

City of Kirkland

Greater Downtown Kirkland Urban Center Plan



Adopted: (DRAFT)



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Table of

Contents

1. Overview	1
2. Vision Statement.....	3
3. Land Use.....	5
4. Urban Design.....	37
5. Environment.....	57
6. Transportation.....	65
7. Housing.....	83
8. Economic Development...	85
9. Public Facilities.....	91

1. OVERVIEW

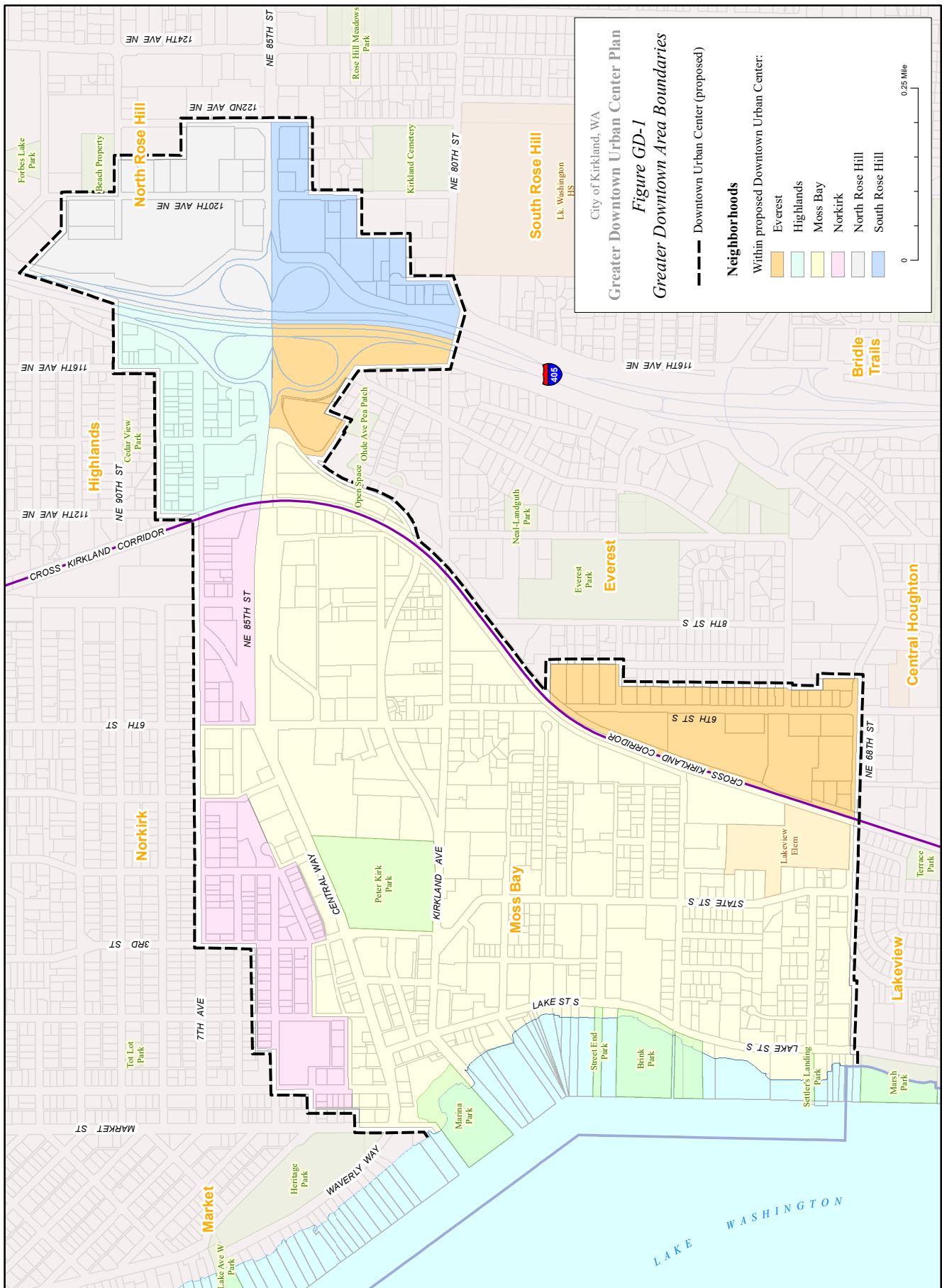
This consolidated plan has been compiled to accompany the City of Kirkland's application to King County and the Puget Sound Regional Council (PSRC) for designation of Greater Downtown Kirkland as an Urban Center. Urban Centers are regionally-designated places that contain a mix of uses and activities, are connected by efficient transportation, and are well-suited to accommodate future growth. Policy LU 5.5 of the City of Kirkland Comprehensive Plan supports the designation of Greater Downtown as an Urban Center.

The purpose of this plan is to provide one document that contains all the policies relevant to the planning of the proposed Greater Downtown Kirkland Urban Center. This plan contains no new policies or goals beyond those in already-adopted City policy documents. The plan primarily comprises the Moss Bay Neighborhood Plan, but integrates additional policies from the Rose Hill, Everest, Highlands, and Norkirk neighborhood plans. This document also contains relevant policies from the City's Comprehensive Plan. This document includes new figures that illustrate the whole area proposed as an urban center. Planning activities within the Greater Downtown Urban Center will continue to be governed by the individual neighborhood plans that comprise this consolidated plan.

Figures titled GD and marked * have been created for this consolidated plan.



View of Kirkland Urban across Peter Kirk Park



2. VISION STATEMENT

Downtown Kirkland provides a strong sense of community identity for all of Kirkland. This identity is derived from Downtown's physical setting along the lakefront, its distinctive topography, and the human scale of existing development. This identity is reinforced in the minds of Kirkland residents by Downtown's historic role as the cultural and civic heart of the community. Downtown Kirkland is also a vibrant, walkable community where many choose to live and work.

Future growth and development of the Downtown must recognize its unique identity, complement ongoing civic activities, clarify Downtown's natural physical setting, enhance the open space network, and add pedestrian amenities. These qualities will be encouraged by attracting economic development that emphasizes diversity and quality within a hometown setting of human scale.¹

NE 85th Street itself continues to serve as a primary transportation link between Kirkland, Redmond, and the reconfigured I-405/NE 85th Street interchange with a Sound Transit station. Modifications to NE 85th Street have improved its ability to be used by pedestrians and transit, while maintaining or slightly increasing its capacity for vehicles. Steps also have been taken to minimize "cutthrough" traffic and other traffic impacts in the residential areas north and south of the business district.

The appearance of the district, as it has evolved, has benefited from a coordinated effort by the City, business owners and property owners to improve the image of the area. As properties redevelop architectural and landscape design standards for new or remodeled retail, commercial and multifamily residential buildings have improved the appearance of the district. These standards require ample landscaping or other techniques to ease the transition between different adjacent land uses. These standards also generally require new commercial or mixed-use buildings to be oriented to the sidewalks (with parking behind or to the side), and promote neighborhood character with coordinated signage and less of a "strip mall" feel.²

¹ Moss Bay Neighborhood Plan

² Rose Hill Neighborhood Plan



3. LAND USE

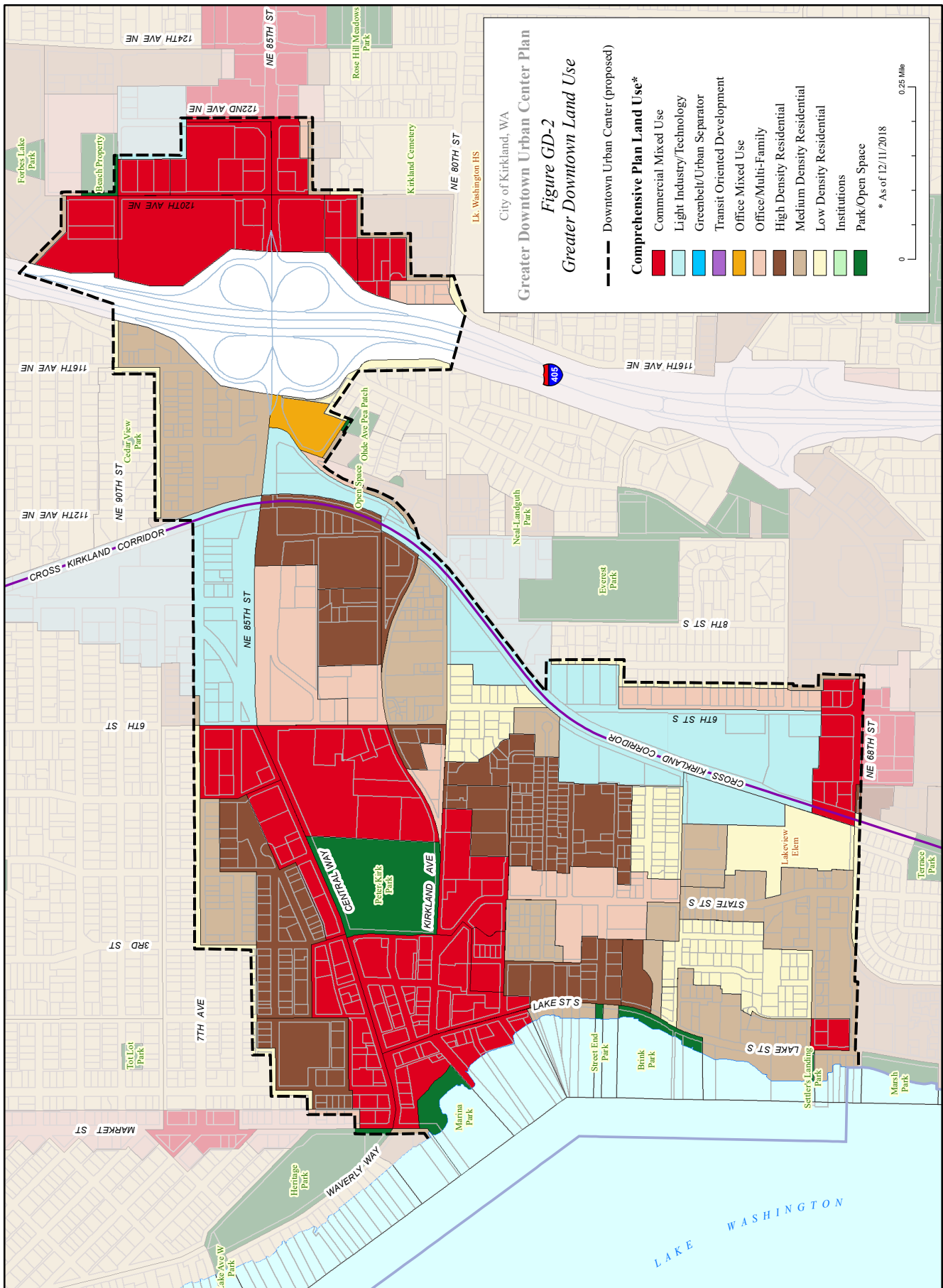
In terms of land use, the Moss Bay Neighborhood is Kirkland's most complex area. Situated on the shores of Lake Washington, the area contains a wide variety of land uses, including Downtown retail businesses, industrial activities, offices, well established single-family areas, large-scale multifamily development, a marina, a baseball facility, a post office, and the Cross Kirkland Corridor

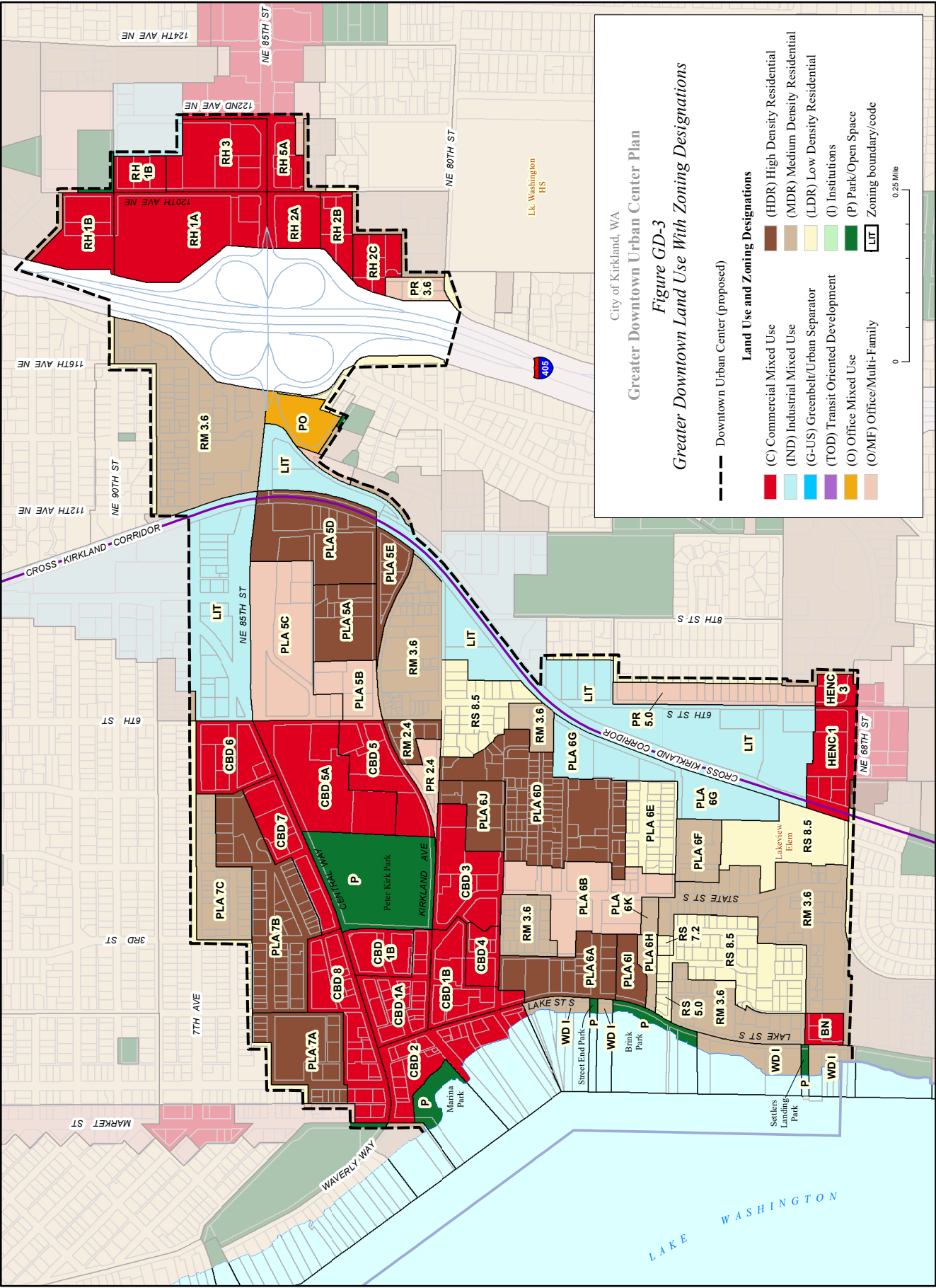
While the neighborhood is dominated by the commercial activities associated with Kirkland's downtown, there are considerable opportunities for residential development. A major policy emphasis for the Moss Bay Neighborhood is to encourage commercial activities in the Downtown, and to expand "close-in" housing opportunities by encouraging medium to high density residential uses in the perimeter of the Downtown (Figure GD-2*). A mix of residential densities exists in the remainder of the Moss Bay Neighborhood, generally stepping down with increased distance from commercial activities.

As discussed in the Land Use Element, based on planned housing and employment projections, the City should evaluate the area in and around Downtown Kirkland for potential designation as an Urban Center.

For properties within the shoreline jurisdiction, the policies in the Shoreline Area chapter and shoreline management regulations in the Kirkland Zoning Code should be observed.¹

¹ Moss Bay Neighborhood Plan





Central Business District¹

Policy MB 5:

A critical mass of retail uses and services is essential to the economic vitality of the Downtown area.

The Downtown area is appropriate for a wide variety of permitted uses. The area's economic vitality and identity as a commercial center will depend upon its ability to establish and retain a critical mass of retail uses and services, primarily located west of 3rd Street. If this objective is not reached, it relegates the Downtown to a weaker and narrower commercial focus (i.e., restaurants and offices only) and lessens the opportunities and reasons for Kirkland residents and employees to frequent the Downtown.



Public Space in Downtown

The enhancement of the area for retail and service businesses will best be served by concentrating such uses in the pedestrian core and shoreline districts and by encouraging a substantial increase in the amount of housing and office floor area either within or adjacent to the core. In implementing this land use concept as a part of Downtown's vision, care must be taken to respect and enhance the existing features, patterns, and opportunities discussed in the following plan sections on urban design, public facilities, and circulation.

Policy MB 6:

Land use districts in the Downtown area are identified in Figure MB-5.

Figure MB-5 identifies five land use districts within the Downtown area. The districts are structured according to natural constraints such as topographical change, the appropriateness of pedestrian and/or automobile-oriented uses within the district, and linkages with nearby residential neighborhoods and other commercial activity centers.

¹ Moss Bay Neighborhood Plan



Core Area²

Policy MB 7:

Pedestrian activity in the core area is to be enhanced.

The core area should be enhanced as the pedestrian heart of Downtown Kirkland. Land uses should be oriented to the pedestrian, both in terms of design and activity type. Appropriate uses include retail, restaurant, office, residential, cultural, and recreational. Restaurants, delicatessens, and specialty retail shops, including fine apparel, gift shops, art galleries, import shops, and the like constitute the use mix and image contemplated in the Vision for Downtown. These uses provide visual interest and stimulate foot traffic and thereby provide opportunities for leisure time strolling along Downtown walkways for Kirkland residents, employees and visitors.

Policy MB 8:

Drive-through facilities and ground-floor offices are prohibited.

