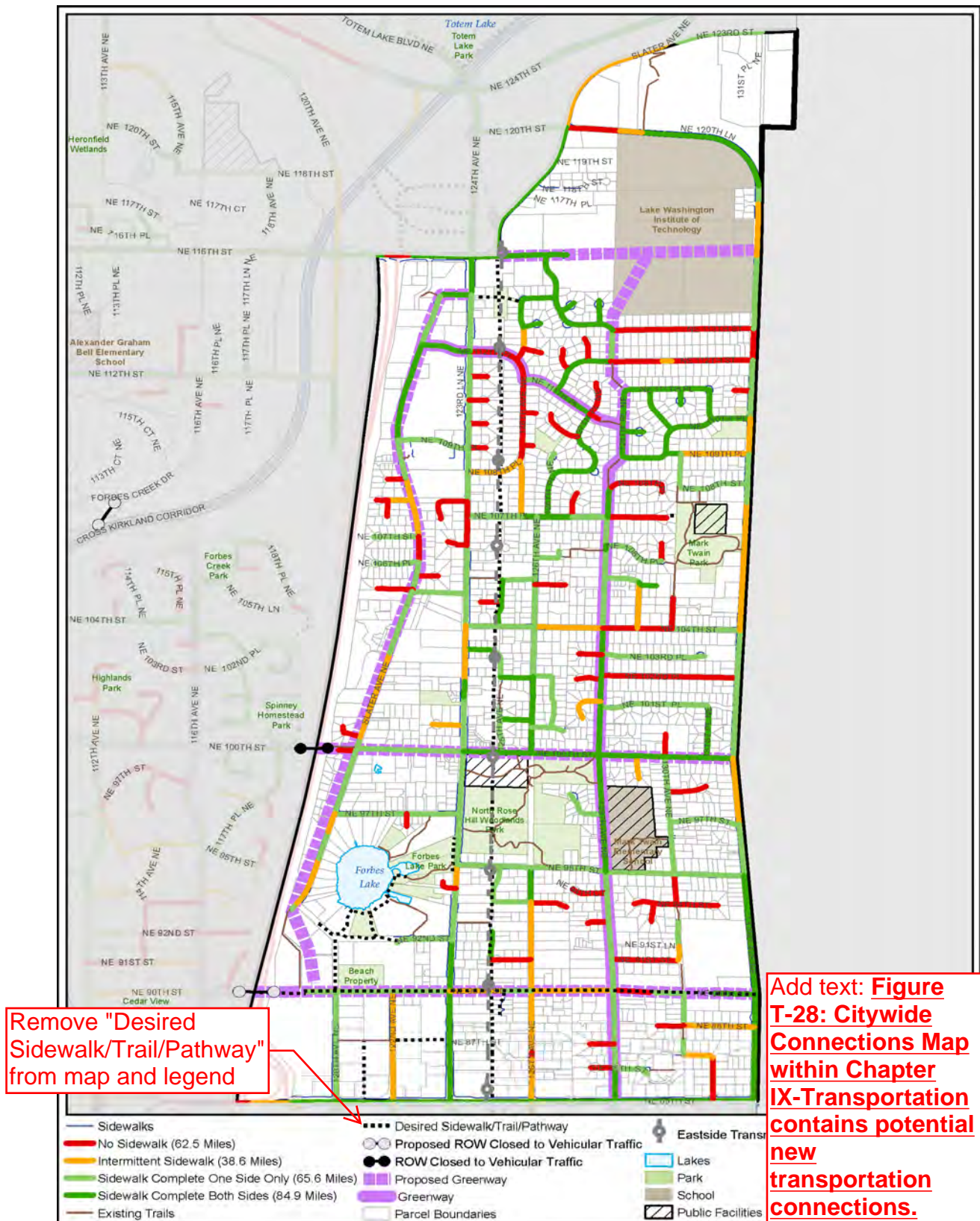


Figure RH-14: North Rose Hill Pedestrian System

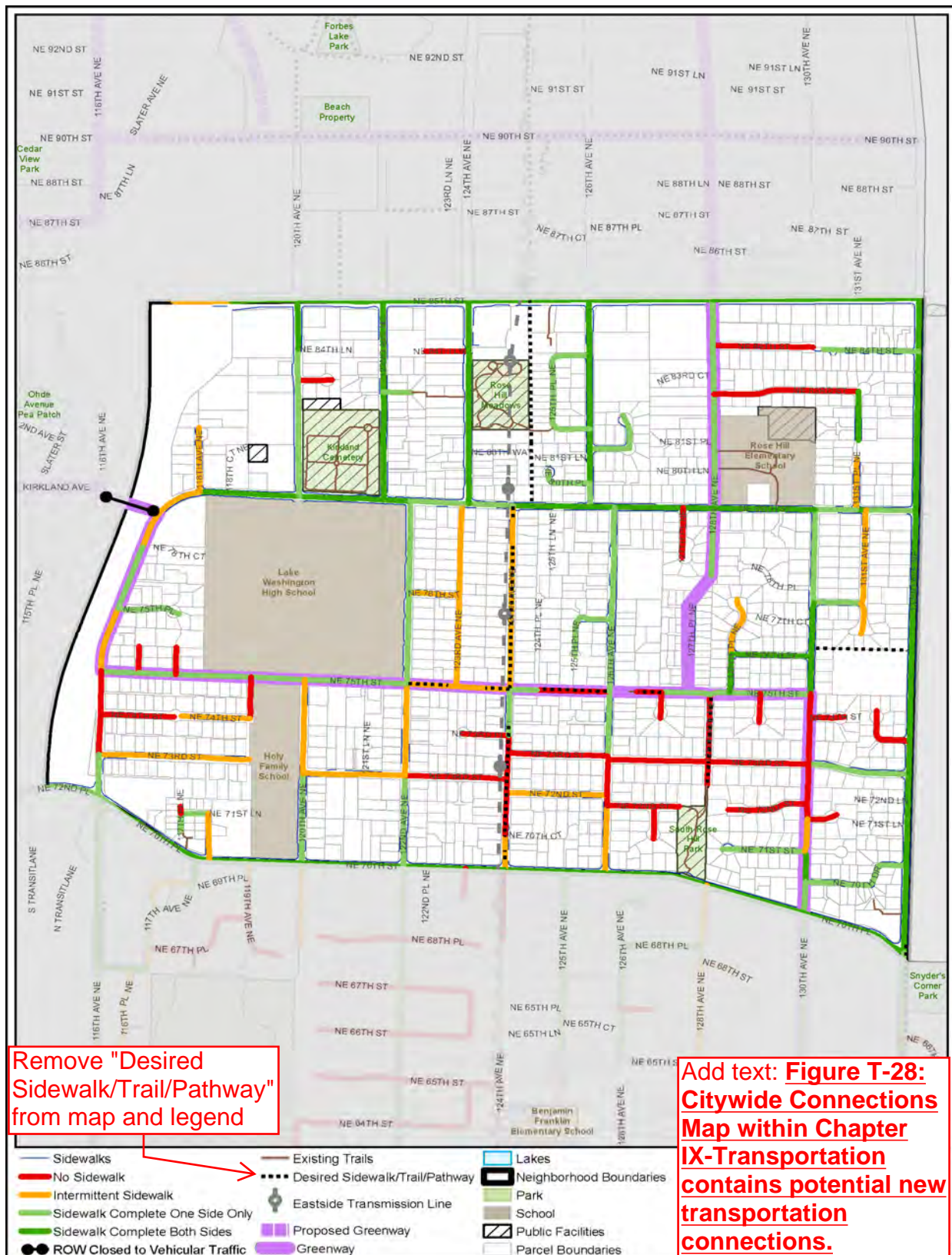


Figure RH-15: South Rose Hill Pedestrian System

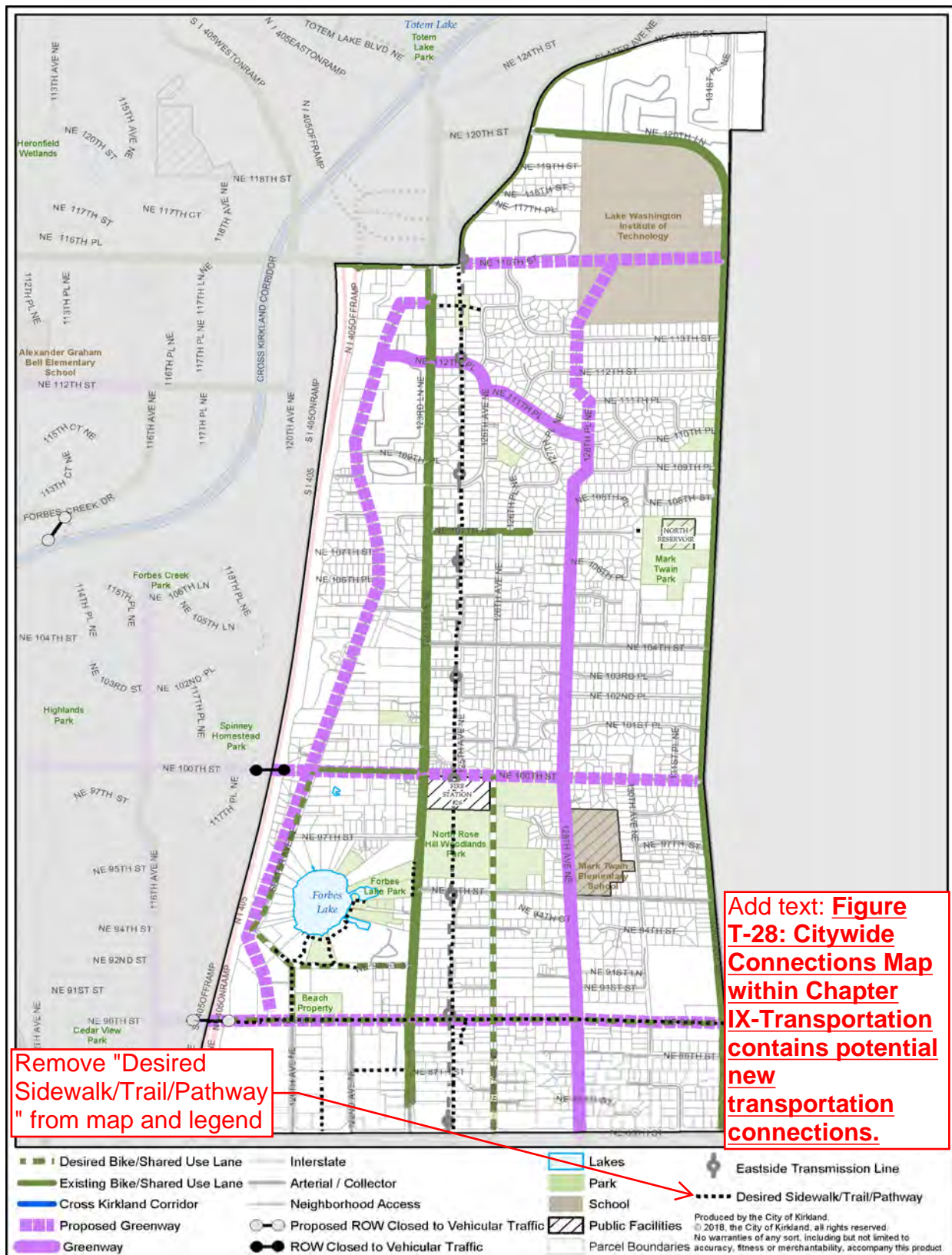
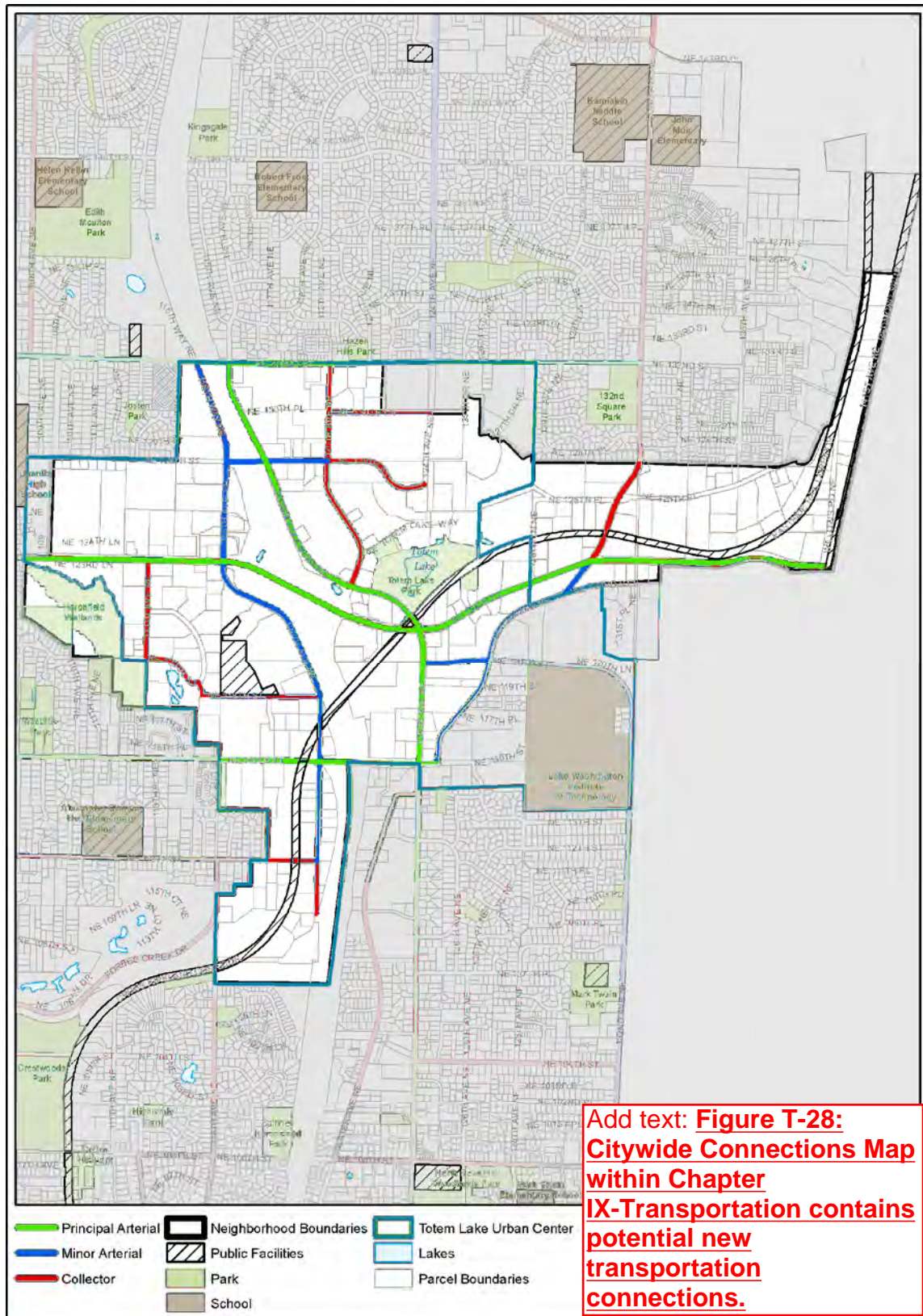


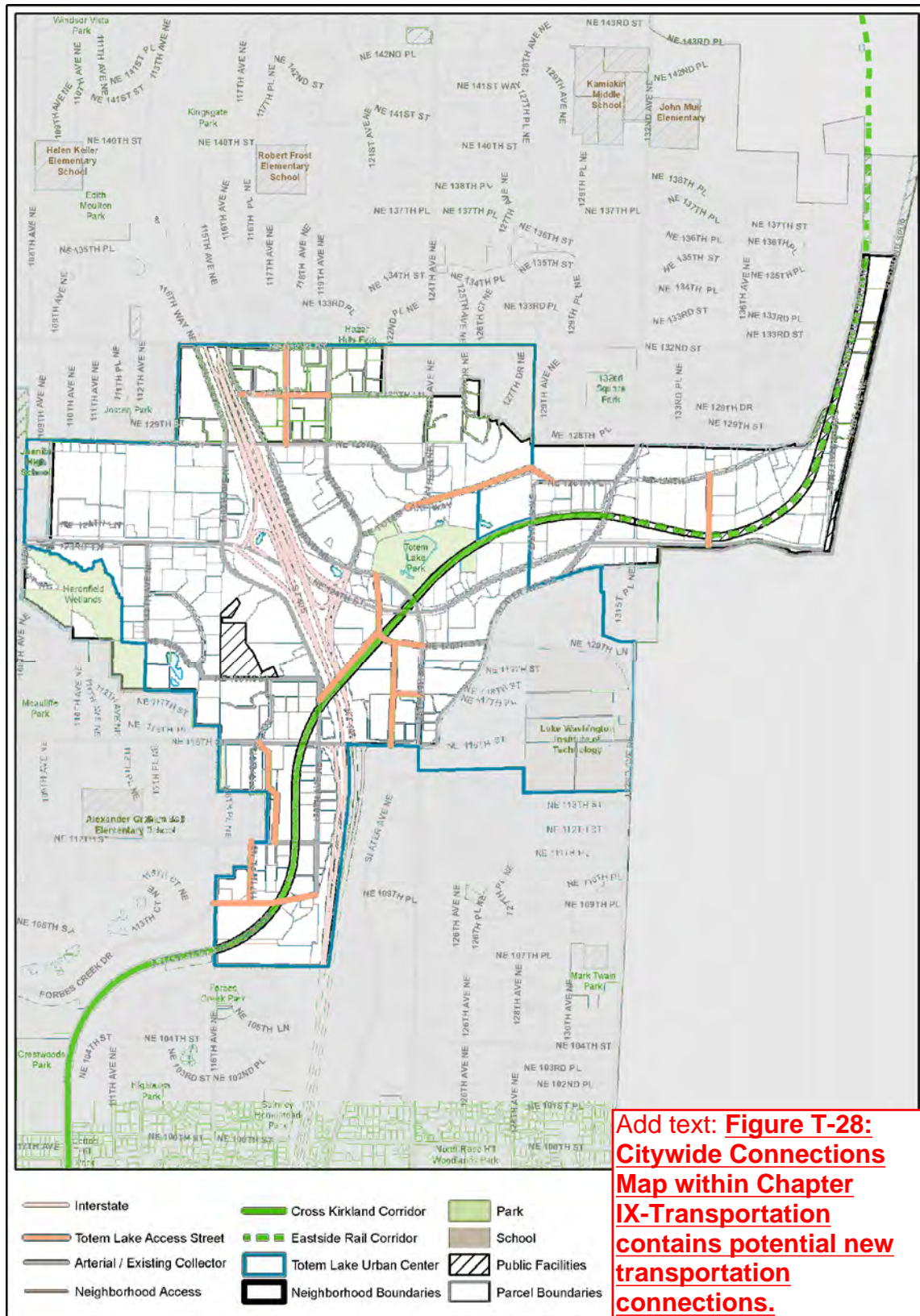
Figure RH-16: North Rose Hill Bicycle System

Figure RH-17: South Rose Hill Bicycle System



Add text: **Figure T-28:**
Citywide Connections Map
 within Chapter
IX-Transportation contains
potential new
transportation
connections.

Figure TL-5: Totem Lake Street Classifications



Add text: **Figure T-28:**
Citywide Connections
Map within Chapter
IX-Transportation
contains potential new
transportation
connections.

Figure TL-6: Totem Lake Planned Streets and Possible New Connections

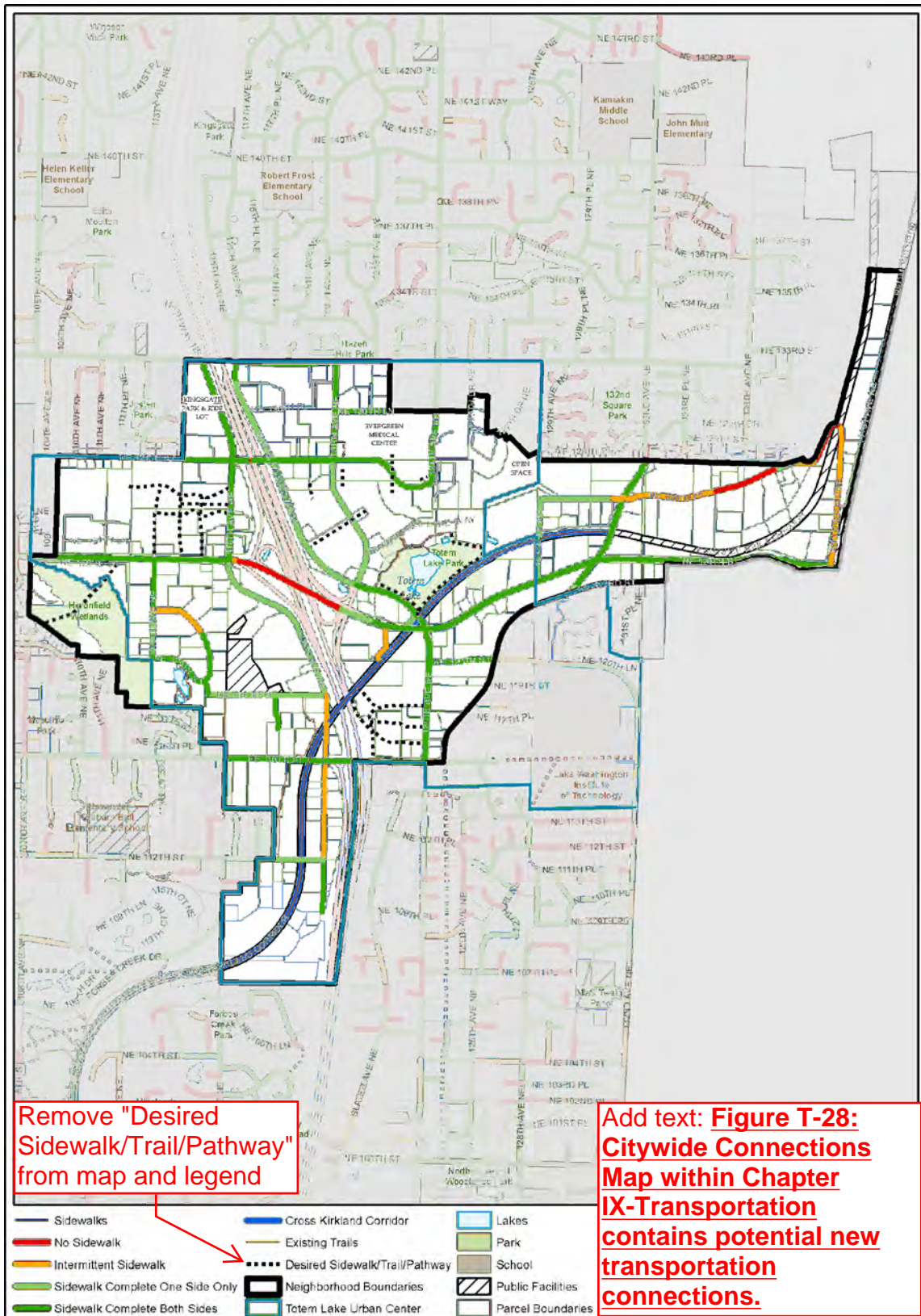


Figure TL-7: Totem Lake Pedestrian System

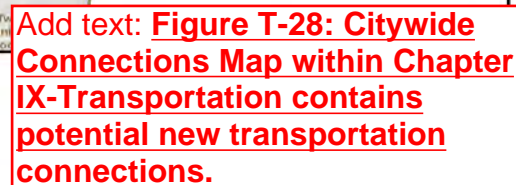


Figure TL-8: Totem Lake Bicycle System

Figure J-5: Juanita Street Classifications

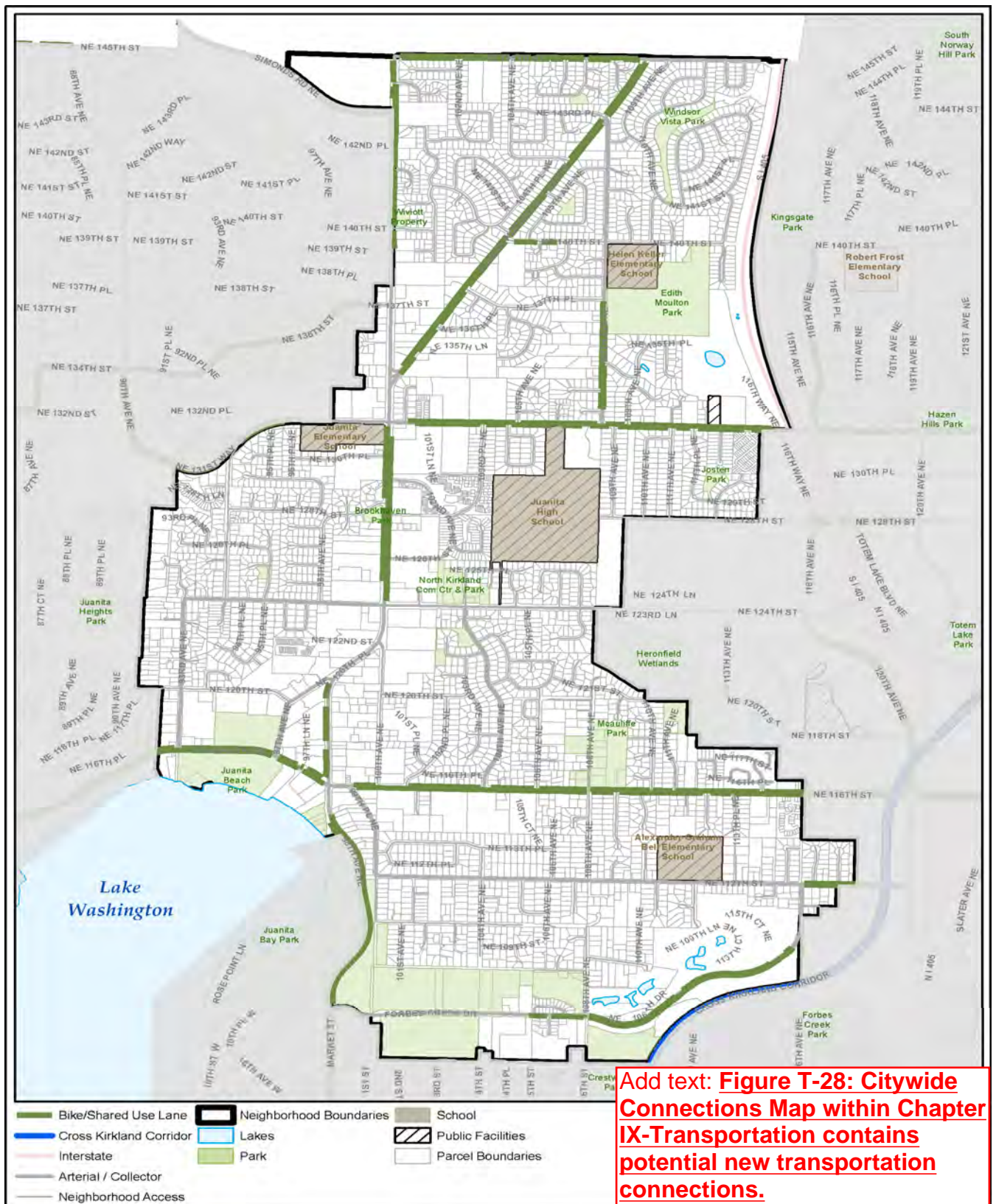
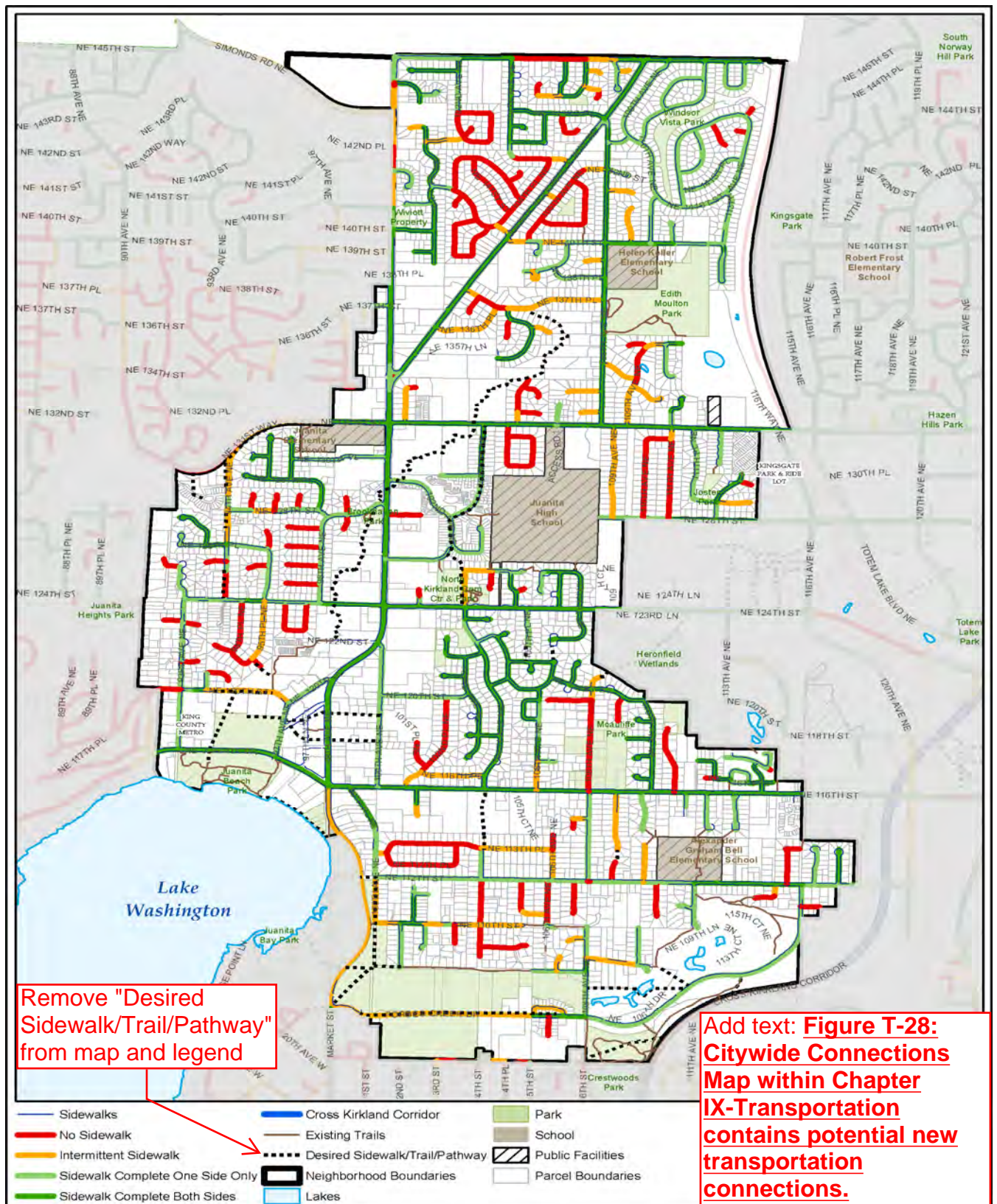


