



**CITY OF KIRKLAND**  
**Planning and Building Department**  
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**MEMORANDUM**

**To:** Kurt Triplett, City Manager

**From:** Janice Coogan, Senior Planner  
Adam Weinstein, AICP, Director of Planning and Building Department  
Jeremy McMahan, Deputy Director of Planning and Building Department

**Date:** September 4, 2020

**Subject:** Draft Comprehensive Plan amendments to Market, Norkirk, and Highlands Neighborhood Plans and Market Street Corridor Plan, File No: CAM19-00112 #12

**Staff Recommendation**

1. That City Council consider the Planning Commission's recommendation to approve the enclosed draft Market, Norkirk, and Highlands Neighborhood Plans and the Market Street Corridor Plan chapters of the Comprehensive Plan. The draft plans will be combined with other proposed citywide amendments to the Comprehensive Plan (to be discussed at a future City Council meeting) for final adoption under one ordinance at the end of the year.
2. Provide direction to staff on suggested implementation ideas from neighborhood plan update process discussed in the Implementation Section within this memo, and whether to add these tasks for consideration on the next Planning Work Program.

**Background**

Planning Process

In 2019, Planning staff were tasked with updating the three neighborhood plans. Neighborhood Plan chapters in the Comprehensive Plan are updated on a cyclical basis within an 8-year timeframe. The process is an opportunity for neighborhoods to revisit the vision statement and policies to determine if they still reflect the values for the future growth of the neighborhood and describe what is unique about the neighborhood in relation to other areas of the City. Neighborhood plan policies help guide land use and zoning as well as identify capital improvement infrastructure that may be unique to the neighborhood.

The legislative review process (Process IV) for amending the Comprehensive Plan is contained in the Zoning Code. The Planning Commission conducts study sessions, a public hearing to receive public comments on the draft plans, then makes a recommendation to City Council for a final decision. Follow-up code amendments or rezones are often proposed to implement the revised plans.

### *Neighborhood Plan Update Framework Guide*

To help guide the planning and public outreach process (and to allow for a more streamlined plan update process), City staff and the neighborhoods followed the [Neighborhood Planning Framework document](#). The Framework describes the expectations for the process for all involved, contains suggested policies for the neighborhood to consider, a typical schedule, tasks, public outreach options, and format for the plans.

### *Public Outreach*

The public outreach and planning process for all three neighborhood plans and the Market Street corridor plan are being conducted concurrently to allow for more holistic consideration of shared planning issues and to allow neighborhood plans to be updated more frequently. The vast majority of the public outreach process for the plan occurred before the onset of the current COVID-19 pandemic.

#### Public outreach highlights:

- Mailed a postcard to property owners and residents
- Established a working group of representatives from each neighborhood association
- Conducted two focus groups that delved deeper into concerns people have about the design of newer single-family homes and the Market Street Corridor
- Held a public workshop on a Saturday so people who work during the week could attend.
- Conducted an online survey for those who could not attend the workshop. Results from the workshop and survey are available on the [project webpage](#).
- Attended neighborhood association meetings to solicit input from members
- Each neighborhood association has been very active in the update process and in working with staff to edit and refine the draft plans.

[The February 27, 2020 Planning Commission meeting packet](#) provides more detail about the public outreach and participation process conducted since January 2019.

### Public Comment Themes Common to All Three Neighborhoods

To reduce redundancy in this memo, more detail of the key issues expressed by each neighborhood is included in the [February 27, 2019 Planning Commission meeting packet](#). Below is a summary of the key public comment themes:

- Support for ADU's and Other Missing Middle Housing (recently adopted) as long as these options are compatible with the look and feel of single-family neighborhoods.
- Put regulations in place to mitigate the design of newer, modern single-family houses. Some people dislike the design of new modern style homes because of their perceived bulk, mass, size, and boxy look. The Single-Family Design Focus Group discussed these issues and suggested a few code amendments that could be explored (see conclusions from this focus group on the project webpage). As an outcome of the focus group, a new policy was added to each neighborhood plan to study potential future code amendments to address these concerns (see Implementation Section below).

- Sidewalks should be completed where missing. Comments described locations where people desire to have roadway segments without sidewalks completed. These comments were forwarded to staff working on the in-progress Safer Routes to School Action Plan and Active Transportation Plan.
- Transportation Concerns:
  - Reduce vehicle traffic or speed of traffic through neighborhoods (Market Street, Waverly Way, 1<sup>st</sup> Street).
  - Improve transit service especially during evening hours (Routes 236,255).
  - Provide safer walking routes to schools. Comments were forwarded to staff working on the in-progress Safer Routes to School Action Plan and Active Transportation Plan.
  - Provide pedestrian connections to the new Sound Transit Station at I-405 at NE 85th Street freeway interchange. New connections to the BRT station will be evaluated as part of the in-progress Station Area Plan.
  - Improve pedestrian and bike connections network (especially to schools). Pedestrian and bicycle related public comments have been forwarded to Public Works Department Neighborhood Services and Transportation Division staff to incorporate into the separate citywide processes to update the Active Transportation Plan, Safer Routes to School Action Plan
  - The City, rather than adjoining property owners, should pay for the cost of paving all gravel alleys.

On August 27, 2020, the Planning Commission held a virtual public hearing to receive comments on the draft plans. Here is a [hyperlink](#) to the August 27, 2020 meeting materials including: staff memo describes the planning process, key changes to the plans, public outreach activities, criteria for amending the Comprehensive Plan, compliance with State Environmental Policy Act and Department of Commerce review, and equity impact assessment of the neighborhood plan policies. Here is a [link](#) to the audio from the public hearing. Public comment emails and letters received after distribution of the August 27, 2020 meeting packet are included in Attachment 5.

Many of the concerns expressed pertain to specific infrastructure improvements or concerns with location-specific traffic operations and do not warrant new or revised policies in the neighborhood plans. Many of the issues can be addressed through ongoing City programs, maintenance requests, code enforcement programs or existing regulations.

### **Proposed Changes Common to all Four Plans**

Overall, staff found that neighborhood residents and workers are generally satisfied with their existing neighborhood plans, resulting in few new policy changes. No citizen amendment requests for land use changes or rezones were received. Attachments 1-4 are clean copies of the draft plans with major edits or new policy ideas in each plan shown in **yellow** highlighted text. Some additional edits are shown in strikethrough and underlines in response to comments at the public hearing.

Changes common to all the plans:

- *New Streamlined Format* - Plans reduce redundant text, combine or eliminate goals and policies that duplicate material found in citywide Comprehensive Plan policies.
- *Maps, figures and photos will be updated with the final format* - For adoption new photos added with the new reader-friendly format (see example of [Rose Hill Neighborhood Plan](#)).
- *History Sections were updated with help from the Kirkland Heritage Society.*
- *Vision Statements were updated to reflect current neighborhood priorities.*
- *A new policy suggested by the Single-Family Design Focus Group* is included in all three neighborhood plans to request the City study Zoning Code amendments to encourage new housing to be more compatible in scale and mass with existing development and allow sufficient light, air, and privacy between structures (to respond to the concerns about modern, tall, bulky, boxy houses). The policy supports a future work program item to study techniques such as adding daylight plane regulations, upper story setbacks, and additional revisions to the floor area ratio (FAR) regulations.
- *References to the Citywide Active Transportation Plan or Safer Routes to School Plans* currently being updated. All bicycle systems maps were updated to include the bicycle greenways planned for each of the neighborhoods consistent with the Transportation Element.

**Differences Between Existing and Proposed Draft Plans**

This section provides a summary of the changes between the existing and proposed draft plans.

*A. Market Neighborhood Draft Plan Changes (Attachment 1)*

In the Market Plan, new text and/or policies were added to:

- Describe the predominately single-family character of the neighborhood and ensure the protection of this character as smaller infill housing types are integrated into the neighborhood (see Vision Statement and Policy M-10) including characteristics such as use of varied architectural styles and roof angles, houses that are proportionate in size to their lot, with generous setbacks from the street, well maintained landscaping and off-street parking. Avoiding potential adverse impacts of infill development such as reductions in light/privacy, increased traffic, reduced parking and surface water issues. Prior to the public hearing, the neighborhood association had additional edits to this policy (included in Attachment 1).
- Transportation related issues including minimize cut-through traffic and speeding on neighborhood streets, using traffic control devices (Policy M-18).
- Intersection and pedestrian safety (especially on and off Market Street). Concern for areas where new sidewalks and curbs are being installed intermittently, resulting in narrower driving lanes, making it challenging for vehicles to pass each other on the street (Policy M-19).

- Unique to this neighborhood plan is a new Priorities Section 9 that describes key issues that the neighborhood wants to emphasize as priorities, including: public safety on streets, sidewalks, bike lanes, the planned Greenway on Waverly Way, preserving the existing single family character of the neighborhood, and continuing to involve and consult with the Market Neighborhood Association and neighborhood residents in the planning and development review process.

*B. Norkirk Neighborhood Draft Plan Changes (Attachment 2)*

In the Norkirk Plan, new text and/or policies were added to:

- Update the historic building inventory on a regular basis (in an upcoming Comprehensive Plan update, a policy should be added to the general Community Character Element Historic Section) (Policy N-4).
- Protect notable trees and groves of trees, which is a revision to an existing policy encouraging retaining tree canopy (and is a citywide goal, reflected in regulations contained in the KZC Chapter 95) (Policy N-9).
- Prohibit new retail storage businesses in the LIT zone because the centrally-located area is better suited to active uses housing small businesses, services, and jobs (Policy N-19). As part of the Station Area Plan, staff will evaluate the type of land use, zoning or other changes in the LIT area to support the BRT Station and to allow more pedestrian development for “eyes on the street” safety and pedestrian orientation.
- Promote land uses, mobility improvements and new infrastructure (pedestrian connections, sidewalks, bike access, vehicle drop-off, etc.) to support neighborhood connections to the I-405/NE 85th Street Bus Rapid Transit Station (Policy N-23).
- Promote shared parking arrangements between city and other public or non-profit facilities, and businesses to encourage efficient utilization of surface parking lots in the neighborhood including City Hall, Maintenance Center, schools, and churches (Policy N-24).
- Describe pedestrian connections to the Cross Kirkland Corridor (CKC) from the Highlands neighborhood consistent the Parks PROS Plan, CKC Master Plan, and shown on the adopted Citywide Connections Map (Policy N-34).

*C. Market Street Corridor Draft Plan Changes (Attachment 3)*

The Corridor Plan is an overlay district that generally encompasses a depth of one parcel on the east and west sides of Market Street. Parcels on the east side of Market Street are in the Norkirk neighborhood and parcels on the west side of the street are in the Market neighborhood.

The Land Use Element Chapter of the Comprehensive Plan defines the Market Corridor District as a neighborhood-oriented mixed-use residential and commercial area. Zoning Code regulations for the [MSC 1-4 zones](#) allow for a mix of office, detached or attached residential, small scale retail (limited in size), restaurants and other uses. Depending on the zone and development proposal, Design Review is either administrative using the [Design](#)

[Regulations in KZC Chapter 92](#) or through the Design Review Board review process using the [Design Guidelines](#) for the [Market Street Corridor](#).

In the Market Street Corridor Plan, new text and/or policies were added to:

- Refine the overview section and vision statement.
- Encourage development to be compatible with the neighborhood using multi-family and commercial development standards (Policy MS-7).
- Describe the maximum number of stories that is appropriate along the Corridor that existing MSC 1-4 zoning regulates (ranges from 2-3 three stories) (Policy MS-8).
- Evaluate the existing parking requirements in the MSC zones to encourage more commercial uses. (Policy MS-9). This was an outcome of the MSC Focus Group. The Planning Commission expressed concern about the loss of restaurants (such as the Market Street restaurant) and commercial properties along the Market Street Corridor converting to residential uses reducing the amount of food services and community gathering places within walking distance of residential neighborhoods. Reasons for these conversions may include property owners receiving higher property values for residential development, the higher Zoning Code parking requirements for restaurants, the economic viability of the business because of the location, or small parcels sizes. While staff has not heard concerns from the development community, the existing parking requirements may pose an obstacle to redevelopment along the Market Street Corridor which is characterized by relatively small lot sizes with room for meeting parking requirements. *See Implementation Section below.*
- Retain and improve maintenance of trees in the Market Street center median (Policy MS-16).
- Improve vehicle access to Market Street (Policy MS-19).

*D. Highlands Neighborhood Draft Plan Changes (Attachment 4)*

A key concern raised by the Neighborhood Association is opposition to future transit on the Cross Kirkland Corridor (CKC). However, this position is contrary to the citywide policies stated in the CKC Master Plan, Transportation Element of the Comprehensive Plan and City Council, which support a multi-modal CKC that could include future transit and connect to the regional transit system. In addition, Sound Transit owns an easement over the CKC to reserve the potential for future transit use.

New text and/or policies were added to:

- Add a sentence to Vision Statement explaining that the vision is for the future not describing the current conditions and revised the Vision Statement to include connections to the BRT station at I-405/NE 85<sup>th</sup> Street.
- Promote protection of notable trees and groves of trees in addition to the citywide goal of retaining tree canopy (Policy H-7).
- Promote land uses, mobility infrastructure (pedestrian connections, bike access, etc.) to support the BRT station at I-405/NE 85<sup>th</sup> (Policy H-14).

- Support development of the CKC for pedestrian and bicycles and describe locations for pedestrian connections from the Highlands neighborhood to the CKC (consistent with the Parks PROS Plan, CKC Master Plan and shown on the adopted Citywide Connections map) (Policy H-24).

### **Implementation Ideas or Potential Code Amendments Associated with Plans**

A preliminary list of potential code amendments or other implementation ideas has emerged to study with a future Planning Work Program. Work program priorities and direction from Planning Commission and City Council will need to occur before undertaking these tasks:

1. Citywide: Add Daylight Plane requirements or other development regulations to address bulk/mass/daylight concerns related to new single-family development.  
*Staff comment: This issue will be needed to be studied carefully to avoid potential conflicts with housing production.*
2. Norkirk LIT zone: Prohibit retail storage uses (originally suggested by Karen Engerston with support from others; see public comments from August 27<sup>th</sup> public hearing and Attachment 5). There are two existing storage facilities in the Norkirk LIT zone. The neighborhood plan working group expressed concern that these uses absorb land in close proximity to Downtown that could be more effectively utilized for small businesses, needed services, and jobs close to where people live and transit access (BRT, Downtown transit center, Cross Kirkland Corridor (CKC)). This task would also evaluate other uses that may be inconsistent with the neighborhood vision.  
*Staff comment: The Station Area Plan will be evaluating this issue, and follow-up code amendments may be warranted. The uses are already prohibited Citywide on properties within 150' of the CKC.*
3. Market Street Corridor and Neighborhood Business Districts: Conduct a Citywide study of all neighborhood business districts including the Market Street Corridor to preserve and encourage smaller-scale, neighborhood-serving retail or restaurant uses in these areas and reduce conversion into residential uses.

*Staff comment: This task is an outcome of the Market Street Corridor Focus Group and Planning Commission recommendation (see Market Street Corridor Plan section above). One of the goals of the study would be to determine the right balance of commercial and residential uses for the Market Street Corridor. The study could evaluate potential Zoning Code incentives and/or requirements for neighborhood commercial districts. That could include reduced parking requirements (would need to assess potential impacts of spill over parking in neighborhoods), street level of building requirements to include a percent of retail, food services or other desired uses (would need an economic feasibility analysis to determine the market demand and economic viability or such uses). Depending on the scope of the study, financial resources may be necessary to hire professional services to assist staff. This task, if pursued, would need adjacent neighborhood support before pursuing to be prioritized among other work program tasks.*

**Questions for City Council**

1. *Do you have additional edits staff should incorporate into each plan?*
2. *Do you have an opinion about the implementation and code amendment ideas?*

**Next Steps**

Staff will bring the plans back for final adoption, including any changes directed by Council, with the other annual citywide Comprehensive Plan amendments tentatively scheduled for final adoption December 8, 2020.

**Attachments:**

1. Market Neighborhood Plan Draft
2. Norkirk Neighborhood Plan Draft
3. Market Street Corridor Plan Draft
4. Highlands Neighborhood Plan Draft
5. Public comments received post PC public hearing packet distribution

cc:

File Number CAM19-00112 #12

Neighborhood Update Working Group



# XV.K. Market Neighborhood Plan

*Draft #2 August 24, 2020-Revised for public hearing*

*Note: This document incorporates suggested revisions to the Market Neighborhood Plan from the Market Neighborhood Association and staff received prior to the public hearing. This draft replaces the version that is included in the Planning Commission materials for the August 27, 2020 public hearing.*

*Deleted text is shown as ~~strikeout text~~. New text is shown as underlined text. New policies or paragraphs with major text edits are indicated by **yellow highlights**.*

*Map figures will be consistently numbered and new photos added with captions with the final format at time of adoption.*

This draft of the revised Market Neighborhood Plan incorporates input from the public outreach activities conducted since January 2019, city staff, and representatives from the Market Neighborhood Association. In addition to edits to the existing neighborhood plan, other changes include combining goals and policies to reduce redundancy and renumbering the policies. Photos will be updated in the final format at time of adoption.

## 1. Overview

**New:** 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 development pattern is well established with single-family homes throughout the neighborhood, while 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 residents. Their vision for the future is to preserve 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 of, the existing neighborhood character.

There are many notable assets of the Market Neighborhood. The Market Neighborhood adjoins downtown Kirkland, and sits adjacent the commercial corridor of Market Street, which provides access to public transportation. 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, and the housing stock is consistently

characterized by single-family residences. Many mature trees have been preserved, and still 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 the Market Neighborhood feel a strong sense of connection and community with their neighbors, who span multiple generations of civic-minded residents.