The desired pedestrian character and vitality of the core area requires the relatively intensive use of land and continuous compact retail frontage. Therefore, automobile drive-through facilities should be prohibited. Similarly, office uses should not be allowed to locate on the ground level. These uses generally lack visual interest, generate little foot traffic, and diminish prime ground floor opportunities for the retail uses that are crucial to the ambiance and economic success of the core area.

The attractiveness of the core area for pedestrian activity should be maintained and enhanced. Public and private efforts toward beautification of the area should be promoted. Mitigation measures should be undertaken where land uses may threaten the quality of the pedestrian environment.

² Moss Bay Neighborhood Plan

Policy MB 9:

The creation and enhancement of public open spaces is discussed.

Public open spaces are an important component of the pedestrian environment. They provide focal points for outdoor activity, provide refuge from automobiles, and stimulate foot traffic which in turn helps the retail trade. The establishment and use of public spaces should be promoted. Surface parking lots should be eliminated in favor of structured parking. In the interim, their presence should be mitigated with landscaped buffers adjacent to rights-of-way and between properties. Landscaping should also be installed where rear sides of buildings and service areas are exposed to pedestrians.

The City should generally avoid vacating alleys and streets in the core area. The existing network of streets and alleys provides a fine-grained texture to the blocks which allows service access and pedestrian shortcuts. The small blocks also preclude consolidation of properties which might allow larger developments with less pedestrian scale. Vacations may be considered when they will not result in increased building mass and there is a substantial public benefit. Examples of public benefit might include superior pedestrian or vehicular linkages, or superior public open space.

Northwest Core Frame³

Policy MB 10:

Office and office/multifamily mixed-use projects are appropriate in the Northwest Core Frame

The Northwest Core Frame includes the area south of City Hall and north of the core area. This area should develop with office, or office/multifamily mixed-use projects, whose occupants will help to support the commercial establishments contained in the core. Retail and restaurant uses are desirable; provided, that they have primary access from Central Way.

This area presents an excellent opportunity for the development of perimeter parking for the core area and is so shown in the Downtown Master Plan (Figure GD-6*). Developers should be encouraged to include surplus public parking in their projects, or to incorporate private parking “transferred” from projects in the core or funded by the fee-in-lieu or other municipal source. To maintain the pedestrian character of this area, drive-through facilities should be prohibited.

3 Moss Bay Neighborhood Plan

Northeast Core Frame⁴

Policy MB 11:

A broad range of commercial uses should be encouraged in the Northeast Core Frame.

Redevelopment or new development in this area should be encouraged to represent a broad range of commercial uses with an increased emphasis on pedestrian character. Future development should set the bulk of structures back from the street while providing low, one-story retail shops at the edge of the sidewalk. This will present an open, green face to Central Way and, in conjunction with Peter Kirk Park on the south side of the street, create a tree-lined boulevard effect as one approaches the core area from the east.

⁴ Moss Bay Neighborhood Plan

East Core Frame⁵

Policy MB 12:

Development in the East Core Frame should be in large, intensively developed mixed-use projects.

The East Core Frame is located east of Peter Kirk Park, extending from Kirkland Way northerly to 7th Avenue. The area includes the Kirkland Parkplace shopping center as well as several large office buildings and large residential complexes. South of Central Way, the area is largely commercial and provides significant opportunities for redevelopment. Because this area provides the best opportunities in the Downtown for creating a strong employment base, redevelopment for office use should be emphasized. Within the Parkplace Center site, however, retail uses should be a significant component of a mixed-use complex.

Residential use should be allowed as a complementary use.

The north side of Central Way, within the East Core Frame, has been redeveloped to nearly its full potential with high density residential uses

⁵ Moss Bay Neighborhood Plan

South Core Frame⁶

Policy MB 13:

Retail, office, and office/multifamily mixed-use projects are suitable for the South Core Frame.

The South Core Frame immediately abuts the southern boundary of the core area. This area is suitable for retail, office, and office/multifamily mixed-use projects.

Policy MB 14:

Public parking may be provided in the South Core Frame.

The South Core Frame, like the Northwest Core Frame, presents an excellent opportunity for the development of close-in public parking. Developers should be allowed to include surplus public parking in their projects in this area or to accommodate private parking transferred from the core or funded by fee-in-lieu or other municipal source.

The western half of the South Core Frame should develop more intensively than the eastern half of this area, due to its proximity to the Downtown core.



Mixed Use development in South Core Frame

⁶ Moss Bay Neighborhood Plan

Rose Hill Subarea⁷

Over time, the Rose Hill Business District is envisioned to be an attractive, vibrant, transit-oriented mixed use commercial area combining housing, regional and local retailers. Large retailers continue to dominate the western half of the business district. Generally, the land uses are more intensive on the west end of the District (near the Bus Rapid Transit station and freeway) and less intensive (more neighborhood oriented) on the east end. The zoning has maintained the line between single-family residential areas, multifamily residential areas, and adjacent office/retail/commercial areas.

Policy RH 7:

Focus commercial and mixed use development in the following locations:

- In the NE 85th Street corridor, close to existing or planned high capacity transit, utilizing both the new Sound Transit I-405 Bus Rapid Transit Station at the NE 85th Street/ I-405 freeway interchange and future business access and transit (BAT) lanes along NE 85th Street as a catalyst for expanded transit oriented development in the Rose Hill Business District

Policy RH 8:

Provide seamless transitions between commercial districts and lower density areas in Rose Hill, by promoting a hierarchy of commercial uses from larger footprint regional uses, closer to the freeway interchanges, to more local serving neighborhood services near the residential core.

Policy RH 9:

Conduct design review for commercial, multifamily, and mixed-use development to create attractive business districts, consistent with the pedestrian and transit oriented uses envisioned, using applicable design guidelines and design regulations

⁷ Rose Hill Neighborhood Plan

Policy RH 24:

Establish the parameters of future transit-oriented redevelopment in RH 1, 2 and 3 in a Transit Station Area Plan that coordinates land use, transportation, economics and urban design elements in partnership with Sound Transit, King County Metro, and WSDOT. The initial stages of the Transit Station Area Plan should establish the full boundaries of the station area to fully integrate the station with the surrounding land uses.

Policy RH 25:

Until the Transit Station Area Plan is adopted, the regional retail nature of this portion of the District should be preserved in order to provide regional shops and services in addition to generating sales tax revenue that is important to fund necessary City services.

Policy RH 26:

In RH 1A preserve the large regional retailer.

Policy RH 27:

In RH 1B limit new development in recognition of wetland and stream constraints on these properties and observe the applicable critical area regulations.



85th St East of I-405

Policy RH 28:

In RH 2A, B and C, require retail uses (including car dealer), and permit office and/or residential uses. Require retail use to be the predominant ground level use and discourage extensive surface parking lots. Encourage consolidation of properties into a coordinated site design however, discourage large, singular retail or wholesale uses through establishment of a size limitation that, in recognition of convenient access to I-405, may be greater than in the rest of the District.

Other site design considerations include the following:

- Allow a range of building height four to five stories if offices above retail or a maximum of six stories if residential above retail. Additional height may be allowed to encourage a variety of roof forms and roof top amenities. Step back upper stories from NE 85th Street. Three stories on the south of NE 85th ST is appropriate where buildings are adjacent to existing residences.
- Limit the total floor area, separate the buildings and include ample building modulation to create open space within and around the development.

- In order to prevent commercial access to and from 118th Avenue NE, limit vehicular access to NE 85th Street and 120th Avenue NE. Allow office and residential uses and emergency vehicles to access from 118th Avenue NE.
- Encourage underground or structured parking (discourage large ground level parking lots).
- Limit the impacts of new signs to residents across 120th Avenue NE.

Policy RH 29:

In RH 3 require consolidated mixed use transit oriented development with an emphasis on ground level retail and/or pedestrian amenities along street frontages to promote walkability in the neighborhood. Allow a range of building height from four to a maximum of six stories, with increased height on the northern portion of site where the ground elevation is lower. Additional height may be allowed to encourage a variety of roof forms and roof top amenities. Emphasize transit access to the Transit Station at the freeway interchange, and include connections between 120th and 122nd Avenues NE. Limit vehicular access points onto NE 85th Street.

Residential⁸

The Moss Bay Neighborhood contains a wide variety of housing types, including many single-family residences and multifamily units. It is the intent of the Comprehensive Plan to provide a range of housing opportunities, and a continued broad range is planned for the Moss Bay Neighborhood (Figure GD-2*).

Policy MB 36:

Considerations for low-density residential development are discussed.

The various residential densities designated for land in the Moss Bay Neighborhood, and particularly for the areas lying south of Kirkland Avenue, will be compatible if certain concerns are addressed. For example, a low-density designation is appropriate in any area developed predominantly in single-family homes, if the likelihood exists that these structures will be maintained for the lifetime of this Plan. Similarly, an area should remain committed to low-density uses if a higher-density development in the area could not be adequately buffered from single-family houses.



Single family homes in Moss Bay

Policy MB 37:

Considerations for medium- and high-density residential development are discussed.

A medium-density designation is appropriate for areas where sufficient land area is available to separate such development from adjacent single-family uses. In addition, medium-density residential development should not be allowed where it would significantly increase traffic volumes on streets where single-family housing is the predominant land use. Other considerations include the overall compatibility of medium-density development with adjacent single-family uses, with respect to height, setbacks, landscaping, and parking areas. If special precautions are taken to reduce adverse impacts on existing single-family homes, higher densities may be allowed. Within the Moss Bay Neighborhood, land surrounding the Downtown is generally most appropriate for these higher-density developments.



Newly constructed townhomes in Moss Bay

Policy MB 38:

Medium-density residential development permitted in block between Kirkland Avenue and Kirkland Way, along 6th Street South, as well as south and west of Planned Area 6.

The block of land lying east of 6th Street, between Kirkland Way and Kirkland Avenue, is largely developed in a mix of single-family and multifamily uses. Medium-density residential development at a density of 12 dwelling units per acre is appropriate for this area as indicated on the Land Use Map, to serve as a transition between high-density development to the north and low- to medium-density development to the south.

Several small offices have developed near the intersection of Kirkland Avenue and Kirkland Way, west of 6th Street. Multifamily residential development is also permitted in this area as shown on the Land Use Map at a density of 18 dwelling units per acre. This area lies both north and south of land with the potential for high-density residential development.

Land is designated for a density of 12 dwelling units per acre between Planned Area 6D and 6th Street South as shown on the Land Use Map. Here, in-fill housing opportunities exist close to the Downtown. Redevelopment should blend in with small lot single-family development to the west along 3rd Avenue South. To ensure compatibility with the existing single-family character of the area and to provide a transition between the existing single-family development to the north along 6th Street South and the industrial uses to the south, the following standards should apply:

1. Detached units, rather than attached or stacked, should be developed.
2. No vehicular connection should be established between State Street and 5th Place South or 6th Street South from 2nd or 3rd Avenue South.
3. No vehicular connection should be established between 2nd and 3rd Avenue South.
4. Pedestrian connection should be provided in lieu of vehicular connection.

A density of 12 dwelling units per acre is also designated for properties along State Street, south of Planned Area 6 (see Figure GD-3*). This designation is consistent with densities of existing development as well as with densities permitted along State Street to the north and south. Lands on the east side of Lake Washington Boulevard, south of 7th Avenue South and west of the midblock between First and Second Streets South (see Figure GD-3*), are also appropriate for multifamily uses at a density of 12 dwelling units per acre. This designation is consistent with permitted densities to the north and south along Lake Washington Boulevard. An area south of Second Avenue South is designated for a density of 12 units per acre (see Figure GD-3*). This medium density designation will allow the area to transition over time without dramatic impacts to remaining single-family homes. The height of new development should be limited and wider setbacks from single-family homes established to mitigate the transition.

The area situated east of the midblock between First and Second Streets South, west of the midblock between State Street and Second Place South, and south of 7th Avenue South (see Figure GD-3*) contains a well-established enclave of single-family homes. Existing development in this area should be preserved.

Policy MB 39:

Development along the shoreline is discussed.

As specified in the Shoreline Area Chapter of this Plan, new residential structures constructed water-ward of the high water line are not permitted. Density and additional standards governing new multi-family development can be found in the Shoreline Area Chapter of this Plan and in the shoreline management regulations in the Kirkland Zoning Code.



Shoreline Development in Moss Bay

Highlands Multifamily⁹

Policy H-6.3:

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.

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.



⁹ Highlands Neighborhood Plan

Planned Land Use Area 7¹⁰

Policy N-5.1:

Allow a range of residential densities in Planned Area 7.

Planned Area 7 (PLA 7) is a transition zone, between the low density residential core of the neighborhood and the downtown. A slope separates this area from commercial development in the down-town. 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). Medium density is allowed south of 7th Avenue in PLA 7C, while higher densities are allowed in PLA 7A, located between the Market Street commercial corridor and 2nd Street, and PLA 7B, located south of PLA 7C, between 2nd Street and the CBD. Future development throughout PLA 7 should be compatible with the scale of structures in adjacent single-family zones

- PLA 7A – High density residential development up to 18 dwelling units per acre is allowed. Much of this area is owned or developed with Kirkland City facilities, including City Hall, and to a lesser extent, it is developed with medium and high density residential uses.
- PLA 7B – High density residential development up to 24 dwelling units per acre is allowed. Most of this area is developed with high and medium density residential uses. Office use is also appropriate for the lot located at the southwest corner of 4th Street and 4th Avenue.
- PLA 7C – Medium density development up to 12 dwelling units per acre is allowed. Much of this area is developed with medium and some high density residential uses, making future low density residential development less appropriate. Here, high density development is not appropriate due to the adjacency of a single-family residential area north of 7th Avenue and west of 3rd Street.

¹⁰ Policies taken from the Highlands Neighborhood Plan

Commercial and Mixed Use¹¹

Economic activities in the Moss Bay Neighborhood occur primarily in the Downtown area, and in Planned Areas 5 and 6. The boundaries of these three major activity areas are shown in Figure GD-3*.

Policy MB 40:

Economic activities in Planned Area 5 are discussed.

While Planned Area 5 has been developed largely in multifamily uses, several offices – including the United States Post Office – serving the Greater Kirkland area are located in this planned area. Land use in Planned Area 5 is discussed in greater detail in the Residential section of this chapter.



Post Office located in PLA 5

Policy MB 41:

Limited economic activities presently exist in State Street area.

Although the character of Planned Area 6 is predominantly residential, several economic activities are presently located in the area. Small offices and some commercial uses exist along Lake Street South and along State Street, and industrial development has occurred near the Cross Kirkland Corridor. The Residential Section of this chapter contains a more in-depth discussion of land use in Planned Area 6.

Policy MB 42:

Land on the east side of Lake Street South is generally not suitable for commercial development.

Most of the land on the east side of Lake Street South appears to be unsuitable for commercial use because of steep slope conditions, as well as problems concerning vehicular ingress and egress. The southeast quadrant of the 10th Avenue South and Lake Street intersection, however, is developed with a market which serves as a convenience to the surrounding residences. Limited commercial use of this location (see Figure GD-3*), therefore, should be allowed to remain.

11 Moss Bay Neighborhood Plan

To mitigate impacts to the adjoining residential area, new development should be subject to the following standards:

1. Commercial uses should be oriented to serving the neighborhood. Uses should not include vehicle service stations, drive-in or drive-through businesses, auto service and sales, or storage facilities.
2. As part of mixed-use development, upper floors should be limited to residential uses rather than office uses and residential should be limited to a density of 48 units per acre.
3. Design review should be used to address scale, context, and pedestrian orientation of new development.

Policy MB 43:

Industrial activities east of the Cross Kirkland Corridor described.

The strip of land located east of the Cross Kirkland Corridor, south of Central Way and west of Kirkland Way, contains an existing office and light industrial use. While the area's proximity to I-405 and NE 85th Street makes it attractive for commercial development, the area is also near residential uses, and should be subject to greater restrictions than other industrial areas. Buildings should be well screened by a landscaped buffer, and loading and outdoor storage areas should be located away from residential areas. Development along the Cross Kirkland Corridor should include an attractive orientation to the Corridor in terms of well modulated buildings and avoidance of blank walls. Finally, it is noted in the Everest Neighborhood Plan that there is a major territorial view at the intersection of NE 85th Street and Kirkland Way. This view of Lake Washington, Seattle, the Olympic Mountains and Downtown Kirkland falls over property in this area.

Planned Land Use Area 5¹²

Policy MB 44:

High-density residential and office uses permitted in Planned Area 5.

The eastern portion of the Moss Bay Neighborhood has been designated as Planned Area 5. Due to topographic conditions and circulation patterns, land in Planned Area 5 is relatively secluded. The area has been designated for high-density residential and office uses because of the ability to buffer such high-density development from other uses in the area. The area is developed primarily in high-density residential development while limited office uses exist in the northwestern portion of the area. This planned area is divided into five subareas, based on the unique conditions for development within each area.

Policy MB 45:

Central A Subarea

The Central A subarea of PLA 5 should be permitted to develop with high-density residential uses (up to 24 dwellings/acre).

Policy MB 46:

West B Subarea

The southern portion of Subarea B is adjacent to 6th Street and the entire subarea is south of 4th Avenue. Subarea B is heavily impacted by traffic, as well as existing and future commercial uses and offices to the west. The noise and traffic make this area inappropriate for single-family use, while its ease of access and proximity to the Downtown makes it appropriate for both offices and multifamily uses at a density of up to 24 dwelling units per acre. New development in this subarea should minimize access points directly onto 6th Street. Access for offices, however, should be provided exclusively from 6th Street or 4th Avenue and precluded from Kirkland Way. Structures should be limited to three stories in height.



