



CITY OF KIRKLAND

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MEMORANDUM

To: Planning Commission

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

Date: July 30, 2020

Subject: Amendments to Comprehensive Plan Chapters of the Market, Norkirk, and Highlands Neighborhood Plans and Market Street Corridor Plan, File Number CAM19-00112 #4 - Public Hearing

Staff Recommendation

The Planning Commission should conduct a public hearing to receive public comments on the revised Market, Norkirk, and Highlands Neighborhood Plans and the Market Street Corridor Plan chapters of the Comprehensive Plan, enclosed in Attachments 1-4. Following the public hearing, the Planning Commission should deliberate on a recommendation to forward to City Council for a briefing tentatively scheduled for September 15.

Background

Neighborhood Plans are updated on a cyclical basis approximately every 8 years, and in 2018 the City Council adopted the last set of neighborhood plan updates (for north and south Rose Hill and Bridle Trails). Since adoption of those plans, City staff have been working closely with neighborhood associations and the community on updating the next set of neighborhood/corridor plans on the schedule – the Market, Norkirk, and Highlands Neighborhood Plans, and the Market Street Corridor Plan. The City uses the [Neighborhood Plan Framework document](#) as a guide for the update process.

On February 27, 2020, the Planning Commission held a study session on the first drafts of each plan, which incorporated comments received from the public outreach process, Working Group, and the Focus Groups. The study session [meeting packet](#) describes in more detail public outreach activities, the key issues of interest to each neighborhood, and the differences between the existing and proposed first drafts of the neighborhood plans and the corridor plan. At the study session, the Planning Commission reviewed the first drafts of each plan and provided comments for staff to incorporate into the second drafts (enclosed and described below). Other than a few comments and questions for staff described below, the Planning Commission recommended proceeding to public hearing. Because of public meeting restrictions established by the State in response to the COVID 19 pandemic, the public hearing was postponed until now.

Differences Between Existing Adopted and Proposed Draft Plans

The staff report for the February study session provides more detail about the key issues that were brought up in each neighborhood for the development of the first draft plans. This section below provides a summary of the changes between the proposed first draft plans and comments received from the Planning Commission study session in February; **staff's response** is reflected in the second draft plans included in Attachments 1-4. Yellow highlighted text in the attachments shows the sections containing revised text from the existing adopted plans. Changes in text between the first and second drafts (incorporating the Planning Commission comments) are shown in highlighted ~~strikeout text for deleted text~~ and underlined text for new text.

Market Neighborhood Draft Plan (Attachment 1)

In this updated version of the Market Neighborhood Plan, the Market Neighborhood Association wanted to emphasize not only the things they like about their neighborhood, but document topics of concern for the future (such as concern for pedestrian safety, need to complete sidewalks, vehicle and pedestrian safety (especially along Market Street), and parking on neighborhood streets). Throughout the Plan, the neighborhood association sought to emphasize the single-family character of the neighborhood and ensure the protection of this character as smaller infill housing types are integrated into the neighborhood (see Vision Statement and Policy M-10).

New text and/or policies were added to:

- Identify unique neighborhood characteristics and concerns in the Vision Statement.
- Note the importance of surface water management and preserving water supplies for irrigation (Policy M-6).
- Emphasize the importance of accommodating new infill housing while retaining the single-family character of the neighborhood and avoiding potential adverse impacts of infill development such as reductions in light/privacy, increased traffic and reduced parking (Policy M-10).
- Minimize cut-through traffic and speeding on neighborhood streets using traffic control devices (Policy M-18).
- Emphasize street, intersection and pedestrian safety (especially on and off Market Street). Concern for areas where new sidewalks and curbs are being installed intermittently, resulting in narrower driving lanes, making it challenging for vehicles to pass each other on the street (Policy M-19).
- Encourage active neighborhood involvement in design of the planned Greenway along Waverly Way (construction is expected in 2024) (Policy M-20).
- Include New Priorities Section 9 describing key issues that the neighborhood wants to emphasize, including: public safety on streets, sidewalks, and bike lanes; the planned Greenway on Waverly Way; preserving the existing single family character of the neighborhood; and continuing to involve and consult with the Market Neighborhood Association and neighborhood residents in the planning and development review process.

Planning Commission comments on the first draft of the Market Neighborhood plan and staff response:

- For Policy M-10, the Planning Commission suggested defining what is meant by "single family character of the neighborhood".

Policy M-10: Retain the detached single-family character of the Market Neighborhood while accommodating more compact new housing so that residents can age in place and the neighborhood can accommodate generational shifts in housing needs.

Staff response: Staff has prepared the following revised text:

Much of the development in the neighborhood has high-quality homes that are compatible with the detached single-family character of the neighborhood. These characteristics include homes that are of varied architectural styles and roof angles, are proportionate in size to the lot size, and have generous setbacks from the street, well maintained landscaping, provide off-street parking, and generally enhance the neighborhood. Future development should continue this pattern.

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

To counteract these market forces and provide additional small homes requires thoughtful planning. New, smaller home options could work in the neighborhood, provided they complement the single-family characteristics of the neighborhood described above, and minimize impacts ~~avoid unfairly impacting others, to~~ existing homes such as, decreased light, decreased privacy, increased traffic, increased on-street parking, decreased road safety, tree loss, and surface water management issues. Smaller home options could include accessory dwelling units (ADU's), compact single-family homes, common wall homes (attached), cottage housing, zero lot line, and clustered dwellings.

See the Design Guidelines for Residential Development located within the Kirkland Municipal Code, Section 3.30.040, for guidelines for both single family and multifamily residential development, along with the Kirkland Zoning Code regulations.

- The Commission requested that staff send out a special email announcement to the shoreline property owners in the Market neighborhood to inform them of the Neighborhood Plan update process and draft plan.

Staff response: Staff sent out an announcement to the shoreline amendment email list serv as requested.

Norkirk Neighborhood Draft Plan Changes (Attachment 2)

New text and/or policies were added to:

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

Planning Commission comments on the first draft of the Norkirk Neighborhood plan and staff response:

- For Policy N-19, the Commission asked if staff have completed a study to determine how many retail storage businesses there are in the city to determine if there is a sufficient supply of such businesses. The Planning Commission suggested that as part of the Station Area Plan, staff or consultants should evaluate the type of land use, zoning or other changes in the LIT area to support the BRT Station and to allow **more pedestrian development for "eyes on the street" safety**, pedestrian orientation, and to foster neighborhood services.

Staff response: *As part of the 2035 Comprehensive Plan update in 2015, a citywide Light Industrial Study was completed (see [Heartland Industrial Lands Study 2014](#)) that evaluated all the light industrial areas in the city (including the Norkirk area) and the types of land uses that are appropriate for LIT areas. At the conclusion of that study no land use changes were made to the Norkirk industrial zone. The Norkirk LIT area is within the boundaries of the Station Area Plan study. Land use types and desired changes will be studied in more detail as part of the Station Area Plan.*

Market Street Corridor Draft Plan Changes (Attachment 3)

The Market Street Corridor Plan was originally created so both the Norkirk and Market neighborhoods adjoining the Corridor would have an influence on the long-range plan and zoning for the area. The Corridor Plan is an overlay zone that encompasses a depth of one parcel on the east and west sides of Market Street. Parcels on the east side of Market Street are in the Norkirk neighborhood and parcels on the west side of the street are in the Market neighborhood.

The Land Use Element Chapter of the Comprehensive Plan defines the Market Corridor District as a neighborhood-oriented mixed-use residential and commercial area. Zoning Code regulations for the [MSC 1-4 zones](#) allow for a mix of office, detached or attached residential, small scale retail (limited in size), restaurants and other uses. Zoning Code Chapter 142 establishes when design review is conducted by the Design Review Board or Planning Official (depends on number of stories, size of expansions, or if in the historic district in MSC 3). [Design Guidelines](#) for the Market Street Corridor are used by the Design Review Board to evaluate the design of multi-story mixed use projects. For Administrative Design Review, Planners use the [Design Regulations in KZC Chapter 92](#) to evaluate new construction or additions to commercial and multi-family development. Staff worked with a Market Street Corridor Focus Group (residents, commercial property owners and businesses) to discuss proposed changes to the Corridor Plan. For more information on the focus groups see February study session materials.

New text and/or policies were added to:

- Refine the overview section and vision statement.
- Encourage development to be compatible with the neighborhood using multi-family and commercial development standards (Policy MS-7).
- Describe the maximum number of stories that is appropriate along the Corridor that existing MSC 1-4 zoning regulates (ranges from 2-3 three stories) (Policy MS-8).
- Evaluate the existing parking requirements in the MSC zones to encourage more commercial uses. *This was an outcome of the MSC Focus Group.* (Policy MS-9).
- Retain and improve maintenance of trees in the Market Street center median (Policy MS-16).
- Improve vehicle access to Market Street (Policy MS-19).

Planning Commission had no substantive comments on the first draft of the Market Street Corridor plan.

Highlands Neighborhood Draft Plan Changes (Attachment 4)

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

New text and/or policies were added to:

- Revise the Vision Statement to include connections to the future BRT station at I-405/NE 85th Street.
- Promote protection of notable trees and groves of trees in addition to the citywide goal of retaining tree canopy (Policy H-7).
- Promote land uses, mobility infrastructure (pedestrian connections, bike access, etc.) to support the BRT station at I-405/NE 85th (Policy H-14).
- Support development of the CKC for pedestrian and bicycles and describe locations for pedestrian connections from the Highlands neighborhood to the CKC (consistent with the Parks PROS Plan, CKC Master Plan and shown on the adopted Citywide Connections map) (Policy H-24).

Planning Commission comments on the first draft of the Highlands Neighborhood plan and staff recommended response:

- Related to Policy H-24, the Commission had concerns about neighborhood plan policies contrary to adopted citywide Transportation Element policies. To respond to these concerns, staff has revised the text to the following:

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

Staff response: Staff revised text to incorporate Planning Commission comments from February 27, 2020 as follows:

The Cross Kirkland Corridor Master Plan and Transportation Element of the Comprehensive Plan describe how the Corridor should be developed as a ~~multi-use multimodal transportation~~ corridor for pedestrians, bicycles, utilities and potential transit. The Corridor is part of a larger regional bicycle and pedestrian trail network to link neighborhoods within Kirkland and to other cities. However, many neighborhood residents do not support development of the Corridor for transit. Because the Cross Kirkland Corridor Master Plan and Transportation Element support future transit along the Corridor, and Sound Transit has an easement along the Cross Kirkland Corridor, any future plans to develop transit service should be designed in a way that is sensitive to meeting the concerns of the adjacent community.

Public Outreach Activities and Public Comments

Attachment 5 includes a list of all the public outreach activities conducted since January 19 including project webpage, mailings and email announcements to inform the public about the process. Other public outreach efforts and entities included a working group, a workshop, two focus groups, staff attendance at neighborhood association meetings, and installation of public notice boards in the neighborhoods. The participants and conclusions from the focus groups are included on the [project webpage](#). Public comments on the draft plans received prior to the public hearing are included in Attachment 6. We will forward any additional comments received between packet distribution and the hearing.

Summary of Public Comment Themes Common to All Three Neighborhoods:

- Sidewalks are desired where they are missing. However, some people are concerned that when new sidewalks are installed, they eliminate the gravel shoulder used for parked cars, which results in reducing the driving aisle for cars. *This comment was heard mostly from the Market neighborhood. Sidewalks are required to be installed with new development per Zoning Code standards. The Capital Improvement Program prioritizes sidewalk installation.*
- As discussed in the focus group, some people dislike the design of new modern style homes because of their bulk, mass, size, and boxy look. It was recommended the City study additional code amendments to FAR requirements or add new Daylight Plane zoning regulations.
- There is general support for increasing affordable housing options including rental units, **accessory dwelling units (ADU's), condominiums, duplexes**, and triplexes and preserving smaller homes, as long as they are compatible with the look and feel of predominantly single-family neighborhoods. *Many of the same suggestions are included in the Affordable Housing Strategy Plan and were adopted with the citywide Missing Middle Housing and ADU code amendments.*
- Transportation Concerns:
 - Reduce vehicle traffic or speed of traffic through neighborhoods (Waverly, Market Street, 1st Street) - *the Neighborhood Traffic Control and Neighborhood Safety Programs manage these concerns on a daily or annual basis*
 - Improve transit service especially during evening hours (Routes 236 and 255) – the Eastside Mobility Project, when fully implemented, would increase service on Route 255
 - Provide safer walking routes to schools - *comments were forwarded to staff working on the in-progress Safer Routes to School Action Plan and Active Transportation Plan.*
 - Provide pedestrian connections to the new Sound Transit Station at I-405 at NE 85th Street freeway interchange - *preliminary locations for connections are shown on the new Citywide connections map and described in the Plans; in addition, new connections to the station will be evaluated as part of the in-progress Station Area Plan*
 - Improve pedestrian and bike connections network (especially to schools) – *pedestrian- and bicycle-related public comments have been forwarded to Public Works Department Neighborhood Services and Transportation Division staff to incorporate into the separate citywide processes to update the Active Transportation Plan, Safer Routes to School Action Plan, and Citywide Connections Plan*
 - The City, rather than adjoining property owners, should pay for the cost of paving all gravel alleys – *this would represent a significant (currently unfunded) cost for the City and would need to be evaluated as part of a City-wide budget process*

Criteria for amending the Comprehensive Plan

KZC Section 140.30 lists the criteria that must be met to amend the Comprehensive Plan:

1. The amendment must be consistent with the Growth Management Act.
2. The amendment must be consistent with the countywide planning policies.
3. The amendment must not be in conflict with other goals, policies, and provisions of the Kirkland Comprehensive Plan.
4. The amendment will result in long-term benefits to the community as a whole and is in the best interest of the community.

Staff conclusions

The proposed amendments to the Comprehensive Plan for the revised Market, Norkirk, and Highlands Neighborhood Plans and Market Street Corridor Plan are consistent with the above criteria, the Growth Management Act and Countywide Planning Policies. The proposed neighborhood plan policies are consistent with the general elements of the Comprehensive Plan, and would foster diverse housing, a complete transportation network, and vibrant commercial corridors. The proposed amendments bear a substantial relation to the public health, safety, and welfare to the residents of Kirkland and are in the interest of the specific neighborhoods.

Compliance with State Environmental Policy Act- Environmental Review

A SEPA addendum to the City of Kirkland 2015 Comprehensive Plan Update Draft and Final Environmental Impact Statement was issued on the draft Neighborhood Plans and Corridor Plan on July 21, 2020 and is contained in the official file in the Planning and Building Department. The SEPA Addendum compares the difference in impacts between the existing and revised Neighborhood Plan policies, and concludes that the updated plans would not result in new impacts beyond those identified in the Comprehensive Plan Environmental Impact Statement.

Submittal of draft plans to the Department of Commerce

Under RCW 36.70A.106, the City is required to submit a Notice of Intent to Adopt along with the Draft Plans and any amendments to development regulations to the Washington Department of Commerce (DOC) at least sixty days prior to final adoption. DOC reviews the draft plans to confirm that they are consistent with the GMA, and with multi-regional and region planning policies. The City submitted the Intent to Adopt forms and the Draft Plans on July 20, 2020.

Equity Impact Review

An equity assessment typically considers how projects or plans relate to equity and inclusion along the following markers of differences:

- Race or ethnicity
- Gender and gender identity
- Disability
- Age
- Sexual orientation
- Religion, faith or belief
- Socio-economic factors

An assessment considers whether any groups might be negatively impacted by a project, whether there are issues of access for some groups, and how a project might positively impact

equity and inclusion.

Looking through the lens from an equity and inclusion standpoint, in an effort to include as many people as possible in the neighborhood planning process, the city mailed postcards to all residents and property owners in each neighborhood (7,400 addresses; includes apartment residents). To solicit input from people who are not able to attend night meetings, staff used a variety of public outreach techniques such as an online survey, and a workshop on a Saturday so people who work during the weekday or evenings could participate in the process. Staff placed public notice boards at publicly-visible places within each neighborhood and attended neighborhood association meetings. In turn neighborhood leaders reached out to their residents and businesses.

Regarding socio-economic factors, these neighborhoods tend to have a higher land and home value than other areas of the city. Public comments received during the process expressed the concern that existing smaller, older homes are being displaced with larger, new, more expensive housing, making it difficult for those with moderate to lower income levels to stay in the area. Existing and new policies in each of the plans support preserving smaller homes, providing compact housing to respond to generational shifts in housing needs such as increasing rental housing, accessory dwelling units, and attached units (for example see Market Neighborhood Plan Policy M-10).

An objective expressed for the light industrial area in the Norkirk neighborhood plan is to maintain the area for small businesses and employment opportunities and discourage land used for large retail storage facilities that minimize employment opportunities (land uses in the LIT area will be studied in more detail with the NE 85th Street Station Area Plan).

To increase mobility for those who do not have access to a vehicle, the Norkirk Plan (Policy N-23) encourages providing greater opportunities for people to walk, bike, ride transit and promoting land uses and mobility improvements that will support the I-405/NE 85th Street BRT Station and Station Area Plan. The Market neighborhood plan encourages enhancement of pedestrian and bicycle improvements especially on designated school walk routes and development of the bike Greenway along Waverly Way. The Highlands neighborhood plan supports increasing transit options, particularly connections to the planned BRT Station.

Next Steps

Following the public hearing, the Planning Commission may direct staff to make any additional changes to the draft plans based on the public testimony and discuss a recommendation to City Council. A City Council briefing on the **Planning Commission's recommendation on the** draft plans is tentatively scheduled for September 15. Final adoption of the plans will be bundled up with the other proposed amendments to the Comprehensive Plan for final action by City Council on December 8, 2020.

Between now and final adoption, the draft plans will be converted into the new format for neighborhood plans consistent with recently adopted plans of Rose Hill and Bridle Trails Neighborhood Plans in 2018 and updated photos will be added. **Here's a [link](#)** to the Rose Hill Neighborhood Plan to see what the new format looks like.

Attachments:

1. Market Neighborhood Plan Draft #2
2. Norkirk Neighborhood Plan Draft #2
3. Market Street Corridor Plan Draft #2
4. Highlands Neighborhood Plan Draft #2
5. Public Outreach Activities
6. Public comments received prior to meeting packet distribution date

cc: File Number CAM19-00112 #4
Interested parties list

XV.K. Market Neighborhood Plan

Draft #2 May 29, 2020

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

1. Overview

The Market Neighborhood is bounded by Market Street and the Market Street Corridor on the east, Lake Washington on the south and west, and Juanita Bay on the north. The development pattern is well established with single-family homes throughout the neighborhood, while commercial and multifamily uses are located along the Market Street Corridor south of 18th Avenue West.



2. Vision Statement

New: The Market Neighborhood is much beloved by its residents. Their vision for the future is to preserve the many unique elements that make this neighborhood highly livable, while contributing to progress on community priorities in a manner that is both consistent with, and enhancing of, the existing neighborhood character.

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

Matters of shared concern among residents of the Market Neighborhood include preserving the single-family character of residences as Kirkland seeks to accommodate growth and appropriate density increases. Street safety for school children and other pedestrians is another issue of concern, in part because of increased traffic, increased on-street parking, and the lack of contiguous sidewalks throughout the neighborhood. And finally, residents are keenly interested in the proposed Greenway along Waverly Way and up Sixth Street West, which could be both a neighborhood and community asset if appropriately implemented.



July 2006 Annual Independence Day Parade Crossing Central Way onto Market

3. Historic Context

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

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

The Hotel Jackson was the brick building on the corner of Market and 7th Avenue where the Leland building sits today. This hotel was state of the art when built in 1890, featuring a large theatre on the top floor, stately hotel rooms on the second floor, and retail space on the street level. The hotel was built by Capt. Daniel B. Jackson, great grandfather of Washington State's past governor Daniel Jackson Evans. The Jackson Theatre later ran silent movies and was the first movie theatre on the eastside. The theatre and hotel eventually became the Gateway Theatre and Hotel. The 1891 Sears Bank building at 701 Market Street was built by Joshua Montgomery Sears of Boston.

Homesteads in the 1870s

The land homesteaded in the 1870s by Andrew and Susannah Nelson and their son Christian Nelson as well as the Cedarmere tract included all of the land from Lake Washington to First Street. The Nelsons built a small white frame house on the property at the northeast corner of Market and Central (about where the communications building is now located at 212 Market Street).

Kirkland Land and Improvement Company

Between 1888 and 1890, Peter Kirk's Kirkland Land and Improvement Company purchased many of the homesteads to begin the proposed new city which would support the construction of the steel mill on Rose Hill near Forbes Lake. In 1889, a number of homes for both steel mill workers and administrators were built in the Market Neighborhood although few of the roads were built until years later. In 1890 the original plat prepared by John Kellett, Kirk's engineer, established the street layout that is evident today. Peter Kirk's original Victorian home was built on the southern corner of 2nd Street West and 5th Avenue West before being sold to Burke & Farrar who dismantled the home and built two large family homes on Waverly Way. The Kirk home is the logo for the Kirkland Heritage Society. The Loomis home located at 304 8th Avenue West is the last remaining Victorian Home in Kirkland.

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

In 1893 the nationwide depression wiped out Peter Kirk's dream of Kirkland becoming the "Pittsburgh of the West" as the financial backing stopped and the steel mill closed without ever having produced steel. Very little development occurred in Kirkland until after 1910, but even though times were tough, the citizens voted to incorporate in 1905.



Peter Kirk Mansion Boom Development 1910 – 1930 – Burke and Farrar

One of the most significant eras of development in Kirkland was from 1910 through the 1930s, after Burke and Farrar, Seattle developers, purchased Peter Kirk's remaining holdings. Although this era coincided with the national popularity of the Arts and Crafts movement and the construction of bungalow and craftsman-style homes, the Market Neighborhood was not as impacted by their development as the adjacent Norkirk Neighborhood.

Change of Street Names

In the late 1920s, the street names defined in the original Kirk Plat were changed to the present naming system to facilitate public safety. The street signs installed in 1999 and 2000 reflect the original historic names. Examples of these include: Market Street – a traditional name assigned to the agricultural roads that led from the farms to the market place – in this case, the ferry to Seattle. Waverly Way also retained its original name. Streets reflecting the English roots of Kirk and Kellett included: 5th Avenue West – Bond Street; 8th Avenue West – Regent Street; and 4th Street – Fleet Street. Other streets were named after states: 17th Avenue West – Oregon Street; and some after presidents: 7th Street West – Monroe Street.



The Union A High School

Schools on the Waverly Site (now Heritage Park)

The Union A High School or Kirkland High School was built in 1922 with the first graduating class in 1923. It served as the high school until 1950 when the new Lake Washington High School was built.

The building served as a junior high after the high school moved. In the early 1970s the older portion of the building was destroyed by fire and demolished. However, the historic terraced land remains today in Heritage Park. In 1998 the Christ Science Church was moved from 1st Street to the southern corner of Heritage Park. This iconic building, known as Heritage Hall is now a historic fixture in Kirkland and the lower level houses the Kirkland Heritage Society Resource Center and Museum. The main entry arch from the old Union A High school building was saved and in 2005 was moved to the corner of Market Street and Waverly Way as the symbolic entry to Heritage Park.

Historic Properties

The Kirkland Heritage Society utilized a grant from the Kirkland City Council to conduct an inventory of properties meeting established historic criteria in 1999. Over one-third of the structures on this Citywide inventory are in the Market Neighborhood, with many of them having high priority status. Three buildings in the neighborhood, the Loomis House, Kellett/Harris House and Sears Building, are on the National Register of Historic Places.



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

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

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

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

Providing markers and interpretive boards will identify these important sites and enable current and future residents to have a link with the history of the area.

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

Existing zoning and subdivision code incentives allow lots containing historic buildings to be subdivided into smaller lots than would otherwise be permitted if the historic buildings meet designated criteria and are preserved on site. In the future, additional incentives may need to be explored to protect historic buildings.

