



City of Kirkland
Planning and Building
123 Fifth Avenue, Kirkland, WA 98033
425-587-3600 | www.kirklandwa.gov

MEMORANDUM

To: Planning Commission

From: LeAndra Baker-Lewis, Senior Planner
Allison Zike, AICP, Deputy Planning and Building Director
Adam Weinstein, AICP, Planning and Building Director

Date: May 9, 2024

Subject: **2044 Comprehensive Plan Public Hearing #2: Juanita Neighborhood Plan Update, File: CAM23-00554; Kingsgate Neighborhood Plan Update, File: CAM23-00555; and General Neighborhood Plan Amendments, File No. CAM22-00032**

Recommendation

Conduct a public hearing to gather public testimony on proposed amendments to the Neighborhood Plan chapters of the Comprehensive Plan. At the close of the hearing, staff recommends Planning Commission (PC) conduct deliberations and make recommendations to City Council (Council) on the proposed amendments.

Background

As part of the 2044 Comprehensive Plan (K2044) update, all neighborhood plans will be amended with equity, streamlining, and consistency edits. The K2044 update also includes more in-depth updates for the Juanita and Kingsgate Neighborhood Plans as the last of the City's neighborhood plans to undergo the contemporary neighborhood planning process, consisting of extensive public engagement and community conversations to understand the current conditions and future aspirations of each those two neighborhoods.

Juanita and Kingsgate Neighborhood Plan Updates

A key project on the 2023-2025 Planning Work Program (PWP), and extending into the 2024-2026 PWP, is updating the existing Juanita¹ and Kingsgate² Neighborhood Plan chapters of the Comprehensive Plan. Staff began organizing for the update in July of 2023 and has met with the PC on three occasions to relay findings and solicit feedback pertaining to this project:

¹ <https://www.codepublishing.com/WA/Kirkland/html/KirklandCP15J/KirklandCP15J.html>

² <https://www.codepublishing.com/WA/Kirkland/html/KirklandCP15O/KirklandCP15O.html>

- August 24, 2023³ – staff briefed the Planning Commission (PC) on the scope of work for updating the two plans and solicited input on study issues and outreach directives;
- January 25, 2024⁴ – staff briefed the PC on the outreach findings from the Juanita and Kingsgate Neighborhood Plan update processes and the PC provided input on the drafted vision statements, community-initiated land use change requests, and general policy direction for each neighborhood plan; and
- April 11, 2024⁵ – PC received a briefing on all of the draft policies for the two neighborhood plans and provided feedback on policy direction.

Public Outreach and Engagement Process

Throughout the latter half of 2023 and into 2024, staff engaged in comprehensive outreach to gather input from residents, business owners, employees, students, and visitors in the Juanita and Kingsgate neighborhoods. A variety of methods were used including surveys, in-person events in the neighborhoods, social media posts, and direct engagement with community organizations and businesses. Additionally, staff formed working groups comprising diverse community members to review drafted materials, assist at workshops, and conduct neighborhood tours. These efforts aimed to ensure broad community participation and incorporate diverse perspectives into the neighborhood plan updates.

The findings of the survey and visioning events and other engagement helped inform the list of key study issues below and executive summaries of these efforts are available for each neighborhood on Juanita⁶ and Kingsgate⁷ Neighborhood Plan update webpages.

Juanita Neighborhood Plan Update

Key Study Issues

Common themes that arose from the conversations about the Juanita neighborhood, and emerged as top neighborhood priorities include:

- Providing housing variety and increasing housing affordability;
- Addition of active transportation infrastructure to encourage nonvehicular trips to destinations;

³<https://kirklandwa.primegov.com/Public/CompiledDocument?meetingTemplateId=439&compileOutputType=1>

⁴<https://kirklandwa.primegov.com/Public/CompiledDocument?meetingTemplateId=811&compileOutputType=1>

⁵<https://kirklandwa.primegov.com/Public/CompiledDocument?meetingTemplateId=1213&compileOutputType=1>

⁶ <https://www.kirklandwa.gov/Government/Departments/Planning-and-Building/Planning-Projects/Neighborhood-Planning/Juanita-Neighborhood-Plan-Update>

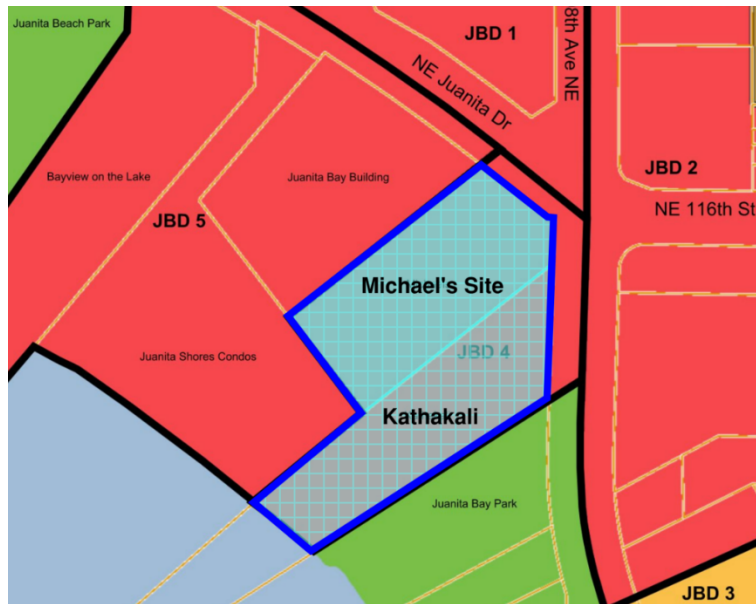
⁷ <https://www.kirklandwa.gov/Government/Departments/Planning-and-Building/Planning-Projects/Neighborhood-Planning/Kingsgate-Neighborhood-Plan-Update>

- Improvements to the street network to aid in traffic circulation and improve safety conditions for walkers and rollers;
- Promoting the concept of 10-minute neighborhoods by increasing access opportunities and adding destinations;
- Improvements and economic revitalization of the North Juanita commercial area, including potential support for additional density in the area; and
- Identifying and encouraging central sites for public gathering and community activities.

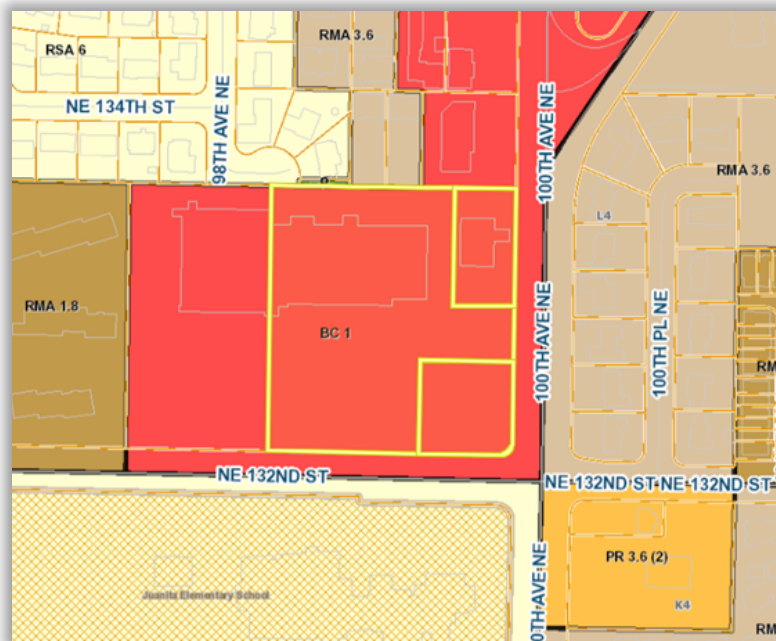
Potential Land Use Changes

In two specific areas of the neighborhood, property owners have applied for increased residential capacity on their respective sites. Staff has completed a detailed analysis of the proposed changes (see Attachment 1 for a Land Use Change Evaluation Criteria Table), to inform the staff recommendation for each proposed capacity increase. The analysis includes considerations for implementation, in response to community concerns for these requests.

At the Michael's Site, the property owner has requested increased height and increased density allowances on the subject property. Per PC and Council direction, staff expanded the study area to the entire JBD 4 Zone (which adds one property to the south of the subject property) to evaluate increased residential intensity allowances for portions of the properties outside of the designated Shoreline Management Area, which extends approximately 200 feet from Lake Washington's ordinary high-water mark. The study included analysis of up to 300 additional residential units and 4,000 – 4,500 square feet of commercial use area. In Attachments 2.A and 2.B, draft policy J-16 would direct staff to move forward with Kirkland Zoning Code (KZC) amendments to create development standards that would accommodate the requested capacity. Such standards would further regulate the allowed scale, development allowances, design requirements, and transition strategies for the zone. Specific height allowances are not part of policy J-16, and would be identified as part of future Zoning Code amendments.



At the Goodwill Site, the property owner has requested increased residential capacity at the three aggregated parcels to accommodate approximately 500 – 600 residential units and 10,000–15,000 square feet of commercial/retail space. The request from the property owner includes an increase in height maximums to 75 feet (current zoning allows for 35 feet). In Attachment 2.A and 2.B, draft policy J-20 enables the zoning requirements to be developed, at which time staff could work towards a zoning text amendment to the current zoning, BC 1, or propose a rezone of the property.



By recommending either of the aforementioned policies, the PC will be indicating the requests should be approved in whole, or in part (future KZC amendments reviewed by

the PC would consider exactly how much bulk, height, mass, or development intensity should be allowed at each site). If the PC does not recommend a given request be approved, the PC should recommend that the corresponding policy is not included in the Neighborhood Plan when it is sent to Council for their consideration of adoption.

Staff recommendation: As the City works toward ambitious growth targets for affordable housing capacity put in place by State legislation, it is critical to evaluate opportunities and areas with existing infrastructure that best support more intensive residential development. The two proposals are within Neighborhood Centers and are subject to inclusionary zoning requirements; developments creating four or more new dwelling units must provide at least 10 percent affordable housing. More housing in either studied location increases the likelihood that the housing units built are of a more attainable and affordable nature. Both sites are underutilized, are heavily paved and include minimal vegetation, and site redevelopment could provide substantial community benefits such as housing, including affordable housing, employment and retail opportunities, and new public access to Lake Washington. Staff notes the PC would receive briefings and hold the public hearing for any future KZC amendments necessary to implement these policies.

Staff recommends that optional policies J-16 and J-20 to develop zoning standards that increase capacity at these two sites within Juanita move forward for adoption with the Juanita Neighborhood Plan, establishing a policy objective to study the appropriate development regulations and design regulations for these important areas of the neighborhood. Unless otherwise directed, staff would initiate the study of KZC amendments at the residential capacity requested by the property owners.

Kingsgate Neighborhood Plan Update

Key Study Issues – Kingsgate

Key themes and study issues were also realized through working with the Kingsgate community and can be summarized through the following neighborhood priorities:

- Revitalization of the Kingsgate Neighborhood Center, including more options for restaurants, grocery, retail, and recreation without displacement of existing businesses;
- Improving and adding sidewalk and pedestrian and bicycle connections to parks, transit-served locations, and other key destinations within Kingsgate, as well as to the adjacent neighborhoods;
- Increasing vehicular and active transportation connections throughout the neighborhood to improve on the proliferation of dead ends and cul-de-sacs in the existing residential development pattern (established prior to annexation);
- Explore intersection and traffic improvements at 124th Avenue NE and NE 144th Street to manage vehicular volume at peak hours; and

- Introduction of policy language that addresses the unique demographic and community needs of the Kingsgate neighborhood and reinforces equity in parks, recreation, connections, and environmental conditions.

Juanita and Kingsgate Policy Revisions

Draft policies for each neighborhood aim to address the key study issues for the neighborhoods, and align with citywide direction consistent with the general Comprehensive Plan Elements. The draft Juanita Neighborhood Plan (see Attachment 2.A) shows the drafted policies with supplemental narrative text, and the policy revision matrix for Juanita (see Attachment 2.B) illustrates the evolution of the policies as they've been reviewed with PC and the community. Key policy changes for the Juanita Plan include:

- Existing relevant text headings were revised into policy statements;
- Updates and revisions based on key priorities and study issues indicated through community engagement and outreach;
- Revision and likely removal of JBD 6 narrative text prohibiting certain retail uses east of NE 120th Pl; and
- Policy support for additional capacity and height allowances at the proposed land use change sites.