Figure J-6: Juanita Bicycle System



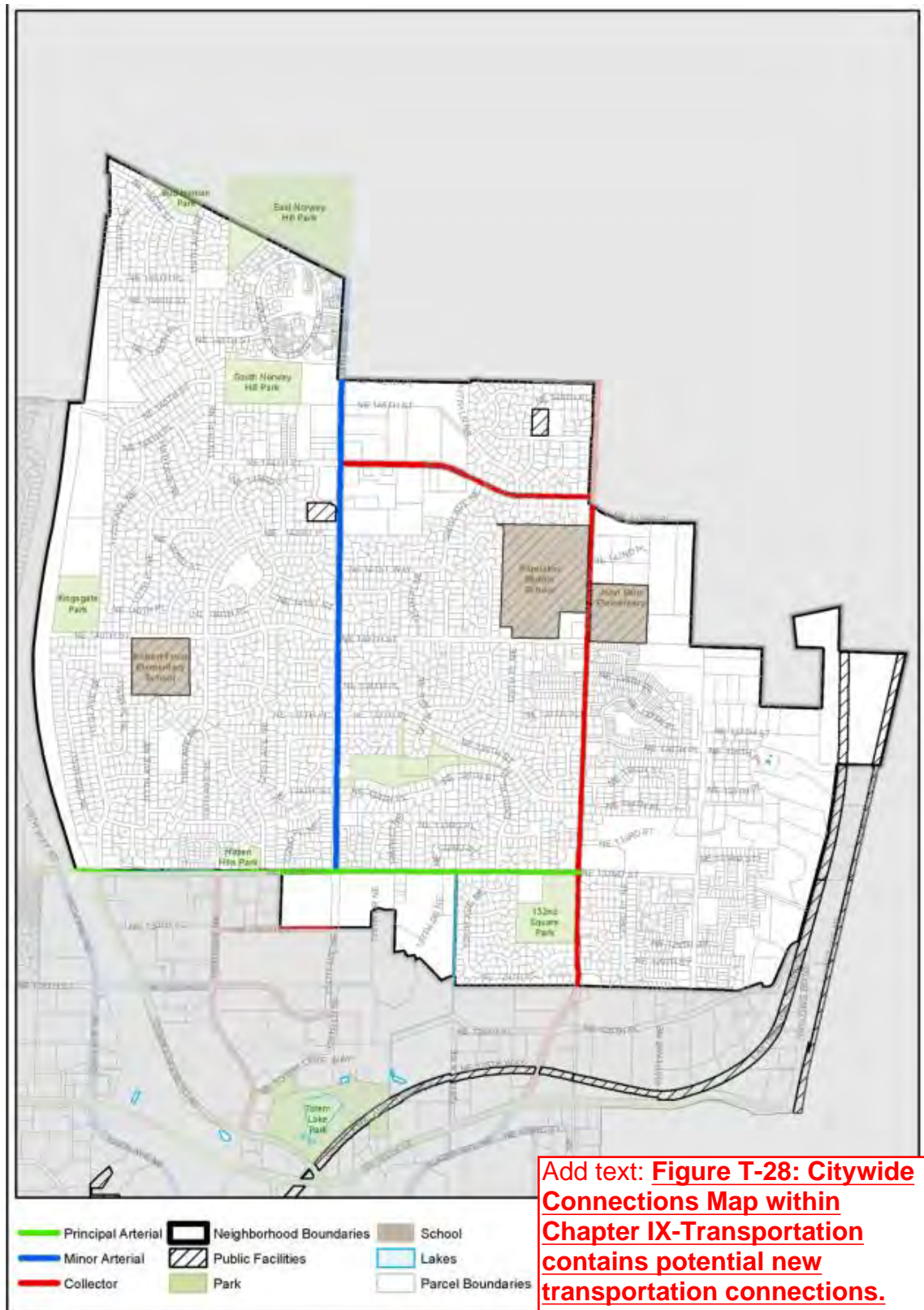
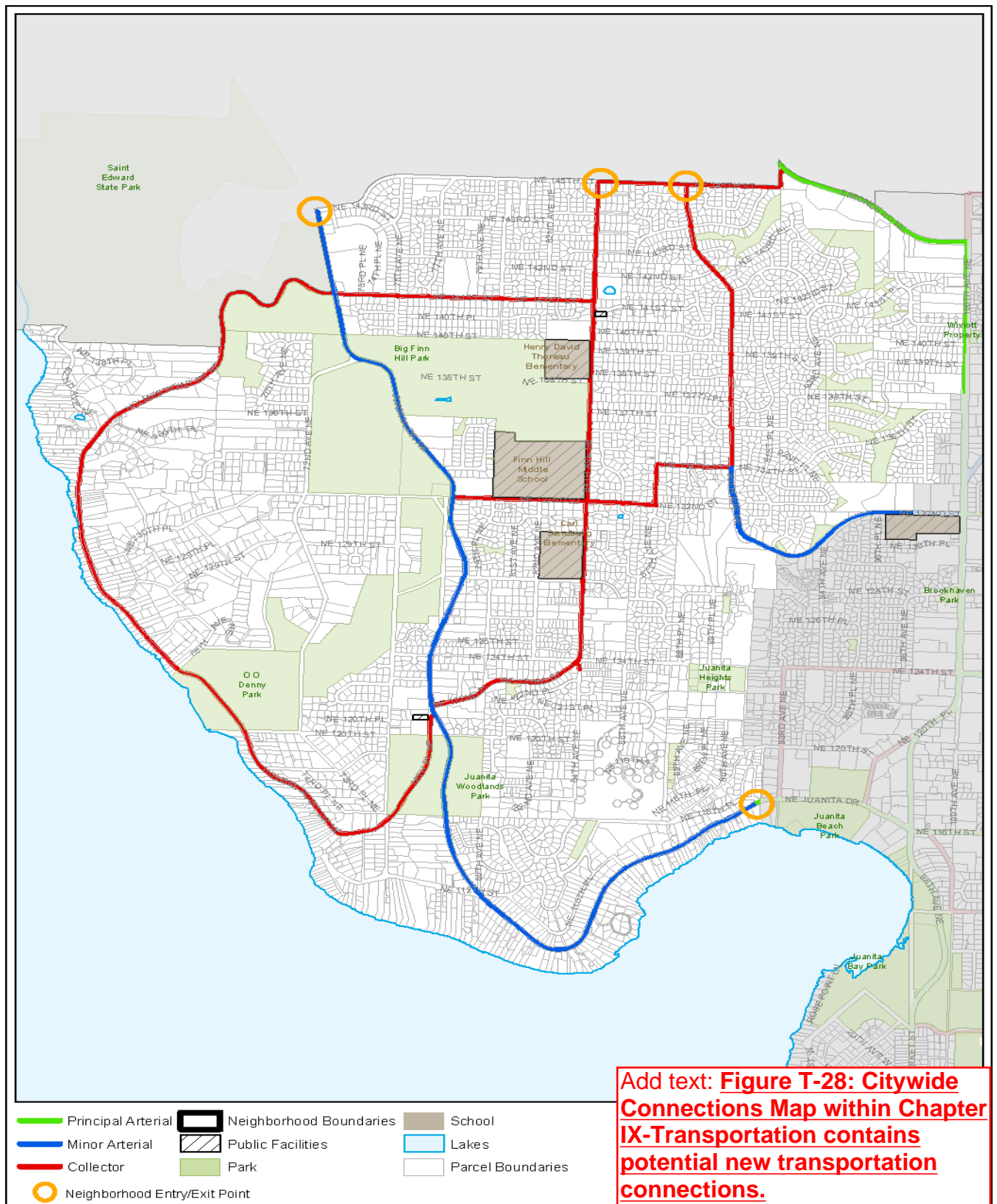


Figure K-4: Kingsgate Street Classifications



XV.K. Market Neighborhood Plan

Draft November 18, 2020. Incorporates City Council direction received September 15, 2020

Deleted text is shown as ~~strikeout text~~. New text is shown as underlined text.

1. Overview

The Market Neighborhood is bounded by Market Street and the Market Street Corridor on the east, Lake Washington on the south and west, and Juanita Bay on the north. The residential development pattern is ~~well-established~~ characterized by old and new housing stock, with single-family homes a variety of housing types and styles interspersed throughout the neighborhood, ~~while commercial~~. Commercial and multifamily uses are located along the Market Street Corridor south of 18th Avenue West.



2. Vision Statement

The Market Neighborhood is much beloved by ~~its both~~ residents. ~~Their and the broader community. The~~ vision for the future is to preserve maintain and enhance the many unique elements that make this neighborhood highly livable, while contributing to ~~progress on community priorities in a manner that is both consistent with, and enhancing~~ Citywide objectives of ~~the existing neighborhood character. environmental protection, housing affordability, and mobility.~~

There are many notable assets of the Market Neighborhood. The Market Neighborhood adjoins downtown Kirkland and sits adjacent to the commercial corridor of Market Street, which provides access to public transportation, and an easy walk to neighborhood shops and services. Bordering Lake Washington, the neighborhood provides public water access, and beautiful lake, city and mountain views that are enjoyed by ~~both residents and the~~ greater community. Importantly, the neighborhood has five parks, Heritage, Lake Avenue West, Waverly, Kiwanis, and Juanita Bay, where the public can enjoy extensive open spaces, walking paths, tennis courts, beaches, and wildlife viewing in natural habitat. The neighborhood is rich in historic buildings and ~~residences, contains a mixture of old and thenew~~ housing stock ~~is consistently characterized by single-family residences.~~ Many mature trees have been preserved, ~~and still yet~~ public and private westerly views abound along the neighborhood's topography that slopes down to the lake. Routes for bicycles and pedestrians are present, although partially developed, with valuable potential for future north-south connections. Most of all, ~~residents of people who live in~~ the Market Neighborhood feel a strong sense of connection, they welcome newcomers, and they are actively involved in the local schools and in the broader community ~~with their neighbors, who span multiple generations of civic-minded residents.~~

~~Matters of shared concern among residents of~~ Priorities for the Market Neighborhood include

~~preserving~~ ~~fostering~~ the single-family character of residences ~~elements of the neighborhood that make it highly livable – such as Kirkland seeks walkable streets, access to accommodate parks and the lake, and community connections – while accommodating growth and appropriate density increases in a variety of housing types to meet the needs of all segments of the population.~~ Street safety for school children and other pedestrians is another ~~issue of concern, in part because of priority:~~ increased traffic, increased demand for on-street parking, and ~~the lack of contiguous sidewalks throughout the neighborhood, missing sidewalk segments pose challenges to safe and easy pedestrian access.~~ And finally, ~~residents~~ community members are keenly interested in the proposed Greenway along Waverly Way and up Sixth Street West, which could be both a neighborhood and community asset if appropriately implemented.



July 2006 Annual Independence Day Parade Crossing Central Way onto Market

3. Historic Context

The Market Neighborhood is ~~located on the traditional land of the First Peoples of Seattle, the Duwamish People. The Duwamish Tahb-tah-byook tribe once inhabited the Lake Washington shoreline of the Market Neighborhood from Juanita Bay to Yarrow Bay, as described in more detail in the Community Character Chapter of the Comprehensive Plan. Lake Washington offered an abundance of riches, including wapatoes (a wetland tuber), tules, cedar roots, salmon, waterfowl, berries, deer, muskrat, beaver and otter. The 1855 Treaty of Point Elliott guaranteed hunting and fishing rights and reservations to all Tribes represented by the Native signers, including the Duwamish People. In return for the reservation and other benefits promised in the treaty by the United States government, the Duwamish People exchanged over 54,000 acres of its homeland. Today those 54,000 acres encompass much of present-day King County, including Kirkland (and the Market Neighborhood). Unfortunately, the opening of the Lake Washington Ship Canal in the early 1900s had a detrimental effect on the Duwamish People, lowering the level of the lake, affecting wetlands, and diminishing traditional food sources.~~ *(Note: Text is based on information found on the Duwamish Tribe website and subject to further review.)*

~~Within the City of Kirkland, Market is~~ one of the most historic ~~in the City of Kirkland neighborhoods~~ 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.

The Hotel Jackson was the brick building on the corner of Market and 7th Avenue where the Leland building sits today. This hotel was state of the art when built in 1890, featuring a large theatre on the top floor, stately hotel rooms on the second floor, and retail space on the street level. The hotel was built by Capt. Daniel B. Jackson, great grandfather of Washington State's past governor Daniel Jackson Evans. The Jackson Theatre later ran silent movies and was the first movie theatre on the eastside. The theatre and hotel eventually became the Gateway Theatre and Hotel. The 1891 Sears

Bank building at 701 Market Street was built by Joshua Montgomery Sears of Boston. EXHIBIT J

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 built a small white frame house on the property at the northeast corner of Market and Central (about where the communications building is now located at 212 Market Street).

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 1889, a number of homes for both steel mill workers and administrators were built in the Market Neighborhood although few of the roads were built until years later. In 1890 the original plat prepared by John Kellett, Kirk's engineer, established the street layout that is evident today. Peter Kirk's original Victorian home was built on the southern corner of 2nd Street West and 5th Avenue West before being sold to Burke & Farrar who dismantled the home and built two large family homes on Waverly Way. The Kirk home is the logo for the Kirkland Heritage Society. The Loomis home located at 304 8th Avenue West is one of the last remaining Queen Anne Victorian Homes in Kirkland.

In 1892, the Seattle Woolen Mill opened on the lake shoreline in the Market Neighborhood. C.C. Filson opened a store with Albert Timmerman next to the Sears Building. When the 1897 Gold Rush came, Filson moved to Seattle and opened the historic C.C. Filson which is still in business today. Filson sold goods from the Kirkland woolen mill.

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 steel 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.



Peter Kirk Mansion 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.

Change of Street Names

In the late 1920s, the street names defined in the original Kirk Plat were changed to the present naming 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.



The Union A High School

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 terraced land remains today in Heritage Park. In 1998 the Christ Science Church was moved from 1st Street to the southern corner of Heritage Park. This iconic building, known as Heritage Hall, is now a historic fixture in Kirkland and the lower level houses the Kirkland Heritage Society Resource Center and Museum. The main entry arch from the old Union A High school building 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. Three buildings in the neighborhood, the Loomis House, Kellett/Harris House and Sears Building, are on the National Register of Historic Places.



Left to right: Sears Building at northeast corner of 7th Avenue and Market Street (2006), Sears Building (historic photo), and Loomis House at 304 8th Avenue West, example of Queen Anne Victorian style

Policy M-1: Encourage preservation of structures and locations that reflect the neighborhood's heritage.

As described above, parts of the Market neighborhood were the center of the original Kirkland, and had been inhabited for many years by the Duwamish People. In addition to Norkirk, Highlands, and downtown, the Market neighborhood contains a significant concentration of historic built resources. The historic structures and locations should be preserved to maintain the historic heritage of the city and the neighborhood. The Community Character Element of the Comprehensive Plan provides additional policies to encourage preserving and maintaining historic structures, sites and objects. Table CC-1 of the Community Character Element contains a list of designated historic buildings, structures, sites and objects located in the Market Neighborhood. List A includes historic structures, sites and objects in the

Market Neighborhood listed on the National and State Registers of Historic Places and designated by the City of Kirkland. List B includes historic structures, sites and objects in the Market Neighborhood designated by the City of Kirkland.

Policy M-2: Provide markers and interpretive information at historic sites.

Providing markers and interpretive boards will identify ~~these~~ important sites and enable ~~current and future residents~~ the community to have a link with the history of the area. Attention should be given to celebrating the neighborhood's history in an inclusive way, including by helping residents and visitors understand the history of the area prior to white settlement.

Policy M-3: Continue to evaluate incentives to encourage retention of identified buildings of historic significance.

Existing zoning and subdivision code incentives 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. In the future, additional incentives may need to be explored to protect historic buildings.

4. Natural Environment

Policy M-4: Protect and enhance the natural environment.

The environmental policies for the Market neighborhood strive to protect and enhance the quality of the natural environment as a natural amenity, to avoid potential environmental hazards, and to utilize sustainable management practices. Maps further down in this section show the critical areas within the Market neighborhood. Areas with steep slopes with potential for erosion hazards are located 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. These areas have the susceptibility for soil liquefaction and differential ground settlement during a seismic event.

See the Environment Element of the Comprehensive Plan for more information about policies supporting protection of wetlands, streams and associated buffers, geologically hazard areas, trees and wildlife. The Kirkland Zoning Code regulates tree retention, removal and development in critical areas including on geologically hazardous areas.

Policy M-5: Protect and improve water quality and promote fish passage by undertaking measures to protect Lake Washington, wetlands, streams and wildlife corridors.

The Market Neighborhood is located within the Kirkland Slope, Forbes Creek, Moss Bay, and South Juanita Slope drainage basins (Figure M-1). 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.

Biological resources in the neighborhood include one mapped wetland on the west side of Market Street, south of 7th Street West. In addition, 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 for all of Kirkland, but especially in the Market Neighborhood with its extensive shoreline, and groundwater that drains directly into Lake Washington. Protection of these valuable assets is the subject of various state, county, and local regulations, of which this Plan is a part. The Shoreline Area Chapter of this Comprehensive Plan discusses best management practices to protect the lake.

Policy M-6: Ensure effective surface water management and pursue solutions for converting problematic excess runoff to a beneficial asset. EXHIBIT I

Surface water management is a particularly important issue in the Market Neighborhood given the drainage to the lake and areas of landslide susceptibility and liquefaction potential. The drainage basins and underground creeks move a significant volume of water through the neighborhood. Increased development has significantly decreased the amount of permeable surface and strained the existing water management ecosystem. The decreased number of large trees and accompanying decrease in deep root systems also impacts water flow and soil stability. City policies should ensure effective surface water management when adding more homes, replacing smaller homes with large homes, adding new paved surfaces, and allowing other activities that decrease permeable surface.

To protect and enhance the natural environment, encourage programs that put excess water runoff to good use. Programs can ~~be occur~~ on a ~~broad basis~~ larger geographic scale, such as using water runoff to irrigate public spaces including parks and common areas, or ~~on a granular level by helping homeowners to capture~~ occur on a property-scale by, for instance, providing assistance for capturing rainwater off of roofs and ~~use~~ using it to irrigate landscaping during the increasingly drier middle six months of the year.

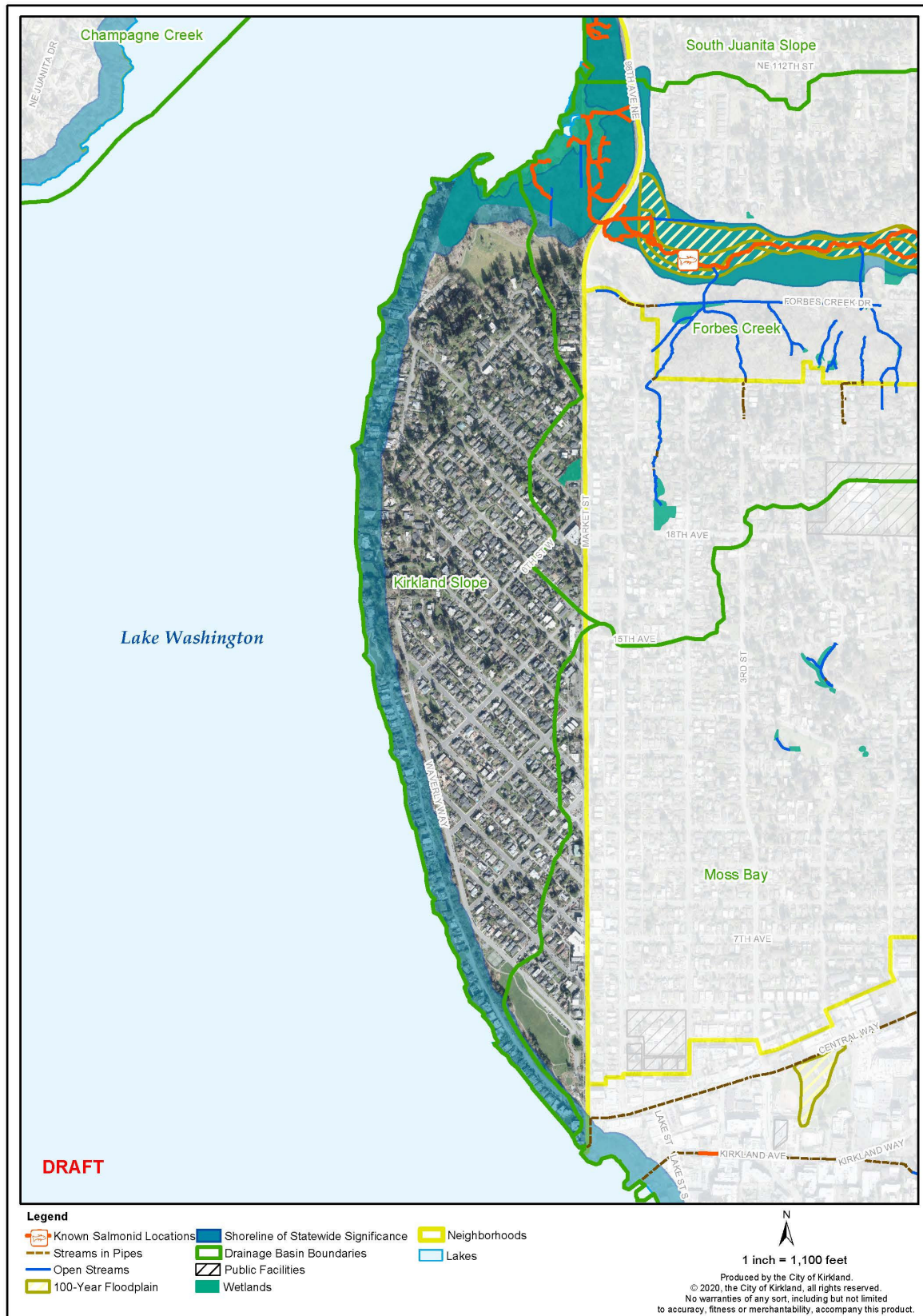


Figure M-1: Market Wetlands, Streams, and Lakes



Policy M-7: 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~~the community learn about the locations, functions, and needs of critical areas and the wildlife that is dependent on these areas. This information helps to protect the park by raising awareness of the potentially negative impacts of nearby development and can increase public appreciation and stewardship. When appropriate, additional interpretive information and viewpoints should be added to Juanita Bay Park and other natural features in the neighborhood.

Policy M-8: Protect ~~notable~~exceptional 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. The City promotes retention of the citywide tree canopy, significant trees, and groves of trees on private property through tree zoning regulations and planting of trees along streets in parks, and open space areas.



Scenic natural areas at Juanita Bay Park

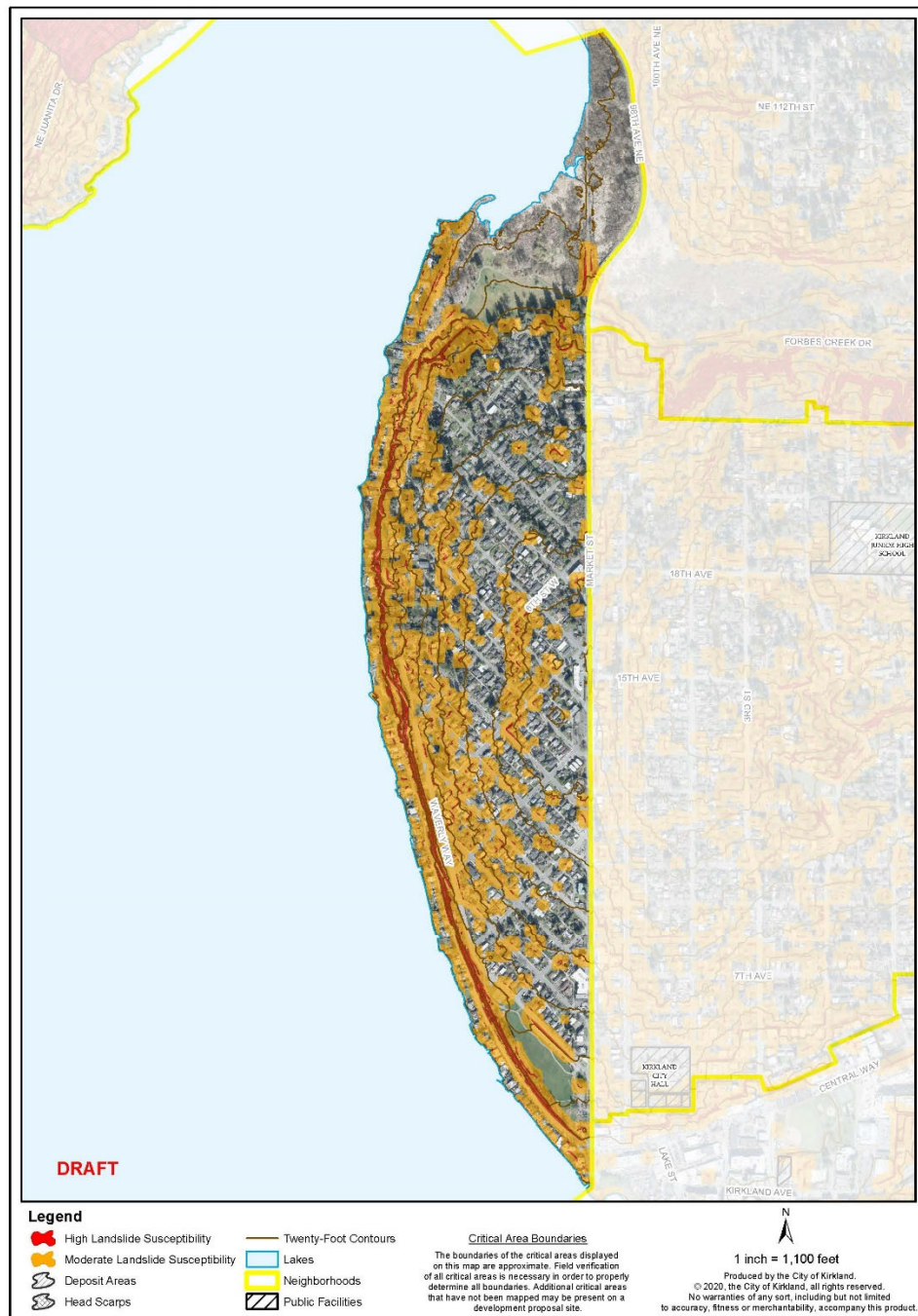


Figure M-2a: Market Landslide Susceptibility



Figure M-2b: Market Liquefaction Potential

Policy M-9: Protect wildlife throughout the neighborhood by encouraging creation of backyard sanctuaries for wildlife habitat.