Multi Family Development in PLA 5

¹² Moss Bay Neighborhood Plan

Policy MB 47:*North C Subarea*

Subarea C, located north of Subareas B and A, and north and west of Subarea D, contains office development and the U.S. Post Office facility serving Greater Kirkland. Remaining land should develop as professional office or multifamily residential with no designated density limit. Structures up to five or six stories in height are appropriate in the area north of Subareas B and A for developments containing at least one acre. The adjacent steep hillside limits potential view obstruction from tall buildings. At the same time, taller than normal structures could themselves take advantage of views to the west while maintaining greater open area on site and enhancing the greenbelt spine. Structures up to four stories in height are appropriate in the eastern portion near Subarea 5D for developments containing at least one acre, if additional building setbacks are provided from residential development to the east in Subarea 5D.

Policy MB 48:*East D Subarea*

The easternmost third of PLA 5 is identified as Subarea D. This area has developed in high-density multifamily uses. Any future development should be multifamily residential at a density of up to 24 dwelling units per acre.

Policy MB 49:*South E Subarea*

The most southerly subarea is the smallest and is somewhat isolated from the other subareas. Lying between 2nd Avenue and Kirkland Way, this area could develop with high-density multifamily residential (up to 24 units per acre). Due to sight distance problems on Kirkland Way, access to and from this area should be restricted to 2nd Avenue.

Planned Land Use Area 6 ¹³

Policy MB 50:

Concept of “Subareas” discussed.

The bulk of the land south of Kirkland Avenue is contained in Planned Area 6 (Figure GD-3*). Within this planned area, land is divided into a number of subareas, based on unique conditions including use conflicts, various parcel ownerships, traffic problems, lack of utilities, and other factors which may influence future development of the land. Due to its location, this planned area also has a special relationship with the Downtown.

Policy MB 51:

Land use in Subarea A discussed.

Land contained in Subarea A lies south of the Downtown area, east of Lake Street, and west of State Street. This land is designated for high-density development due to its nearness to the shops, services, and transportation choices available in the Downtown.

Policy MB 52:

Land use in Subarea B discussed.

The lands along State Street are designated as Subarea B. Much of this land is already developed with office uses making future office development also appropriate. Multifamily development should also be allowed due to its compatibility with offices and adjacent residential uses. Such multifamily development should occur at a density of 12 dwelling units per acre. Standards for future professional office development along State Street are listed. Future professional offices along State Street should locate only north of 7th Avenue South, in order to encourage a compact office corridor.



Cottage style housing

13 Moss Bay Neighborhood Plan

The standards pertaining to office development should be as follows:

1. The hours of operation should be limited if noise or other adverse conditions would impact nearby residential uses.
2. Building massing should be modulated to respond to the visual character of the residential neighborhood.
3. Parking should be visually screened from adjacent residential uses. Driveways are not to be located adjacent to residential uses.
4. Appropriate landscaping should be required to visually integrate office buildings with the residential character of the surrounding area.
5. Free-standing signs should not be allowed.

Policy MB 53:

High-density residential uses to be permitted in Subarea D with improvements to public facilities.

Subarea D is roughly bounded on the west by properties fronting on State Street, on the east by the Cross Kirkland Corridor, on the north by the Downtown, and on the south by the midblock between 6th Avenue and 5th Avenue South (see Figure GD-3*). The subarea is a residential area between a mixture of commercial and residential uses to the west and industrial activities to the east. There are single-family and multifamily units of varied densities intermingled. The area has been long designated for multifamily use and has been going through a period of transition. Subarea D is designated for medium-density residential (up to 12 dwelling units per acre). Because of its close proximity to existing high-density residential development, residential densities up to 24 dwelling units per acre may be appropriate. To support these higher densities, streets and sidewalks will need to be upgraded at the time of development. In addition, multifamily development should be regulated to ensure compatibility with existing single-family homes within and bordering this area.

Policy MB 54:

Natural constraints exist in northeast corner of Subarea D.

Natural constraints including potentially unstable slopes and the presence of Everest Creek may also require the limitation of development potential in the northeast corner of Subarea D, although an increase to higher density may be feasible if these constraints are adequately addressed.

Policy MB 55:

Subarea E to be limited to single-family residential.

Subarea E, located north of 7th Avenue South and south of Subarea D, is developed almost exclusively with detached single-family homes. Although this area is surrounded by higher-density development, it remains viable for single-family development. Consequently, future development should be limited to single-family residential.

Policy MB 56:

Subarea F is appropriate for medium-density (12 dwelling units per acre) residential development.

Subarea F is developed in medium- to high-density residential development. Due to the nearness of this area to single-family units in Subarea E, additional residential development should be at a density no greater than 12 units per acre.

Policy MB 57:

Subarea G to develop in light industrial uses.

Subarea G should be reserved for light industrial and office uses. The presence of the existing industrial and office uses as well as the Cross Kirkland Corridor make a light industrial designation appropriate for this subarea.

Policy MB 58:

Buffering of industrial development in Subarea G from nearby residences is discussed.

While the Cross Kirkland Corridor borders Subarea G to the east, residential developments lie to the west and north. Existing industrial uses are not adequately buffered from adjoining residential uses. Prior to any expansion of industrial development in this area, landscaped buffers and acoustical barriers should be installed where necessary with particular attention to mitigating noise and lighting impacts.

Special precautions should be taken to buffer new light industrial or office uses from adjoining residential uses. Existing light industrial development is not adequately buffered from adjoining residential uses. Therefore, prior to any expansion, landscaped buffers and acoustical barriers should be in-stalled where necessary with particular attention to mitigating noise and lighting impacts.

Policy MB 59:

Traffic from uses in Subarea G should be routed to the east.

Industrial and office traffic should not be permitted on 4th, 5th, 6th, or 7th Avenue South, since it is not compatible with single-family homes in the area. Industrial and office traffic should be routed to the east on 5th Place South. In addition, pedestrian and bicycle enhancements, including sidewalks, curbs, gutters, and crosswalks, should be developed along 7th Avenue South to provide safe access to and from Lakeview Elementary School.

Policy MB 60:

Access concerns for expansion of industrial development along the Cross Kirkland Corridor are discussed.

Fifth Place South, adjacent to the Cross Kirkland Corridor, has been improved from 7th Avenue South to 6th Street South. It was opened in part to alleviate incompatible traffic impacts generated from light industrial uses onto residential uses to the west. Measures should be taken to prevent 7th Avenue South from becoming a through route between State Street and 6th Street South.

Policy MB 61:

Standards for industrial and office activities in Subarea G are listed.

In addition, industrial or office activities in Subarea G must conform with the following standards:

1. The height of structures associated with industrial or office activity should not exceed 25 feet near the perimeter of the development. Taller structures may be permitted if there is additional setback to compensate for the added height and bulk and if mountain views from 6th Street South, 5th Avenue South, and 9th Avenue South are not blocked.
2. Hours of operation should be restricted to normal daytime working hours. Industrial or office activities during evening or weekend hours may be permitted on a case-by-case basis, if they do not disrupt from nearby residential areas.
3. Industrial and office uses should not create excessive noise, glare, light, dust, fumes, and other adverse conditions which disrupt the residential character of the surrounding area.
4. Adequate fencing, landscaping, and/or other visual screening should be required between residential uses and adjacent industrial and office developments and their related parking.
5. New industrial and office uses or tenants should receive all access from the east, on 6th Street South, to mitigate traffic impacts on residential uses along 7th Avenue South.

Policy MB 62:

Land use in Subarea H discussed.

A transition of density, building, and other special design considerations is appropriate where Subarea H adjoins the established single-family enclave lying along 7th Avenue South, 1st Street South, and 2nd Street South. The density of development in this southernmost portion of the subarea should be no greater than nine dwelling units per acre. A higher density (12 units per acre) may be appropriate, provided that such development observes substantial setbacks from the neighboring single-family units. The maintenance of existing vegetation and additional screening in the setback buffer also should be required. In any case, development within 100 feet of 7th Avenue South should be restricted to detached, single-family homes.

Policy MB 63:

Land use in Subarea I discussed.

The property in Subarea I which lies between Subarea H (9 units per acre) and Subarea A (24 units per acre) is appropriate for up to 18 units per acre (see Figure GD-3*). This would represent an intermediate density between the lands to the north and the south.

Policy MB 64:

Special considerations for development in Subareas H and I are discussed.

Due to the steep hillside which rises above Lake Street South, the potential exists for a taller building in Subareas H and I. In such case, the buildings should be designed to step back into the hill and maintain a scale which is both compatible with surrounding buildings, and does not have a massive appearance from Lake Street. Obstruction of views from the east and the preservation of trees should be among the issues considered for development in Subareas H and I. In addition, in order to protect the pocket of single-family homes to the south from excessive traffic impacts, development other than single-family homes in the southern 100 feet of this area should not be allowed to gain from 7th Avenue South.

Policy MB 65:

Special considerations for development in Subarea J discussed.

Subarea J is located east of State Street and north of Second Avenue South. This land is designated for high-density development (up to 24 dwelling units per acre) due to its nearness to the Downtown area and access directly off Kirkland Avenue, an arterial. Within Subarea J, land lying directly south of the intersection of Kirkland Way and Kirkland Avenue may accommodate commercial uses as well as high-density uses. Such commercial development should be limited to the northern half of the site and to access only from Kirkland Avenue.

6th Street Corridor¹⁴

Policy EV 14:

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

The block fronting on 6th Street South (see Figure GD-3*) may develop as either office or multifamily. Multifamily should be medium density (up to nine dwelling units per acre). The easterly extension of such future development should be strictly limited to the midblock line between 6th and 7th Streets South, and access should be restricted to 6th Street South only.



Google Campus along 6th Street

14 Everest Neighborhood Plan

Policy EV 17:

Light industrial and office uses are permitted west of 6th Street South and along the Cross Kirkland Corridor subject to standards.

Light industrial and office uses exist and should continue to be permitted on the west side of 6th Street South and to the northeast along the Cross Kirkland Corridor to Kirkland Avenue (see Figure GD-3*). In this area there is a trend away from light industrial uses to office and other uses. As redevelopment opportunities adjoining the Corridor arise, connections to the trail and innovative uses that may benefit from pedestrian and bicycle trail users should be encouraged. See Land Use Element for Cross Kirkland Corridor Policies. Further development in the industrial zones, however, should be subject to the following standards in order to maintain a relatively small scale of development in keeping with the existing character of the area:

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

Policy EV 18:

Professional office uses permitted east of 6th Street South.

Land along the east side of 6th Street South is suitable for professional office use as a transition to the residential area to the east. Such development should be oriented toward and take access only from 6th Street South. The easterly extension of such development also should be strictly limited to the midblock line between 6th and 7th Streets South.

Policy EV 19:

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

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

Policy EV 20:

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

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

Norkirk Light Industrial¹⁵

Policy N-7.1:

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

South of 7th Avenue, between 6th and 8th Streets, office uses up to three stories are encouraged to serve as a transition between the downtown and the industrial area. Gateway features and landscaping at the intersection of 6th Street and 7th Avenue and 6th Street and Central Way soften the transition into this area.

In the remainder of the area, limited light industrial, warehousing, City services, service commercial uses such as auto or furniture repair, and small offices are appropriate.

Policy N-7.2:

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.



Storage units in Norirk Light Industrial Area

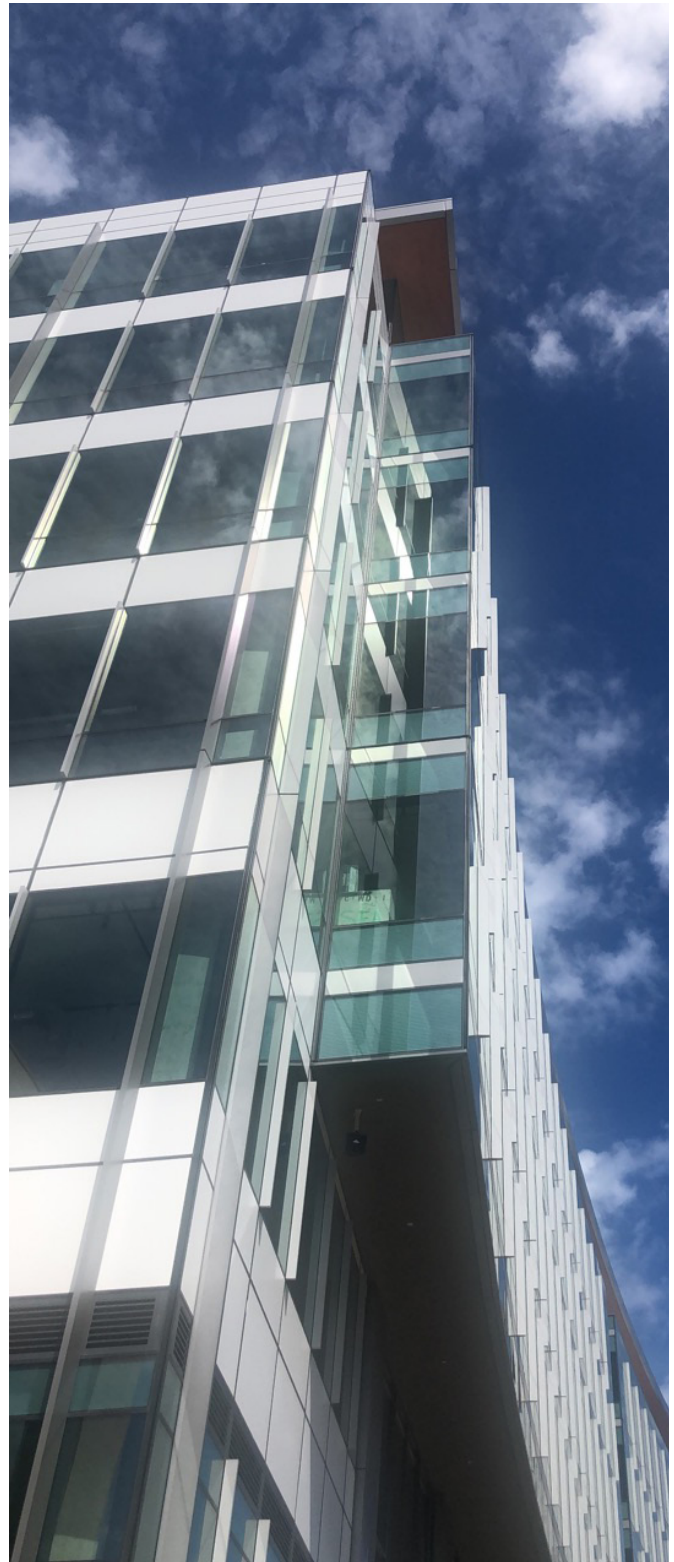
¹⁵ Norkirk Neighborhood Plan

4. URBAN DESIGN¹

The urban design of Downtown Kirkland consists of many disparate elements which, together, define its identity and “sense of place.” This document provides policy guidelines for the design of private development and a master plan for the development of the public framework of streets, pedestrian pathways, public facilities, parks, public buildings, and other public improvements (see Figure GD-6*).

The following discussion is organized into three sections:

- Downtown Design Guidelines and Design Review;
- Building Height and Design Districts; and
- The Image of the City: Urban Design Assets.



Kirkland Urban Development

¹ Moss Bay Neighborhood Plan

Downtown Design Guidelines and Design Review

Policy MB 15:

Mechanics of Design Review are described

The “Design Guidelines for Pedestrian Oriented Business Districts,” which are adopted in Chapter 3.30 of the Kirkland Municipal Code, contains policy guidelines and concepts for private development in Downtown Kirkland. The “Master Plan and Design Guidelines for Kirkland Parkplace” contain guidelines for the master planned development of the Kirkland Parkplace site (Design District 5A). Discretion to deny or condition a design proposal is based on specific Design Guidelines or a master plan adopted by the City Council and administered by the Design Review Board and Planning Department. Design Review enables the City to apply the Guidelines in a consistent, predictable, and effective manner.

The Guidelines are intended to balance the desired diversity of project architecture with the equally desired overall coherence of the Downtown’s visual and historic character. This is to be achieved by injecting into each project’s creative design process a recognition and respect of design principles and methods which incorporate new development into Downtown’s overall pattern.

The Design Review Process enables the City to require new development to implement the Guidelines, and to protect and enhance the area’s urban design assets.

Building Height and Design Districts

Figure MB-7 identifies eight height and design districts within Downtown Kirkland. The boundaries of these districts are determined primarily by the topographical characteristics of the land and the area's proximity to other noncommercial uses.