Similarly, Attachments 3.A and 3.B provide the draft Kingsgate Neighborhood Plan as well as the policy revision matrix. The following is a summary of the key revisions to the Kingsgate policies described in Attachments 3.A and 3.B:

- Updates and revisions based on key priorities and study issues indicated through community engagement and outreach;
- Exploration of the feasibility of renaming the neighborhood to something that is more reflective and inclusive of the entire neighborhood; and
- Identification and encouragement of central sites for public gathering and community activities that have little or no cost associated, and that welcome people from all abilities ages and backgrounds.

General Neighborhood Plan Amendments

As part of the K2044 update, staff is proposing amendments to each neighborhood plan to ensure each plan is aligned with current values and guiding principles for the City, and that these Comprehensive Plan chapters are reasonably streamlined per functional goals for the K2044 Plan. Planned revisions can be thought of in the domains of equity, consistency, and efficiency. The in-depth review and update of the Juanita and Kingsgate Neighborhood Plans also encompasses these same types of edits.

The equity edits consist of minor revisions to neighborhood plan text recommended by the 2022 ECONorthwest Equity Review Report⁸ to ensure consistency with Kirkland's

⁸ <https://www.kirklandwa.gov/files/sharedassets/public/v/1/planning-amp-building/kirkland-2044-comp-plan/equity-review-report-kirkland-comprehensive-plan-econorthwest-final20221108.pdf>

goal of a welcoming city for all. Consistency edits implemented are impartial updates to outdated information and titles to make the plans more accurate, and Vision Statement preface text to describe intent and purpose of the vision statements in each neighborhood plan. Edits made for efficiency or streamlining include the removal of development-level policy direction, policies supported by general Comprehensive Plan elements, and text that is redundant with zoning regulations. Another efficiency edit to the Neighborhood Plans will include the assemblance and transfer of all general citywide Historical Contexts, currently distributed throughout various elements and chapters and within the Kirkland Native History document⁹, into an Appendix to the Comprehensive Plan.

Community members will have an opportunity to review and comment on the drafted neighborhood plans before adoption as part of the Planning Commission public hearing, and the City of Kirkland Neighborhood Planning project webpage¹⁰ has been updated to inform the community about these changes.

At the joint retreat on May 3, 2024, staff briefed the City Council and PC on these proposed amendment requests. The details of the changes and examples of these changes can be found in the meeting packet materials for that meeting¹¹.

Public Comments

Public comments received over 2022-2023, through May 13, 2024 (prior to the publication of this memo for the public hearing) are available through the Juanita Public Comment document¹² and the Kingsgate¹³ Public Comment document, available on the project webpages. Additional public comments received after the publication date will be provided to the PC prior to the public hearing and compiled and posted on the Juanita and Kingsgate Neighborhood Plan Update project webpages after the hearing.

Next Steps

Following the public hearing, the Planning Commission should deliberate and make a recommendation to City Council for each individual chapter.

Attachments

1. Land Use Change Evaluation Table
- 2.A. Draft Juanita Neighborhood Plan

⁹ <https://www.kirklandwa.gov/files/sharedassets/public/v/1/city-managers-office/kirkland-native-history-document.pdf>

¹⁰ <https://www.kirklandwa.gov/Government/Departments/Planning-and-Building/Planning-Projects/Neighborhood-Planning>

¹¹ https://www.kirklandwa.gov/files/sharedassets/public/v/1/city-council/agenda-documents/2024/may-3-2024-retreat/050324_full-packet.pdf

¹² https://kirklandwa.gov/files/sharedassets/public/v/1/planning-amp-building/neighborhood-plan-updates/juanita-neighborhood-plan/allpubliccomments_juanita_august302023-may132024.pdf



¹³ https://kirklandwa.gov/files/sharedassets/public/v/1/planning-amp-building/neighborhood-plan-updates/kingsgate-neighborhood-plan/allpubliccomments_kingsgate_august302023-may132024.pdf

- 2.B. Juanita Draft Policies Revision Matrix
- 3.A. Draft Kingsgate Neighborhood Plan
- 3.B. Kingsgate Draft Policies Revision Matrix
- 4. Lakeview Neighborhood Plan Draft Amendments
- 5. Central Houghton Neighborhood Plan Draft Amendments
- 6. Bridle Trails Neighborhood Plan Draft Amendments
- 7. Moss Bay Neighborhood Plan Draft Amendments
- 8. Everest Neighborhood Plan Draft Amendments
- 9. Rose Hill Neighborhood Plan Draft Amendments
- 10. NE 85th Street Station Subarea Plan Draft Amendments
- 11. Totem Lake Business District Draft Amendments
- 12. Market Street Corridor Plan Draft Amendments
- 13. Market Neighborhood Plan Draft Amendments
- 14. Norkirk Neighborhood Plan Draft Amendments
- 15. Highlands Neighborhood Plan Draft Amendments
- 16. Finn Hill Neighborhood Plan Draft Amendments



Attachment 1 - LandUse_Change_Request_EvaluationTable

Neighborhood Plan Update Land Use Change Request Criteria and Evaluation



The following matrix evaluates each land use study area and how the proposed rezone or code amendment proposal meets (YES) or does not meet (NO).

Evaluation Criteria  Land use Study Area 	Consistent with vision statement?	Supported by and/or supportive of adjacent uses?	Lack of environment constraints (streams, wetlands)?	Promote 10-minute neighborhoods?	Close to existing/planned bus lines with 15-minute or better service?	Uses strategy from Housing Strategy Plan?	Consistent with Comprehensive Plan?	Redevelopment potential in the area?	Unanimous property owner support?
<p>1. Michael's Site – JBD 4 Zone</p> <p><u>Request:</u></p> <p>A. Revise JBD 4 zoning to increase the allowed maximum height to 70' and to accommodate an increased density of 300 units</p> <p>B. Applicable only to portions of the zone outside of the Shoreline Management Area (SMA)</p> <p>C. Potential residential: 169 units (minimum of 17 affordable housing units). Note that listed unit count is limited to Michael's site.</p> <p>D. Proposed ground floor retail: appx 4000-4500 sf</p> <p><u>Study options:</u></p> <p>A. No change - retain current height and density standards.</p> <p>Current maximum building height: JBD 4= 26' ABE SMA = 41' ABE</p> <p>Max Density: 1800 sf/unit = 30.49 units allowed</p> <p>Mixed use currently allowed</p> <p>B. Increase height in location allowing a maximum 41' height limit to align the zone</p>	<p>YES</p> <p>Vision statement envisions the Neighborhood Center as a thriving, pedestrian-oriented mixed-use hub with businesses that meet the retail and service needs of the community, public spaces that provide opportunities for the community to gather, and housing that supports the businesses, employees and residents in all areas of the neighborhood.</p> <p>Proposed development is consistent with the vision in the Design Guidelines for the Juanita Business District.</p>	<p>YES</p> <p>- A large portion of the surrounding uses are commercial uses, with Park/Open Space use designation to the south.</p> <p>- 2024 Capacity analysis forecasts 300 additional housing units (10% or 30 affordable) and 12 additional jobs</p> <p>- Residents living nearby may frequent the shops, restaurants, and services within walking distance, enhancing the vitality of the South Juanita Neighborhood Center.</p> <p>- Increased residential capacity provides housing options within walking distance of recreation and retail.</p>	<p>NO</p> <p>Study area encumbered by wetland and associated buffer which may be difficult to mitigate, potential stream buffer, and a portion of the study area falls within the Shoreline Management Area (SMA)</p>	<p>YES</p> <p>Within close walking distance shops, services, recreation and transit.</p> <p>- Additional residential capacity can promote walkability and reduce dependence on cars, leading to potential environmental benefits such as reduced carbon emissions and improved air quality.</p> <p>- Proposed development falls outside of the SMA.</p>	<p>YES</p> <p>- Existing bus route 255 provides 15-minute service at peak hours</p>	<p>YES</p> <p>Uses strategies from HSP:</p> <p>1. Support services in neighborhoods</p> <p>Redevelopment would increase variety of housing types in Juanita and provide affordable housing opportunities in the area</p> <p>300 additional housing units (10% or 30 affordable)</p>	<p>YES</p> <p>The proposal would promote 2035 Comprehensive Plan goals related to affordable housing, efficient and compact land use, connectivity and economic development that will continue to be emphasized with the K2044 update.</p> <p>Shoreline policies are applicable due to study area being within the SMA, however, policies that dictate development within the SMA do not conflict with proposed development outside of the SMA.</p>	<p>YES</p> <p>The surrounding vicinity shows potential for redevelopment, as existing zoning allows for more capacity than is currently built out. There are four nearby parcels of more than 20,000 square feet with additional capacity, three of which have a designated land use of mixed-use commercial, while the fourth parcel is designated for moderate intensity residential.</p>	<p>YES</p> <p>Both property owners of the two sites within the JBD 4 zone are in support of the request for additional capacity as proposed.</p>

Attachment 1 - LandUse_Change_Request_EvaluationTable

Evaluation Criteria  Land use Study Area 	Consistent with vision statement?	Supported by and/or supportive of adjacent uses?	Lack of environment constraints (streams, wetlands)?	Promote 10-minute neighborhoods?	Close to existing/planned bus lines with 15-minute or better service?	Uses strategy from Housing Strategy Plan?	Consistent with Comprehensive Plan?	Redevelopment potential in the area?	Unanimous property owner support?
with SMA regulations. Do not increase density allowances. C. Increase height in location allowing a maximum 70' height limit(outside of SMA only). Remove density maximum based on units per acre. <u>Staff recommendation:</u> Develop zoning code amendments for all properties in the JBD 4 to support the following changes requiring through design review process: - Increase building height to 70' in areas of JBD 4 outside of the SMA. - Increased residential density allowances to accommodate up to 300 units									
2. Goodwill Site – BC 1 Zone <u>Request:</u> A. Revise zoning at 3 aggregated parcels to increase the allowed maximum height to 75' and to accommodate an increased density of 600 units B. Potential residential: 600 units (minimum of 60 affordable housing units) C. Proposed ground floor retail: appx 10,000-15,000 sf <u>Study options:</u>	YES Vision statement envisions the Neighborhood Center as a thriving, pedestrian-oriented mixed-use hub with businesses that meet the retail and service needs of the community, public spaces that provide opportunities for the community to gather, and housing that supports the businesses,	YES Surrounding uses are residential, commercial, and public/civic with an established elementary school to the south and a fire station to the west. - 2024 Capacity analysis forecasts 600 additional housing units (10% or 60 affordable) and 8 additional jobs	YES No mapped wetlands or streams.	YES - Additional residential capacity near key neighborhood-serving retail such as grocery stores, to schools, parks and community centers reduce Vehicle Miles Traveled (VMT) by promoting walkability and connectivity within the neighborhood	NO - Existing bus route 225, 230, 231 and 257 services provides service at the intersection of 100th Ave NE and NE 132nd ST, however frequency is 30-60 minute service. Note: more activity and more demand in the area could influence METRO to increase frequency	YES Uses strategies from HSP: 1. Support services in neighborhoods Redevelopment would increase variety of housing types in Juanita and provide affordable housing opportunities in the area that currently do not exist.	YES The proposal would promote existing 2035 Comprehensive Plan goals related to affordable housing, efficient and compact land use, and economic development that will continue to be emphasized in the K2044 update.	YES The surrounding vicinity shows potential for redevelopment, as existing zoning allows for more capacity than is currently built out. There are several nearby parcels directly to the east of the study area, on the other side of 100th Ave NE with additional capacity. These parcels are designated as	YES The sole property owner of the three aggregated parcels is also the applicant for this land use change request.

Attachment 1 - LandUse_Change_Request_EvaluationTable

Evaluation Criteria  Land use Study Area 	Consistent with vision statement?	Supported by and/or supportive of adjacent uses?	Lack of environment constraints (streams, wetlands)?	Promote 10-minute neighborhoods?	Close to existing/planned bus lines with 15-minute or better service?	Uses strategy from Housing Strategy Plan?	Consistent with Comprehensive Plan?	Redevelopment potential in the area?	Unanimous property owner support?
<p>A. No change - retain current height and density standards.</p> <p>Current maximum building height: BC 1= 35' ABE</p> <p>Max Density 900 sf/unit = 208 units allowed</p> <p>Mixed use currently allowed</p> <p>B. Increase height in location allowing a maximum 75' height limit. Increase density in location allowing maximum of 600 units</p> <p><u>Staff recommendation:</u> Develop zoning code amendments to support the following changes requiring through a design review process or apply existing guidelines:</p> <p>- Increase height in location allowing a maximum 75' height limit. Increase density in location allowing maximum of 600 units</p>	<p>employees and residents in all areas of the neighborhood.</p>	<p>- Additional housing and businesses at this site could catalyze the transformation of the North Juanita Neighborhood Center into the envisioned mixed-use hub.</p>				<p>600 additional housing units (10% or 60 affordable)</p>		<p>medium density of 12 units per acre. While these lots independently are smaller, the combined square footage of is close to 140,000 square feet.</p> <p>There are also parcels to the north within the North Juanita Neighborhood Center that are designated as mixed-use commercial land use, and are more than 20,000 square feet with additional capacity.</p>	

Considerations for future implementation:

- Thoughtful design guidelines must be implemented at both sites to address concerns of building mass and scale, transition strategies, and pedestrian-oriented improvements
- Any development plans must adhere to the City's existing Critical Areas Ordinance (KZC Ch. 90), Geologically Hazardous Areas standards (KZC 85), and Shoreline development regulations (KZC 83), which will be analyzed during development review.
- Should zoning be enacted, subsequent stages will involve comprehensive assessments and studies to mitigate environmental impacts and address traffic concerns through the Concurrency process. Other mitigation for environmental impacts may include measures such as stormwater management strategies, green infrastructure enhancement requirements, and transportation infrastructure improvements
- Future opportunities for public engagement will include the public process required for legislative amendments to the KZC, and opportunities for comment to the Design Review board related to specific development proposals.