4. Natural Environment

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

The environmental policies for the Market neighborhood strive to protect and enhance the quality of the natural environment as a natural amenity, to avoid potential environmental hazards, and to utilize sustainable management practices. Maps further down in this section show the critical areas within the Market neighborhood. Areas with steep slopes with potential for erosion hazards are located along the Lake Washington shoreline. These areas are prone to landslides, which may be triggered by grading operations, land clearing, irrigation, or the load characteristics of buildings on hillsides. Seismic hazard areas are also found along Lake Washington and in Juanita Bay Park. These areas have the susceptibility for soil liquefaction and differential ground settlement during a seismic event.

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

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

The Market Neighborhood is located within the Kirkland Slope, Forbes Creek, Moss Bay, and South Juanita Slope drainage basins (Figure M-1). Various Forbes Creek tributaries and wetlands constitute a valuable natural drainage system that flows into Lake Washington through Juanita Bay Park, a high quality ecological area. This drainage system serves the drainage, water quality, wildlife and fish habitat, and open space needs of the northern portion of the neighborhood.

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

Water quality is an important issue for all of Kirkland, but especially in the Market Neighborhood with its extensive shoreline, and groundwater that drains directly into Lake Washington. Protection of these valuable assets is the subject of various state, county, and local regulations, of which this Plan is a part. The Shoreline Area Chapter of this Comprehensive Plan discusses best management practices to protect the lake.

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

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

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

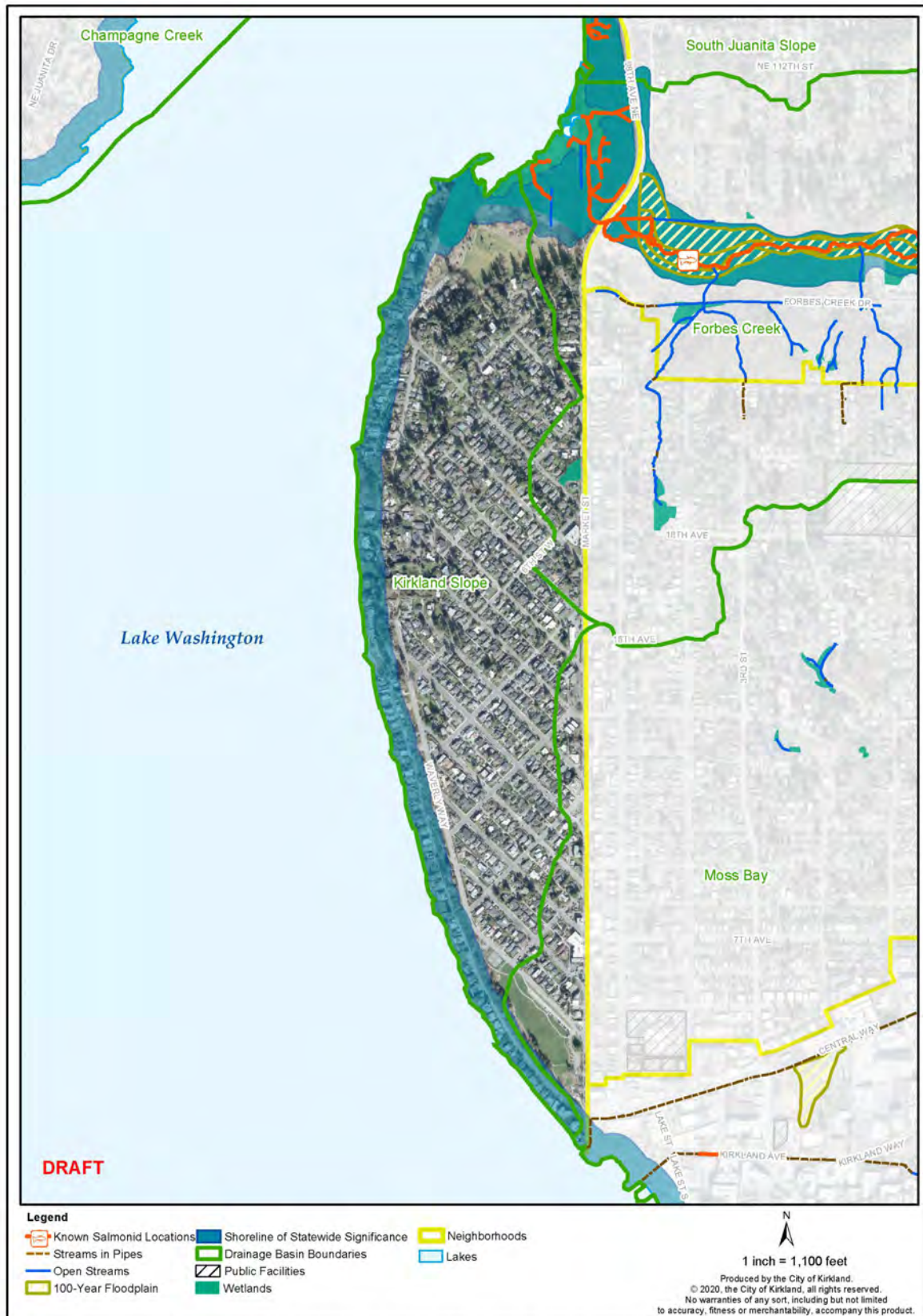


Figure M-1: Market Wetlands, Streams, and Lakes



Policy M-7: Develop viewpoints and interpretive information around streams and wetlands if protection of the natural features can be reasonably ensured.

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

Policy M-8: Protect notable trees and groves of trees.

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



Scenic natural areas at Juanita Bay Park

Figure 2a and 2b

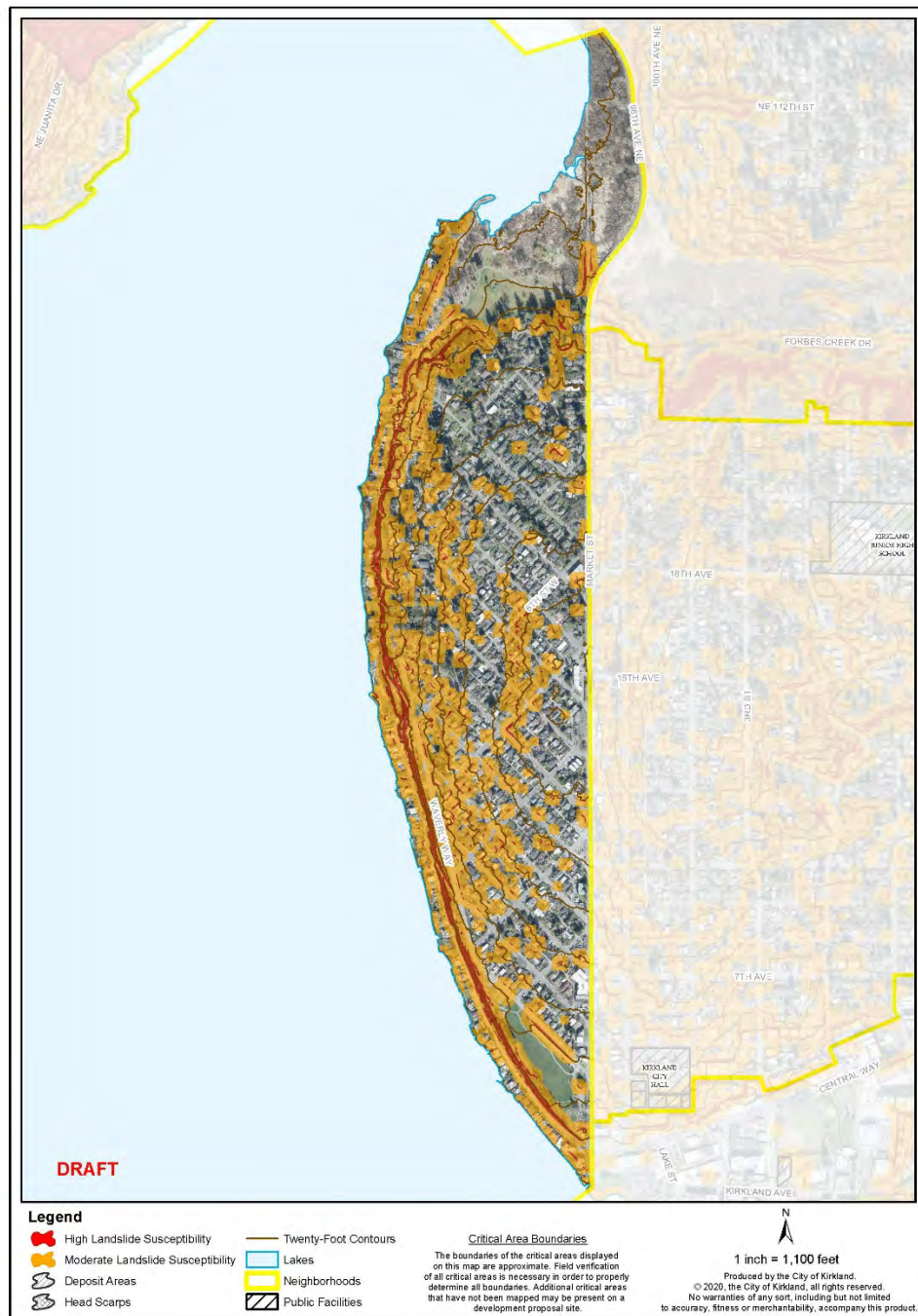


Figure M-2a: Market Landslide Susceptibility



Figure M-2b: Market Liquefaction Potential

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

The Market Neighborhood and Juanita Bay Park are home to many wildlife species, including bald eagles, beavers, herons, turtles, salmon and many other fish and birds. The neighborhood is fortunate to include the Juanita Bay Park urban wildlife habitat, which is a unique environment within the City. There are also two bald eagle's nests in the south and northwest portion of the neighborhood. Protection of these special habitat areas is important so that they will be preserved for future generations.

People living in the neighborhood also have opportunities to attract wildlife and improve wildlife habitats on their private property. The City, the Washington Department of Fish and Wildlife, and other organizations and agencies experienced in wildlife habitat restoration can provide assistance and help organize volunteer projects.



Red-winged black bird

5. Land Use

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

Policy M-10: Retain the detached single-family character of the Market Neighborhood while accommodating more compact new housing so that residents can age in place and the neighborhood can accommodate generational shifts in housing needs.

New: Underlined Text Reflects Planning Comment comments from February 27 2020 meeting:

Much of the development in the neighborhood has high-quality homes that are compatible with the detached single family character of the neighborhood. These characteristics include homes that are of varied architectural styles and roof angles, proportionate in size to the lot size, have generous setbacks from the street, well maintained landscaping, provide off-street parking, and generally enhance the neighborhood. Future development should continue this pattern.

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

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

To counteract these market forces and provide additional small homes requires thoughtful planning. New, smaller home options could work in the neighborhood, provided they complement the single-family characteristics of the neighborhood described above, and minimize impacts to existing homes such as, decreased light, decreased privacy, increased traffic, increased on-street parking, decreased road safety, tree loss, and surface water management issues. Smaller home options could include accessory dwelling units (ADU's), compact single-family homes, common wall homes (attached), cottage housing, zero lot line, and clustered dwellings.

See the Design Guidelines for Residential Development located within the Kirkland Municipal Code Section 3.30.040 for more guidelines for both single family and multifamily residential development and the Kirkland Zoning Code regulations.



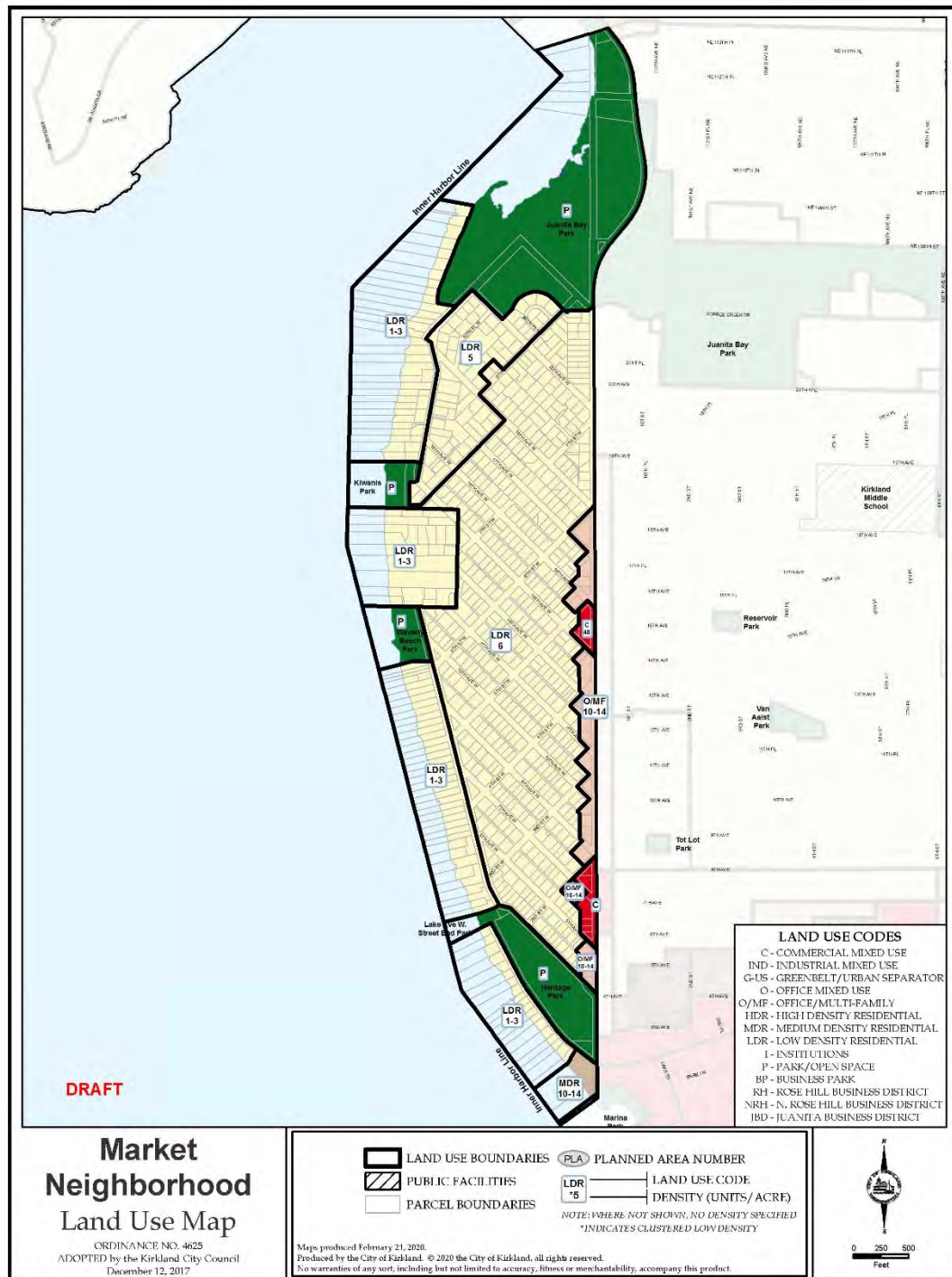


Figure M- 3 Market Neighborhood Land Use



Housing diversity could also be achieved by allowing properties to subdivide into lots that are smaller than the minimum lot size allowed in the zone if at least one of the lots contains a small home. This could add diversity of housing types to provide more housing choice, provided that the existing neighborhood character is preserved, and zoning regulations ensure that houses are built proportionate to their lot size.

6. Urban Design

Policy M-11: Encourage residential design that contributes to a vibrant neighborhood

Building and site design should respond to both the conditions of the site and those of the surrounding neighborhood. A variety of building forms and materials result in homes with their own individual character. Appropriate building setbacks, garage treatments, sidewalks, alley access, and architectural elements such as entry porches help foster a pedestrian orientation and encourage greater interaction between neighbors.

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

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

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

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

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

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

Similar to the benches installed at the 5th Street West street end along Waverly Way, the 4th Street West street end could be improved with benches and other amenities as a viewing station for the public. These stations will complement the proposed pedestrian sidewalk along the west side of



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

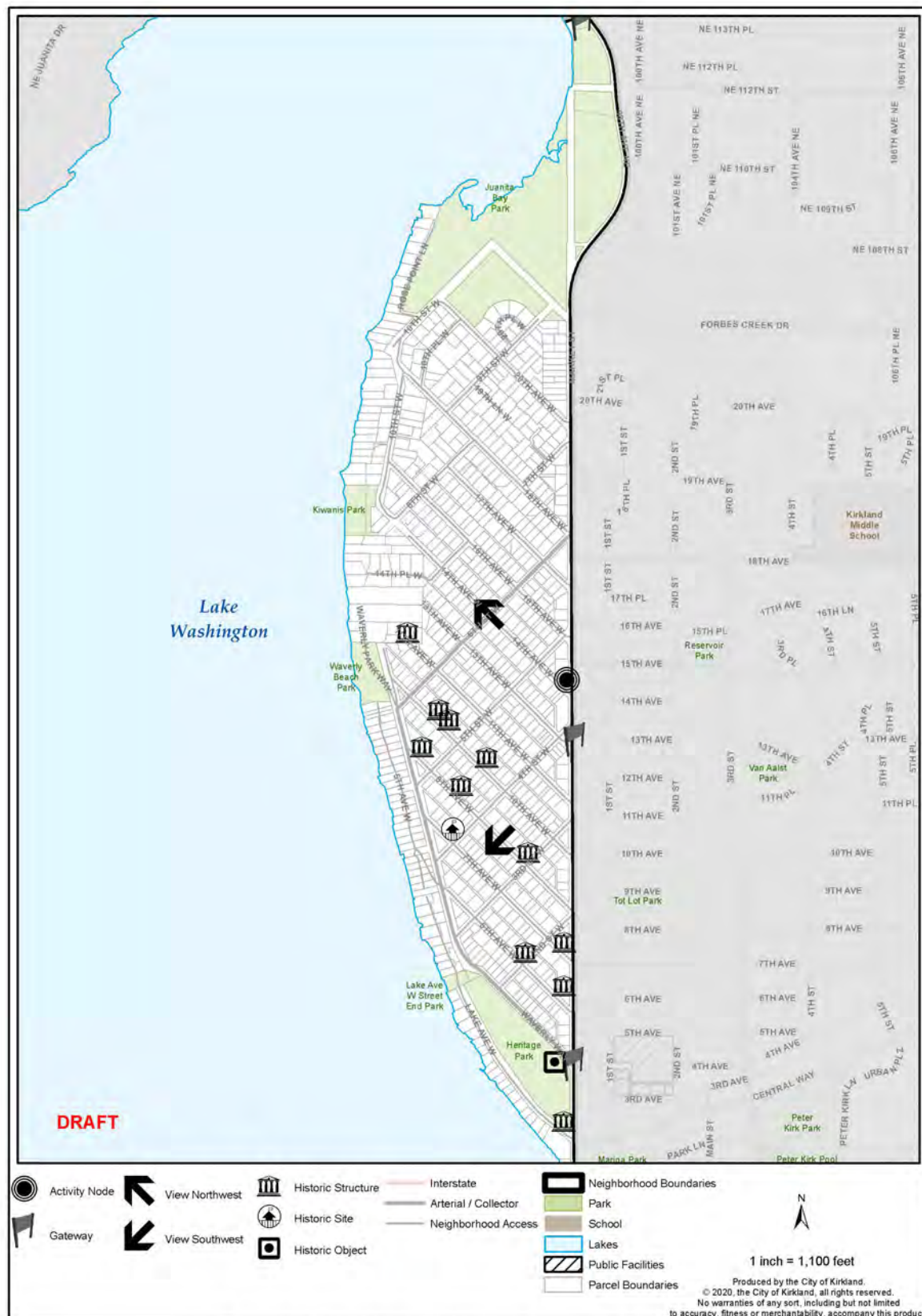


Figure M-7: Market Urban Design Features

STREETS

The street network in the Market Neighborhood is in a grid pattern. Maintenance of this grid promotes neighborhood mobility and more equitable distribution of traffic on neighborhood streets. The streets that compose this grid network consist of collector and local streets and alleys, with one principal arterial (Market Street) located at the eastern boundary. Streets are described below and shown on Figure M-4. Traffic is well distributed throughout the neighborhood by the existing street system.

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

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

6th Street West is a collector street from Waverly Way on the west side of the Market Neighborhood to Market Street on the east side. It provides access through the center of the neighborhood and provides access to Waverly Beach Park.



View down Waverly Way from 6th Street West

Waverly Way connects from 6th Street West to Market Street at the south end of the neighborhood. It provides north/south access along the western side of the Market Neighborhood. Waverly Way also provides access to Heritage Park and Waverly Beach Park.

Neighborhood Access Streets: All of the streets not discussed above are classified as neighborhood access streets. These streets provide access to adjacent residences and connect to collectors or arterials. Full improvements on these streets typically include a travel way, on-street parking, curbs, gutters, sidewalks, and landscape strips. Full improvements do not exist on many of the neighborhood access streets in the Market Neighborhood, especially in the northern part of the neighborhood.

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

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

The following policies aim to improve mobility for the Market Neighborhood.

Policy M-16: Incorporate measures that will allow for improved access to Market Street during heavy traffic periods without disrupting the general flow of traffic.

Initial research indicates that such issues as pedestrian safety, sight distance problems, short acceleration lanes, speeding, lack of gaps for entry traffic, and transition to a 25 mph zone near the downtown all contribute to general traffic flow problems during peak commute hours. Possible solutions to these problems include: simplifying intersections; creating gaps in the traffic; and calming or slowing traffic on Market Street. Ongoing observation and study will be necessary to ensure that Market Street will continue to function as a principal arterial while providing efficient access to the Market Neighborhood.

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

Alleys provide access and service routes for the lots they abut, while the streets provide circulation through the neighborhood. Utilizing alleys minimizes the number of curb cuts needed to serve abutting uses, thus minimizing conflicts with pedestrian and vehicular traffic on the streets. **New:** Gravel alleys should be paved per City standards as new infill development occurs to accommodate increased vehicle access and reduce dust.

New (borrowed from Norkirk Plan): Policy M-18: Minimize cut-through traffic and speeding on neighborhood streets using neighborhood traffic control devices where appropriate.

