

XV.M. Norkirk Neighborhood

Print Layout (PDF)



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 lower-intensity residential development, while higher-intensity residential uses are concentrated on the south end, transitioning to the commercial uses of the Central Business District. Commercial and multifamily-residential development adjoins Market Street on Norkirk's western boundary. Light industrial uses are in the southeastern portion of the neighborhood.



Crestwoods Park in the Fall

2. VISION STATEMENT

The following vision statement is a description of the character and qualities of the Norkirk Neighborhood at a future time when the goals and policy direction expressed in this neighborhood plan are realized.

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

Norkirk residents are good neighbors because they have a strong sense of community while welcoming newcomers. A primary contributor to this sense of community is that the Norkirk Neighborhood is a pleasant and safe place for walking, [biking and rolling](#). From the sidewalks, people greet neighbors who are working in their gardens or enjoying the quiet from their front porches. Children play in 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 community members care for those places.

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

The Norkirk Neighborhood comprises a variety of housing styles and sizes with bountiful light and vegetation between structures. The neighborhood feels uncrowded. Neighbors cherish many homes dating from early in the 20th century. The existing residential areas successfully integrate a variety of housing types such as accessory dwelling units, duplexes, triplexes, and cottages, which provides choices for a diverse community.



Annual Norkirk Neighborhood Picnic

~~Multifamily~~ [More intensive residential](#) development at the southern boundary of the neighborhood provides additional housing choice and a stable transition between ~~lower intensity~~ [lower intensity](#) residential areas in the core of the neighborhood and the more intensive commercial and residential development in downtown Kirkland. Additional ~~multifamily~~ [residential](#) development and commercial activities are located along the Market Street Corridor. Here, the alley and topographic differential eases the transition between the residential area and the Market Street Corridor, minimizing potential conflicts with commercial uses. 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 the residential core.

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

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



3. HISTORICAL CONTEXT

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

[See the Kirkland Historic Narrative included in Appendix # for a discussion of citywide historic context, inclusive of all previous inhabitants of the area \(pre-and post-white/European settlement\) especially along the culturally rich Lake Washington shoreline.](#)



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

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.

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.



Buchanan historic home

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 and Improvement Company (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, and 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 Company (KL&I) 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 and 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 Land Use](#) Element of the Comprehensive Plan for further historic resources information.

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



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

Policy N-3:

Continue to evaluate incentives to encourage retention of identified buildings of historic significance.

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

Policy N-4:

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

The last inventory of historic properties was conducted in 1999. There may be buildings not included in the inventory that now meet the definition of historic resources. The City should periodically survey buildings in the neighborhood to identify those of historic significance. Historic places and features should be commemorated with signs or markers to help celebrate the history of the neighborhood. The inventory should be updated to include newly eligible properties according to the established criteria in the [Community Character Land Use](#) 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 Strategic~~ 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 reintroduction of resident cutthroat trout into the stream and daylighting the piped portion of this tributary upon redevelopment of the industrial area are opportunities worth investigating. With the redevelopment of the Peter Kirk Elementary School, wetland restoration occurred in the northeast portion of the school property.

Policy N-8:

Develop viewpoints and interpretive information around streams and wetlands if protection of the natural features can be reasonably ensured.

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

Policy N-9:

Protect notable trees and groves of trees.

In the Norkirk Neighborhood, protecting, enhancing, and retaining healthy trees and vegetation are key values and contribute to the quality of life. The City promotes retention of the Citywide tree canopy, [significant-regulated](#) 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.

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.