The Market Neighborhood and Juanita Bay Park are home to many wildlife species, including bald eagles, beavers, herons, turtles, salmon and many other fish and birds. The neighborhood is fortunate to include the Juanita Bay Park urban wildlife habitat, which is a unique environment within the City. There are also two bald eagle's nests in the south and 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.



Red-winged black bird

5. Land Use

The Market Neighborhood is a well established neighborhood that contains ~~consistently low density single family detached homes, a mix of old and new housing stock.~~ There is a diversity of housing styles which contributes to the character of the neighborhood. The homes vary in size, although growth and price increases are causing smaller homes to be replaced by larger homes. A ~~small percentage growing number~~ of homes have accessory dwelling units (ADUs) that provide a ~~small living more compact living~~ option. ~~A significant majority of the homes are occupied by their owners.~~ Retail, commercial, office, multifamily and mixed uses are located in the Market Street Corridor. For more information about land use in the Market Street Corridor see the Market Street Corridor Plan Chapter of the Comprehensive Plan.

Policy M-10: Retain and enhance the detached single family residential character of the Market Neighborhood while accommodating more compact new smaller housing options for downsizing adults, young families, and single households. so that residents can age in place and the neighborhood can accommodate generational shifts in housing needs.

~~Much of the development in the neighborhood has added high quality homes that are compatible with the detached single family character of the neighborhood. Characteristics that enable the homes to complement and enhance the neighborhood include (but are not limited to) varied architectural styles and roof angles, proportional size to their lot, generous setbacks from the street, well maintained landscaping, and off street parking. Future development should continue this pattern.~~

Extensive growth presents challenges to providing a range of housing sizes in the neighborhood. Aging residents, young families, and single ~~professional households~~ would like to see smaller homes available for moderate prices, but growth and increasing market values have caused many

~~To counteract these market forces and provide additional small homes requires thoughtful planning. New, smaller home options could work in the neighborhood, provided they complement the single-family character of the neighborhood, and avoid unreasonably impacting existing homes with decreased light, decreased privacy, increased traffic, increased on-street parking, decreased road safety, tree loss, and surface water management issues. Smaller home options could include accessory dwelling units (ADUs), and smaller single family homes.~~

The Market neighborhood contains an increasing number of ADUs that provide smaller housing options at a more moderate cost. Other smaller housing types, such as duplexes, triplexes, and cottages, are allowed in low-density residential areas per the Kirkland Zoning Code. These other housing types, if well designed, could expand housing options in the neighborhood. Designs with features including the following would enable such housing to be compatible with the neighborhood: varied architectural styles and roof angles, proportional building mass to allow for substantial light and privacy between structures, tree retention, generous setbacks from the street, well maintained landscaping and sufficient off-street parking. New housing development should continue these desired architectural and site plan characteristics.

For more information about ADUs and smaller home options, see the regulations for both single family and multifamily development in the Kirkland Zoning Code and the ~~Design Guidelines for Residential Development~~Design Guidelines for Residential Development (adopted by reference in the Kirkland Municipal Code Section 3.30.040 and available on the City of Kirkland Planning and Building Services webpage).



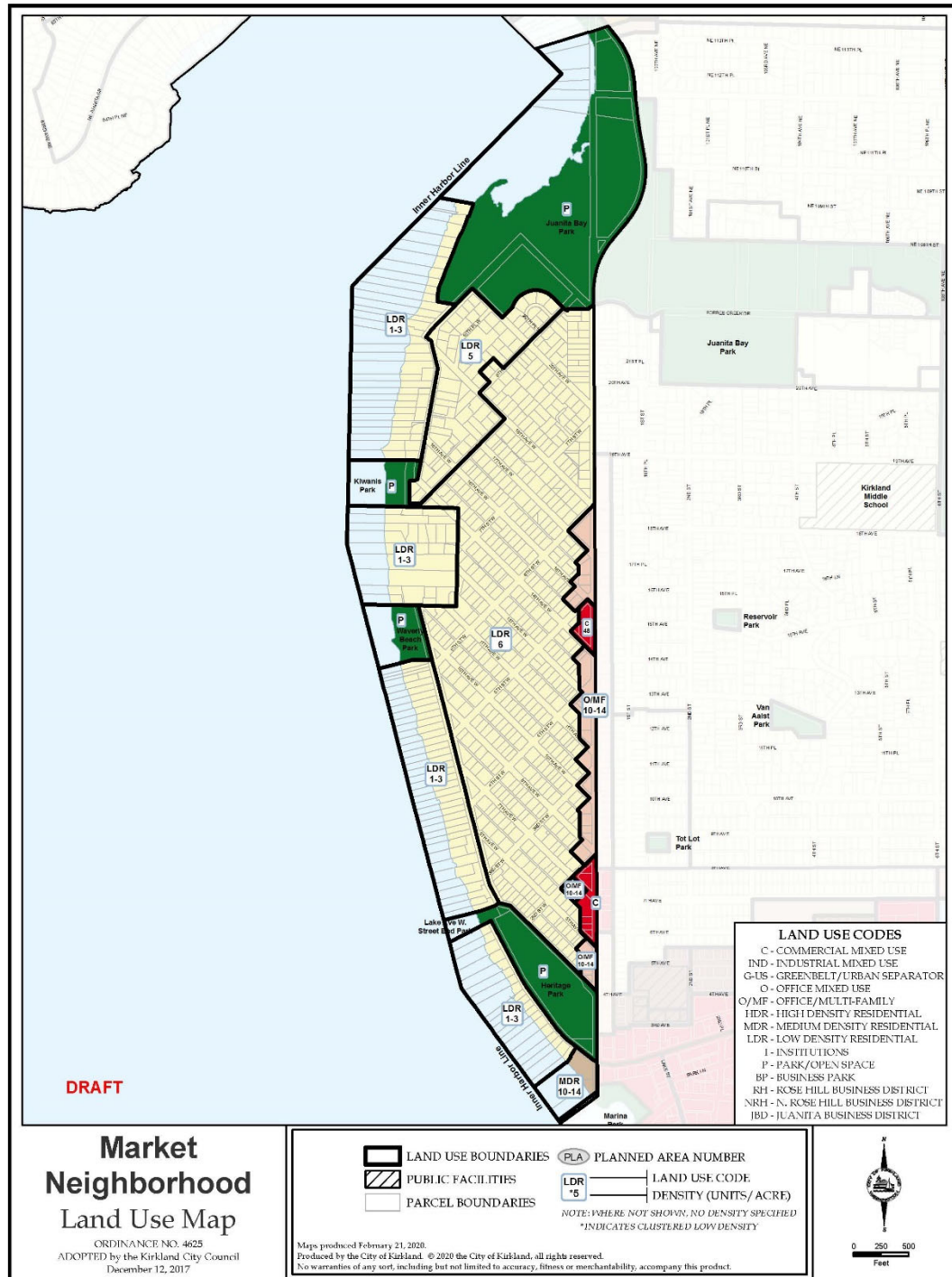


Figure M- 3 Market Neighborhood Land Use



Housing diversity could also 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 could~~ Development on smaller lots can add diversity of housing types to provide more housing choice, ~~provided that the existing neighborhood character~~ although good design is ~~preserved, and zoning regulations essential to~~ ensure ~~that houses are built proportionate to their lot size~~ compatibility with existing development.

6. Urban Design

Policy M-11: Encourage residential design that contributes 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~~ residential structures 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-12: Explore new regulations that encourage infill housing to be compatible in scale and size with the existing development and that allow for sufficient light, air, and privacy between residential structures.

~~Appropriate scale-~~ Designing housing that is scaled appropriately results in new ~~houses~~ housing that ~~are~~ is in proportion to ~~their lots~~ lot size and ~~provide~~ provides adequate light, air and privacy between structures. Setbacks, building size, lot coverage, landscaping, building height, and roof pitch ~~all are design elements that~~ contribute to houses that successfully fit into the neighborhood. ~~The issue of infill development is of particular significance to the Market Neighborhood because of the detached single-family nature of its housing stock. Therefore, it. It~~ is important that ~~both the application of existing and new regulations and consideration of new/amended regulations as to density ensure that new development is compatible in scale and infill respect design with the existing neighborhood and be implemented in a manner that is consistent with and enhancing of its character in all material respects.~~ fabric.

Policy M-13: Preserve the public view corridors to Lake Washington, Seattle, and the Olympic Mountains from public rights-of-way and parks.

The street system and parks provide the Market Neighborhood with a large number of medium- and long-range 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-14: Enhance public views through the use of view stations along Waverly Way.

Similar to the benches installed at the 5th Street West street end along Waverly Way, the 4th Street

West street end could be improved with benches and other amenities as a viewing station for the public. These stations will complement the proposed pedestrian sidewalk along the west side of Waverly Way and the existing bicycle route.



Public view corridor from 7th Avenue West and 3rd Street West



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. Streets are described below and shown on Figure M-4. Traffic is well distributed throughout the neighborhood by the existing street system.

Market Street is a principal arterial that is the most traveled route into and along the eastern border of the neighborhood. Most of Market Street is fully improved with one lane in each direction, and a series of left-turn pockets, curbs, gutters, sidewalks, a landscape strip, bike lanes and a priority bus lane at certain locations. A landscape median provides additional green space while controlling left-turn movements.

Collectors: Two streets within the grid network of the Market Neighborhood serve as neighborhood collectors. These streets connect the neighborhood to the arterial system and provide primary access to adjacent uses. Design standards for these streets call for two traffic lanes, a parking lane, curbs, gutters, sidewalks, and landscape strips. These collector streets are listed below and are also shown on Figure M-4.

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 and provides access to Waverly Beach Park.



View down Waverly Way from 6th Street West

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. Waverly Way also provides access to Heritage Park and Waverly Beach Park.

Neighborhood Access Streets: 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, especially in the northern part of the neighborhood.

Alleys: Portions of the Market Neighborhood platted in the early part of the 20th century are served by mid-block alleys. Some alleys are paved and some are gravel.

Policy M-15: Improve mobility for the Market Neighborhood.

Providing a safe circulation system within the neighborhood using all modes of travel (pedestrians, vehicles, bicycles) is an important objective for the neighborhood. The following policies aim to improve mobility for the Market Neighborhood.

Policy M-16: Incorporate measures that will allow for improvedsafe 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 commute 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, safe access to the Market Neighborhood.

Policy M-17: Maintain the street and alley grid in the Market Neighborhood while paving gravel alleys.

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. Gravel alleys should be paved per City standards as new infill development occurs to accommodate increased vehicle access and reduce dust.

Policy M-18: Minimize cut-through traffic and speeding on neighborhood streets using neighborhood traffic control devices where appropriate.

Monitor and evaluate traffic patterns and volumes in the Market Neighborhood to minimize cut-through traffic and speeding, especially from Market Street. The evaluation should determine if additional strategies such as traffic calming, in cooperation with the Fire Department to accommodate emergency response needs and times, are needed. The neighborhoodcommunity should be involved in this process as part of the City's Neighborhood Traffic Control and Neighborhood Safety Program.

Policy M-19: Ensure street safety as the neighborhood continues to grow.

As Kirkland and the Market neighborhood have grown, vehicle, bicycle, and pedestrian traffic has increased and put pressure on the street network making it more difficult to comfortably accommodate all transportation modes. As the city grows, and streets become more crowded with multiple uses it will be important to ensure intersections function sufficiently, sight lines are free from obstruction and traffic management is controlled to allow safe turns in multiple directions. Proactive attention to street safety is warranted.

PEDESTRIAN/BICYCLE CIRCULATION

The existing City of Kirkland Active Transportation Plan (ATP) identifies a network of existing bicycle facilities and planned improvements for a 10-year horizon and provides a process and criteria for identifying sidewalk and pedestrian infrastructure and how those might be prioritized. This plan is currently being updated and will provide guidelines for best practices, identify priorities, and a timeline for implementation. Those projects mapped in the Market Neighborhood Plan not shown in the ATP have been included in the data analysis that the city will be using to prioritize investments. Figures M-5 and M-6 show the planned bike and pedestrian system for the Market Neighborhood.

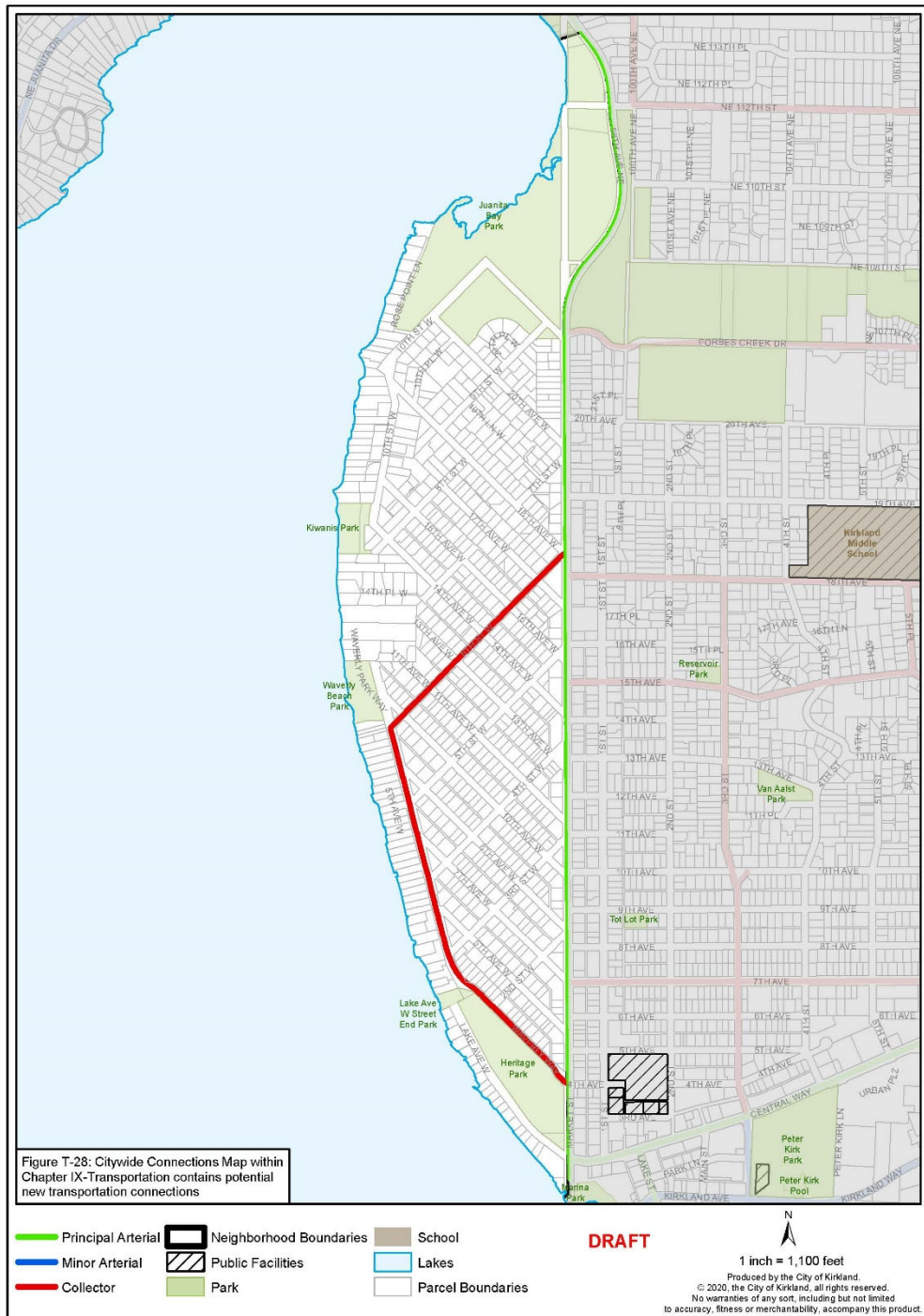


Figure M-4: Market Street Classifications

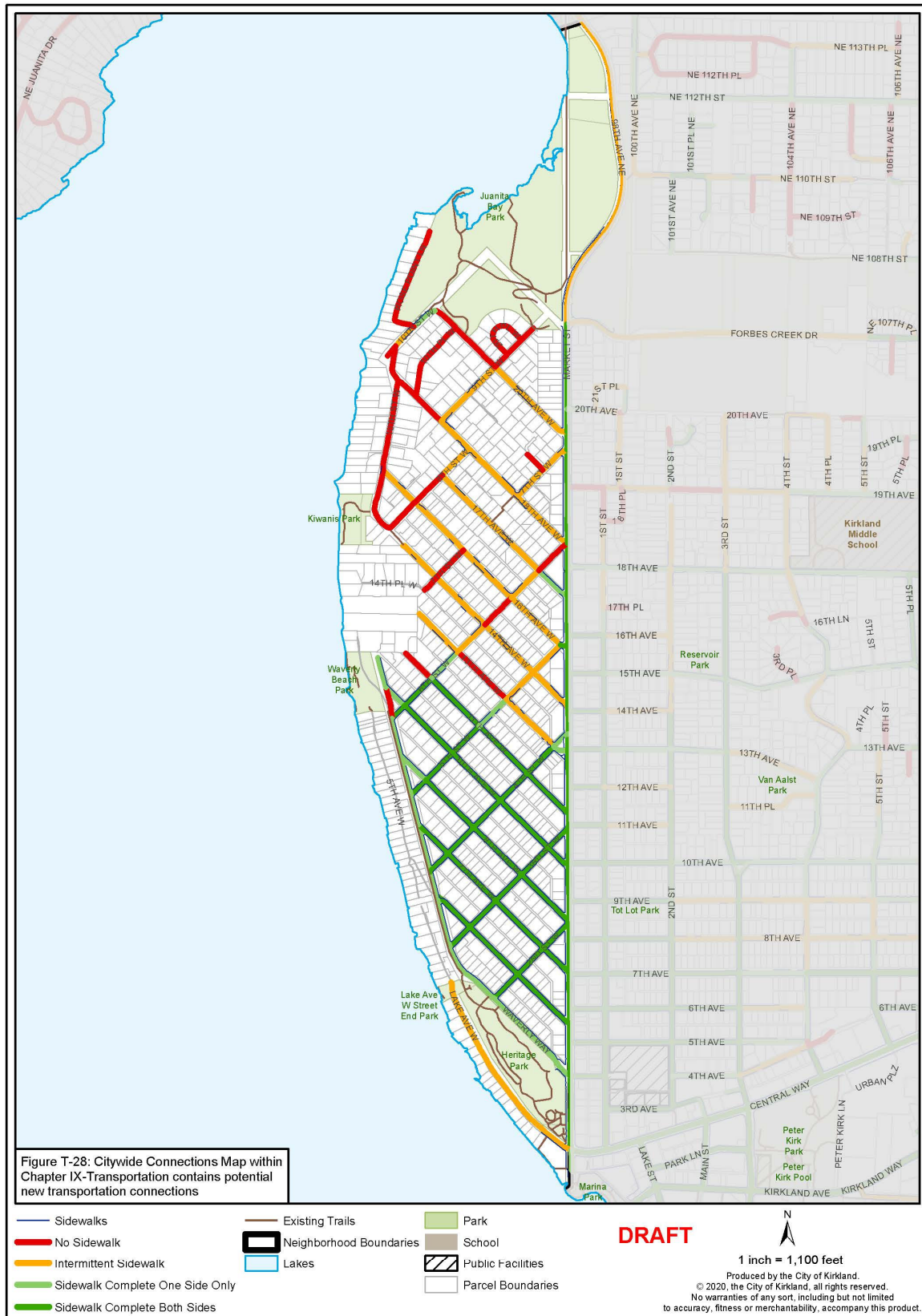
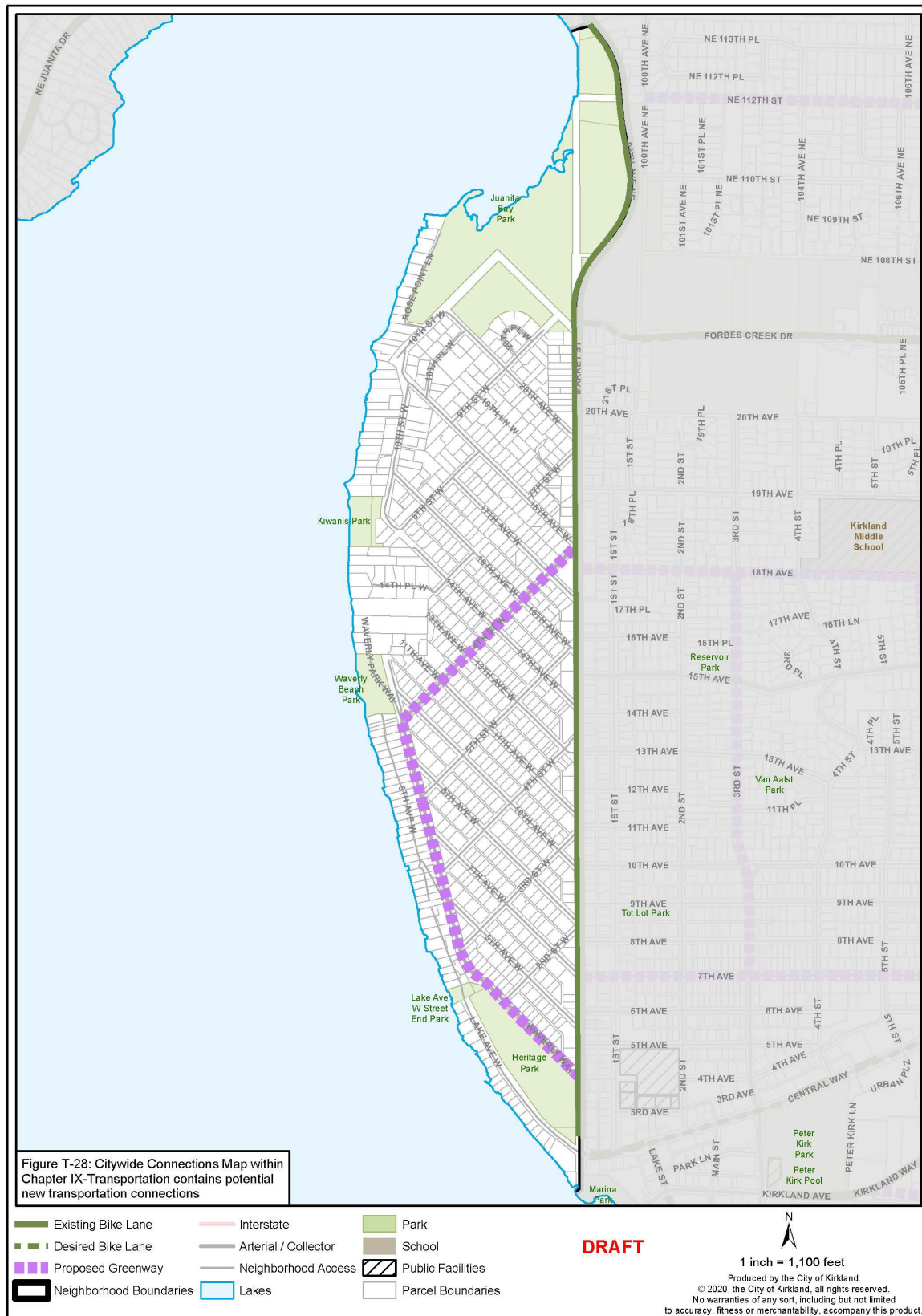


Figure M-5: Market Pedestrian System



City street standards require that all through streets have pedestrian improvements including curbs, gutters, landscape strips, street trees and sidewalks. Pedestrian improvements are usually installed ~~by the house builder~~ as new development occurs. Sidewalks can also be installed through the capital improvement budget process in areas that have already been developed.

Sidewalks are a benefit when they are implemented in an effective way and on streets that are wide enough to accommodate them. In areas of Market where sidewalks were not historically installed, the current intermittent sidewalks make it a challenge for pedestrians. The requirement to install sidewalks during new house construction or renovation is not creating sidewalks quickly enough to eliminate the issues with intermittent sidewalks. In particular, for collector streets and school walk routes, the City should facilitate creating contiguous sidewalks on at least one side of the street.

It may well be that streets of insufficient width should not have sidewalks installed on both sides. Some streets, especially in the north section of the neighborhood, are not as wide as other neighborhood streets, as a result on-street parking on the narrower streets creates a single narrow lane of travel makes it challenging for cars and cyclists to maneuver around the parked cars. However, narrower streets have proven to result in slower vehicle speeds which is also desired on neighborhood streets.

For narrower, unimproved neighborhood streets, a unified City plan for scaled-back improvements with sidewalks or parking, on one side only could avoid having to negotiate these solutions one at a time as the issue arises during construction, and could create a safer, consistent look for the neighborhood.

Bicycles are permitted on all City streets. Bike facilities include a designated bike lane with a painted line and a shared use path for bicycle and pedestrian use. The existing and desired bicycle routes identified for proposed bicycle improvements are shown in Figure M-6.

Policy M-20: Enhance and maintain pedestrian and bicycle infrastructure within the Market Neighborhood, especially on designated school walk routes to adjacent neighborhoods.

The following routes have been identified by the neighborhood as priorities for implementation. The Capital Improvement budget process prioritizes when routes identified in the Active Transportation Plan (ATP) will receive funding for improvements.

- 18th Avenue West – complete a pedestrian sidewalk along one side of 18th Avenue West to Market Street. This is a school walk route and should be prioritized.
- 9th Street West – between Market Street and 20th Street across Juanita Bay Park should be improved for both pedestrians and bicycles. The update of the Active Transportation Plan should evaluate adding this route to the planned bicycle network.
- Waverly Way – should be improved with a sidewalk on the west side of the street and a view station at the unopened street end at 4th Street West.
- 6th Street West – complete a pedestrian sidewalk between 11th Avenue West and Market Street and complete the proposed Neighborhood Greenway between Waverly and Market St.
- Lake Avenue West Street End Park – complete a pedestrian pathway across Heritage Park from Waverly Way to the Lake Avenue West Street End Park.

~~Considering that the~~ The City's Capital Improvement budget process can only address a small fraction of the improvements that appear in the various neighborhood and citywide plans, ~~In considering the Market Neighborhood residents share a common interest in helping to prioritize the items listed~~ list above ~~for consideration. Of these,~~ the ~~one item~~ that might be most productive and supportable is the proposed Greenway ~~that would route through the neighborhood through~~ along 6th Street West and ~~along~~ Waverly Way. As documented elsewhere, the Greenway concept is not a finished design prescription, and care would need to be taken to respect and augment the existing neighborhood character. Nonetheless, this particular Greenway could address a number of existing

safety and alternative transportation concerns of the Neighborhood, while at the same time contributing to ~~publicly available assets of the City's broader transportation goals~~. As such, it is the sense of the Neighborhood that this particular Greenway could be championed and supported as a priority above the others, if implemented through an inclusive process.

8. Open Space/Parks

There are five publicly owned parks in the Market Neighborhood that provide park and open space amenities (Juanita Bay Park, Kiwanis Park, Waverly Beach Park, Heritage Park, and Lake Avenue Street End Park). Some parks also protect sensitive and natural areas. Residents and members of the broader community often comment that the parks and open spaces in the neighborhood are key features that make this neighborhood and Kirkland enjoyable and vibrant.

See the 2015 Parks and Open Space Element of the Comprehensive Plan and Kirkland Parks, Recreation and Open Space Plan (PROS) for more information about each of the parks.



Waverly Beach Park

Policy M-21: Enhance parks within the Market Neighborhood consistent with the PROS Plan.

Desirable additions to the Market Neighborhood park system include:

- Second phase of renovation of Waverly Beach Park
- Ongoing restoration of wetlands and forested areas of Juanita Bay Park and Kiwanis Park
- Shoreline renovation at Lake Avenue West Street End Park.

9. Priorities

This Market Neighborhood Plan references more issues than can be addressed by the City, even over a multi-year time period. Further, neighborhood matters that require the expenditure of resources are subject to City-wide prioritization with all other matters under consideration. This Plan does not rank order every issue, but several important themes emerge for ~~neighborhood residentscommunity members~~ when it comes to priorities:

- First, matters that directly impact public safety on streets, sidewalks, bike lanes, and pedestrian rights of way are a clear priority for ~~residents~~the community. The Greenway proposal mentioned in the Transportation section herein is a prime example.
- Second, ~~preserving the existing character of it is important to~~ the neighborhood ~~when considering changes to that existing and new~~ regulations ~~and/or procedures that impact~~ensure that ~~character is another important priority~~new development is compatible in scale and design with the existing neighborhood fabric.
- And finally, continuing with a consultative approach to planning and development that ~~involves~~promotes City-wide objectives while involving the Market Neighborhood Association, as well as the ~~neighborhood residents~~neighbors more generally, is an important consideration for all such matters.