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

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

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

PEDESTRIAN/BICYCLE CIRCULATION

Staff note: this section and map figures will be updated when the ATP, Safer Routes to School Plans are updated in mid 2020, and BRT pedestrian connections are finalized

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

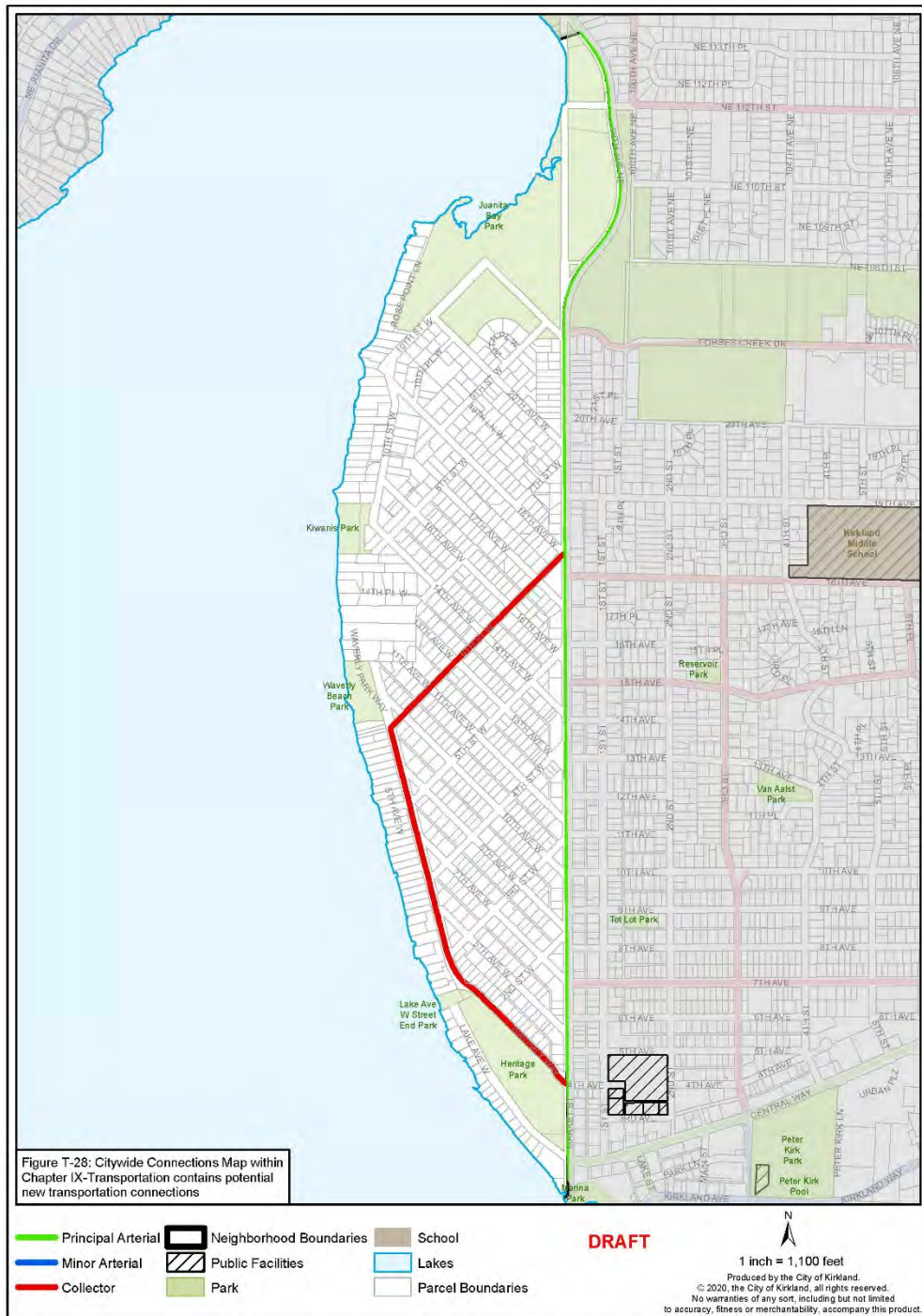


Figure M-4: Market Street Classifications

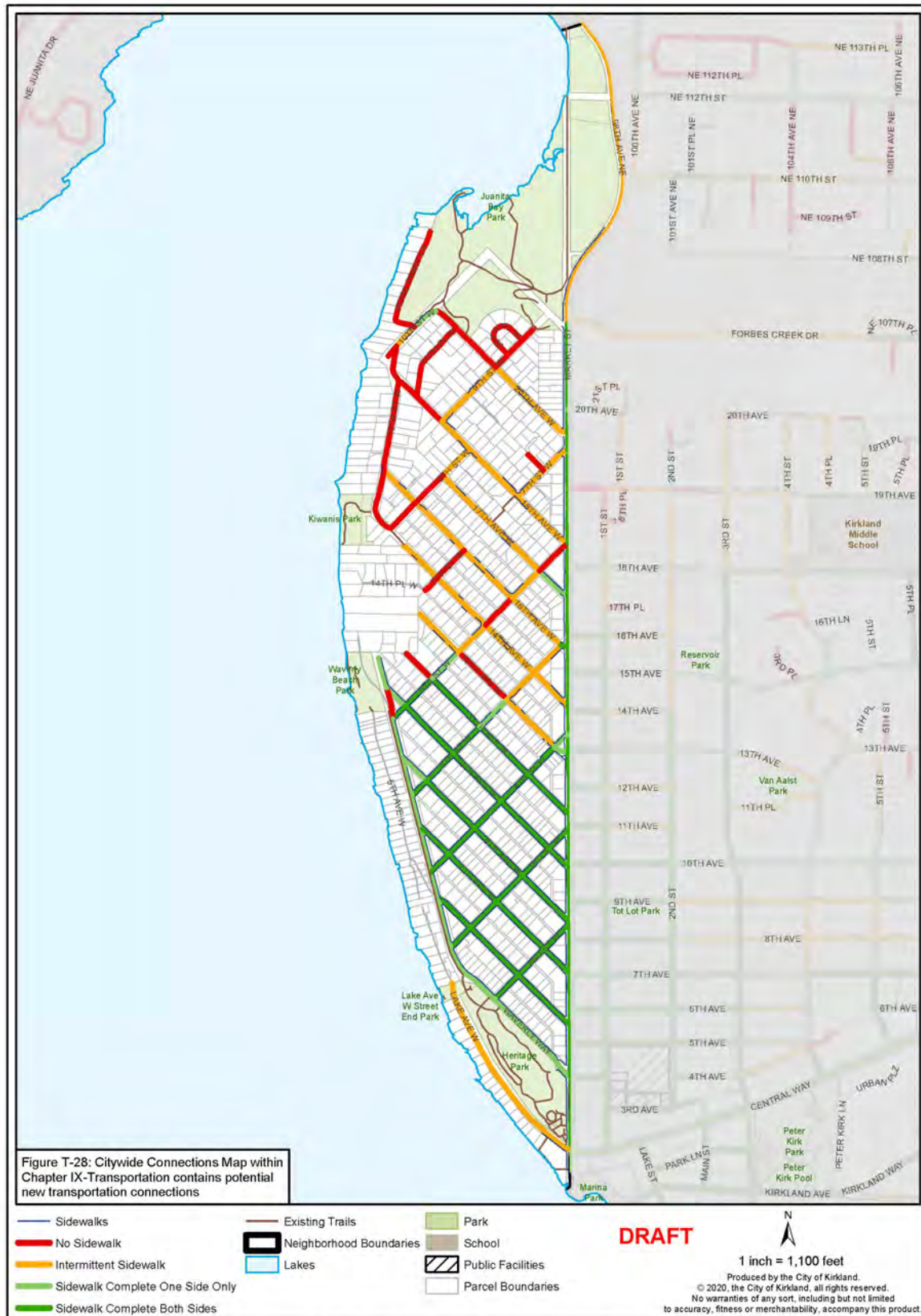


Figure M-5: Market Pedestrian System

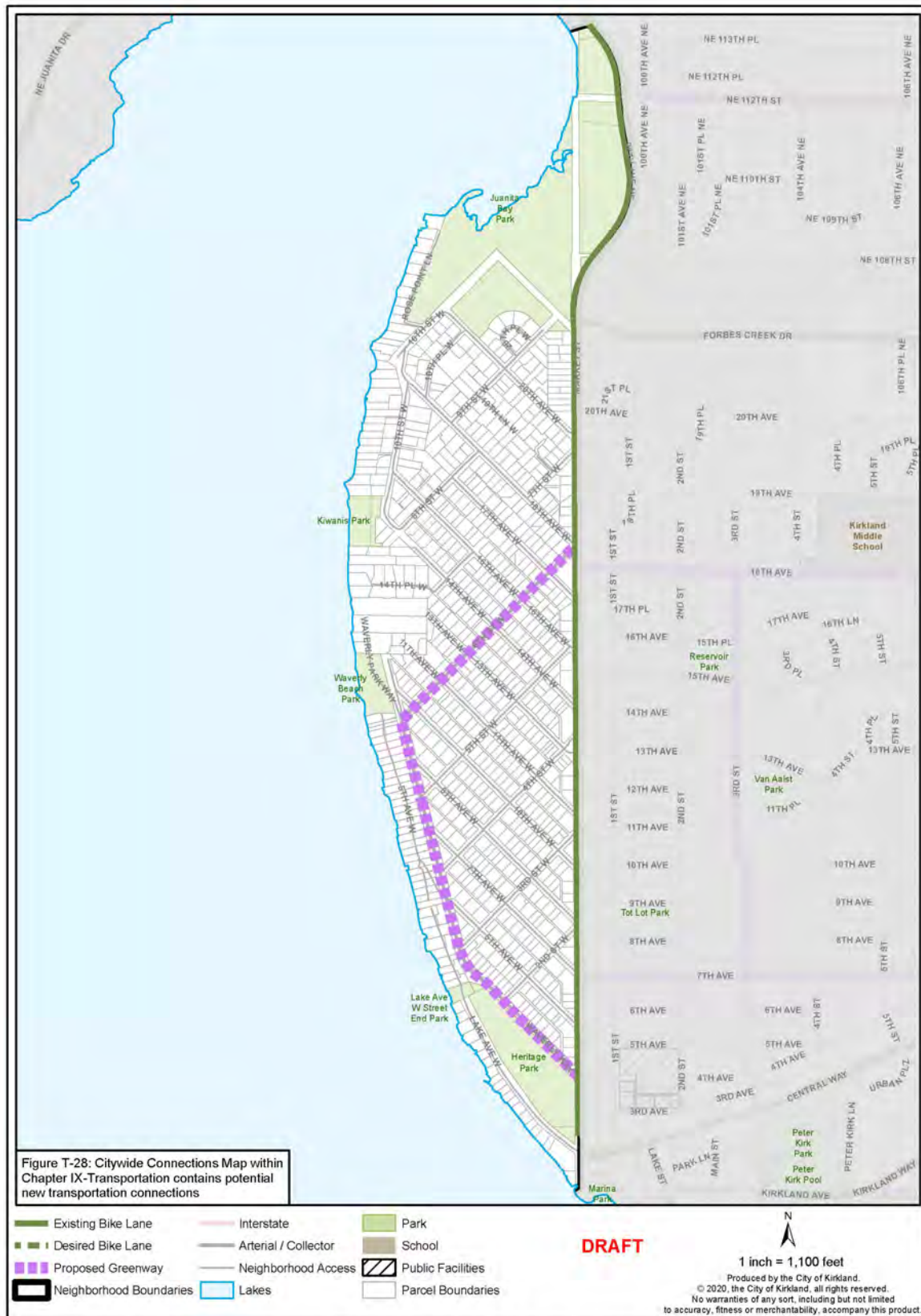


Figure M-6: Market Bicycle System

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

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

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

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

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

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

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

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

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

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

8. Open Space/Parks

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

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



Waverly Beach Park

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

Desirable additions to the Market Neighborhood park system include:

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

9. Priorities

New:

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

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

XV.M. Norkirk Neighborhood

Draft #2 May 29, 2020

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

1. Overview

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

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

2. Vision Statement



Annual Norkirk Neighborhood Picnic

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

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

Norkirk residents prize their beautiful surroundings, including open spaces and abundant trees. From numerous spots throughout the neighborhood one can view Lake Washington and its shoreline, the Olympics, or Mount Rainier. The parks, woodlands, and wetlands are considered the neighborhood's backyard, and residents care for those places.

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

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

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

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

Norkirk is an outstanding neighborhood in which to live.



Kirkland Middle School

3. Historic Context

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

Introduction

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



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

Homesteads in the 1880s

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

The Norkirk Neighborhood was originally named Capitol Hill in 1888 and later, likely changed to reflect references to "North Kirkland". Norkirk was to have a significant role in Kirkland's history, when 7th Avenue, then called Piccadilly, was the main road from Market to Peter Kirk's Steel Mill on Rose Hill. The Kirkland Land & Improvement Co. (KL&I) owned the land south of 9th Avenue, (called Michigan until 1929). Joshua Montgomery Sears, one of the nation's wealthiest men,

owned the land from 9th Avenue up to 18th Avenue, between 1st Street and 6th Street. Sears privately owned one half of Kirkland, with the KL&I owning the other half. By 1892, 7th Avenue was lined with a medical facility operated out of a house (Buchanan House and now known as the Trueblood House, which was moved to 6th Avenue in 2017), several hotels, a livery, cleaners, grocery stores. Churches and the first school were south of 7th Avenue.

Kirkland Land and Improvement Company

Between 1888 and 1890, Peter Kirk's Kirkland Land and Improvement (KL&I) Company purchased many of the homesteads to begin the proposed new city, which would support the construction of the steel mill on Rose Hill near Forbes Lake. In 1890, the original plat was complete with the street layout much as we see it today – particularly from Market to 3rd Street and south of 10th Avenue. The town center was to be at the intersection of Market Street and Piccadilly (7th Avenue). Piccadilly, with its wide right-of-way, was the connecting road to the mill on Rose Hill.

In 1893 the nationwide depression wiped out Kirk's dream of Kirkland becoming the "Pittsburgh of the West" as the financial backing stopped, and the mill closed without ever having produced steel. Very little development occurred in Kirkland until after 1910. Even though times were tough, the citizens voted to incorporate in 1905.

Boom Development 1910 – 1930: Burke and Farrar

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

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

Railroad

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

Change of Street Names

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



Representative photographs of Bungalows – Inventory Reports from Kirkland Heritage Society

Naming of the Neighborhood

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

Historic Properties

The Kirkland Heritage Society utilized a grant from the Kirkland City Council to conduct an inventory of properties meeting established historic criteria in 1999. The Norkirk Neighborhood had one-third of the buildings on the Citywide inventory. Twenty percent of the highest priority structures are in Norkirk. The Kirkland Woman's Club, Trueblood House, Campbell building and Peter Kirk building are on the National and State Registers of Historic Places. The cluster of historic properties at the intersection of Market Street and 7th Avenue form an important historical link and entrance to the Norkirk Neighborhood. The Newberry House, Kirkland Cannery, Sessions Funeral Home, 5th Brick Building, the site of the former First Baptist Church/American Legion Hall, and the Houghton Church Bell are designated by the City of Kirkland as Community

Landmarks. See the Community Character Element of the Comprehensive Plan for further historic resources information.



*Woman's Club and Peter Kirk Building
Recognized by City of Kirkland Inventory and Centennial Collections, Kirkland Heritage Society*

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

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

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

Information identifying these important sites enables future residents to have a link with the history of the area.

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

Flexibility in lot size requirements for lots that contain historic buildings is an incentive to preserve and protect historic resources. The Historic Preservation subdivision incentive allows lots containing historic buildings to be subdivided into smaller lots than would otherwise be permitted if the historic buildings meet designated criteria and are preserved on-site. In the future, additional incentives may need to be explored to protect historic buildings. A particularly significant historic building in the neighborhood is the Kirkland Cannery. Located in the industrial area of Norkirk, some zoning flexibility to allow nonindustrial uses such as live/work lofts may be appropriate in order to preserve this building.

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

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

4. Natural Environment

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

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

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

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

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

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

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

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

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

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



Trees at Crestwood Park

Geologically Hazardous Areas

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

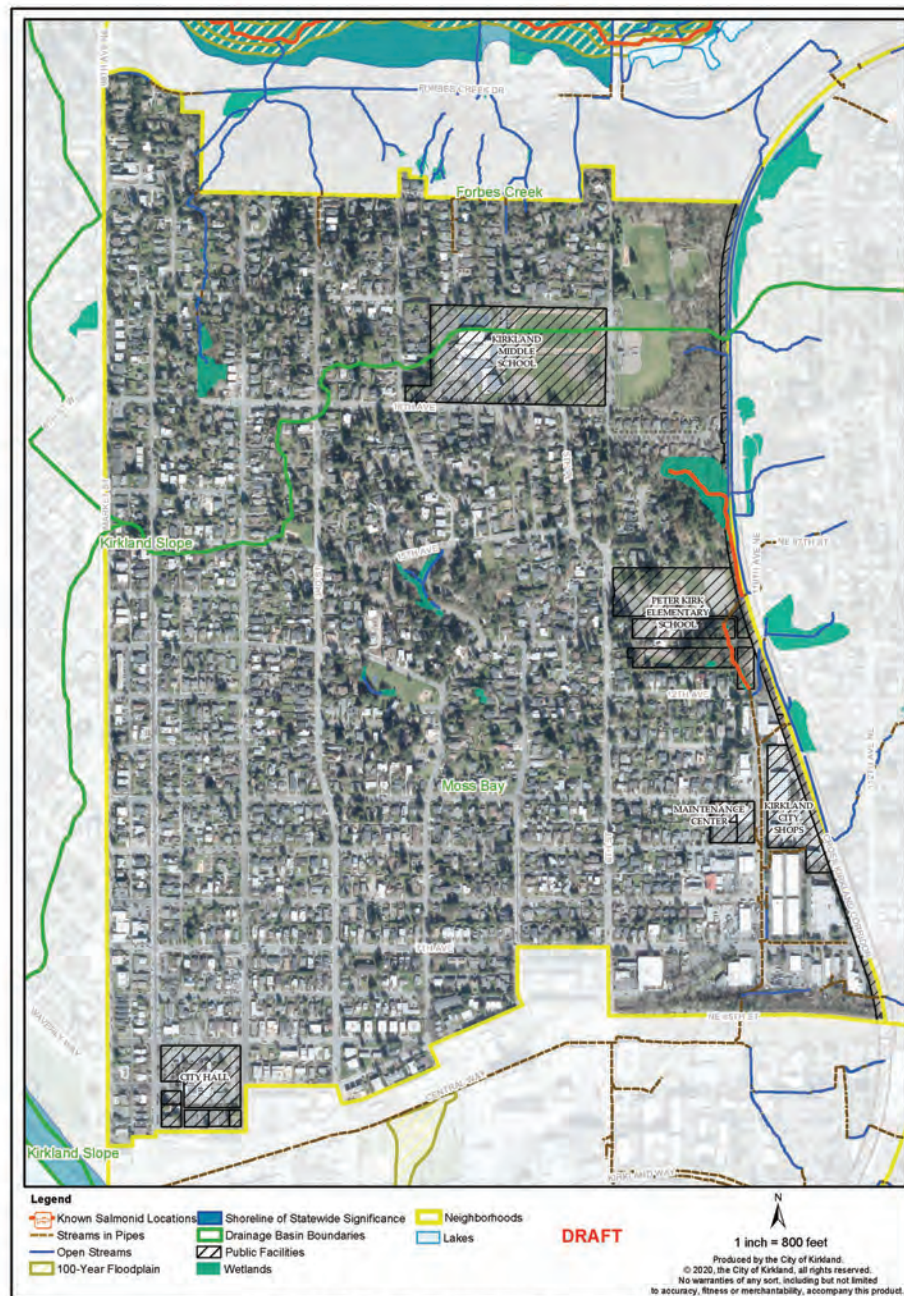


Figure N-1: Norkirk Wetlands, Streams, and Lakes

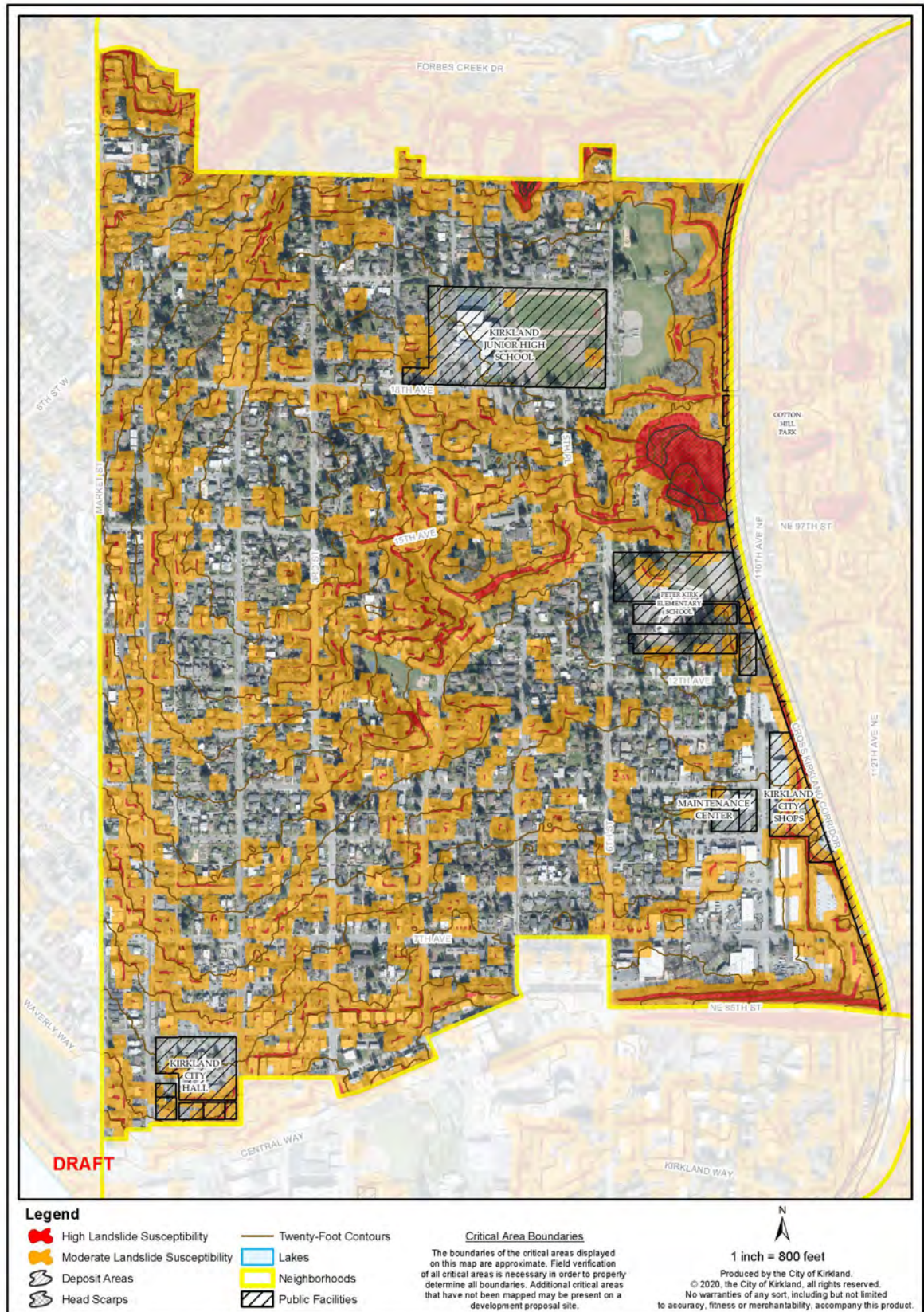
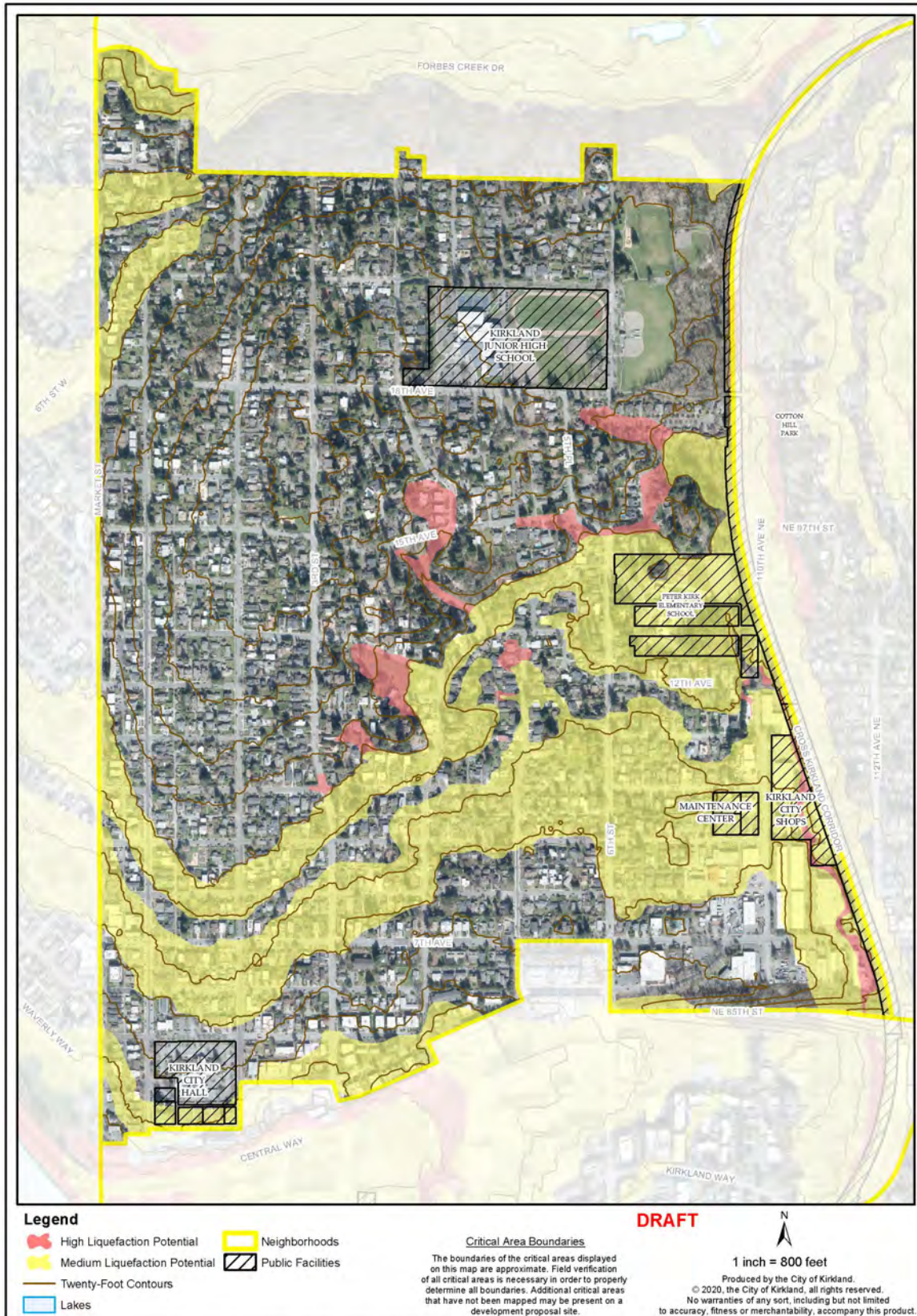


Figure N-2a: Norkirk Landslide Susceptibility



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

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

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

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

5. Land Use

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

RESIDENTIAL

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

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

Providing housing options for a wide spectrum of households is an important value to support and encourage. Innovative housing provides more housing choice to meet changing housing demographics such as smaller households. Rising housing prices throughout the City and region require strategies to promote lower cost housing. Allowing design innovations can help lower land and development costs and improve affordability.