Mixed Use Development in Downtown

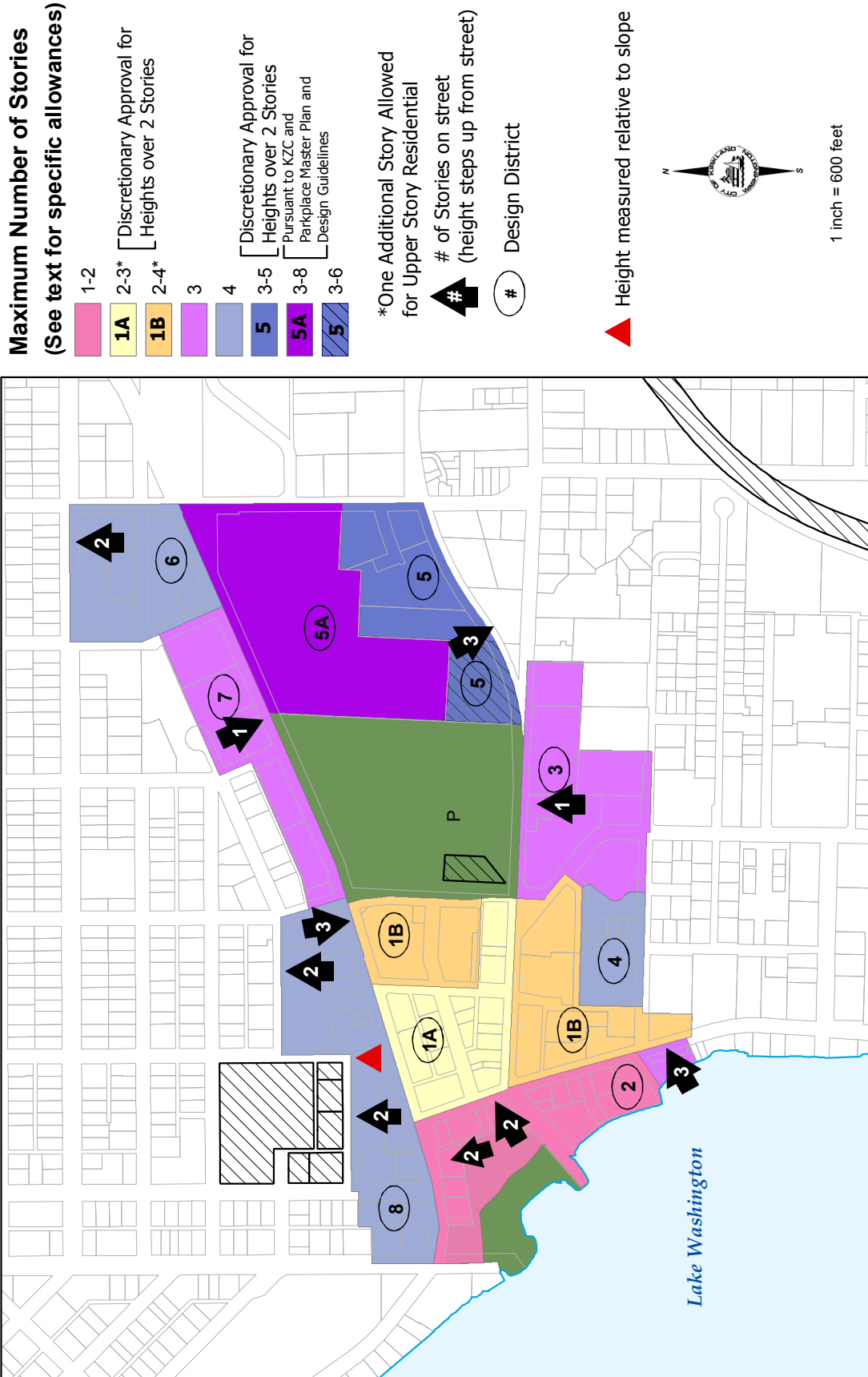


Figure MB-7: Downtown Height and Design Districts

Design District 1

Policy MB 16:

Maximum building height in Design District 1 is between two and five stories, depending on location and use.

This district is bordered by Lake Street, Central Way, 3rd Street, and generally 1st Avenue South. When combined with District 2, this area corresponds to the Core Area as shown in Figure MB-5. The maximum building height in this area should be between two and five stories with no minimum setback from property lines. Stories above the second story should be set back from the street.

Buildings should be limited to two stories along all of Lake Street South to reflect the scale of development in Design District 2. Along Park Lane west of Main Street, Third Street, and along Kirkland Avenue, a maximum height of two stories along street frontages will protect the existing human scale and pedestrian orientation. Buildings up to three stories in height may be appropriate along Central Way to reflect the scale of development in Design District 8 and as an intermediate height where adequately set back from the street. A continuous three-story street wall should be avoided by incorporating vertical and horizontal modulations into the design of buildings.



Park Lane, Located in Design District 1

The portions of Design District 1 designated as 1A in Figure MB-7 should be limited to a maximum height of three stories. As an incentive to encourage residential use of upper floors and to strengthen the retail fabric of the Core Area, a fourth story of height may be allowed. This additional story may be considered by the Design Review Board for projects where at least two of the upper stories are residential, the total height is not more than four feet taller than the height that would result from an office project with two stories of office over ground floor retail, stories above the second story are set back significantly from the street and the building form is stepped back at the third and fourth stories to mitigate the additional building mass, and the project provides superior retail space at the street level. Rooftop appurtenances and related screening should not exceed the total allowed height, and should be integrated into the height and design of any peaked roofs or parapets.

The portions of Design District 1 designated as 1B in Figure MB-7 provide the best opportunities for new development that could contribute to the pedestrian fabric of the Downtown. Much of the existing development in these areas consists of older auto-oriented uses defined by surface parking lots and poor pedestrian orientation. To provide incentive for redevelopment and because these larger sites have more flexibility to accommodate additional height, a mix of two to four stories in height is appropriate. East of Main Street, development should combine modulations in building heights with modulations of facade widths to break large buildings into the appearance of multiple smaller buildings. South of Kirkland Avenue, building forms should step up from the north and west with the tallest portions at the base of the hillside to help moderate the mass of large buildings on top of the bluff. Buildings over two stories in height should generally reduce the building mass above the second story.

As with Design District 1A, an additional story of height may be appropriate in 1B to encourage residential use of the upper floors and to strengthen the retail fabric in the Core Area. This additional story may be considered by the Design Review Board for projects where at least three of the upper stories are residential, the total height is not more than one foot taller than the height that would result from an office project with three stories of office over ground floor retail, stories above the second story are set back significantly from the street and the building form is stepped back at the third, fourth, and fifth stories to mitigate the additional building mass, and the project provides superior retail space at the street level. Rooftop appurtenances and related screening should not exceed the total allowed height, and should be integrated into the height and design of any peaked roofs or parapets.

Design considerations of particular importance in this area are those related to pedestrian scale and orientation. Building design at the street wall should contribute to a lively, attractive, and safe pedestrian streetscape. This should be achieved by the judicious placement of windows, multiple entrances, canopies, awnings, courtyards, arcades, and other pedestrian amenities. Service areas, surface parking, and blank facades should be located away from the street frontage.



Patio seating along sidewalk in Design District 2

Design District 2

Policy MB 17:

One to three stories in building height above Central Way or Lake Street are appropriate in Design District 2, depending on location.

This area is bordered by the shoreline, Central Way, Lake Street, and 3rd Avenue South. This area serves as the link between Downtown and the lake and helps define the traditional pedestrian-oriented retail environment. In addition, the existing low development allows public views of the lake from many vantages around the Downtown and allows evening sun into the Downtown core. To emphasize this link and the traditional role, building heights in this area should remain low. Two stories above the street are appropriate along Central Way and south of Kirkland Avenue. Along Lake Street South between Kirkland Avenue and Central Way, buildings should be limited to one story above the street. Two stories in height may be allowed in this area where the impacts of the additional height are offset by substantial public benefits, such as through-block public pedestrian access or view corridors. Buildings over one story in this area should be reviewed by the Design Review Board for both design and public benefit considerations. These benefits could also be provided with the development of the Lakeshore Plaza project identified in

the Downtown Master Plan (see Figure GD-6*). Building occurring in conjunction with that project or thereafter should be reviewed in relation to the new context to determine whether two stories are appropriate. South of Second Avenue South, buildings up to three stories above Lake Street South are appropriate. Buildings over two stories should be reviewed by the Design Review Board to ensure an effective transition along the street and properties to the south.

As in District 1, pedestrian orientation is an equally important design consideration in District 2. In addition, improvements related to the visual or physical linkage between buildings in this area and the lake to the west should be incorporated in building design. The public parking lot located near Marina Park at the base of Market Street is well suited for a parking structure of several levels, due to its topography. Incentives should be developed to encourage the use of this site for additional public parking.

Design District 3 and 7

Policy MB 18:

Maximum building height is three stories in Design Districts 3 and 7.

These districts are east of 3rd Street, north of Central Way, and south of Peter Kirk Park. Maximum building height should be three stories, with a minimum front yard setback of 20 feet and maximum lot coverage of 80 percent. Lower portions of projects with a pedestrian orientation should be allowed to encroach into the setbacks to stimulate pedestrian activity and links to eastern portions of the Downtown. Street trees and ground cover are appropriate along Kirkland Avenue and Central Way. By keeping structures in this area relatively low-rise and set back from the street, views from upland residences can be preserved and the openness around Peter Kirk Park enhanced. In Design District 3, the restriction of access points to nonresidential streets may be necessary in order to prevent a negative impact of development in this area on the single-family enclave which exists to the south.

Design District 4

Policy MB 19:

Maximum building height to be four stories in Design District 4.

This district is located south of 1st Avenue South, east of 1st Street South. Land in this area is appropriate for developments of four stories in height.

The method for calculating building height should be modified for this area as described in the discussion of height calculation for structures in District 8. The opportunity to take advantage of substantial grade changes with terraced building forms also exists in the western half of District 4.

Vehicular circulation will be an important consideration in project design in this area. The restriction of access points to nonresidential streets in order to prevent a negative impact of development in this area on the single-family enclave which exists to the south may be necessary.

Design District 5

Policy MB 20:

Building heights of two to six stories are appropriate in Design District 5.

This district lies at the east side of Downtown between Design District 5A and Kirkland Way. Maximum building height should be between three and six stories. The existing mix of building heights and arrangement of structures within the district preserves a sense of openness within the district and around the perimeter. Placement, size, and orientation of new structures in this district should be carefully considered to preserve this sense of openness. Buildings over two stories in height should be reviewed by the Design Review Board for consistency with applicable policies and criteria. Within the district, massing should generally be lower toward the perimeter and step up toward the center. Portions of buildings facing Kirkland Way and Peter Kirk Park should be limited to between two and three stories, with taller portions of the building stepped back significantly. Buildings over three stories in height should generally reduce building mass above the third story.

Buildings fronting Peter Kirk Park and the Performance Center should be well modulated, both vertically and horizontally, to ease the transition to this important public space. Buildings should not turn their backs on the park with service access or blank walls. Landscaping and pedestrian linkages should be used to create an effective transition. Design considerations related to vehicular and pedestrian access, landscaping, and open space are particularly important in this area. Within the district, a north-south vehicular access between Central Way and Kirkland Way should be preserved and enhanced with pedestrian improvements.



Kirkland Urban development at former Parkplace Site

Design District 5A

Policy MB 21:

Building heights of three to eight stories are appropriate in Design District 5A.

This district lies at the east side of Downtown between Central Way and Design District 5 and is commonly known as Parkplace. This property is distinguished from the remainder of Design District 5 by the following factors: it is a large parcel under common ownership; it is topographically distinct based on previous excavation to a level that is generally lower than Central Way and abutting properties to the south and east; it has frontage on Central Way; and it contains a mix of uses not found on other office or residential only properties in District 5. Design considerations related to vehicular and pedestrian access, landscaping, and open space are particularly important in this area. Within the district a north-south vehicular access between Central Way and Kirkland Way should be preserved and enhanced with pedestrian improvements.

Redevelopment of this area should be governed by the Kirkland Parkplace Master Plan and Design Guidelines as set forth in the Kirkland Municipal Code. Heights of up to eight stories are appropriate as an incentive to create a network of public open spaces around which is organized a dynamic retail destination. Development under the Master

Plan and Design Guidelines should guide the transformation of this district from an auto-oriented center surrounded by surface parking into a pedestrian-oriented center integrated into the community by placing parking underground; activating the streets with retail uses; and creating generous pedestrian paths, public spaces and gathering places. Pedestrian connections to adjoining streets, Peter Kirk Park, and adjoining developments should be incorporated to facilitate the integration of the district into the neighborhood. Residential development could be designed to integrate into both the office/retail character of the zone and the active urban nature of Peter Kirk Park. Special attention to building design, size, and location should be provided at three key locations: at the intersection of Central Way and Sixth Street to define and enhance this important downtown gateway; along Central Way to respond to the context along the north side of the street; and facing Peter Kirk Park to provide a transition in scale to Downtown's central greenspace.

Because of the intensity of land use in 5A, the design of the buildings and site should incorporate aggressive sustainability measures, including low impact development measures, deconstruction, green buildings, and transportation demand management.

Design District 6

Policy MB 22:

Maximum building heights of two to four stories are appropriate for Design District 6.

Figure GD-8* contains a schematic diagram of design and circulation considerations that should be incorporated in the redevelopment of this district. Development of this district should be relatively intensive and should be physically integrated through pedestrian access routes, design considerations, and intensive landscaping.

Safe, convenient, and attractive pedestrian connections across the district should be provided.

Design considerations related to vehicular and pedestrian access, landscaping, and open space are particularly important in this area. The intersection of 6th Street and Central Way is a prominent gateway to the Downtown. Development in this area should have a positive impact on the image of Kirkland and should be designed to enhance this entry.

The northern portion of this district should be developed in uses that are residential both in function and scale. Access to this portion of the site may be either from 7th Avenue or from one of the adjacent side streets. Some of the significant trees along 7th Avenue should be incorporated into the site design as a means of softening the apparent mass of any new structures and to provide additional elements of continuity facing the single-family residences along 7th Avenue. In addition, building mass should step down toward 7th Avenue and design consideration should be given to the massing and form of single-family homes to the north.



Soho Condos in Design District 6

Design District 8

Policy MB 23:

Building heights of two to four stories are appropriate, depending on location.

This district is located north of Central Way and south of 4th Avenue, between Market Street and 3rd Street. Maximum building height should be three stories abutting Central Way and two stories at 3rd and 4th Avenues. Structures which do not abut either of these streets should be allowed to rise up to four stories.



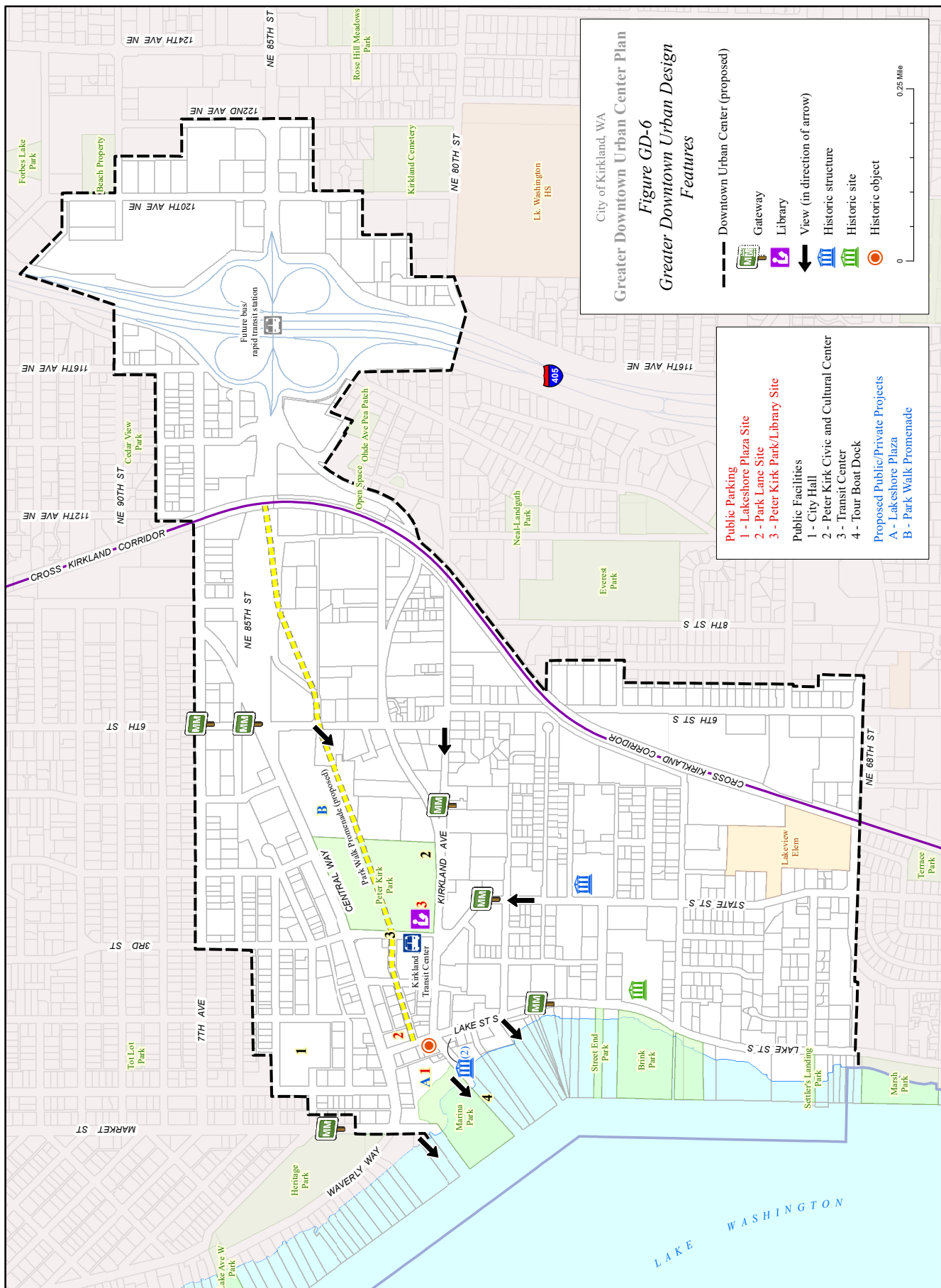
Development on the slope above Central Way

Policy MB 24:

Building height calculation should require terracing of building forms on sloped sites.

Where dramatic elevation changes exist in this district, an innovative method of calculating height is appropriate. In order to encourage the terracing of building forms on the hillside, building height should be calculated relative to the ground elevation above which the individual planes of the structure lie. Additional bulk controls should apply to restrict the height within 100 feet of noncommercial neighborhoods to the same height allowed in the adjacent zone. Heights on the north side should step down to ease the transition to the core area and moderate the mass on top of the hillside.

Vehicular circulation to nonresidential portions of projects within this area should not occur on primarily residential streets. In addition, design elements should be incorporated into developments in this area which provide a transition to the residential area to the north.



Urban Design Assets

Many of Downtown's urban design assets are mapped on the Master Plan (Figure GD-6*) or are discussed explicitly in the text of the Height and Design Districts or the Downtown Design Guidelines. The following text should read as an explanation and amplification of references made in those two parts of the Downtown Plan.

Visual Landmarks

Policy MB 25:

Lake Washington is a major landmark in Downtown Kirkland.