Trees at Crestwoods Park

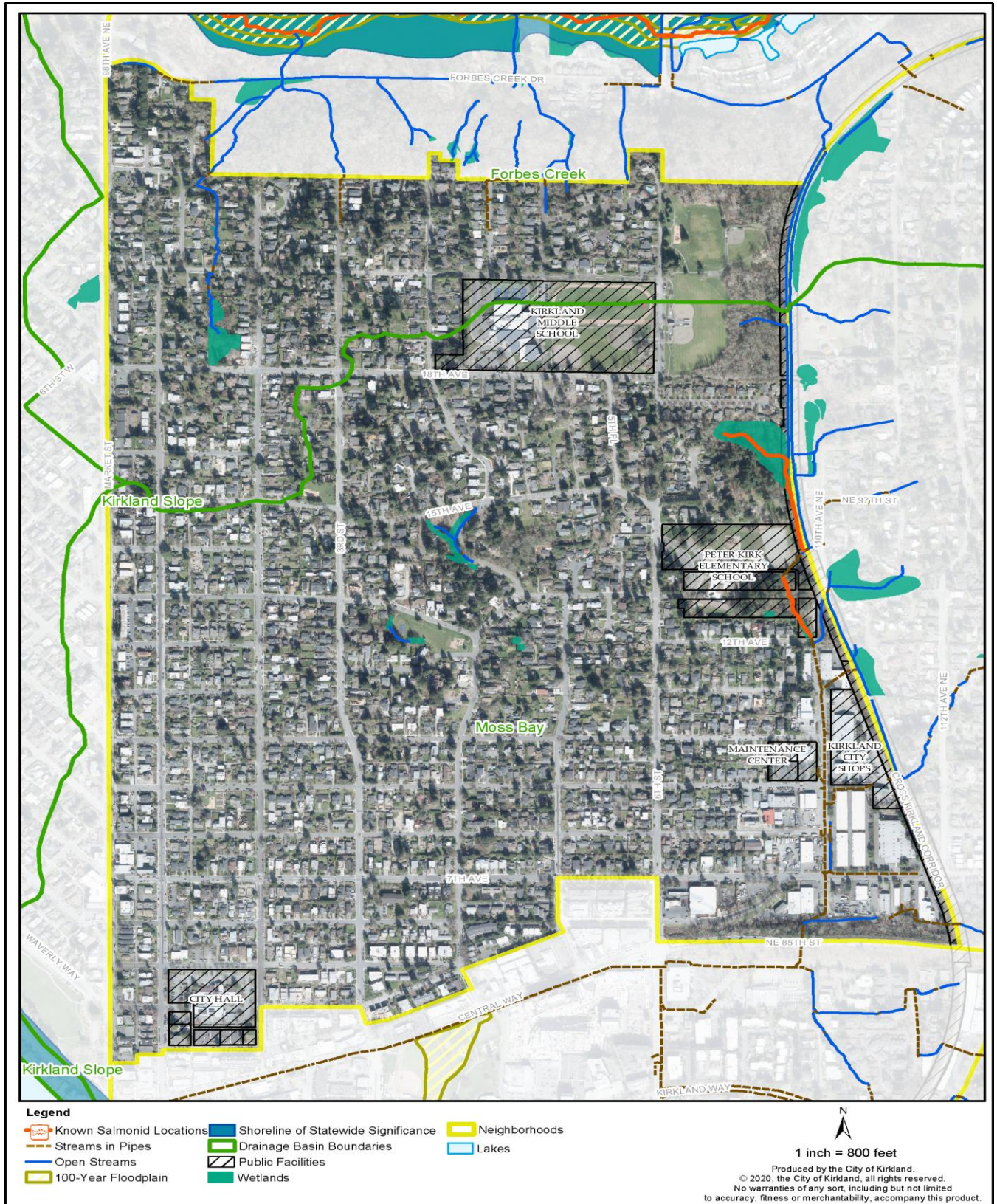


Figure N-1: Norkirk Wetlands, Streams, and Lakes

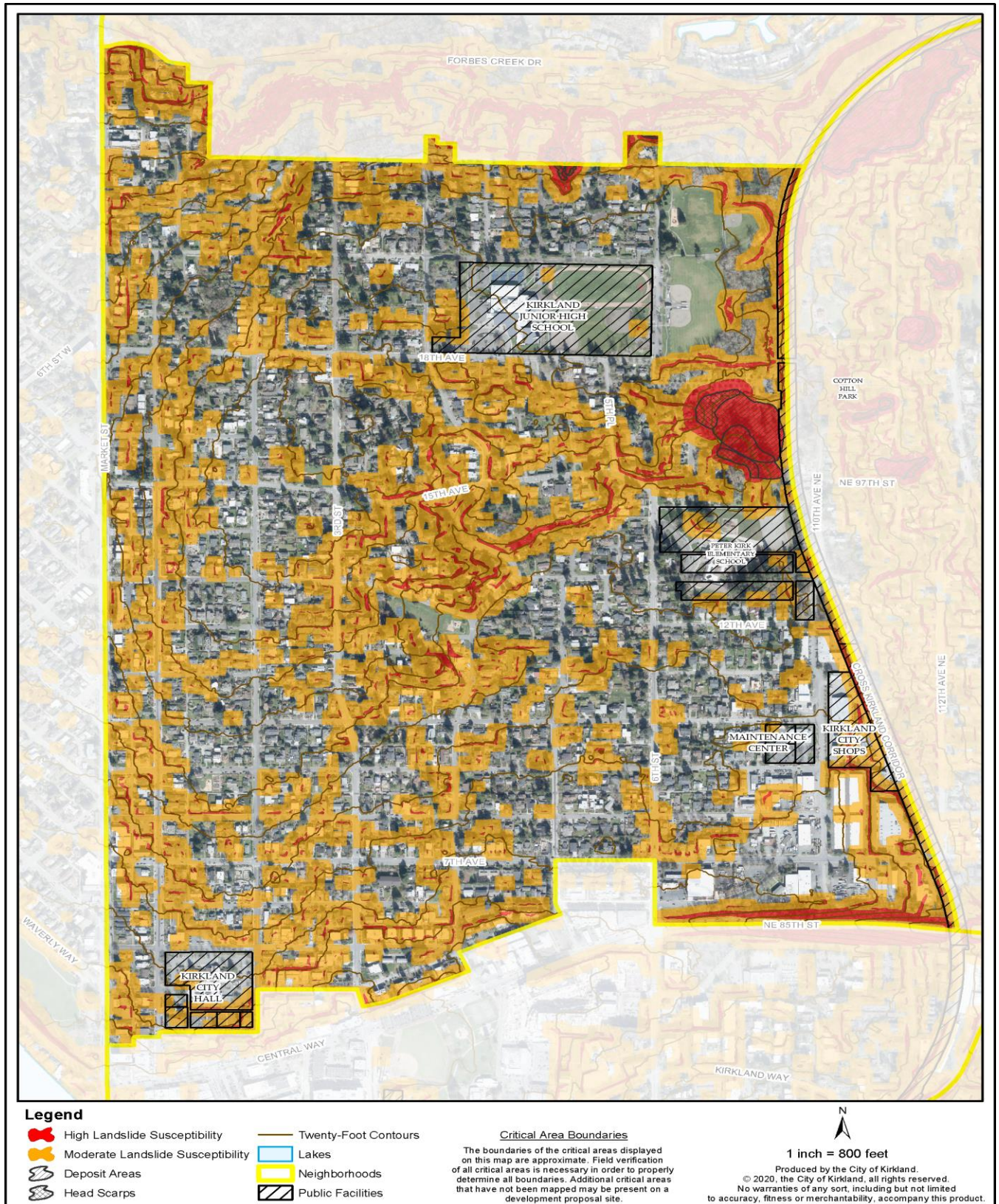


Figure N-2a: Norkirk Landslide Susceptibility

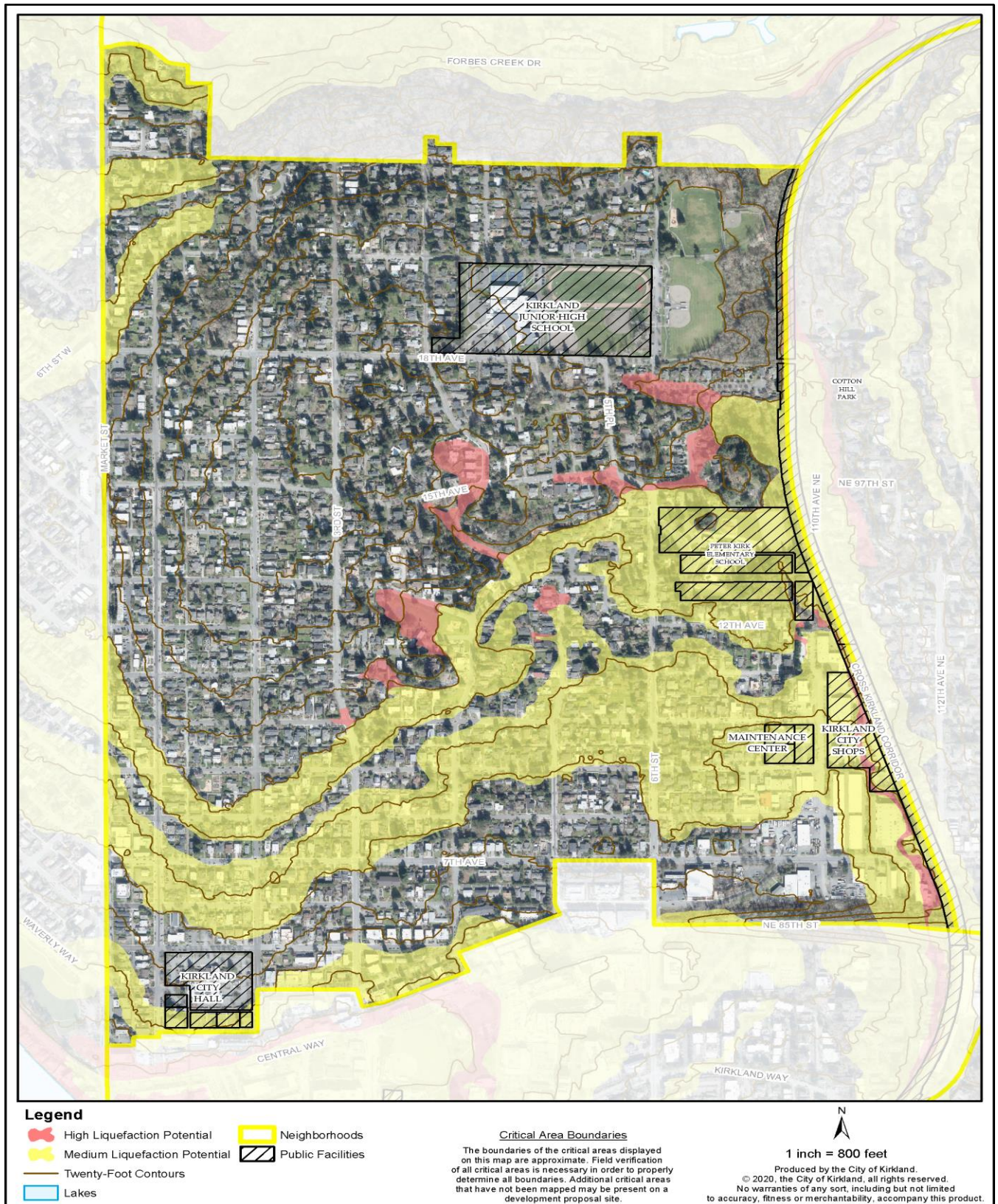


Figure N-2b: Norkirk Liquefaction Potential

Policy N-10:

Avoid development of unimproved rights-of-way impacted by critical areas.

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

Policy N-11:

Protect wildlife throughout the neighborhood by encouraging creation of backyard sanctuaries for wildlife habitat in upland areas.

People 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.