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

Compatibility with the predominant traditional detached single-family housing style in the neighborhood will determine the acceptance of housing alternatives. Architectural and site design standards to ensure compatibility with adjacent single-family homes are important to the successful integration of alternative housing into the neighborhood. Innovative housing techniques and styles such as small lot single-family, historic preservation and low impact development subdivisions, cottage and common wall (attached) homes, accessory dwelling units, clustered dwellings, and co-housing are appropriate options to serve a diverse population and changing household size and composition. They also help maintain the diversity of housing that characterizes Norkirk. Standards governing the siting and construction of alternative housing types in Norkirk should be consistent with Citywide zoning, development and subdivision regulations. New housing should protect and enhance the single-family character of the neighborhood.

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

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

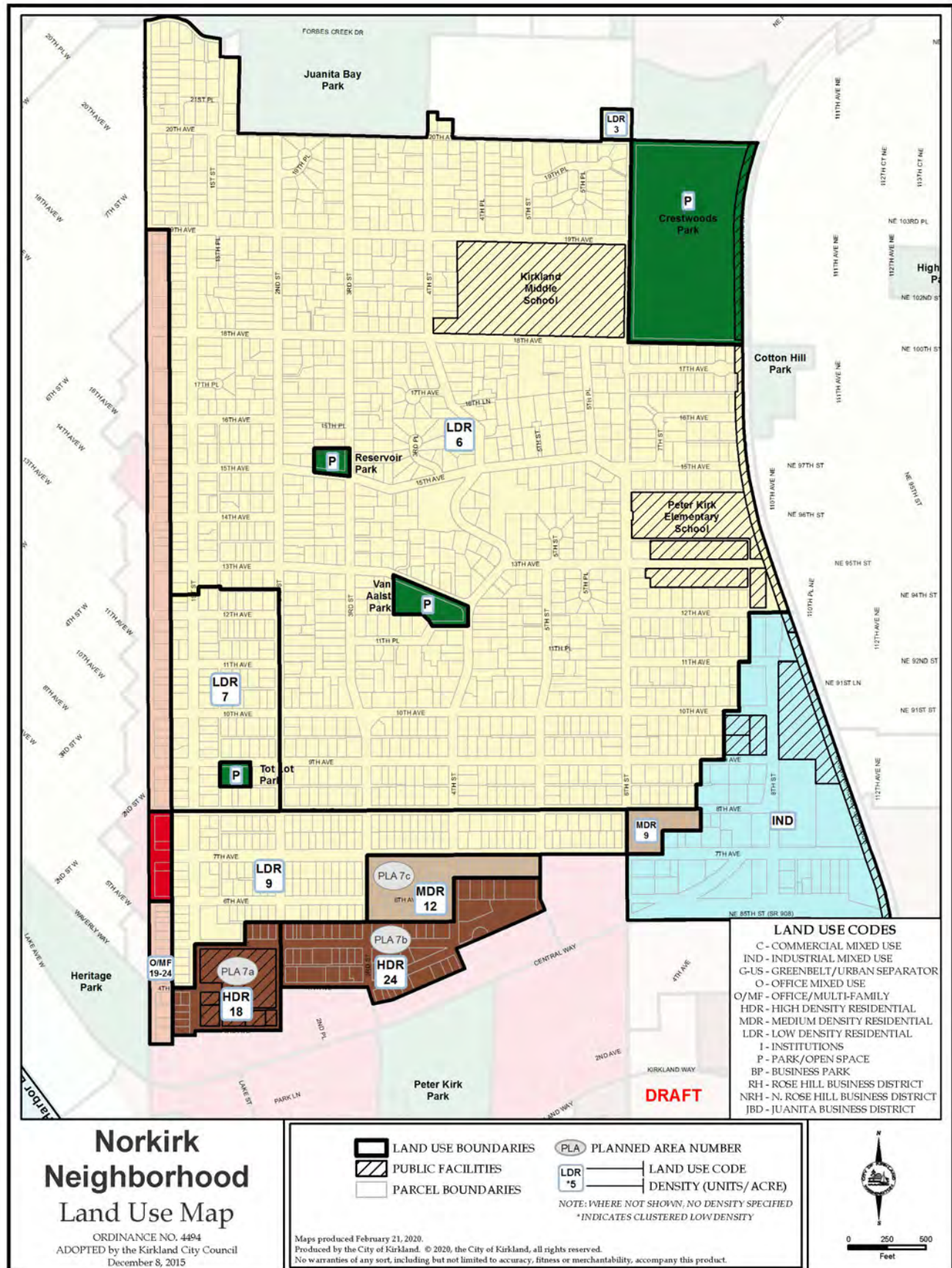


Figure N-3: Norkirk Land Use Map



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

PLANNED AREA 7

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

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

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

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



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

COMMERCIAL

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

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

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

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

INDUSTRIAL

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

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

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

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



Retail storage establishment

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

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

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

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

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

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

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

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

6. Urban Design

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

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

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

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

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

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

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

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



View from intersection at 9th Avenue and 1st Street

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

Building and site design should respond to both the conditions of the site and the surrounding neighborhood. A variety of forms and materials result in homes with their own individual character, thus reducing monotony. Appropriate building setbacks, garage treatments, sidewalks, alley access, and architectural elements, such as entry porches, help foster a pedestrian orientation and encourage greater interaction between neighbors.

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

Policy N-29: Explore new regulations that encourage infill housing to be compatible in scale and mass with the existing development and that allow for sufficient light, air, and privacy between residential structures.

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

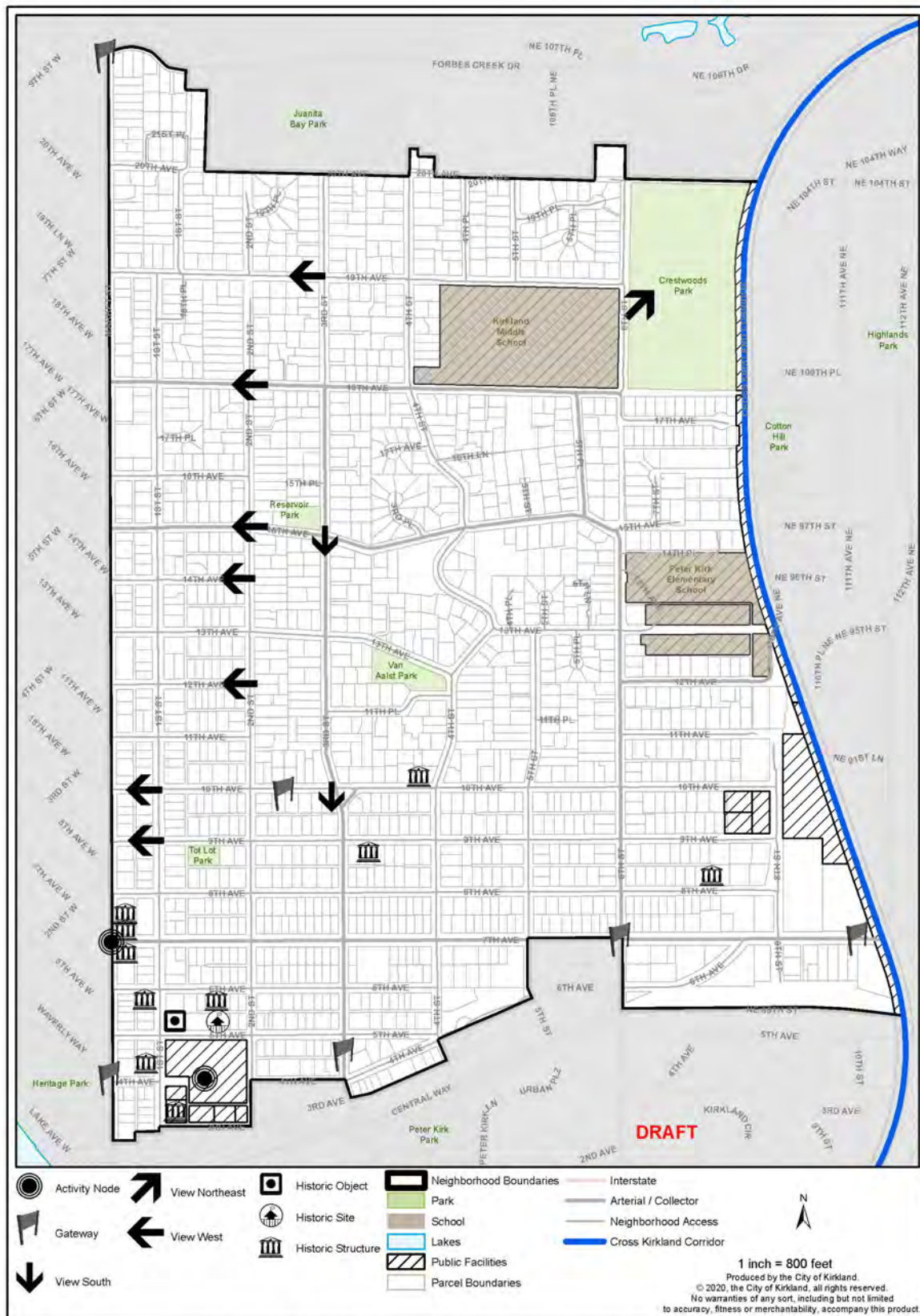


Figure N-7: Norkirk Urban Design Features

7. Transportation

STREETS

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

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

Alleys provide access and a service route for the lots they abut, while the streets provide circulation through the neighborhood. Utilizing alleys minimizes the number of curb cuts needed to serve abutting uses, thus minimizing conflicts with pedestrian and vehicular traffic on the street.

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

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

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

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



Example of traffic circle installed for slowing down vehicle speed

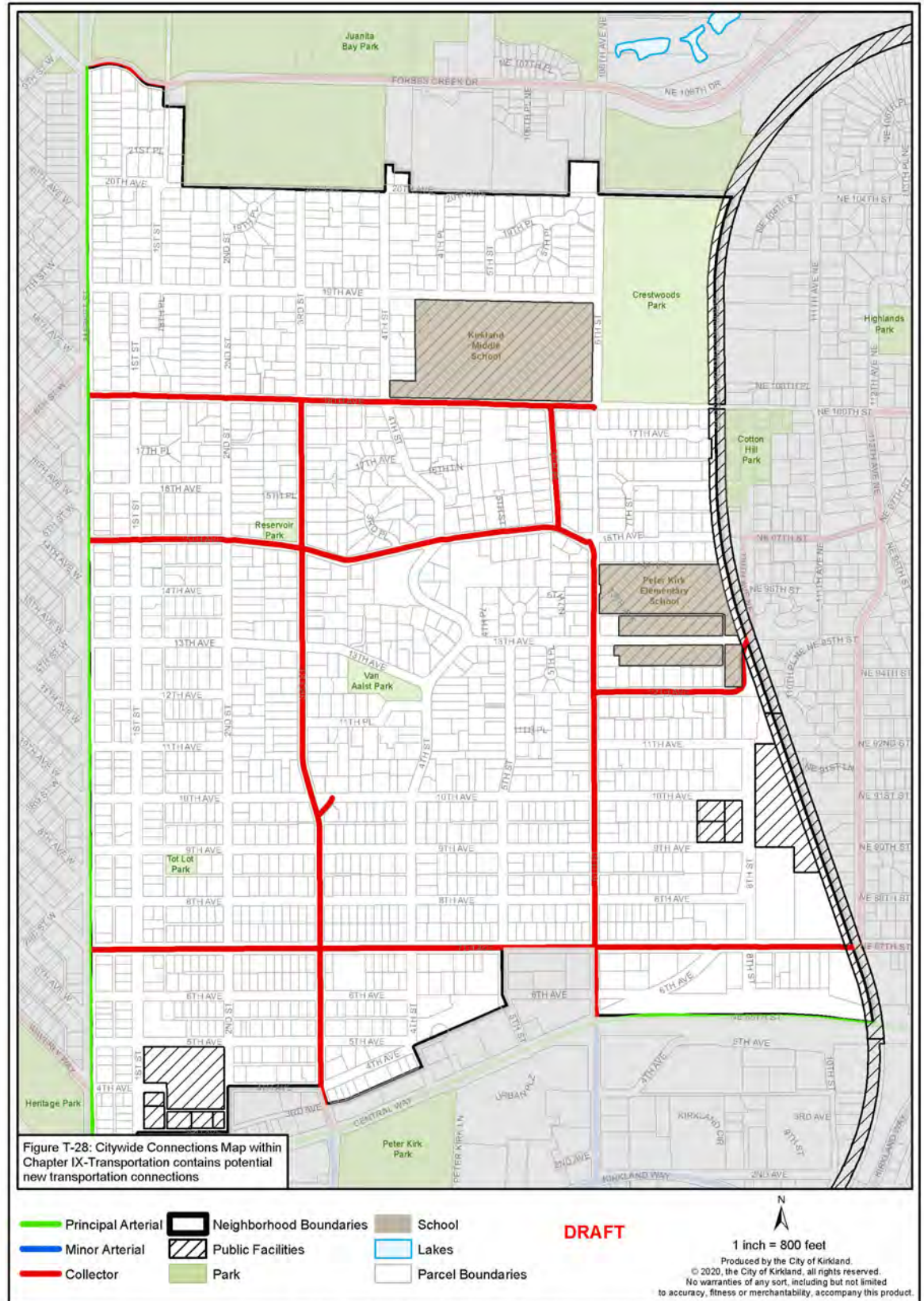


Figure N-4: Norkirk Street Classifications

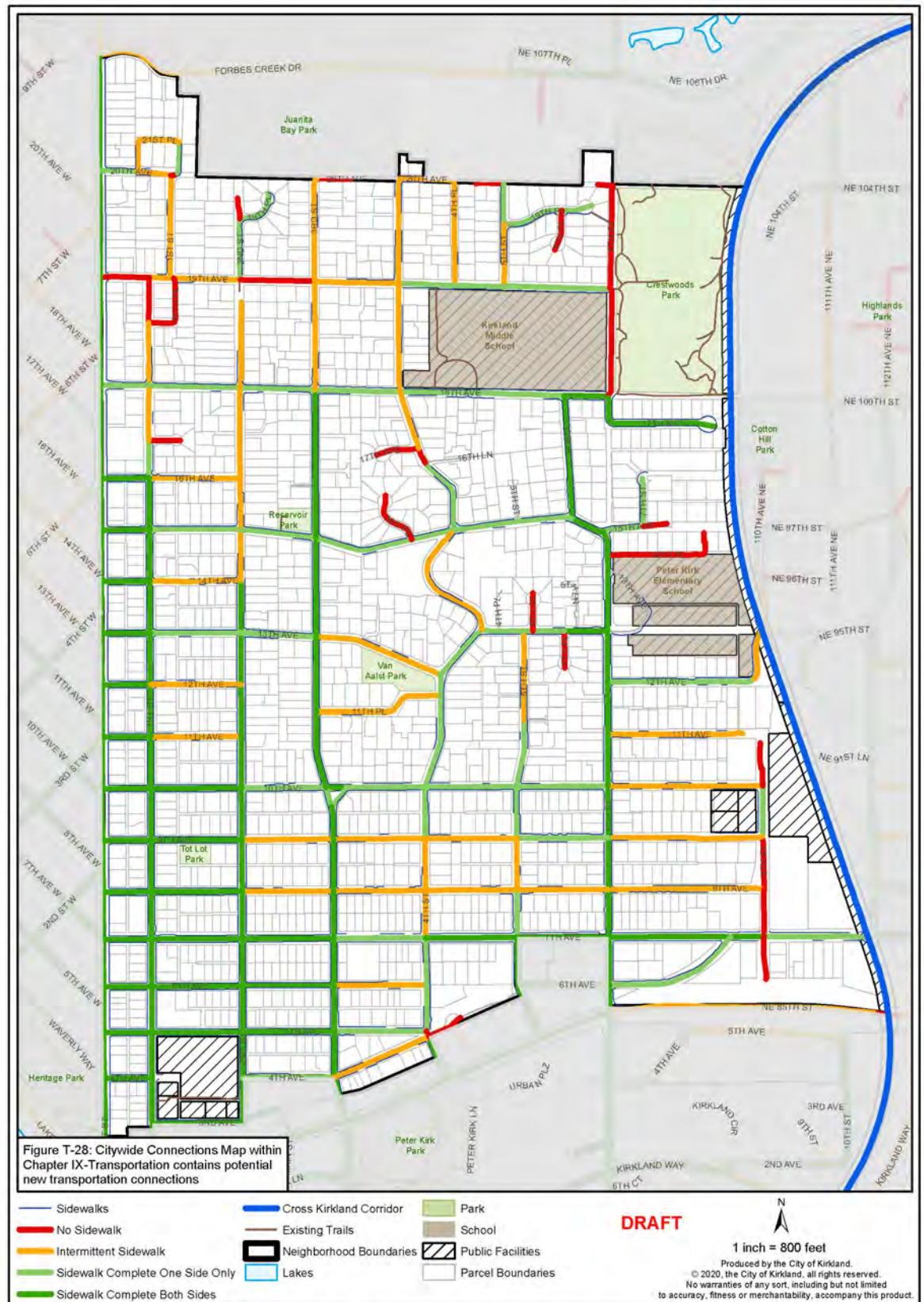


Figure N-5: Norkirk Pedestrian System

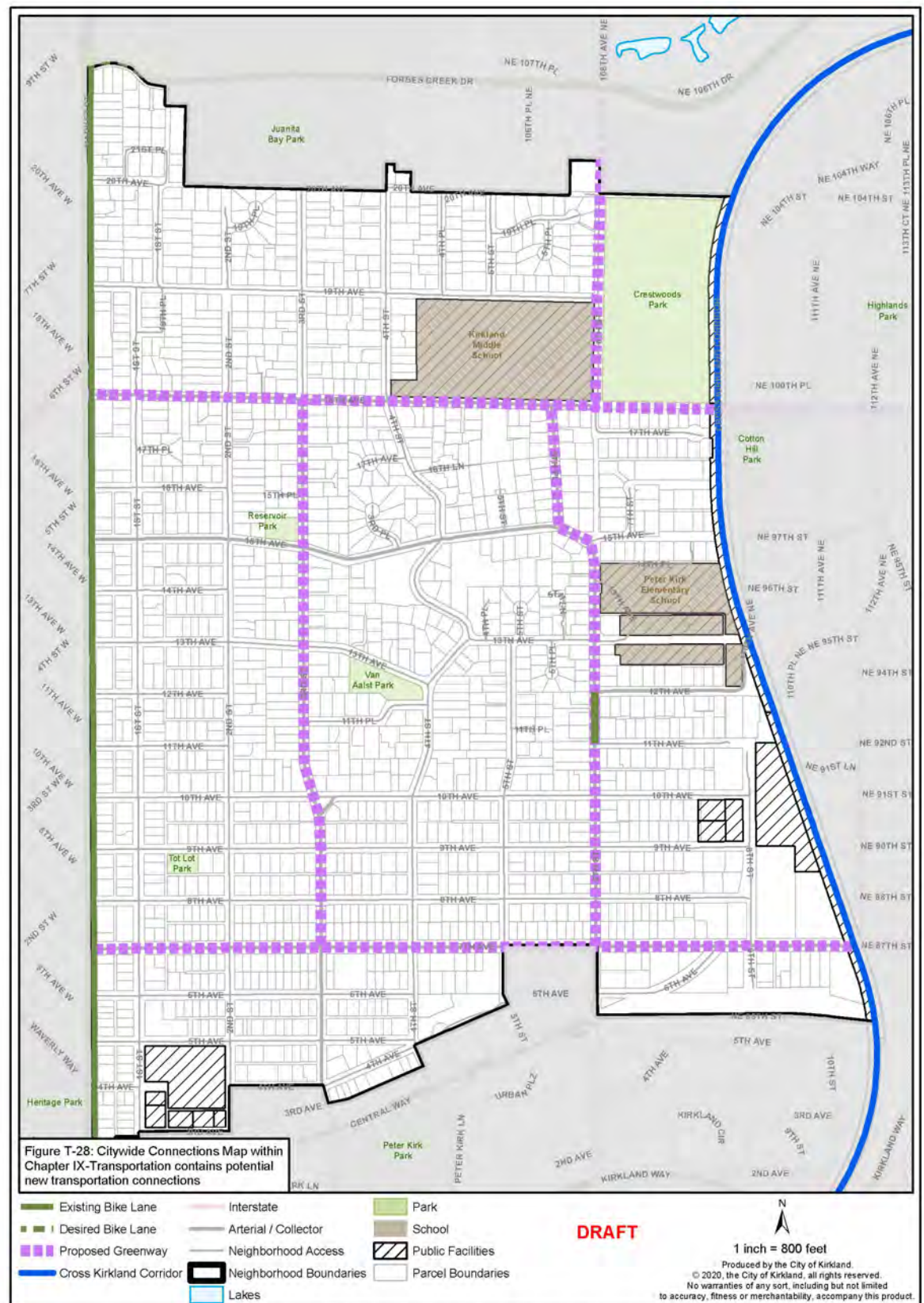
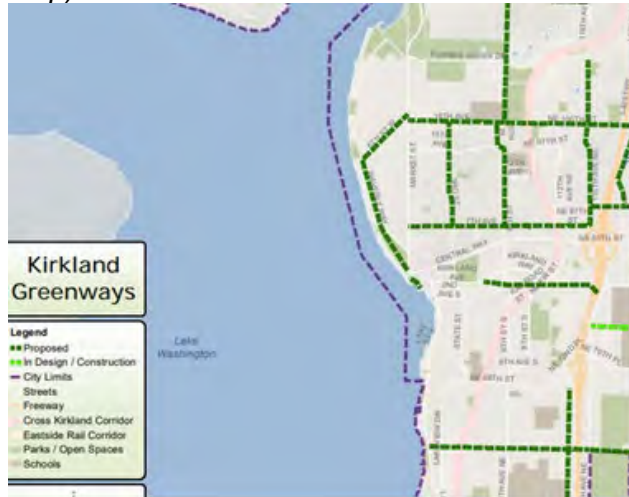


Figure N-6: Norkirk Bicycle System

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

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



TRANSIT

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

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

PEDESTRIAN/BICYCLE CIRCULATION

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

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

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

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

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

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

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

New: Recommended improvements for a connected bike network in the Transportation Master Plan include a neighborhood greenway on 18th Ave, 7th Ave, 3rd St, and 6th St. to connect with the routes in adjacent neighborhoods, Cross Kirkland Corridor and the Juanita Bay to Sammamish Valley Trail system. These improvements could include shared-lane pavement markings with wayfinding, speed reduction treatments, improved crossings, etc. The recommended network may get updated during the 2019 update of the Active Transportation Plan.