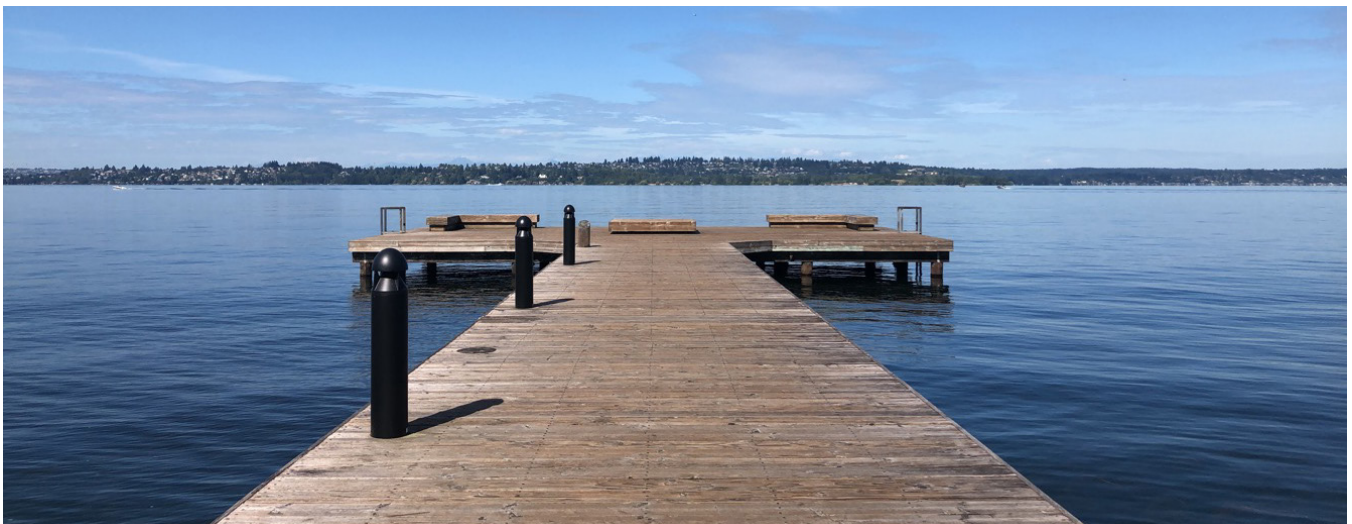
The most vivid landmark in Downtown Kirkland is Lake Washington. The lake provides a sense of openness and orientation and is a prominent feature from two of the three main approaches to the Downtown. Many residents and visitors to Kirkland form their impressions of the community from these important vantage points. The preservation and enhancement of views from the eastern (NE 85th Street) and northern (Market Street) approaches is a high-priority policy objective.

Despite the prominence of these vantage points, the core area is not well oriented to capitalize on its waterfront setting. The existing activity centers of the retail core and the lake are separated by large surface parking lots. The City and property owners around Marina Park should aggressively pursue opportunities to correct this deficiency by structuring the existing surface parking below a public plaza. This open space amenity could redefine the Downtown and become the focal point of the community.

Other outstanding visual landmarks include the large green expanse of Peter Kirk Park, which provides an open space relief to the densely developed Downtown core to the west. The Peter Kirk Park civic and cultural facilities (Library, Municipal Garage, Peter Kirk Pool, Kirkland Performance Center, Peter Kirk Community Center, Teen Union Building) located at the south edge of Peter Kirk Park, as well as the METRO transit center at the western boundary of the park, are also well-known local landmarks.

The City Hall facility provides an important visual and civic landmark on the northern slope above the Downtown. Marina Park and the pavilion structure situated there are also symbolic reference points of community, recreational, and cultural activities.

There are a number of features in and nearby the Downtown area with historic significance which add to its visual character and historic flavor. These landmarks include the historic buildings on Market Street and the old ferry clock on Lake Street at Kirkland Avenue. These structures should be recognized for their community and historic value, and their preservation and enhancement should have a high priority. In contrast to the bland architecture of many of the buildings in the Downtown constructed since the 1940s, some of the older structures help define the character of the Downtown. The City will consider preserving this character through a process of inventorying these structures and adopting historic protection regulations. New regulations could range from protecting the character of designated historic buildings to protecting the actual structure. Some form of preservation would provide continuity between the Downtown vision and its unique past.



View of Lake Washington from David E Brink Park

Public Views

Policy MB 26:

Important Downtown views are from the northern, southern, and eastern gateways.

A number of dramatic views exist in the Downtown and its immediate vicinity due to the hills, the valley, and the sloping land areas which form the bowl-like topography characterizing the City's center. One of the views most often associated with Downtown Kirkland is from NE 85th Street just west of Interstate 405. From this vantage point, the hills north and south of the core area form a frame for a sweeping view of Lake Washington in the distance and the Olympic mountain range beyond.

Another striking view, identified in Figure GD-6*, is from the Market Street entry into Downtown. This approach is met with a view of the lake, Marina Park and its pavilion, and the City's shoreline. This view could be enhanced with redevelopment of the telecommunications site, where the existing massive building substantially diminishes this broad territorial view.

Where the Kirkland Avenue and 2nd Avenue South rights-of-way cross Lake Street and continue to Lake Washington, an unobstructed view of open water is visible to pedestrians and people traveling in vehicles. These views are very valuable in maintaining the visual connection and perception of public accessibility to the lake. These views should be kept free of obstruction.

Gateways

Policy MB 27:

Topographic changes define gateways into the Downtown area.

The gateways into Downtown Kirkland are very clear and convey a distinct sense of entry. Two of the Downtown's three major gateways make use of a change in topography to provide a visual entry into the area.

At the eastern boundary of the Downtown area, Central Way drops toward the lake, and the core area comes clearly into view. This gateway could be enhanced by an entry sign, similar to one located farther up the hill to the east, or some other distinctive structure or landscaping feature.

A second major gateway is the Downtown's northern entrance where Market Street slopes gradually down toward Marina Park. The historic buildings at 7th Avenue begin to form the visual impression of Downtown's character and identity, and the landscaped median adds to the boulevard feeling of this entryway. Some type of sign or other feature could be incorporated into the improvements to Heritage Park.

At the Downtown's southern border, the curve of Lake Street at about 3rd Avenue South provides a very clear gateway into the commercial core. It is at this point that the transition from residential to retail uses is distinctly felt. Here, also, is an opportunity to enhance this sense of entry by creation of literal gateposts, signs, or landscape materials.



View of Downtown and Lake Washington from the Norkirk Neighborhood

Pathways

Policy MB 28:

An extensive network of pedestrian pathways covers the Downtown area.

The size and scale of Downtown Kirkland make walking a convenient and attractive activity. An extensive network of pedestrian pathways covers the Downtown area, linking residential, recreational, and commercial areas. Downtown Kirkland is a pedestrian precinct unlike virtually any other in the region. It is almost European in its scale and quality.

The core of the shopping district, with its compact land uses, is particularly conducive to pedestrian traffic. Both sides of Lake Street, Park Lane, Central Way and Kirkland Avenue are major pedestrian routes. Many residents and visitors also traverse the land west of Lake Street to view and participate in water-oriented activities available there.

The Downtown area's major east/west pedestrian route links the lake with Peter Kirk Park, the Kirkland Parkplace shopping center, the Cross Kirkland Corridor, and areas to the east. For the most part, this route is a visually clear pathway, with diversity and nearby destinations contributing to its appeal to the pedestrian. Enhancement and improved definition of this important east-west pedestrian corridor would help link the Cross Kirkland Corridor with the Downtown and Lake Washington. It would also help integrate Parkplace with the rest of the shopping district. East/west pedestrian routes along Central Way and Kirkland Way should continue to be improved with a strong pedestrian emphasis as new development and street improvements occur.

Minor pedestrian routes link the residential areas north of Central Way and south of Kirkland Avenue. These linkages need to be strengthened in order to accommodate the residential and office populations walking from the Norkirk Neighborhood and core frames, respectively. Additional improvements, such as brick paver crosswalks, pedestrian safety islands, and signalization, are methods to strengthen these north-south linkages.

Policy MB 29:

Enhancement of Downtown pedestrian routes should be a high-priority objective.

Enhancement of the Downtown area's pedestrian routes should be a high-priority policy and design objective. For example, minor architectural features and attractive and informative signs should be used to identify public pathways. Public and private efforts to make pedestrian walkways more interesting, functional, convenient, and safe should be strongly supported. Figure GD-6* highlights a number of projects proposed for this purpose. These projects are discussed in detail elsewhere in this text.



Pedestrian pathway through Peter Kirk Park

5. ENVIRONMENT

Comprehensive Plan¹

The City adopted an updated Surface Water Master Plan in 2014. This plan outlines the priorities and needs for surface water management and related programs, requirements and activities in the City. Implementation of the plan is important for the City in its overall efforts to address stormwater runoff, water quality, flooding and environmental protection.



Bio retention in Park Lane

¹ Environment Chapter of Comprehensive Plan

Policy E-1.15:

Improve management of stormwater runoff from impervious surfaces by employing low impact development practices through City projects, incentive programs, and development standards.

As land is developed, the loss of vegetation, the compaction of soils, and the transformation of land to impervious surface all combine to cause uncontrolled stormwater runoff to degrade streams, wetlands and associated habitat; to increase flooding, and to make many properties wetter. Low impact development practices minimize impervious surfaces, and use vegetated and/or pervious areas to treat and infiltrate stormwater. Such practices can include incentives or standards for landscaped rain gardens, permeable pavement, narrower roads, vegetated rooftops, rain barrels, impervious surface restrictions, downspout disconnection programs, “green” buildings, street edge alternatives and soil management.

Policy E-1.16:

Retrofit existing impervious surfaces for water quality treatment and look for opportunities to provide regional facilities.

New development has limitations on impervious surfaces and requires water quality treatment of stormwater based on adopted stormwater design regulations.

While it is important to regulate new development, the bulk of change in Kirkland’s stormwater infrastructure will occur through redevelopment. Partnering with private properties may be a cost-efficient way to achieve regional water quality treatment, as it is usually far less expensive to build facilities in parking lots rather than beneath public right-of-way which is encumbered by numerous utilities. The City should pursue grant funding, incentive programs, regulations and planning for retrofitting existing impervious areas to improve water quality treatment and further the goals of the Surface Water Master Plan.

Goal E-5:

Target carbon neutrality by 2050 to greatly reduce the impacts of climate change

Policy's relevant to air pollution and greenhouse gasses can be found here

Policy E-5.2:

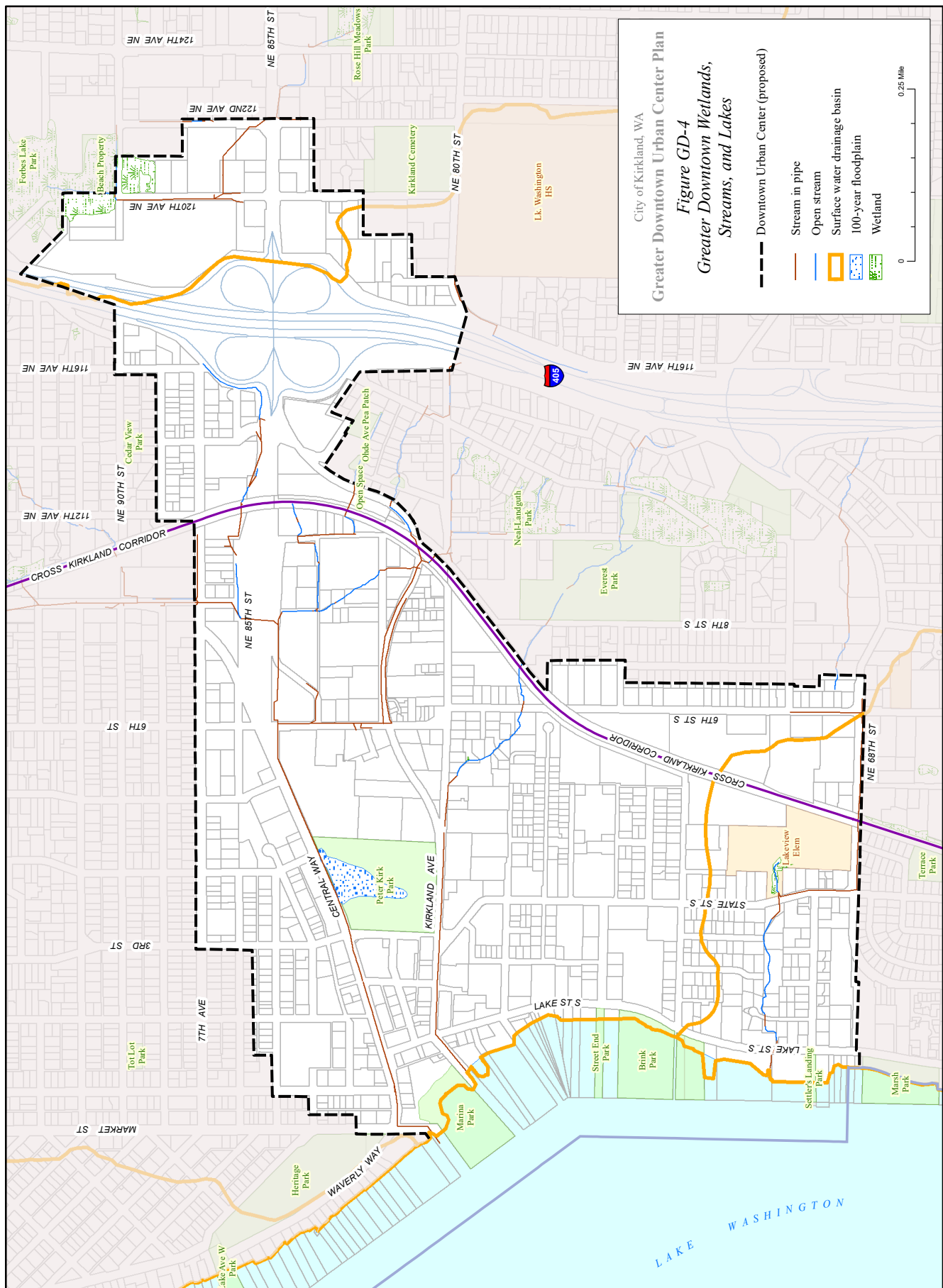
Regularly update the City's Climate Protection Action Plan (CPAP) in order to respond to changing conditions.

Kirkland's CPAP should be revised due to the emission reduction changes required as part of signing the K4C Joint Commitments Letter. In addition, implementation strategies to achieve the CPAP should be monitored, evaluated and revised as necessary on an annual basis.

Policy E-5.3:

Fund and implement the strategies in Kirkland's Climate Protection Action Plan (CPAP).

Kirkland's government operations met its previous 2012 emission reduction targets as defined in the CPAP due to energy efficiency measures and by purchasing renewable "green" power from Puget Sound Energy. Strategies for the community emissions are being developed in 2015. These reductions are a much bigger challenge because they include all sources of GHG emissions of which Kirkland does not have direct control, such as transportation, private business operations and the consumption patterns of citizens



Critical Areas²

Policy MB 2:

The functional integrity of watercourses should be maintained or improved.

Open streams exist within the eastern portion of the Moss Bay Neighborhood (Figure GD-4*). These streams should be maintained or restored, when feasible, in a natural condition and should allow for natural drainage.

Policy MB 3:

Possible drainage problems exist in the eastern portion of Moss Bay Neighborhood.

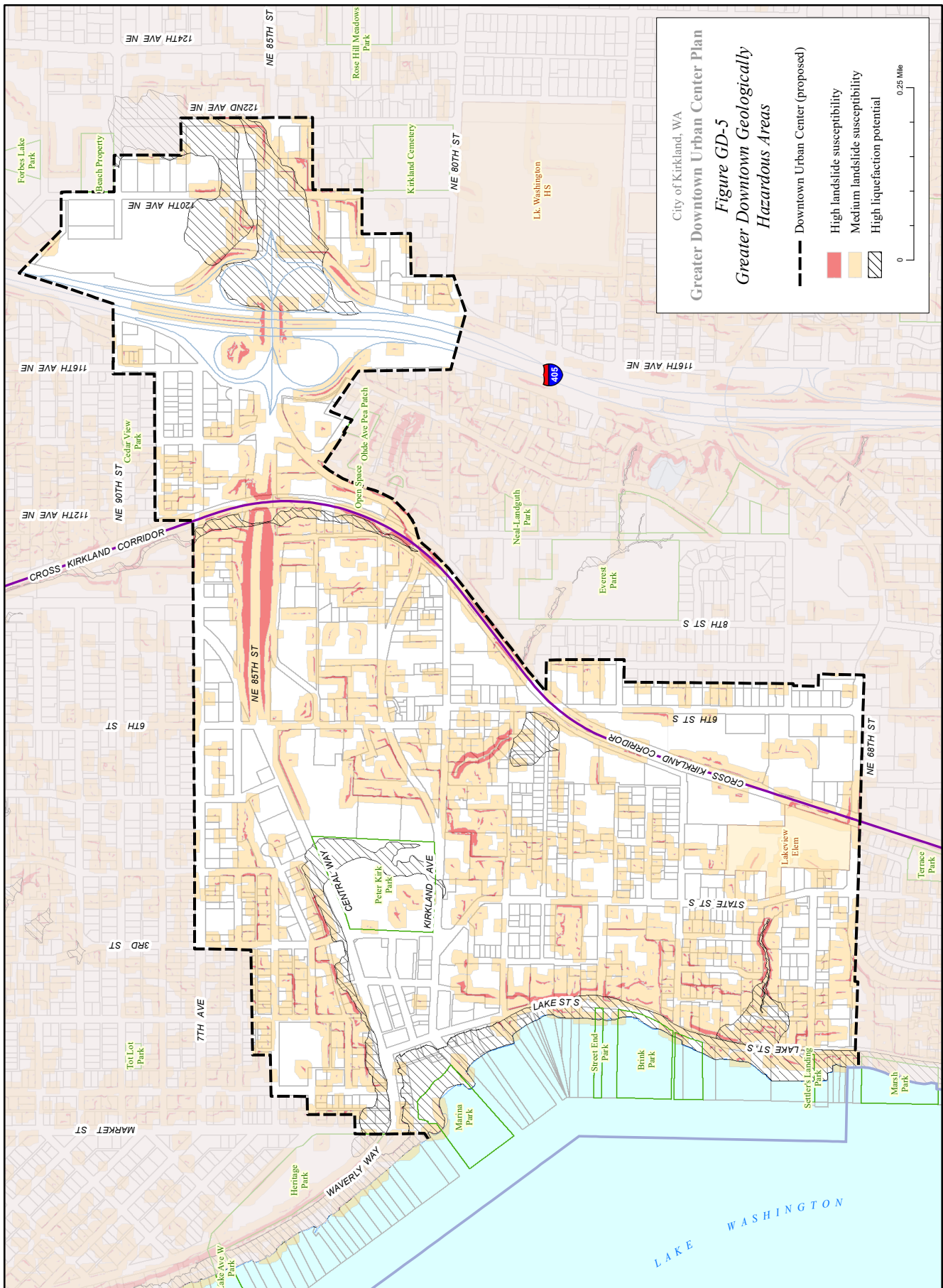
In the eastern portion of the Moss Bay Neighborhood, the water table is at, or very near, the surface. In this area, the topsoil is wet and soggy and there could be drainage problems associated with development. Future proposals for development in this area must take these hydrologic conditions into consideration.