Natural Area park land includes forests, streams and wetlands

5. LAND USE

The Norkirk Neighborhood contains diverse land uses that are successfully integrated into a historic, [walkable-pedestrian-scaled](#) block pattern. Churches and schools are dispersed throughout the 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~~ [Apartments](#) and condominiums are in the southern portion of the neighborhood adjacent to the Central Business District. Retail, commercial, office, ~~multifamily-multiunit residential buildings~~ 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 and enhance the existing residential character of the Norkirk Neighborhood while accommodating~~ [Encourage more compact new housing in the Norkirk Neighborhood](#), so that residents can age in place and the neighborhood can accommodate generational shifts in housing needs, and welcome new residents.

Norkirk is a well-established neighborhood that has a mix of old and new residential development located generally north of 7th Avenue. The land use transitions from the lower-intensity core to higher-intensity residential development at its south end. Preservation of the eclectic mix of housing styles and sizes is important to the neighborhood's ~~distinct character~~ [ability to provide diverse housing options](#).



Norkirk's innovative and eclectic design

Providing housing options for a wide spectrum of households is an important value to support and encourage. Innovative housing types including accessory dwelling units, duplexes, triplexes and cottages provide more housing choice to meet changing 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 of new housing and with older~~ A diverse blend of housing in the neighborhood is an important value for the neighborhood. Architectural and site design standards such as use of varied architectural styles, roof angles and proportional building mass to allow for substantial light and privacy between structures, tree retention, generous setbacks from the street, well maintained landscaping and limited off-street parking will ensure ~~compatibility-~~ synergy with adjacent existing housing. Innovative housing techniques and styles such as small lot single-family, historic preservation and low impact development subdivisions, cottage and common wall (duplex and triplex) homes, accessory dwelling units, clustered dwellings, and co-housing are appropriate options to serve a diverse population and changing household size and composition. They also help maintain the diversity of housing that characterizes Norkirk. Standards governing the siting and construction of alternative housing types in Norkirk should be consistent with Citywide zoning, development and subdivision regulations. New housing should enhance the historic residential ~~-character~~ elements of the neighborhood, while meeting community need.

Policy N-13:

Allow lot sizes that match the existing lot size and development pattern.

A limited area, bounded on the east by 2nd Street, on the west by the alley between Market and 1st Streets, on the south by 8th Avenue, and on the north by the alley between 12th and 13th Avenues, has a particularly large number of lots that are less than 7,200 square feet (see Figure N-3, Land Use Map). ~~Seven dwelling units per acre, which is comparable to the Single Family Residential (RS) 6.3 zoning classification (6,300 square foot minimum lot size), is a density that is consistent with the existing platting pattern here. Similarly, s~~ 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.