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

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

New: Staff note the following was also added to the Highlands Neighborhood Plan (from the CKC Master Plan):

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

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

8. Open Space/Parks

PARKS

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



Crestwoods Park

Van Aalst Park

PUBLIC SCHOOLS

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

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

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

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

9. Public Services/Facilities



City of Kirkland Public Works Maintenance Center Extension

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

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

Civic activities such as voting, public meetings and other community events, as well as day-to-day use, create a high parking demand, particularly at Kirkland City Hall. During periods of elevated public use, parking may spill over onto nearby residential streets, beyond those adjoining City Hall. To mitigate the impacts of on-street parking on local residents during these periods of peak use, the City should arrange for alternate employee parking locations, for example, by securing shared parking agreements with local private institutions such as churches to use their parking lots.

New: Parking impacts should also be mitigated by providing alternatives to single-occupancy vehicle use (e.g., encouraging carpooling, and promoting enhanced bike, pedestrian, and transit access).

XV.L. Market Street Corridor Plan

Draft Plan #2 May 29, 2020

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

1. Overview

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

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

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

2. Vision Statement

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

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

- Trees line both sides of Market Street and within the center median.
- Development regulations ensure buildings are smaller in scale compared to other commercial districts in the city.
- There is an eclectic, livable, and attractive mix of small-scale single-family and multi-family residential uses, neighborhood oriented commercial, and retail uses.
- Retail establishments are small and, to be viable as businesses, likely serve residents of Kirkland as well as local neighborhood customers.
- Architectural and site design standards ensure buildings are spaced, set backed, scaled, and designed to attractively blend with the surrounding primarily single-family residential

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



Market Street Corridor



Sears Building at 701 Market Street

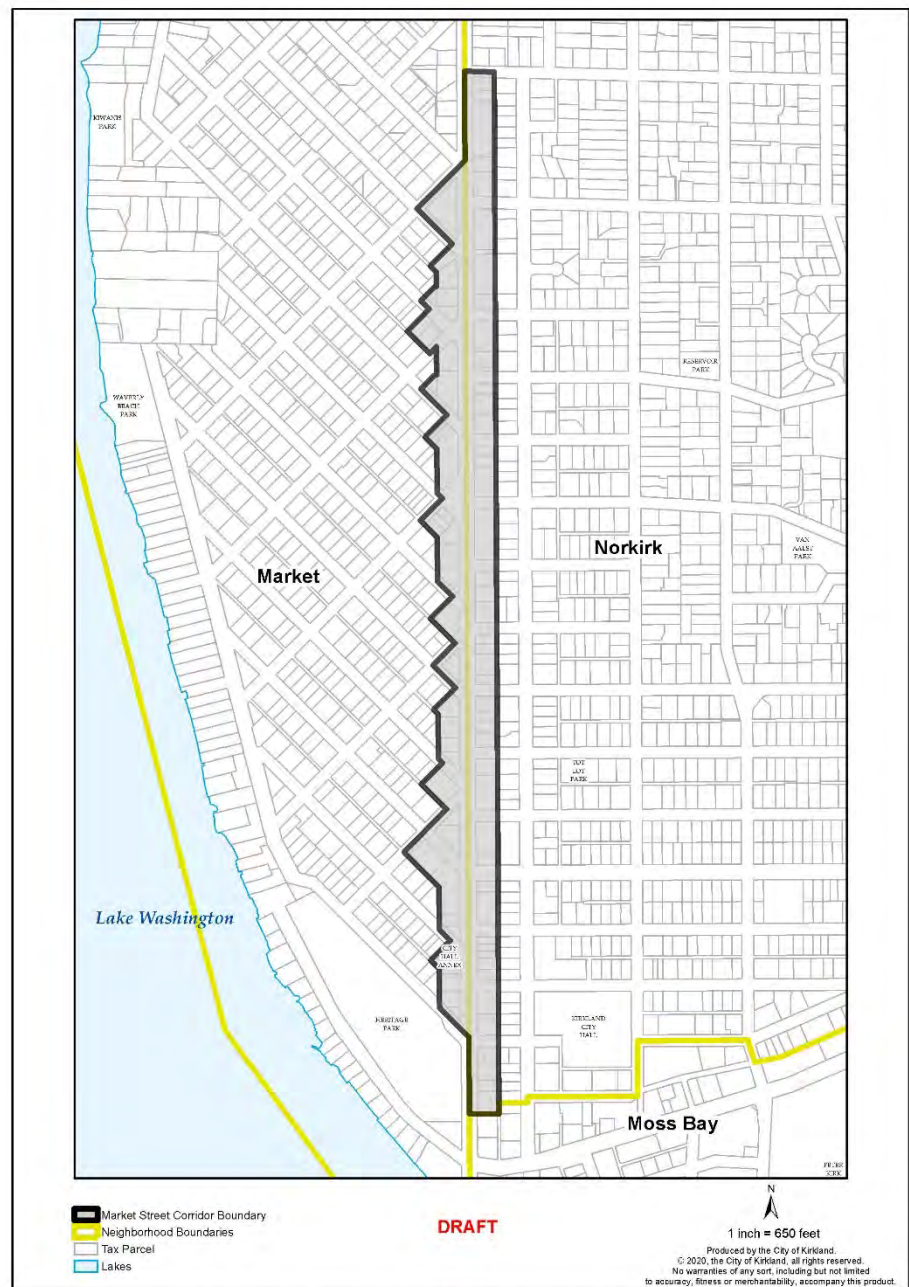


Figure MS-1: Market Street Corridor Boundary

3. Historic Context

The historic buildings dating from the 1890s at the intersection of Market Street and 7th Avenue represent the original town center and are still a focal point for Kirkland's history. This historic district reflects the City's past and its continued evolution through its old and new buildings and its streetscape, including street trees, public seating and street lights.

Between 1888 and 1890, Peter Kirk's Kirkland Land and Improvement Company purchased much of the land that had been homesteaded in the 1870s to begin the proposed new city. This new city was to support the construction of the steel mill on Rose Hill near Forbes Lake. The new town center was at the intersection of Market Street and Piccadilly, which is now 7th Avenue. This intersection, with four remaining 1891 brick buildings, three of which are on the National Register of Historic Places, is one of the most historically significant in Kirkland. An alternative street plan was also developed which included a large square at this intersection and a hotel on what is now Heritage Park at the corner of Market and Waverly Way. The cluster of historic properties at the intersection of Market Street and 7th Avenue form an important historical link and entrance to both the Market and Norkirk Neighborhoods. See the Market and Norkirk Neighborhood Plans for more historical information about the area.

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

The Community Character Element Chapter of the Comprehensive Plan Table CC-1 identifies Designated Historic Buildings, Structures, Sites and Objects in Kirkland designated by the Kirkland Landmark Commission and King County Landmark Commission. Figure CC-1 identifies the location. Refer to those tables for more information about the historic features along the corridor and in the Market and Norkirk Neighborhoods. Figure Map MS-3 shows the location of the historic features along the Corridor.

Policy MS-2: Provide incentives to encourage retention of identified buildings of historic significance.

The City should include incentives in the Zoning and Building Codes for maintenance of the historic buildings at the 7th Avenue and Market Street Historic District. These incentives can help to make the maintenance of the historic structures more economically viable.



The Peter Kirk Building 620 Market Street

Policy MS-3: Provide and maintain markers and interpretive information for the historic sites located in the historic district at 7th Avenue and Market Street.

Providing this information will identify these important sites and enable future residents to have a link with the history of this significant area of Kirkland.

4. Land Use

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

Most of the Corridor is developed with a mixture of small-scale multifamily residences at a density of 12 units/acre and office development. It is also appropriate to have other neighborhood businesses interspersed throughout. This scale and pattern of development for the corridor fits well with the adjoining neighborhoods.



Neighborhood Shopping Area

There are two nodes along Market Street that function as neighborhood shopping and services areas: one on the south and one on the north shown in Land Use Map Figure MS-2. The area south of 6th Avenue and 5th Avenue West functions as a connection between the City's historic district and the Central Business District (CBD). Small-scale multifamily uses and office development are also allowed here, but some of the area is at a higher density than the 12 units/acre allowed north of the historic district. On the east side of Market Street, multifamily density can go up to 24 units/acre. This helps the area to make a better transition into the CBD.



Office Development on Market Street

The neighborhood-oriented businesses located on the west side of Market Street, north of 14th Avenue West provides convenient shopping and services for residents in the area. If redevelopment of this site occurs, the buildings and site should be designed so that their appearance is complementary to the character of the adjoining neighborhood. Landscaping and other design elements can be used to soften and separate the commercial uses on-site from the adjoining residential uses.

Policy MS-5: Retain the historic district roughly between 8th Avenue/2nd Street West and 6th Avenue/5th Avenue West as a special planning area of the Corridor.

This area should remain a business commercial zone (shown on the Land Use Map Figure MS-2) allowing residential, office and retail uses, and should include special regulations that reinforce the historic nature of the intersection at 7th Avenue and Market Street.

Policy MS-6: Restrict the development of new commercial and multifamily structures to locations within the limited boundaries and land use districts designated for the Market Street Corridor.

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



Multi-family Development on Market Street

New policy similar to Norkirk Plan:

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

Building and site design standards should address issues such as building placement on the site, site access and on-site circulation by vehicles and pedestrians, building scale, site lighting, signs, landscaping (including for parking lots), preservation of existing vegetation, and buffers between multifamily and commercial developments and single-family housing.

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

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

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

There is neighborhood support for encouraging more small neighborhood commercial retail, office and restaurant uses along the Corridor. Existing zoning regulations allow flexibility in the amount of parking stalls if a parking demand study is submitted that analyzes the unique parking needs of a business and a reduction in the number of parking stalls is justified. A general study should be completed for the Corridor to evaluate if reducing the Zoning Code parking requirements would encourage these types of uses (retail, restaurants, and offices) to locate along the Corridor, and if mitigation for potential spillover parking into adjacent residential neighborhoods would be warranted. Reduced parking requirements could also enhance the aesthetics and walkability of the neighborhood.

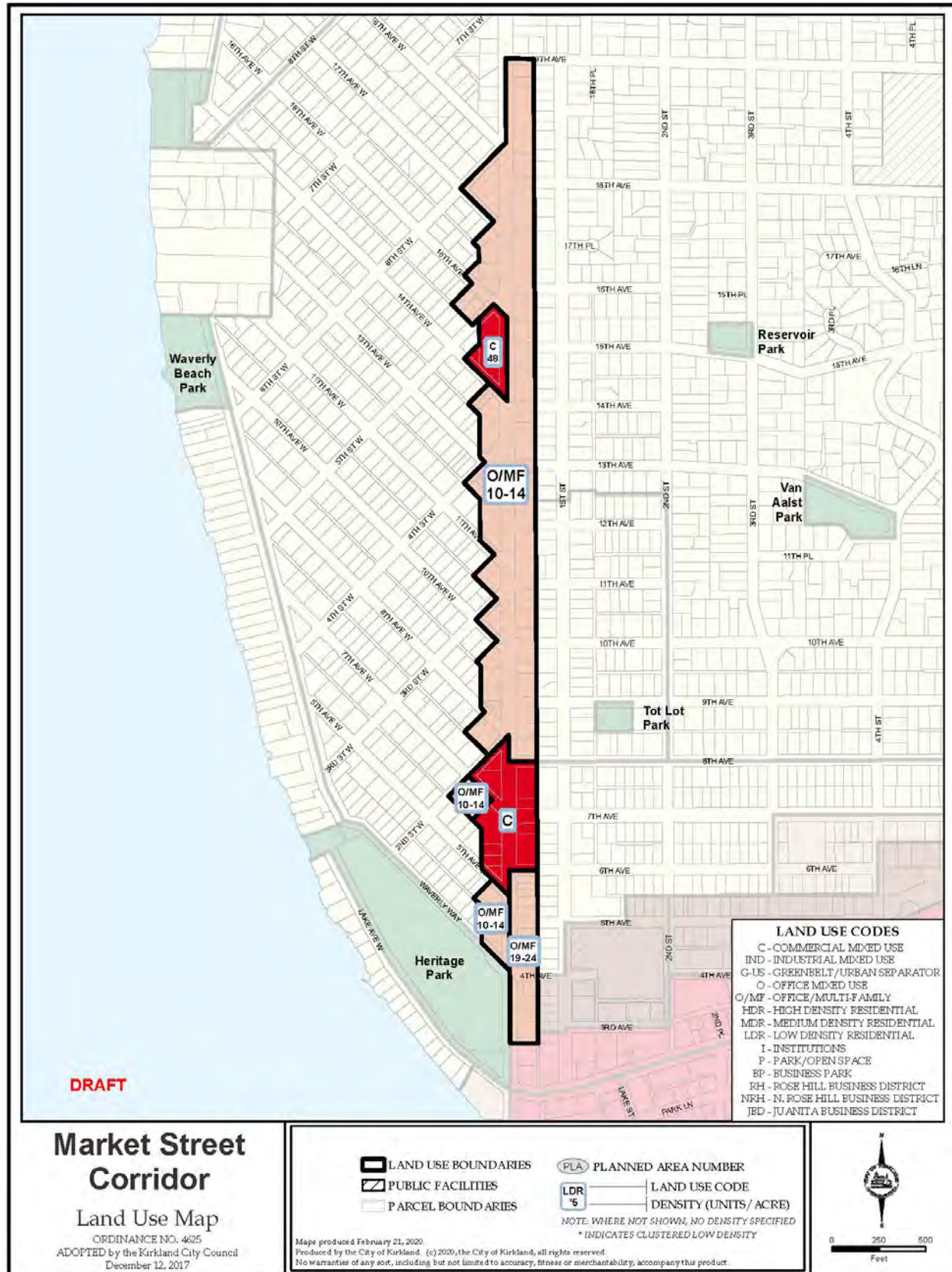


Figure Map MS- 2Market Street Corridor Land Use



Intersection at 7th Avenue and Market Street

Policy MS-10: Maintain and enhance the character of the historic intersection at 7th Avenue and Market Street.

Existing historic resources should be considered when adjacent structures are being rebuilt or remodeled. The scale and design features of the historic buildings at the intersection of Market Street and 7th Avenue should be considered when development in that area occurs.

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

Design review is important for the historic area surrounding the Market Street and 7th Avenue intersection (see Figure MS-3) and appropriate for all multifamily and commercial development along the corridor. The design review process using the Design Guidelines for the Market Street Corridor or Design Standards in the Zoning Code should be used to review site and building design issues such as building placement, landscaping, and building details, as well as public improvements including sidewalk width and street furniture.



Office buildings on Market Street

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

Decorative street lights, a consistent street tree plan, and pedestrian seating can all be used to reinforce the character and reflect the feeling of the corridor. The landscape strip on the east side of Market Street adds interest and provides a more secure pedestrian environment. Additional street trees should be considered on the west side of Market Street. The City should also consider funding street lights designed to reflect the area's history within the historic district and possibly

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

Desired gateway feature locations are indicated on Figure MS-3. Improvements such as landscaping, signs, public art, and other features that identify the neighborhood can be included if they are appropriate for a location. Public investment will be necessary in most instances, but the City can also pursue opportunities to work with private property owners to install gateway features as part of future development.

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

The building mass and/or height of higher density structures should complement rather than dominate or overwhelm adjoining low-density uses. Landscape buffers, vertical or horizontal building modulation such as upper story step backs or architectural treatments should be used to soften and separate uses by creating a transition zone. Some of the existing buildings may also need enhanced landscaping in order to prevent commercial structures from having a negative impact on adjoining residential uses.

Policy MS-15: Orient buildings toward Market Street.

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

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

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



A house with flexible commercial use on Market Street



Figure MS-3: Market Street Corridor Urban Design Features

Market Street is a principal arterial that is the most traveled route into and along the borders of both the Market and Norkirk Neighborhoods. It also plays an important Citywide role since it is the only principal arterial west of Interstate 405 between NE 85th Street and NE 116th Street. Most of Market Street is fully improved with one lane in each direction, a series of left turn pockets. The street is fully developed with curbs, gutters, sidewalks, a landscape strip and bike lanes. A landscape median provides additional green space while controlling left-turn movements. A center turn lane north of the 7th Street West intersection extends to Forbes Creek Drive.

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

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

Policy MS-18: Promote transportation improvements that adequately support the existing and planned land uses in the Market Street Corridor and the adjoining neighborhoods.

Transportation improvements should maintain vehicular capacity on Market Street; minimize traffic delays; enhance connectivity between the Market and Norkirk Neighborhoods; and discourage motor vehicle shortcuts through the neighborhoods.

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

Initial research indicates that issues such as pedestrian safety, sight distance problems, short acceleration lanes, speeding, lack of gaps for entry traffic, and transition to a 25-mph zone near the downtown all contribute to general traffic flow problems, particularly during peak hours. Possible solutions include simplifying intersections; creating gaps in the traffic flow; and calming or slowing traffic on Market Street and adding a northbound transit only lane between 18th Avenue and Forbes Creek Drive. Ongoing observation and study will be necessary to ensure that Market Street will continue to function as a principal arterial while providing efficient access to adjacent neighborhoods.



Pedestrian amenities

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

Pedestrian improvements, including pedestrian crossings between the Market and Norkirk Neighborhoods, should be installed at appropriate locations to improve pedestrian safety and enhance the pedestrian environment. The installation of these improvements should be funded by the City and, when appropriate, also required as new development occurs.

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

Transit service is an important element of the City's transportation system. Metro Transit serves the Market and Norkirk Neighborhoods with routes along Market Street that provide service to the Kirkland Transit Center, Downtown Seattle, Totem Lake, Bellevue and other surrounding areas. This corridor is expected to see more frequent transit service when King County Metro implements service changes in 2020, which will provide opportunities to transition automobile traffic to other modes and reduce traffic in the corridor. The Market Street Corridor is one of the main north/south connections through the City and is also a main transit route. The City should work with Metro Transit on facilitating bus access along the corridor in order to encourage transit use and reduce commute time.



Bus shelter on Market Street

XV.N. Highlands Neighborhood Plan

Draft #2 May 29, 2020

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

1. Overview

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

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

2. Vision Statement

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

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

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



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

3. Historic Context

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

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

Homesteads

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

Boom Development Period – 1910 to 1930

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

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

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

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

She noted that there were three grocery stores within a stone's throw of the south part of Highlands. Leatha's Store, also called the Rose Hill Grocery, was on the southeast corner of NE

90th Street and 116th Avenue NE. “It had a gas pump and one of the only telephones around so everyone came to use it.” You picked up the receiver and asked the operator to place your call. Across the street was Acker’s store that later became the Grange Hall, and was used for meetings, dances and voting. The building still stands in 2020.



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

Schools

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

Annexation to Kirkland

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

Construction of I-405

The idea for a bypass road to serve the growing population on the Eastside of Lake Washington started with the construction of Interstate 90 in 1940 when the engineers put in a two-lane overpass at I-90, where this future I-405 would be built. The overpass sat unused for 14 years until construction began in the 1950s. In the initial plans, the only access points to Kirkland from I-405 were those at Houghton (NE 68th Street) and to Juanita at Totem Lake (NE 124th Street). Due to complaints from the community regarding the limited connections, the Central Way (NE 85th Street) interchange was added to the project. An overpass across I-405 at NE 100th Street to provide emergency access as well as pedestrian and bicycle access between the North Rose Hill and Highlands neighborhoods was completed in 2002. It has been reported that several homes that had been in the I-405 right-of-way were moved onto vacant lots in the Highlands Neighborhood. As far as is known, no comprehensive survey of those properties has been made.

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

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

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

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

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

If there are historic places and features identified in the future, they should be commemorated with signs or markers to help celebrate the history of the neighborhood.

4. Natural Environment

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

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

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

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

Cutthroat trout use all of the Forbes Creek stream sections downstream of Interstate 405. The main tributary of Forbes Creek crosses beneath the freeway in a culvert from the North Rose Hill neighborhood to Highlands. Within Highlands, downstream from the freeway in the wooded ravine, Forbes Creek is described as a hidden gem. Though the streambed is impacted by occasional high volume stormwater flows that it is forced to carry, the ravine section is vegetated with a fairly mature mixed forest and represents an unexpected, secluded, and little-known quality native habitat surrounded by the intensive human land uses of freeway, industry (to the north) and residential housing.

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

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

The water quality and quantity characteristics in the Peter Kirk Elementary stream tributary of the Moss Bay Basin near the school appear to be decent although analysis has not been conducted. The quality of water in this stream contributes to the quality of water in Lake Washington. The

feasibility of relocating the stream out of the Cross Kirkland Corridor ditches upstream of the school and moving it farther away from the railroad into a more natural channel with native vegetation and reintroduction of cutthroat trout into the stream are opportunities worth investigating.