Policy MB 4:

Potentially unstable slopes are discussed. Slope stability analysis should be required, and development should be regulated accordingly.

Potentially unstable slopes exist in portions of the Moss Bay Neighborhood (Figure GD-5*). Due to the possibility of landslides, excessive erosion, or other problems associated with development on slopes, a slope stability analysis should be required prior to development on these potentially unstable slopes. The type, design, and/or density of land use should be restricted where landslide or drainage problems are likely to occur. Existing vegetation in these areas should be preserved to the greatest extent feasible to help stabilize the slope and maintain drainage patterns.

² Moss Bay Neighborhood Plan



Parks and Open Space³

Four major park sites are critical to the Downtown's feeling of openness and greenery. These parks weave a noncommercial leisure time thread into the fabric of the area and provide a valuable amenity, enhancing Downtown's appeal as a destination. Each of the major approaches to the Downtown is met with a park, with Heritage Park enhancing the northern entry, Marina Park enhancing both the northern entry and western entry via Lake Washington, and Peter Kirk Park and Dave Brink Park augmenting the eastern and southern approaches. Physical improvements in and near these parks should strengthen their visual prominence and prevent view obstruction.

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

Policy MB 30:

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

Impacts from projects, such as the tour boat dock at Marina Park and the METRO transit center at Peter Kirk Park, should be minimized. Efforts to provide continuity between these facilities and the parks through the use of consistent walkway materials, landscaping, and other pedestrian amenities will help to reduce the appearance of a separation of uses at these locations.

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

³ Policies taken from the Moss Bay Neighborhood Plan

Policy MB 66:

Marina Park and Peter Kirk Park are to be preserved.

The Moss Bay Neighborhood contains two parks of communitywide and perhaps regional significance. These facilities are Marina Park and Peter Kirk Park. These parks should be maintained not only because of their importance in terms of recreation, but also because of their contribution to open space in the Downtown area. In addition, Lakeview Elementary School helps meet some of the recreational needs of residents in the southern portion of the neighborhood. Street End Park, David Brink Park, and Settlers Landing Park also provide further recreational opportunities as well as a sense of openness along Lake Street South.

Policy MB 67:

Major pedestrian and bicycle pathways considered.

Pedestrian and bicycle pathways are also part of the park and open space system, in addition to providing a transportation function. Major pathways in the Moss Bay Neighborhood should be established according to the designations in Figures GD-8* and GD-9*.



Marina Park

6. TRANSPORTATION

Link to Land Use¹

Policy T-5.1:

Focus on transportation system developments that expand and improve walkable neighborhoods.

The prioritization of transportation improvements should be weighted toward those projects that expand or enhance connections within 10-minute neighborhoods (See Land Use Element of Comprehensive Plan). These could include building missing sidewalks within such neighborhoods or creating new trails that expand high quality walkable neighborhoods. (See Policy T-1.14.)

These areas should serve as transit station areas for local and regional transit service and should include high quality passenger environments. (See Policy T-1.4.)

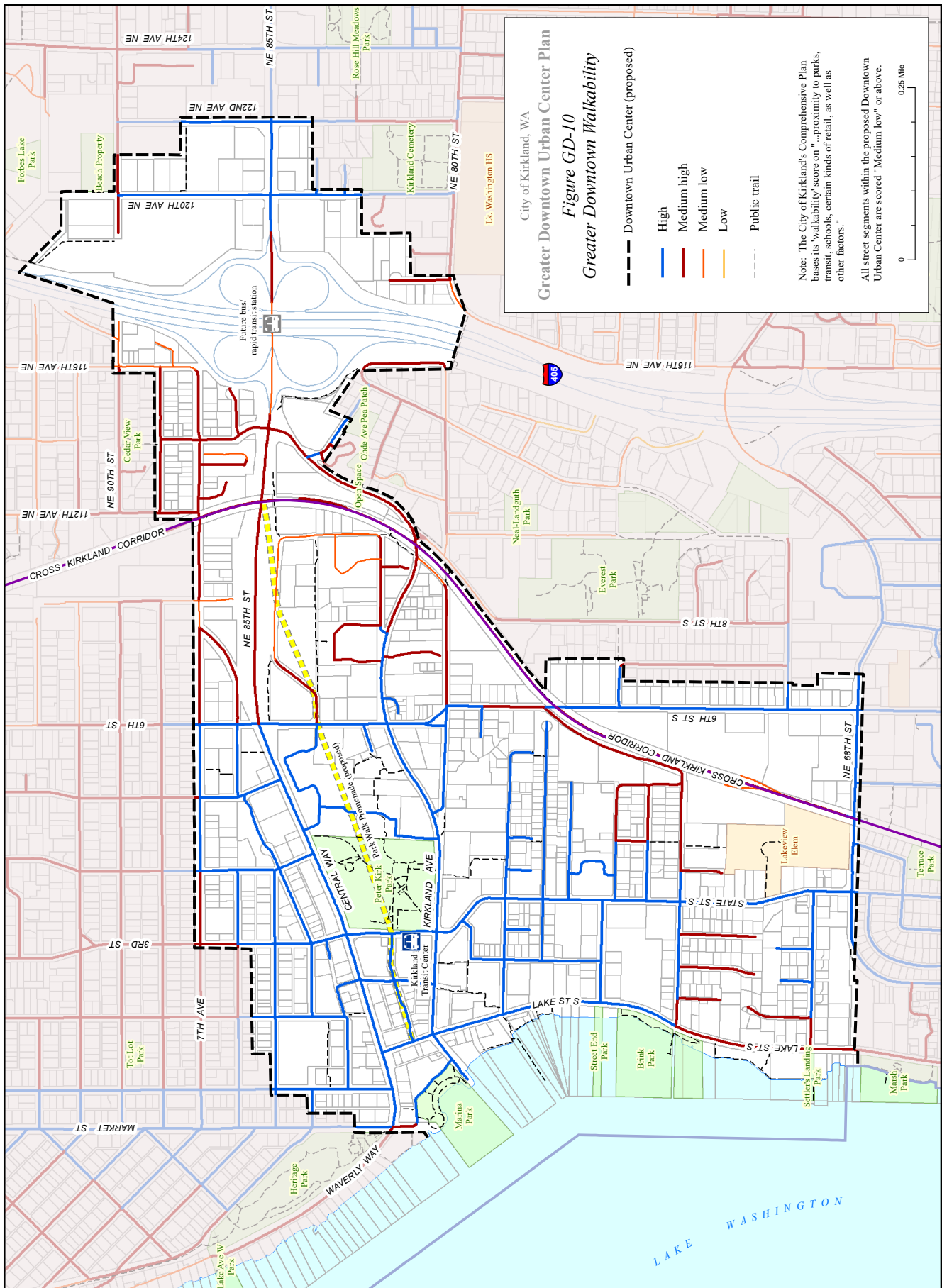
Similarly, bicycling should be easy and comfortable for a wide range of users in and between 10-minute neighborhoods. (See Policy T-2.2, T-2.3.)

Based on the vision for the Comprehensive Plan, street improvements that add vehicle capacity should be designed to facilitate walking, biking and transit as well.



Cross Kirkland Corridor as it crosses NE 68th Street

¹ Transportation Chapter of Comprehensive Plan



Policy T-5.4:

Develop transportation improvements tailored to commercial land use districts such as Totem Lake, Downtown and neighborhood business areas.

Fostering growth in Kirkland will require careful consideration of transportation facilities. This is particularly important in areas where traffic congestion occurs regularly and where increases in growth are planned.

The land use vision must not be lost in a quest to remove traffic congestion. For example, it should not be expected that street or intersection widening will be a primary tool in developing walkable, bikeable, livable neighborhood business areas, because this strategy would contradict the very land use vision it is intended to support. Instead, transportation facilities that allow safe and convenient travel by other modes should be promoted. This is not to suggest that cars will be abandoned, but rather to recognize that over the next 20 years, the City of Kirkland is pursuing a transportation approach consistent with its vision: a path that is different than the one laid out in previous plans.

Totem Lake and Downtown Kirkland should have primary connections to regional transit. Because of the size of the Totem Lake Urban Center it is important to make sure that regional transit effectively serves the entire center (see Policy T-7.1). Transit availability on the Cross Kirkland Corridor and I-405 will be particularly important.

New and reconfigured interchanges with I-405 will improve transportation for all modes and should be pursued (see Policy T-7.3). As discussed in the sections on walking and biking, the existing freeway interchanges are barriers and, in the case of NE 124th Street, severely constrain the ability to move from one side of the Totem Lake Urban Center to the other. The space dedicated to the NE 124th Street interchange is substantial and if the interchange were designed more efficiently, valuable space could be freed up for more productive purposes. While reconstructing interchanges has large benefits, it also has high costs and long time frames.

Pedestrian²

Policy T-1.1:

Improve the safety of walking in Kirkland.

Protecting pedestrians is one of the most important values held by Kirkland's residents and also by the current City Council, City Councils of the past, and, it is safe to assume, City Councils of the future. Therefore this policy is foundational to the planning of the transportation system.

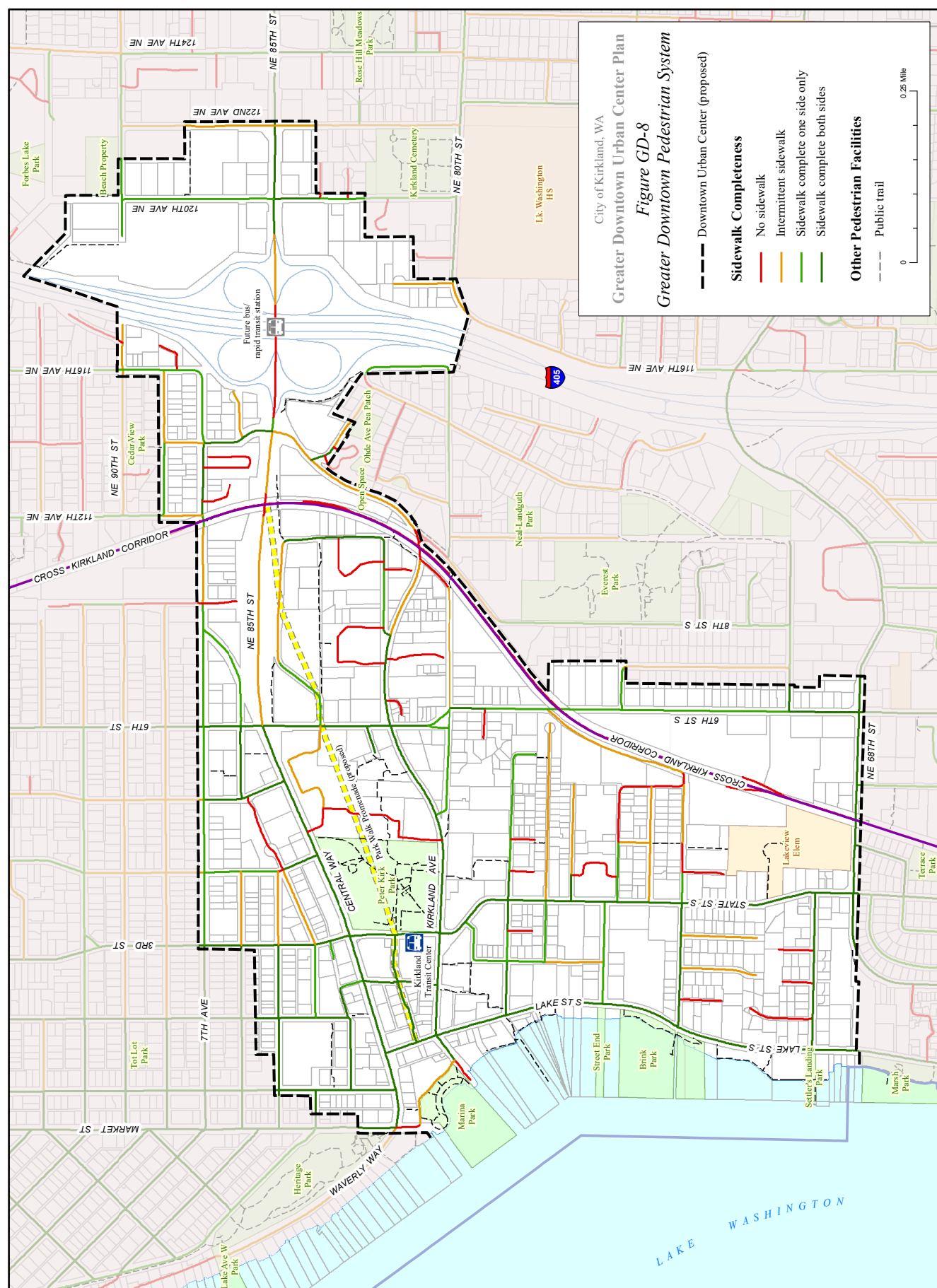
Data necessary for an accurate and cost-effective safety evaluation is critical to improving safety and must be gathered over time. Rate-based measures like crashes-per-unit-of-pedestrian-volume are more helpful than simply the number of pedestrian crashes because they help prioritize where crash countermeasures are most needed.

Meaningful increases in pedestrian safety require a multi-disciplinary, multi-agency approach addressing more than the implementation of engineering solutions and simply keeping track of the number of crashes involving pedestrians. Washington State's Target Zero Campaign and other programs throughout the U.S. are examples of this approach. Such efforts should be adopted fully by the City of Kirkland. (See Policy T-0.1.)



Pedestrian plaza adjacent to Kirkland Transit Center

² Transportation Chapter of Comprehensive Plan



Downtown Pedestrian Policy³

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

To be a truly successful walking environment, the core area of the Downtown must be safe, convenient, and pleasant for pedestrians of all ages. Pedestrian safety should continue to be a high priority in the placement and design of intersections, crosswalks, and sidewalks. Convenience to the pedestrian will be enhanced by improving the directness and ease of pedestrian routes. “Shortcuts” between streets, or even between buildings, can link pedestrian routes over large distances where vehicles cannot circulate. Coordinated public directory signs and maps of walkways should be developed to clearly identify public pathways for the pedestrian.

Policy MB 32:

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

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

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

³ Moss Bay Neighborhood Plan

The Downtown Master Plan also identifies other important pedestrian routes which provide north-south pedestrian access. Improvements to these pathways should be promoted, particularly at the intersection of 6th Street and Central Way.

The Park Walk Promenade identified on the Downtown Master Plan should consist of a series of minor structures placed at prominent locations along the walkway in order to clearly identify the pathway throughout its length, as well as to provide some protection during wet weather. The walk serves the Peter Kirk Park civic and cultural center, as well as commercial areas to the east and west. This walkway should be expanded upon when the remaining land south of Kirkland Parkplace develops to complete a connection between Central Way and Kirkland Avenue.

Figure GD-6* illustrates pedestrian system improvements for the two major routes which are intended to serve several purposes. These projects would improve the safety, convenience, and attractiveness of foot traffic in the Downtown, provide shelter from the weather, and create a unifying element highlighting the presence of a pedestrian linkage.

Policy MB 33:

A large public plaza should be constructed west of buildings on Lake Street to enhance the Downtown's lakefront setting (See Figure GD-6).*

The Lakeshore Plaza shown on the Downtown Master Plan envisions a large public plaza constructed over structured parking. Ideally, the plaza would be developed through public/private partnerships to provide a seamless connection between the Downtown and the lake. The plaza would be at the same grade as Lake Street and would provide visual and pedestrian access from a series of at-grade pedestrian connections from Central Way and Lake Street.

Bicycle⁴

Policy T-2.1:

Make bicycling safer.

As with pedestrian safety, the vulnerability of cyclists to motor vehicles dictates that bicycle safety must be relentlessly pursued.

Bicycle use should be measured to understand trends in usage, where new facilities are needed. The impact of improved facilities on ridership must be measured. Volume data is needed to assess improvements while also used to identify and improve crash rates. The same principles that apply to safety for other transportation modes apply to bicycling. Increases in safety will require a multi-disciplinary, multi-agency approach addressing more than the implementation of engineering solutions and more than simply keeping track of the number of bicycle crashes. Such efforts should be expanded at the City of Kirkland. (See Policy T-0.1.)

Policy T-2.6:

Make the Cross Kirkland Corridor an integral part of the bicycle network and connect it to the region.