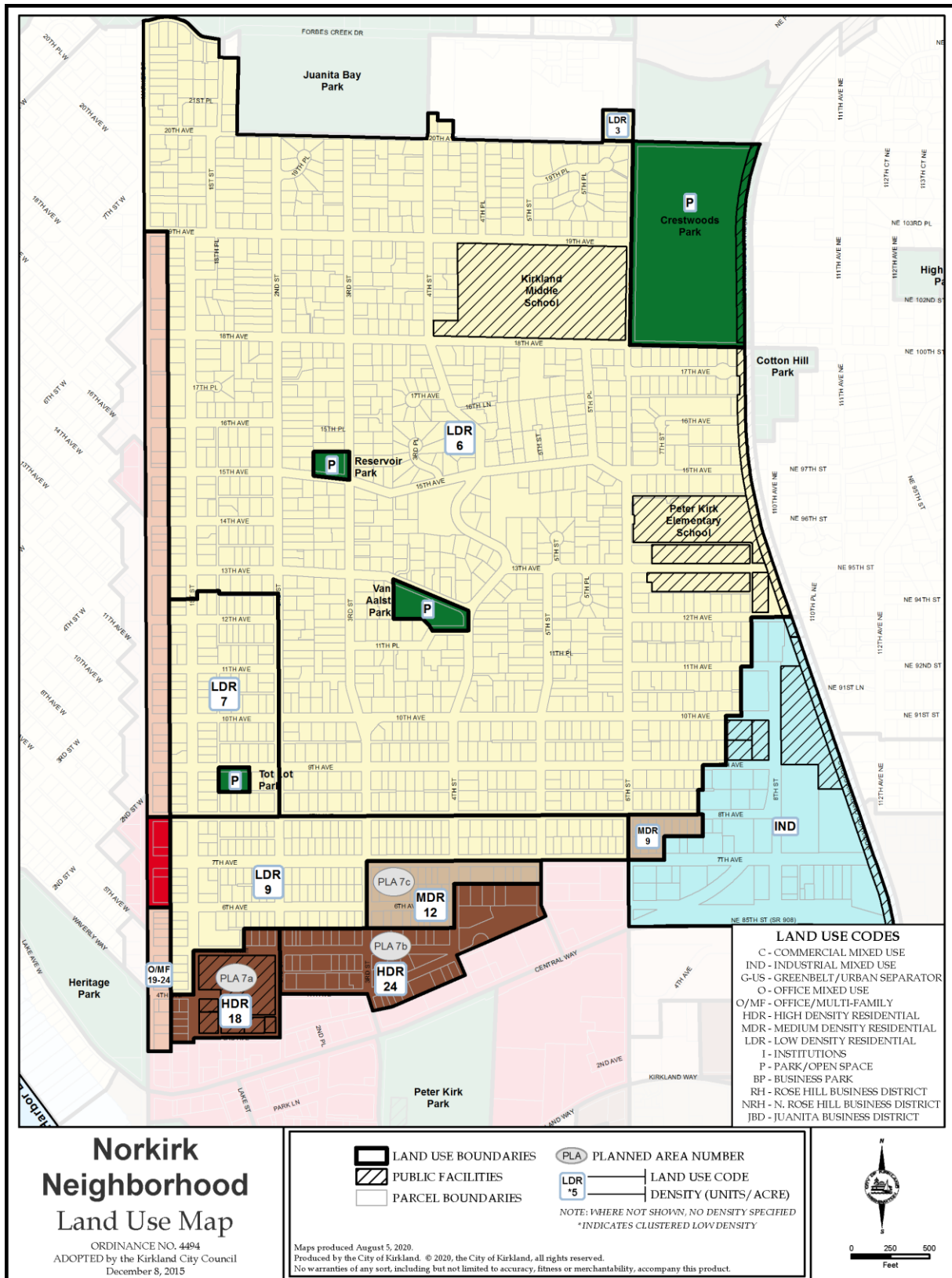


Figure N-3: Norkirk Land Use Map [Staff note: Neighborhood land use map will be updated to reflect the citywide Land Use map being amended in the Land Use Element.]

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~~ intensity 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 Large scale residential structures as well as institutional uses such as Kirkland City Hall are appropriate here. Three subareas within PLA 7 allow a hierarchy of increasing densities approaching the Central Business District (CBD). Future development throughout PLA 7 should be compatible with the scale of structures in adjacent lower intensity residential zones while accommodating a range of compact housing types suitable for a variety of households.

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.~~



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

Policy N-17:

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

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

INDUSTRIAL

Policy N-18:

Maintain the light industrial area to serve the needs of the community.

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

Policy N-19:

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

- South of 7th Avenue, between 6th and 8th Streets, office uses up to three stories are encouraged to serve as a transition between the downtown and the industrial area. Gateway features and landscaping at the intersection of 6th Street and 7th Avenue and 6th Street and Central Way soften the transition into this area.
- In the remainder of the area, limited light industrial, warehousing, City services, service commercial uses such as auto or furniture repair, and small offices are appropriate. Two large retail storage uses exist in the LIT area and provide useful storage space to nearby residents and businesses but absorb valuable space in a well-situated industrial and commercial zone in close proximity to Downtown.



Retail storage establishment

Additional, new retail storage uses, along with other uses that do not promote the ~~smaller scale commercial and industrial character~~ [vision](#) 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.

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 potential adverse impacts ~~which may disrupt to the residential character of the surrounding residential areas~~ are controlled and mitigated.

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

Policy N-22:

Industrial traffic should be controlled in order to protect the ~~character, safety, and peace~~ of the residential neighborhood.

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

Policy N-23:

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

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

6. URBAN DESIGN

Policy N-24:

Promote shared parking arrangements to encourage efficient utilization of surface parking lots in the neighborhood.

Throughout the neighborhood are surface parking lots owned by the City, other public entities, or nonprofit 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~~ Encourage transition strategies that minimize and mitigate potential adverse impacts and protect nearby lower intensity residential character-use function 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-intensity structures should complement rather than dominate or overwhelm adjoining lower intensity residential 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-intensity structures should be designed appropriately to prevent overwhelming adjoining low density uses.

Policy N-26:

Provide streetscape, gateway and public art improvements that contribute to a sense of neighborhood identity community appreciation 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.



View from intersection at 9th Avenue and 1st Street

Policy N-27:

Preserve the public view corridors of Lake Washington, Seattle, and the Olympic Mountains from 1st, 2nd and 3rd Streets (Figure N-4).

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 all residents. One means of doing this may be the undergrounding of utilities.

Policy N-28:

Encourage design that contributes to a vibrant neighborhood.

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

Policy N-29:

Explore new regulations that encourage infill housing to be ~~compatible~~ complementary 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 housing structures are in proportion with their lots and provide adequate light, air and privacy between structures. Setbacks, building mass, lot coverage, landscaping and building height and roof pitch all contribute to housing structures that successfully fit into the neighborhood.