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

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

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

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

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



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

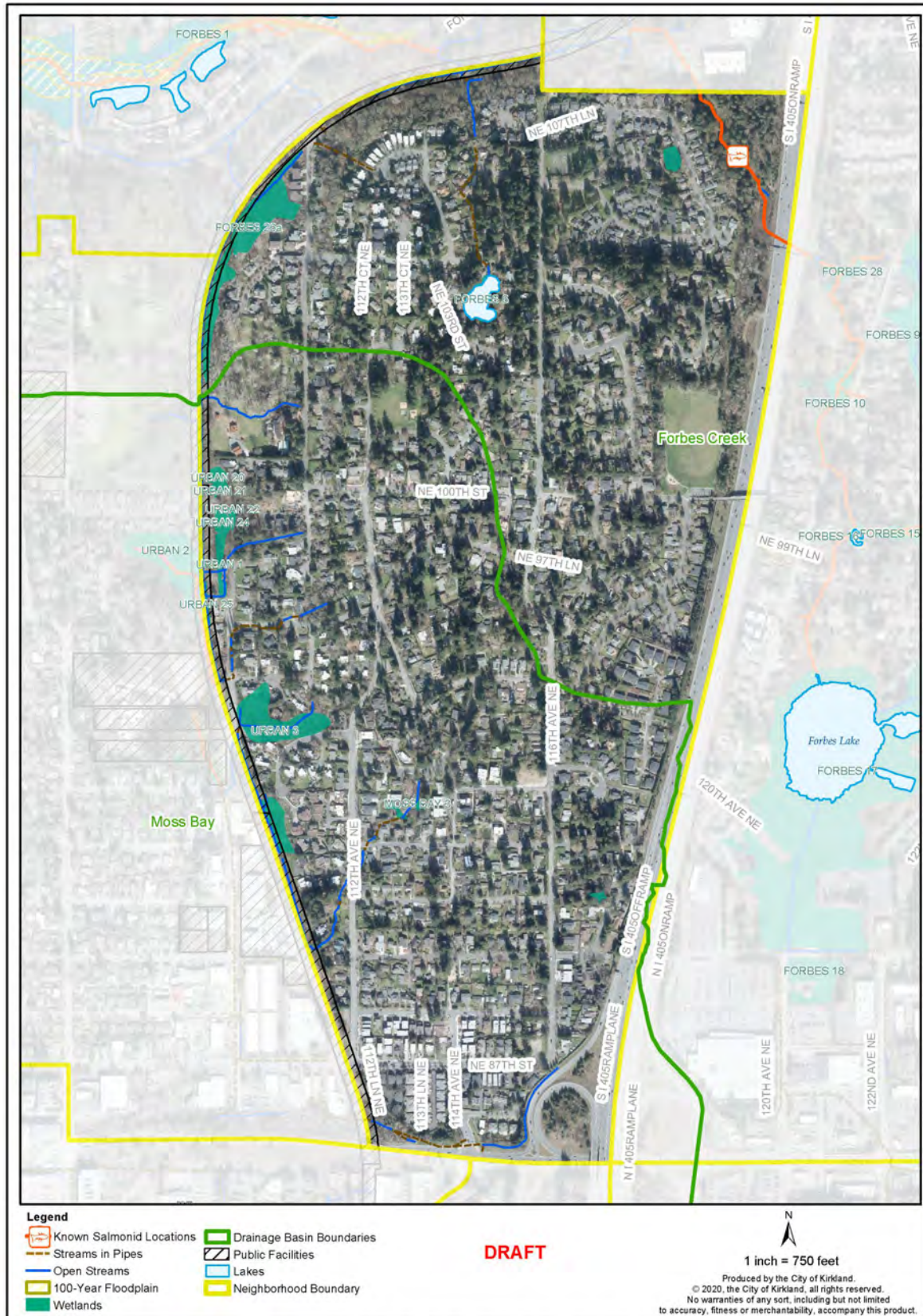


Figure H-1: Highlands Wetlands, Streams, and Lakes

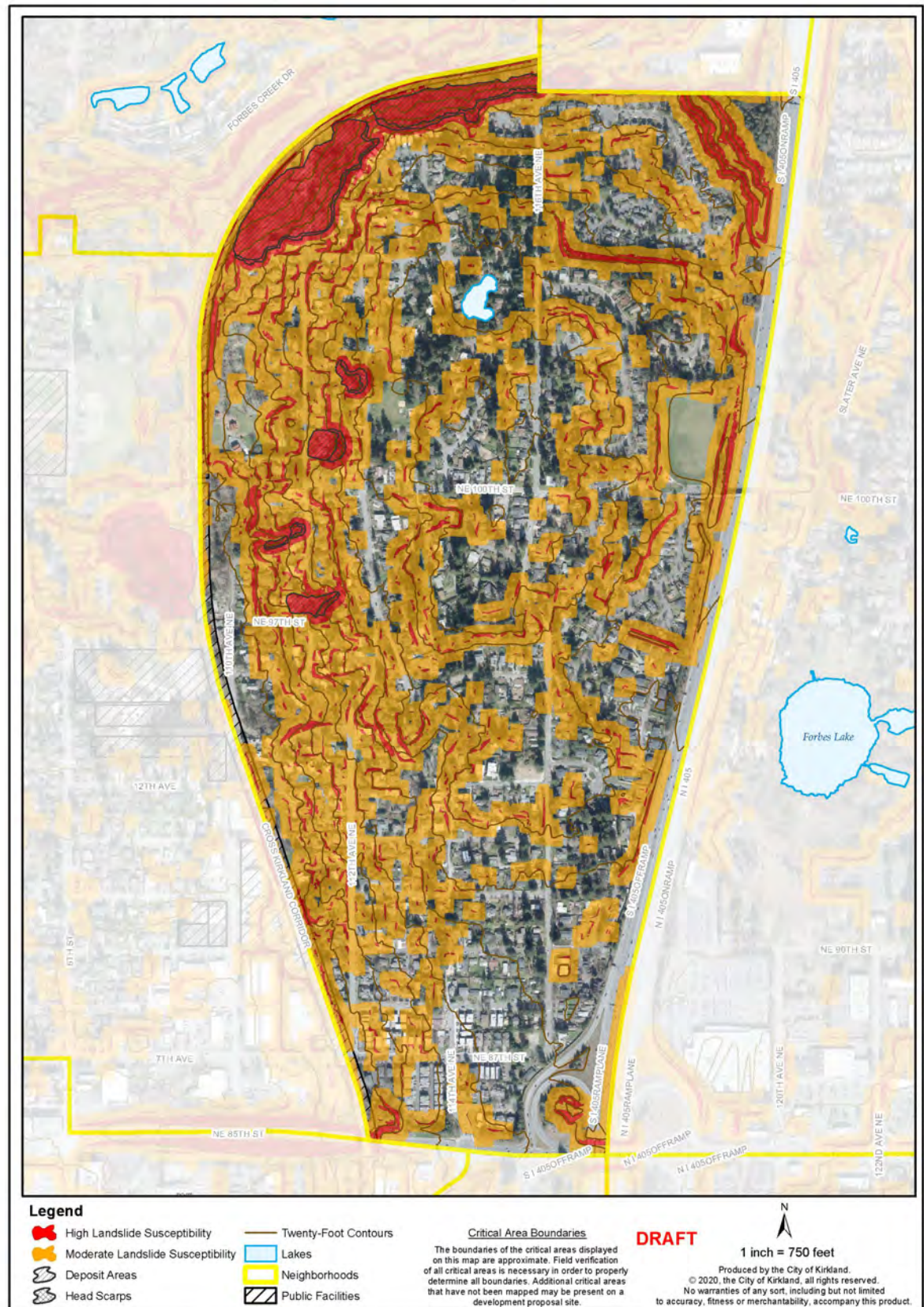


Figure H-2a: Highlands Landslide Susceptibility

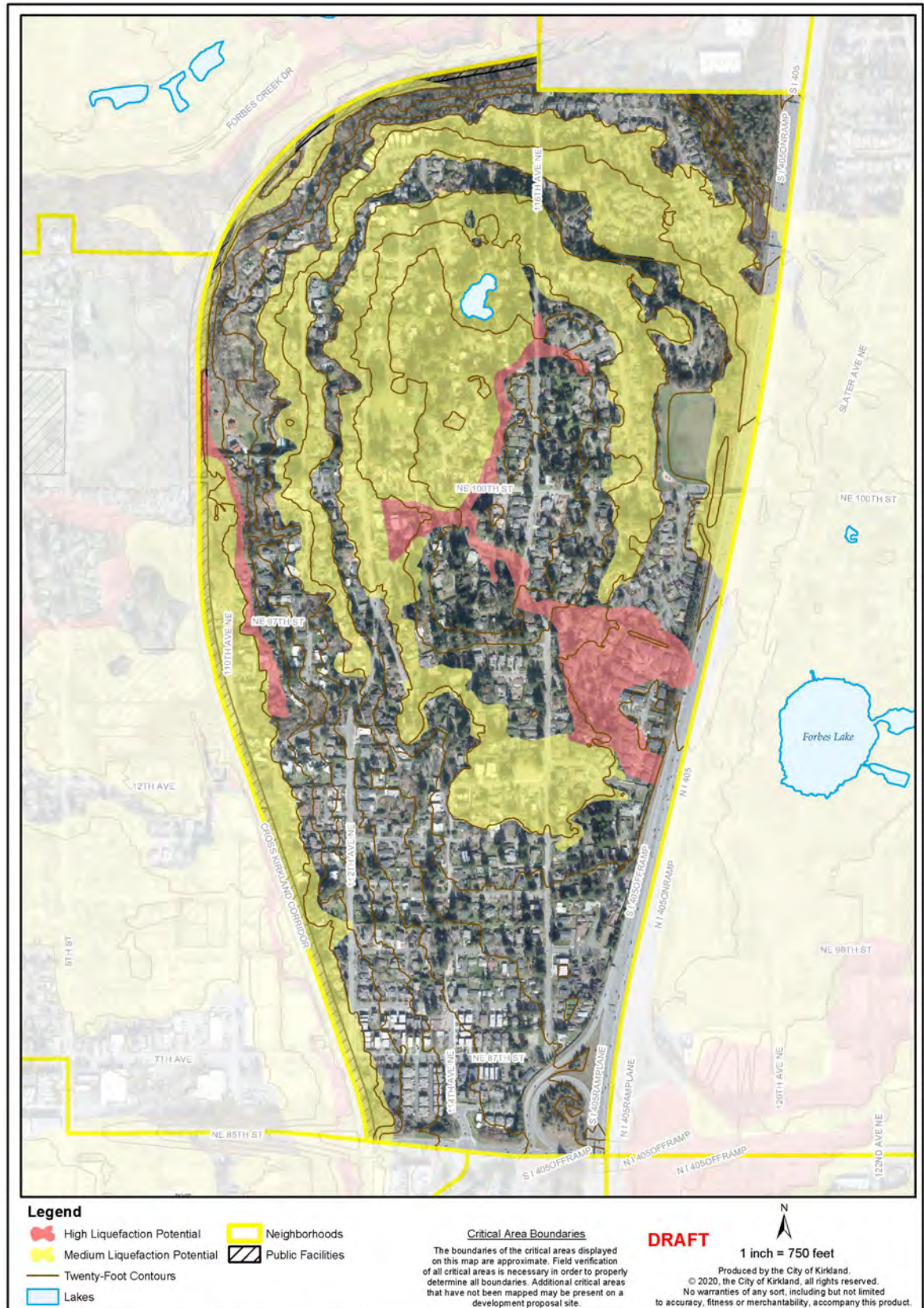


Figure H-2b: Highlands Liquefaction Potential

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

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

Geologically Hazardous Areas

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

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

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

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

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

5. Land Use

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



Houses in Highlands

Policy H-11: Retain the predominantly detached single-family housing style in the Highlands Neighborhood while accommodating more compact new housing so that residents can age in place and the neighborhood can accommodate generational shifts in housing needs.

The predominant housing style in the neighborhood is the traditional detached single-family home. It is important to provide housing options for a wide spectrum of income levels and lifestyles. Rising housing prices and changing demographics throughout the City and region require strategies to promote alternative housing. Low impact development, cottage, compact single-family, attached, accessory dwelling units, and clustered dwellings are appropriate throughout the neighborhood consistent with Citywide subdivision and zoning regulations. These techniques can also allow for more environmentally sensitive site planning by concentrating development on the most buildable portion of a site while preserving natural drainage, vegetation, and other natural features. Building and site design should be compatible with the existing single-family character of the neighborhood.

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

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

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



An example of a detached accessory dwelling unit

Figure H-3: Highlands Land Use Map

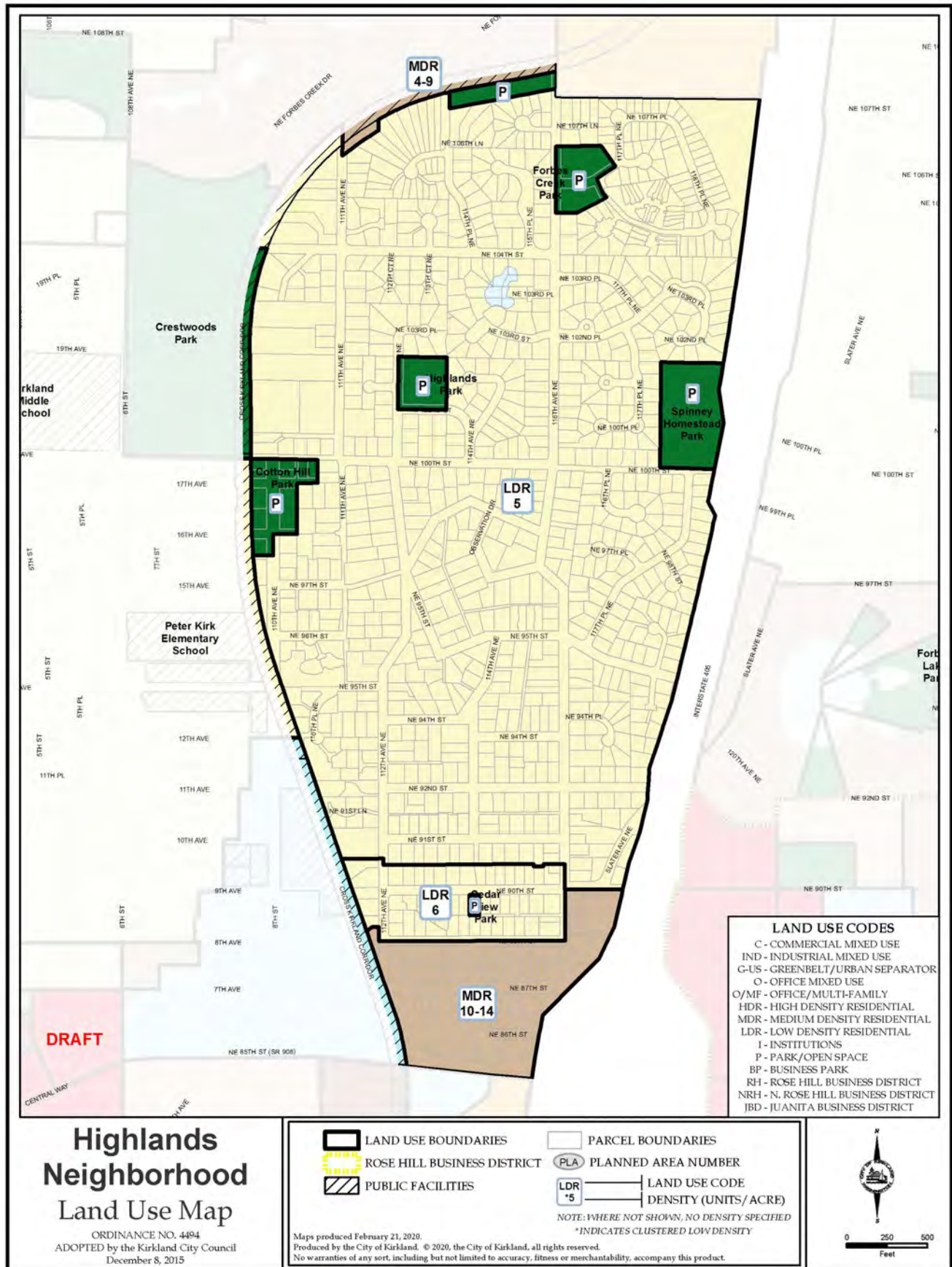


Figure H-3: Highlands Land Use Map



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

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

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

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

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

6. Urban Design

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

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

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

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

ATTACHMENT 4
Policy H-17: Provide streetscape enhancement of pedestrian lighting and landscaping along NE 87th Street between the Cross Kirkland Corridor and 116th Avenue NE.

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



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

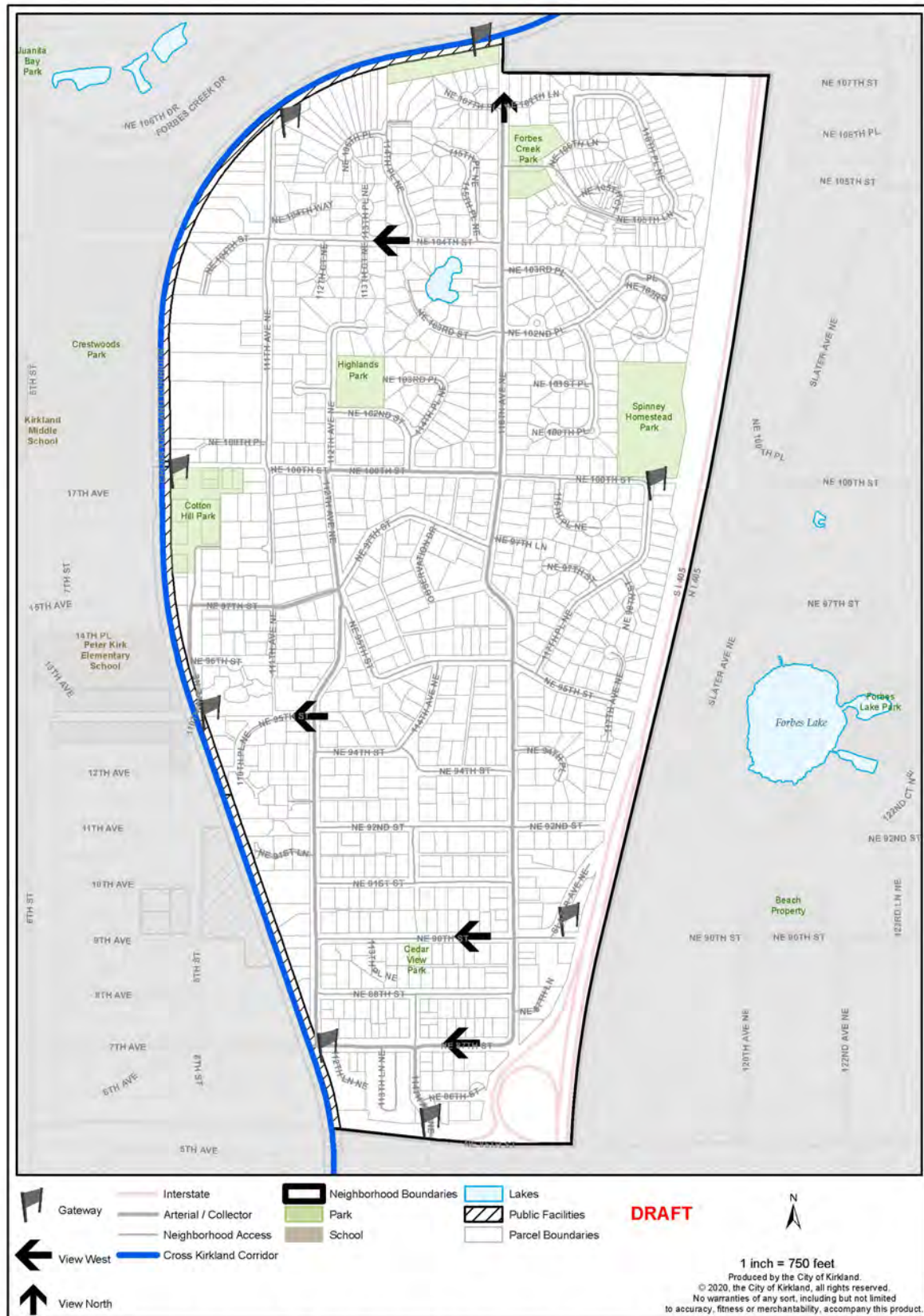


Figure H-7: Highlands Urban Design Features

TRANSIT

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

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

STREETS

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

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

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

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

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

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

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

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

PEDESTRIAN/BICYCLE CIRCULATION

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

The existing Active Transportation Plan (ATP) identifies a network of existing bicycle facilities and planned improvements for a 10-year horizon, provides a process and criteria for identifying

sidewalk and pedestrian infrastructure, and how those might be prioritized. This plan is currently being updated and will provide guidelines for best practices, identify priorities, and a timeline for implementation. Those projects mapped in the Highlands neighborhood plan not shown in the ATP have been included in the data analysis that the city will be using to prioritize investments to the ATP. Figures H-6 and H-7 show the existing and desired pedestrian infrastructure in the Highlands neighborhood. Planned bike routes on NE 100th Street, 116th Avenue, NE 87th Street will connect with the bike system in adjacent neighborhoods.

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



**100th Street Emergency/Nonmotorized
Overpass**

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

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

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

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

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



116th Avenue NE

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

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

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

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



The existing Emergency and Nonmotorized Overpass at NE 100th Street provides a connection between Highlands and the North Rose Hill neighborhood.

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

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

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

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

Revised Text to reflect Planning Commission Comments on February 27, 2020. The Cross Kirkland Corridor Master Plan and Transportation Element of the Comprehensive Plan describes how the Corridor should be developed as a multimodal transportation corridor for pedestrians, bicycles, utilities and potential transit. The Corridor is part of a larger regional bicycle and pedestrian trail network to link neighborhoods within Kirkland and to other cities. *Because the Cross Kirkland Corridor Master Plan and Transportation Element support future transit along the Corridor and Sound Transit has an easement along the Cross Kirkland Corridor, any future plans to develop transit service should be designed in a way that is sensitive to meeting the concerns of the adjacent community.*