Matters of shared concern among residents of the Market Neighborhood include preserving the single-family character of residences as Kirkland seeks to accommodate growth and appropriate density increases. Street safety for school children and other pedestrians is another issue of concern, in part because of increased traffic, increased on-street parking, and the lack of contiguous sidewalks throughout the neighborhood. And finally, residents 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

*This section was revised with input from the Kirkland Heritage Society:*

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

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.

#### **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 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.



### **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.***

~~The following policies 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. In addition to Norkirk, Highlands, and downtown, the Market neighborhood contains a significant concentration of historic 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 to have a link with the history of the area.

### ***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 ~~Chapter~~ 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.

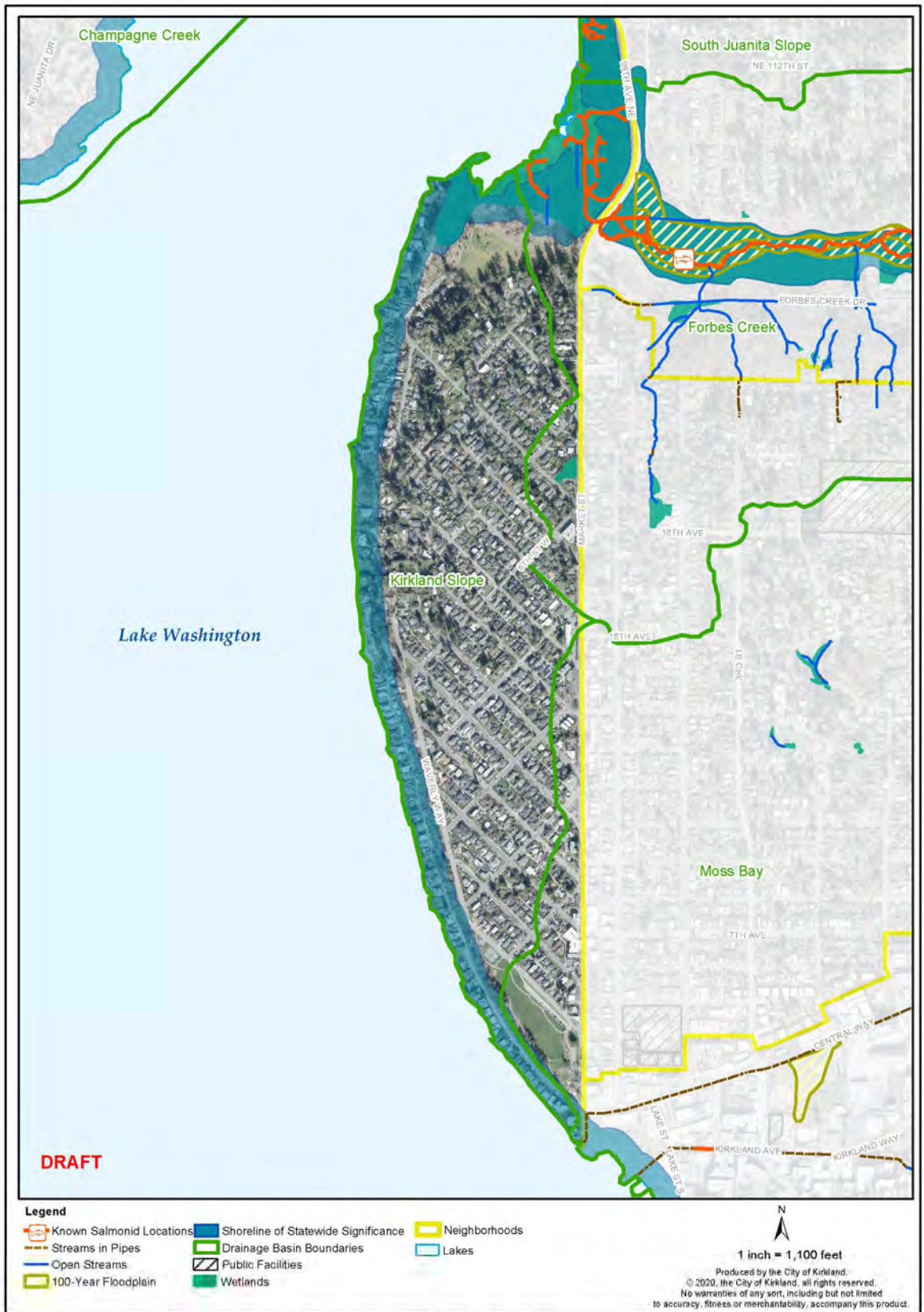
Biological resources in the neighborhood include one mapped wetland on the west side of Market Street, south of 7th Street West. In addition, there is extensive cutthroat trout habitat in the main stem of Forbes Creek downstream of Forbes Lake and known salmonid locations in Juanita Bay Park.

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.

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

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 on a broad basis, such as using water runoff to irrigate public spaces including parks and common areas, or on a granular level by helping homeowners to capture rainwater off of roofs and use it to irrigate 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 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 trees and groves of trees.***

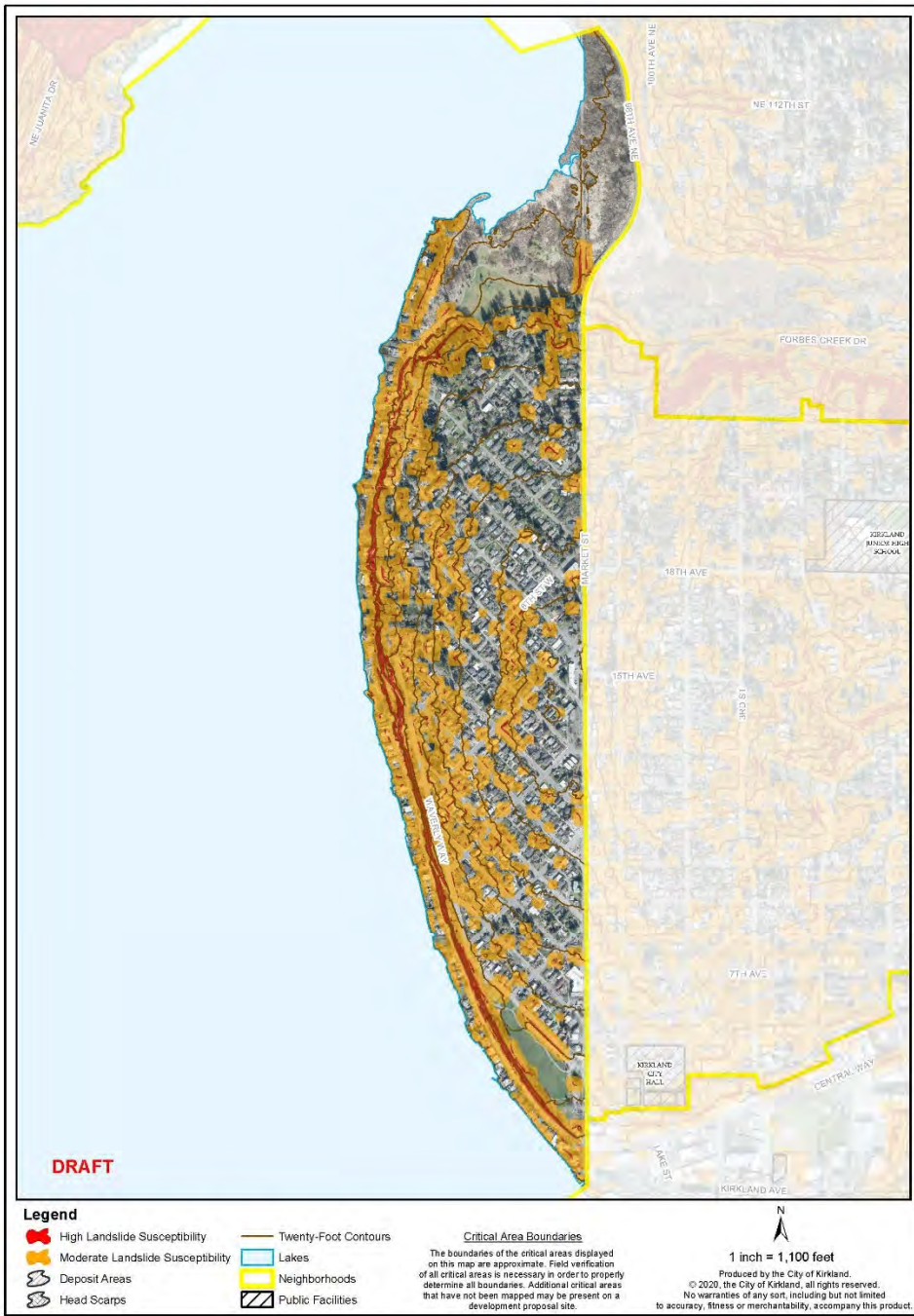
In the Market Neighborhood, protecting, enhancing, and retaining healthy trees and vegetation are key values that contribute to the quality of life. The City promotes retention of the citywide tree canopy, significant trees, and groves of trees on private property through tree zoning regulations and planting of trees along streets in parks, and open space areas.



Scenic natural areas at Juanita Bay Park

Figure 2a and 2b





**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 predominately consistently low-density single-family detached homes. 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 of homes have accessory dwelling units (ADUs) that provide a small 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 the detached single-family character of the Market Neighborhood while accommodating more compact new housing so that residents can age in place and the neighborhood can accommodate generational shifts in housing needs.**

~~New: Underlined Text Reflects Planning Comment from February 27 2020 meeting: Much of the development in the neighborhood has high quality homes that are compatible with the detached single family character of the neighborhood. These characteristics include homes that are of varied architectural styles and roof angles, proportionate in size to the lot size, have generous setbacks from the street, well maintained landscaping, provide off street parking, and generally enhance the neighborhood. Future development should continue this pattern.~~

~~The majority of new homes are of varied styles, have northwest type landscaping, are set back from the street appropriately, provide off-street parking, and generally enhance the neighborhood. Future development should continue this pattern.~~

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 professionals would like to see smaller homes available for moderate prices, but growth and increasing market values have caused many of the smaller older homes to be replaced by large homes.

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 characteristics of the neighborhood ~~described above~~, and minimize impacts to avoid unreasonably impacting existing homes ~~such as, 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 (ADU's), and compact smaller single-family homes, ~~common wall homes (attached), cottage housing, zero lot line, and clustered dwellings.~~

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 (adopted by reference in the Kirkland Municipal Code Section 3.30.040) and available on the City of Kirkland Planning and Building Services webpage. (note to staff: insert hyperlink)



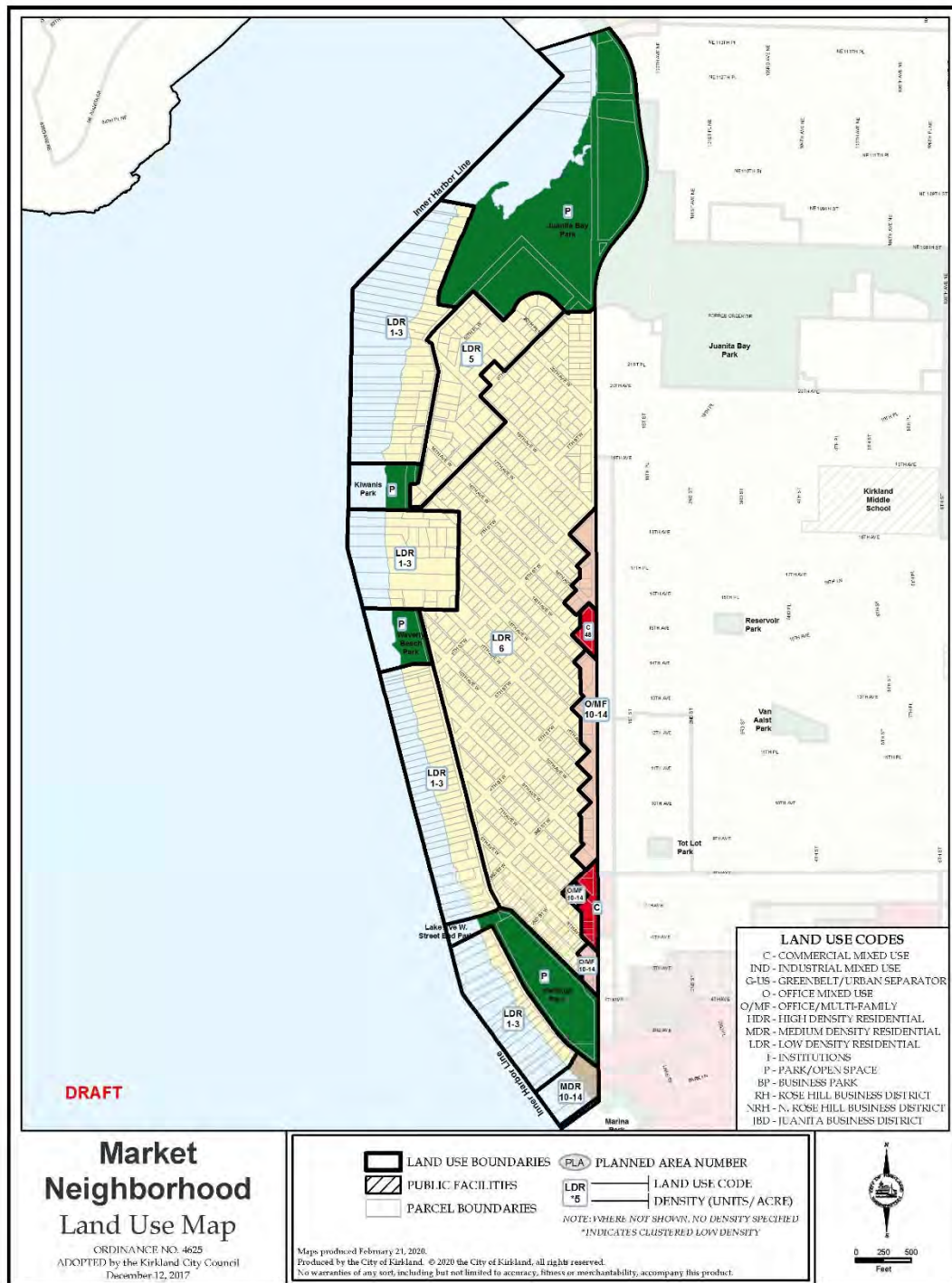


Figure M- 3 Market Neighborhood Land Use



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 add diversity of housing types to provide more housing choice, provided that the existing neighborhood character is preserved, and zoning regulations ensure that houses are built proportionate to their lot size.

## 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 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.

***New: Policy M-12: Explore new regulations that encourage infill housing to be compatible in scale and size with the existing development and that allows for sufficient light, air, and privacy between residential structures.***

***New:*** Appropriate scale results in new houses that are in proportion to their lots and provide adequate light, air and privacy between structures. Setbacks, building size, lot coverage, landscaping building height, and roof pitch all 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 is important that both the application of existing regulations and consideration of new/amended regulations as to density and infill respect the existing neighborhood and be implemented in a manner that is consistent with and enhancing of its character in all material respects.

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

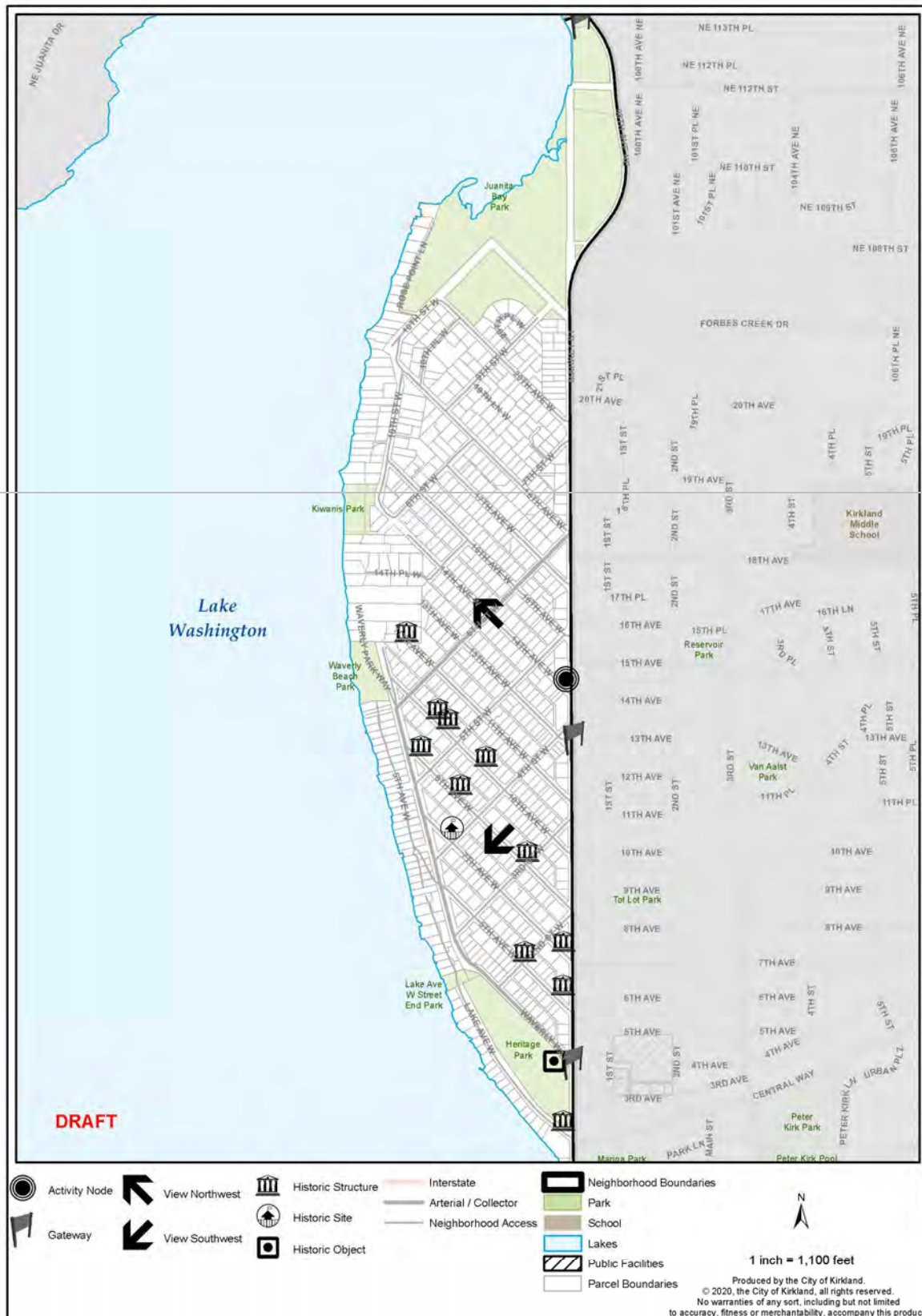
The street system and parks provide the Market Neighborhood with a large number of medium- and long-range views. These view corridors that lie within the public domain are valuable for the beauty, sense of orientation, and identity that they provide to the Market Neighborhood.