XV.J. Juanita Neighborhood Plan

1. Overview

The [Juanita neighborhood](#) is located in the central north portion of Kirkland. The neighborhood is bounded by the city limits of NE 145th Street on the north; generally 20th Avenue NE on the south; Interstate 405 and Totem Lake neighborhood to the east; and the lower slope of Finn Hill following the alignment of 91st Avenue NE on the west. The northern portion from NE 132nd Street to NE 145th Street was annexed in 2011 from unincorporated King County. The existing South Juanita Neighborhood was merged with this newly annexed area as a result of input from representatives of the neighborhood at the time, resulting in a united Juanita neighborhood (see Figure J-1, Land Use).

100th Avenue NE and Juanita-Woodinville Way NE provide the main north-south vehicular, bicycle and pedestrian connections through the neighborhood, while NE 112th Street, Forbes Creek Drive, NE 116th Street, NE 124th Street, and NE 132nd Street provide the main east-west connections.

The neighborhood contains many active and natural parks, a regional shoreline park, a recreational community center and various types of open spaces. Three elementary schools and one high school are located in the neighborhood.

Two neighborhood commercial areas provide business services, restaurants, banks, and grocery stores for nearby residents and businesses. The [Juanita Neighborhood Center](#) is located on either side of 100th Avenue NE between NE 124th Street and just south of NE 116th Street. The North [Juanita Neighborhood Center](#) is located north of NE 132nd Street on the west side of Juanita-Woodinville Way NE.

The majority of the land area is currently devoted to low density residential uses, but also includes residential uses of higher intensities. Areas with higher residential intensity surround the commercial areas and effectively bridge the Neighborhood Centers with smaller scale residential parts of the neighborhood.



Juanita Market

2. Vision Statement

The following Vision Statement is intended to describe the values and qualities of the Juanita Neighborhood at a future time when the goals and policy direction expressed in this neighborhood plan are realized.

Juanita is home to an active, diverse community. The neighborhood contains two vibrant Neighborhood Commercial Centers (known as the South Juanita Neighborhood Center and the North Juanita Neighborhood Center) in close proximity to residential areas with a variety of housing types that provide opportunities for people of all income levels. The Neighborhood Centers have evolved into thriving, pedestrian-oriented mixed-use hubs with businesses that meet the retail and service needs of the community, public spaces that provide opportunities for the community to gather, and housing that supports the businesses, employees and residents in all areas of the neighborhood. These Centers incorporate innovative and adaptable urban design features and people can safely and conveniently travel between the two areas with prioritized routes that accommodate alternative modes of transportation. Schools in Juanita are highly valued, and commuting students utilize protected routes that facilitate connections from educational institutions to various key neighborhood locations.

Environmental features and natural areas within the neighborhood remain protected. Primary environmental features include Lake Washington, Juanita Bay and its associated wetlands to the east, as well as Juanita and Forbes Creek. Measures are taken to significantly improve access to these important locations. Restoration of our natural systems and critical areas (including streams, wetlands, and shoreline habitat areas) continues to promote maximum ecological value and function. Juanita Creek is a healthy fish-bearing stream that thrives within the urban fabric of the neighborhood, and opportunities to daylight sections of the stream are pursued. The Juanita Creek drainage system is resilient, and streams and wetlands in the watershed are revitalized and enhanced through ongoing public and private collaborative action.

Housing in Juanita is diverse, allowing housing within the neighborhood to remain affordable and accessible to those of all ages, races, ethnicities, income levels, and abilities for generations to come. Additional density is prioritized along transit routes, near amenities, and where the most infrastructure exists to support it. The Juanita neighborhood values its many historic structures that are landmarks in the neighborhood. These structures are preserved.

Public services and capital facilities required to implement the neighborhood plan and support the community have been established and maintained to support future growth in Juanita. Transportation infrastructure adapts with time to meet the needs of the region, and the burden of motor vehicle traffic is lessened as the neighborhood prioritizes and promotes safe and reliable alternatives to vehicular travel. The expansion and enhancement of park and recreation facilities continues in order to maintain equitable access for all; public gathering spaces and community placemaking opportunities are abundant.

Taken in total, the Juanita community is connected to the natural world; growth within the neighborhood is inclusive, strategic and sustainable; and a sense of connection and belonging exists for residents, employees, and visitors alike.

3. Historical Context

See the Kirkland Historic Narrative included in Appendix # for a discussion of the 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.

The [Juanita neighborhood](#) values its many historic structures that are landmarks to the neighborhood. The Langdon House and Homestead (1888), Ostberg Barn (1905), Dorr Forbes House (1906), Shumway Mansion (1909) and Johnson Residence (1928) are located in South Juanita. The Shumway Mansion was relocated from the [Moss Bay Neighborhood](#) when the property at its former location was redeveloped. The Malm House (1929) is located in North Juanita. If at all feasible, these structures should be preserved. See the Land Use Element for goals and policies regarding the preservation and designation of historic buildings, structures, sites and objects of historical significance.

Policy J-1:

Encourage preservation of archeological and architectural features within the neighborhood that reflect the neighborhood's history, especially where redevelopment could place these resources at risk.

Policy J-2:

Provide markers and interpretive information at historic sites, prioritizing those that recognize the neighborhood's rich Native history.

Policy J-3:

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

4. Land Use

The Juanita Neighborhood contains a mix of land uses which support the neighborhood and enhance livability for all. Most of Juanita's land use is dedicated to residential use with varying intensities, and other uses include commercial mixed-use, areas with office and multi-unit residential designation, and many acres of parks and open space that are distributed throughout the neighborhood.

The Juanita Neighborhood Center, also known as the Juanita Business District, is situated along three principal arterials at NE 116th Street, Juanita Drive and 98th Avenue NE. The district is an important resource for the neighborhood and is anchored by Juanita Village, a thriving pedestrian-oriented commercial hub. It is complemented by several recreational amenities found at the adjacent Juanita Bay Park and Juanita Beach Park.

The North Juanita Neighborhood Center area north of NE 132nd Street on 100th Avenue NE is the commercial and activity center for north Juanita. It contains shops and businesses that serve the local community, but new infill development and amenities would provide more needed services, commercial options, housing and gathering places to improve the vitality of the area. Most of this Center is surrounded by two main arterials (100th Avenue NE and Juanita-Woodinville Way NE) which serve the area and provide an option to connect vehicular traffic to I-405 and the Bothell Highway.

Specific land use designations for the Juanita Neighborhood are illustrated in Figure J-1. These designations take into account several factors including the natural environment, existing land uses, proximity to shops and services, access to transit, proximity to regional connections, and other relevant concerns such as appropriate land uses for the future.

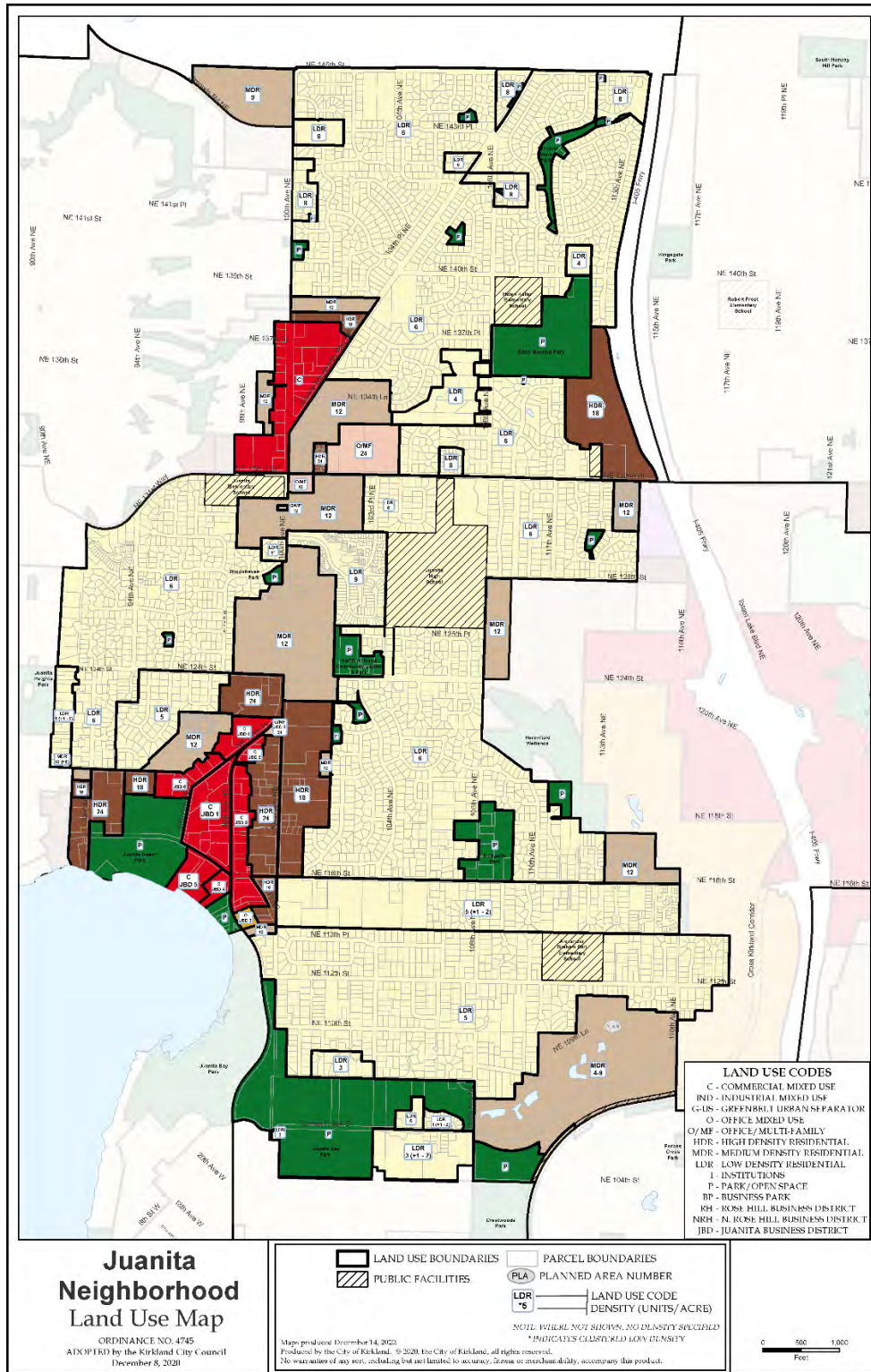


Figure J-1: Juanita Land Use [Staff note: Neighborhood land use map will be updated to reflect the citywide Land Use map being amended in the Land Use Element.]

Residential

In general, more housing capacity exists in parts of Juanita where there is transit and services to support it, such as areas surrounding the Juanita Business District, near Totem Lake, between the two neighborhood centers, and around the Cross Kirkland Corridor. The intent of the policies below is to accommodate infill housing in all areas of the neighborhood in a way that is equitable and sustainable.

Policy J-4:

Provide a variety of housing types in residential areas that accommodate cultural and generational shifts in housing needs, welcome new residents, and supply housing for generations to come.

New housing in the neighborhood could reflect emphasis on sustainable and eco-friendly housing, flexible and adaptable living spaces that accommodate telework and work from home areas, increased flexibility for home-based businesses, accommodations for multi-generational households, and a general demand for smaller efficient living in urban areas potentially driven by changing demographics such as household size.

Policy J-5:

Consider environmentally sensitive hillsides of Forbes Creek when regulating development intensities.