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

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

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

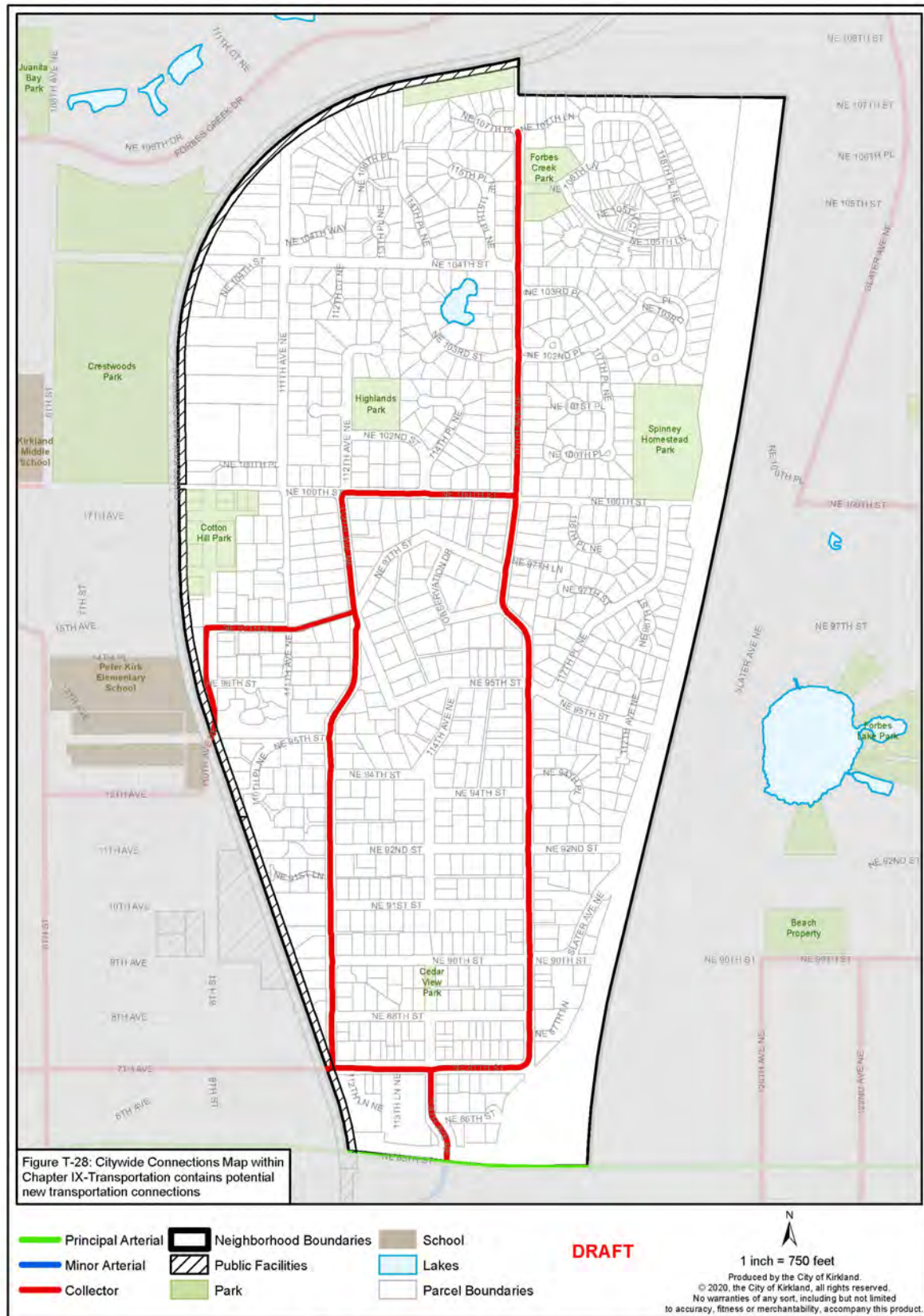


Figure H-4: Highlands Street Classifications

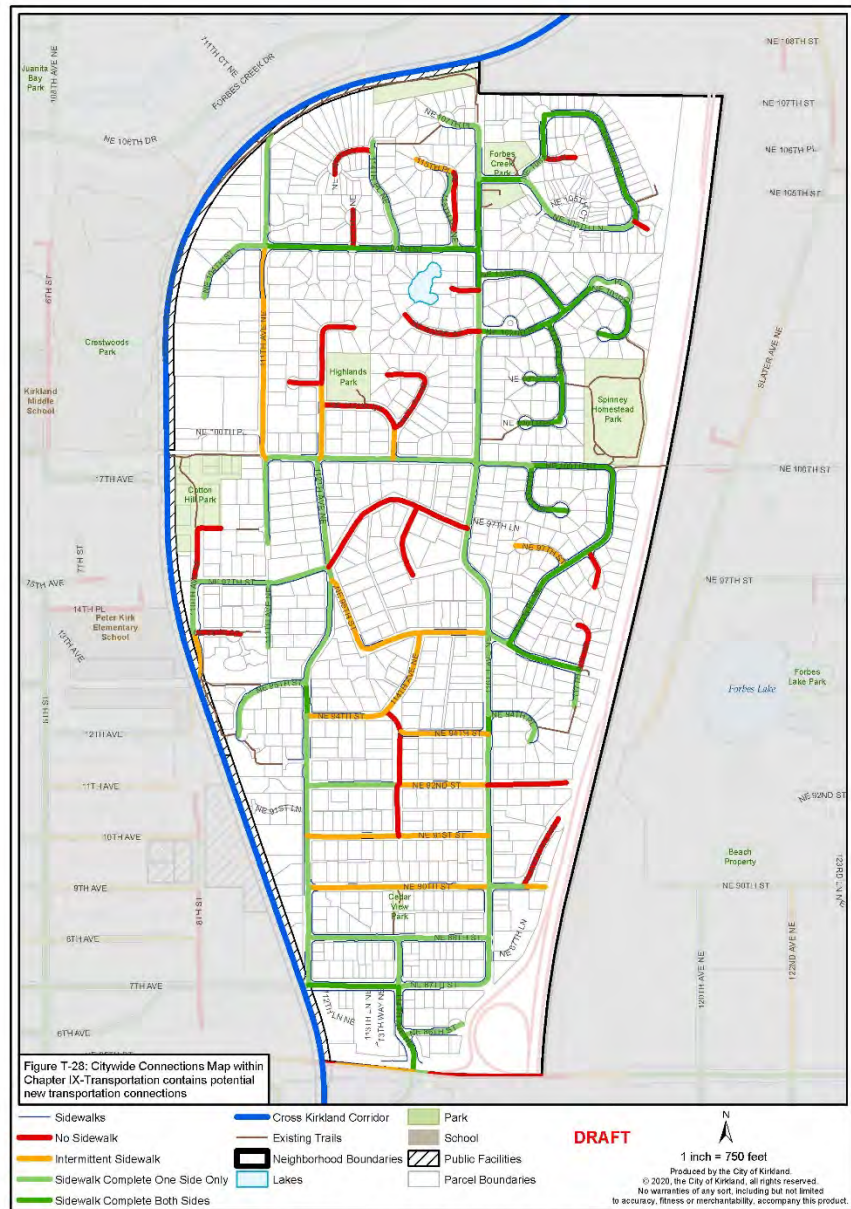


Figure H-5: Highlands Street Pedestrian System

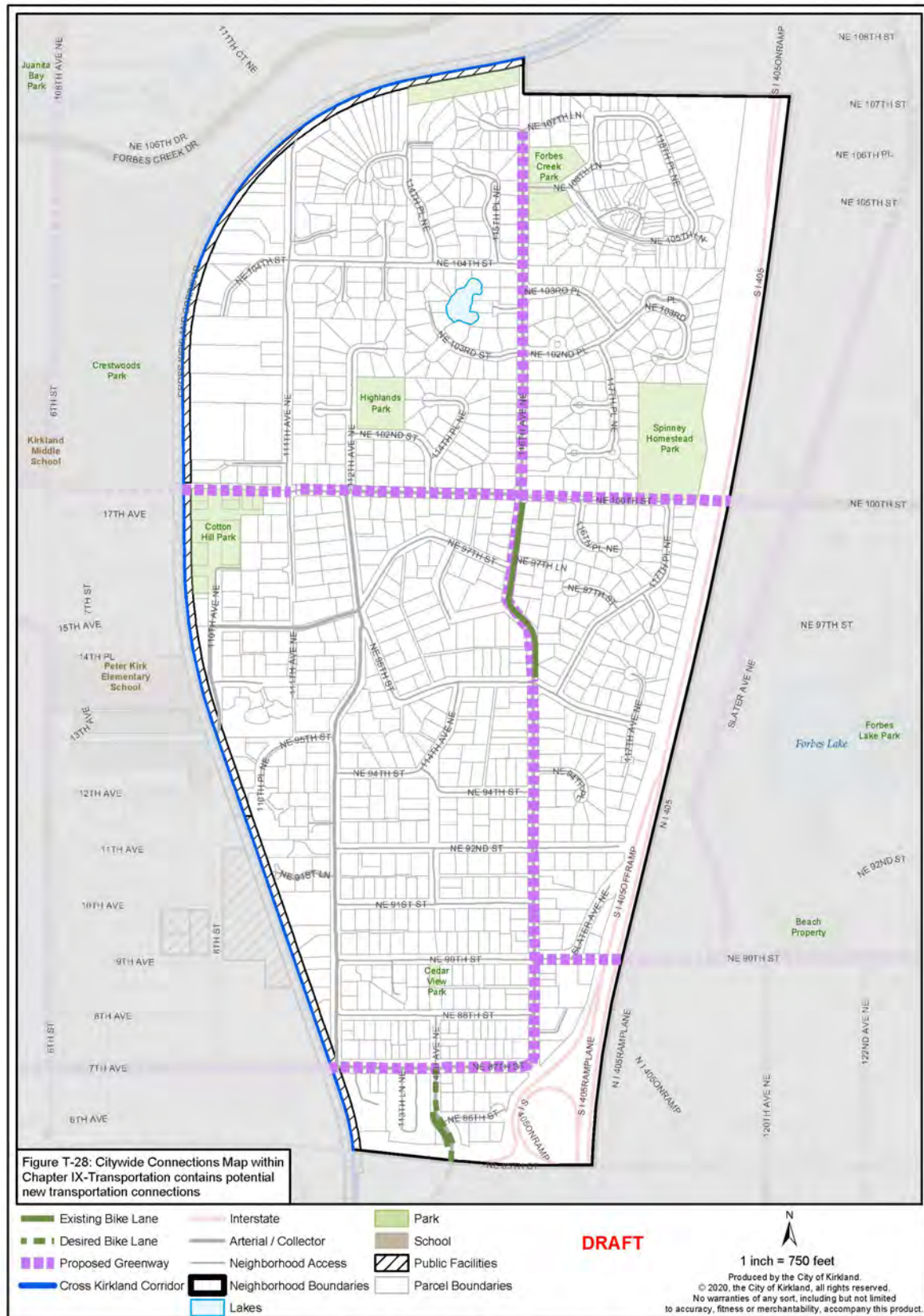


Figure H-6: Highlands Bicycle System

8. Open Space/Parks

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

Highlands Park photo

Spinney Homestead Park photo

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

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

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

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



9. Public Services/Facilities

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

Fire Station 21, located at the corner of Forbes Creek Drive and 98th Avenue NE, serves the northern region of Highlands.



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

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

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

Market-Norkirk-Highlands Neighborhood Plan-Market Street Corridor Plan Update
Public Outreach Activities 2019-2020



2019

January-Project Kickoff

[Neighborhood Plan Update project webpage](#) created on the City of Kirkland website to inform the public

Neighborhood Working Group established with representatives appointed by neighborhood association chairs as a sounding board for staff during the planning process

Neighborhood Association Meetings were attended in spring and fall to inform people of the process, encourage participation and solicit input on the plans

[Listserv](#) email announcements distributed throughout the process to inform status of process; upcoming meetings (141 people on distribution list)

Public Notice Signs installed at three locations to inform public of update process

February 13	Working Group meeting #1
March 13	Market Neighborhood Association meeting
March 20	Highlands Neighborhood Association meeting
April 3	Norkirk Neighborhood Association meeting
April 29	Highlands Tour with working group
May 2	Norkirk Tour with working group
May 6	Market Tour with working group
May 15	Working Group meeting #2
May 29	<i>This Week In Kirkland</i> announcement promoting June 19 Workshop & Survey
May	Online survey-(260 responses). A survey report summarizes the demographics of the respondents, concerns people have about their neighborhood, and suggestions for improvement. Appendix A to the Survey Report contains individual comments. Both documents are on the project webpage.
June	Postcard was mailed to 7,400 property owners and residents to invite to workshop; participate in survey
June 19	Neighbor to Neighbor Workshop (73 people attended)- Comments are summarized in a workshop report available on project webpage.
July 8	Letters mailed to workshop attendees, interested parties, businesses, property owners (in Market Street Corridor and Norkirk LIT area) soliciting participation in 3 focus groups
Aug – Oct	Two Focus Groups were convened to discuss 1) Single Family House Design concerns and 2) Market Street Corridor Plan. Each group met two times. Two documents are available on the project webpage summarizing the focus groups conclusions. No interest in LIT focus group.
Nov. 20	Market and Highlands Neighborhood Association meetings
Dec. 5	Norkirk Neighborhood Association meeting

2020

January	Staff discussions with neighborhood representatives on edits to the 1 st Draft of Neighborhood Plans and Market Street Corridor Plan. Results in general Neighborhood support of draft plans.
Feb. 27	Planning Commission study session to review and comment on 1 st Draft plans
Aug 27	Public Hearing before Planning Commission

From: [Aliya Khan](#)
To: [Janice Coogan](#)
Subject: Norkirk storage facility
Date: Thursday, December 12, 2019 6:12:28 PM

Hi Janice,

I'm writing to express concern over the discussion about a storage facility planned for the norkirk neighborhood on 7th street.

We already have storage near the 85th street park and ride. Is there a reason that land isn't optimal for other types of businesses? I'd like to see a more interesting business added to our commercial area.

Appreciate any info you can share.

Thanks,
Aliya

Sent from my iPhone

From: [Colin Thomson](#)
To: [Janice Coogan](#)
Subject: Market Street
Date: Friday, June 21, 2019 12:27:16 PM

Hi Janice,

We received your notice that the city of Kirkland is considering updating the neighborhood plan. My wife and I have owned a 4 plex on Market Street since 1994 at 1116 Market Street.

In your notice, you ask if we have any comments or concerns. I have one that I would like to express.

The building next to us sold and the owner is considering rebuilding. The owner told me that if a 4 plex is rebuild into another 4 plex, one of the units needs to be designated low income. His response to this rule is that he is going to build a triplex on the lot.

I understand that we need low income housing, but I have problem with this rule for small property owners. I could see that this might make scene if you were building a 20 units apartment building and the owner was required to set aside some low income units, but to put this on a 4 plex owner seems silly to me because who would do this. The cost is too high - the land is too valuable and if you push this rule to triplex and duplexes, the result is going to be - 4 plex to single family dwelling.

I'm also reading news articles about the difficulty cities are having monitoring low income units. It's a lot of work I sure to keep track of all this and I'd think it would be a better idea to focus your efforts on larger properties and/or areas of Kirkland that quite as valuable and the core downtown area.

I'd be happy to discuss this with you. My cell is 206-910-2364

Thanks,

Colin

Colin M. Thomson
William-MacRae and Company
Office: 425-646-7227
Cell: 206-910-2364
Fax: 425-646-7289
colint@william-macrae.com

From: cpierce456@yahoo.com
To: [Janice Coogan](#)
Subject: Storage units
Date: Friday, December 06, 2019 6:04:26 AM

Storage buildings would be a poor use of the area. The property mentioned has higher revenue potential for the City of Kirkland.

Carol Pierce

Sent from my iPhone

From: [Jan Rekow](#)
To: [Janice Coogan](#)
Subject: Self-storage/light industrial
Date: Sunday, December 08, 2019 1:44:19 PM

Hi Janice!

I live in Norkirk, and frequently walk from my home to the Cross Kirkland Corridor. As I pass through the light industrial portion of town, I do spend time visualizing how it might develop as Kirkland “grows up”.

More self storage units do not fit with my vision!

Deru is along the line of what I picture!

It would be lovely to see this part of town become a walkable haven of shopping, eating, and 3rd spaces for the greater community. There is so little real-estate available with easy walking accesses to the corridor. Please don't allow it to become uninviting behemoth walls of exclusion.

Have you seen this Ted talk?

https://www.ted.com/talks/james_howard_kunstler_the_ghastly_tragedy_of_the_suburbs

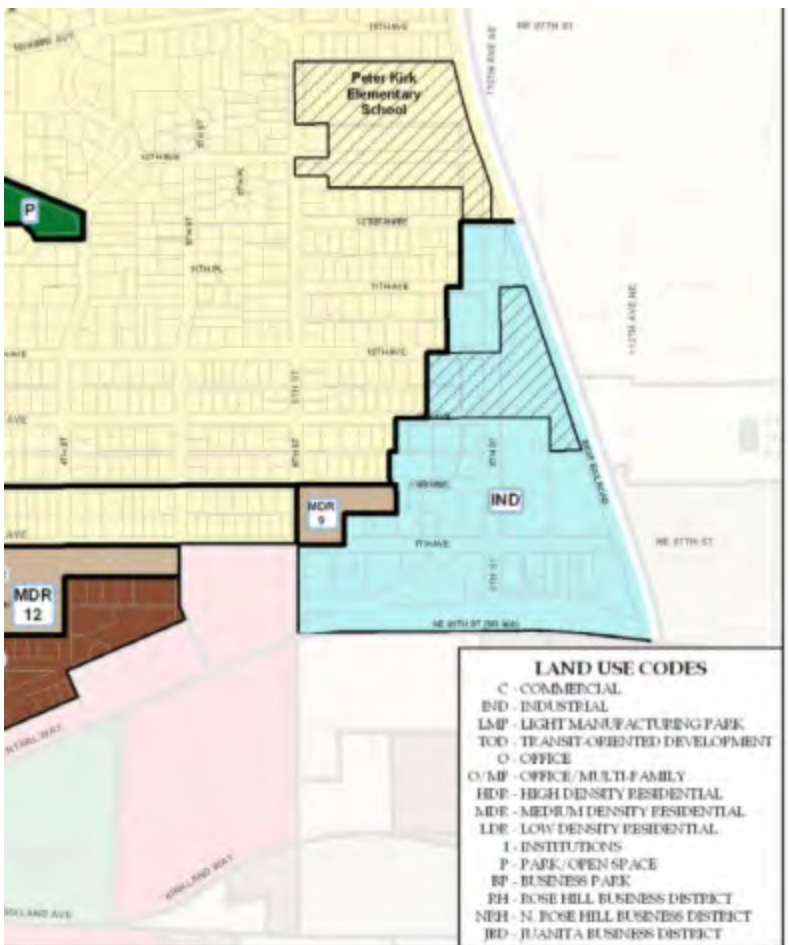
Regards-

Jan Rekow
RHS class of '81

From: [Jonathan Heuer](#)
 To: [Janice Coogan](#)
 Subject: Norkirk Neighborhood Plan
 Date: Thursday, December 05, 2019 10:13:07 AM
 Attachments: [Image 2019-12-05 at 10.09.51 AM.png](#)

Hi Janice,

I missed last night's Norkirk Neighborhood meeting; Karen Edgerton mentioned that you discussed a possible update to our neighborhood plan. With regard to the LIT which presumably still has the approximate borders shown in this previous version of the plan, I'd like to advocate for more small businesses! In particular, it would be great to see more employers who can employ local adults (and young people), as opposed to storage units, which take up a lot of land and employ few people. What is the progress of the plan's revision at this point, and what sort of businesses is the city encouraging for this area?



Thanks,

Jonathan

Jonathan Heuer
 325 6th Ave.

jheuer@fastmail.net
415-652-7070

From: [Karen Edgerton](#)
To: [Janice Coogan](#)
Cc: [Janet Pruitt](#)
Subject: Norkirk LIT
Date: Thursday, December 05, 2019 7:03:08 AM

Hi Janice,

I'm following up regarding discussion of the LIT in the Norkirk Neighborhood plan. I'm concerned with the use of that area for storage units instead of job producing and service generating businesses. I'd like to see us dis-allow further storage units and preserve that land for small businesses. How can we get this idea incorporated in the neighborhood plan process?

Thanks,

Karen

From: [Janice Coogan](#)
 To: [Pat Wilburn](#)
 Cc: [Planning Commissioners](#)
 Subject: RE: Market Neighborhood - proposed zoning change
 Date: Thursday, July 25, 2019 9:28:26 AM

Dear Mr. Wilburn,

I wanted to circle back to you regarding your July 10, 2019 email to Planning Commission. I've met with staff from other departments to discuss your concerns and suggestions related to the update of the Market Neighborhood Plan and have the following responses to pass on to you. Overall, we appreciate your feedback and encourage you to continue to be involved with the neighborhood plan update.

- ***Zone the entire length of Waverly Way as a "Scenic Drive" in order to establish zoning regulations to limit the height of vegetation and trees, allow tree removal on private property for views with replacement with lower growing vegetation, prohibit development on the west side of Waverly Way, and remove all tree branches at Heritage Park with 30 feet of the ground to open up views.***

The existing Market Neighborhood plan contains policies that support preserving public view corridors to Lake Washington, Seattle and the Olympic Mountains and enhancing public views through the use of view stations along public streets (Waverly Way, unopened 4th and 5th Street West) and Heritage Park. These policies are not likely to be deleted with the update of the Plan. The city-wide Community Character Element also states the importance of protecting public and scenic views and view corridors from public streets and public spaces.

The City is also tasked with balancing these view policies with other neighborhood plan, and city-wide policies and regulations to maintain tree canopy, retain trees for slope stability, environmental protection and wildlife habitat. The hillside along Waverly Way is designated as a critical area because it contains soils susceptible to erosion and landslides and therefore, it is important to retain trees and vegetation for slope stability. Portions of the slope are also located within the jurisdiction of the State's Shoreline Management Act and local shoreline regulations require vegetation buffers. Kirkland Zoning Code Chapters 85, 95, 83 govern tree retention, tree removal, and development along the slope and shoreline areas. The City has historically not regulated the height of trees and vegetation or regulated for the protection of views on private property. It would also be difficult from a legal standpoint to outright prohibit development for view protection on the slope if underlying zoning allows development.

A few years ago, in response to excessive tree topping and tree removal along Waverly Way, Planning staff suggested that a group of property owners and staff meet and submit a comprehensive vegetation and tree maintenance proposal for the slope; however, no proposal was submitted. If trees along the hillside (either private or public trees) are removed due to development activity or if the trees are considered hazards, planting new tree varieties that are slender and slow growing along the hillside could help minimize

view obstruction.

At Heritage Park, retaining the existing mature evergreen trees is desired to protect aesthetics, slope stability, tree canopy, and for wildlife habitat (at least one tree contains an eagle's nest and others surrounding it are perch trees for the eagles). According to Parks and Community Services Department staff, the Heritage Park master plan contains established view corridors. On a regular basis, City maintenance staff maintains the vegetation and trees in the park and below within the public right of way on Lake Avenue West, to keep those view corridors open (while not trimming excessively to damage the trees). Maintaining vegetation on private property on the slope below Heritage Park is responsibility of the home owner and must meet code requirements.

- ***Formalize the west side of Waverly Way as a bike and pedestrian lane, to preserve the ability of residents to walk and ride with their families and enjoy the views. Stripe the bike & ped lane in green to make this clear.***

A bicycle Greenway on Waverly Way is planned pending prioritization and funding in the Capital Improvement Program.

- ***Limit speeds on Waverly Way and/or re-stripe Waverly Way to encourage slower traffic (e.g. dotted lines vs. solid lines on the road, add radar signs to slow speeds).***

Complaints about the speed of cars on Waverly Way is monitored by the Neighborhood Traffic Control staff and Police Department.

- ***Allow for selected events (5K runs, etc.) to use Waverly Way as a showcase route, to show off the beauty of Kirkland for events, with a TBD limited number of events per year to avoid heavy neighborhood impact.***

I've passed on your comment to the City's Tourism and Development Committee. They carefully evaluate which community events should be allowed to minimize impacts to the community.

- ***Prevent boat trailers from parking on Waverly Way, so there is more space for visitors to park and enjoy the (in the future) Scenic Drive views.***

A few years ago, as part of a downtown parking study, the City developed the current boat trailer parking regulations after an extensive public outreach process to determine the best way to manage the boat trailer parking surrounding the Marina Park boat launch and neighborhood. Given the increased population Marina visitation has increased and therefore greater boat trailer parking. Eliminating some parking or moving parking away from the boat launch vicinity would be detrimental to the public's ability to enjoy Lake Washington and general traffic flow.

Give me a call if you would like to discuss these topics further.

Janice Coogan

Senior Planner

City of Kirkland Planning and Building Department

123 Fifth Avenue Kirkland WA 98033

425.587.3257

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From: Pat Wilburn <patrick_wilburn@hotmail.com>

Sent: Wednesday, July 10, 2019 3:10 PM

To: Janice Coogan <JCoogan@kirklandwa.gov>; Planning Commissioners
<planningcommissioners@kirklandwa.gov>

Subject: Market Neighborhood - proposed zoning change

To: City of Kirkland Planning Commission

Re: Market Neighborhood Plan - Zoning Proposal

CC: Janice Coogan

As part of the Market Neighborhood Plan process, it's my understanding that the City continues to receive feedback that Waverly Way (and Heritage Park) should have panoramic views, for the benefit of residents and visitors to enjoy the potentially world-class views behind all of the overgrowth that currently exists.

I would like to present an idea that would encourage such an outcome.

Proposal:

Zone the entire length of Waverly Way as a "Scenic Drive", with the following attributes:

- Establish zoning that explicitly encourages low/no height plantings to ensure uninterrupted views
- Create tree removal zoning for Waverly Way (and Heritage Park) to allow for trees to be removed and replaced with low-growing shrubbery
- Lake Ave West and 5th Ave West residents would still be able to preserve their privacy by planting trees and/or shrubbery lower on the hillside to prevent people looking down into their yards (interrupt the sight lines)
- Formalize the west side of Waverly Way as a bike and pedestrian lane, to preserve the ability of residents to walk and ride with their families and enjoy the views. Stripe the bike & ped lane in green to make this clear.
- No further development on the west side of Waverly Way, to preserve the Scenic Drive in perpetuity
- Limit speeds on Waverly Way and/or re-stripe Waverly Way to encourage slower traffic

(e.g. dotted lines vs. solid lines on the road, add radar signs to slow speeds)

- Allow for selected events (5K runs, etc.) to use Waverly Way as a showcase route, to show off the beauty of Kirkland for events, with a TBD limited number of events per year to avoid heavy neighborhood impact.
- Prevent boat trailers from parking on Waverly Way, so there is more space for visitors to park and enjoy the (in the future) Scenic Drive views.
- The City would re-landscape the west side of Heritage Park to limb up the existing evergreen trees (remove all branches within 30 feet of the ground) and substantially trim the shrubs and overgrowth to fully open up the views from Heritage Park

Thank you,
Pat Wilburn

From: [Pat Wilburn](#)
 To: [Janice Coogan](#)
 Cc: [Planning Commissioners](#)
 Subject: Re: Market Neighborhood - proposed zoning change
 Date: Saturday, July 27, 2019 7:03:42 PM

Janice - Thank your for your response. Please see my responses:

Be aspirational in envisioning Waverly Way as a Scenic Drive

I think everyone agrees that hillside stability must be appropriately managed, but we can still be aspirational in envisioning Waverly Way as a Scenic Drive for everyone to enjoy. This could be a wonderful accomplishment for the City and something that people could look back on as a decision akin to securing land for our waterfront parks a generation ago. If you haven't done so already, I would encourage you to bike, drive, or walk along the entirety of Waverly Way, and observe all of the overgrowth. Then, imagine what it would be look if the City worked with the neighborhood to encourage a Scenic Drive along the full length of the road. I would happy to meet with City planners and walk the length of the road together and discuss how this could be accomplished.

Heritage Park evergreens can be limbed up the City without a zoning change

The many evergreen trees in Heritage Park can all be limbed up (meaning remove all branch below 30 feet) under the current zoning and policies. This would not impact the crown of the trees, the eagle activity, or be in violation of current Tree regulations. It only requires the City to want to do the work. The benefits, I think, are obvious, in the form of wonderful views for park visitors. How do we prioritize this work?

View Corridors are either poorly maintained or non-existent

My request is not just that the limited view corridors be maintained. They are currently not being adequately maintained, with the exception of the binocular stand in Heritage Park which appears to have been trimmed recently. The other two view corridors in Heritage Park (where the picnic tables are) are badly overgrown. And, the City has let the hedges along the west side of Heritage Park to grow to a height of 8 feet, which makes no sense, as there are world-class views behind the overgrowth. There are no view corridors along Waverly Way to the north of Heritage Park. I ask that we candidly assess whether the current view corridor policy is actually being implemented. A visit to Heritage Park shows that the vast majority of the west side of the park is badly overgrown.