XV.M. Norkirk Neighborhood

Draft Plan November 17, 2020. Incorporates City Council direction received September 15, 2020.

Deleted text is shown as ~~strikeout text~~. New text is shown as underlined text.

1. Overview

The Norkirk Neighborhood is located between the Cross Kirkland Corridor on the east, Market Street on the west, the Moss Bay Neighborhood, including downtown on the south, and the crest of the Juanita Slope at approximately 20th Avenue, on the north (see Figure N-3).

While the pattern of land use and street grid in the neighborhood are well-established, in recent years the neighborhood has seen an increase in demolition of older homes to make way for more infill development and modern style homes. The neighborhood is predominately residential in character and contains some of Kirkland's oldest homes. The neighborhood is also home to many civic and public uses including City Hall, the City Maintenance Center, the Kirkland Middle School, and the Peter Kirk Elementary School. The core of the neighborhood consists of ~~primarily single-family lower-intensity~~ residential development, while ~~medium and high-density~~ higher-intensity residential uses are concentrated on the south end, transitioning to the commercial uses of the Central Business District. Commercial and multifamily residential development adjoins Market Street on Norkirk's western boundary. Light industrial uses are in the southeastern portion of the neighborhood.

2. Vision Statement



Annual Norkirk Neighborhood Picnic

The Norkirk Neighborhood is a stable and tranquil community of neighbors who represent a ~~range~~ diversity of ages, households, incomes, and backgrounds. Norkirk ~~residents~~ community members highly value the distinct identity of their ~~own~~ neighborhood as well as its proximity to downtown Kirkland.

Norkirk residents are good neighbors because they ~~know one another. That's because~~ have a strong sense of community while welcoming newcomers. A primary contributor to this sense of community is that the Norkirk Neighborhood is a pleasant and safe place for walking. From the sidewalks, people greet neighbors who are working in their gardens or enjoying the quiet from their front porches. Children play in ~~their~~ yards and in the parks or ride their bikes along streets where they recognize their neighbors. Norkirk is linked to other Kirkland neighborhoods and commercial areas by safe bike and pedestrian routes and local transit.

Norkirk residents prize their beautiful surroundings, including open spaces and abundant trees. From numerous spots throughout the neighborhood one can view Lake Washington and its

shoreline, the Olympics, or Mount Rainier. The parks, woodlands, and wetlands are considered the neighborhood's backyard, and residents/community members care for those places.

The neighborhood has a unique civic presence and identity. Many City services and facilities are located here, attracting community members from outside the neighborhood. The Norkirk Neighborhood is home to both City Hall and the City Maintenance Center where the work of local government takes place. Kirkland Middle School is situated next door to Crestwoods Park, the neighborhood children.

The Norkirk Neighborhood comprises mainly of single-family homes. Houses come in a variety of housing styles and sizes and, between houses, there is with bountiful light and vegetation between structures. The neighborhood feels uncrowded. Residents/Neighbors cherish many homes dating from early in the 20th century. Low-density The existing residential areas successfully integrate alternative housing styles throughout the neighborhood a variety of housing types such as accessory dwelling units, duplexes, triplexes, and cottages, which provides choices for a diverse community.

Higher-density multifamily Multifamily development at the southern boundary of the neighborhood provides additional housing choice and a stable transition between lower-intensity residential areas in the single-family core of the neighborhood and the more intensive commercial and residential development in downtown Kirkland. Additional multifamily development and commercial activities are located along the Market Street Corridor. Here, the alley and topographic break separated differential eases the single-family transition between the residential area from and the Market Street Corridor, minimizing potential conflicts between adjacent land with commercial uses and ensuring neighborhood integrity. These commercial areas provide important shopping and services for both neighborhood residents and the region. Design of new development within the Market Street Corridor is complementary to the adjacent residential portions of the Market and Norkirk Neighborhoods, helping to create seamless transitions to protect and enhance the residential core.

Industrial and office uses in the southeast portion of the neighborhood are compatible with the residential uses that surround them. Located near the Cross Kirkland Corridor, this area provides a central City location for technology, services, office uses, wholesale businesses and the City Maintenance Center. Landscape buffers, building modulation and traffic management help integrate this area into the neighborhood.

Norkirk is an outstanding neighborhood in which to live, work, and visit.



Kirkland Middle School

3. Historic Context

Introduction

The Norkirk Neighborhood is located near the traditional land of the First Peoples of Seattle, the Duwamish People. The Duwamish Tahb-tah-byook tribe once inhabited the Lake Washington

shoreline of the Market Neighborhood from Juanita Bay to Yarrow Bay, as described in more detail in the Community Character Chapter of the Comprehensive Plan. Lake Washington and adjacent areas offered an abundance of riches, including wapatoes (a wetland tuber), tules, cedar roots, salmon, waterfowl, berries, deer, muskrat, beaver and otter. The 1855 Treaty of Point Elliott guaranteed hunting and fishing rights and reservations to all Tribes represented by the Native signers, including the Duwamish People. In return for the reservation and other benefits promised in the treaty by the United States government, the Duwamish People exchanged over 54,000 acres of its homeland. Today those 54,000 acres encompass much of present-day King County, including Kirkland (and the Norkirk Neighborhood). Unfortunately, the opening of the Lake Washington Ship Canal in the early 1900s also had a detrimental effect on the Duwamish People, lowering the level of the lake, affecting wetlands, and diminishing traditional food sources.

(Note: Text is based on information found on the Duwamish Tribe website and subject to further review.)

The Norkirk Neighborhood is one of the most historic in the City of Kirkland. Norkirk has had a significant role in the development of the City starting in the late 1880s when most of the land was purchased to be part of Peter Kirk's new town. The area around the present City Hall was the civic center of Kirkland in the 1900s. The churches were the community meeting places and the Kirkland Woman's Club, the American Legion Hall and schools provided numerous community services. Central School was purchased by the City of Kirkland in 1977; it was vacated in 1978 and damaged by fire in 1980. The City of Kirkland reinforced Norkirk's importance as the civic center of the City by building the new City Hall on the Central School site in 1982.



*Photo of Congregational and Baptist Churches and Central School 1905.
Arline Andre collection, Kirkland Heritage Society*

Homesteads in the 1880s

The land homesteaded in the 1880s by John DeMott and George Davey included most of the Norkirk Neighborhood and portions of downtown. These two homesteads extended from First Street to Sixth Street and from Kirkland Avenue up to 18th Avenue. The Carl Nelson and Martin Clarke Homesteads extended east of 6th Street up to 116th in the Highlands Neighborhood.

The Norkirk Neighborhood was originally named Capitol Hill in 1888 and later, likely changed to reflect references to "North Kirkland". Norkirk was to have a significant role in Kirkland's history, when 7th Avenue, then called Piccadilly, was the main road from Market to Peter Kirk's Steel Mill on Rose Hill. The Kirkland Land & Improvement Co. (KL&I) owned the land south of 9th Avenue, (called Michigan until 1929). Joshua Montgomery Sears, one of the nation's wealthiest men, owned the land from 9th Avenue up to 18th Avenue, between 1st Street and 6th Street. Sears privately owned one half of Kirkland, with the KL&I owning the other half. By 1892, 7th Avenue was lined with a medical facility operated out of a house (Buchanan House and now known as the Trueblood House, which was moved to 6th Avenue in 2017), several hotels, a livery, cleaners, grocery stores. Churches and the first school were south of 7th Avenue.

Kirkland Land and Improvement Company

Between 1888 and 1890, Peter Kirk's Kirkland Land and Improvement (KL&I) 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 was complete with the street layout much as we see it today – particularly from Market to 3rd Street and south of 10th Avenue. The town center was to be at the intersection of Market Street and Piccadilly (7th Avenue). Piccadilly, with its wide right-of-way, was the connecting road to the mill on Rose Hill.

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

Boom Development 1910 – 1930: Burke and Farrar

The most significant era of development in Norkirk was from 1910 through the 1930s after Burke and Farrar, Seattle developers, purchased the Kirkland Land & Improvement Company's remaining holdings. The area north of 10th Avenue and east of 3rd Street was replatted in 1914 to better reflect the topography. This era coincided with the national popularity of the Arts and Crafts movement and the construction of bungalow and craftsman styles of homes. The Norkirk Neighborhood has the greatest number of bungalows in the City – it is very appropriate for the neighborhood association logo to reflect that time period and architectural style.

Van Aalst Park is on land once owned by John Van Aalst who had a bulb farm. Van Aalst bulbs were shipped all over the world from his 2.5 acre bulb farm. In 1915, Washington Film Works built a film plant between 4th and 5th Streets between 10th Avenue and 13th Avenue.

Railroad

The Northern Pacific Railroad line that formed much of the eastern boundary of the Norkirk Neighborhood was begun in 1903 and was completed in the summer of 1904. Acquired by the City in 2012, the railroad line was replaced with the multi-use Cross Kirkland Corridor.

Change of Street Names

In the late 1920s the street names defined in the original Kirk Plat were changed to the present numbering system to facilitate public safety. The street signs installed in 1999 and 2000 reflect the original historic names. For example: 3rd Street was Jersey Street; 6th Street was Orchard Street; 7th Avenue was Piccadilly Avenue; and 18th Avenue was Portland Avenue.



Representative photographs of Bungalows – Inventory Reports from Kirkland Heritage Society

Naming of the Neighborhood

The name likely came from geographic references to "North Kirkland" relative to downtown. This was formalized with the naming of the Norkirk Elementary School in 1955.

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. The Norkirk Neighborhood had one-third of the buildings on the Citywide inventory. Twenty percent of the highest priority structures are in Norkirk. The Kirkland Woman's Club, Trueblood House, Campbell building and Peter Kirk building are on the National and State Registers of Historic Places. The cluster of historic properties at the intersection of Market Street and 7th Avenue form an important historical link and entrance to the Norkirk Neighborhood. The Newberry House, Kirkland Cannery, Sessions Funeral Home, 5th Brick Building, the site of the former First Baptist Church/American Legion Hall, and the Houghton Church Bell are designated by the City of Kirkland as Community Landmarks. See the Community Character Element of the Comprehensive Plan for further historic resources information.



Woman's Club and Peter Kirk Building

Recognized by City of Kirkland Inventory and Centennial Collections, Kirkland Heritage Society

Policy N-1: Encourage preservation of structures and locations that reflect the neighborhood's heritage

The following policies encourage preservation of structures and locations that reflect the neighborhood's heritage.

Policy N-2: Provide markers and interpretive information at historic sites.

Information identifying these important sites enables future residents-community members to have a link with the history of the area both pre- and post-settlement. Attention should be given to celebrating the neighborhood's history in an inclusive way, including by helping residents and visitors understand the history of the area prior to white settlement.

Policy N-3: Continue to evaluate incentives to encourage retention of identified buildings of historic significance.

Flexibility in lot size requirements for lots that contain historic buildings is an incentive to preserve and protect historic resources. The Historic Preservation subdivision incentive allows 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. In the future, additional incentives may need to be explored to protect historic buildings. A particularly significant historic building in the neighborhood is the Kirkland Cannery. Located in the industrial area of Norkirk, some zoning flexibility to allow nonindustrial uses such as live/work lofts may be appropriate in order to preserve this building.

Policy N-4: Conduct regular updates of the City's historic building inventory to identify and designate new historic buildings that meet the established criteria.

The last inventory of historic properties was conducted in 1999. There may be buildings not included in the inventory that now meet the definition of historic resources. The City should periodically survey buildings in the neighborhood to identify those of historic significance. Historic places and features should be commemorated with signs or markers to help celebrate the history of the neighborhood. The inventory should be updated to include newly eligible properties according to the established

4. Natural Environment

Policy N-5: Protect and enhance the natural environment in the Norkirk Neighborhood.

The environmental policies for the Norkirk neighborhood strive to protect and enhance the quality of the natural environment as a natural amenity, to avoid potential environmental hazards, and to utilize sustainable management practices. The following map figures show the critical areas within the Norkirk neighborhood. See the Natural Environment Element for more information about protection of wetlands, streams and associated buffers as well as landslide and seismic hazard areas, trees and wildlife. The Kirkland Zoning Code regulates tree retention, removal and development in critical areas.

Policy N-6: Protect and improve the water quality and promote fish passage in the Forbes Creek and Moss Bay basins by undertaking measures to protect stream buffers and the ecological functions of streams, Lake Washington, wetlands and wildlife corridors.

The Norkirk Neighborhood is located within the Forbes Creek and Moss Bay drainage basins (Figure N-1). In the Forbes Creek basin, there is extensive cutthroat trout habitat in the main stem of Forbes Creek downstream of Forbes Lake. Coho salmon are found west of the freeway in Forbes Creek. The various Norkirk Neighborhood tributaries leading into the Creek contribute to the water quality downstream prior to entering Lake Washington. The Surface Water Master Plan guides the City's efforts on water quality measures and projects. The small wetland and drainage area at Van Aalst Park provides an opportunity for enhancement on public property that could be accomplished as a neighborhood or school community service project.

Policy N-7: Evaluate and consider opportunities to improve the function and quality of wetland and stream segments adjacent to the Cross Kirkland Corridor during implementation of the Cross Kirkland Corridor Master Plan.

In the Moss Bay drainage basin, the open stream portion of the Peter Kirk Elementary Tributary near the elementary school appears to have good water quality although analysis has not been conducted. It is suspected that water quality rapidly degrades through the piped network downstream prior to entering Lake Washington. In this tributary, removal of invasive species and revegetation of the area with native vegetation, including trees and shrubs, is worth investigating. Additionally, the feasibility of re-introduction of resident cutthroat trout into the stream and daylighting the piped portion of this tributary upon redevelopment of the industrial area are opportunities worth investigating. With the redevelopment of the Peter Kirk Elementary School, wetland restoration occurred in the northeast portion of the school property.

Policy N-8: Develop viewpoints and interpretive information around streams and wetlands if protection of the natural features can be reasonably ensured.

Providing education about the locations, functions, and needs of critical areas will help protect these features from potentially negative impacts of nearby development and could increase public appreciation and stewardship of these areas. When appropriate, the placement of interpretive information and viewpoints will be determined at the time of development on private property or through public efforts on City-owned land.

Policy N-9: Protect notable trees and groves of trees.

In the Norkirk Neighborhood, protecting, enhancing, and retaining healthy trees and vegetation are key values and contribute to the quality of life. The City promotes retention of the citywide tree canopy, significant trees, and groves of trees on private property consistent with zoning regulations. While a municipal heritage or notable tree program is not currently in place, the neighborhood supports voluntary efforts to encourage preservation of heritage trees. Heritage trees are set apart from other trees by specific criteria such as outstanding age, size, and unique species, being one of a kind or very rare, an association with or contribution to a historical structure or district, or



Trees at Crestwood Park

Geologically Hazardous Areas

As shown in Figures N-2a and 2b, the Norkirk Neighborhood contains areas with steep slopes including potential for erosion, landslide hazards and soils with liquefaction potential during seismic events. Landslide hazard designated areas with development potential are primarily found north of Peter Kirk Elementary School near the Cross Kirkland Corridor (see Figure N-2). These areas are prone to landslides, which may be triggered by grading operations, land clearing, irrigation, or the load characteristics of buildings on hillsides. Development on geologically hazardous areas is governed by Zoning Code regulations.

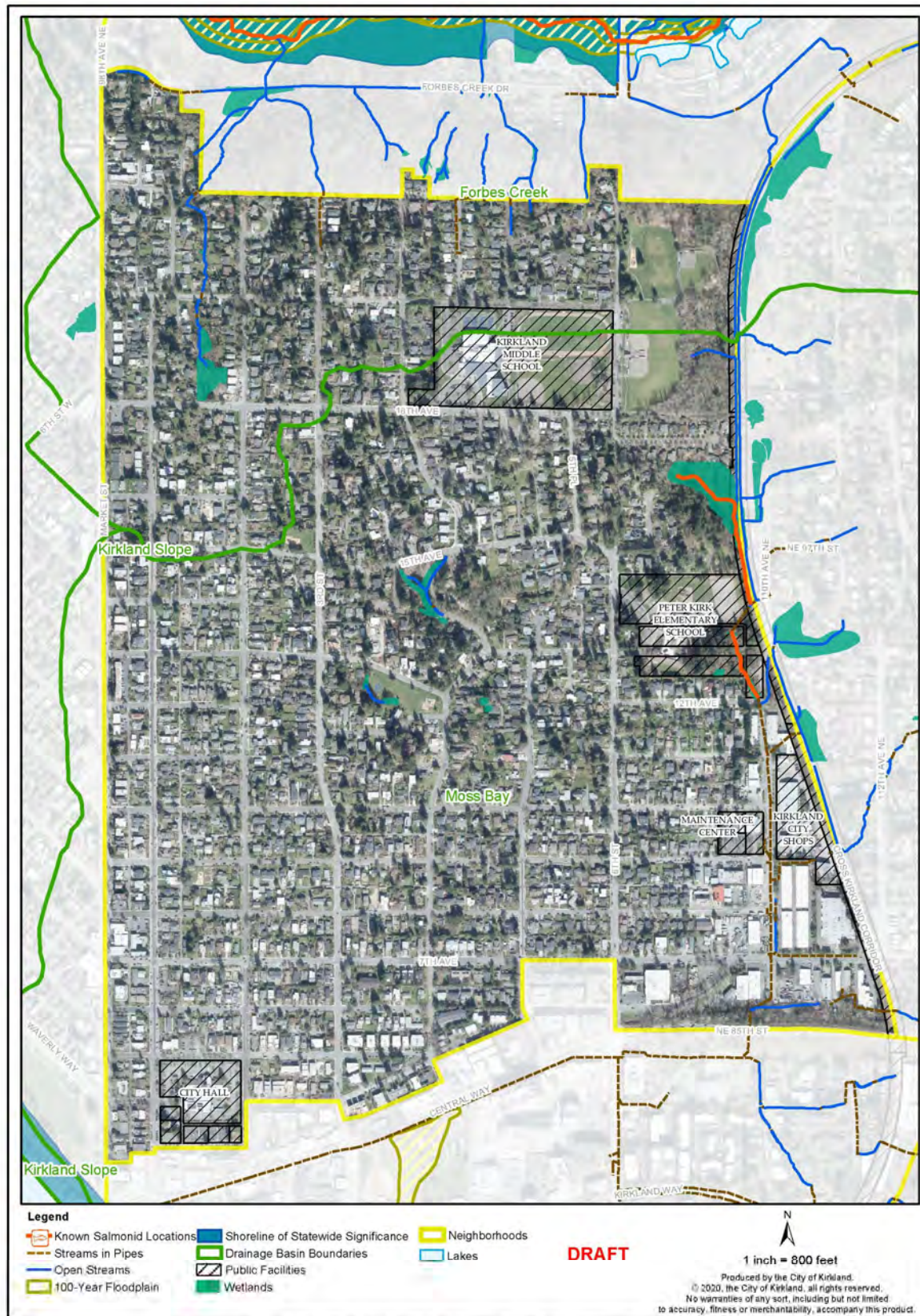


Figure N-1: Norkirk Wetlands, Streams, and Lakes

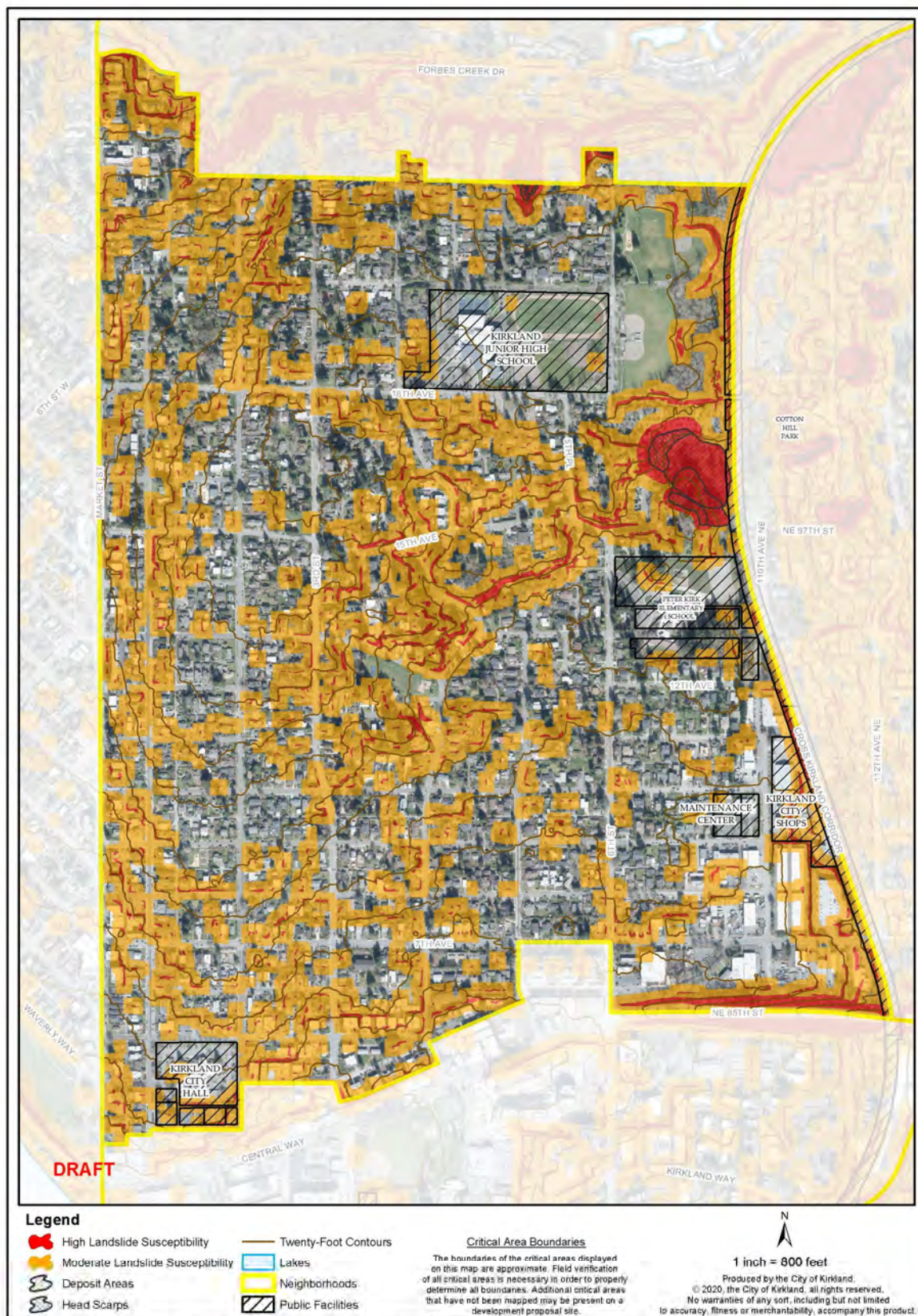


Figure N-2a: Norkirk Landslide Susceptibility

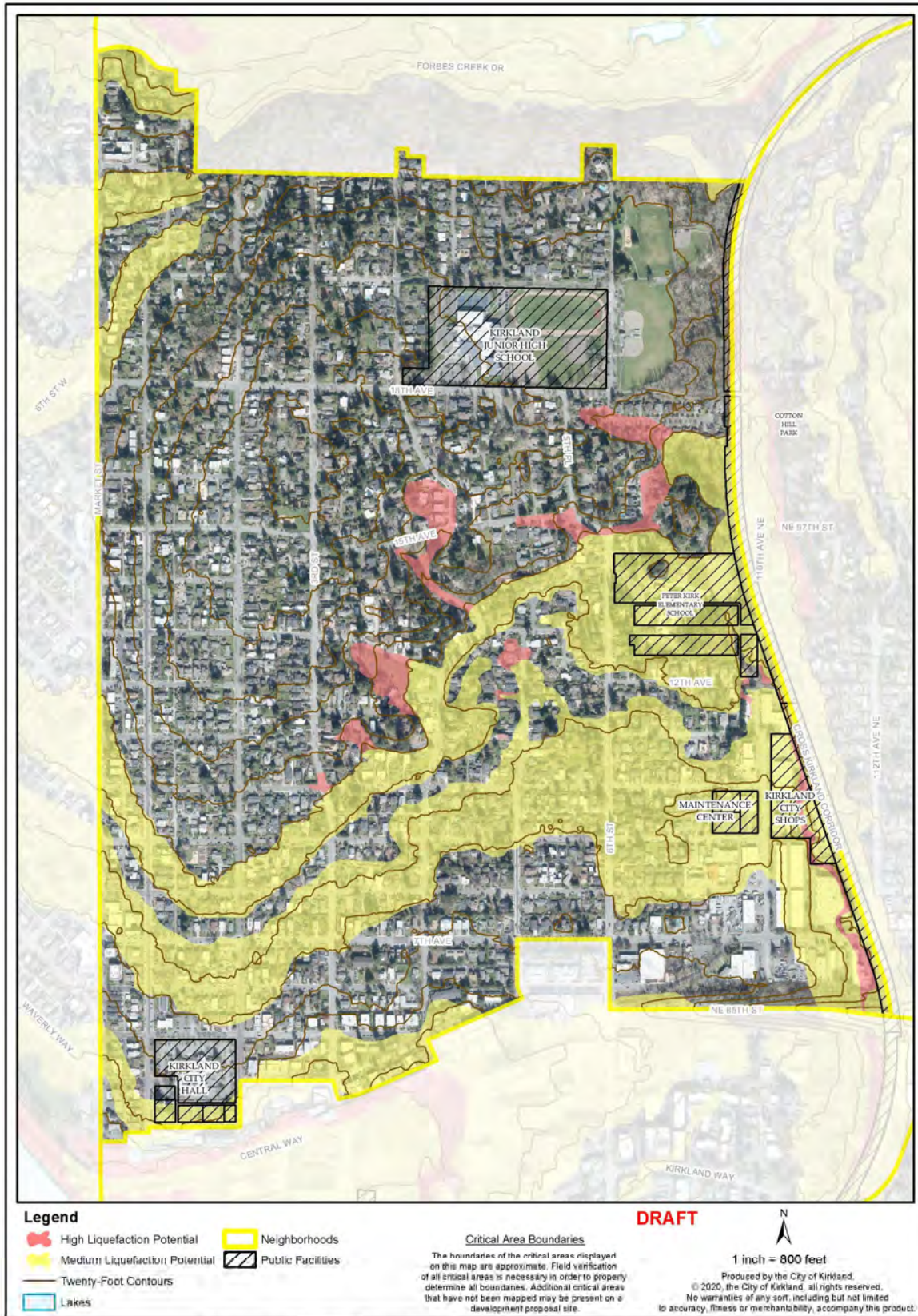


Figure N-2b: Norkirk Liquefaction Potential

Policy N-10: Avoid development of unimproved rights-of-way impacted by critical areas.

Those portions of 16th Avenue (east of 7th Street), that are found to have critical areas (geologically hazardous, wetlands, stream areas), should not be improved. A portion of unopened right-of-way is within a wetland area and should remain in its natural condition. Additionally, those portions of 20th Avenue that are found to be in medium and high landslide hazard areas should be analyzed to determine if street improvements can be safely made without significant impacts on the adjacent geologically hazardous areas or adjacent critical areas.

Policy N-11: Protect wildlife throughout the neighborhood by encouraging creation of backyard sanctuaries for wildlife habitat in upland areas.

People ~~living~~ in the neighborhood have opportunities to attract wildlife and improve wildlife habitat on their private property. These areas provide food, water, shelter, and space for wildlife. The City, the State of Washington Department of Fish and Wildlife, and other organizations and agencies experienced in wildlife habitat restoration can provide assistance and help organize volunteer projects.

5. Land Use

The Norkirk Neighborhood contains diverse land uses that are successfully integrated into ~~the dominant single-family residential land use~~ a historic, walkable block pattern. Churches and schools are dispersed throughout the ~~low-density~~ residential core, while other public institutional uses such as Kirkland City Hall is in Planned Area 7 and the City Maintenance Center is in the industrial area of the neighborhood. Multifamily apartments and condominiums are in the southern portion of the neighborhood adjacent to the Central Business District. Retail, commercial, office, multifamily and mixed uses are focused in the Market Street Corridor and office, light industrial, and service commercial are concentrated in the light industrial zone at the southeast corner of Norkirk. For more information about the Market Street Corridor see the Market Street Corridor Plan Chapter of the Comprehensive Plan.