Land use along Forbes Creek Drive consists almost entirely of park and open space with some single-unit detached homes, including a clustered small lot development. For seismic and flood hazard areas west of Planned Area 9, discussed in the Natural Environment Section, residential development allowances in the Kirkland Zoning Code should be considerate of these environmental constraints. The heavily vegetated nature of the slope should be maintained regardless of the allowed residential intensities.

Policy J-6:

Explore establishing minimum residential density requirements in the residential areas with higher density allowances to support the preservation and enhancement of neighborhood amenities and infrastructure.

This policy aims to support and enhance existing amenities and infrastructure in Juanita by increasing the number of residents living in proximity to these amenities, thereby reducing the per capita cost of maintaining and accessing them. More intensive development in more established areas improves accessibility to public services, parks, schools and established street networks, helping to avoid underutilization or inefficient allocation of resources while fostering a vibrant and sustainable neighborhood.

Policy J-7:

Incentivize the creation and preservation of affordable housing in the neighborhood, with a focus on areas in close proximity to public transit access, Neighborhood Centers, schools, and recreation opportunities.

Policy J-8:

Encourage transition strategies that allow maximum use intensity while emphasizing the importance of design coherence and scale sensitivity.

Commercial

Juanita contains two mixed use commercial neighborhood centers: the [Juanita Neighborhood Center](#) located between NE 116th Street and NE 124th Street and the North [Juanita Neighborhood Center](#) located north of NE 132nd Street as described below (see Figure J-1).

Juanita Neighborhood Center



The [Juanita Neighborhood Center](#), also referred to as the Juanita Business District is the historic, commercial and activity center of South Juanita (see Figure J-1 and JBD Section below). The district lies at the nexus of the community street network and transit corridor at NE 116th Street, Juanita Drive and 98th Avenue NE. . . It is complemented by Juanita Bay Park, Juanita Beach Park and access to Lake Washington. The boundaries of the Juanita Business District are shown on Figure J-2 and extend along 98th Avenue NE/NE 120th Place corridor, bordered by 97th Avenue to the west and 100th Avenue NE to the east.

The intersection of 98th Avenue NE and NE Juanita Drive is the first major intersection of the district as you enter from the south, and has current and planned active transportation improvements and connections that support the mixed-use nature of Juanita Village and other surrounding development. Juanita Village encompasses most of the western portion of the District and includes housing with ground-level retail and service uses for residents, visitors, and employees of the area.

The portion of the District south of NE Juanita features more intensive residential development in the form of condominiums abutting Lake Washington, as well as office and commercial uses. East of 98th Avenue NE, the Juanita Business District generally narrows north to south and

generally becomes less intensively developed. Land uses in this area include moderate-intensity residential, small scale commercial, office, and business parks.

Vision for the District

The Juanita Business District is envisioned as a vibrant focal point of the neighborhood, embodying a unique identity while fulfilling retail, housing, employment, and recreational needs of the Juanita community and beyond.

The District embraces the convenience and efficiency of consolidated shopping experiences and is a centralized hub offering a diverse range of goods and services. Business development sustains local commercial needs while welcoming diverse enterprises, ranging from retail stores and restaurants to offices and educational institutions. Supermarkets, grocery stores, and other facilities that provide food and household items to meet daily needs are especially desired here, as the existing area is missing this crucial component of a pedestrian-oriented district. These services play a crucial role in ensuring food security and making the area a convenient and livable community.

Drawing from Juanita's rich history, the area celebrates its cultural heritage as an integral part of its identity. Cooperative public and private efforts should be encouraged to enhance natural features and protect nearby open space, ensuring a harmony between development and environmental preservation. The District continues to prioritize pedestrian access and gathering opportunities, fostering a sense of community and connectivity.

Infrastructure within the District is improved for safer, more efficient travel. Inclusive active transportation facilities are established, complemented by improved public transit services and the exploration of innovative transportation options such as a water taxi connection.

The following policies seek to achieve this vision and enhance the District as a livable, connected activity hub for all.

Land Use Figure J-1 and Figure J-2 identify several subdistricts within the [Juanita Neighborhood](#) Center.

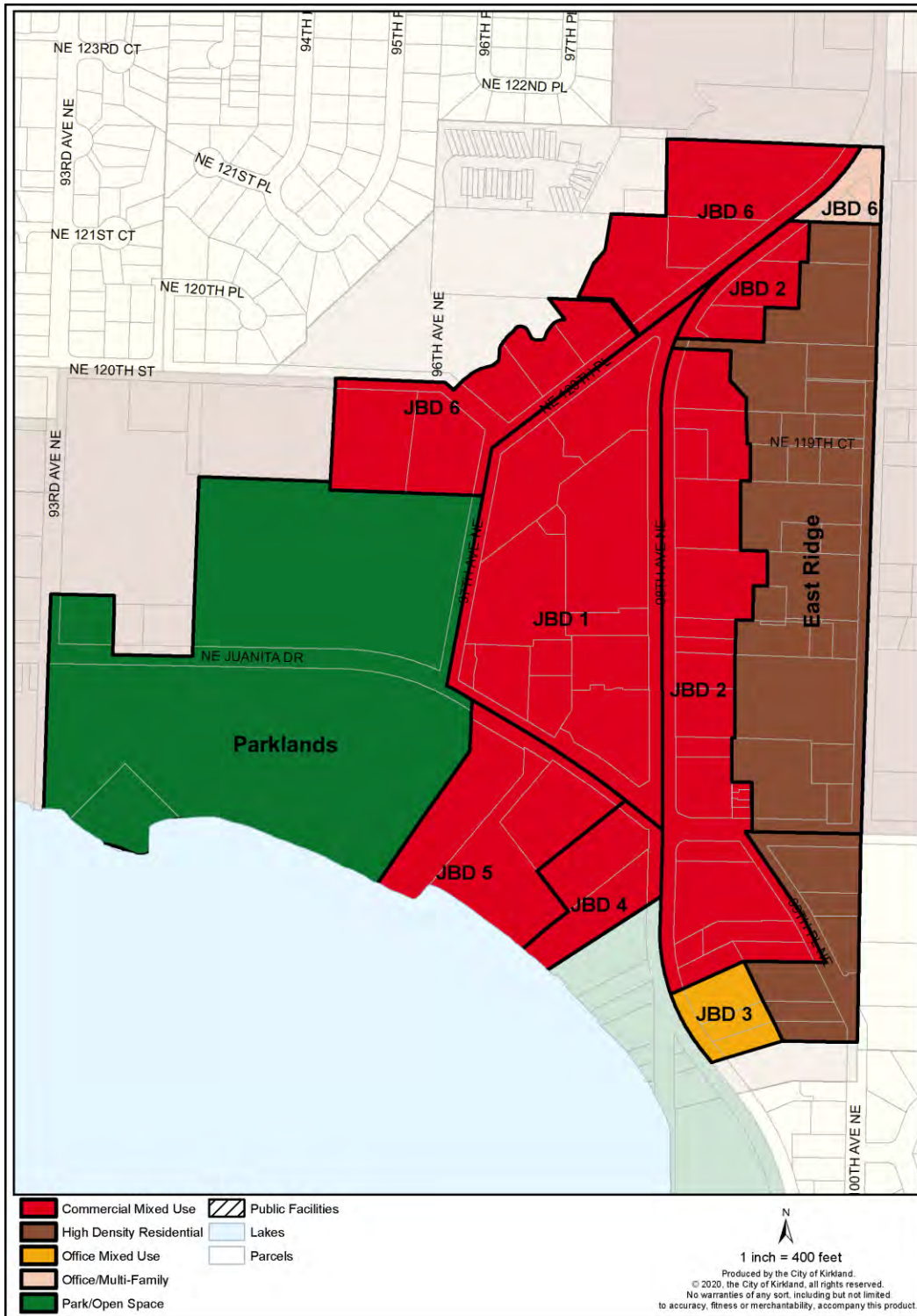


Figure J-2: Juanita Business District Land Use Areas [Staff note: Neighborhood Business District map will be updated to reflect the citywide Land Use map being amended in the Land Use Element.]

Policy J-9:

Promote access to Lake Washington, the adjacent parks, and other natural features of the shoreline by linking the Neighborhood Center to the recreation-oriented area through additional pathways and connections.

Policy J-10:

Emphasize the District's recreational assets as a major part of its identity by visually enhancing streetscapes, supporting a unified pedestrian system that connects to the environmental amenities of Juanita Bay, and implementing other pedestrian-oriented guidelines.

Design regulations and [Design Guidelines for Pedestrian-Oriented Business Districts](#) are established for the Juanita Business District. The regulations will be implemented through a Design Review process described in the Zoning Code. The Guidelines include policies and concepts for parking lot landscaping and layout, pedestrian linkages through sites, public open space landscaping, signs, building materials, roof treatments, building placement, and other design elements.

Policy J-11:

Assess parking standards within the Juanita Neighborhood Center to ensure parking is available for all modes of transportation while promoting a pedestrian-focused environment.

As parking requirements are reconsidered in this location and within the vicinity, special attention should be paid to the potential of overflow parking impacts on nearby streets, and mitigation strategies should be explored, including promoting bike and pedestrian access as a primary means of access.

Policy J-12:

Foster new development that supports, and is supported by, multimodal connections, housing, public gathering spaces, and neighborhood-serving retail uses such as grocery stores and markets.

Policy J-13:

Establish public-private partnerships with appropriate property owners to create a trail that connects Juanita Bay Park, Juanita Beach Park, and the Juanita Neighborhood Center to each other and local regional active transportation opportunities.

An important objective in the District is to provide pedestrian connection between Juanita Bay Park and Juanita Beach Park. The City should work to identify potential easement rights to the properties between the two waterfront parks, as it could provide a critical pedestrian link needed to complete a recreation and multimodal trail. The trail should be completed where possible and clearly signed for use by the public and maintained properly.

Policy J-14:

As redevelopment occurs, require pedestrian-oriented and placemaking amenities such as public art, performance spaces, plazas, interactive installations, and street furniture.

Policy J-15:

Use public and private efforts to install neighborhood gateway feature signs and landscaping or other features near the Juanita Neighborhood Center as development occurs.

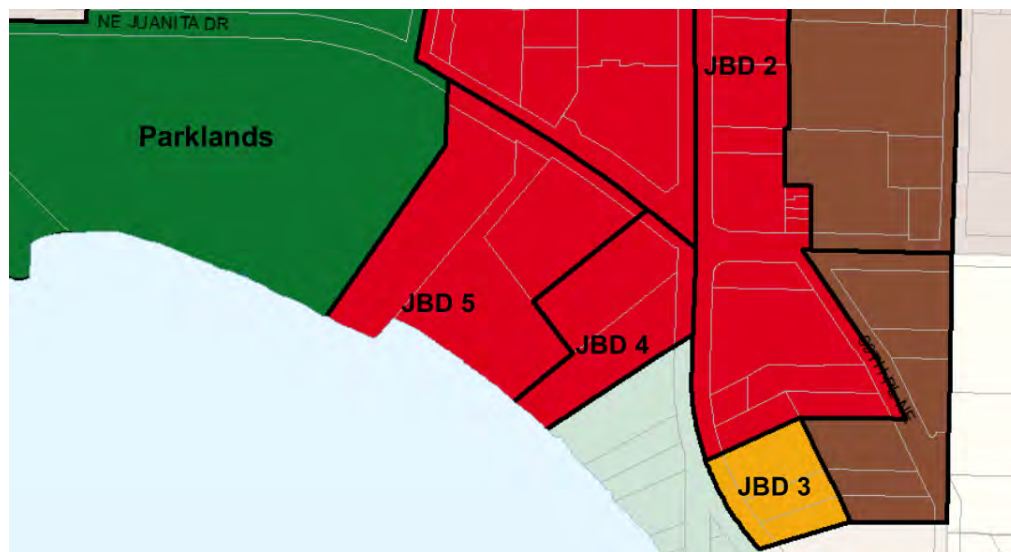
Gateway features such as signs or landscaping for the neighborhood serve as visual markers that distinguish the area and welcome the community. Placing these features strategically enhances the visibility and identity of the Center in relation to Juanita as a whole. Possible locations to consider for such gateway features include near transit stops and parking entrances, near major pathways leading to the area, and near historical landmarks. Details on proposed gateway features are discussed in the Design Guidelines for Pedestrian-Oriented Districts.

Intentional design strategies and landscaping should be utilized along 98th Avenue NE to create an attractive entrance into the business district and accommodate a neighborhood gateway feature.

Policy J-16:

Develop zoning standard and design guideline amendments for the JBD 4 zone that accommodate an increase in allowed height and residential intensity to support redevelopment viability and increase housing options. New standards should also include an emphasis on neighborhood-serving retail, pedestrian amenities, and active transportation connections.