Limiting speeds and traffic on Waverly Way

I am aware that the City has studied traffic on Waverly Way and considered speed reduction techniques. Unfortunately, the existing speed reduction striping is now fading and is no longer effective. Second, the solid double lines on Waverly Way suggest a speedway that can make people more comfortable driving faster than they should. Third, the City has refused to provide radar signs to slow traffic, but instead has asked the neighborhood to request these

radar signs as a Safety Project (and then deprioritized our request). My specific ask here is that the Market Neighborhood Plan state a goal of both limiting speed and limiting traffic on Waverly Way. I am happy to work with whoever at the City is ready to engage deeply on this topic to find a sustainable solution.

Boat Trailer Parking

Please send me the City documentation showing the current allowable location for boat trailers to be parked. Thank you.

Waverly Bike Greenway

Please point me to the City planning information on this, as I am very supportive and would like to learn more.

I will try to give you a call as well to discuss all of the above.

Thanks,
Pat

From: Janice Coogan <JCoogan@kirklandwa.gov>
Sent: Thursday, July 25, 2019 9:28 AM
To: Pat Wilburn <patrick_wilburn@hotmail.com>
Cc: Planning Commissioners <planningcommissioners@kirklandwa.gov>
Subject: RE: Market Neighborhood - proposed zoning change

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From: Pat Wilburn <patrick_wilburn@hotmail.com>

Sent: Wednesday, July 10, 2019 3:10 PM

To: Janice Coogan <JCoogan@kirklandwa.gov>; Planning Commissioners <planningcommissioners@kirklandwa.gov>

Subject: Market Neighborhood - proposed zoning change

To: City of Kirkland Planning Commission

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CC: Janice Coogan

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- Create tree removal zoning for Waverly Way (and Heritage Park) to allow for trees to be removed and replaced with low-growing shrubbery
- Lake Ave West and 5th Ave West residents would still be able to preserve their privacy by planting trees and/or shrubbery lower on the hillside to prevent people looking down into their yards (interrupt the sight lines)
- Formalize the west side of Waverly Way as a bike and pedestrian lane, to preserve the ability of residents to walk and ride with their families and enjoy the views. Stripe the bike & ped lane in green to make this clear.
- No further development on the west side of Waverly Way, to preserve the Scenic Drive in perpetuity
- Limit speeds on Waverly Way and/or re-stripe Waverly Way to encourage slower traffic (e.g. dotted lines vs. solid lines on the road, add radar signs to slow speeds)
- Allow for selected events (5K runs, etc.) to use Waverly Way as a showcase route, to show off the beauty of Kirkland for events, with a TBD limited number of events per year to avoid heavy neighborhood impact.
- Prevent boat trailers from parking on Waverly Way, so there is more space for visitors to park and enjoy the (in the future) Scenic Drive views.
- The City would re-landscape the west side of Heritage Park to limb up the existing evergreen trees (remove all branches within 30 feet of the ground) and substantially trim the shrubs and overgrowth to fully open up the views from Heritage Park

Thank you,
Pat Wilburn

Highlands Neighborhood Association Board Comments
on Highlands Neighborhood Plan Draft #1
(received 1/8/2020)

Thank you, Highlands Board Members for your comments the Plan Draft #1. Our staff responses to your comments and questions are in blue italic text.

Land Use Section- Page 13: Define LDR 5, LDR 6, and MDR 10-14

Figure H-3 map legend defines low density residential LDR and medium density residential MDR. The numbers mean the amount of residential density dwelling units per acre. But for clarification, I kept in the text that describes the definition of low density residential and medium density residential, added the LDR and MDR in parenthesis, and added the density per acre so that when people look at the map Figure H-3 they will understand what LDR/MDR means.

Urban Design Section- Page 15: We now have two kiosks, not three (the one on 116th has been removed).

I made that change to the text from three to two kiosks.

Transportation Section- Page 17:

- Transit-Why was the school bus service information deleted?
*In an email on 4/29/2019 received from Matt Sachs he said that the statement was incorrect, so I deleted it. I checked the Lake Washington School District webpage regarding their transportation guidelines. I'm not sure this is necessary to include in the neighborhood plan however, I've deleted the two sentences and added the following:
"Students living in close-proximity to schools are encouraged to walk to schools. Lake Washington School District guidelines are that elementary, middle school and high school students living outside a one- mile radius from each school may receive bus service. King County Metro Transit provides transit service to Kirkland".*
- Under "Transit," do we want to note that the neighborhood does not want transit on the CKC? I don't want this document to give the impression that we condone it.

We understand your concerns. However, this is contrary to the citywide goals and policies stated in the Transportation Element of the Comprehensive Plan and the Cross Kirkland Corridor (CKC) Master Plan (see Transportation Policies related to the CKC summarized here: T-1.5 CKC as a multi-modal (pedestrian, bicycle, transit) vision, T-3.6 pursue transit on the CKC. The vision is quiet, low or no emission transit. Heavy transit is not a mode that meets Kirkland's interest on the CKC ...T-7.1 coordinate with Sound Transit's Long Range Plan, bus rapid transit and light rail are the preferred modes and route is the CKC...). At this point in time there are no definite plans for transit (light rail or heavy rail) on the CKC. Before transit would be considered on the CKC, there would be a robust public process to discuss this issue. That said I've added this sentence to the first paragraph:

"The neighborhood has concerns about transit use on the Corridor. Should transit be proposed on the Corridor the neighborhood would like to be involved in a public discussion about the function and design of a transit proposal".

- Under "Streets," provide links or location for "the Transportation Element and Kirkland Zoning Code."
I added text: Transportation Element Chapter of the Comprehensive Plan. I will add links, but not sure they will show up in the final PDF document on the City's online Code Publishing webpage. FYI, all codes are available online through the City of Kirkland webpage.

Pedestrian and Bicycle Circulation- Page 19: This paragraph is inaccurate:

NE 95th/97th Streets are designated school walk routes to Peter Kirk Elementary, and sidewalks have recently been added to the north side of the street to improve passage for children. A sidewalk exists on the south side of the street between 110th Avenue NE and 112th Avenue NE is under construction in 2019

Suggested:

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

I revised the text per your suggested text.

Page 20:

- 112th sidewalk between 88th and 90th is being built now.
I deleted the text about sidewalks are needed on 112th Avenue NE between 88th-90th Streets because sidewalks are under construction for portions of 112th Avenue NE.
- Do we want to mention the difficulty for cars turning east from southbound 112th Ave NE onto NE 87th St?
This issue is a little too specific to include as a policy or text in the long range neighborhood plan. I would suggest you as an organization, request improvements to the intersection of 112th Avenue NE/NE 87th Street as part of the Neighborhood Safety Program (just like the NSP intersection project that is currently being constructed at 114th Avenue NE/NE 87th Street). That said, I added some new text to the NE 87th Street paragraph:

As a route with high volume of vehicular traffic, it is important that the intersections, bicycle and pedestrian infrastructure be improved to meet the need for vehicle and nonmotorized access into the neighborhood, connections to the CKC and new BRT Station.

"Provide a non-motorized connection across Interstate 405 at NE 90th Street as outlined in the Active Transportation Plan [this seems redundant with the NE 85th BRT overpass]. Given the limited access points into Highlands, it is important to increase the neighborhood's connectivity with adjacent neighborhoods. A second overpass ~~at NE 87th Street or~~ NE 90th Street across Interstate 405 would help achieve greater connectivity to the North Rose Hill neighborhood and the planned BRT Station at I-405/NE 85th Street interchange." [Since a pedestrian pathway is part of the planned BRT station infrastructure, should we instead focus on pathways from the neighborhood to the BRT pathway?]

Text is included elsewhere in the Plan to emphasize pedestrian and bicycle infrastructure on NE 87th Street and connections to CKC, BRT Station. Staff has decided rather than have a map showing potential street/pedestrian connections in each neighborhood plan to refer to the Citywide Transportation Connections Map Figure T-28 in the Transportation Element Chapter of the Comprehensive Plan. For clarity, I've deleted the overpass text related to NE 87th Street since it is shown at NE 90th Street.

As shown on the link: [Citywide Transportation Connections Map recently adopted by City Council](#):

P08.1 is a pedestrian/bicycle connection is planned at NE 90th Street across I405 to NE 90th Street from North Rose Hill to Highlands. This connection has no established timeline or funding. Generally, this connection would need to be approved by the City Council as a funded project in the Capital Improvement Program (as all connections in a park, on a City right-of-way, or within a community facility)

P08 is a pedestrian connection from Slater, NE 90th Street, NE 87th Street to the BRT/I405 station. This connection has no established timeline. Generally, this connection would need to be approved and funded by the Sound Transit or WSDOT as part of ST3 Bus Rapid Transit or approved by the City Council as a funded project in the Capital Improvement Program (as all connections in a park, or a City right-of-way, or within a community facility).

Policy H-6.6: Expand the existing off-street trail network as opportunities arise with infill development because non-motorized connections within Highlands and to adjacent areas are important to residents. **[Specify what this means; paths between houses?]**

Yes, this could mean obtaining a public easement on private property (between properties) with new development, a short plat, or subdivision in order to connect to a park, a street, the CKC. This is an existing regulation in the Zoning Code and Municipal Code.

- Policy H-6.7: Support development of the Cross Kirkland Corridor as a multi-use corridor. **[Define multi-use; does this include transit? If so, the neighborhood does not support transit on the corridor.]**

The term multi-use is used to mean pedestrian, bicycle, transit (and utilities). As mentioned above, citywide transportation policies and the CKC Master Plan support transit on the CKC at some future point as part of a regional transit system. That said, to address your concerns I have revised the policy and text as follows:

Policy H-6.7: Support development of the Cross Kirkland Corridor as a pedestrian and bicycle corridor.

Develop the Cross Kirkland Corridor (CKC) as proposed in The Cross Kirkland Corridor Master Plan describes how the Corridor should be developed as a multi-use corridor for pedestrians, bicycles, utilities and potential transit. The Corridor is part of a larger bicycle and pedestrian trail network to link neighborhoods within Kirkland and to other cities. The neighborhood does not support development of the Corridor for transit.

- ☐ NE 91st Street **[Private road; is it even possible to connect here?]**

The connections to the CKC are shown on the CKC Master Plan and recent adoption of the City Wide Connections Map in the Transportation Element (Ordinance 4708). The map was adopted in the Ordinance as Figure T-28 Citywide Connections Map within the Transportation Element of the Comprehensive Plan. It may not be feasible to make a CKC connection near NE 91st Street, this would be evaluated at a later time. See map below. Here is a webpage [link](#) to the larger map.



Page 21: Figure H-4. Are there any proposed changes in Highlands?

*As shown on the [Citywide Transportation Connections Map](#):
See my comments under page 20 above. The T16 an emergency/pedestrian connection on the north portion of neighborhood over the CKC and pedestrian connection at NE 90th Street is on the existing neighborhood plan map.*

Page 23: Figure H-6. Update to show sidewalk complete on one side of NE 95th St between 116th and 112th.

We will be updating the figure to show changes where sidewalks are complete/incomplete.

Page 24: Do include the Greenways map

Will do. We will be updating the figure to show the planned Greenways.

Page 25:

- Define "The Parks, Recreation and Open Space Element"
I added "Chapter of the Comprehensive Plan".
- The Spinney and Highlands park photo captions are reversed.
Thanks, I've changed those photo labels.
- Figure H-3 land use and parks map appears to be missing.
There is no separate Parks Map. Parks are shown on the Land Use Map, Figure H-3.

- Where and what is Highland Creste open space; we've never heard of it.
The open space was dedicated as part of the Highland Creste residential development located along the CKC on the northend of neighborhood. See Figure H-3.

Page 26: Provide enhanced emergency service (fire and police) to the northern portion of the neighborhood ~~and~~ through possible emergency only access across the Cross Kirkland Corridor at 111th Avenue NE to improve response time.

I fixed this.

Page 27: Provide a link for "the Transportation Element." Should the word "Section" be used instead of "Element"? I don't understand the term element when I see it in this document, and perhaps others will be confused as well.

For clarification I added "Chapter of the Comprehensive Plan". The general Elements in the Comprehensive Plan discuss citywide policies for the future growth of the city related to the Environment, Transportation, Housing, Land Use, Environment etc.. The Comprehensive Plan is located on the City's website under Government/Codes and Laws section.

From: [Jeremy McMahan](#)
 To: vietsr2@gmail.com
 Cc: [Janice Coogan](#)
 Subject: Support walking and biking infrastructure in Kirkland
 Date: Thursday, April 25, 2019 3:46:56 PM

Hi Rebecca,

Thanks for your email to the Planning Commission regarding the City's Neighborhood Planning Framework. The Commission has received it and I wanted to take a moment to respond as the Commission's staff.

You raise a number of great points that are key to how we work with the community to realize Kirkland's vision as a vibrant, attractive, green and welcoming place to live, work and play. There is obviously a lot going on as we manage the growth in the community and invest in the public infrastructure to support that growth. If you have not seen it yet, take a look at the City's [10-minute neighborhood analysis](#). That is a tool we developed with our 2016 Comprehensive Plan update that we can use as guidance for policy decisions and as a metric every eight years as we conduct our major updates to the Plan.

We really appreciate hearing from you and encourage you to stay involved with the work of the Planning Commission and other City and community groups! Don't hesitate to get in touch if you have any questions about the work of the Planning Commission.

Jeremy McMahan
 Deputy Director | Planning & Building Department
 425.587.3229
jmcmahan@kirklandwa.gov

To Whom it may concern,

I was pleased to see that the Kirkland Neighborhood Planning Framework includes a section that looks at where and how to make Kirkland neighborhoods more walkable. I also appreciate that it looks at bike infrastructure. With the ever growing traffic problem in the area, as well as the need to find ways to reduce greenhouse emissions globally, I think giving our citizens the option to walk and bike is crucial. Getting out and about on foot in our neighborhoods also creates a sense of community. It gives us a chance to interact with our neighbors and creates a sense of ownership of where we live. If we interact with our communities, we are more likely to care for them.

Please continue to make bike and walking infrastructure an important part of your city planning. Sidewalks, protected bike lanes, restaurants and groceries a walkable distance from housing develops, and green spaces all make our neighborhoods more enjoyable and safe.

Thank you for your time,

Rebecca Viets

Sent from my iPhone

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From: [susan.amorosi](#)
To: [Janice Coogan](#)
Subject: Updating Market Street Corridor and Market Neighborhood Plans
Date: Thursday, January 02, 2020 12:18:58 PM

Janice, I wanted to touch base with you regarding a few things before the updated neighborhood plans are finalized. Several of my neighbors and I tried to be part of the meetings but found it difficult to be invited. I hope you will take note of my comments and suggestion below:

Market Street Corridor: Encourage as much retail as possible through zoning. Some residential is okay along Market Street but we need more small shops and services that people can access by foot or bicycle. Kirkland has the kind of density that warrants this.

Market Neighborhood Vision Statement: Market Neighborhood is a quiet mostly single family neighborhood with beautiful parks and streets that many people enjoy that do not live in the neighborhood. We want to share its beauty with everyone by creating spaces that are safe for walking, biking and driving, by enforcing speed limits, maintaining sight lines at intersections, improving sidewalks and creating clear bikeways.

On a side note I have heard from neighbors that some streets become so narrow, due to wide vehicles parking on both sides, that emergency vehicles can not get through. Also, I think that there are many dangerous intersection in Market Neighborhood that need to be addressed. Let me know if you would like more details on these.

Thanks you for reaching out to the community. I hope you had an enjoyable holiday season.

Sue Amorosi (30 year resident of Market Neighborhood)

From: [Suzanne Ingrao](#)
To: [Janice Coogan](#)
Subject: Market neighborhood plan
Date: Tuesday, July 02, 2019 7:27:25 AM

Hello Janice,

I am a resident of the Market neighborhood and have recently participated in the city survey regarding planning for our neighborhood. My husband also attended the meeting a few weeks ago at city hall. We and many of our neighbors are very concerned about the proposed plans for Market neighborhood. We feel the city is not representing our interests. We do not want to see our neighborhoods destroyed by increasing height limits, adding ADUs, and decreasing lot sizes. We also do not want to see Waverly and 6th Ave W turned into major thoroughfares. Our residential neighborhood are not where we should be adding density. We should be adding it in urban areas like Totem lake, where skyscrapers of apartments and condos can be built, without ruining the charm of Kirkland.

I do not feel like the voices of our neighbors are being heard and that this plan is in direct conflict with our vision for the neighborhood. Many of my neighbors in West of Market did not receive the survey and therefore were not able to make their views known.

Please let me know, if there is another opportunity for us to express our views to the city planners.

Thank you,
Suzanne Ingrao

From: [Travis Dougan](#)
To: [Janice Coogan](#)
Subject: LIT zoning
Date: Thursday, December 05, 2019 6:32:11 PM

Hello Janice,

Consistent with the next-door neighbor thread below, I would like to encourage zoning in the area to support better job growth and services for the community greater than storage. Restaurants, shopping even a car parking lot would be better. Appreciate your support!

regards, Travis

Travis Dougan
608 17th Ave
Kirkland, WA 98033

Should we build more storage units in the light industrial zone of Norkirk?

At the Norkirk neighborhood meeting last night, Janice Coogan discussed progress on the update of the Norkirk Neighborhood Plan. One of my concerns is the building of storage units in the LIT (the light industrial zone where Jay's Autocare and the Kirkland Dance Center are). I think this land would be better utilized by reserving it for small businesses that generate jobs and services for people in the area and the greater community. Storage units create few jobs and are primarily used for long-term storage. If you agree with me (or if you don't), please e-mail Janice Coogan at JCoogan@kirklandwa.gov. It's important for city staff to hear what residents and businesses think about the use of this part of our neighborhood.

From: [Alice Dobry](#)
 To: [Janice Coogan](#)
 Subject: Comments on Neighborhood Plans Drafts
 Date: Thursday, February 27, 2020 4:00:13 PM

Hello Janice,

Although only hours from tonight's meeting, can you please include the comments in tonight's packet to the Planning Commission? I am unable to attend the hearing tonight, due to a family function.

There is a policy N-27 in the Norkirk neighborhood plan "***Preserve the public view corridors of Lake Washington, Seattle, and the Olympic Mountains from 1st, 2nd and 3rd Streets (Figure N-7)***". However, in the Market Street Corridor Plan I noticed, ***New: Policy MS-8: Appropriate building height for the Corridor is up to two to three stories – two stories in general, and three stories in the neighborhood shopping and service nodes described in MS-2.1. Additional height may be allowed as established in the Zoning Code to encourage a variety of roof forms, and as part of the design review process.*** "

The vagueness of not defining specific heights along the MSC and specifically in MS-2.1 seems "at odds" with the Policy N-27 which is to preserve public view corridors of Lake Washington, Seattle and the Olympic Mountains.

First of all, not defining what a "story" is, in terms of approximate height might lead to all sorts of mixed messages as to what buildings can be built in MSC-2.1 as well as rest of MSC. Historically speaking, the most of MSC has always been a two-story corridor, and permitting three story buildings with roof-top appurtenances plus additional height in the shopping area will not only impact nearby low-density zones, but will impact the very view corridors outlined

in Policy N-27. I visited Planning recently to determine the allowed building height at MSC-2 area and heard 25 feet, due to adjoining low density. Does this new Market Street Corridor Plan remove maximum building heights, and now just designate height allowance in terms of number of stories? I do know that the first floor has to be 13-feet by itself for the ground floor retail for MSC-2.

Why not preserve the historic community feel along the Market Street Corridor and maintain two story buildings in order to protect the views outlined in Policy N-27? Permitting three story commercial buildings in the MSC-2.1 zone is at odds with the goal of Policy N-27.

Thank you very much!

Alice Dobry
 1419 1st Street
 Kirkland, WA 98033

From: [Kevin Harrang](#)
 To: [Planning Commissioners](#)
 Cc: [Janice Coogan](#); [adam.bendell@tonic.com](#); [Liz Hunt \(liz@starwhite.net\)](#); [Laura Harding \(laura.harding@live.com\)](#); [Jennifer Greenberg \(jennifer@wingreenproperties.com\)](#)
 Subject: Market Neighborhood Association/ Comment re Market Neighborhood Plan
 Date: Thursday, February 27, 2020 10:56:34 AM

To: Planning Commission Members, City of Kirkland
From: Kevin Harrang, Market Neighborhood Association Member
Re: Market Neighborhood Plan

This written comment is submitted for the Planning Commission meeting tonight, February 27, 2020, which I am unfortunately unable to attend because of a previously scheduled commitment.

Who

My name is Kevin Harrang, and I am a long time Kirkland resident and active member of the Market Neighborhood Association (MNA). Together with my neighbor Liz Hunt, I was tasked by the MNA with updating the Market Neighborhood Plan to reflect the views and priorities of the MNA members and our neighborhood residents.

What

Our work is contained in the Market Neighborhood Plan as redrafted, which we would encourage all to read in its entirety, but please allow me to submit these brief comments to facilitate review of the complete Plan:

- As the Planning Department publishes on the City website, these neighborhood plans are developed by the Kirkland Planning and Building Department **“in coordination with the neighborhood associations.”** To participate in this process, the MNA has discussed our Plan at numerous public meetings, designated a working group, as has communicated all this to our extensive list of MNA members.
- Most importantly, our final work product has been reviewed and approved by the MNA through its Board of Directors.
- Please note that while the Market Neighborhood Plan as submitted reflects the very positive feelings that residents feel about our neighborhood, the Plan importantly highlights certain unmet needs. These include certain matters that directly impact public safety on streets, sidewalks, bike lanes, and pedestrian right of ways.
- While the Staff Memo submitted with the Plans might indicate that all of these issues are addressed by an existing policy (e.g., lack of sidewalks), most of these remain the same concerns contained in the last draft of the Plan, created 14 years ago. **It’s the hope of MNA and neighborhood residents that these concerns will receive greater attention and priority going forward than previously.**

Finally, I would like to recognize Janice Coogan and Adam Weinstein, Planning Staff, for working with us on our Plan, which is very much appreciated.

A handwritten signature in purple ink, appearing to read "Kevin Harrang", with a stylized flourish at the end.

Kevin Harrang, Kirkland Resident

From: [tanya.dimpsey](#)
 To: [Janice Coogan](#)
 Cc: [Planning Commissioners](#)
 Subject: MSC and Norkirk plan
 Date: Thursday, February 27, 2020 4:23:49 PM

As the Planning Commission looks to adopt the Market Street Corridor Plan and the Norkirk Neighborhood Plan I would like to call attention to the fact the city is in the process of adopting code amendments that are in direct conflict with policy points in the Norkirk Neighborhood Plan and Market Street Corridor Plan.

N-25

Address transition impacts and protect nearby low-density residential character with site and building development regulations for the industrial area, Planned Area 7, and the Market Street Corridor. The building mass and/or height of higher density structures should complement rather than dominate or overwhelm adjoining low-density uses. Landscape buffers are used to soften and separate uses by creating a transition zone. In addition, the building mass and height of higher density structures should be restricted to prevent overwhelming adjoining low density uses.

MS-14

Administer development standards and design guidelines that address transitions between low-density residential areas and the commercial and multifamily residential uses along Market Street. The building mass and/or height of higher density structures should complement rather than dominate or overwhelm adjoining low-density uses. Landscape buffers, vertical or horizontal building modulation such as upper story step backs or architectural treatments should be used to soften and separate uses by creating a transition zone. Some of the existing buildings may also need enhanced landscaping in order to prevent commercial structures from having a negative impact on adjoining residential uses.

These above policy points reflect the strong desire of stakeholders that the neighborhood zoning codes remain unchanged.

However, the city is pursuing proposed code amendments, CAM19-00502, which allows for rooftop decks and appurtenances, which is in direct conflict with the aforementioned policy points. Adding a rooftop deck, appurtenances and a common room is not consistent with N-25 or MS-14 policy points.

I request that the Planning Commission work through the draft of the Neighborhood Plans, in particular, the MSC Plan, prior to moving forward with (CAM19-00502).

Lastly, as someone who participated in the neighborhood survey and the Market Street Focus group, I am seriously concerned that the city didn't inform focus group members as to the proposed zoning changes that would dramatically affect the MSC.

Regards,

Tanya Dimpsey

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