RESIDENTIAL

Policy N-12: Retain ~~the predominantly detached single-family housing style in the core~~ and enhance the existing residential character of the Norkirk Neighborhood while accommodating more compact new housing so that residents can age in place and the neighborhood can accommodate generational shifts in housing needs and welcome new residents.

Norkirk is a well-established neighborhood that has ~~predominantly low-density (six dwelling units per acre) traditional single-family~~ a mix of old and new residential development located generally north of 7th Avenue. The land use transitions from the ~~single-family~~ lower-intensity core to ~~medium and high-density multifamily~~ higher-intensity residential development at its south end. Preservation of the eclectic mix of housing styles and sizes is important to the neighborhood's distinct character.

Providing housing options for a wide spectrum of households is an important value to support and encourage. Innovative housing ~~provid~~ types including accessory dwelling units, duplexes, triplexes and cottages provide more housing choice to meet changing ~~housing~~ demographics such as smaller households. Rising housing prices throughout the City and region require strategies to promote lower cost housing. Allowing design innovations can help lower land and development costs and improve affordability.



Innovative development styles or techniques also enable increased protection of hazardous or critical areas. They can allow for more environmentally sensitive site planning by concentrating development on the most buildable portion of the site while preserving natural drainage, vegetation, and other natural features.

Compatibility ~~with the predominant traditional detached single-family~~ of new housing style and with older housing in the neighborhood ~~will determine the acceptance of housing alternatives is an important value for the neighborhood.~~ Architectural and site design standards ~~to such as use of varied architectural styles, roof angles and proportional building mass to allow for substantial light and privacy between structures, tree retention, generous setbacks from the street, well maintained landscaping and limited off street parking will~~ ensure compatibility with adjacent ~~single-family homes are important to the successful integration of alternative~~ existing housing ~~into the neighborhood.~~ Innovative housing techniques and styles such as small lot single-family, historic preservation and low impact development subdivisions, cottage and common wall (~~attached duplex and triplex~~) homes, accessory dwelling units, clustered dwellings, and co-housing are appropriate options to serve a diverse population and changing household size and composition. They also help maintain the diversity of housing that characterizes Norkirk. Standards governing the siting and construction of alternative housing types in Norkirk should be consistent with Citywide zoning, development and subdivision regulations. New housing should ~~protect and~~ enhance the single-family historic residential character of the neighborhood, while meeting community need.

Policy N-13: Allow lot sizes that match the existing lot size and development pattern.

A limited area, bounded on the east by 2nd Street, on the west by the alley between Market and 1st Streets, on the south by 8th Avenue, and on the north by the alley between 12th and 13th Avenues, has a particularly large number of lots that are less than 7,200 square feet (~~See see~~ Figure N-3, Land Use map). Seven dwelling units per acre, which is comparable to the Single-Family Residential (RS) 6.3 zoning classification (6,300 square feet minimum lot size), ~~are in context~~ is a density that is consistent with the ~~predominant existing~~ platting pattern here. Similarly, small sized lots should be allowed in proximity to these smaller lots to be consistent with the lot pattern and to provide more housing capacity and home ownership opportunities.

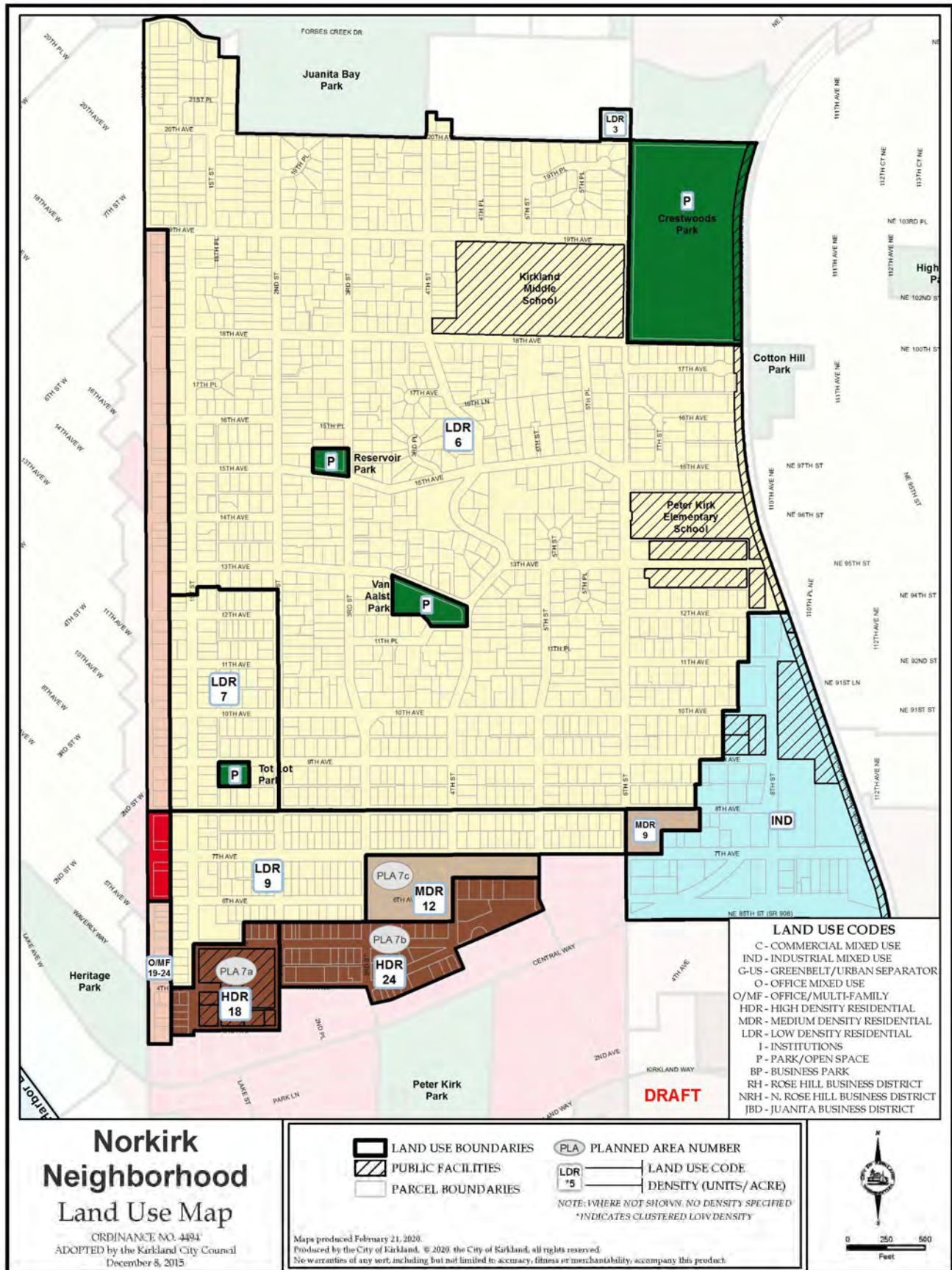


Figure N-3: Norkirk Land Use Map



Photo of a historic short plat where a historic home was preserved and new home was constructed on the newly created lot.

PLANNED AREA 7

Policy N-14: Maintain effective transitional uses between the downtown and the low-density residential core of the neighborhood.

Planned Area 7 (PLA 7) is a transition zone between the low-density residential core of the neighborhood and the downtown.

Policy N-15: Allow a range of residential densities in Planned Area 7.

A slope separates this area from commercial development in the downtown. Multifamily ~~and single-family dwellings~~, residential structures as well as institutional uses such as Kirkland City Hall, are appropriate here. Three subareas within PLA 7 allow a hierarchy of increasing densities approaching the Central Business District (CBD). Future development throughout PLA 7 should be compatible with the scale of structures in adjacent ~~single-family~~ lower-intensity residential zones while accommodating a range of compact housing types suitable for ~~families and individuals~~ a variety of households.



Condominiums on 4th Avenue and 2nd Street and Kirkland City Hall at 123 5th Avenue

COMMERCIAL

Policy N-16: Focus commercial development in established commercial areas in the Market Street Corridor at the west boundary of the Norkirk Neighborhood.

Commercial development should remain in established commercial areas within the Market Street Corridor and not extend into the residential core of the neighborhood or north of 19th Avenue. A slope and alley parallel to Market Street provide a topographic and manmade transition between the Market Street Corridor and the residential core of the neighborhood. Similarly, a slope running parallel to Central Way provides a topographic transition between commercial development in the downtown and residential development in Planned Area 7. Commercial development is prohibited in low, medium, or high-density residential areas.

Policy N-17: Coordinate planning for the Norkirk Neighborhood with the goals and policies found in the Market Street Corridor section of the Comprehensive Plan.

The western boundary of the Norkirk Neighborhood is in the middle of Market Street. The Market Street Corridor is shared with the Market Neighborhood. It is important for both neighborhood plans to be coordinated with the subarea plan for the corridor.

INDUSTRIAL

Policy N-18: Maintain the light industrial area to serve the needs of the community.

The Norkirk Light Industrial Technology (LIT) area contains many small businesses and services for nearby residents and community members.

Policy N-19: Encourage limited light industrial uses, auto repair and similar service commercial uses, and offices to serve the neighborhood and surrounding community.

- South of 7th Avenue, between 6th and 8th Streets, office uses up to three stories are encouraged to serve as a transition between the downtown and the industrial area. Gateway features and landscaping at the intersection of 6th Street and 7th Avenue and 6th Street and Central Way soften the transition into this area.
- In the remainder of the area, limited light industrial, warehousing, City services, service commercial uses such as auto or furniture repair, and small offices are appropriate. Two large retail storage uses exist in the LIT area and provide useful storage space to nearby residents and businesses but absorb valuable space in a well-situated industrial and commercial zone in close proximity to Downtown. Additional, new retail storage uses, along with other uses that do not promote the smaller-scale commercial and industrial character of the district should be discouraged. These types of uses take up a significant amount of land but provide limited economic activity and absorb land that could otherwise be utilized for industrial and commercial activities.



Retail storage establishment

Policy N-20: Encourage businesses that promote environmentally sustainable technologies.

Sustainable green technology provides benefits to Kirkland's economy and the neighborhood. The rapidly expanding new energy/clean technology industry sector promotes environmental stewardship and a vibrant economy.

Policy N-21: Regulate industrial uses to ensure that impacts which may disrupt the residential character of the surrounding area are controlled.

Techniques to minimize noise, glare, light, dust, fumes, parking and other adverse conditions, found in the policies in the Community Character Element of the Comprehensive Plan, and limiting hours of operation, should be used so that industrial activities do not create conflicts with surrounding residential development.

Policy N-22: Industrial traffic should be controlled in order to protect the character, safety, and peace of the residential neighborhood.

Industrial truck traffic should avoid passing through residential areas. Industrial traffic should be directed to 8th Street south of 12th Avenue, 7th Avenue between 6th Street and the Cross Kirkland Corridor, 6th Street between 7th Avenue and Central Way, and the NE 87th Street/114th Avenue NE connection between the Cross Kirkland Corridor and NE 85th Street in the Highlands Neighborhood. There should be no access from 12th Avenue into the industrial area. Additionally, 11th Avenue should remain closed to industrial access.

Policy N-23: Promote land uses, mobility improvements, and new infrastructure that support transit-oriented development around the I-405/NE 85th Street Bus Rapid Transit (BRT) Station and the associated Station Area Plan.

The south portion of the Norkirk Neighborhood is located within the boundaries of the Greater Downtown Kirkland Urban Center and future Station Area Plan surrounding the Bus Rapid Transit (BRT) Station. To maximize use of transit at the BRT Station, land use changes and infrastructure improvements in the southern portion of the neighborhood may be necessary to maximize access to the BRT Station and achieve the mixed use, transit-oriented development goals of the future Station Area Plan.

6. Urban Design

Policy N-24: Promote shared parking arrangements to encourage efficient utilization of surface parking lots in the neighborhood.

Throughout the neighborhood are surface parking lots owned by the City, other public entities, or non-profit organizations that may be underutilized during the week. Shared parking agreements between properties, businesses, and community organizations could be arranged to make better use of these facilities.

Policy N-25: Address transition impacts and protect nearby ~~low-density~~lower-intensity residential character with site and building development regulations for the industrial area, Planned Area 7, and the Market Street Corridor.

The building mass and/or height of higher density structures should complement rather than dominate or overwhelm adjoining ~~low-density~~lower-intensity uses. Landscape buffers are used to soften and separate uses by creating a transition zone. In addition, the building mass and height of higher density structures should be ~~restricted~~designed appropriately to prevent overwhelming adjoining low density uses.

Policy N-26: Provide streetscape, gateway and public art improvements that contribute to a sense of neighborhood identity and enhanced visual quality

An existing gateway sign is located on 6th Street north of 7th Avenue. Other desired locations are shown in Figure N-7. The City should pursue opportunities to work with private property owners to install gateway features as part of future development. In other instances, public investment will be necessary. Depending on the location, improvements such as landscaping, signs, public art, structures, or other features that identify the neighborhood could be included.

Policy N-27: Preserve the public view corridors of Lake Washington, Seattle, and the Olympic Mountains from 1st, 2nd and 3rd Streets (Figure N-7).

The street system provides Kirkland neighborhoods with several local and regional views. View corridors located within the public domain are valuable for the beauty, sense of orientation, and identity that they impart to neighborhoods. The Norkirk public view corridors should be preserved and enhanced for the enjoyment of ~~current and future~~all residents. One means of doing this may be the undergrounding of utilities.



View from intersection at 9th Avenue and 1st Street

Policy N-28: Encourage design that contributes to a vibrant neighborhood.

Building and site design should respond to both the conditions of the site and the surrounding neighborhood. A variety of forms and materials result in homes with their own individual character, thus reducing monotony. 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 N-29: Explore new regulations that encourage infill housing to be compatible in scale and mass with the existing development and that allow for sufficient light, air, and privacy between residential structures.

Appropriate scale results in the perception that new ~~houses~~housing structures are in proportion with their lots and provide adequate light, air and privacy between structures. Setbacks, building mass, lot coverage, landscaping and building height, roof pitch all contribute to ~~houses~~housing structures that successfully fit into the neighborhood.

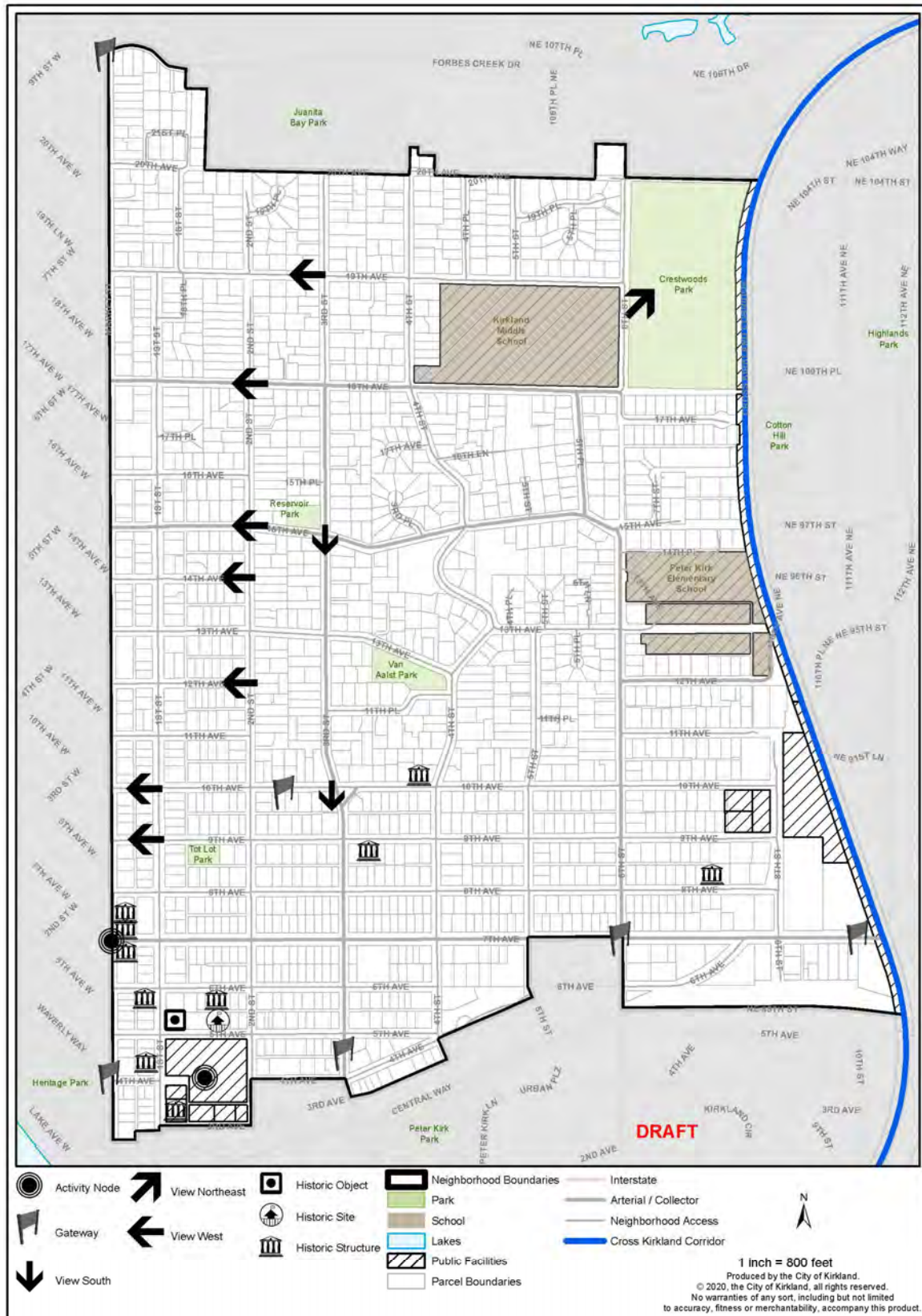


Figure N-7: Norkirk Urban Design Features

7. Transportation

STREETS

Policy N-30: Maintain the street and alley grid in the Norkirk Neighborhood.

Portions of Norkirk platted in the early part of the 20th century have a distinct alley grid that contributes to the unique character of the neighborhood. Maintenance of Norkirk's grid pattern promotes neighborhood mobility, a more equitable distribution of traffic on neighborhood streets, and the development of ADU's with independent access points. The streets that compose this grid network consist of collector and local streets and alleys, with one principal arterial: Market Street, located at the western boundary of the neighborhood. Street classifications are described in the Transportation Element and shown on Figure N-4.

Alleys provide access and a service route 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 street.

Policy N-31: Minimize and reduce cut-through traffic and speeding.

Monitor and evaluate traffic patterns and volumes in the Norkirk Neighborhood to minimize cut-through traffic and speeding, especially between Market Street and Central Way. The evaluation should determine if additional strategies such as traffic calming, in cooperation with the Fire Department to accommodate emergency response needs and times, are needed. The neighborhood should be involved in this process.

Policy N-32: Identify preferred routes through the neighborhood to and from City facilities.

The various City administration and maintenance facilities located in the Norkirk Neighborhood generate both service and visitor trips. When practical, vehicles should be routed onto collector streets where improvements are in place to protect the pedestrian, rather than onto local access streets that serve the internal needs of ~~residents~~the residential areas.



Example of traffic circle installed for slowing down vehicle speed

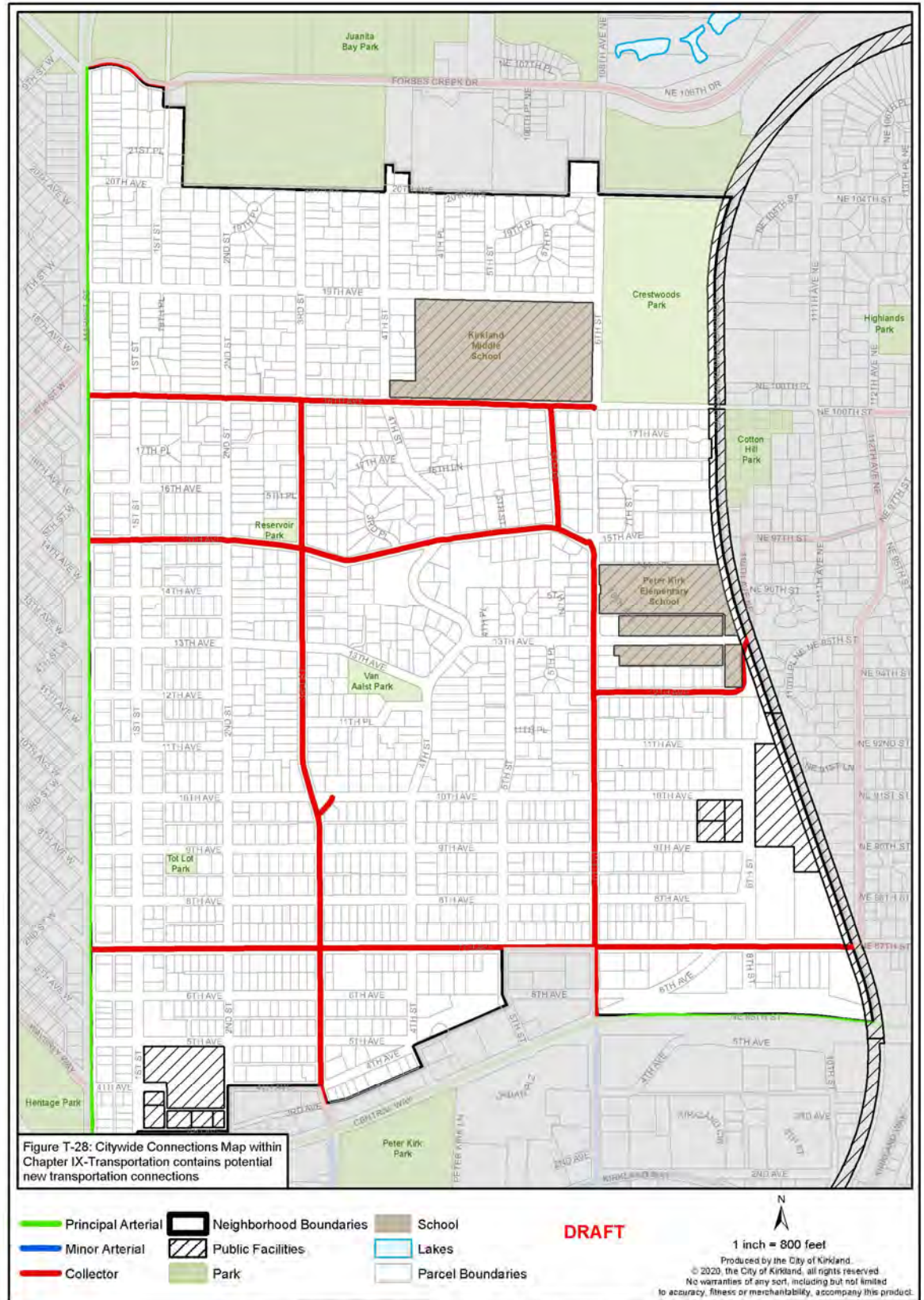


Figure N-4: Norkirk Street Classifications

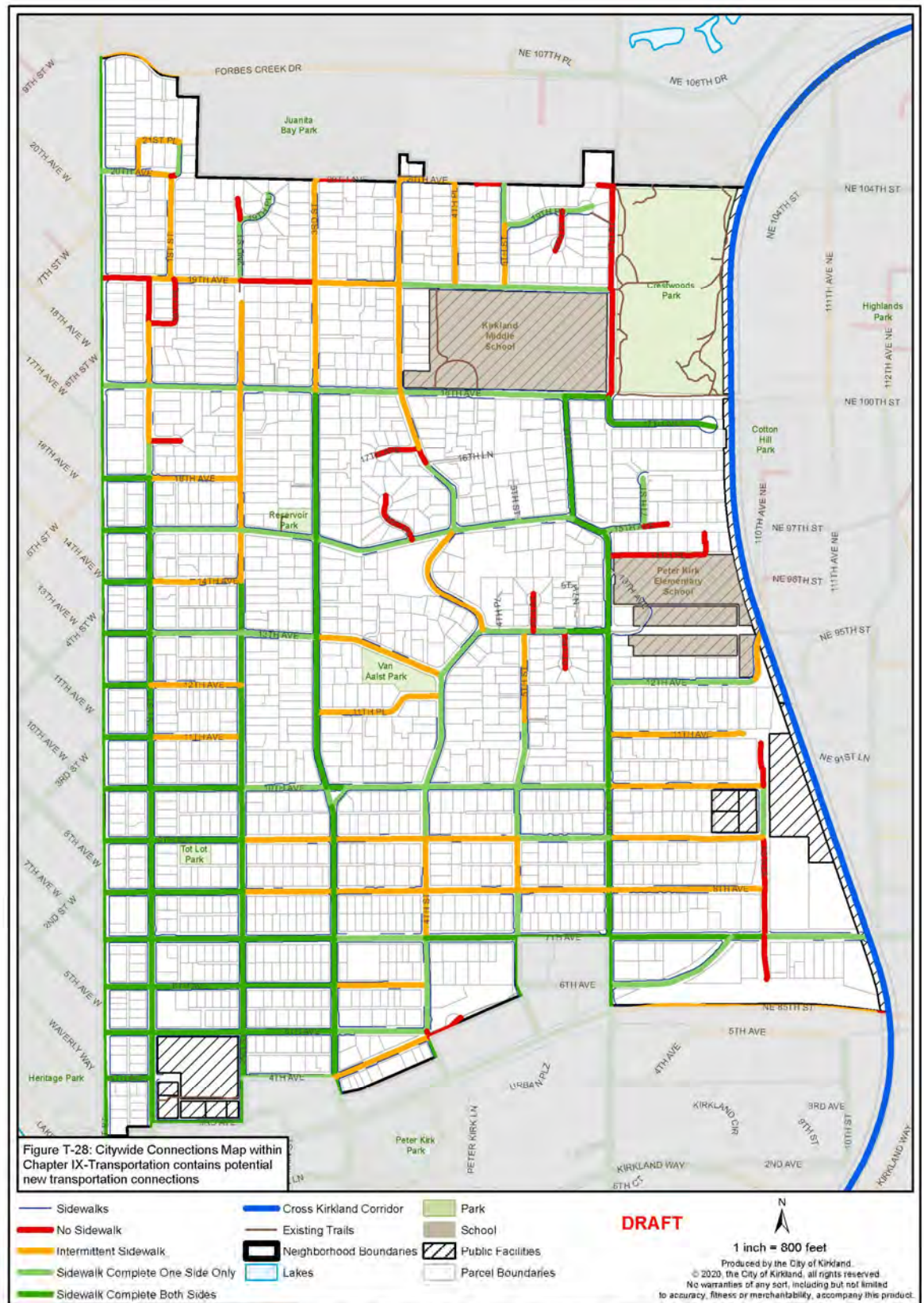
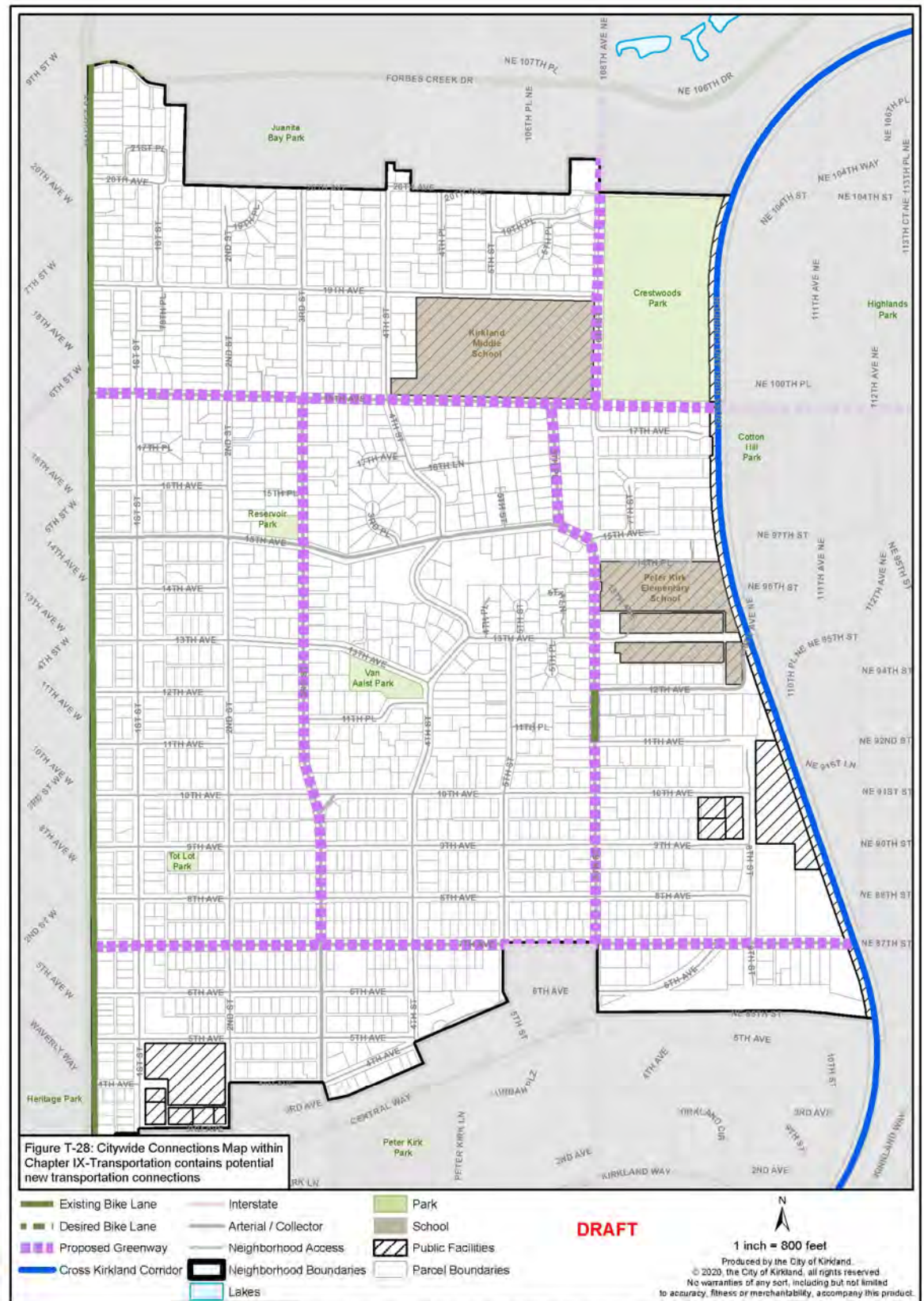


Figure N-5: Norkirk Pedestrian System



The preferred routes for visitors ~~coming from outside the neighborhood~~ to City Hall and for other City vehicles leaving City Hall are along 7th Avenue via 1st Street and 5th Avenue, along 3rd Street via 4th and 5th Avenues, and along 1st Street via 3rd Avenue. The preferred routes for service vehicles and visitors to the Maintenance Center are along 7th Avenue and 8th Street, internal to the industrial area in which it is located.