Mixed-use development with retail, office, and/or residential uses should be encouraged in non-wetland areas of the JBD 4 Zone as an effort to execute the vision of the Juanita Business District, as described in the Vision Statement and Land Use sections of this plan. The wetland area should be preserved and regulated in accordance with the critical area and shoreline management regulations in the Kirkland Zoning Code. Public access should be required as described in the Sustainability, Climate and Environment Element and Shoreline Area chapter of the Comprehensive Plan. Active transportation connections for those walking, biking and rolling should be supported by zoning standards to increase access opportunities to some of the District's most famous amenities, such as Juanita Village, Juanita Bay Park and Juanita Beach Park.



Policy J-17:

Identify opportunities to increase shoreline access within the neighborhood, provided that it does not negatively impact the sensitive areas.

Policy J-18:

Increase pedestrian access opportunities between both Juanita Neighborhood Centers and their surrounding residential areas.

North Juanita Neighborhood Center

The North [Juanita Neighborhood](#) Center is the primary commercial and activity area in north Juanita (see Figure J-1). The center abuts two arterials, 100th Avenue NE and Juanita-Woodinville Way NE.

In 2014, the City conducted a corridor study for the 100th Avenue NE corridor, seeking to identify potential corridor-wide and localized spot enhancements to address issues related to traffic operations, safety, non-vehicular traffic safety and mobility, and midblock and business accessibility. The study aims to improve the overall corridor performance and safety for all modes of travel. The study was adopted in October of that year and the first phase of the project's construction was completed in 2020.

With increased access along this major north-south connection, the Center presents a unique opportunity for redevelopment and placemaking. Currently characterized by predominantly single-story commercial structures, this corridor is significantly underutilized, as the Kirkland Zoning Code allows for mixed-use development and heights which exceed the present single-story pattern.

Spanning both sides of 100th Avenue NE, this commercial strip supports a variety of both local and national chain businesses. A wider variety of uses should be encouraged to serve the neighborhood including restaurants, groceries, hardware stores, health centers, etc. Surface parking areas should be minimized and be located to the side or rear of buildings. Pedestrian pathways should connect uses on site and with adjacent properties.

The following policies seek to stimulate the revitalization of the North Juanita Neighborhood Center using strategies such as infrastructure improvements, community gathering spaces, and development incentives for community-focused projects. These strategies will ultimately transform the area into a multi-functional destination that directly enables and supports affordable housing and sustainable, transit-supportive land use.

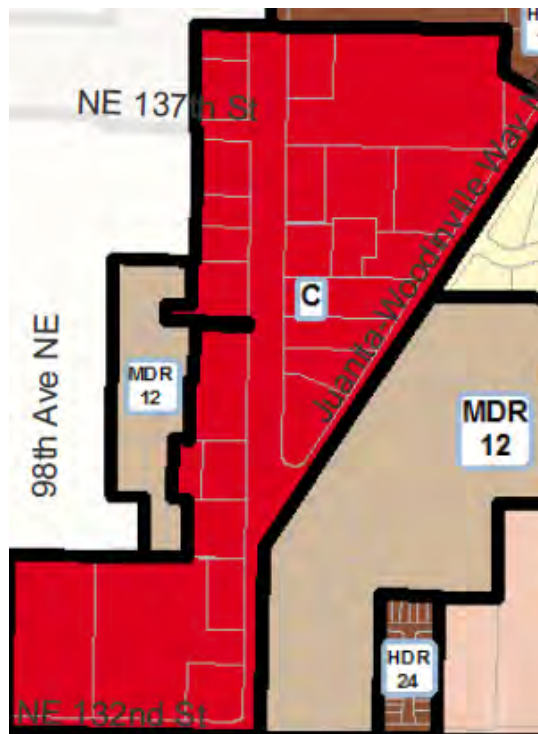
Policy J-19:

Stimulate the transformation of the North Juanita Neighborhood Center into a vibrant, pedestrian-friendly, mixed-use area with diverse housing options at a variety of sizes, affordability, and ownership opportunities for people of all ages and abilities.

Policy J-20:

Develop zoning standard amendments and design guidelines for three aggregated parcels in the NW corner of 100th Avenue NE and NE 132nd Street that increase residential intensity and height allowances to enable an active, transit-supportive mixed-use site with commercial opportunities, housing variety, and community gathering opportunities.

Located at the southern border of the North Juanita Neighborhood Center, three aggregated parcels abutting both NE 132nd Street and 100th Avenue NE should receive increased capacity allowances to take advantage of an opportunity for additional housing at various levels of affordability that are within a walkable and rollable distance to goods, services, educational institutions, and community gathering spaces. Near term redevelopment of this site could serve to catalyze broader infill and/or redevelopment in the district. Additional residential and commercial allowances aid in transitioning the Neighborhood Center into a thriving, pedestrian-oriented mixed-use hub as described in the Vision Statement section.



Zoning standards should implement access, pedestrian and rolling connections, and transition strategies that allow maximum use intensity while emphasizing the importance of design coherence and scale sensitivity, as encouraged in the Land Use section.

Policy J-21:

Ensure that the development allowances in the North Juanita Neighborhood Center are supportive of increased transit service, equitable access to greenspace, and the mixed-use focus envisioned at the site.

Policy J-22:

Establish a neighborhood gateway sign and landscaping or other features near the North Juanita Neighborhood Center as development occurs.

Policy J-23:

Utilize zoning incentives and other techniques to encourage commercial redevelopment in the neighborhood center that will increase access to a variety of neighborhood-serving businesses.

Policy J-24:

Foster new development in the residential areas surrounding the North Juanita Neighborhood Center that is supported by the retail and service opportunities, access to

transit, multimodal connections, and public gathering spaces provided within the commercial area.

5. Natural Environment

Environmental policies for the Juanita Neighborhood Plan strive to protect and enhance the quality and function of the natural ecosystems of Juanita, protect life and property from environmental hazards, and increase visual and direct access to the area's bountiful environmental amenities. Juanita contains geologically hazardous areas shown on Figures J-3a and J-3b, which include moderate and high landslide slopes and seismic hazard soils. Juanita also contains Juanita and Forbes Creeks within the South Juanita Slope, Juanita Creek and Forbes Creek drainage basins (see Figure J-4). Natural features help maintain water quality, help replenish underground water sources, sustain wildlife and fish habitats, and provide highly valued opportunities for the community to connect with nature. The current Kirkland Zoning Code ensures that activity in these areas addresses risks and impacts associated with development.

Primary areas at risk for moderate and high landslide include the southeast slope of Finn Hill, southwest of the Heronfield Wetlands, the South Juanita Slope on the east and west sides of 100th Avenue NE and along the south and north side of Forbes Creek Drive.

Limitations on development in geologically hazardous areas are described within the Zoning Code and in the Sustainability, Climate and Environment Element.

The Valley portion contains Forbes Creek and areas subject to uneven settlement and flooding due to wetlands and streams. Much of the Forbes Creek Valley area has been identified as a Flood Hazard and Seismic Hazard Area. These flood areas are designated by the Federal Emergency Management Agency (FEMA). Also, Forbes Creek and its associated stream corridor should be maintained in a natural condition to allow for natural drainage as well as possible salmon spawning (see Environment Element).

The hillsides north and south of Juanita Bay and Forbes Creek Drive also contain streams and ravines which flow into the Juanita Creek and Forbes Creek drainage basins. In order to ensure these streams, ravines and slopes are preserved in their most natural condition and minimize disturbance of unstable slopes, Natural Greenbelt Protective Easements should be established wherever feasible. Trees are prominent on these slopes from many vantages and help to reduce erosion on steep slopes. These tree stands, as well as others in the neighborhood, should remain to provide opportunities for wildlife corridors and help meet the City's urban forest goal to provide an overall 40% tree canopy coverage.

Many of the minor creeks feeding Juanita Creek have been culverted, which speeds flow and eliminates natural filtration. Daylighting streams to remove them from culverts should be undertaken whenever possible. The City has made improvements to portions of Juanita Creek to reduce erosion and restoration projects, such as at Juanita Beach Park. The City should continue efforts to rehabilitate Juanita Creek as a priority in its Capital Improvement Program. Volunteer community groups also work to enhance this resource.

The policies found in the Sustainability, Climate and Environment Element and Shoreline Area Chapter should be observed along with the policies described in this section when reviewing development proposals in Juanita to ensure the protection of the drainage, habitat, and aesthetic functions of the area's natural resources.