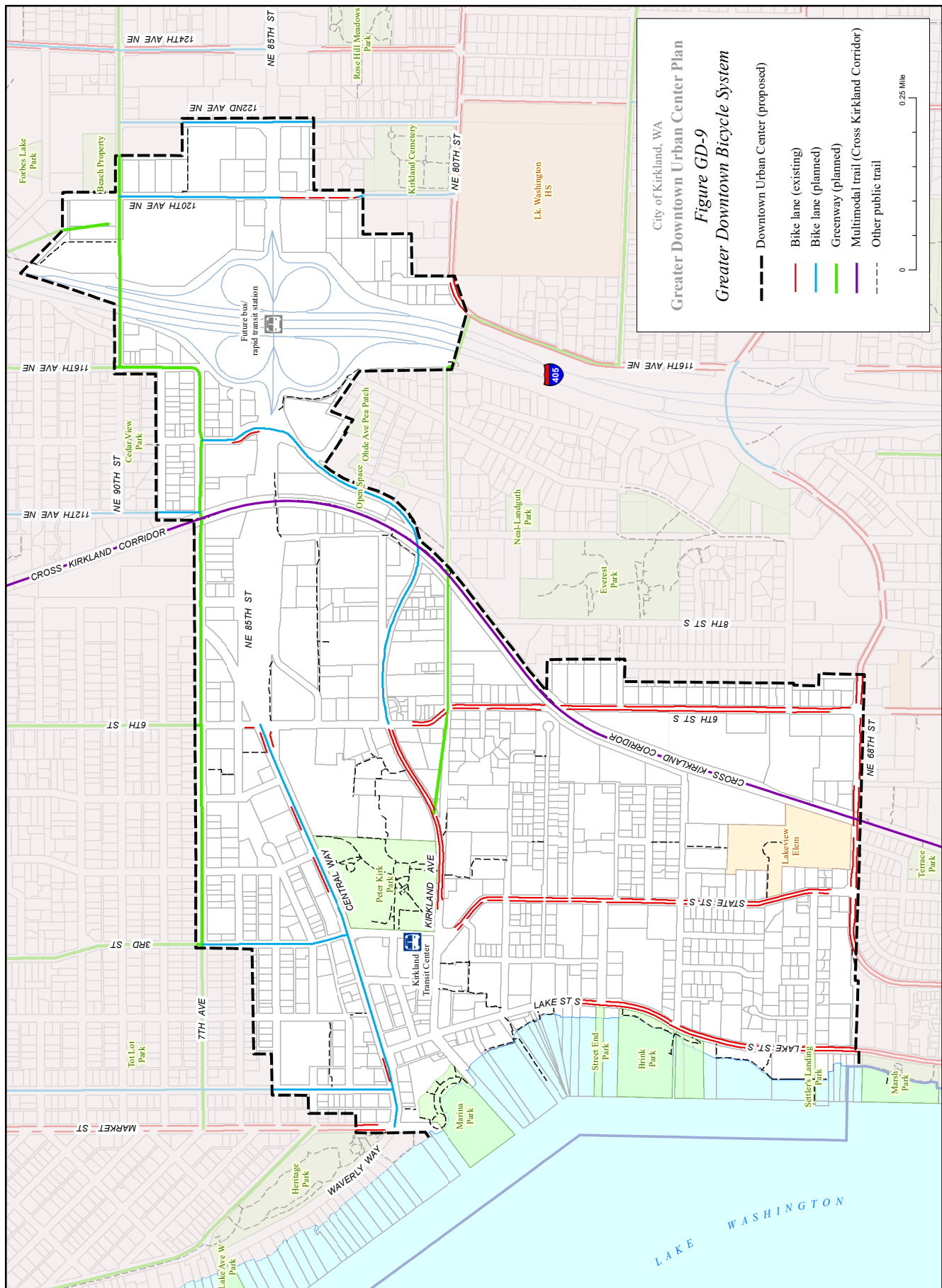
The Cross Kirkland Corridor is uniquely situated to serve many bicycle trips in Kirkland. The CKC Master plan describes how the corridor itself should be developed to suit this purpose. Links to the CKC have to be constructed and well signed to make the corridor fully connected and integrated to the bicycle network. (See Policy T-1.) Of particular importance is a connection to the Redmond Central Connector in the vicinity of Willows Road and NE 124th Street and a connection to the 520 Trail in Bellevue.

Vehicular and Transit



Crosswalk at the intersection of the Cross Kirkland Corridor and 6th Street

⁴ Transportation Chapter of Comprehensive Plan



Policy T-3.3:

Integrate transit facilities with pedestrian and bicycle networks.

Ideally people can walk or bike to transit facilities. Making this possible requires the construction of pedestrian walkways and crosswalks and bicycle facilities so that people can walk and bike to transit, particularly when transit is on arterial streets. The City should work with transit providers to locate bus stops at areas that facilitate walking and biking to transit. A quarter of a mile (about 1,200 feet or about a five-minute walk) is considered a maximum distance for a convenient walk trip to transit. Transit facilities must be accessible to all users. (See Policy T-1.3.) A great resource for transit integration is the Cross Kirkland Corridor (CKC). The CKC provides a particularly critical multimodal transportation corridor, for future use by pedestrians, bicycles and transit.

Rose Hill Business District⁵***Policy RH 72:***

Develop a multi modal transportation network for NE 85th Street and surrounding streets that provides safe and convenient facilities for transit, pedestrians, and bicycles, maintains vehicular traffic capacity, and supports existing and planned land uses in the Rose Hill Business District

Policy RH 74:

Work with Sound Transit, King County Metro Transit and WSDOT, to maximize transit facilities that would improve the speed and reliability of bus operation on NE 85th Street and adjacent streets. Provide preferential treatments for buses at congested intersections. Install transit improvements at appropriate locations.

⁵ Rose Hill Neighborhood Plan

Vehicle and Transit⁶

Policy T-7.1:

Play a major role in development of Sound Transit facilities in Kirkland.

Sound Transit will likely be implementing one or more new phases of high capacity transit over the life of this transportation element and each new phase should build on the preceding phase.

Each of these phases requires an update to Sound Transit's Long Range Plan, followed by a System Plan revision that describes projects that are on a ballot put before voters. Connecting the Totem Lake Urban Center, downtown Kirkland and the 6th Street Corridor with the regional transit system is Kirkland's primary interest for regional transit.

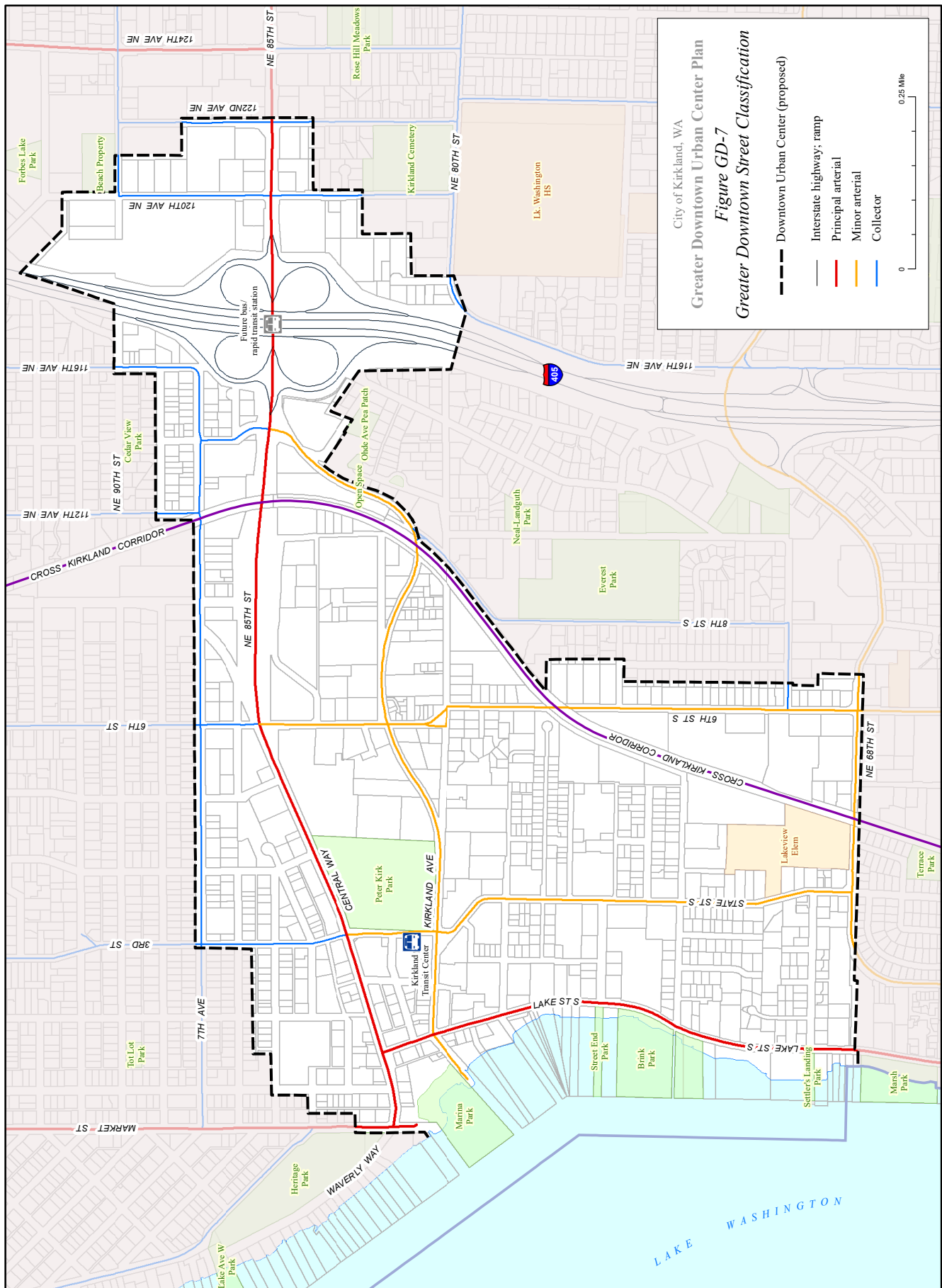
Bus Rapid Transit and light rail are the preferred modes and the preferred route is the Cross Kirkland Corridor. However, Bus Rapid Transit operating in Express Toll Lanes on I-405 may be the first Regional High Capacity Transit link serving Totem Lake.

It is important that any such system travels through the Urban Center, and includes connections to all parts of Kirkland, particularly Downtown and the 6th Street Corridor. Rebuilding freeway interchanges, fixed guideway connections, people movers using the Houghton and Kingsgate Park and Rides are ways by which this may be accomplished.

The City sees Transit Oriented Developments (TOD) as essential for its continued growth and economic development, with the Totem Lake Urban Center at the heart of this goal. This includes both TOD on publicly owned land, such as the Kingsgate P&R, but also TOD on privately owned land.

Kirkland can best affect these plans by cultivating productive and ongoing working relationships with Sound Transit and by being active and persistent advocates for our interests, as directed by the City Council, at both the staff and Sound Transit Board level. Kirkland should work with Sound Transit, Metro and other partners to make investments as part of a seamless and integrated transit network.

⁶ Transportation Chapter of Comprehensive Plan



Downtown Vehicular Policy⁷

Automobiles and public transit are still the modes of transportation which move most people in and out of the Downtown. A primary circulation goal should be to facilitate vehicle and transit access into and out of the Downtown, while emphasizing pedestrian circulation and supporting alternative transportation choices into and around the Downtown.

Lake Street should be designated to function as a major pedestrian pathway. The objectives for land use and pedestrian circulation should be seriously considered during any plans for traffic and roadway improvements on Lake Washington Boulevard. The goal to discourage commuter traffic on the boulevard should not be viewed independently from the need to retain vehicle access for tourists, shoppers, and employees to the Downtown. State Street should continue to serve as a major vehicular route, bringing shoppers and workers into the Downtown area. Sixth Street should be developed to accommodate additional vehicles.

Policy MB 34:

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

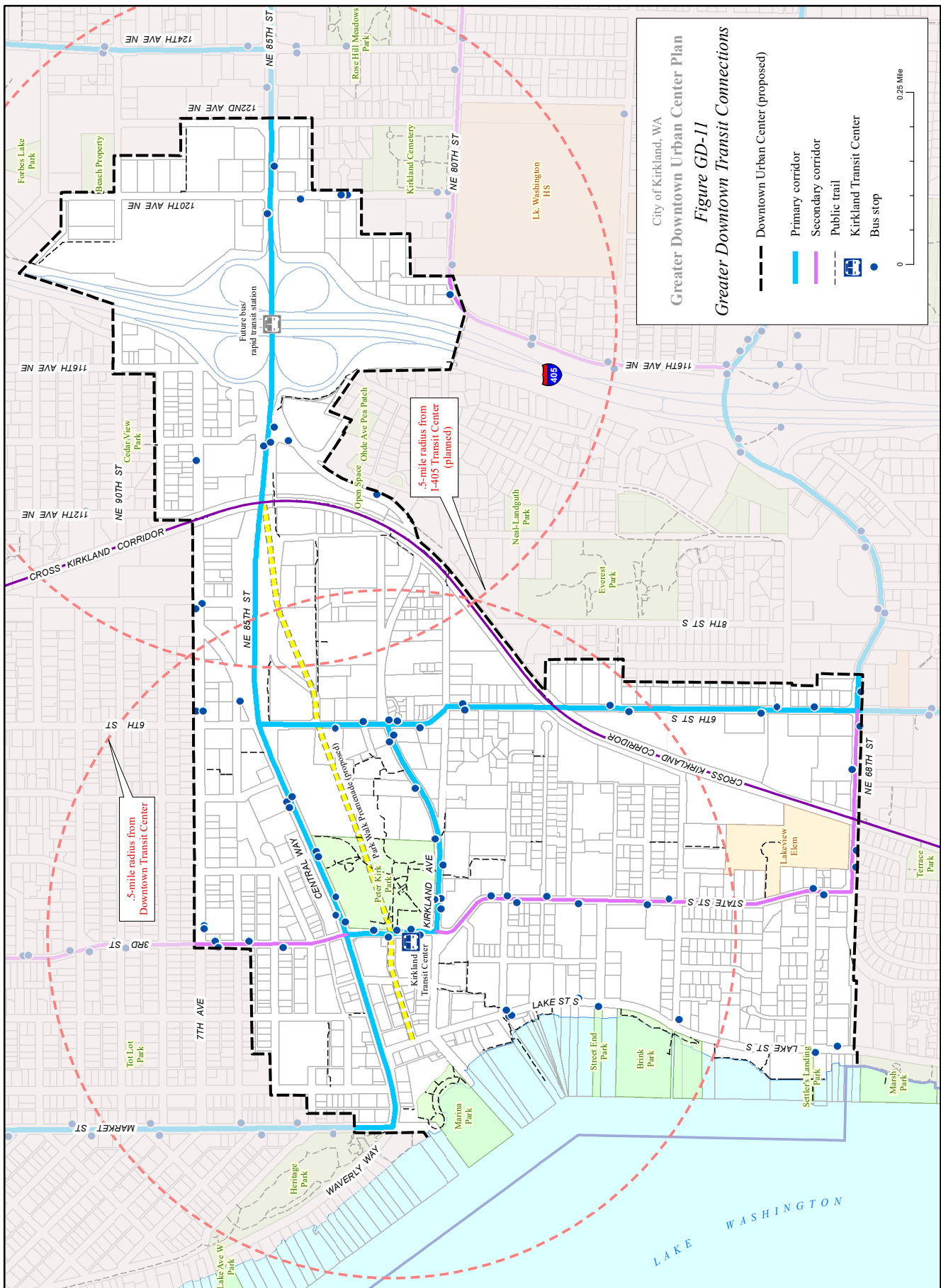
Third Street has been designed for the pedestrian and public transit user, with the METRO transit center located on this street. The use of public transportation as an alternative for people who work or shop in the Downtown should be encouraged. Increased use of this mode of transportation would help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

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



Transit Center in Downtown Kirkland

⁷ Moss Bay Neighborhood Plan



Greater Downtown Area⁸

Policy MB 69:

Vehicular circulation patterns described, and the following provisions are recommended:

Vehicular circulation patterns are fairly well established in the Moss Bay Neighborhood area (see Figure GD-7*). There is a relatively large flow of traffic through the area, in addition to traffic generated by activities within the Downtown. The major north/south traffic corridors include Lake Street, State Street, 3rd Street, and 6th Street South. The major east/west corridors include Central Way, Kirkland Avenue/Kirkland Way, and NE 68th Street.

Future modifications to circulation patterns in the Moss Bay Neighborhood include the following provisions:

- Dead-end streets between State Street and the Cross Kirkland Corridor should be improved.

The dead-end streets between State Street and the Cross Kirkland Corridor are very narrow and, in some cases, are in need of resurfacing. In order to enhance access for residents and emergency vehicles, appropriate improvements to these streets should be made as new development occurs in the area. In some cases, developments should establish a vehicular connection between these narrow streets, provided this connection does not significantly increase traffic volumes on streets where predominantly single-family homes exist.

- Industrial traffic in residential areas to be minimized. Industrial access should occur along 5th Place South and 7th Avenue South should be closed to industrial traffic.

⁸ Moss Bay Neighborhood Plan

- Major pedestrian and bicycle pathways are shown in Figures GD-8* and GD-9* and should continue to be enhanced.

Pedestrian and bicycle connections from the Cross Kirkland Corridor to the Downtown and other activity nodes in the neighborhood should be completed. Bicycle lanes should be established along Lake Street South and along State Street. Pedestrian and bicycle access across Lake Street South should also be improved. Such improvements would facilitate safer access to the waterfront and could allow for some waterfront-related parking east of Lake Street South. Sidewalks have not been installed in many of the residential areas in the Moss Bay Neighborhood. Sidewalks are particularly needed in the multifamily areas surrounding the Downtown, to provide residents with safe and convenient pedestrian access to shops and activities.



Pedestrian pathways through a residential area

Parking⁹

Policy T-4.4:

Take an active approach to managing on-street and off-street parking.