TRANSIT

King County Metro transit serves the Norkirk Neighborhood along Market Street and to a lesser extent through the neighborhood, connecting to Kirkland's Transit Center, other neighborhoods, jurisdictions, and will allow transit connections to the Bus Rapid Transit Station at I-405/NE 85th Street interchange.

The Cross Kirkland Corridor, located at the eastern boundary of the neighborhood, will be used in the near term as a multi-use trail and utilities corridor connecting to other neighborhoods and cities. The Cross Kirkland Corridor Master Plan indicates that the corridor that may one day include high capacity transit.

PEDESTRIAN/BICYCLE CIRCULATION

The ~~existing~~ City of Kirkland Active Transportation Plan (ATP) maps the ~~planned~~ bicycle and pedestrian facilities planned for a 10-year horizon. ~~Those projects mapped in the Norkirk Neighborhood Plan that are not shown in the ATP should be added.~~ Figure N-5 shows the desired pedestrian system in the Norkirk Neighborhood. The Capital Improvement budget process prioritizes when routes will receive funding for improvements.

City street standards require that all through streets have pedestrian improvements including curbs, gutters, landscape strips, street trees and sidewalks. As new development occurs, pedestrian improvements are usually installed by the developer. In developed areas without sidewalks, the City should identify areas of need and install sidewalks through the capital improvement budget process.

Bicycles are permitted on all City streets. Bike facilities may include a designated bike lane with a painted line; or a shared use path for bicycle and pedestrian use. Existing and desired routes are shown in Figure N-6.

Policy N-33: Enhance and maintain pedestrian and bicycle infrastructure within the Norkirk Neighborhood, especially on designated school walk routes, at activity nodes and connecting to adjacent neighborhoods.

The following routes should be evaluated in the Capital Improvement budget process which prioritizes when routes will receive funding for improvements. If funded, these routes should be improved with sidewalks, curbs, gutters, and landscape strips and lighting as needed:

- 19th Avenue between Market and 6th Street leads to Kirkland Middle School and Crestwoods Park.
- 7th Avenue between Market and the Highlands Neighborhood provides a centrally located east/west pedestrian and bike route.
- 4th Street between Central Way and 19th Avenue provides a centrally located north/south pedestrian route.
- 6th Street between 20th Avenue and Forbes Creek Drive connects the Norkirk and South Juanita Neighborhoods and include a bike route.
- 20th Avenue between 3rd Street and 5th Street provides an east/west pedestrian route at the northern boundary of the Norkirk Neighborhood.

Recommended improvements for a connected bike network in the Transportation Master Plan include a neighborhood greenway on 18th Ave, 7th Ave, 3rd St, and 6th St. to connect with the routes in adjacent neighborhoods, Cross Kirkland Corridor and the Juanita Bay to Sammamish Valley Trail system. These improvements could include shared-lane pavement markings with

wayfinding, speed reduction treatments, improved crossings, etc. ~~The recommended network may get updated during the 2019 update of the Active Transportation Plan.~~

Policy N-34: Support development of the Cross Kirkland Corridor as a multi-use corridor.

Develop the Cross Kirkland Corridor for transportation and recreation as described in the Cross Kirkland Corridor Master Plan (CKC) and pursue opportunities for new or improved connections into the neighborhood consistent with the CKC Master Plan and the Park, Recreation and Open Space (PROS) Plan .

With development, redevelopment or platting, public pedestrian and bicycle access easements should be provided for properties adjacent to the CKC consistent with the CKC Master Plan and the Parks, Recreation and Open Space (PROS) Plan near the following locations:

- Cotton Hill Park
- End of NE 14th PI
- 110th PI NE
- NE 91st Street
- North of NE 85th Street

8. Open Space/Parks

PARKS

There are four publicly owned parks in the Norkirk Neighborhood that currently provide park and open space amenities-Crestwoods Park, Van Aalst Park, Tot Lot Park and Reservoir Park. Some also protect critical and natural areas. Crestwood Park trails connect to the CKC in several locations. In addition, the City has a partnership with Lake Washington School District for joint use of recreational facilities at Kirkland Middle School and Peter Kirk Elementary School, which help meet the community's needs for recreation. Parks are mapped in Figure N-1 and the Parks, Recreation and Open Space (PROS) Plan describes the improvement plans for Norkirk parks.



Crestwoods Park

Van Aalst Park

PUBLIC SCHOOLS

Kirkland Middle School is over 15 acres and is located adjacent and to the west of Crestwoods Park. It complements the park in size and supplies valuable open space for the neighborhood. The school grounds are improved with one baseball/softball field, one small nonregulation practice softball field, a quarter-mile running track, one football field, and four outdoor unlighted tennis courts. The school's fieldhouse provides indoor recreation space for the City's community-wide recreation program.

Peter Kirk Elementary School is an 11-acre site located on 6th Street at approximately 13th Avenue. The site provides playfields for youth sports, as well as space for informal recreation activities for nearby ~~residents~~community members. Additionally, the school provides children's playground equipment and indoor recreation space on a limited basis.

Policy 35: Enhance existing parks, open space, and shared school facilities in the neighborhood

City financial contributions helped renovate the Peter Kirk Elementary School ballfield, which helps provide shared recreational facilities for ~~neighborhood residents~~neighbors, guests, and the Lake Washington School District.

9. Public Services/Facilities



City of Kirkland Public Works Maintenance Center Extension

The Norkirk Neighborhood is home to City Hall and the Maintenance Center. These public facilities are where Citywide governmental services are administered. City Hall attracts citizenscommunity members from outside of the neighborhood to participate in the many functions and services of the municipality.

Policy N-36: Provide adequate parking for civic buildings, either on-site, on adjacent local streets, or in nearby parking lots.

Civic activities such as voting, public meetings and other community events, as well as day-to-day use, create a high parking demand, particularly at Kirkland City Hall. During periods of elevated public use, parking may spill over onto nearby residential streets, beyond those adjoining City Hall. To mitigate the impacts of on-street parking on local residents during these periods of peak use, the City should arrange for alternate employee parking locations, for example, by securing shared parking agreements with local private institutions such as churches to use their parking lots. Parking impacts should also be mitigated by providing alternatives to single-occupancy vehicle use (e.g., encouraging carpooling, and promoting enhanced bike, pedestrian, and transit access.

XV.N. Highlands Neighborhood Plan

*Draft Plan November 17, 2020. Incorporates City Council direction received September 15, 2020.
Deleted text is shown as ~~strikeout text~~. New text is shown as underlined text.*

1. Overview

The Highlands Neighborhood is located north of NE 85th Street and is bounded by Interstate 405 to the east and the Cross Kirkland Corridor to the north and west (see Figure H-3).

Most of the area is developed with ~~low-density~~lower-intensity residential uses, with the southern portion of the neighborhood designated for ~~medium-density residential use~~townhouses and small apartment buildings. There are no commercial zones located within the neighborhood, although there are several nearby, including the Norkirk Industrial area to the southwest, Rose Hill Business District to the east, Totem Lake to the north, and downtown. The southern portion of the neighborhood is located within a ½ mile radius of from the I-405/NE 85th Street Bus Rapid Transit (BRT) Station.

2. Vision Statement

The following vision statement reflects how ~~residents~~community members envision the Highlands Neighborhood in the future and will work to achieve this vision using this document as a guide.

The Highlands Neighborhood is an ideal residential neighborhood close to the downtown that values its quality of life and limited vehicular access. As infill of the neighborhood occurs, a variety of housing types and styles will provide for a changing and diverse population, responding to the needs of individuals and young families and allowing people to continue living here long after children leave home. ~~Medium-density~~Higher-intensity multifamily housing in the southern portion of the neighborhood, adjoining the I-405/NE 85th Street freeway interchange, along with Accessory Dwelling Units (ADU's), and other types of compact ~~middle-income~~ housing, reinforce the image of the neighborhood as a place that welcomes diversity. The neighborhood is well-connected to the Cross Kirkland Corridor (CKC) and Bus Rapid Transit (BRT) Station at the I-405/NE 85th Street interchange, allowing residents to bypass congestion and easily travel around the City and region. The land uses and neighborhood patterns in the neighborhood reinforce the utility of the BRT Station.

The natural setting of the neighborhood with its valued tree canopy is protected and enhanced. Neighborhood parks are within walking distance and offer active and passive recreation opportunities. An extensive system of pedestrian and bike routes connect to the Cross Kirkland Corridor and the parks.

Since there are no schools or commercial developments in the Highlands Neighborhood, residents rely on nearby shopping areas and institutions outside the neighborhood. The street network provides safe circulation for people and cars. Ample sidewalks promote pedestrian mobility between schools and activity centers. The pedestrian and bike connections within the neighborhood offer additional options for energy-efficient travel. These community connections strengthen the social fabric of the neighborhood.



From the crest of the western and northern sloping hillsides, territorial views of the Norkirk and South Juanita Neighborhoods, Lake Washington, and the Olympic Mountains beyond are enjoyed.

3. Historic Context

In order to envision the early history of the Highlands Neighborhood you must consider life without Interstate 405, which was built in the late 1950s and 1960s and created a new eastern boundary for the neighborhood. Prior to I-405, Highlands was connected to and functioned as part of what was then known as Rose Hill.

Prior to 1800's

The Highlands Neighborhood is located on the traditional land of the First Peoples of Seattle, the Duwamish People. The Duwamish Tahb-tah-byook tribe once inhabited the Lake Washington shoreline from Juanita Bay to Yarrow Bay, as described in more detail in the Community Character Chapter of the Comprehensive Plan. Lake Washington and the surrounding area offered an abundance of riches, including wapatoes (a wetland tuber), tules, cedar roots, salmon, waterfowl, berries, deer, muskrat, beaver and otter. The 1855 Treaty of Point Elliott guaranteed hunting and fishing rights and reservations to all Tribes represented by the Native signers, including the Duwamish People. In return for the reservation and other benefits promised in the treaty by the United States government, the Duwamish People exchanged over 54,000 acres of its homeland. Today those 54,000 acres encompass much of present-day King County, including Kirkland (and the Highlands Neighborhood). Unfortunately, the opening of the Lake Washington Ship Canal in the early 1900s also had a detrimental effect on the Duwamish People, lowering the level of the lake, affecting wetlands, and diminishing traditional food sources.

(Note: Text is based on information found on the Duwamish Tribe website and subject to further review.)

Homesteads

In the 1870s the area that has become the Highlands Neighborhood was homesteaded by Reuben Spinney (the namesake of Spinney Park). Other residents were gentlemen farmers who worked in Seattle in lumber camps and returned home on the weekends to attend to their land and families.

Boom Development Period – 1910 to 1930

A portion of the Highlands Neighborhood was included in the original 5,000-acre site of Peter Kirk's development company: Kirkland Land and Improvement Company. The original plat extended north to about NE 95th Street. The current Highlands street layout reflects the original platting from 1890. The original street names were: 112th – Fir Street; 114th – Cedar Street; 116th – Sheffield Street; and NE 100th Street – Victoria Street. The present NE 87th Street was originally called Piccadilly (7th Avenue to the west) and was the road to the mill near Forbes Lake. These original street names are now included on the bottom of the current street signs. Installing these signs was a joint project of the City and the Kirkland Heritage Society.

When Burke and Farrar, two Seattle developers, bought the remaining parcels of Kirk's holdings in 1910, they replatted this area and extended the street system to the north. They also aggressively marketed lots in Kirkland. This was a "boom" time for Kirkland and the surrounding areas with the City's population increasing from 532 in 1910 to 1,714 in 1930.

An interview with Annabel Jensen in the July 2003 Kirkland Courier article provides a view of life in the neighborhood during the 1920s and 1930s. The article notes: “116th and 112th (Sheffield and Fir) were gravel roads then. There was no 405 – Slater Avenue and NE 90th went through to upper Rose Hill. NE 85th was called the Kirkland-Redmond Highway. All the houses were on big lots, with gardens and orchards, dirt driveways, wells and outhouses.” She noted that all the kids worked during the summer picking raspberries and that it was a rare treat to go swimming in the lake. Marina Beach did not exist and “you had to push through the bushes to the water if you wanted to swim. Instead, everyone went to one of the resorts on Juanita Bay where there was ‘a nice sandy beach, a two-story clubhouse with a dance floor upstairs and an amusement park in the summer with Dodge ‘Ems’ (bumper cars).”

She noted that there were three grocery stores within a stone’s throw of the south part of Highlands. Leatha’s Store, also called the Rose Hill Grocery, was on the southeast corner of NE 90th Street and 116th Avenue NE. “It had a gas pump and one of the only telephones around – so everyone came to use it.” You picked up the receiver and asked the operator to place your call. Across the street was Acker’s store that later became the Grange Hall, and was used for meetings, dances and voting. The building still stands in 2020.



Grange Hall, formerly Acker’s store, was a neighborhood gathering place

Schools

Prior to the construction of I-405, students went to Rose Hill Grade School, which was located on 122nd Avenue NE near Costco. After grade school, students attended Kirkland Junior High and Kirkland High School, which were located at Heritage Park. Highland’s students later went to Peter Kirk Elementary, Kirkland Middle School, and Lake Washington High School.

Annexation to Kirkland

The Highlands was annexed to Kirkland in stages, beginning with the period after World War II. A section of the neighborhood from NE 100th Street to NE 104th Street and from the railroad right-of-way (now known as the Cross Kirkland Corridor) to 116th Avenue NE was annexed on December 15, 1947. Additional small areas were annexed in 1963; however, the majority of the neighborhood was annexed in 1967 (on May 15, 1967, and August 21, 1967) when I-405 was nearing completion. This consolidated all of the property west of I-405 into the City of Kirkland.

Construction of I-405

The idea for a bypass road to serve the growing population on the Eastside of Lake Washington started with the construction of Interstate 90 in 1940 when the engineers put in a two-lane overpass at I-90, where this future I-405 would be built. The overpass sat unused for 14 years until construction began in the 1950s. In the initial plans, the only access points to Kirkland from I-405 were those at Houghton (NE 68th Street) and to Juanita at Totem Lake (NE 124th Street). Due to complaints from the community regarding the limited connections, the Central Way (NE 85th Street) interchange was added to the project. An overpass across I-405 at NE 100th Street to provide emergency access as well as pedestrian and bicycle access between the North Rose Hill and Highlands neighborhoods was completed in 2002. It has been reported that several homes that had

been in the I-405 right-of-way were moved onto vacant lots in the Highlands Neighborhood. As far as is known, no comprehensive survey of those properties has been made.

EXHIBIT L

Founded in 1933, what would later come to be known as the Lee Johnson Chevrolet car dealership was originally located at the corner of Kirkland Avenue and Lake Street South. For a brief time, from 1964 to 1968, the dealership was located in the Highlands Neighborhood north of NE 85th Street to position itself near the existing two-lane highway that was replaced by I-405 (also the site of the original Steel Mill Hotel). That building was later moved, and the current dealership was constructed in 1968 at the southeast corner of the Central Way/NE 85th Street I-405 interchange after the completion of the freeway.

The following policies encourage preservation of structures and locations that reflect the neighborhood's heritage.

Policy H-1: Preserve features and locations that reflect the neighborhood's history and heritage.

According to the Community Character Element Chapter of the Comprehensive Plan, at this time, there are no buildings, structures, sites or objects in the Highlands neighborhood listed on the National and State Registers of Historic Places or designated by the City of Kirkland. The City should periodically survey buildings in the neighborhood to identify those of historic significance.

Policy H-2: Provide markers and interpretive information at historic sites.

If there are historic places and features identified in the future, including those associated with the Duwamish People, they should be commemorated with signs or markers to help celebrate the history of the neighborhood. Attention should be given to celebrating the neighborhood's history in an inclusive way, including by helping residents and visitors understand the history of the area prior to white settlement.

4. Natural Environment

Policy H-3: Protect and improve the natural environment in the Highlands Neighborhood

The environmental policies for the Highlands neighborhood strive to protect and enhance the quality of the natural environment as a natural amenity, to avoid potential environmental hazards, and to utilize sustainable management practices. The map figures H-1-2b below show the critical areas within the Highlands neighborhood. See the Natural Environment Element Chapter of the Comprehensive Plan for more information and policies about protection of wetlands, streams and associated buffers as well as landslide and seismic hazard areas, trees and wildlife. The Kirkland Zoning Code regulates tree retention, tree removal and development in critical areas.

Policy H-4: Undertake measures identified in the Surface Water Master Plan to protect stream buffers and the ecological functions of streams, lakes, wetlands, and wildlife corridors and promote fish passage.

The neighborhood is located within both the Moss Bay and Forbes Creek drainage basins (Figure H-1). Various small wetland areas and Moss Bay tributaries are located within the western portion of the neighborhood, and the main stem of Forbes Creek passes through the north end of Highlands. Together, these critical areas constitute a valuable natural drainage system that serves the drainage, water quality, wildlife and fish habitat, and open space needs of the neighborhood.

Cutthroat trout use all of the Forbes Creek stream sections downstream of Interstate 405. The main tributary of Forbes Creek crosses beneath the freeway in a culvert from the North Rose Hill neighborhood to Highlands. Within Highlands, downstream from the freeway in the wooded ravine, Forbes Creek is described as a hidden gem. Though the streambed is impacted by occasional high volume stormwater flows that it is forced to carry, the ravine section is vegetated with a fairly mature

EXHIBIT L
mixed forest and represents an unexpected, secluded, and little-known quality native habitat surrounded by the intensive human land uses of freeway, industry (to the north) and residential housing.

It should be a priority of the City and neighborhood volunteers to initiate and support efforts to enhance the biological integrity of these basins, such as promoting maintenance and restorative planting of native vegetation within buffers and providing continuous fish passage from Lake Washington to Forbes Lake and vicinity.

Policy H-5: Opportunities to improve the function and quality of wetland and stream segments adjacent to the Cross Kirkland Corridor within the Highlands ~~section~~neighborhood should be evaluated and considered during implementation of the Cross Kirkland Master Plan.

The water quality and quantity characteristics in the Peter Kirk Elementary stream tributary of the Moss Bay Basin near the school appear to be decent although analysis has not been conducted. The quality of water in this stream contributes to the quality of water in Lake Washington. The feasibility of relocating the stream out of the Cross Kirkland Corridor ditches upstream of the school and moving it farther away from the railroad into a more natural channel with native vegetation and reintroduction of cutthroat trout into the stream are opportunities worth investigating.

Policy H-6: Develop viewpoints and interpretive information where appropriate on property around streams and wetlands if protection of the natural features can be reasonably ensured.

Providing education about the locations, functions, and needs of critical areas will help protect these features from the negative impacts of development and could increase public appreciation and stewardship of these areas. When appropriate, the placement of interpretive information and viewpoints will be determined at time of development on private property or through public efforts on City-owned land.

Policy H-7: Protect ~~notable~~exceptional trees and groves of trees.

In the Highlands Neighborhood, protecting, enhancing, and retaining healthy trees and vegetation are key values and contribute to the quality of life. The City promotes retention of the city-wide tree canopy, significant trees, and groves of trees on private property consistent with zoning regulations. While a municipal ~~heritage or notable~~ exceptional tree program is not currently in place, the neighborhood supports voluntary efforts to encourage preservation of ~~heritage~~exceptional trees. HeritageExceptional trees are set apart from other trees by specific criteria such as outstanding age, size, and unique species, being one of a kind or very rare, an association with or contribution to a historical structure or district, or association with a noted person or historical event.



Trees provide visual relief and promote the natural setting integral to neighborhood identity.

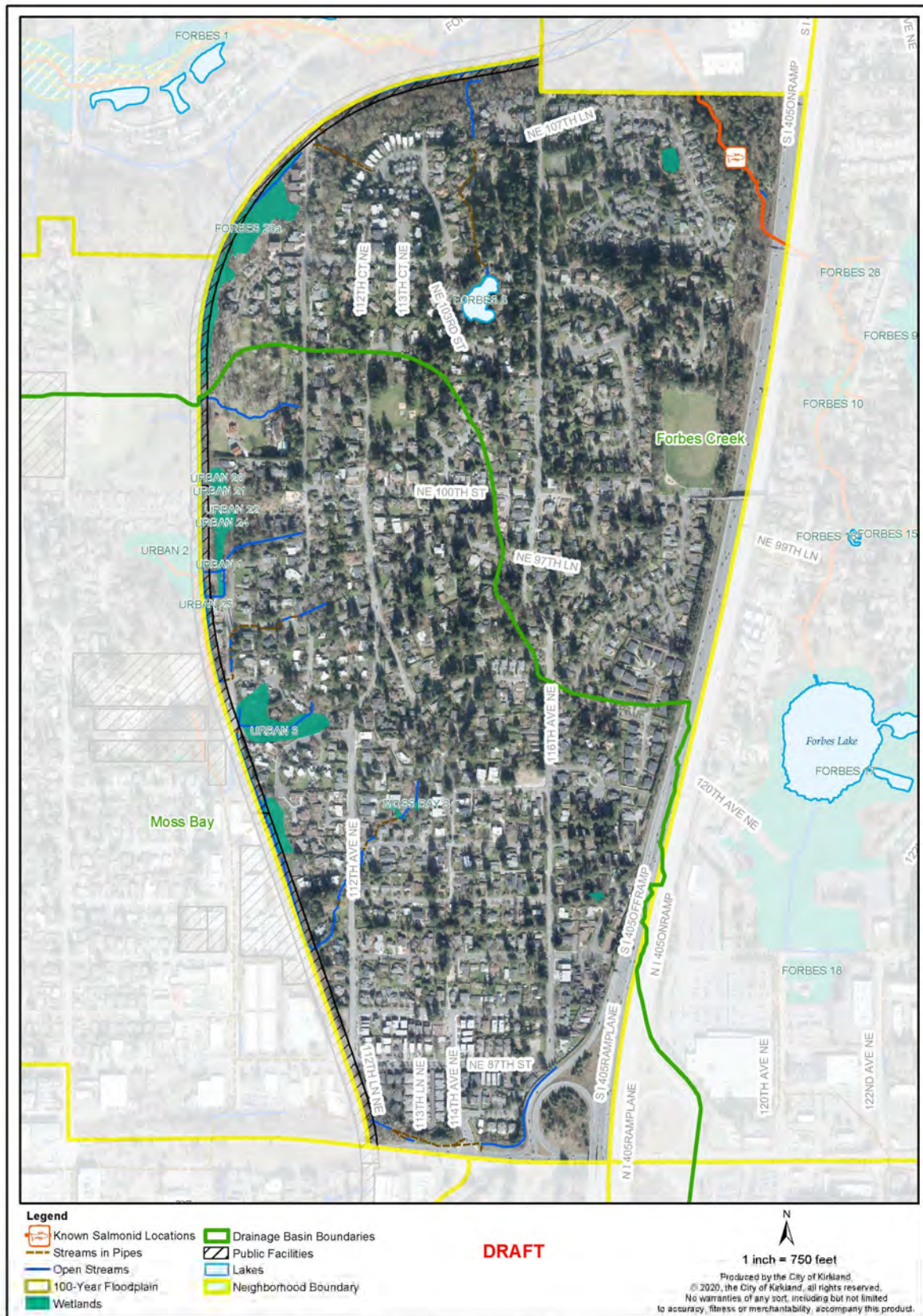


Figure H-1: Highlands Wetlands, Streams, and Lakes



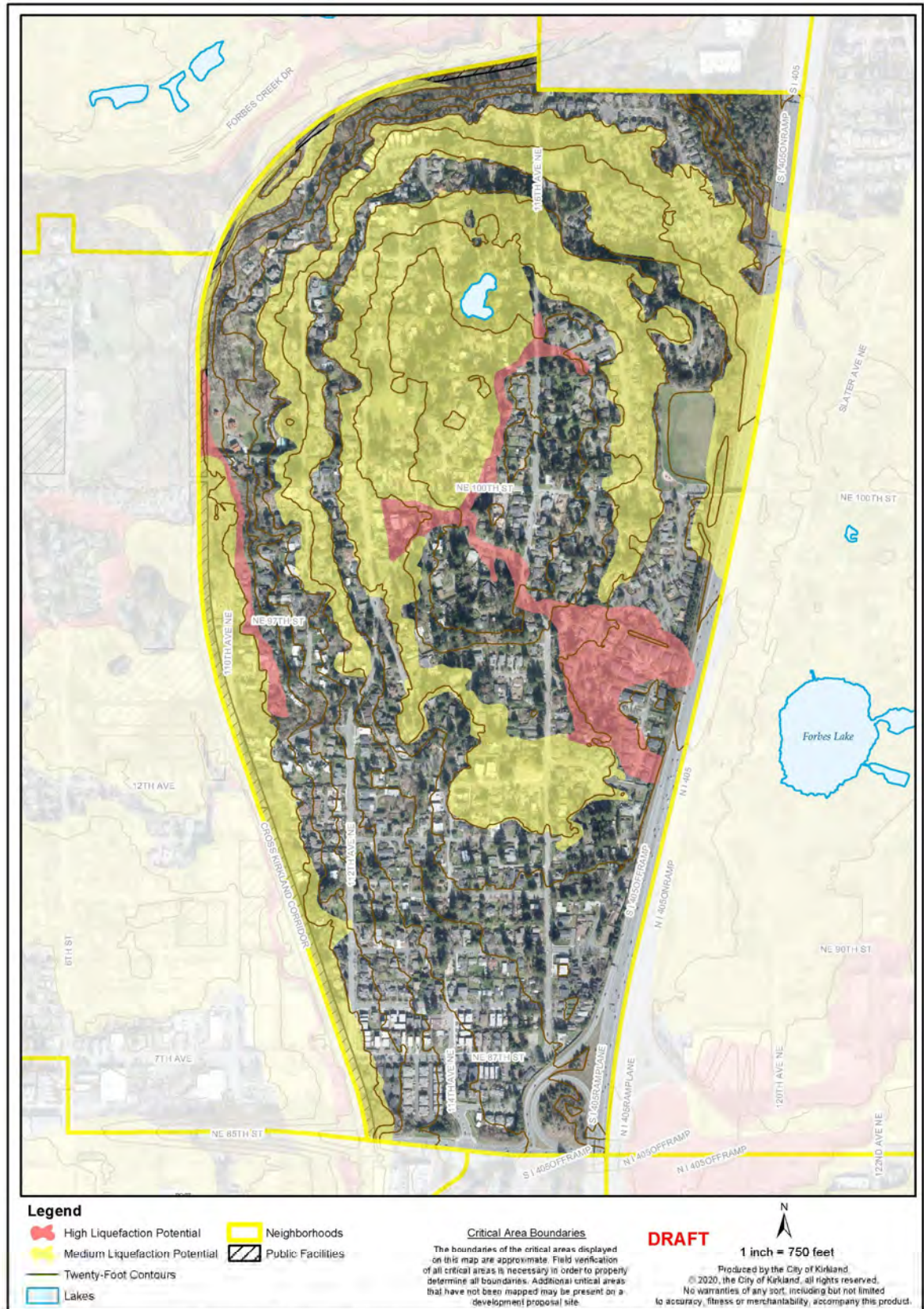


Figure H-2b: Highlands Liquefaction Potential

Policy H-8: Encourage the preservation and proper management of trees adjoining I-405 and the Cross Kirkland Corridor (CKC).