### ***Policy M-14: Enhance public views through the use of view stations along Waverly Way.***

Similar to the benches installed at the 5<sup>th</sup> 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*



**Figure M-7: Market Urban Design Features**



# 7. Transportation

## STREETS

The street network in the Market Neighborhood is in a grid pattern. Maintenance of this grid promotes neighborhood mobility and more equitable distribution of traffic on neighborhood streets. The streets that compose this grid network consist of collector and local streets and alleys, with one principal arterial (Market Street) located at the eastern boundary. 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 improved access to Market Street during heavy traffic periods without disrupting the general flow of traffic.***

Initial research indicates that such issues as pedestrian safety, sight distance problems, short acceleration lanes, speeding, lack of gaps for entry traffic, and transition to a 25 mph zone near the downtown all contribute to general traffic flow problems during peak 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 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.

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

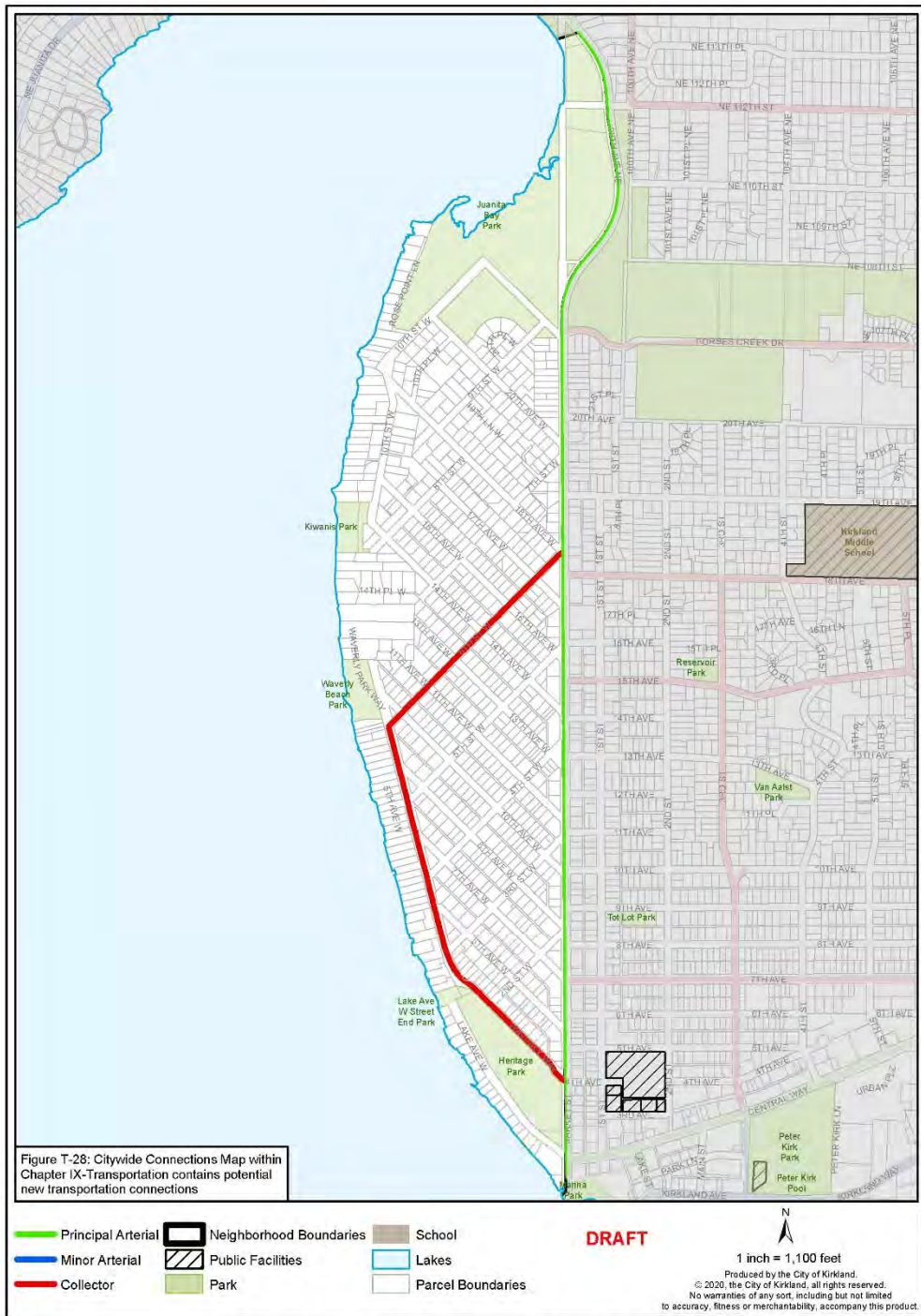
Monitor and evaluate traffic patterns and volumes in the Market Neighborhood to minimize cut-through traffic and speeding, especially from Market Street. The evaluation should determine if additional strategies such as traffic calming, in cooperation with the Fire Department to accommodate emergency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

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

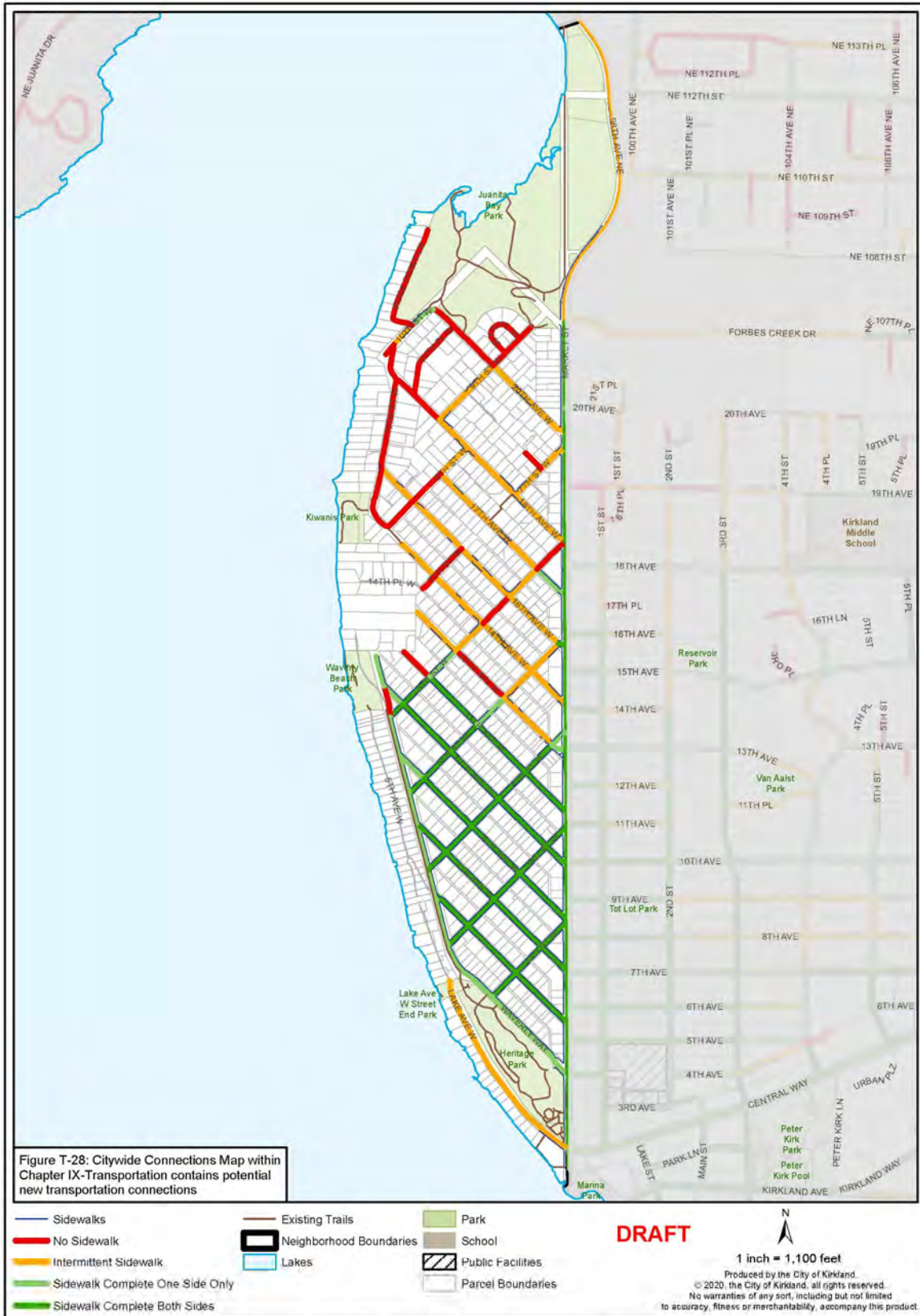
As Kirkland and the Market neighborhood have grown, vehicle, bicycle, and pedestrian traffic has increased and put pressure on the street network making it more difficult to comfortably accommodate all transportation modes. As the city grows, and streets become more crowded with multiple uses it will 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**

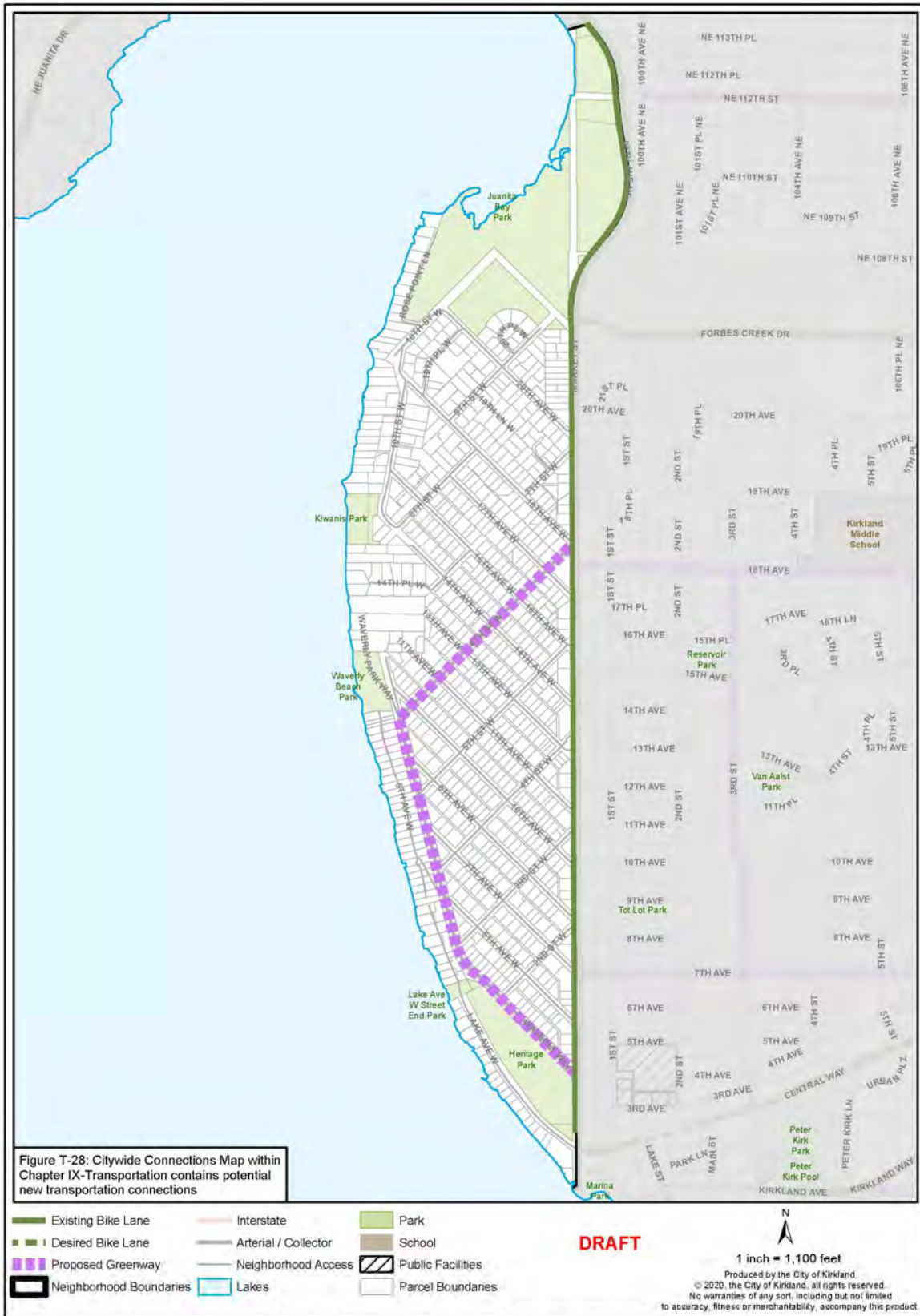
The existing City of Kirkland Active Transportation Plan (ATP) identifies a network of existing bicycle facilities and planned improvements for a 10-year horizon and provides a process and criteria for identifying sidewalk and pedestrian infrastructure and how those might be prioritized. This plan is 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**



**Figure M-6: Market Bicycle 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.

**New:** 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 ~~provide~~ 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.

**New:** 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.

**New:** 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.

**New:** Considering that the Capital Improvement budget process can only address a small fraction of the improvements that appear in the various neighborhood and citywide plans, the Market Neighborhood residents share a common interest in helping to prioritize the items listed above for consideration. Of these, the one that might be most productive and supportable is the proposed Greenway that would route through the neighborhood through 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. 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 **Chapter** 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

**New:** 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 residents when it comes to priorities:

- First, matters that directly impact public safety on streets, sidewalks, bike lanes, and pedestrian right of ways are a clear priority for residents. The Greenway proposal mentioned in the Transportation section herein is a prime example.
- Second, preserving the existing character of the neighborhood when considering changes to regulations and/or procedures that impact that character is another important priority.
- And finally, continuing with a consultative approach to planning and development that involves the Market Neighborhood Association, as well as the neighborhood residents more generally, is an important consideration for all such matters.

# XV.M. Norkirk Neighborhood

*Draft #3 August 31, 2020*

To reader: This draft of the updated Norkirk Neighborhood Plan incorporates input from the public outreach activities conducted since January 2019, city staff, and representatives from the Norkirk Neighborhood Association. In addition to edits to the existing neighborhood plan, other changes include combining goals and policies to reduce redundancy and renumbering the policies. New policies or major text edits are indicated by **yellow highlights**. Maps and photos will be updated in subsequent drafts.

## 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 residential development, while medium and high- density 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 of ages, households, incomes, and backgrounds. Norkirk residents 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 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 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, situated next door to Crestwoods Park, serves the entire City neighborhood children.

The Norkirk Neighborhood comprises mainly of single-family homes. Houses come in a variety of styles and sizes and, between houses, there is light and vegetation. The neighborhood feels uncrowded. Residents cherish many homes dating from early in the 20th century. Low density residential areas successfully integrate alternative housing styles throughout the neighborhood, which provides choices for a diverse community.

Higher density multifamily development at the southern boundary of the neighborhood provides additional housing choice and a stable transition between the single-family core 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 separate the single-family area from the Market Street Corridor, minimizing conflicts between adjacent land 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.



*Kirkland Middle School*

### 3. Historic Context

*This section was revised with input from the Kirkland Heritage Society.*

#### **Introduction**

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 7<sup>th</sup> 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



**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 to have a link with the history of the area.

**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.

**New: 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. **New:** 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 criteria in the Community Character Element.