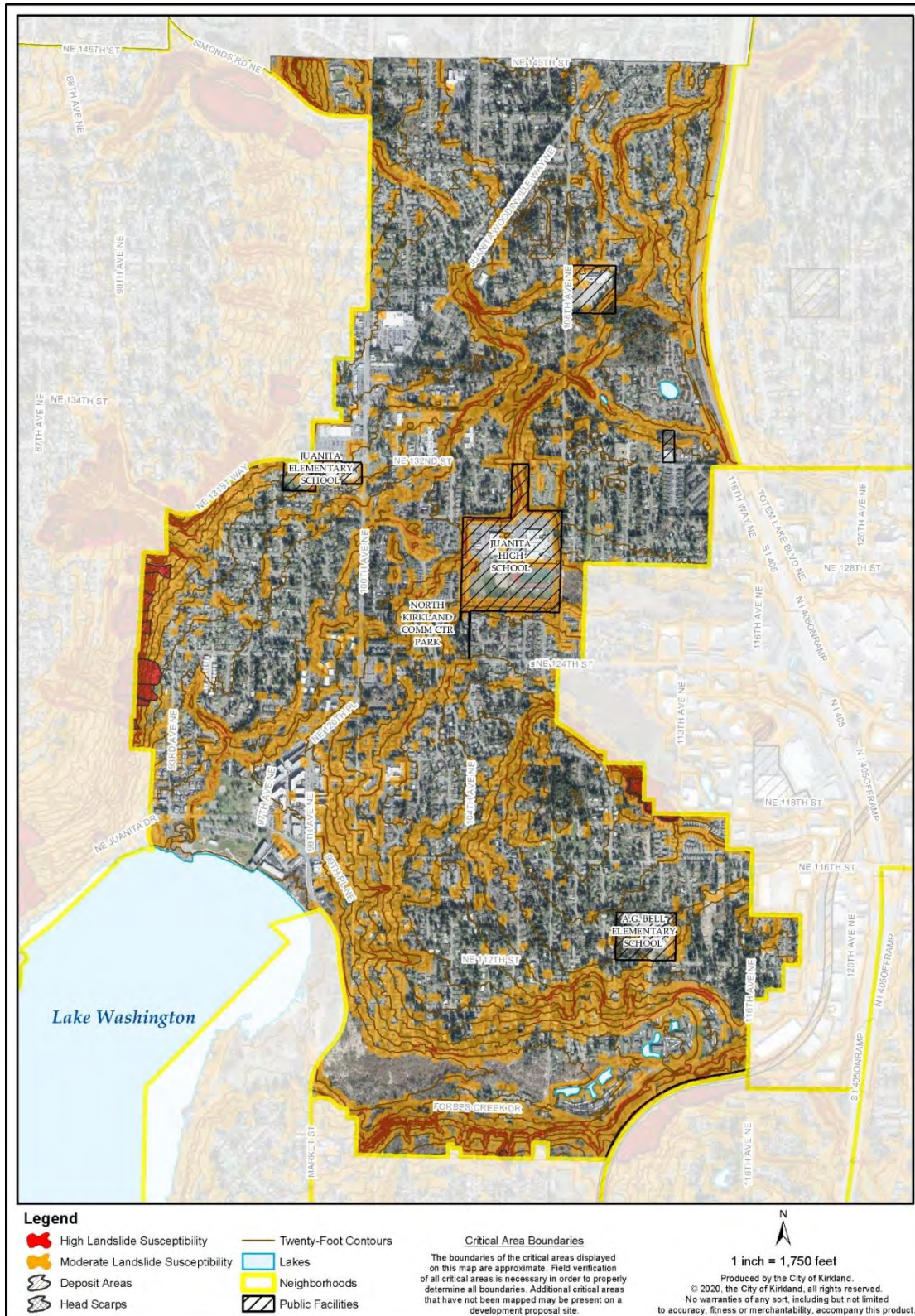


Figure J-3a: Juanita Landslide Susceptibility

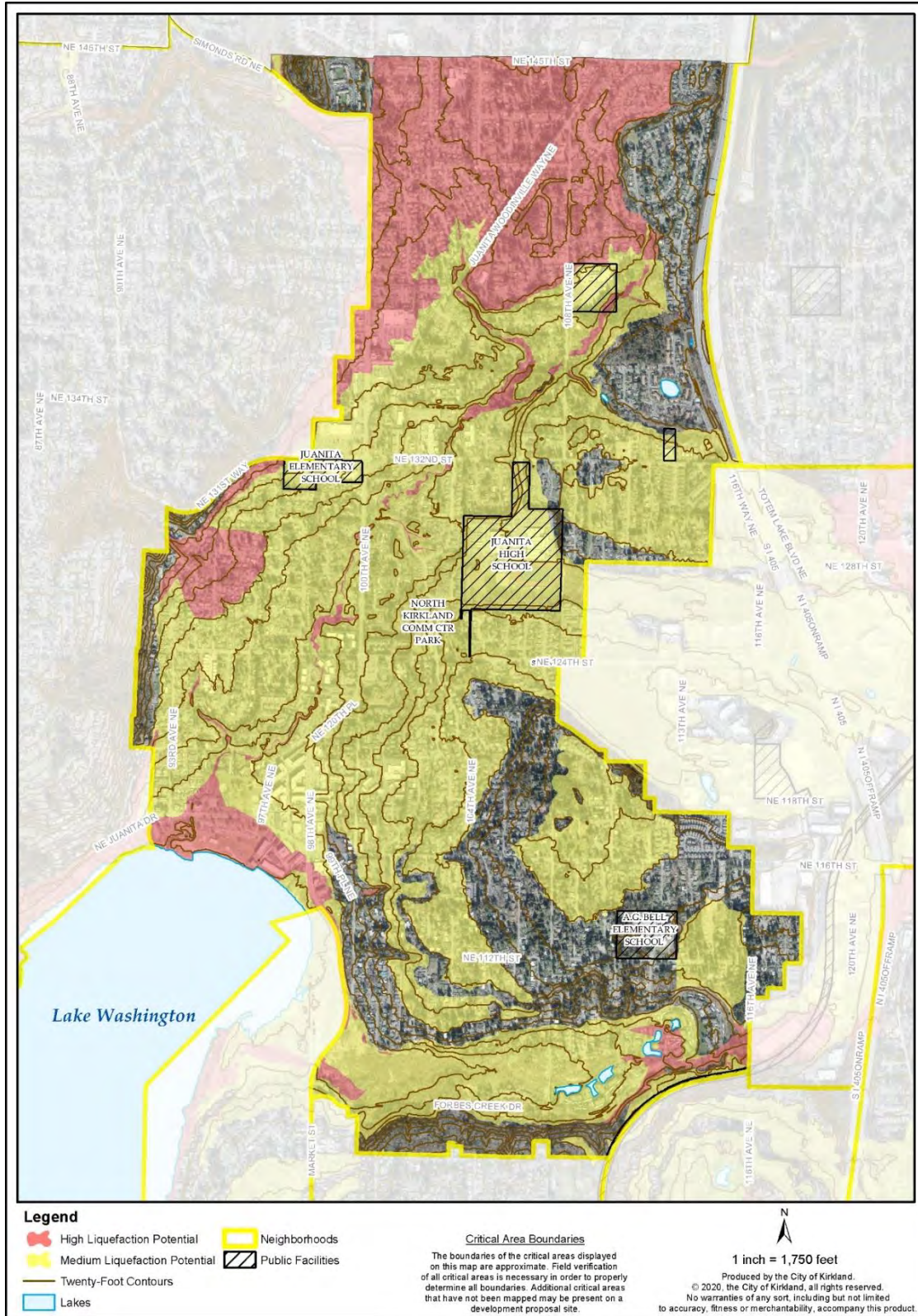


Figure J-3b: Juanita Liquefaction Potential

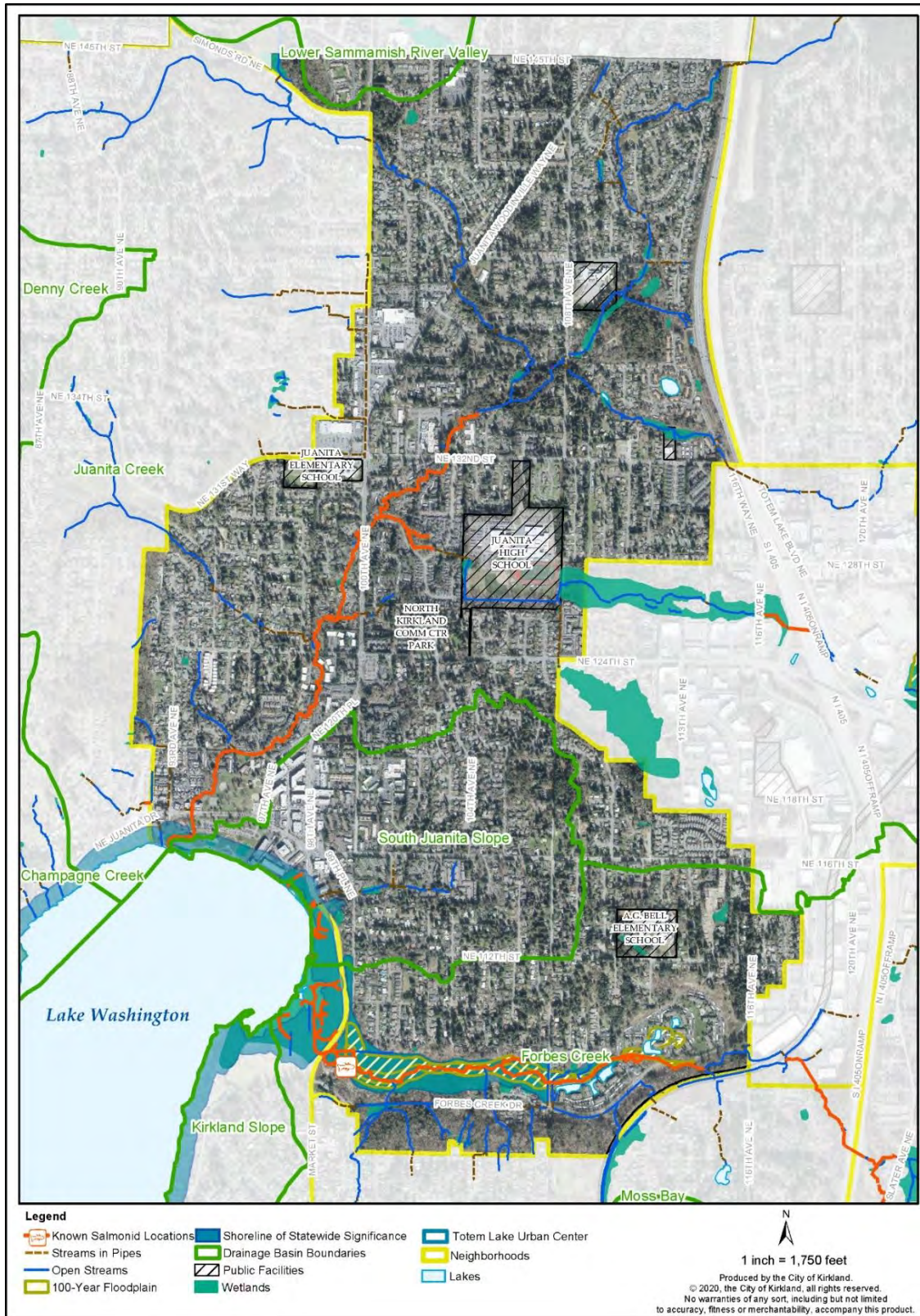


Figure J-4: Juanita Wetlands, Streams, and Lakes

Policy J-25:

Sustainably manage and restore neighborhood tree canopy levels to enhance biodiversity and stabilize geologically hazardous areas and critical area environments.

Policy J-26:

Undertake measures to protect and improve water quality and promote fish passage in Lake Washington and neighborhood wetlands, streams and wildlife corridors.

Policy J-27:

Develop strategies to protect and preserve native flora and fauna within the neighborhood.

Policy J-28:

Restore and enhance neighborhood streams and wetlands and provide publicly accessible views and direct access to the extent feasible without impacting the natural ecological function of the sites.

Policy J-29:

Utilize natural storm drainage systems as one measure to protect the Juanita Creek and Forbes Creek Drainage Basins.

6. Parks and Open Space

There are several publicly owned parks in the [Juanita Neighborhood](#) that provide park, recreation and open space amenities, offer public access to the lake, and protect sensitive and natural areas (see Figure J-1). Planned enhancements and recreational activities within the parks are contained in the citywide Parks, Recreation and Open Space (PROS) Element and (PROS) Plan.

The neighborhood includes two regional parks, Juanita Bay Park and Juanita Beach Park. Juanita Bay Park, established under a development plan (formerly referenced as a master plan), offers wildlife watching, a boardwalk, trails and passive recreation opportunities in and around a large wetland system. Juanita Beach Park, also developed under a development plan, contains 25 acres and is a focal point for the Juanita Neighborhood Center and provides waterfront access and a balanced mix of active and passive recreation opportunities while protecting and enhancing the natural environment. Juanita Creek and the associated wetlands located within the Park underwent restoration as part of the development planning process. The Juanita Beach Park Master Plan seeks to provide a safe, multi-generational community park that meets the needs of the community and acknowledges the history of the park site and the surrounding neighborhood.

Policy J-30:

Maintain wooded open spaces within the Forbes Creek Valley to preserve the natural features, benefits and character of the area.

The southeast slope of Finn Hill, the slope northeast of NE 121st Place, and Forbes Valley are important open spaces for the neighborhood. Significant stands of trees should be preserved as described in the Natural Environment section of this plan.

The dominant visual quality of the lower Forbes Valley is one of wooded areas and open space. This area is recognized as a significant regional open space and is preserved as an extension of Juanita Bay Park. The area's ecological and drainage connections to Lake Washington place it under the jurisdiction of the state Shoreline Management Act. The primary policy focus for the Forbes Valley is to maintain it as a large open space to protect critical environmental functions.

Policy J-31:

Prioritize establishing new neighborhood park area in the recently annexed portions of North Juanita as emphasized in the Park, Recreation and Open Space (PROS) Plan.

Even with the acquisition of the McAuliffe Park, Juanita Beach Park and annexation of Edith Moulton Park, Juanita could benefit from additional park facilities and parkland given the size of the neighborhood. General areas where parks are most needed are southwest and northeast portions of North Juanita as shown in Figure J-1 and as noted in the Parks, Recreation and Open Space (PROS) Plan.

Juanita has open space tracts that were originally part of the subdivisions and subsequently purchased by King County. These are part of the City's Open Space System but are storm water facilities managed by the Public Works Department. Other open space parcels are private storm water facilities. The City maintains those facilities located in easements or tracts that are part of single-family developments, but they are not part of the City's open space system.

Policy J-32:

Recognize and promote the role the North Kirkland Community Center plays in the Juanita Neighborhood and in the wider Kirkland community.

The North Kirkland Community Center and Park is another recreation activity focal point for the neighborhood. Home to one of only two community centers citywide, the five-acre site with a recreation center and playground has been identified in the Parks, Recreation and Open Space Plan (PROS Plan) as in need of redevelopment to provide additional capacity and amenities. In light of this, effort should be taken to acquire public pedestrian easements over lands surrounding the park for additional access to it.

Policy J-33:

Coordinate partnerships with schools to provide recreational facilities to the public, including Juanita High School.

Other than the City's park system, there are many ways recreation opportunities are met in Kirkland. Local area private and public schools are identified in the PROS Plan as areas with ample open space that could offer recreational opportunities to the general public. The City partners with the Lake Washington School District to provide joint use of Juanita Elementary School recreational facilities that help meet the community's needs for recreation after school hours and during the summer. The City should continue a partnership with schools to provide recreational facilities to residents, including Juanita High School.

7. Transportation

The neighborhood has several arterial streets that are heavily traveled by local residents, visitors, and commuters, including 100th Avenue NE, NE 116th Street, NE 124th Street, NE 132nd Street, Juanita Drive, and Juanita-Woodinville Way NE (Figure J-5). These streets connect the Juanita neighborhood to I-405, Bothell, and other Kirkland neighborhoods including Totem Lake and Finn Hill. While these arterials provide excellent vehicle connectivity, future improvements of the transportation system in Juanita should recognize the need for accessible, convenient alternatives to private vehicle trips, so that public transit, walking, cycling and rolling become more desirable. Particular focus should be given to multimodal connections to public transit, including Sound Transit's Stride Bus Rapid Transit (BRT) line on I-405, and to the Cross Kirkland Corridor.

The following policies seek to prioritize safety within a balanced transportation system and aim to reduce reliance on single occupancy vehicles.