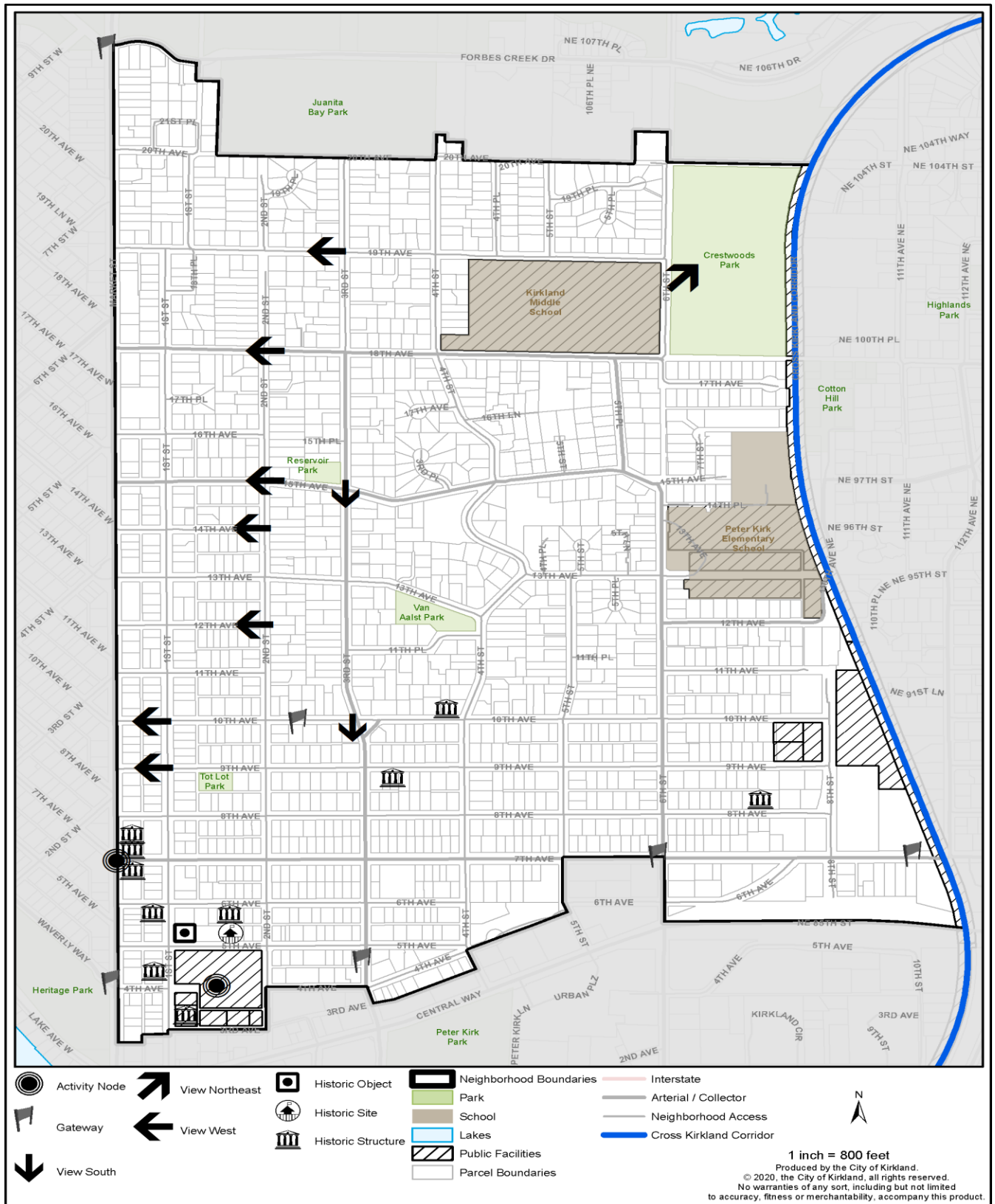


Figure N-4: Norkirk Urban Design Features

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 layout](#) 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 ADUs 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-5.

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.

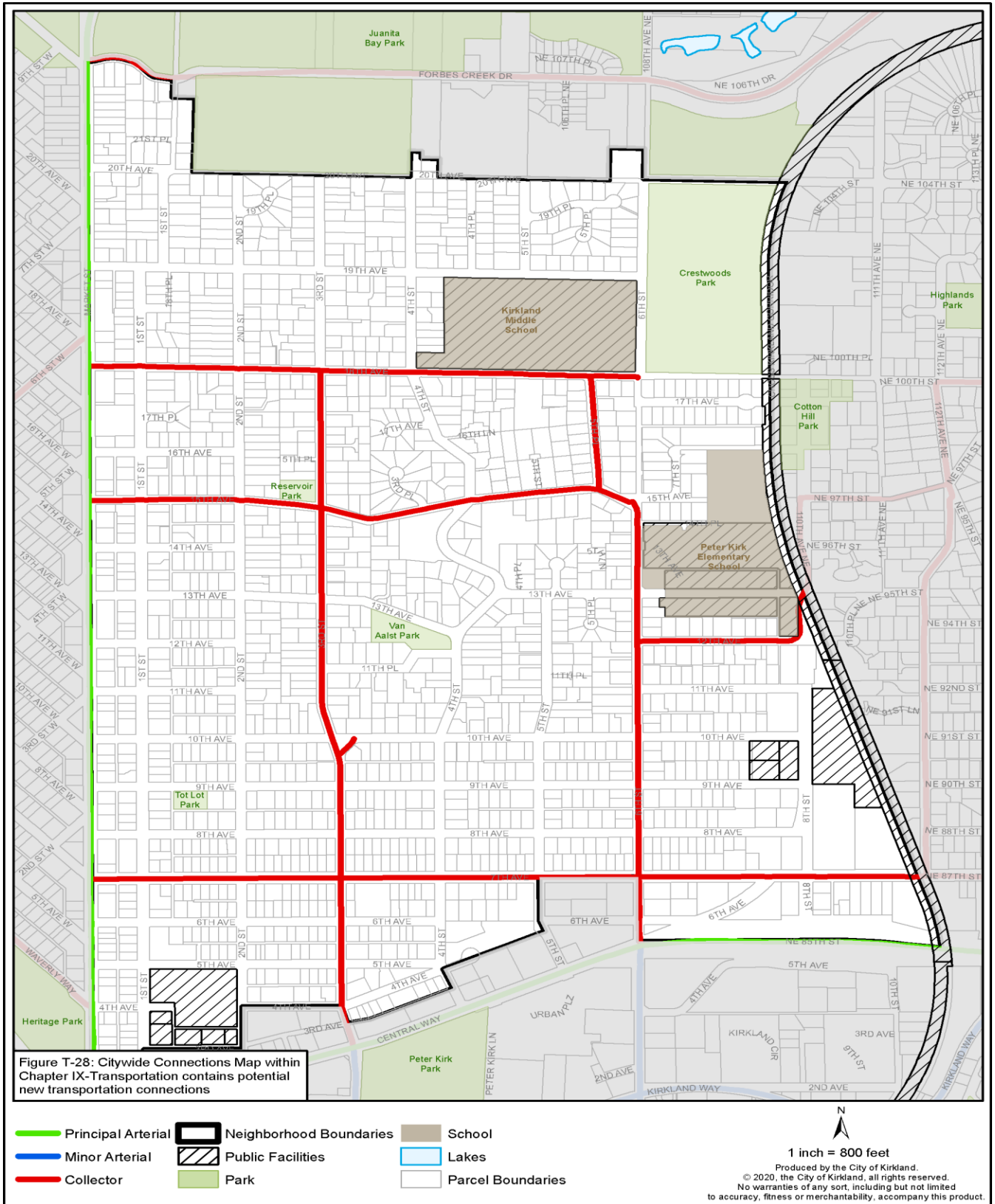
Policy N-32:

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 the residential areas.



Example of traffic circle installed for slowing down vehicle speed



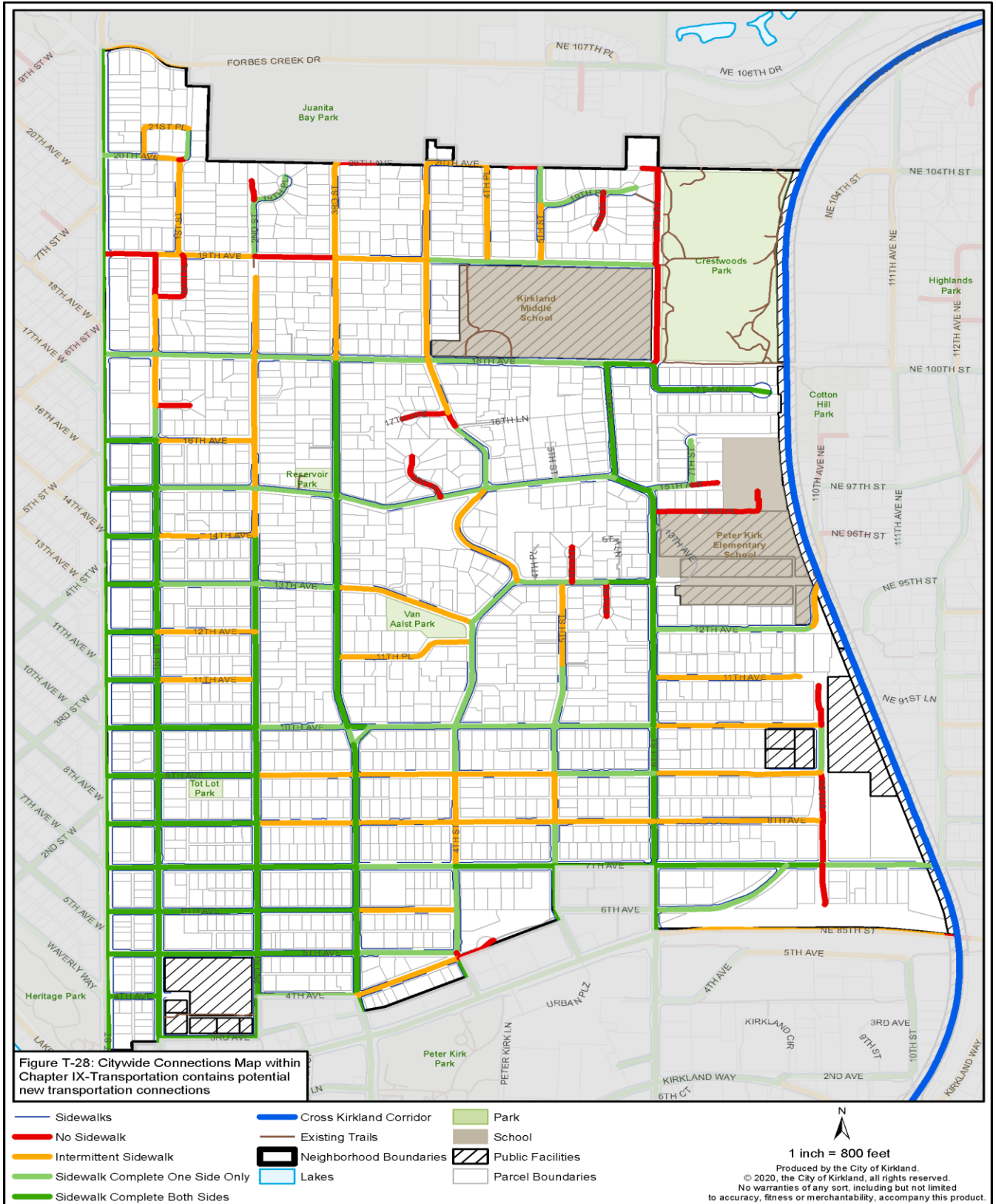


Figure N-6: Norkirk Pedestrian System

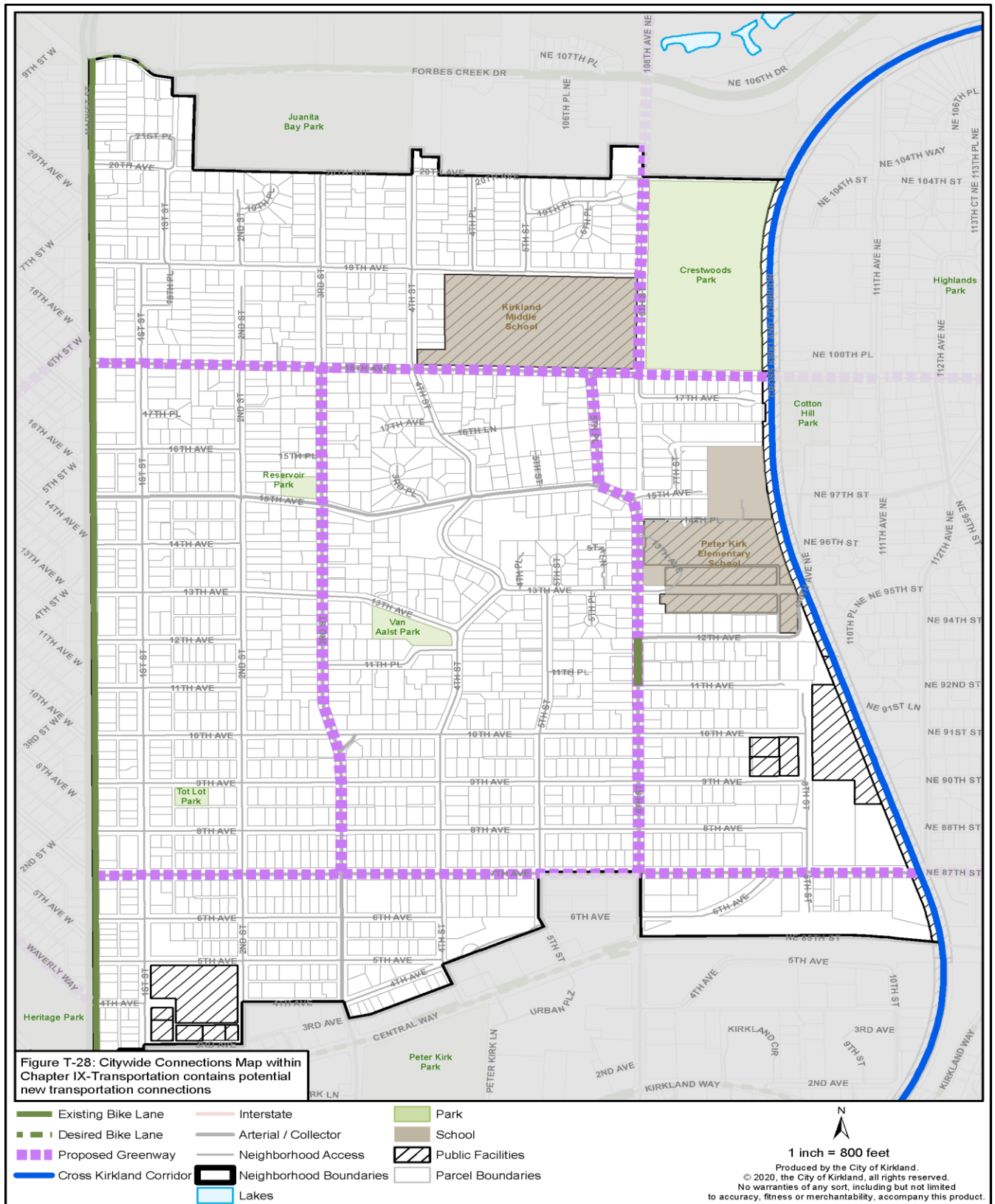


Figure N-7: Norkirk Bicycle System

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

TRANSIT

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

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

PEDESTRIAN/BICYCLE CIRCULATION

The City of Kirkland Active Transportation Plan (ATP) maps the bicycle and pedestrian facilities planned for a 10-year horizon. Figure N-6 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-7.

Policy N-33:

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

Recommended improvements for a connected bike network in the Transportation Master Plan include a neighborhood greenway on 18th Avenue, 7th Avenue, 3rd Street, and 6th Street 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.

Policy N-34:

Support development of the Cross Kirkland Corridor as a multiuse 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 Parks, Recreation and Open Space (PROS) Plan.

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

- Cotton Hill Park
- End of NE 14th Place
- 110th Place 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. Crestwoods 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.



Tot Lot 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 community members. Additionally, the school provides children’s playground equipment and indoor recreation space on a limited basis.

Policy N-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 neighbors, guests, and the Lake Washington School District.



Play equipment at Peter Kirk Elementary

9. PUBLIC SERVICES/FACILITIES

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 community members from outside of the neighborhood to participate in the many functions and services of the municipality.

Policy N-36:

Provide adequate parking for civic buildings, either on site, on adjacent local streets, or in nearby parking lots.

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

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



City of Kirkland Public Works Maintenance Center Extension