## 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.

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

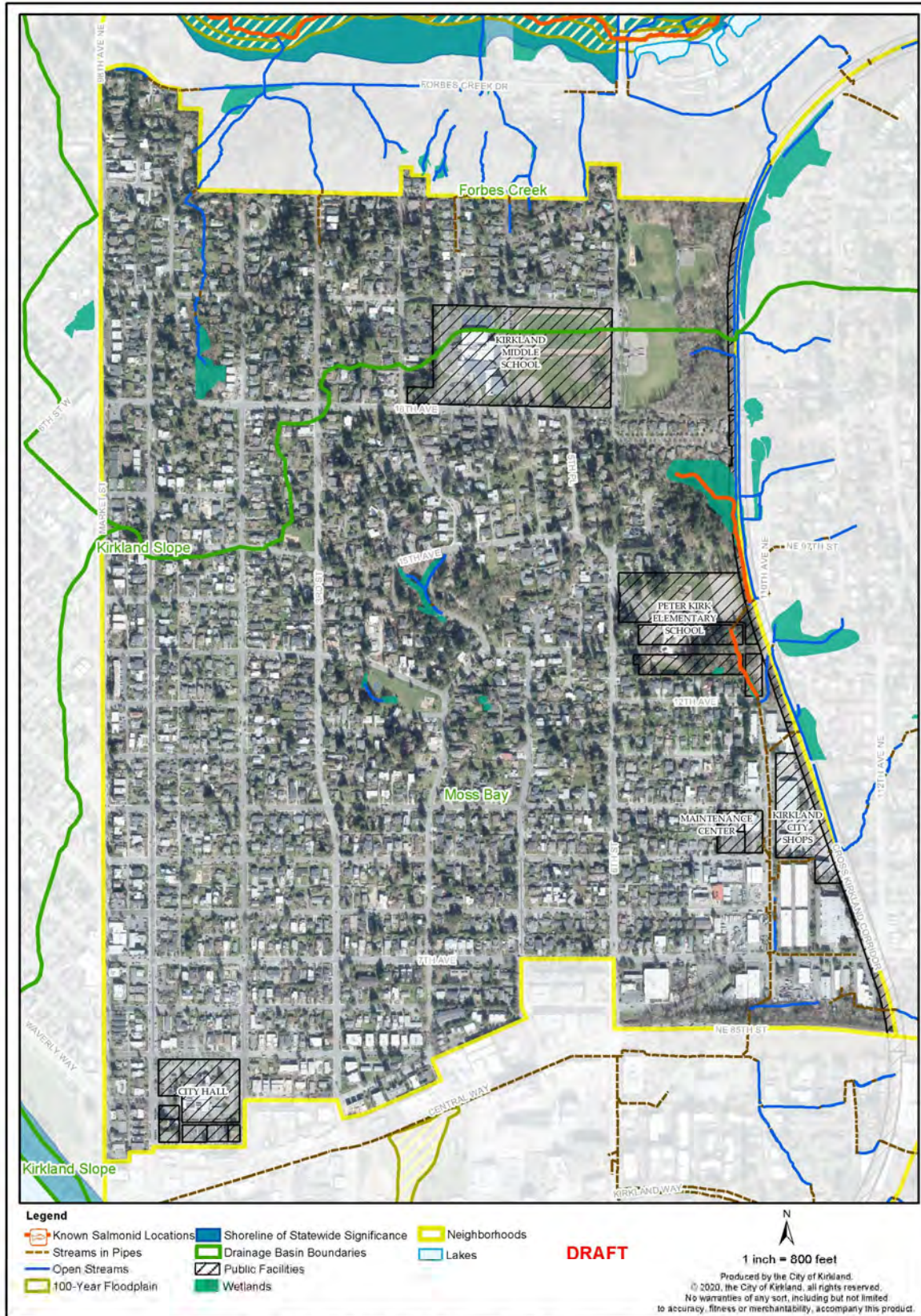
In the Norkirk Neighborhood, protecting, enhancing, and retaining healthy trees and vegetation are key values and contribute to the quality of life. The City promotes retention of the citywide tree canopy, significant trees, and groves of trees on private property consistent with zoning regulations. 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 association with a noted person or historical event.



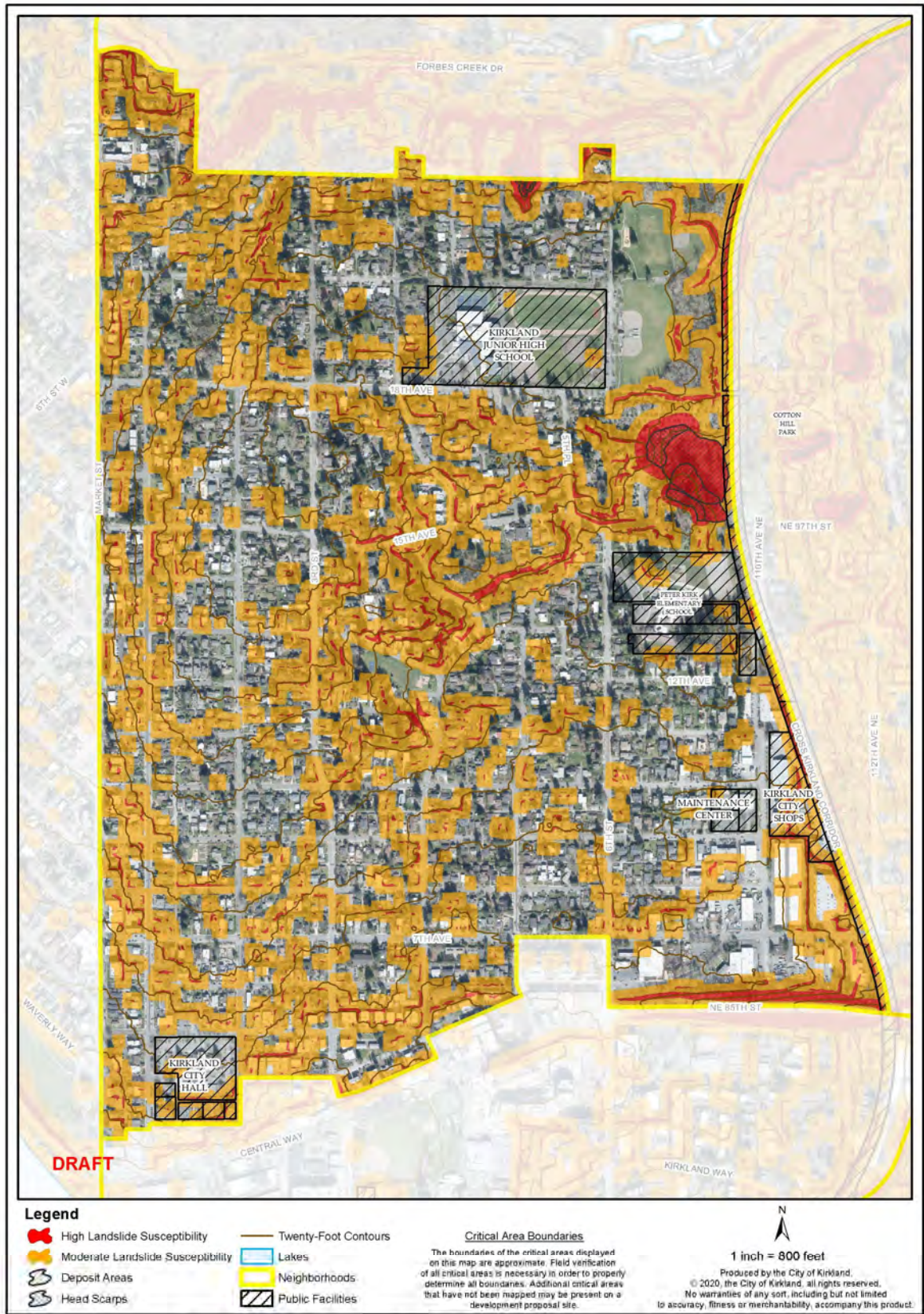
**Trees at Crestwood Park**

**Geologically Hazardous Areas**

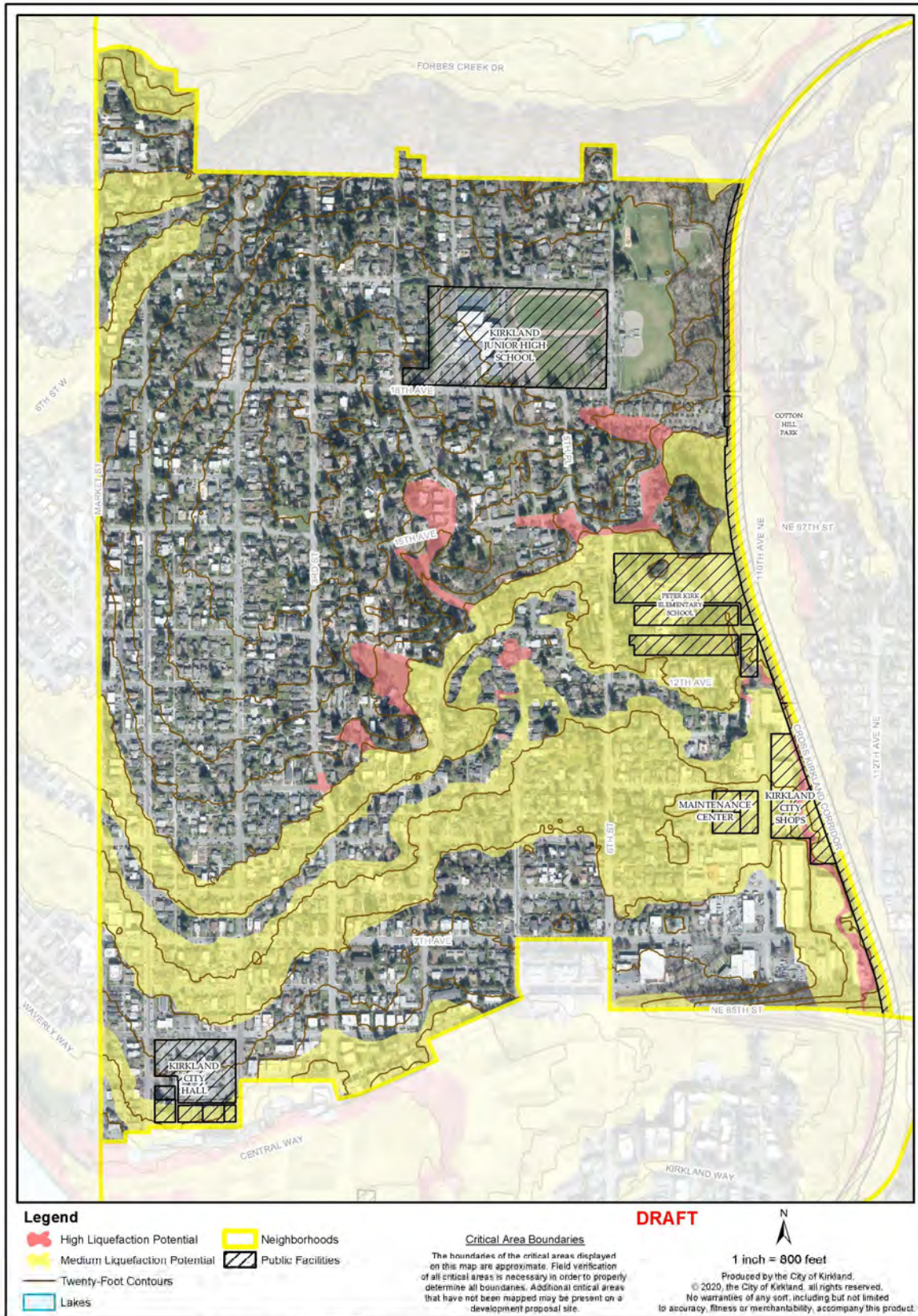
As shown in Figures N-2a and 2b, the Norkirk Neighborhood contains areas with steep slopes including potential for erosion, landslide hazards and soils with liquefaction potential during seismic events. Landslide hazard designated areas with development potential are primarily found north of Peter Kirk 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 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 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.***

Norkirk is a well-established neighborhood that has predominantly low density (six dwelling units per acre) traditional single-family residential development located generally north of 7th Avenue. The land use transitions from the single-family core to medium and high-density multifamily 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 provides 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 housing style in the neighborhood will determine the acceptance of housing alternatives. Architectural and site design standards to ensure compatibility with adjacent single-family homes are important to the successful integration of alternative 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) 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 character of the neighborhood.

***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 Figure N-3 Land Use map). Seven dwelling units per acre, which is comparable to the Single-Family Residential 6.3 zoning classification (6,300 square feet minimum lot size), are in context with the predominant 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.

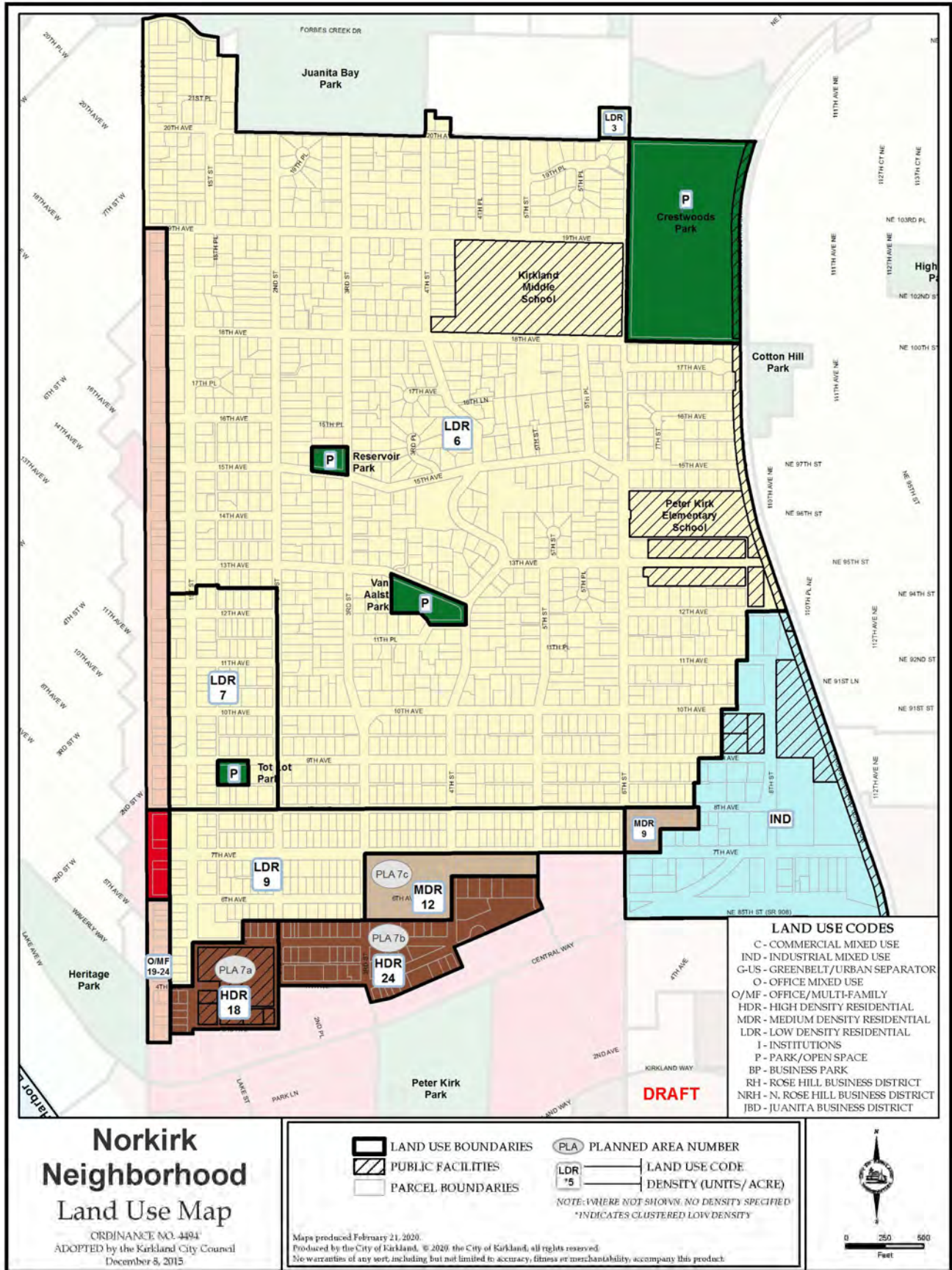


Figure N-3: Norkirk Land Use Map



*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, 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 zones while accommodating a range of compact housing types suitable for families and individuals.



*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.

***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.
- **New:** 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.

***New: Policy N-23: Promote land uses, mobility improvements, and new infrastructure that support transit-oriented development around the I-405/NE 85<sup>th</sup> 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

***New: 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 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 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 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 residents. One means of doing this may be the undergrounding of utilities.



*View from intersection at 9th Avenue and 1st Street*

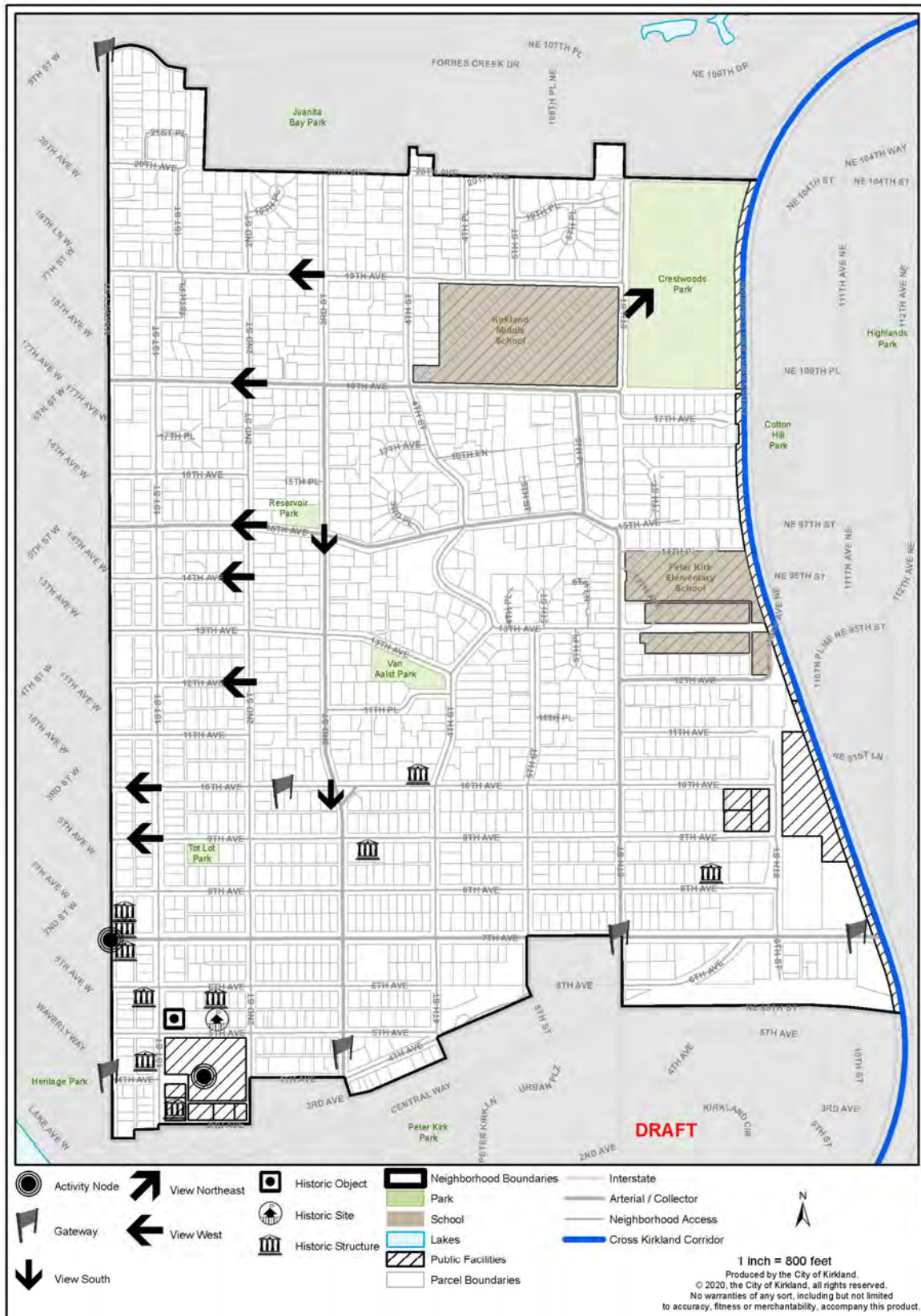
***Policy N-28: Encourage design that contributes to a vibrant neighborhood.***

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.