These trees provide a buffer for neighboring development from the freeway and CKC impacts.

Geologically Hazardous Areas

As shown in Figures H-2a and 2b, the Highlands Neighborhood contains areas with steep slopes including potential erosion and landslide hazards, and soils with liquefaction potential during seismic events. These steep slope areas are prone to landslides, which may be triggered by grading operations, land clearing, irrigation, or the load characteristics of buildings on hillsides. Development on geologically hazardous areas is governed by Zoning Code regulations.

Policy H-9: Encourage clustered development on slopes susceptible to landslide or erosion hazards.

Clustering development is encouraged on properties constrained by landslide or erosion hazard areas identified in Figure H-2a in order to retain the natural topography and existing vegetation and to avoid damage to life and property. One way to accomplish clustering is through a Planned Unit Development, where retaining open space and the existing vegetation is a public benefit. On properties similarly constrained at the north end of Highlands, development was clustered to preserve the natural vegetation and minimize land surface modification.

Policy H-10: Protect wildlife throughout the neighborhood by encouraging creation of backyard sanctuaries for wildlife habitat in upland areas.

People in Highlands have opportunities to attract wildlife and improve habitat on ~~their~~ private property by providing food, water, shelter, and space for wildlife. The City, the State Department of Fish and Wildlife, and other organizations and agencies experienced in wildlife habitat restoration can provide assistance and help organize volunteer projects.

5. Land Use

Highlands is a well-established neighborhood ~~that has predominantly low-density residential (LDR) (five to six dwelling units per acre) single-family residential development throughout the northern and central areas of the neighborhood, with medium-density residential (MDR) ten to 14 dwelling units per acre (multifamily zone at the south end), with lower-intensity residential uses on the north side transitioning to higher—intensity uses (including small apartment buildings and townhouses) on the south side.~~ The land use comprises only residential, parks and open space uses, and there are no commercial areas or schools located within Highlands (See Figure H-3).



Houses in Highlands

Policy H-11:

Retain and enhance the ~~predominantly detached single-family housing style in~~ residential character of the Highlands Neighborhood while accommodating more compact new housing so that residents can age in place and the neighborhood can accommodate generational shifts in housing needs.

~~The predominant housing style in the neighborhood is the traditional detached single-family home. It is important~~ Like many neighborhoods in Kirkland, the lack of compact or multi-family housing in Highlands has established a need to provide housing options for a wide spectrum of income levels and lifestyles. Rising housing prices and changing demographics throughout the City and region require strategies to promote ~~alternative~~ a variety of housing types. Low impact development, cottage, compact single-family, ~~attached~~ common wall duplexes and triplexes, accessory dwelling units, and clustered dwellings are appropriate throughout the neighborhood, consistent with Citywide subdivision and zoning regulations. These techniques can also allow for more environmentally sensitive site planning by concentrating development on the most buildable portion of a site while preserving natural ~~drainage~~ drainages, vegetation, and other natural features. ~~Building Architectural~~ and site design ~~should be~~ techniques such as use of varied architectural styles and roof angles, proportional building mass to allow for substantial light and privacy between structures, tree retention, generous setbacks from the street, well maintained landscaping, and limited off-street parking can help ensure new development is compatible with the existing ~~single-family residential~~ character of the neighborhood.

Policy H-12: Explore new regulations that encourage infill housing to be compatible in scale and mass with the existing development and that allow for sufficient light, air, and privacy between residential structures.

Appropriate scale results in the perception that new ~~houses are~~ housing is in proportion with their lots and provide adequate light, air and privacy between structures. Setbacks, building size, lot coverage, landscaping and building height, and roof pitch all contribute to houses that successfully fit into the neighborhood.



An example of a detached accessory dwelling unit

Figure H-3: Highlands Land Use Map

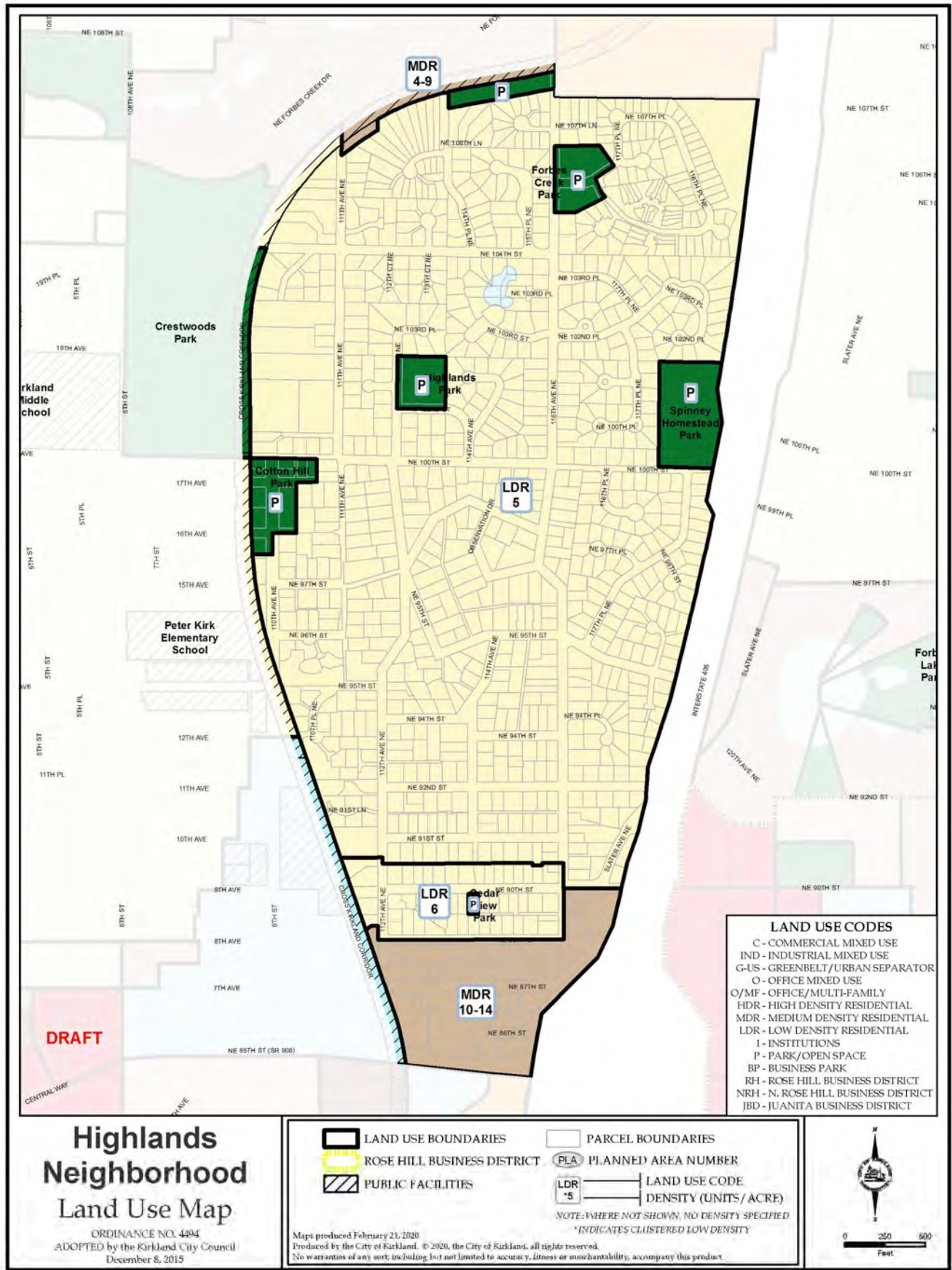


Figure H-3: Highlands Land Use Map



Multifamily housing can provide the public benefits of housing choice and affordability to Highlands residents

Policy H-13: Encourage medium-density multifamily development as a transition between ~~low-density~~lower-intensity residential areas in Highlands and more intensive land use development to the south of the neighborhood and surrounding the Bus Rapid Transit (BRT) Station to the east.

The southern area of Highlands is currently zoned for multifamily uses at a density of 12 dwelling units per acre. The area has not been developed to its full capacity under this zoning and has the potential to provide more multifamily units within this portion of the neighborhood.

Policy H-14: Promote land uses, mobility improvements, and new infrastructure that support transit-oriented development around the I-405/NE 85th Street Bus Rapid Transit (BRT) Station and the associated Station Area Plan.

The south portion of the Highlands Neighborhood is located within the boundaries of the Station Area Plan surrounding the BRT Station. To maximize use of transit at the BRT Station, land use changes and infrastructure improvements in the southern portion of the neighborhood may be necessary to maximize access to the BRT Station and achieve the mixed use, transit-oriented development goals of the Station Area Plan. Any changes will be undertaken as a part of a robust public engagement effort.

6. Urban Design

Policy H-15: Preserve the views of Lake Washington and the Olympic mountains from NE 104th Street, 112th Avenue NE, and from 116th Avenue NE looking west on NE 87th and 90th Streets (Figure H-8).

View corridors that lie within the public domain are valuable for the beauty, sense of orientation, and identity that they impart to neighborhoods. The Highlands public view corridors are to be preserved and enhanced for the enjoyment of current and future residents-community members. One means of this may be the undergrounding of utilities.

Policy H-16: Provide streetscape, gateway and public art improvements in the neighborhood that contribute to enhanced visual quality and a sense of neighborhood identity.

Improvements, such as landscaping, signs, public art, structures, or other features, could be included at neighborhood gateways to provide a sense of neighborhood identity at locations identified in Figure H-8. Two neighborhood association kiosks, located near the entrance points to the neighborhood at 112th Avenue NE and 110th Avenue NE, may also benefit from additional landscaping.

Policy H-17: Provide streetscape enhancement of pedestrian lighting and landscaping along

An important entrance to Highlands is along NE 87th Street. It can offer greater neighborhood identity and an improved pedestrian environment through streetscape and intersection improvements.



The street system provides Kirkland neighborhoods with several local and territorial views

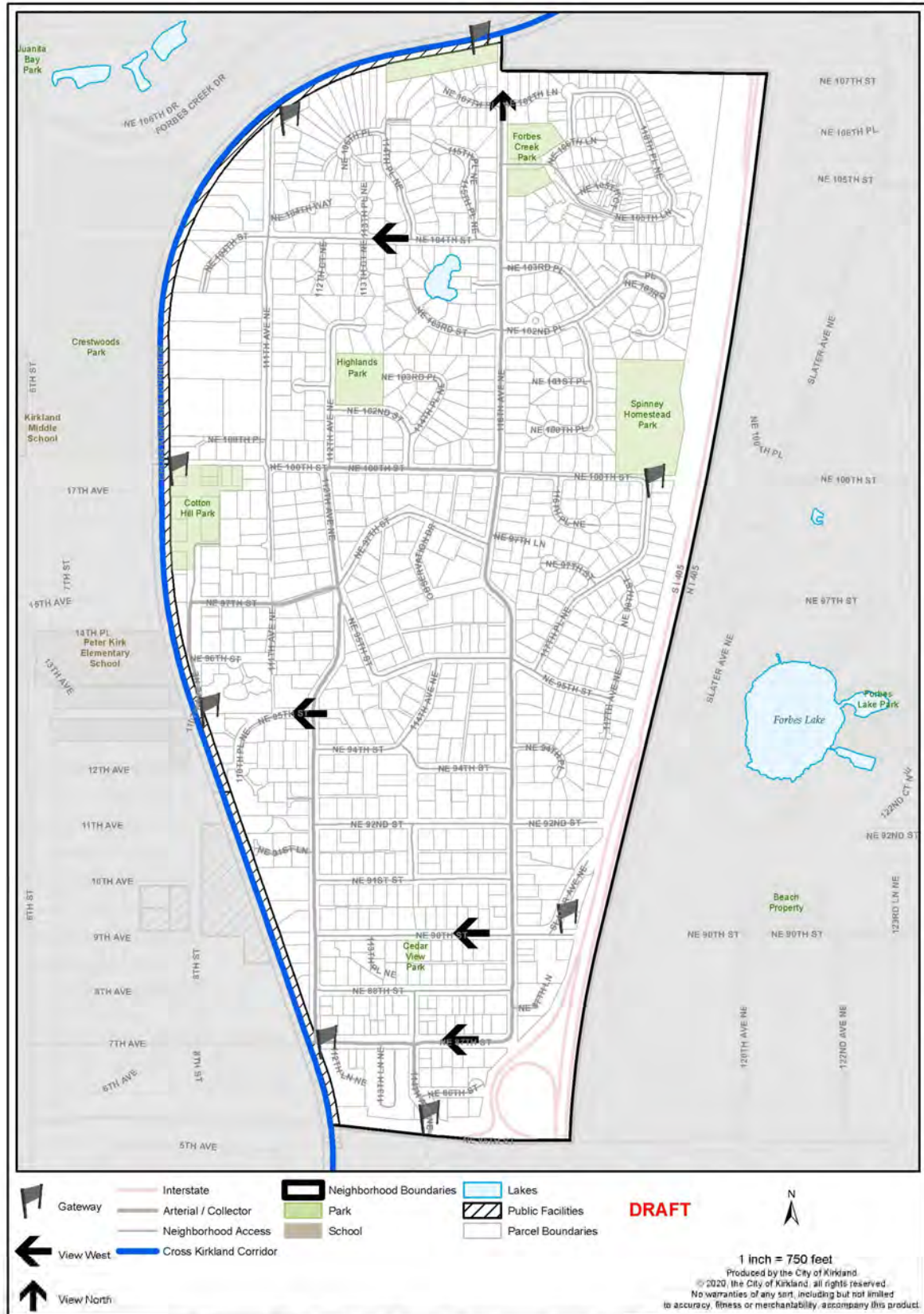


Figure H-7: Highlands Urban Design Features

TRANSIT

Students living in close proximity to schools are encouraged to walk to schools. Lake Washington School District guidelines are that elementary, middle school and high school students living outside a one- mile radius from each school may receive bus service. King County Metro Transit provides transit service to Kirkland. In coordination with Sound Transit, King County Metro Transit and the Washington State Department of Transportation, the I-405/NE 85th Street Bus Rapid Transit (BRT) Station will provide new opportunities for accessing regional destinations via transit.

The Cross Kirkland Corridor provides a north/south multi-use corridor through Kirkland and to surrounding cities. In the near term it is used as a multi-use pedestrian and bicycle trail and utilities corridor connecting to other neighborhoods and cities. A key tenet of the Cross Kirkland Corridor Master Plan is that the corridor may one day include high capacity transit. Sound Transit has an easement over the CKC to reserve the potential for future transit use. The neighborhood has concerns about transit use on the Corridor. Should transit be proposed on the Corridor the neighborhood would like to be involved in a public discussion about the function and design of a transit proposal.

STREETS

Within Highlands, the circulation system is in the form of a grid. Maintenance and enhancement of this system will promote neighborhood mobility and will provide for equitable distribution of traffic on neighborhood streets. The streets that compose this grid network consist of collectors and local streets which are shown in Figure H-4. Street classifications are described in the Transportation Element Chapter of the Comprehensive Plan and Kirkland Zoning Code.

Highlands has limited vehicular access. There are three vehicular access points to the neighborhood that are all located within the southern portion of the neighborhood: 114th Avenue NE from NE 85th Street (access from south); NE 87th Street (access from west); and 12th Avenue/110th Avenue NE (access from west). The latter two cross the Cross Kirkland Corridor.

A fourth access point is an overpass bridge over Interstate 405 at NE 100th Street for emergency vehicles, bicycles, and pedestrians. This overpass links the Highlands neighborhood with the North Rose Hill neighborhood.

Policy H-18: Maintain limited vehicular access to and from the neighborhood and provide road improvements as needed.

Policy H-19: Manage traffic impacts within the neighborhood to enhance neighborhood mobility and provide for more equitable distribution of traffic on neighborhood streets.

The southern region of Highlands receives more traffic volumes due to the southern location of the three neighborhood access points. Traffic calming measures should be developed as needed in cooperation with the Transportation Division and Fire Department to accommodate emergency response needs and times. Pedestrian and bicycle connections to and from the neighborhood should also be promoted to increase mobility.

Policy H-20: Maintain 110th Avenue NE, north of the existing street at NE 98th Street as an unimproved right-of-way.

This unimproved right-of-way is impacted by critical areas and runs through Cotton Hill Park and should remain in its natural condition.

PEDESTRIAN/BICYCLE CIRCULATION

The ~~existing~~ Active Transportation Plan (ATP) identifies a network of existing bicycle facilities and planned improvements for a 10-year horizon, provides a process and criteria for identifying sidewalk and pedestrian infrastructure, and how those might be prioritized. ~~This plan is currently being updated and will provide guidelines for best practices, identify priorities, and a timeline for~~

~~implementation.~~ Those projects mapped in the Highlands neighborhood plan not shown in the ATP have been included in the data analysis that the city will be using to prioritize investments to the ATP. Figures H-6 and H-7 show the existing and desired pedestrian infrastructure in the Highlands neighborhood. Planned bike routes on NE 100th Street, 116th Avenue, NE 87th Street will connect with the bike system in adjacent neighborhoods.

~~Staff note: Figures when revised Active Transportation Plan and Safer Routes to School Plan are updated and BRT pedestrian connection routes are confirmed in 2020.~~



**100th Street Emergency/Nonmotorized
Overpass**

City policy requires that all through streets have pedestrian improvements including sidewalks, curbs, street trees, and landscape strips. As new development occurs, pedestrian improvements are usually installed by the developer. In developed areas, the City should identify areas of need and install sidewalks through the capital improvement budget process. Pedestrian and bicycle infrastructure and access are important within this neighborhood, particularly to youth, due to limited transit and school bus routes. The proposed pedestrian improvements (Figure H-6) include those streets identified as school walk routes.

Bicycles are permitted on all City streets. Existing bicycle routes are shown on Figure H-7. Improvements may include a shared roadway, a designated bike lane with a painted line, or a shared use path for bicycle and pedestrian use.

Policy H-21: Enhance and maintain pedestrian and bicycle infrastructure within the Highlands neighborhood, especially on routes to schools, activity nodes, adjacent neighborhoods, Cross Kirkland Corridor and Sound Transit Bus Rapid Transit Station at I-405/NE 85th Street.

The following streets have been identified by the neighborhood as priorities for implementation including sidewalks, curbs, gutters, street trees, landscape strips, and bicycle improvements along their entire length:

116th Avenue NE serves as an important north-south spine through the length of the neighborhood with direct access to Forbes Creek Park and access only two blocks off this route to three neighborhood parks: Highlands Park, Spinney Homestead Park, and Cedar View Park. It also connects with two access routes from the west and south into the neighborhood. A sidewalk is completed along most of the east side of the street. An asphalt walkway provides a temporary sidewalk on two southern portions.



116th Avenue NE

NE 100th Street serves as an east/west link between Redmond and the waterfront in Kirkland. At Interstate 405, there is the NE 100th Street overpass, which provides emergency vehicle access and a pedestrian and bicycle route to link the Highlands and North Rose Hill neighborhoods. It serves as an important connection between the two north-south collectors of 116th Avenue NE and 112th Avenue NE and is used by students as a route to Kirkland Middle School and Peter Kirk Elementary School. A sidewalk is completed on the south side of the street.

NE 95th and NE 97th Streets are designated school walk routes to Peter Kirk Elementary. Sidewalks exist on the north side of NE 95th between 112th Avenue NE and 116th Avenue NE and on the south side of NE 97th Street between 110th Avenue NE and 112th Avenue NE. Sidewalk is needed on NE 97th Street.

NE 87th Street provides access into Highlands at the Cross Kirkland Corridor, and connects with a second neighborhood access point at 114th Avenue NE. It also serves as an important connection between the two north-south collectors of 116th Avenue NE and 112th Avenue NE. As a route with high volume of vehicular traffic, it is important that the intersections, bicycle and pedestrian infrastructure be improved to meet the need for vehicle and nonmotorized access into the neighborhood, connections to the CKC and BRT Station. Between 112th and 116th Avenue NE sidewalks are located along both sides of NE 87th Street, except a portion east of 114th Avenue NE, where it is only along the north side of the street. The sidewalks on the south side of NE 87th Street east of 114th Avenue NE should be completed to improve pedestrian connection to the BRT Station.

Policy H-22: Promote greater pedestrian and bicycle connection between the Highlands and North Rose Hill and South Juanita neighborhoods.



The existing Emergency and Nonmotorized Overpass at NE 100th Street provides a connection between Highlands and

Provide a nonmotorized connection across Interstate 405 at NE 90th Street as outlined in the Active Transportation Plan and Citywide Connections Map in the Transportation Element of the Comprehensive Plan. Given the limited access points into Highlands, it is important to increase the neighborhood's connectivity with adjacent neighborhoods. A second overpass NE 90th Street across Interstate 405 would help achieve greater pedestrian and bicycle connectivity to the North Rose Hill neighborhood and the BRT Station at I-405/NE 85th Street interchange.

Policy H-23: Develop off-street trails for recreational use to promote greater connectivity within Highlands and to adjacent neighborhoods and areas.

Expand the existing off-street trail network as opportunities arise with infill development because nonmotorized connections within Highlands and to adjacent areas are important to residentscommunity members.

Policy H-24: Support development of the Cross Kirkland Corridor as a pedestrian and bicycle corridor.

The Cross Kirkland Corridor Master Plan and Transportation Element of the Comprehensive Plan describesdescribe how the Corridor should be developed as a multimodal transportation corridor for pedestrians, bicycles, utilities and potential transit. The Corridor is part of a larger regional bicycle and pedestrian trail network to link neighborhoods within Kirkland and to other cities. Because the Cross Kirkland Corridor Master Plan and Transportation Element support future transit along the Corridor and Sound Transit has an easement along the Cross Kirkland Corridor, any future plans to develop transit service should be designed in a way that is sensitive to meeting the concerns of the adjacent community.

With development, redevelopment or platting, public pedestrian and bicycle access easements should be provided for properties adjacent to the CKC consistent with the CKC Master Plan and the Parks, Recreation and Open Space (PROS) Plan near the following locations:

- Cotton Hill Park
- End of NE 14th PI
- 110th PI NE
- NE 91st Street
- North of NE 85th Street