A. Streets

Policy J-34:

Enhance local and regional mobility for all modes of transportation.

The arterial corridors identified above should be prioritized for transit and active transportation improvements, as described in the Transportation Strategic Plan.

Policy J-35:

Promote safety and reduced speeds throughout the neighborhood.

Utilize the neighborhood traffic control program to implement neighborhood traffic calming measures where substantiated by engineering traffic studies.

B. Pedestrian/Bicycle Circulation and Active Transportation

Policy J-36:

Encourage frequent public transit service through strategic land use decisions along 100th Ave NE and NE 124th Street, and near key destinations within the neighborhood, such as parks, both Neighborhood Centers, and Juanita High School.

Policy J-37:

Improve intersection at 98th Ave NE and NE Juanita Drive to enhance pedestrian safety.

Policy J-38:

Encourage land uses that would support a water-based transit connection to other local destinations and provide recreational opportunities.

Policy J-39:

Encourage and prioritize active transportation and mobility in Juanita by providing access easements, appropriate facilities and low-stress infrastructure for people to walk, bike, and roll to neighborhood destinations and public transit hubs safely.

Policy J-40:

Encourage new walking, biking and rolling connections through the neighborhood that link new and existing development with transit and recreational opportunities.

When reviewing development proposals, attention should be given to improving and establishing pedestrian connections from the developments to King County Metro and Sound Transit connections within Kirkland, as well as parks.

Policy J-41:

Enable convenient access to public transit by integrating public transit with other modes of transportation.

As described in the Transportation Strategic Plan, enhancing transit ridership levels in the neighborhood requires seamless integration between different modes of transportation, and increased densities. This integration can be achieved through physical infrastructure like bike

racks near bus waiting areas, exploring micromobility programs, or designated areas for ride-sharing pickups at transit stops. See the Transportation Element and Transportation Strategic Plan for citywide goals and objectives to connect walking, biking and rolling to transit.

Policy J-42:

The following improvements throughout Juanita are identified as priorities for the neighborhood, either when private development occurs or when public funding becomes available:

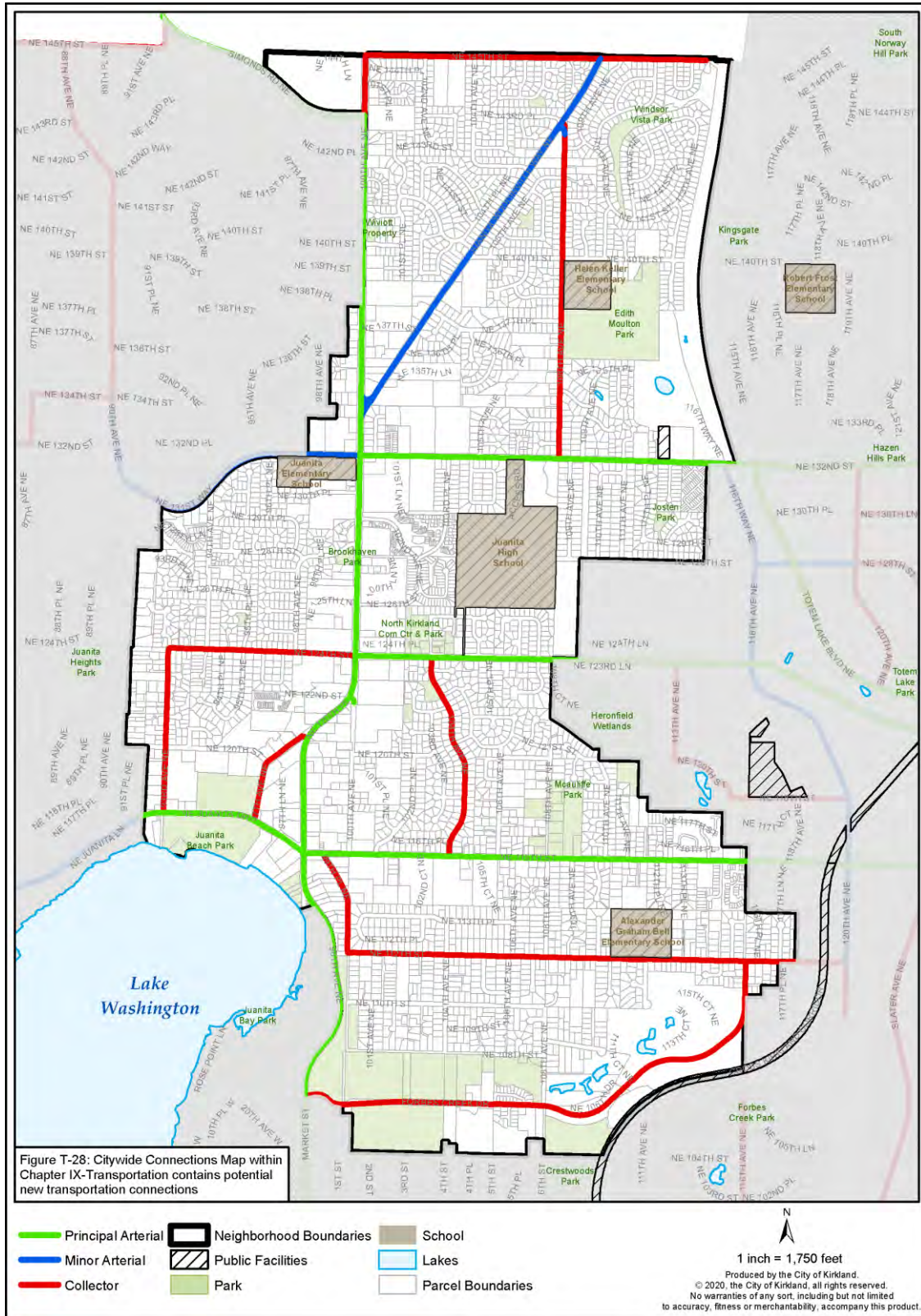
- Bicycle lanes along 100th Ave NE to connect both Neighborhood Centers.
- Bicycle route between Finn Hill, Juanita Beach Park, the Cross Kirkland Corridor
- Recommended neighborhood greenways in Juanita.
- Improvements at NE 132nd Street to provide safe access to and from Finn Hill, particularly near Juanita Elementary.
- Gateway feature and improved pedestrian crossings at NE 145th Street and 100th Avenue NE intersection.
- Multimodal connection from 95th Place NE to the Juanita Neighborhood Center.
- Multimodal connection from the lakeshore to the Cross Kirkland Corridor by way of Forbes Creek Drive.
- Safety, traffic and pedestrian infrastructure improvements along principal arterials surrounding Juanita High School

Further discussion of planned transportation improvements are described in the [Transportation Element](#) and Transportation Strategic Plan.

Policy J-43:

Identify opportunities to support multimodal connections between the Brickyard Road Park and Ride in Bothell and Windsor Vista Park, Edith Moulton Park, and Jasper's Dog Park to Juanita High School and the Cross Kirkland Corridor (CKC). Providing nonvehicular connections to parks, open space, and regional transit is a priority for the City and the Juanita neighborhood. When feasible or as public funding becomes available, the City should work to connect the key neighborhood locations mentioned above. The connections established may take form in various ways such as neighborhood greenways, sidewalks, protected bike lanes, or other off-street pathways or trails, to enable users to reach their destination safely.

The Brickyard Road Park and Ride, located in the City of Bothell, serves as a regional transit amenity for surrounding communities. As the connections reach the northern city boundary, coordination with the City of Bothell will be necessary to establish and support this new connection.