***New: policy recommended by the Single-Family Design Focus Group-***

***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 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 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.***

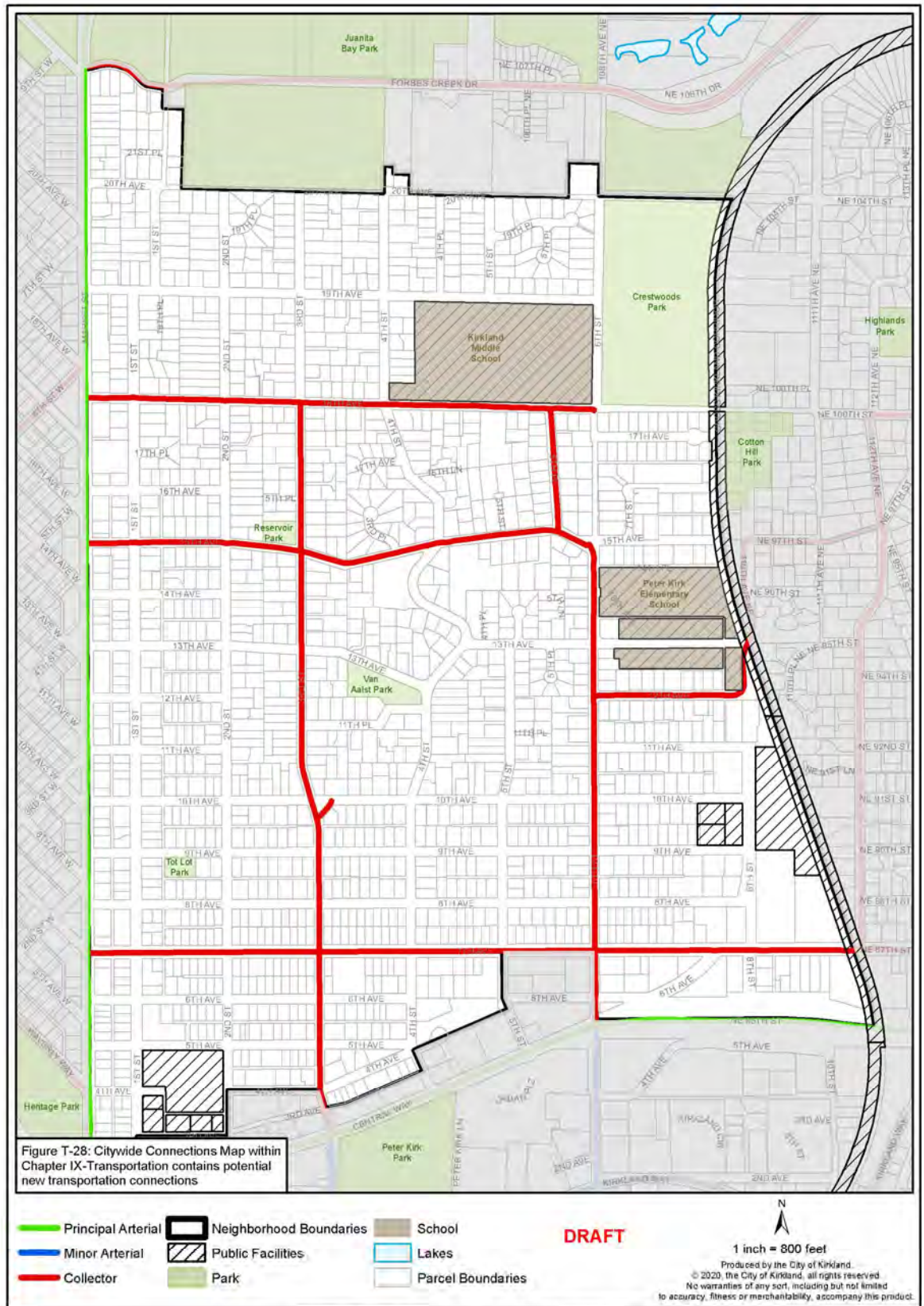
Monitor and evaluate traffic patterns and volumes in the Norkirk Neighborhood to minimize cut-through traffic and speeding, especially between Market Street and Central Way. The evaluation should determine if additional strategies such as traffic calming, in cooperation with the Fire Department to accommodate 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.***

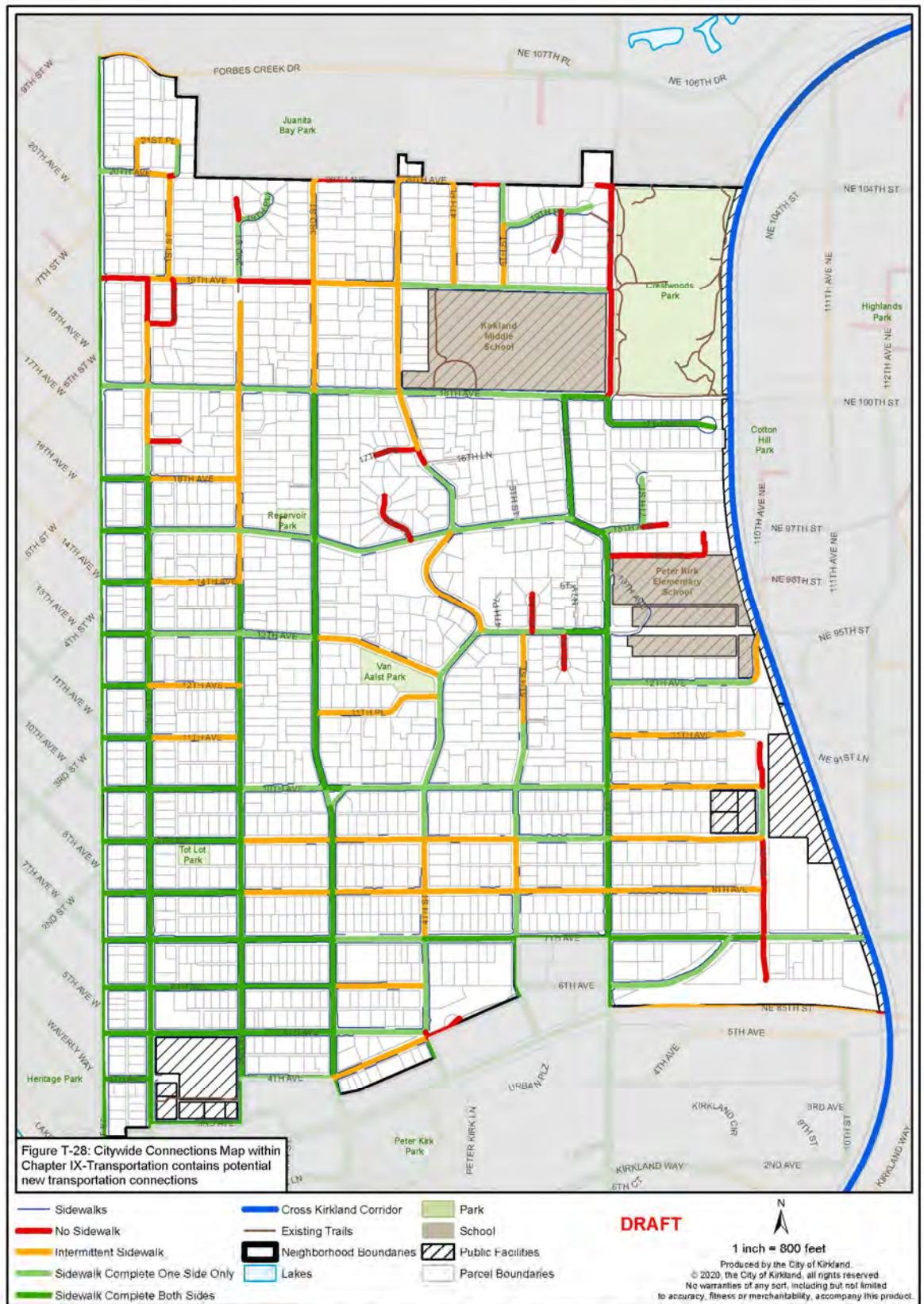
The various City administration and maintenance facilities located in the Norkirk Neighborhood generate both service and visitor trips. When practical, vehicles should be routed onto collector streets where improvements are in place to protect the pedestrian, rather than onto local access streets that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



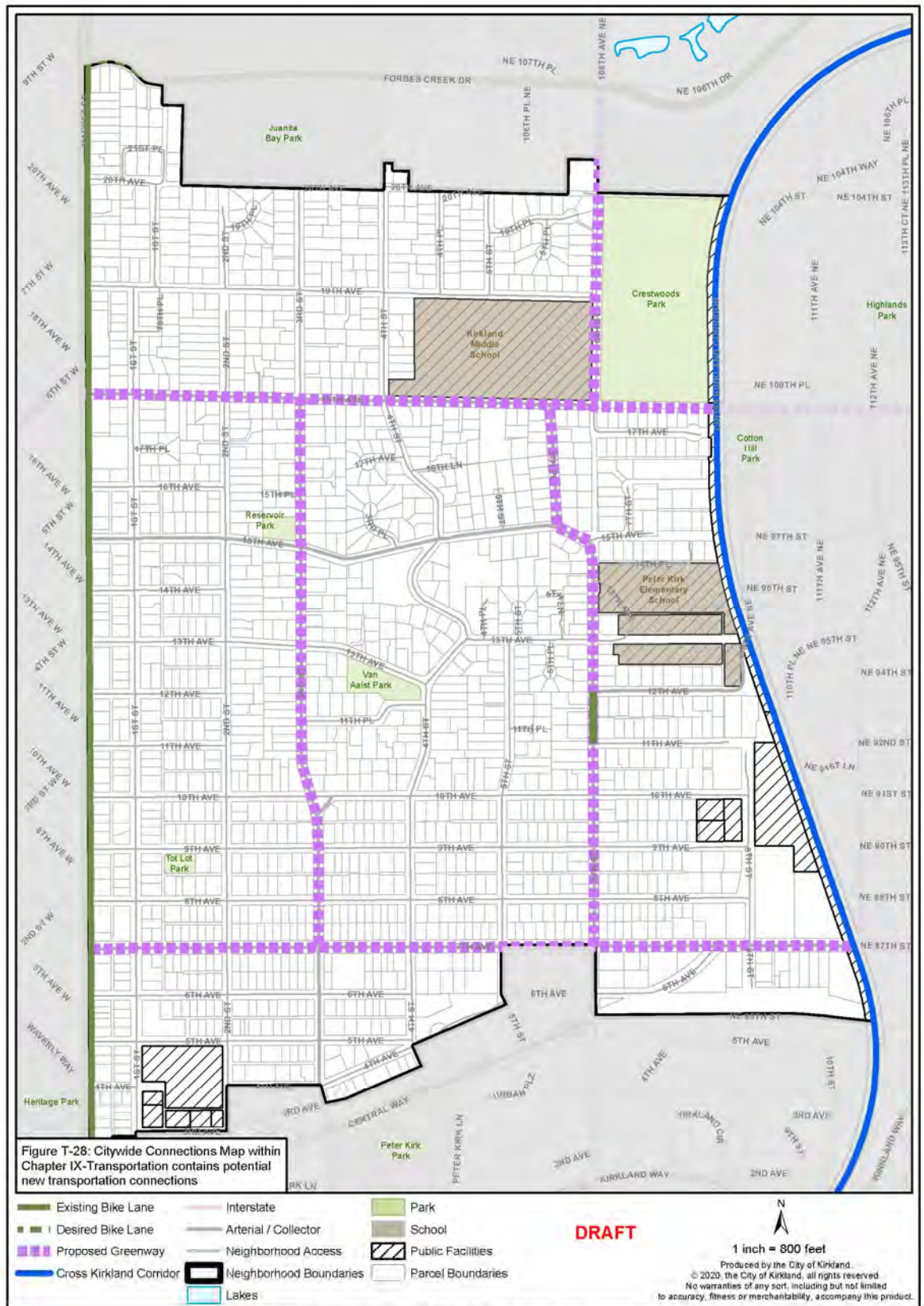
*Example of traffic circle installed for slowing down vehicle speed*



**Figure N-4: Norkirk Street Classifications**



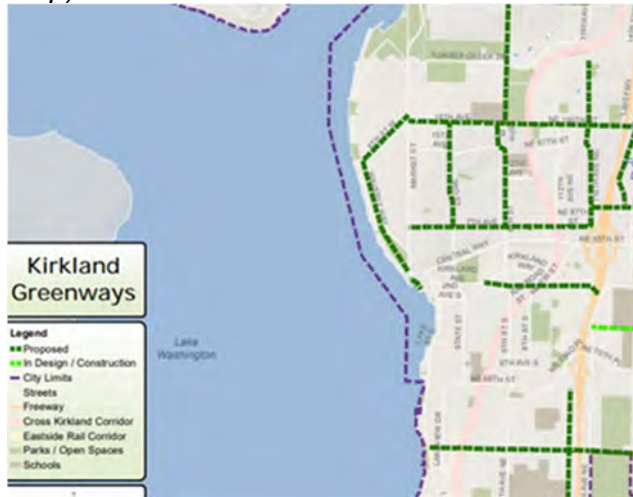
**Figure N-5: Norkirk Pedestrian System**



**Figure N-6: Norkirk Bicycle 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.

*Staff note: Revise Figure N-6 to include recommended Greenways Network (below is the existing map):*



#### 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 85<sup>th</sup> 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

*Staff note: This section will be updated once the recommendations of the new ATP and Safer Routes to School Plans are known.*

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.

**New:** 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 .

**New:** *Staff note the following was also added to the Highlands Neighborhood Plan (from the CKC Master 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 14<sup>th</sup> Pl
- 110<sup>th</sup> Pl NE
- NE 91<sup>st</sup> Street
- North of NE 85<sup>th</sup> 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. 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 and the Lake Washington School District.

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## 9. Public Services/Facilities



*City of Kirkland Public Works Maintenance Center Extension*

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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 citizens 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.

**New:** 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.L. Market Street Corridor Plan

*Draft Plan #2 May 29, 2020*

To reader: This draft of the updated Market Street Corridor Plan incorporates input from the public outreach activities conducted since January 2019, city staff, and representatives from the Market and Norkirk Neighborhood Associations and results of the Market Street Corridor Focus Group. In addition to edits to the existing neighborhood plan, other changes include combining goals and policies to reduce redundancy and renumbering the policies. New policies or major text edits are indicated by **yellow highlights**. Maps and photos will be updated in subsequent drafts.

## 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.

**New:** 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 housing, and multifamily housing. 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 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 experience challenges accessing Market Street to and from the surrounding neighborhoods. The mix of historic 1890s buildings at the intersection of Market Street and 7th Avenue represent the original town center that is a focal point for Kirkland's history.