Parking policy can have substantial effects on Urban Form. Ideally, parking occupancy rates are around 85 percent; at this level, parking spaces are available, but there is not a large vacancy indicating oversupply. Pricing can be used to influence the choices people make about where and how long to park. Pay parking also generates revenue that can be used for a variety of purposes.

Kirkland's business areas (Downtown, Totem Lake, and neighborhood business districts) have different needs for parking and should be treated individually.

Large amounts of new parking supply are often expensive and difficult to site. Therefore, efforts should focus on increasing supply strategically in smaller amounts. Where occupancy rates are high, pay parking has the potential to decrease demand for the best stalls and generate revenue for other improvements, but it is implementable only when supported by the community. Effective signing and information about available stalls are other ways to get the most from existing supply. How employee parking is provided also has implications that affect Kirkland's downtown parking supply and therefore employee parking policy should be carefully considered. Parking spillover from commercial areas can have impacts on residential neighborhoods and those impacts should be monitored and appropriately mitigated.

Over the long term, increasing use of walking, biking and transit, along with changes in land use, will make differences in the amount of parking that is needed. Similarly, car sharing and other changes in car ownership may change the way parking is used; for example, places for cars to wait for shorter times may be an increasing need.

⁹ Transportation Chapter of Comprehensive Plan

Downtown Parking Policy¹⁰

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

The Downtown area contains a variety of parking opportunities. Three public parking lots exist in the Downtown area (the street-end of Market Street at Marina Park, in Lakeshore Plaza, and at the intersection of Central Way and Lake Street) and one public parking structure (the Library garage). These facilities are shown on the Downtown Master Plan (Figure GD-6*).

Policy MB 35:

Public parking to be a permitted use on private properties.

Public parking would help to serve core-area businesses, but should not detract from the dense pattern of development critical to the pedestrian environment there. More intensive development of existing parking areas should be considered as a way to provide more close-in public parking. Certain sites, such as The Market Street-End lot, would adapt well to structured parking due to the topography in the immediate vicinity. Structuring parking below Lakeshore Plaza could make more efficient use of the available space and result in a dramatic increase in the number of stalls available.

The fee-in-lieu of parking alternative allows developers in the core area to contribute to a fund instead of providing required parking on site. The City's authority to spend the monies in this fund should include the use of the funds on private property in conjunction with parking facilities being provided by private developers.

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

¹⁰ Moss Bay Neighborhood Plan

7. HOUSING¹

Goal H-2:

Ensure that Kirkland has a sufficient quantity and variety of housing to meet projected growth and needs of the community

Policy H-2.5:

Allow for the maintenance and redevelopment of existing developments that do not conform to current density standards in planned multifamily areas.

A number of multifamily structures in the City were built at densities above those now planned for their sites. These structures provide a valuable source of close-in and often relatively affordable housing to Kirkland residents. In order to retain the housing capacity provided by these units, property owners should be allowed to maintain, remodel, or rebuild these structures, while retaining their existing densities.

Policy H-3.2:

Require affordable housing when increases to development capacity are considered.

Rezoning, height and bulk modifications, and similar actions often yield greater development capacity. This can add significant value for property owners and an opportunity to create affordable housing with minimal (if any additional) cost to the owner. When the City considers amendments to the Comprehensive Plan, Zoning Code, or other regulations, the City should compare the economic value of the increased capacity to the economic cost of providing affordable units and decide whether to require affordable housing in return.

Policy H-3.4:

Preserve, maintain, and improve existing affordable housing through assistance to residents and housing providers.

Due to the high relative land values prevailing in the City, and the resulting difficulty that developers face in producing new housing that meets the needs of low- and moderate-income residents, assistance to enable rehabilitation of existing housing may be one of the most effective strategies to maintain and produce affordable housing in Kirkland. Another benefit of rehabilitation is that it is less likely to change the appearance of neighborhoods.

¹ Housing Chapter of Comprehensive Plan

The City's Housing Repair program supports the preservation of both the owner-occupied and rental housing stock through grants and loans for housing repair and rehabilitation. Community Development Block Grant (CDBG) funds and City funds are also allocated to housing providers to acquire and rehabilitate emergency and transitional housing facilities, as well as permanent low- and moderate-income housing development and homeownership programs.

Policy H-3.6:

Ensure that regulations do not unduly restrict group homes or other housing options for persons with special needs.

Special-needs housing can be provided in single-family homes, group homes, multifamily dwellings, congregate care facilities, and other settings. Regulating group homes and home-based care as other housing represents a significant opportunity available to the City to meet the demand for special needs housing. Barriers to creating these housing options, including extensive special review processes, should be avoided.

Implementation

Implementation Strategies

H.1:

Adopt an updated housing strategy plan and work program by 2020.

H.2:

Inventory multifamily residential properties and encourage preservation of those that are affordable to people with low and moderate incomes.

H.3:

Partner with A Regional Coalition for Housing (ARCH) and nonprofit housing agencies to site a permanent Eastside women's shelter in Kirkland.

H.4:

Consider refinements to regulations by 2020 that:

- ***H.4.1:***

Encourage innovative housing developments.

- ***H.4.2:***

Encourage and/or require the creation of housing affordable for people with low and moderate incomes.

8. ECONOMIC DEVELOPMENT¹

Goal ED-1:

Promote a strong and diverse economy that provides a sustainable tax base and jobs.

Policy ED-1.1:

Support activities that retain and expand existing businesses. Target recruitment activities toward new businesses that provide living wage jobs.

Existing businesses are the foundation of the Kirkland economy and are encouraged to thrive and expand. Businesses contribute to a stable tax base and are integral to the community as many business owners and employees are Kirkland residents.

Attracting new businesses can help diversify the local economy and strengthen existing businesses. Recruitment efforts should focus on businesses that provide higher paying jobs and draw customers from outside the community to purchase goods and services in Kirkland.

Policy ED-1.4:

Encourage clusters of complementary businesses that bring revenue and jobs into the community and export goods and services.

Industry clusters are geographic concentrations of mutually supportive businesses. They can export goods and services, drive job creation, and import revenue into a city or region. Businesses can foster a competitive economic advantage by locating near each other to draw consumers, to be near the wholesale distributor or to attract employees with specialized skills or experience.

In Downtown Kirkland, restaurants, galleries, shops, hotels and performing arts organizations work together to promote the area as a destination. Kirkland is benefiting from the region's industry clusters with growth in aerospace, business services to high technology and information technology companies, healthcare companies and automobile sales. These businesses provide new employment opportunities and high wage rates important to strengthening the economy. Economic development efforts should strive to develop new business clusters and identify ways to strengthen existing clusters, both locally and within the region.

¹ Economic Development Chapter of Comprehensive Plan

Policy ED-1.5:

Strive to maintain a balance of jobs and housing to enable residents to live near work.

Job growth should be accompanied by growth in housing opportunities for workers filling those new jobs. When a significant percentage of the population can both work and live in Kirkland, economic vitality, quality of life and civic involvement are enhanced and transportation problems are mitigated. Kirkland's ratio of jobs to housing is fairly balanced. As growth occurs, Kirkland should strive to maintain this balance. As discussed in the Housing Element and the Affordable Housing Strategy, Kirkland should also seek to encourage a variety of housing types including housing that is affordable to a range of income levels.

Policy ED-1.6:

Promote Kirkland as a visitor, cultural, and entertainment destination.

Tourism is another economic development tool to help diversify the economy. Visitors from outside the community spend money in local shops and restaurants, stay in hotels, and attend performing arts events. Tourism also creates jobs. Tourism promotion benefits residents by providing increased amenities, community events and shopping opportunities.

Kirkland's tourism marketing focus is on promoting Kirkland as a waterfront community with cultural arts, culinary, shopping, and recreation opportunities. The targeted audiences for tourism promotion are regional, national, international and business travelers. Kirkland is a unique destination on the Eastside and region because of its beautiful lakeside location, pedestrian-oriented Downtown, art galleries, restaurants, performing arts facilities, locally owned retail shops, farmers markets, and historical buildings. Our parks, recreation facilities, and open space also offer tourism opportunities.

Goal ED-3:

Strengthen commercial areas to provide local goods, services, and vibrant community gathering places to live, work, shop, and play.

Policy ED-3.1:

Encourage businesses to develop and operate in a manner that enhances the character of the community, minimizes impacts on surrounding development, and respects the natural environment.

As members of the community, businesses should be stewards of the environment as well as good neighbors to adjacent less intensive uses. In some instances, economic activities may create impacts on surrounding development because of the way the business functions or building location and site design.

These adverse visual or other impacts created by economic activities should be minimized through development standards that maintain the character of adjacent development. Development standards should ensure that outdoor storage areas, parking lots, and structures are adequately buffered with landscaping or some other appropriate means, and that on-site debris and waste are removed. Landscaping, both within and around the edges of development, can serve to provide visual screening and separation, as well as help to decrease surface runoff. Additional standards may include noise limitations, appropriate setbacks, open space requirements and building design guidelines. Even with efforts taken by businesses to reduce impacts, residential uses located along commercial area boundary edges may continue to experience some level of unavoidable impact.

Policy ED-3.2:

Encourage infill and redevelopment of commercial and industrial areas.

Kirkland's commercial and industrial areas have the potential for increasing economic activity by infilling underutilized land or redeveloping without expanding district boundaries. Commercial areas are encouraged to be intensified where it will result in superior redevelopment. To maintain the land use capacity to support the local economy, it will be necessary to encourage full utilization of planned development potential within employment centers while monitoring commercial development activity, and maintaining efficient infrastructure systems.

Businesses with attractive site and building design, landscaping, and signs that blend in with the context of the neighborhood or commercial area help contribute to the economic success of the commercial area. Gateway or unique signage, attractive public spaces, decorative pedestrian lighting, and other urban design improvements help promote economic development by creating an inviting environment. Specific design standards tailored to the characteristics and natural features of each neighborhood are encouraged. Public and private sector investment and commercial development that adheres to development standards will ensure that Kirkland's positive civic image and character will be maintained.



Public plaza at Kirkland Urban

Goal ED-4:

Provide the infrastructure and public facilities to support economic activity and growth.

Policy ED-4.1:

Encourage construction and maintenance of infrastructure systems for utilities, transportation and telecommunications that optimize service delivery to the business community.

Providing superior utilities, transportation, and telecommunications networks to the community supports business growth and helps give Kirkland a competitive advantage to attract and maintain jobs. Emphasis should be on providing infrastructure in higher density mixed-use employment and housing centers such as in the Totem Lake, Downtown, and other commercial areas.

The City should explore and encourage innovative and entrepreneurial efforts to provide technology infrastructure and communication services by forming public/private partnerships to facilitate or leverage funds for infrastructure improvements that will increase economic opportunities.

Policy ED-4.2:

Create strong multimodal circulation linkages to and within commercial areas.

Improving circulation within commercial areas and connecting neighborhoods to commercial areas, with both motorized and non-motorized options, make it easier for customers to access businesses. In some cases, this may require new street or sidewalk connections to break up large blocks or improve circulation. Pedestrian and bicycle improvements should be encouraged to provide alternatives to driving. Standards should be in place to minimize the impacts generated by economic activities on pedestrian, bike, and vehicular traffic. For example, the location and number of access points should be controlled, and, where necessary, on- or off-site improvements should be made to ensure the safe passage of pedestrians, bikes and vehicles.

Policy ED-4.4:

Develop the Cross Kirkland Corridor to attract businesses and housing and provide a multimodal transportation facility connecting businesses and employees with local and regional employment centers.

Portions of the abandoned Burlington Northern Railroad Right-of-Way within the City of Kirkland have been converted to the Cross Kirkland Corridor, a multimodal transportation conduit for bicycles and pedestrians, with possibilities in the future for transit. With more than 60 businesses and over 10,000 employees bordering the corridor, full development of the Cross Kirkland Corridor will be a catalyst for new businesses, jobs and housing.



The Cross Kirkland Corridor as it passes through the Google Campus

9. PUBLIC FACILITIES

Comprehensive Plan Capital Facilities ¹

Goal CF-1:

Contribute to the quality of life in Kirkland through the planned provision of public capital facilities and utilities.

Policy CF-1.2:

Design public facilities to be sensitive in scale and design with surrounding uses, and to incorporate common design elements which enhance a sense of community and neighborhood identity.

As the Vision Statement and Guiding Principles describe, a high priority for Kirkland residents is maintaining and enhancing Kirkland's strong sense of community and neighborhood identity. To achieve this, it is important that public facilities are compatible in building height, bulk, and materials with adjacent uses.

Policy CF-1.3:

Encourage public amenities and facilities which serve as catalysts for beneficial development.

One of the Guiding Principles strives to promote a sustainable and resilient economy. Certain public facilities, such as parks, utility lines, bicycle lanes, pedestrian walkways, and roads add to the economic viability of surrounding private development. By providing these improvements, the City creates an environment which attracts desirable economic activities and supports the business community.

Goal CF-3:

Provide a variety of responses to the demands of growth on capital facilities and utilities.

¹ Capital Facilities Chapter of Comprehensive Plan

Policy CF-3.1:

Concentrate land use patterns to encourage efficient use of transportation, water, sewer and surface water management facilities and solid waste, police, and fire protection services in order to reduce the need to expand facilities and services.

Land use patterns, including density, location, type and mix of uses, affect the demands on all public facilities and the levels of service provided to each neighborhood. One example is encouraging new development or redevelopment where public facilities already exist which may alleviate the need for constructing new facilities.

Goal CF-4:

Identify level of service standards that ensure adequate public facilities to serve existing and future development.

Further details about level of service policies having to do with sewer, transportation, and other capital facilities can be found in the Comprehensive Plan.

Goal CF-5:

Ensure that water, sewer, and transportation facilities necessary to support new development are available and adequate, and concurrent with new development, based on the City's adopted level of service standards

Moss Bay Capital Facilities²**Policy MB 68:**

Undergrounding of utilities is encouraged.

In order to contribute to a more amenable and safe living environment, as well as to enhance views and a sense of community identity, the undergrounding of utilities should be encouraged.



Pump Station in Downtown Kirkland

² Moss Bay Neighborhood Plan

Comprehensive Plan Human Services³

Policy HS-3.2:

Coordinate with the Kirkland Teen Union Building to provide a safe place for youth and provide recreational/educational activities and social programming.

The Teen Union Building provides a safe place for teens to spend their time and to learn, socialize and do recreational activities. The City should continue to support the Teen Union Building, its staff and programs to provide a safe and rewarding environment for the youth in the community.



Teen Union Building at Peter Kirk Park

Policy HS-4.2:

Provide opportunities for residents 50 years and older to be active, connected, and engaged in the community.

Many people 50 years and older are active and thus prefer a wider range of recreational programs and services. They enjoy working, recreation, lifelong learning, and social engagement. Recognizing this, the Peter Kirk Community Center should provide a broad range of activities, classes and services for residents 50 years and older to engage and connect the residents with their community.

The City has developed partnerships with other community organizations and businesses to increase program opportunities and locations, and provide greater marketing abilities. These partnerships should continue and increase as the number of people 50 years and older increase

Policy HS-6.2:

Coordinate with human services organizations to locate facilities near commercial centers where transit and non-motorized facilities exist.

So that older adults, teens, and those in need can easily access services and programs, the City should locate its facilities in or near commercial centers where transit and non-motorized facilities are available. The City should also encourage other organizations to locate their programs and services near commercial centers. Having transit, bicycle and pedestrian routes near support services facilities ensures accessibility for all. Lastly, the City should encourage community shuttles and volunteer transportation programs and other transportation options.

The City should work with regional transit providers to see that safe, convenient and low-cost public transportation is provided throughout the City. The City should also provide a system of non-motorized connections from residential neighborhoods to commercial centers as outlined in the Transportation Element.



Public Pool at Peter Kirk Park

Comprehensive Plan Public Services⁴

Policy PS-3.4:

Coordinate with neighboring cities, King County, the Lake Washington School District, special districts and other agencies in the planning, provision, and use of joint activities and facilities.

The City should look for these types of opportunities in order to make efficient use of existing facilities and save on the costs of building new facilities or funding new programs. Joint use and maintenance of school athletic fields and facilities for community programs are examples.

Policy PS-3.6:

Coordinate with the Lake Washington School District on the planning, siting and development of new, replaced or expanded school facilities.

The City and Lake Washington School District should work together on planning for school facilities consistent with the City's Comprehensive Plan. This could mean using consistent data on population and demographics based on the City's growth and development projections. The City and School District should confer on the siting and development of school facilities needed to serve existing and projected residential development, as well as the City's development regulations and impacts to other public services and facilities. The City and School District should explore opportunities for jointly developing and maintaining school sites to maximize community use. The School District should provide safe pedestrian and bicycle access to connect schools to the surrounding neighborhood when new or expanded schools are proposed. The City should establish a system of school walk routes. With the development of new or expanded schools, the District should ensure appropriate public involvement.

⁴ Public Services Chapter of Comprehensive Plan

Moss Bay Public Facilities⁵

City Hall and the Peter Kirk Park civic and cultural center add to the community atmosphere and civic presence in the Downtown area. The plan for Downtown developed in 1977 recommended that the City Hall facility be moved from its previous location in the core area to its present site overlooking the Downtown from the northern slope. Relocated in 1982, City Hall is close enough to Downtown to contribute workers to the retail and restaurant trade, as well as to provide a visually prominent and symbolic landmark when viewed from the Downtown.



Marina in Downtown Kirkland

Policy MB 31:

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

The City should help to foster economic vitality in the Downtown by working with the private sector and by encouraging independent efforts toward economic development by the private sector. Such assistance to the business community might include supporting efforts to establish local improvement or business improvement districts. This could take the form of seed money for preliminary studies and the dissemination of information. Other public efforts to strengthen the Downtown business climate should include the continued promotion of public projects such as the tour boat dock, in addition to continued support for public and/or private projects such as Lakeshore Plaza at Marina Park, which would help to implement public policy goals.

⁵ Moss Bay Neighborhood Plan