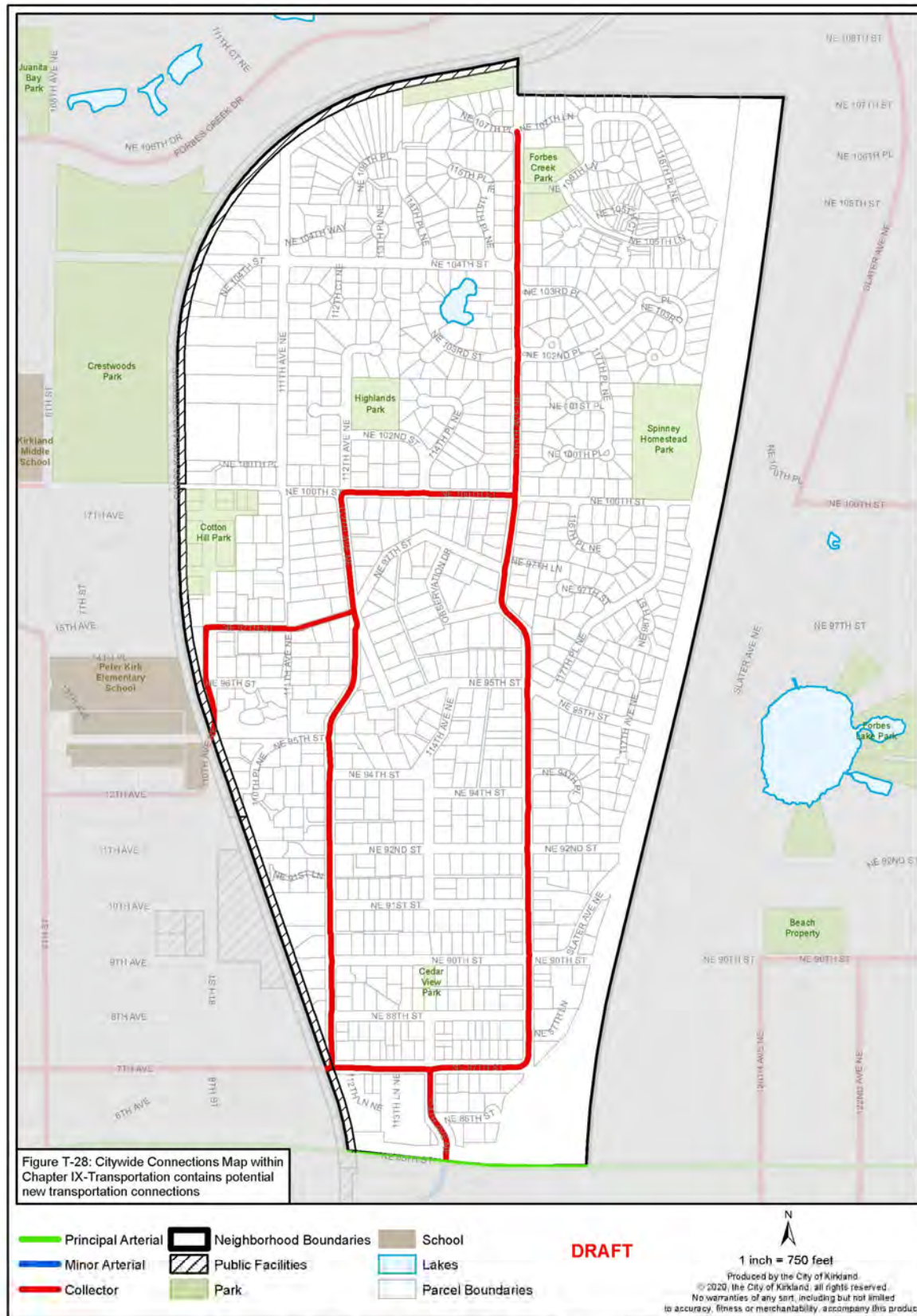


Figure H-4: Highlands Street Classifications

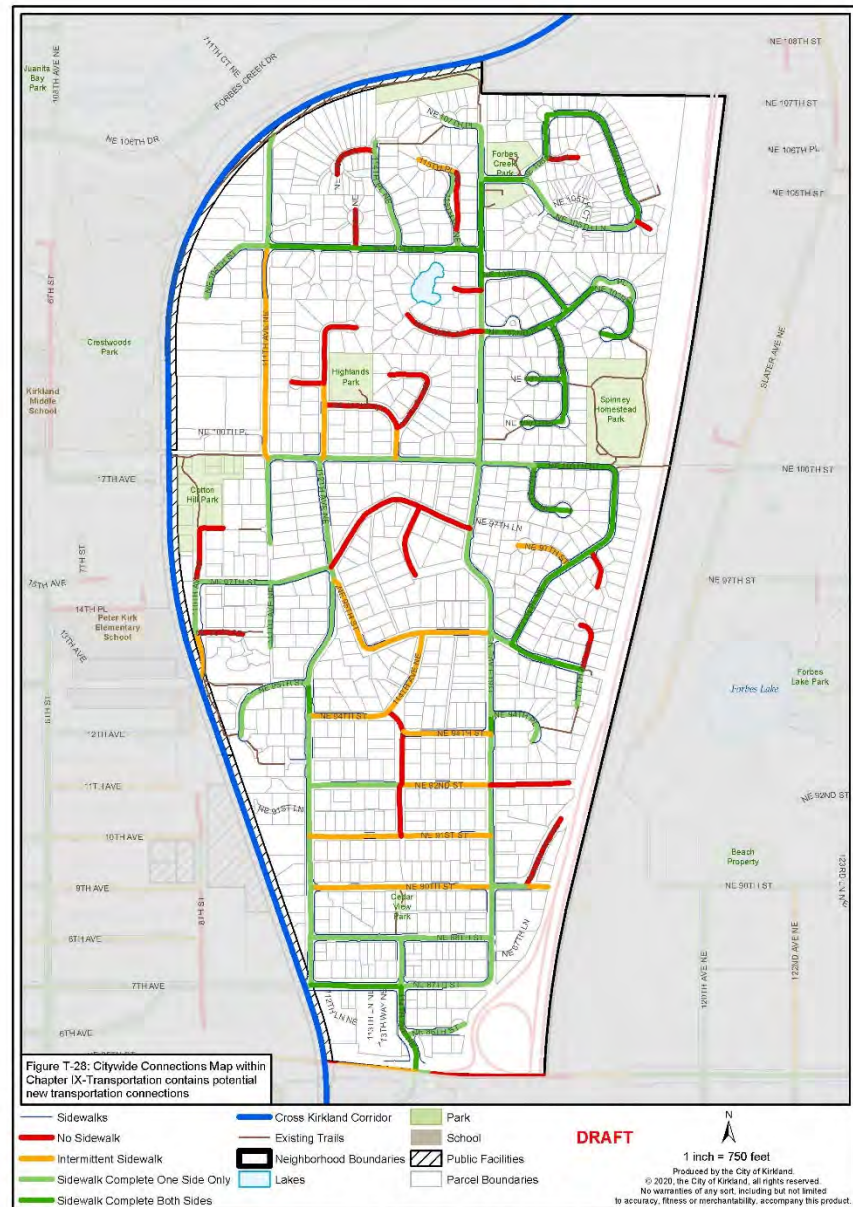


Figure H-5: Highlands Street Pedestrian System

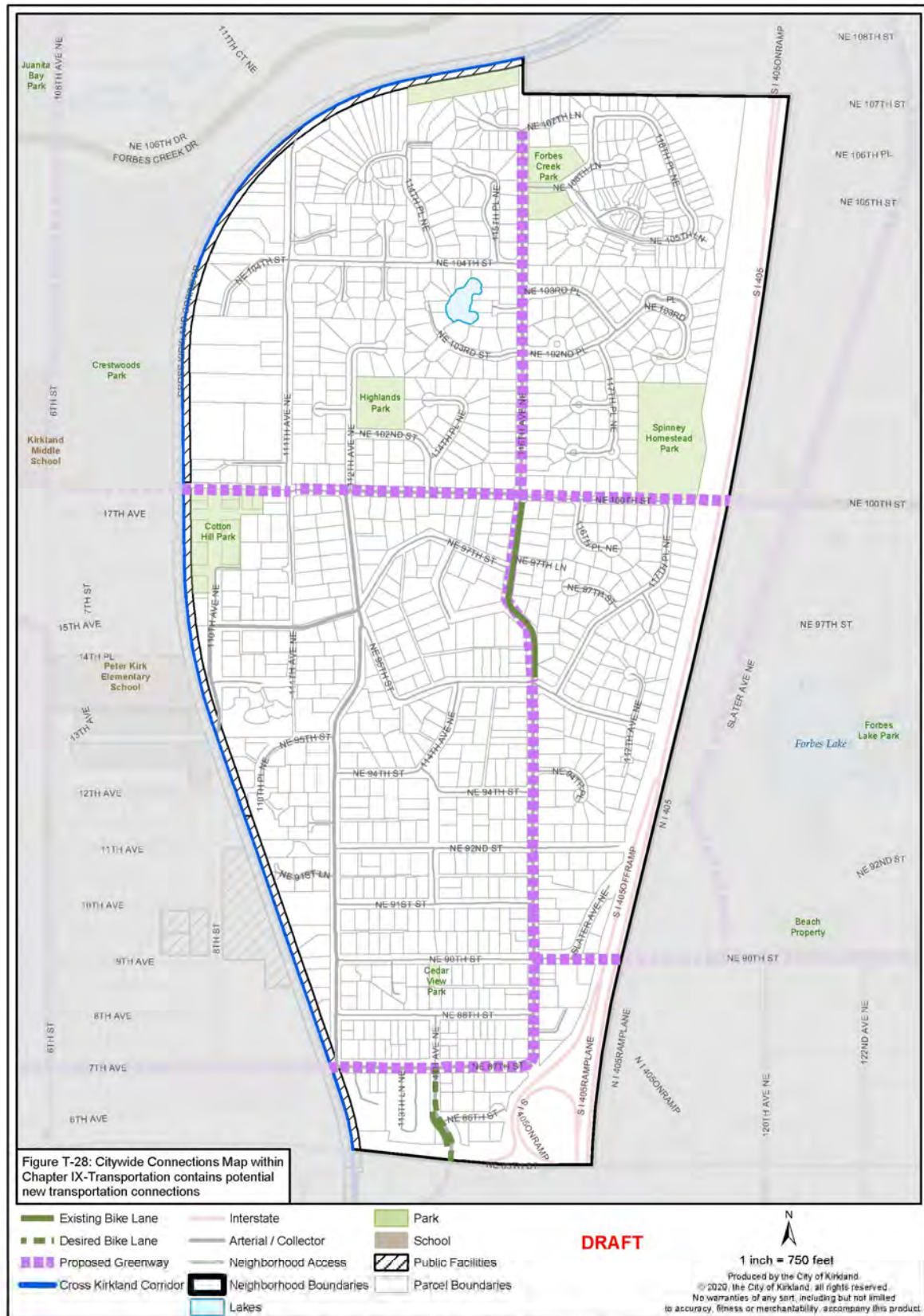


Figure H-6: Highlands Bicycle System

8. Open Space/Parks

Within Highlands, there are six parks and open space opportunities dispersed throughout the neighborhood: Forbes Creek Park, Cotton Hill Park, Spinney Homestead Park, Highlands Park, Cedar View Park, and open space located north of the Highland Creste development along the CKC. These parks and open spaces offer the benefits of passive and active recreation and serve a vital role in protecting critical areas and non-motorized opportunities for connections to the CKC. They are mapped in Figure H-3. The Parks, Recreation and Open Space Element Chapter of the Comprehensive Plan and the Parks, Recreation and Open Space (PROS) Plan describes the facilities and planned improvements at each park.

Highlands Park photo



Spinney Homestead Park photo

Policy H-25: Explore the possibility of a neighborhood-gathering place.

At present, there are no community buildings or schools within Highlands and, therefore, no community meeting places. Instead, Peter Kirk Elementary school serves this purpose. Open spaces and parks within Highlands should be explored as a possible and suitable location for a neighborhood-gathering place (e.g., picnic shelter).

Policy H-26: Enhance parks facilities and open space within the Highlands neighborhood.

Explore improving drainage at Spinney Homestead Park, adding more play structures at Cedar View Park, and improving the facility at Highlands Park to benefit neighborhood residents and guests. See the Park, Recreation and Open Space (PROS) Plan for further details.

9. Public Services/Facilities

Policy H-27: Provide enhanced emergency service (fire and police) to the northern portion of the neighborhood through possible emergency only access across the Cross Kirkland Corridor at 111th Avenue NE to improve response time.

Fire Station 21, located at the corner of Forbes Creek Drive and 98th Avenue NE, serves the northern region of Highlands. Responders must travel south to 7th Avenue or NE 87th Street to enter the neighborhood and then travel back north. An emergency only access to Forbes Drive (similar to the emergency-only activated access at NE 100th Street and at 98th Avenue NE) would reduce response times from Station 21 to the northern area of Highlands. An emergency access route to the north would also allow another way for emergency crews to exit the neighborhood to respond to other calls. Emergency response vehicles currently utilize NE 100th Street in this manner. The reduced response times would also affect those calls in the neighborhood for emergency medical response. See the Transportation Element Chapter of the Comprehensive Plan for more information.

Pedestrians and bikes could utilize an emergency route (see Policy H-10.2). While emergency access is supported by the neighborhood, general vehicular access is not.

Addition or alteration of access to Highlands through this area would cross Forbes Creek. Any work should be coordinated with planned habitat restoration projects detailed in the City's Surface Water Master Plan.

XV.L. Market Street Corridor Plan

Draft Plan November 19, 2020. Incorporates City Council direction received September 15, 2020

Deleted text is shown as ~~strikeout text~~. New text is shown as underlined text.

1. Overview

The Market Street Corridor is centered around Market Street and includes properties along the eastern border of the Market Neighborhood and the western border of the Norkirk Neighborhood.

The Market Street Corridor is an eclectic, attractive, and economically healthy area that includes a mix of small-scale office and retail uses, single-family along with a mix of housing, ~~and multifamily housing types~~. A few commercial buildings provide convenient retail shopping and services for nearby residents and visitors from other areas in the region. The Corridor is generally one lot wide bordering Market Street and is bounded by established and highly valued single-family residential neighborhoods to the north, east and west and the Central Business District to the south.

Market Street provides access to both the Market and Norkirk Neighborhoods and is heavily used as a principal north/south arterial for city-wide and regional bicycle, bus, truck, and automobile traffic. Local ~~residents~~ neighbors depend on the Market Street Corridor as a connection between the Market and Norkirk Neighborhoods, and to the Central Business District. During commute periods residents and guests experience challenges accessing Market Street to and from the surrounding neighborhoods. The ~~Still visible today is the~~ mix of historic 1890s buildings at the intersection of Market Street and 7th Avenue that represent the original town center that is a focal point for Kirkland's earlier history.

2. Vision Statement

The Market Street Corridor is a leafy and comfortable neighborhood-compatible mix of residential, office, and retail land uses that support and complement the surrounding ~~low density residential~~ Norkirk and Market neighborhoods. Well-lit crosswalks, signs, flags, designated bike lanes and other infrastructure improvements along Market Street help pedestrians and bicyclists to feel comfortable and safe.

The Corridor is envisioned to continue to be an area where:

- Trees line both sides of Market Street and within the center median.
- Development regulations ensure buildings are smaller in scale compared to other commercial districts in the city.
- There is an eclectic, livable, and attractive mix of ~~small-scale single-family and multi-family residential uses~~ housing types, neighborhood-oriented commercial, and retail uses.
- Retail establishments are small and, to be viable as businesses, likely serve ~~residents of Kirkland~~ the larger community as well as ~~local~~ the surrounding neighborhood customers.
- Architectural and site design standards ensure buildings are spaced, set-back, scaled, and designed to attractively blend with the surrounding ~~primarily single-family~~ residential neighborhoods as well as the historic district at the intersection of 7th Ave and Market St.
- Commercial uses are limited to those that minimize noise, light, odor and traffic impacts adjacent to residential uses.



Market Street Corridor



Sears Building at 701 Market Street

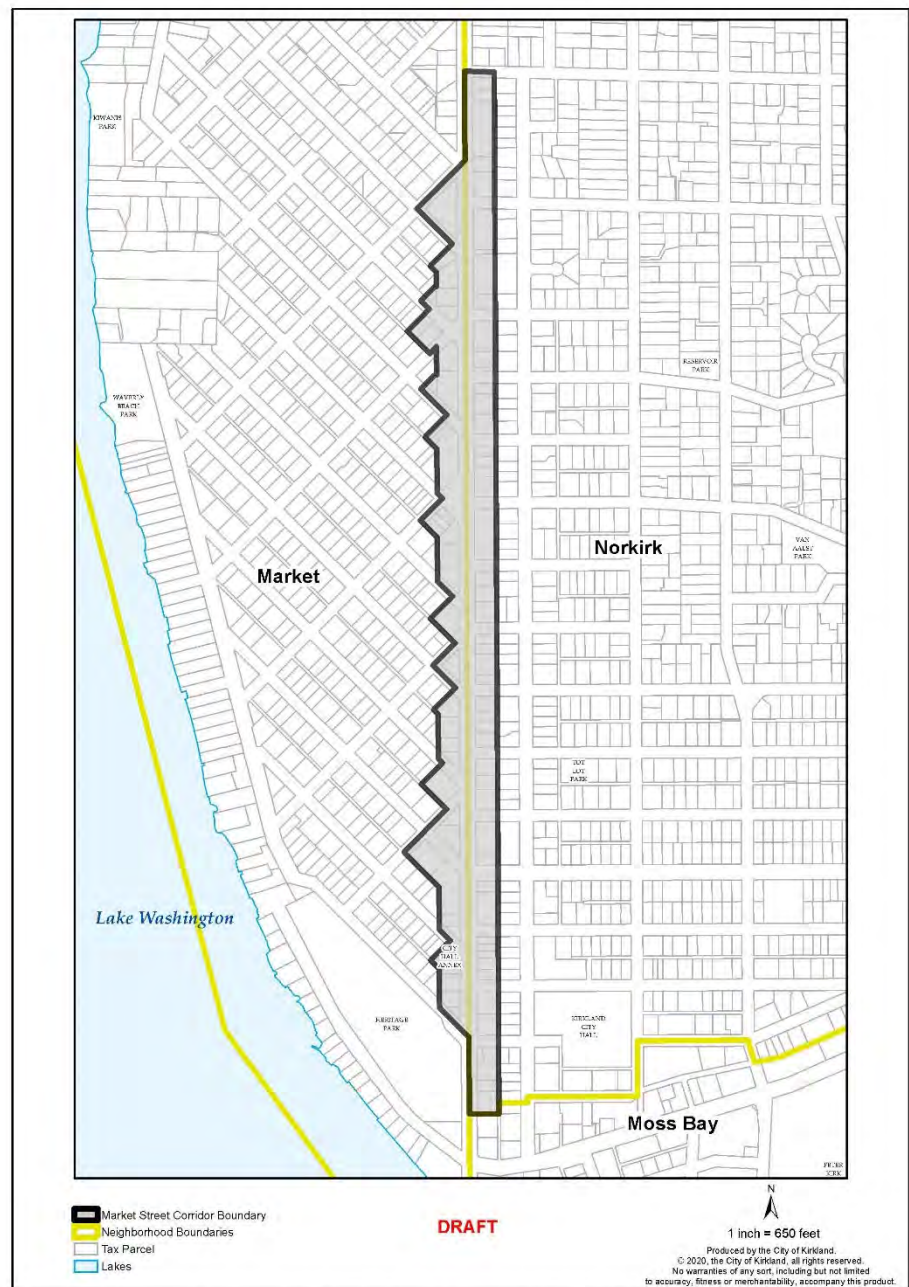


Figure MS-1: Market Street Corridor Boundary

3. Historic Context

Prior to the 1800's, the First Peoples of the Duwamish Tahb-tah-byook tribe inhabited the Lake Washington shoreline from Juanita Bay to Yarrow Bay, as described in more detail in the Community Character Chapter of the Comprehensive Plan. Lake Washington offered an abundance of riches, including wapatoes (a wetland tuber), tules, cedar roots, salmon, waterfowl, berries, deer, muskrat, beaver and otter. The 1855 Treaty of Point Elliott guaranteed hunting and fishing rights and reservations to all Tribes represented by the Native signers, including the Duwamish People. In return for the reservation and other benefits promised in the treaty by the United States government, the Duwamish People exchanged over 54,000 acres of its homeland. Today those 54,000 acres encompass much of present-day King County, including Kirkland (and the Market and Norkirk Neighborhoods). Unfortunately, the opening of the Lake Washington Ship Canal in the early 1900s also had a detrimental effect on the Duwamish People, lowering the level of the lake, affecting wetlands, and diminishing traditional food sources.

(Note: Text is based on information found on the Duwamish Tribe website and subject to further review.)

The historic buildings dating from the 1890s 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 and its continued evolution through its old and new buildings and its streetscape, including street trees, public seating and street lights.

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. See the Market and Norkirk Neighborhood Plans for more historical information about the area.

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

The Community Character Element Chapter of the Comprehensive Plan Table CC-1 identifies Designated Historic Buildings, Structures, Sites and Objects in Kirkland designated by the Kirkland Landmark Commission and King County Landmark Commission. Figure CC-1 identifies the ~~location~~locations of those resources. Refer to those tables for more information about the historic features along the corridor and in the Market and Norkirk Neighborhoods. Figure Map MS-3 shows the location of the historic features along the Corridor. Attention must also be given to landmarks and locations that can help illustrate the history of the area prior to white settlement.

Policy MS-2: 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.



The Peter Kirk Building 620 Market Street

Policy MS-3: Provide and maintain 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-community members to have a link with the history of this significant area of Kirkland. Attention should be given to celebrating the neighborhood's history in an inclusive way, including by helping residents and visitors understand the history of the area prior to white settlement.

4. Land Use

Policy MS-4: Encourage a mix of uses within the Market Street Corridor that includes multifamily residential, office uses, as well as neighborhood-oriented shops and services to promote neighborhood walkability and provide services to the greater community.

Most 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.



Neighborhood Shopping Area

There are two nodes along Market Street that function as neighborhood shopping and services areas: one on the south and one on the north shown in Land Use Map Figure MS-2. The area south of 6th Avenue and 5th Avenue West functions as a connection between the City's historic district and the Central Business District (CBD). Small-scale multifamily uses 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.



Office Development on Market Street

The neighborhood-oriented businesses located on the west side of Market Street, north of 14th Avenue West 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 is complementary to the character of the adjoining neighborhood. Landscaping and other design elements can be used to soften and ~~separate~~buffer the commercial uses on-site from the adjoining residential uses.

Policy MS-5: Retain the historic district roughly 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 (shown on the Land Use Map Figure MS-2) 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-6: Restrict the development of new commercial and large scale multifamily structures to locations within the limited boundaries and land use districts designated for the Market Street Corridor.

~~Multifamily~~Larger scale 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 and is a useful neighborhood feature. (See Land Use Map Figure MS-2).



Multi-family Development on Market Street

Policy MS-7: Enhance neighborhood compatibility through site design standards for multi-family and commercial buildings in the Market Street Corridor.

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, signs, landscaping (including for parking lots), preservation of existing vegetation, and buffers between multifamily and commercial developments and ~~single-family~~lower-intensity housing.

Policy MS-8: Appropriate building height for the Corridor is up to two to three stories – two stories in general, and three stories in the neighborhood shopping and service nodes described in MS-2.1. Additional height may be allowed as established in the Zoning Code to encourage a variety of roof forms, and as part of the design review process.

A range of building heights along the Corridor are appropriate as a transition to adjacent lower ~~density-intensity~~ residential uses, to reflect topographical change in the neighborhood, and to encourage below grade parking areas.

EXHIBIT M

Policy MS-9: ~~Study~~ Conduct a study of the parking requirements in the Market Street Corridor to encourage more small neighborhood commercial uses such as retail, office, or restaurant uses while minimizing impacts to adjacent ~~low-density~~ residential neighborhoods.

There is neighborhood support for encouraging more small neighborhood commercial retail, office and restaurant uses along the Corridor. Existing zoning regulations allow flexibility in the amount of parking stalls if a parking demand study is submitted that analyzes the unique parking needs of a business and a reduction in the number of parking stalls is justified. A general study should be completed for the Corridor to ~~evaluate if reducing the Zoning Code parking requirements would encourage these types of uses (retail, restaurants, and offices) to locate along the Corridor, and if mitigation for potential spillover parking into adjacent residential neighborhoods would be warranted. Reduced parking requirements could also~~ identify code amendments and incentives that could help foster viable neighborhood-serving commercial uses along the Corridor. Areas for further study could include parking requirements, building height, lot area coverage, building setbacks, and design requirements. Any code amendments should be designed to enhance the aesthetics and walkability of the neighborhood.

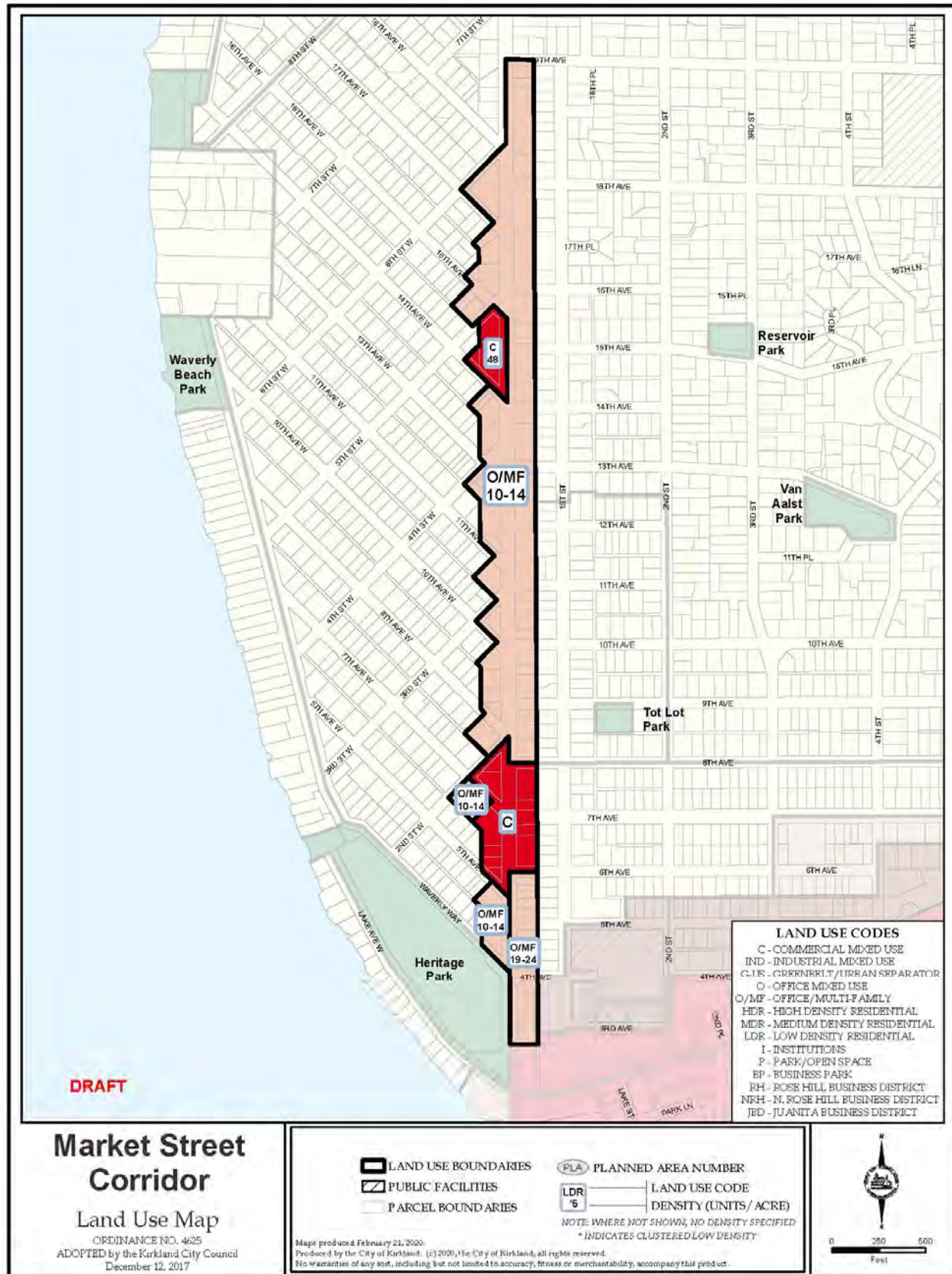


Figure Map MS-2Market2: Market Street Corridor Land Use



Intersection at 7th Avenue and Market Street

Policy MS-10: 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 considered when development in that area occurs.

Policy MS-11: Utilize design review to administer building and site design standards for commercial and multifamily development along the Market Street Corridor.

Design review is important for the historic area surrounding the Market Street and 7th Avenue intersection (see Figure MS-3) and appropriate for all multifamily and commercial development along the corridor. The design review process using the Design Guidelines for the Market Street Corridor or Design Standards in the Zoning Code should 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.



Office buildings on Market Street

Policy MS-12: Provide streetscape, gateway and public art improvements that contribute to a sense of inclusive identity, enhance visual quality, and unify the Market Street Corridor.

Decorative street lights, a consistent street tree plan, and pedestrian seating can all be used to reinforce the collective 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 street lights designed to reflect the area's history within the historic district and

Policy MS-13: Construct and improve gateway features at the locations identified in the Market and Norkirk Neighborhood Plans.

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.

Policy MS-14: Administer development standards and design guidelines that address transitions between ~~low-density~~primarily residential areas and the commercial and multifamily residential uses along Market Street.

The building mass and/or height of higher density structures should complement rather than dominate or overwhelm adjoining ~~low-density~~lower-intensity uses. Landscape buffers, vertical or horizontal building modulation such as upper story step backs or architectural treatments 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-15: Orient buildings toward Market Street.

Commercial and multi-family development which is oriented toward Market Street will ~~have less impact on the adjacent low-density residential areas in the surrounding neighborhoods~~foster pedestrian activity and community connections. Commercial and mixed-use building orientation that fosters walkability includes design features like prominent entryways with direct pedestrian access, transparency on the ground floor, weather protection, and reduced setbacks.

Policy MS-16: Retain and improve the existing tree canopy in the center median on Market Street.

The mature trees and landscaping in the center median and along both sides of Market Street are important natural features to the ~~neighborhood~~neighborhoods to retain and maintain. In addition to the environmental and functional benefits they provide to reduce stormwater runoff, maintain tree canopy, buffer between travel lanes, and shade, the trees provide an aesthetic parkway boulevard that is unique to the neighborhood and provides a pleasant walking experience for pedestrians.



A house with flexible commercial use on Market Street



Figure MS-3: Market Street Corridor Urban Design Features

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, 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.

Policy MS-17: Maintain Market Street as a transportation corridor with a balance among transportation modes.

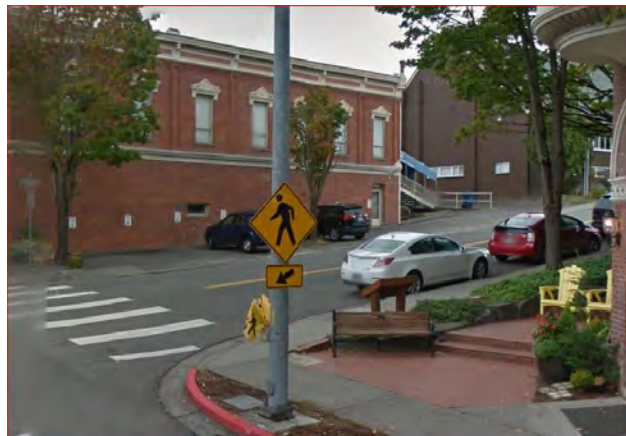
As a principal arterial, it is important on Market Street to maintain safe and convenient facilities for all modes of transportation, transit, pedestrians, and bicycles while maintaining vehicular traffic capacity.

Policy MS-18: 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 motor vehicle shortcuts through the neighborhoods.

Policy MS-19: Incorporate measures that will allow for improvedsafe access to Market Street during heavy traffic periods without disrupting the general flow of traffic and the multimodal function of the corridor.

Initial research indicates that issues such 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 flow; and calming or slowing traffic on Market Street and adding a northbound transit only lane between 18th Avenue and Forbes Creek Drive. 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.



Pedestrian amenities

Policy MS-20: Encourage the use of nonmotorized transportation modes by providing facilities for pedestrians and bicyclists throughout the Corridor.

Pedestrian improvements, including 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.

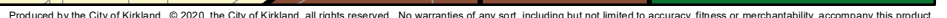
Policy MS-21: Work with transit agencies to enhance transit service connecting the Market Street Corridor and the Market and Norkirk Neighborhoods to other areas of the City and region.

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. This corridor is expected to see more frequent transit service when King County Metro implements service changes in 2020, which will provide opportunities to transition automobile traffic to other modes and reduce traffic in the corridor. The Market Street Corridor is one of the main north/south connections through the City and is also a main transit route. The City should work with Metro Transit on facilitating bus access along the corridor in order to encourage transit use and reduce commute time.



Bus shelter on Market Street

City Initiated Comprehensive Plan and Zoning Maps Juanita Heights Park (CAM20-00471)



Sarabjit Mann Citizen Amendment Request

CAM18-00741

EXHIBIT N

RM 3.6

RSX 7.2

PUD
Bowie Place

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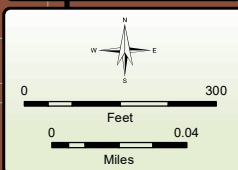
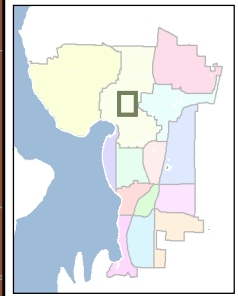
North Kirkland
Com Ctr & Park

North Kirkland
Com Ctr & Park

P

Parcel Numbers: 2926059176, 2926059281
Request: Change Comprehensive Plan Land Use Map and Zoning Map from Low Density Residential (LDR)/RSX 7.2 to Medium Density Residential (MDR)/RM 3.6

- Commercial Mixed Use
- Industrial Mixed Use
- Transit Oriented Development
- Office Mixed Use
- High Density Residential
- Medium Density Residential
- Low Density Residential
- Institutions
- Park/Open Space
- Overlay Boundaries
- Parcels



RM 3.6

2.4

RSX 7.2

City Initiated Comprehensive Plan and Zoning Maps Windsor Vista Park (CAM20-00471)

EXHIBIT N