## 2. Vision Statement

**New 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, neighborhood oriented commercial, and retail uses.
- Retail establishments are small and, to be viable as businesses, likely serve residents of Kirkland as well as local neighborhood customers.
- Architectural and site design standards ensure buildings are spaced, set backed, scaled, and designed to attractively blend with the surrounding primarily single-family residential

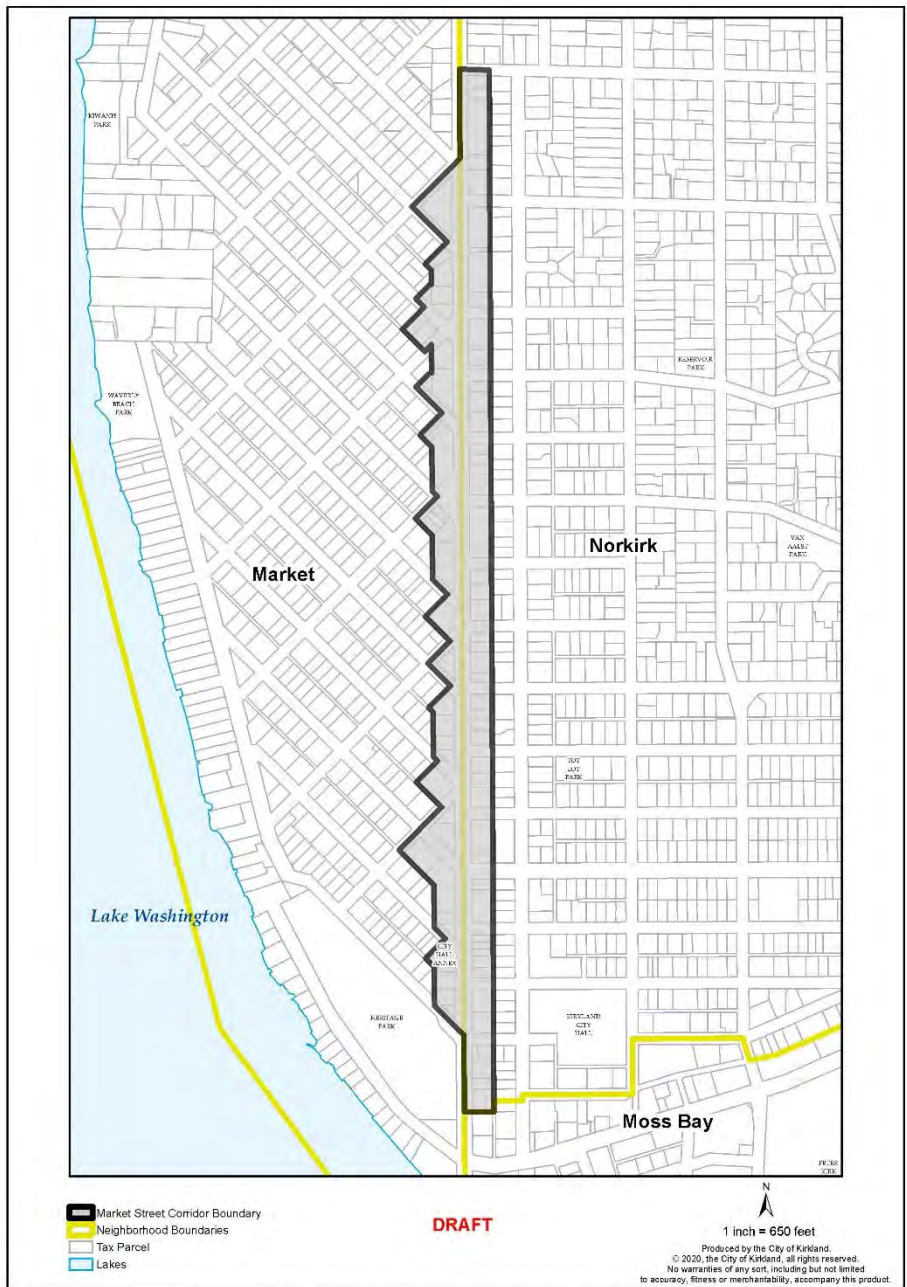
- neighborhoods as well as the historic district at the intersection of 7th Ave and Market St.
- Commercial uses are limited to those that minimize noise, light, odor and traffic impacts adjacent to residential uses.



*Market Street Corridor*



*Sears Building at 701 Market Street*



**Figure MS-1: Market Street Corridor Boundary**

### 3. Historic Context

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. 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.

***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 to have a link with the history of this significant area of Kirkland.

## 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 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 multifamily structures to locations within the limited boundaries and land use districts designated for the Market Street Corridor.***

Multifamily and commercial development should remain in designated areas within the Market Street Corridor and not extend into the single-family residential core of the Market and Norkirk Neighborhoods or beyond 19th Avenue to the north. The slope and alley parallel to the east side of Market Street provide a break between the Corridor and the residential core of the Norkirk Neighborhood. The break is not as well defined on the west side of the street between the Corridor and the Market Neighborhood residential core; however, it is generally located adjacent to properties that directly abut Market Street and is a useful neighborhood feature. (See Land Use Map Figure MS-2).



*Multi-family Development on Market Street*

***New policy similar to Norkirk Plan:***

***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 housing.

***New: 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 transition to adjacent lower density residential uses, to reflect topographical change in the neighborhood, and to encourage below grade parking areas.

**New:** *Policy MS-9: Study 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 enhance the aesthetics and walkability of the neighborhood.

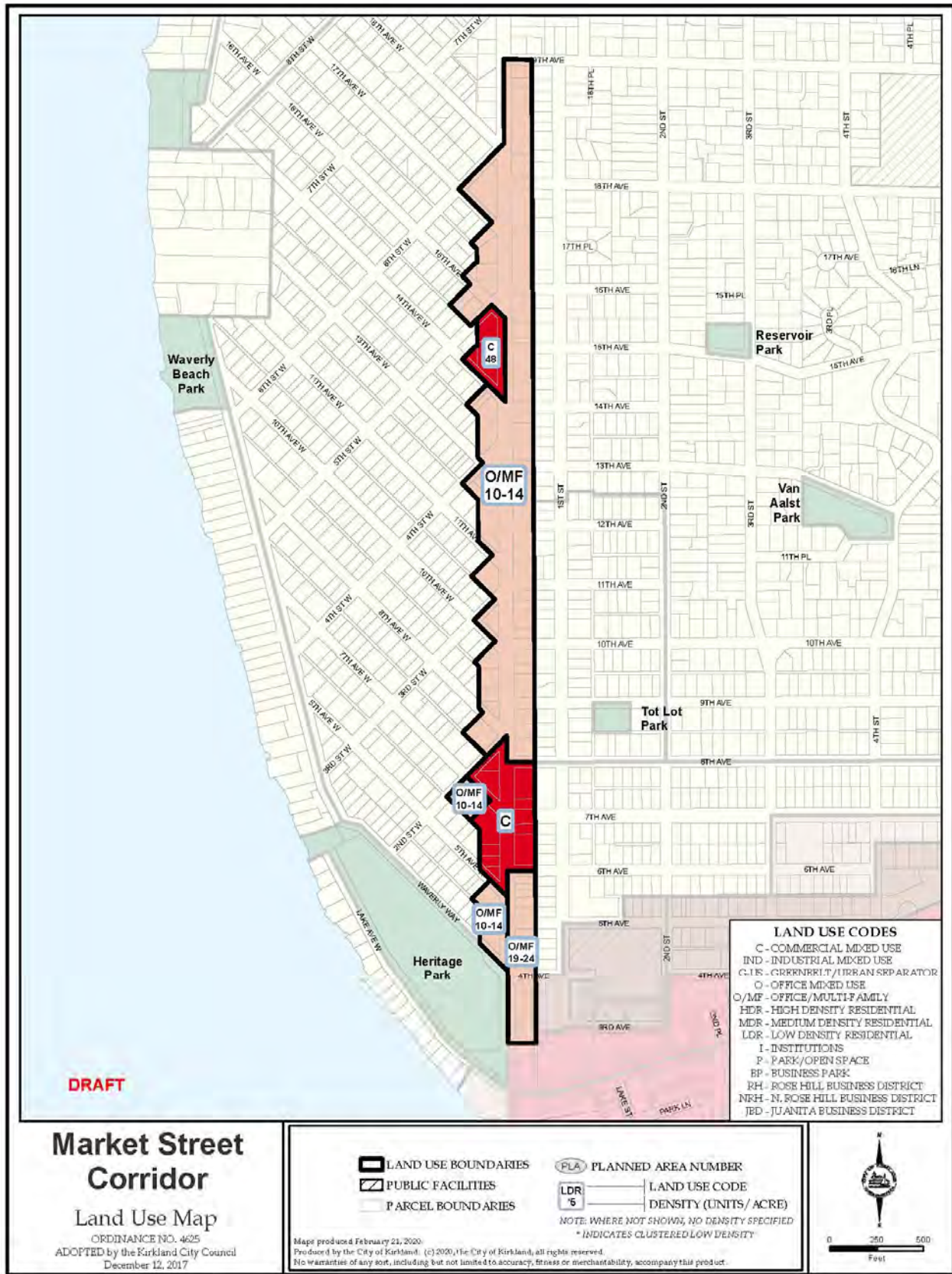


Figure Map MS- 2Market Street Corridor Land Use





*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 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 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 possibly

along other areas of the corridor.

***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 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 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.

***New: 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 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**

## 5. Transportation

Market Street is a principal arterial that is the most traveled route into and along the borders of both the Market and Norkirk Neighborhoods. It also plays an important Citywide role since it is the only principal arterial west of Interstate 405 between NE 85th Street and NE 116th Street. Most of Market Street is fully improved with one lane in each direction, 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.***

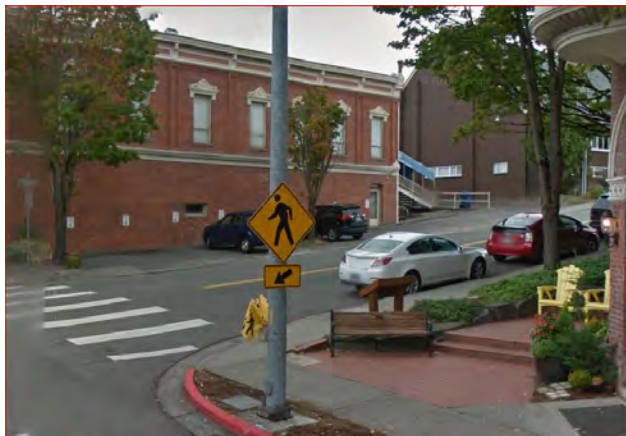
As a principal arterial, it is important on Market Street to maintain safe and convenient facilities for all modes of transportation, transit, pedestrians, and bicycles while maintaining vehicular traffic capacity.

***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.

***New: Policy MS-19: Incorporate measures that will allow for improved 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*

# XV.N. Highlands Neighborhood Plan

*Draft #3 August 31, 2020*

To reader: This draft of the updated Highlands Neighborhood Plan incorporates input from the public outreach activities conducted since January 2019, city staff, and representatives from the Highlands Neighborhood Association. In addition to edits to the existing neighborhood plan, other changes include combining goals and policies to reduce redundancy and renumbering the policies. New policies or major text edits are indicated by **yellow highlights**. Maps and photos will be updated in subsequent drafts. Underlined text shows new text added in response to Planning Commission and after public hearing.

## 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 residential uses, with the southern portion of the neighborhood designated for medium-density residential uses. 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 85<sup>th</sup> Street Bus Rapid Transit (BRT) Station.

## 2. Vision Statement

**Revised:** The following vision statement reflects how residents 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 young families and allowing people to continue living here long after children leave home. Medium-density multifamily housing in the southern portion of the neighborhood, adjoining the I-405/NE 85<sup>th</sup> 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 85<sup>th</sup> 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

*This section was revised with input from the Kirkland Heritage Society:*

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.

#### **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 (7<sup>th</sup> 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.

#### **Recollections of Life in the 1920s, 1930s and Beyond**

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.

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, they should be commemorated with signs or markers to help celebrate the history of the neighborhood.

## 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 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 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.

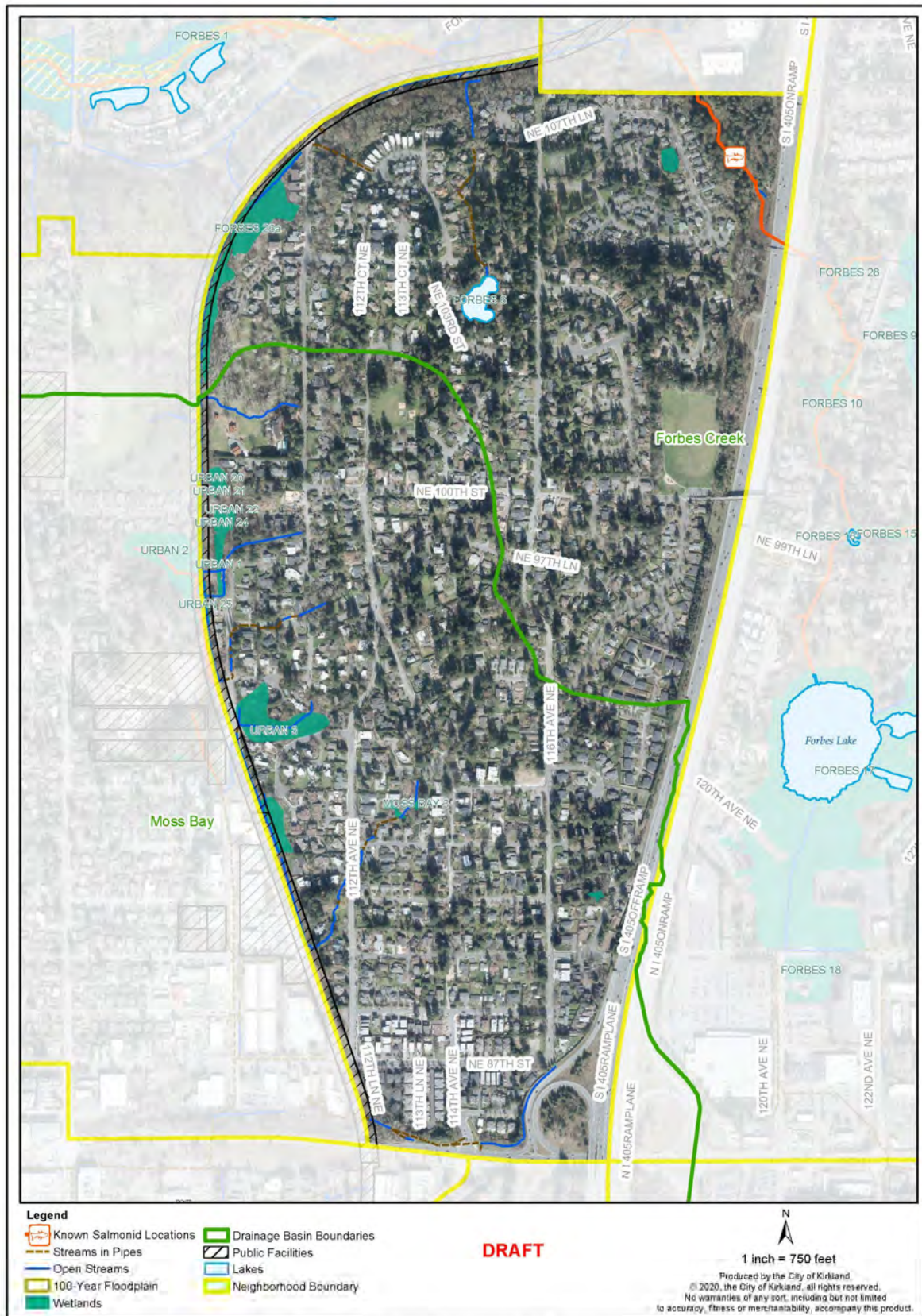
***New (revised policy changed protect canopy to notable trees):***

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

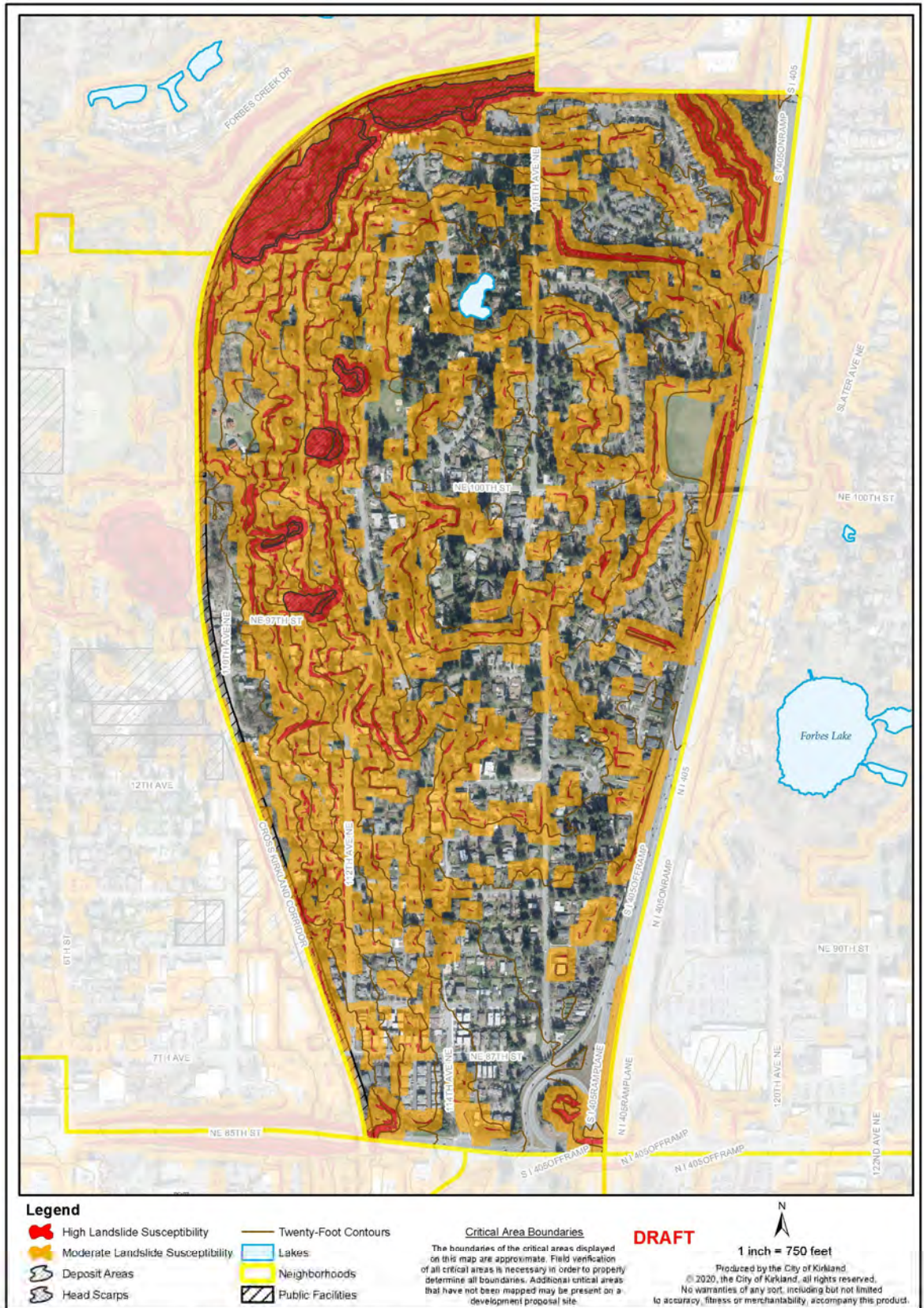
In the Highlands Neighborhood, protecting, enhancing, and retaining healthy trees and vegetation are key values and contribute to the quality of life. The City promotes retention of the city-wide tree canopy, significant trees, and groves of trees on private property consistent with zoning regulations. While a municipal heritage or notable 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 association with a noted person or historical event.



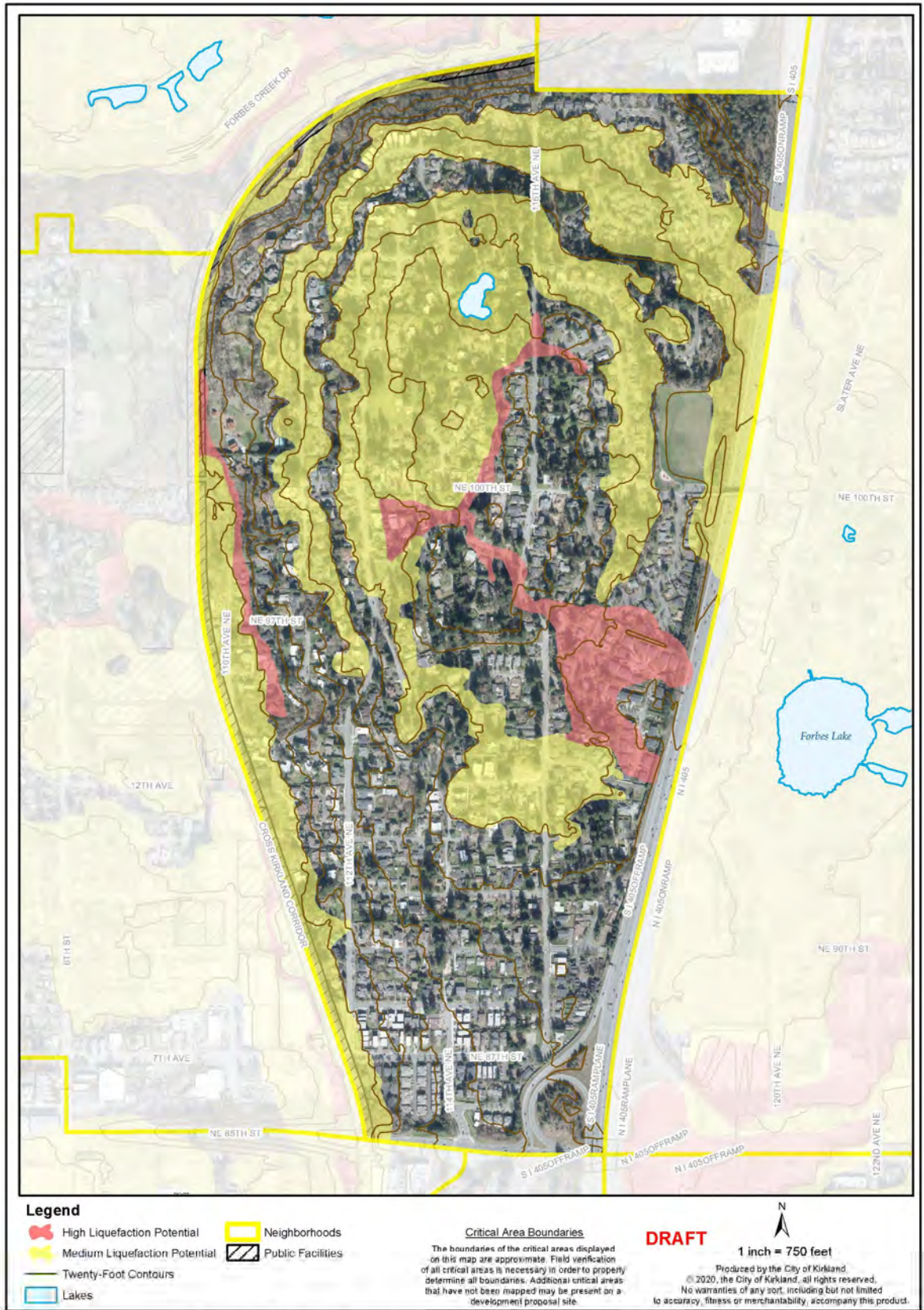
*Trees provide visual relief and promote the natural setting integral to neighborhood identity.*



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



**Figure H-2a: Highlands Landslide Susceptibility**



**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). 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 the predominantly detached single-family housing style in 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 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 housing. Low impact development, cottage, compact single-family, attached, 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, vegetation, and other natural features. Building and site design should be compatible with the existing single-family character of the neighborhood.

***New policy recommended by the Single-Family Design Focus Group:***

***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 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**







*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 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 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.

***New: Policy H-14: Promote land uses, mobility improvements, and new infrastructure that support transit-oriented development around the I-405/NE 85<sup>th</sup> 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. 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.***

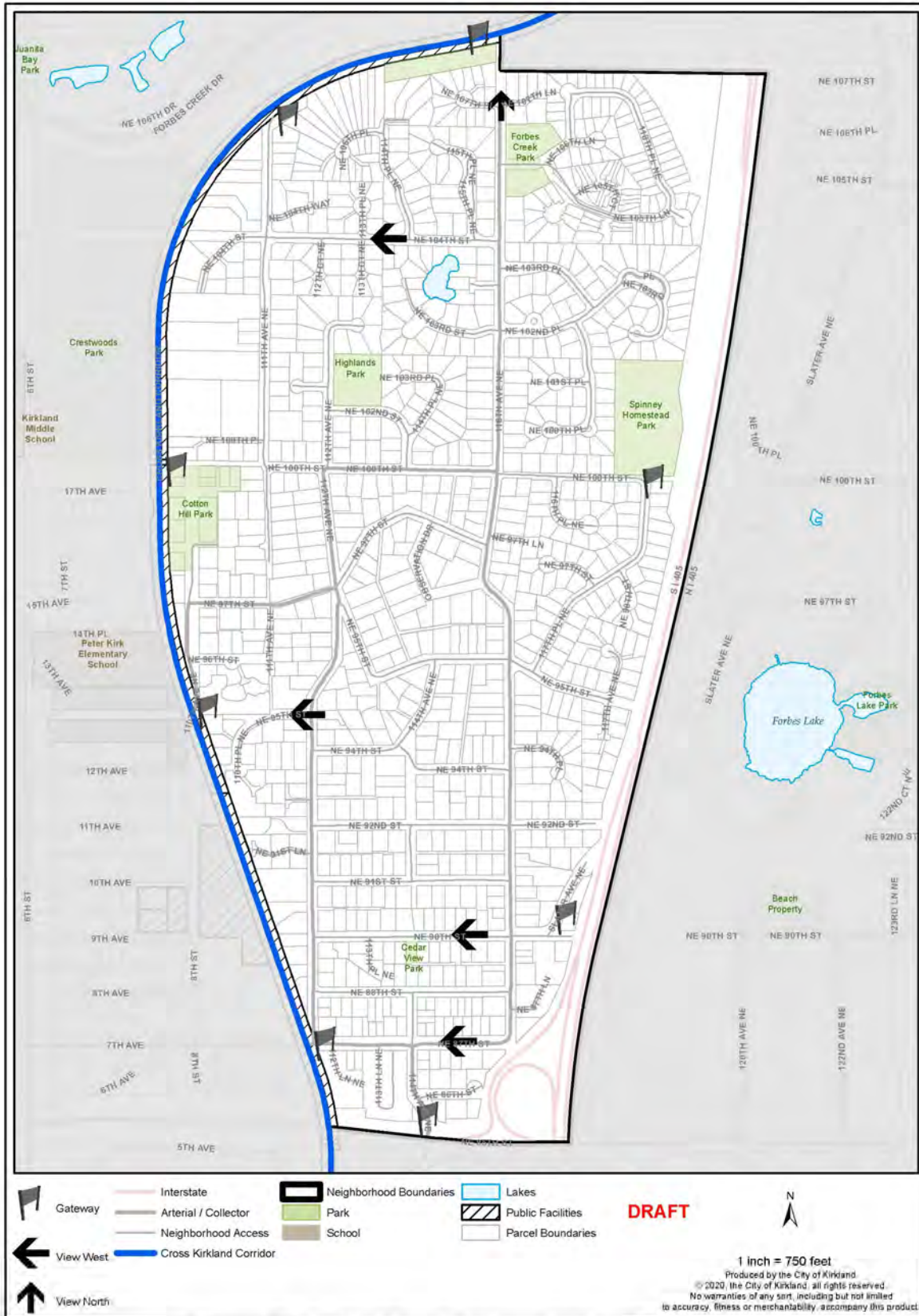
Improvements, such as landscaping, signs, public art, structures, or other features, could be included at neighborhood gateways to provide a sense of neighborhood identity at locations identified in Figure H-8. Two neighborhood association kiosks, located near the entrance points to the neighborhood 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 NE 87th Street between the Cross Kirkland Corridor and 116th Avenue NE.***

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**

# 7. Transportation

## TRANSIT

**New text:** 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 85<sup>th</sup> 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 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

***Staff note:*** this section will be updated when the ATP and Safer Routes to School Plans are updated in mid 2020

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 100<sup>th</sup> Street, 116<sup>th</sup> Avenue, NE 87<sup>th</sup> 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 85<sup>th</sup> 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 95<sup>th</sup> and NE 97<sup>th</sup> Streets are designated school walk routes to Peter Kirk Elementary. Sidewalks exist on the north side of NE 95<sup>th</sup> between 112<sup>th</sup> Avenue NE and 116<sup>th</sup> Avenue NE and on the south side of NE 97<sup>th</sup> Street between 110<sup>th</sup> Avenue NE and 112<sup>th</sup> Avenue NE. Sidewalk is needed on NE 97<sup>th</sup> 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 the North Rose Hill neighborhood.*

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 residents.

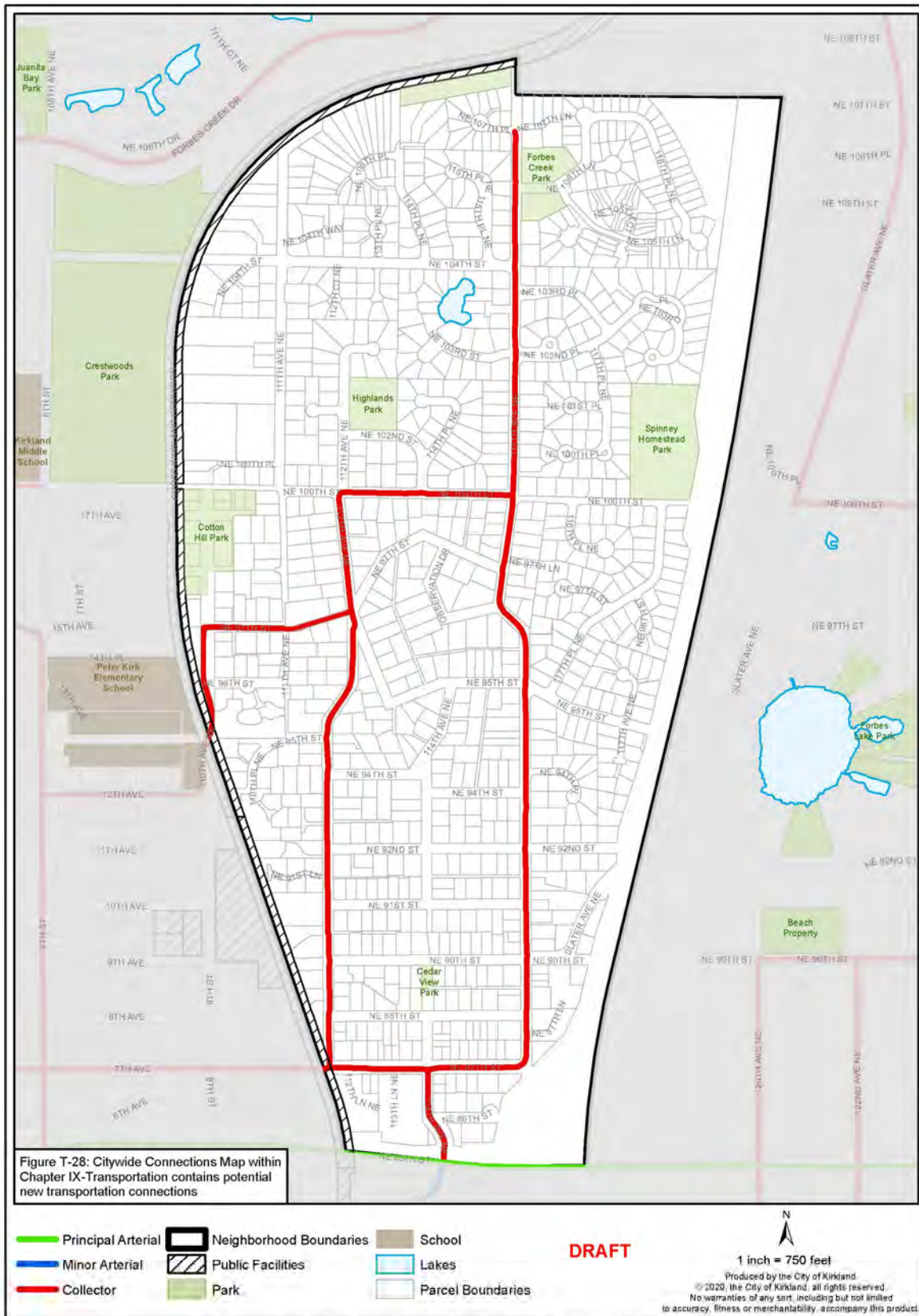
***New policy (was in text): Policy H-24: Support development of the Cross Kirkland Corridor as a pedestrian and bicycle corridor.***

*Revised Text to reflect Planning Commission Comments on February 27, 2020.* The Cross Kirkland Corridor Master Plan and Transportation Element of the Comprehensive Plan describes how the Corridor should be developed as a multi-use 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. ~~However, many neighborhood residents do not support development of the Corridor for transit.~~ 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.

***Updated text describing pedestrian/bike connection locations consistent with CKC Master Plan:***

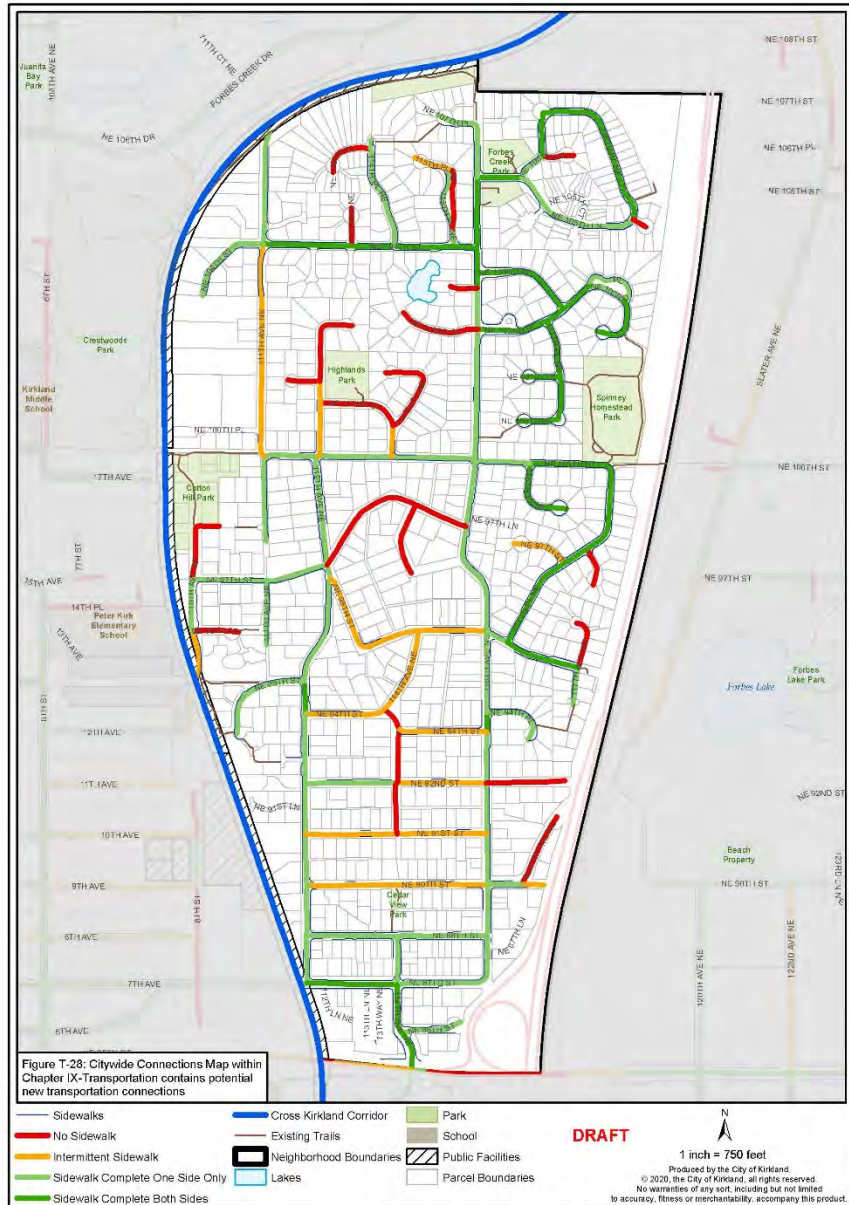
With development, redevelopment or platting, public pedestrian and bicycle access easements should be provided for properties adjacent to the CKC consistent with the CKC Master Plan and the Parks, Recreation and Open Space (PROS) Plan near the following locations:

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

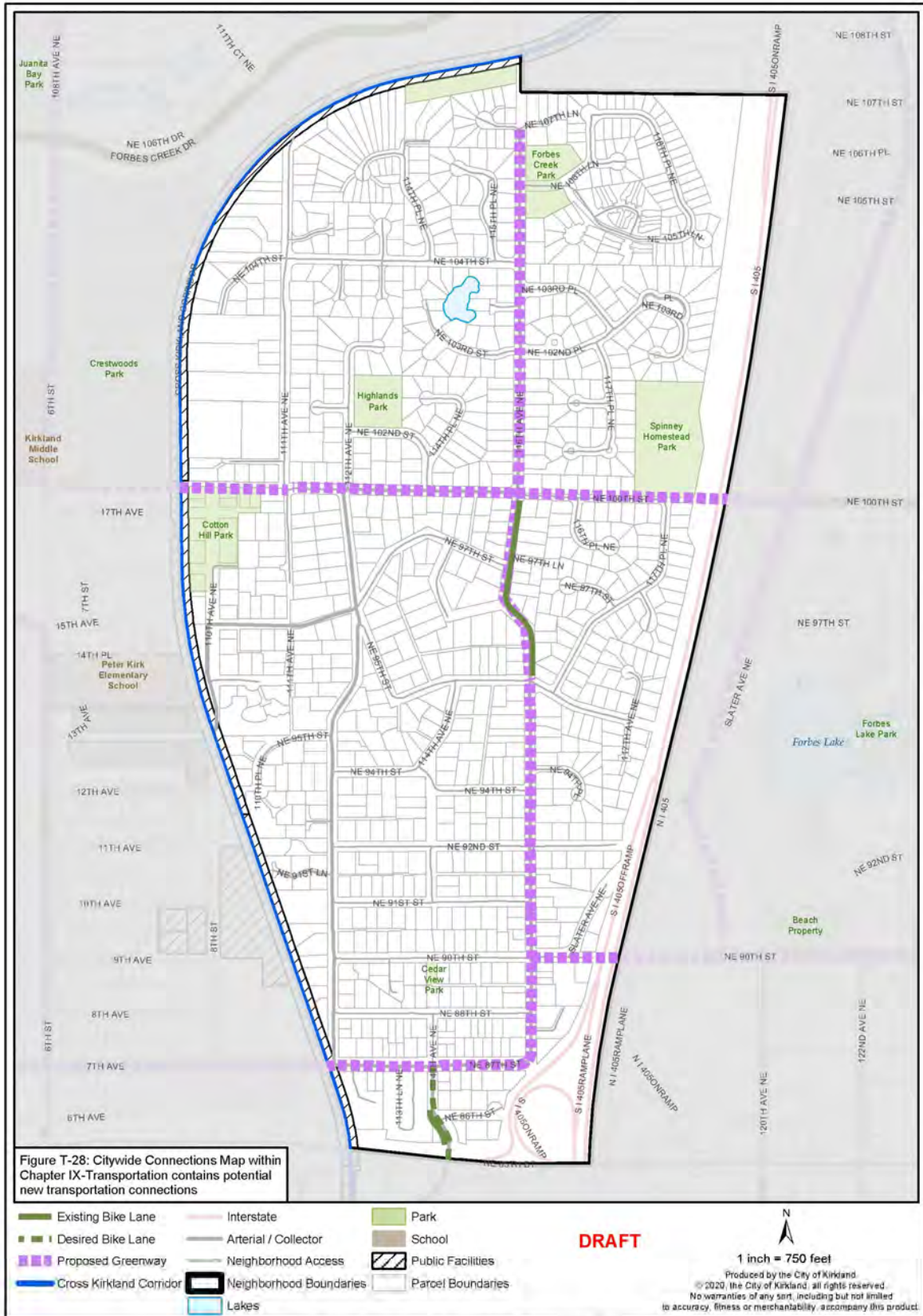


**Figure H-4: Highlands Street Classifications**





**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. 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.

Re: Draft of the Market, Norkirk, Highlands Neighborhood Plans for the August 27 Public Hearing  
To the Planning Commission Members and Janice Coogan

First of all, thank you for all your work on these plans! It has been a difficult time to keep people engaged.

I am a longtime member of the Norkirk Neighborhood Association and participated on the Norkirk Working Group and the Single Family Design Focus Group in 2019. I am speaking primarily for myself, but with a strong background of neighborhood involvement in Norkirk.

#### Market Corridor Plan –

- **(P. 66) “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.”**
- Good to see consideration of the heights, especially on the eastside of Market that is adjacent to SF homes, many with cherished views. **I am concerned, however, about the additional height that may still be allowed.** That can easily be taken advantage of by developers and they likely will want to do that. Can this be tightened up?  
**Will the neighborhood have any say in this process?**

#### Light Industrial Area and 7<sup>th</sup> Avenue pedestrian/bike improvements –

- Many comments demonstrate the interest in disallowing any further storage facilities in that area. **Please approve, not just discourage, that change in allowed uses.**
- There was also much interest in keeping the LIT primarily for the types of smaller businesses it now mainly serves.
- Also in the LIT area, safer pedestrian/bike access to the CKC was discussed at length, especially relating to 7<sup>th</sup> Avenue. It seemed left in limbo, maybe to be followed up on as part of the Safe Routes to School program.
- **(P.46) New Policy N-23 appears to offer an opportunity to address the ped/bike access to the CKC and the need for safety improvements there.** If this is studied as part of the BRT Station Area Plan, it would be appropriate to improve bike/ped safety on 7<sup>th</sup> Ave., and it may come with funding opportunities.
- One of our Board members would like to know how the BRT will impact the LIT zone? In reading thru the document it does not give details. She continued, “I am assuming that traffic will increase so what is the city planning to offset this impact?”
- The Norkirk Neighborhood Association would like to be included in any study and potential changes included with Policy N-23.

#### Urban Design –

- **(P.47) New Policy N-29:** How do we give this teeth?

**Pedestrian/bicycle Circulation –**

- The Market Neighborhood Plan has a section under Transportation on P. 31 about sidewalks that I would like to suggest be added to the Norkirk plan as well. This was discussed and supported during our neighborhood process. I am referencing the **3 NEW items on P. 31** that describe and suggest that some streets may not be of sufficient width to have sidewalks installed on both sides and might be appropriate for a sidewalk on only one side.

**One final thought –**

- **(P. 54) Policy #N-33:** One of the streets suggested for prioritization is 4<sup>th</sup> St. The Neighborhood chose 5<sup>th</sup> Street for prioritization for completing sidewalks on the east side as part of the NSP program making it the Safe Walk to School route. Maybe this should be looked at instead of 4<sup>th</sup>. Sorry to throw this at you so late!

**Thanks again for the good work!**

Janet Pruitt,

1623 2<sup>nd</sup> St.

**From:** [Gregory Roeben](#)  
**To:** [Planning Commissioners](#); [Janice Coogan](#)  
**Cc:** [susanraunig@hotmail.com](mailto:susanraunig@hotmail.com)  
**Subject:** PLEASE CONFIRM RECEIPT: CAM19-00112 Comments and Concerns  
**Date:** Wednesday, August 26, 2020 3:17:43 PM

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RE: CAM19-00112

Dear Ms. Coogan:

It is our understanding that the City of Kirkland (CoK) Planning Commission will meet on Thursday, 27 August 2020, to discuss the draft plans for the Market, Norkirk, and Highlands neighborhoods. Per the e-mail notice dated 7 August 2020, we will also submit this correspondence directly to the CoK Planning Commission via e-mail.

As 20-year Norkirk residents and owners of two properties (1628 and 1634 2nd Street), we understand and appreciate the issues regarding new construction as outlined in the Norkirk Neighborhood Plan Draft #2 as well as in the Report of the Single Family Focus Group (November 2019), or SFFG Report.

However, we have profound concerns regarding the proposed mitigations contained within the SFFG Report. Moreover, many of the statements and photographs utilized to support these proposals call for scrutiny.

The SFFG was formed “to discuss ways to ensure new construction in predominantly single-family neighborhoods is consistent with the character of the existing housing stock.” Our house at 1634 2<sup>nd</sup> Street is a two-story, 1280 sq. ft. structure built in 1936. The neighboring property is an almost 3500 sq. ft. (including attached garage), three-story cube built in 1987. The next house (with attached garage) is a 3700+ sq. ft., three-story structure built in 2017. The final house in the sequence is a two-story (not counting rooftop deck) 4400+ sq. ft. structure also built in 2017. The latter two structures were built on a short-platted lot. Reading the SFFG Report, it seems as if the proposed mitigations (such as Daylight Plane and/or roof pitch/maximum FAR regulations, requiring additional setbacks on upper stories, mandating increased side-yard setbacks, etc.) are meant to discourage the types of structures neighboring our 1280 sq. ft. 1936 house. But, their existence in 2020 shows that these types of structures already significantly contribute to “the character of the existing housing stock.”

To put it differently, that horse has left the barn. Our “older, smaller housing stock” has been dwarfed by a three-story cube since 1987. In 2006, we purchased 1634 2<sup>nd</sup> Street so that we could maintain our view at our primary residence (1628 2<sup>nd</sup> St) situated behind 1634. We also wanted some yard space for gardening and outdoor recreation. In 2006 or 2020, if we chose to build a new structure at 1634, it could be higher in elevation than the cube located slightly downslope from 1634—even if we used an identical floor plan. And ... it would be consistent with “the character of the existing housing stock”.

At least once a month, we receive unsolicited offers from developers who want to purchase our property at 1634 (we have even received unsolicited offers for our 1628 property built in 1986). Sometime in the next few years, the existing structure will be demolished, either because we have sold to a developer or because we will build a new residence on our property. The proposed mitigation strategies contained in the SFFG Report do not account for

features such as a green roof—ecologically responsible but difficult to establish and maintain on a mandated pitched roof. Nor does the SFFG Report make accommodations for cantilevered structures or other strategies for building a “top-heavy” house intended to maximize the preservation of outdoor space. And on a lot with a view, a reverse floor plan is a desirable feature and should not be excluded from consideration due to upper floor setback requirements.

To reference the bottom of the “Staff Comments” column on Page 2 and to summarize our concerns—any CoK Planning Code changes to existing code that significantly and materially impact our ability to sell for maximum financial gain or to modify our property in a manner long-established within the Norkirk neighborhood will be considered a regulatory taking. We reserve the possibility of pursuing legal remedies. Simply put—If we want to build a three-story cube next to a 33-year-old three-story cube, we should have the option of building a three-story cube.

The CoK Planning Commission plans to meet on 27 August 2020 to discuss proposed changes. Any proposals will be informed by the SFFG Report and the Norkirk Neighborhood Plan Draft #2. Regarding the latter report, please reference the photo on Page 10. Three residential structures are in the photo—from left to right a single-story older house (presumably an example of the “older housing stock” that some wish to preserve) and two newer two-story houses. The yard of the older house is shaded by elements of the second house. “Elements” is used with intention, because it is evident that the photo was taken early in the day and much of the shadow is caused by the landscaping and fencing in front of the middle structure. If one were to visit the site at midday, such as 12:13 PM on 18 August 2020, one would observe that there is minimal shadowing of the older structure by the middle structure. A large shadow falls on the driveway of the older structure from a large tree situated in the front yard of the middle house, and minimal shading results from a privacy fence built between the two residences. In fact, any shading of the older house (regardless of time or season) would primarily be a result of the carport attached to the south wall of the older house—a carport which extends to within one foot of the property line between the two residences.

From the accompanying text, it is unclear why the photo of these three residences was included in the Norkirk Neighborhood Draft Report #2. However, the SFFG Report provides multiple photos (of residences) intended to support the adoption of Daylight Plane regulations. Let us examine those photos.

The pages of Attachment 1 of the SFFG Report are not numbered. The first two pages are photos, each photo captures three residential structures. From left-to-right, the first photo shows two flat-roofed structures built in 2017 & 2016 and a pitched roof structure built in 1988. The computer-generated graphics are meant to draw attention to how the different types of roofs impact the daylight windows. First, the photo has been cropped so that the structures and street appear to be on level ground when in fact there is a noticeable uphill slope from left-to-right. Second, the photo was taken late in the day as evidenced by the shadows of the garbage cans and the solar flare from the camera lens. These two factors serve to distort the perception of the concepts conveyed by the computer-generated graphics. Moreover, these structures are oriented in an east-to-west fashion; the daylight windows are most impacted by southern exposure except early or late in the day. If anything, one could argue that the middle structure’s daylight exposure is adversely impacted by the large tree in the backyard of the older structure. In fact, prior to the demolition of the house which provided the land for the



two newer structures, the house on the right was engulfed by foliage from the adjacent lot (per Google Street View Sept. 2014 and earlier). The house on the right receives considerably more sunlight following the construction of the flat-roofed middle structure because of the removal of the overgrown trees.

If one were solely interested in improving daylight windows, one would advocate for restricting the height of trees and other vegetation within property line setbacks.

The next block down and across the street brings us to the photo on page 2 (unnumbered) of Attachment 1. From left-to-right, a two-story pitched roof structure and two newer flat-roofed structures. Again, the photo was taken late in the day as evidenced by the garbage cans' shadows. And as in the photo described above, the promoted concept with added graphics is shot face-on while the disliked flat-roof daylight window is shown at an angle—as a result, the first leads to a perception of openness while the latter is perceived as restricted.

In reality, the space between the structure on the left and the middle structure vs. that structure and the one on the right IS more open—because the structure on the left is setback from the side property line much more than the two newer structures. Thus, the space between the first two structures is approximately 50% greater than the space between the flat-roofed structures. But that space is in no way influenced by the shape of the respective roofs.

In addition to the issues already discussed, the SFFG is also concerned about fences. Page 9 includes a photo of two residences and their respective fences. There are a lot of issues at play here, especially with respect to the corner lot. We are intimately familiar with the issues relating to fences, because in 2010 we received a notice from the CoK Planning Department that our newly constructed fence at 1634 did not comply with established codes. In response, we noted that the fence was constructed in a fashion similar to multiple properties in our neighborhood. We further noted that in the area bounded by City Hall on 5<sup>th</sup> Ave, 1<sup>st</sup> St to the west, 3<sup>rd</sup> St to the east, and 18<sup>th</sup> Ave to the north, there were over 20 properties with fences that similarly violated fence regulations—and that any zoning enforcement official could not have left the notice of violation in our door without passing several of these properties with similar violations. When the Planning Department responded that they enforced fence restrictions only when complaints were filed by the public, we found (via a records search) four cases of such complaints—and the Planning Department took no action in all four cases. Then, as related to us by our attorney following his face-to-face meeting with (then) Planning Director Eric Shields: “I told him that “my clients are prepared to take this to King County Superior Court. And I rarely say this—they will prevail.”” Our attorney informed us that Mr. Shields directed the Planning Department official in charge of this complaint to approach the person who filed the complaint and ask them to withdraw the complaint. We do not know if such a discussion transpired or if the complaint was withdrawn. But, our fence still stands as originally built. We have had no further communication with the Planning Department regarding this issue. And based on precedent established prior to 2010, it is difficult to conceive how the CoK Planning Department can enforce fence restrictions such as fence height in required front yards or setbacks from sidewalks (or public rights-of-way) within privately-owned property.

And, the person who filed the complaint sold shortly thereafter. Where an older house stood, as of 2013 two multistory structures (with mildly pitched roofs) have dwarfed the adjacent “older housing stock”—until the day those older homes are torn down and replaced by new construction “consistent with the character of the existing housing stock,” including structures

with sunken attached garages, flat roofs, and no structural setbacks of upper floors.

Susan F. Raunig  
Gregory V. Roeben, M.D.  
1628 2<sup>nd</sup> Street  
1634 2<sup>nd</sup> Street  
Kirkland, WA 98033

## Janice Coogan

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**From:** Jeremy McMahan  
**Sent:** Wednesday, August 19, 2020 4:39 PM  
**To:** Janice Coogan  
**Subject:** FW: Market Neighborhood Plan Comment

**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

**From:** Suzanne Ingrao <suzanne.ingrao@yahoo.com>  
**Sent:** Wednesday, August 19, 2020 3:49 PM  
**To:** Planning Commissioners <planningcommissioners@kirklandwa.gov>  
**Subject:** Market Neighborhood Plan Comment

Hello,

I am a resident and business owner in the Market neighborhood and would like to submit my comments on the proposed Market neighborhood plan that is under consideration. I participated in the outreach groups for the Market neighborhood and attended the city planning commission hearing on this topic.

I am concerned that the plan for the Market neighborhood is contradictory and does not represent the views that were expressed at these hearings or in the focus group by the neighbors. For instance on one hand, the plan states:

*The Market Neighborhood is much beloved by its residents. Their vision for the future is to preserve 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 of, the existing neighborhood character. Matters of shared concern among residents of the Market Neighborhood include preserving the single-family character of residences as Kirkland seeks to accommodate growth and appropriate density increases.*

The statements above reflect what I heard from neighbors and participants of the focus groups. I did also hear some people in favor of allowing ADUs with certain stipulations, however I did not hear any residents express the desire for, "*compact single-family homes, common wall homes (attached), cottage housing, zero lot line, and clustered dwellings*", as written on page 11. I do not know who added this section and I do not think it reflects the views and goals of the Market neighborhood residents. This seems contradictory to the statements made earlier in the same draft, stating the neighbors were intent on preserving the single-family character of the neighborhood.

I want to be sure that the true views of the neighbors are expressed in this document and that they are not skewed by the goals of the city planners.

Suzanne Ingrao  
335 10th Ave West,  
Kirkland

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