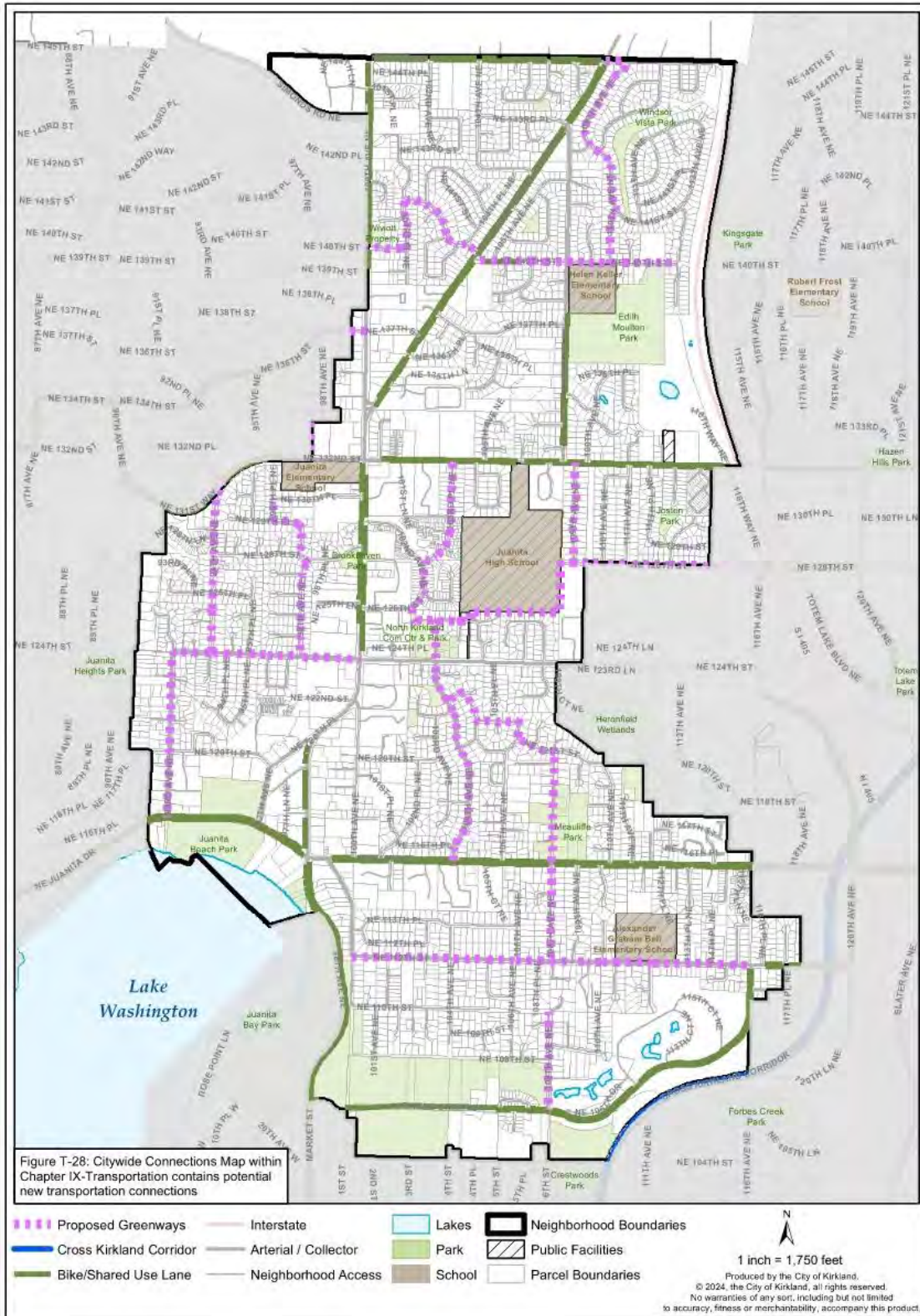


Figure J-6: Juanita Bicycle System

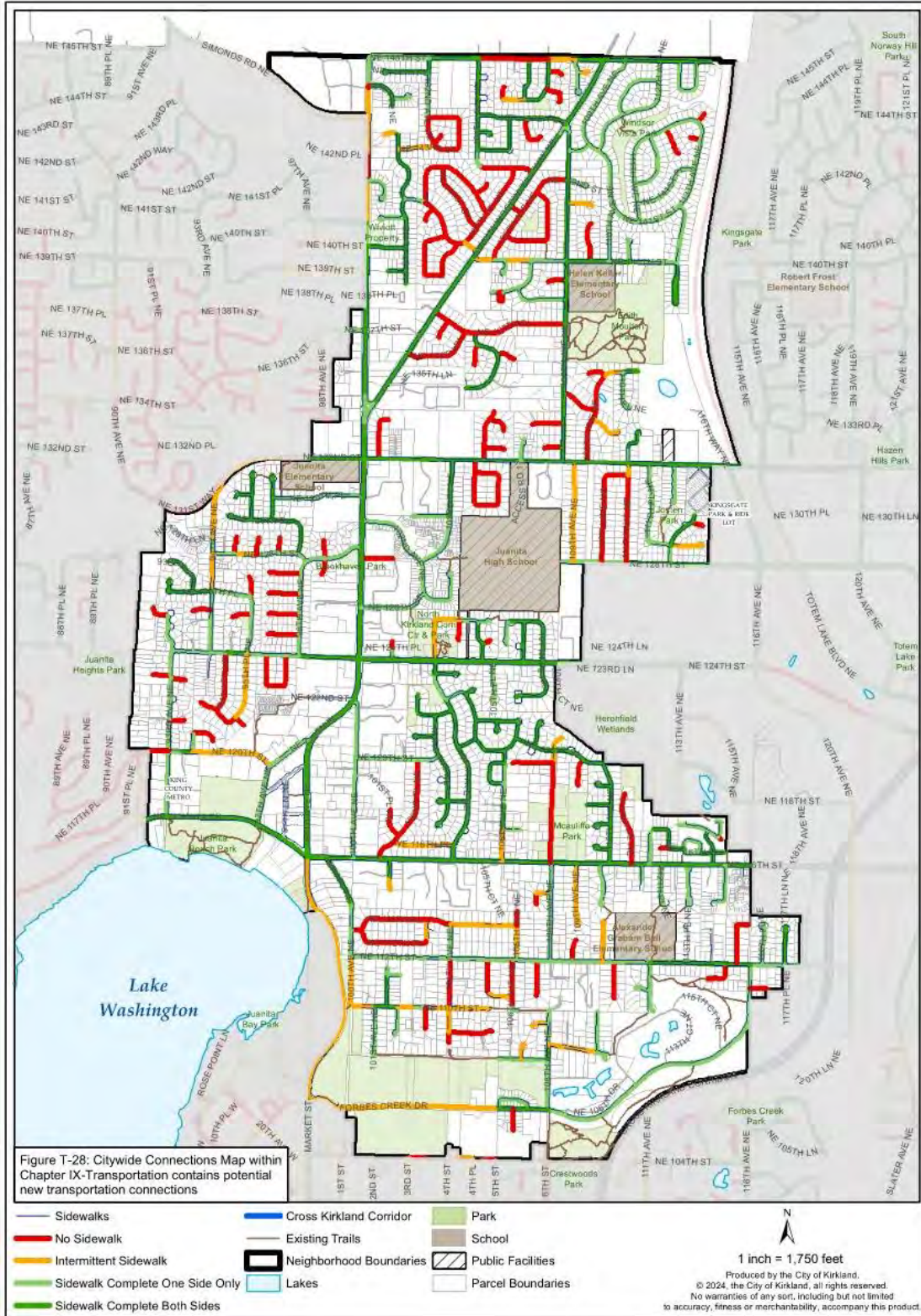


Figure J-7: Juanita Pedestrian System

Juanita Neighborhood Plan Text and Policy Updates Highlighted policies (in blue) were suggested for PC focus at Policy Briefing, April 11, 2024.						
	PROPOSED PLAN/POLICY REVISIONS [v.1] Deleted text shown in strikethrough. Added text shown in underline.	PROPOSED PLAN/POLICY REVISIONS [v.2] (Edits based on March 2024 Working Group feedback)	PROPOSED PLAN/POLICY REVISIONS [v.3] (Edits based on April 2024 Planning Commission feedback and Working Group feedback)	PROPOSED PLAN/POLICY REVISIONS [v.4] (Edits based on April 2024 Planning Commission feedback, Working Group feedback, and Transportation Division input)	NOTES	Consistent with: (State/Regional/County, Comp Plan, Functional Plans, Equity Review etc.)
<i>Plan Section: 2. Historical Context</i>						
1	Preserve significant historic, archeological, and architectural features within the neighborhood, especially where redevelopment could place these resources at risk.	Policy J-1: Encourage preservation of Preserve significant historic, archeological, and architectural features within the neighborhood that reflect the neighborhood's history, especially where redevelopment could place these resources at risk.	No change from v.2	No change from v.2		State/Regional/County, Comp Plan
2	Provide markers and interpretive information at historic sites, especially those that would recognize the neighborhood's rich Native history.	Policy J-2: Provide markers and interpretive information at historic sites, especially prioritizing those that recognize the neighborhood's rich Native history.	No change from v.2	No change from v.2		State/Regional/County, Comp Plan, Equity Review
3	Continue to evaluate incentives to encourage retention of identified buildings and sites of historic significance.	Policy J-3: Continue to evaluate incentives to encourage retention of identified buildings and sites of historic significance.	No change from v.1.	No change from v.1.		
<i>Plan Section: 3. Land Use</i>						
<i>Subsection: Low-Density Residential Areas</i>						
4	Provide a variety of housing types in residential areas that accommodate cultural and generational shifts in housing needs, welcome new residents, and supply housing for generations to come.	Policy J-4: Provide a variety of housing types in residential areas that accommodate cultural and generational shifts in housing needs, welcome new residents, and supply housing for generations to come.	No change from v.1.	No change from v.1.		
5	Consider environmentally sensitive hillside south of Forbes Creek when regulating development intensities.	Policy J-5: Consider environmentally sensitive hillsides south of Forbes Creek when regulating development intensities.	No change from v.2	No change from v.2		
6	Consider establishing minimum residential density requirements in high and medium intensity land use areas in order to promote the best and highest use of these land use areas.	No change from v.1.	Consider Explore establishing minimum residential density requirements in the high and medium intensity land use residential areas with higher intensity allowances in order to optimize use of existing neighborhood amenities and infrastructure. promote the best and highest use of these land use areas.	Policy J-6: Explore establishing minimum residential density requirements in the residential areas with higher density allowances in order to optimize use of existing to support the preservation and enhancement of neighborhood amenities and infrastructure.		Comp Plan, Sustainability Strategic Plan
7	Incentivize the creation and preservation of affordable housing in all areas of the neighborhood, especially in those well-served by public transit.	Incentivize the creation and preservation of affordable housing in all areas of the neighborhood, especially in those well-served by public transit such as near the South Juanita Neighborhood Center, near schools and community centers, and along major arterials.	Policy J-7: Incentivize the creation and preservation of affordable housing in all areas of the neighborhood, especially in with a focus on areas in close proximity to public transit access, those well-served by public transit such as near the South Juanita Neighborhood Centers, near schools, and recreation opportunities, community centers, and along major arterials.	No change from v.3.		Comp Plan, Sustainability Strategic Plan
8	Provide effective transitions between lower intensity residential areas, higher intensity residential, and commercial areas to minimize impacts between uses.	Provide Encourage effective transitions transition strategies between lower intensity residential areas, higher intensity residential, and commercial areas that bridge scales between areas with varying land use intensities.	Policy J-8: Encourage transition strategies that allow maximum use intensity while emphasizing the importance of design coherence and scale sensitivity.	No change from v.3.		

Juanita Neighborhood Plan Text and Policy Updates Highlighted policies (in blue) were suggested for PC focus at Policy Briefing, April 11, 2024.						
	PROPOSED PLAN/POLICY REVISIONS [v.1] Deleted text shown in strikethrough. Added text shown in underline.	PROPOSED PLAN/POLICY REVISIONS [v.2] (Edits based on March 2024 Working Group feedback)	PROPOSED PLAN/POLICY REVISIONS [v.3] (Edits based on April 2024 Planning Commission feedback and Working Group feedback)	PROPOSED PLAN/POLICY REVISIONS [v.4] (Edits based on April 2024 Planning Commission feedback, Working Group feedback, and Transportation Division input)	NOTES	Consistent with: (State/Regional/County, Comp Plan, Functional Plans, Equity Review etc.)
	<i>Plan Section: 4. Juanita Neighborhood Centers</i>				<i>remove section - demote to subsection</i>	
	<i>Subsection: Commercial</i>					
	<i>4A. South Juanita Neighborhood Center</i>					
9	<u>Promote access to Lake Washington, the adjacent parks, and other natural features of the shoreline by linking the neighborhood center to the recreation-oriented area through additional pathways and connections.</u>	Policy J-9: <u>Promote access to Lake Washington, the adjacent parks, and other natural features of the shoreline by linking the neighborhood center to the recreation-oriented area through additional pathways and connections.</u>	<i>No change from v.1.</i>	<i>No change from v.1.</i>		
10	<u>Emphasize the district's recreational assets as a major part of its identity by visually enhancing streetscapes and reducing visual clutter.</u>	<i>No change from v.1.</i>	Emphasize the district's recreational assets as a major part of its identity by visually enhancing streetscapes, <u>supporting a unified pedestrian system that connects to the environmental amenities of Juanita Bay, and implementing other design guidelines within the City's Design Guidelines For Pedestrian-Oriented Business Districts.</u>	Policy J-10: <u>Emphasize the district's recreational assets as a major part of its identity by visually enhancing streetscapes, supporting a unified pedestrian system that connects to the environmental amenities of Juanita Bay, and implementing other pedestrian-oriented design guidelines within the City's Design Guidelines For Pedestrian-Oriented Business Districts.</u>		
11	<u>Provide sufficient bicycle and vehicular parking for commercial and recreational activities.</u>	<i>No change from v.1.</i>	Assess parking standards within the South Juanita Neighborhood Center to ensure <u>Provide sufficient bicycle and vehicular parking is available for commercial and recreational activities all modes of transportation.</u>	Policy J-11: <u>Assess parking standards within the South Juanita Neighborhood Center to ensure parking is available for all modes of transportation while promoting a pedestrian-focused environment.</u>		
12	<u>Foster new development that is supported by neighborhood-serving retail, multimodal connections, housing, and public gathering spaces.</u>	<u>Foster new development that supports and is supported by multimodal connections, housing, public gathering spaces, and neighborhood-serving retail such as grocery stores and markets.</u>	<i>No change from v.2</i>	Policy J-12: <u>Foster new development that supports and is supported by multimodal connections, housing, public gathering spaces, and neighborhood-serving retail uses such as grocery stores and markets.</u>		
13	<u>Establish public-private partnerships with appropriate property owners to create a waterfront trail that connects Juanita Bay Park, Juanita Beach Park, and the neighborhood center.</u>	<u>Establish public-private partnerships with appropriate property owners to create a waterfront trail that connects Juanita Bay Park, Juanita Beach Park, and the South Juanita Neighborhood Center to other local regional active transportation opportunities.</u>	<i>No change from v.2</i>	Policy J-13: <u>Establish public-private partnerships with appropriate property owners to create a trail that connects Juanita Bay Park, Juanita Beach Park, and the Juanita Neighborhood Center to each other and local regional active transportation opportunities.</u>		Comp Plan, Active Transportation Plan
14	<u>Install placemaking amenities such as public art, performance spaces, plazas, interactive installations, and street furniture.</u>	<i>No change from v.1.</i>	<i>No change from v.1.</i>	Policy J-14: <u>As redevelopment occurs, require pedestrian-oriented and install placemaking amenities such as public art, performance spaces, plazas, interactive installations, and street furniture.</u>		
15	<u>Require the installation of gateway feature(s) at the entry points of the Neighborhood Center as development occurs.</u>	<u>Require the installation of a neighborhood gateway feature(s): sign and landscaping or other features near the South Juanita Neighborhood Center as development occurs.</u>	<i>No change from v.2</i>	Policy J-15: <u>Use public and private efforts to install neighborhood gateway feature signs and landscaping or other features near the South Juanita Neighborhood Center as development occurs.</u>		

Juanita Neighborhood Plan Text and Policy Updates Highlighted policies (in blue) were suggested for PC focus at Policy Briefing, April 11, 2024.						
	PROPOSED PLAN/POLICY REVISIONS [v.1] Deleted text shown in strikethrough. Added text shown in underline.	PROPOSED PLAN/POLICY REVISIONS [v.2] (Edits based on March 2024 Working Group feedback)	PROPOSED PLAN/POLICY REVISIONS [v.3] (Edits based on April 2024 Planning Commission feedback and Working Group feedback)	PROPOSED PLAN/POLICY REVISIONS [v.4] (Edits based on April 2024 Planning Commission feedback, Working Group feedback, and Transportation Division input)	NOTES	Consistent with: (State/Regional/County, Comp Plan, Functional Plans, Equity Review etc.)
16	Develop zoning standards in JBD 4 that accommodate an increase allowed height and residential intensity options. New standards should also include an emphasis on ground level retail and/or pedestrian amenities along street frontages to promote walkability in the neighborhood.	Develop zoning standards and design guidelines in JBD 4 that accommodate an increase allowed height and residential intensity options to support redevelopment viability and increase housing options. New standards should also include an emphasis on ground level retail, and/or pedestrian amenities, along street frontages to promote walkability in the neighborhood and active transportation.	Develop zoning standards and design guidelines in for the JBD 4 zone that accommodate an increase allowed height and residential intensity to support redevelopment viability and increase housing options. New standards should also include an emphasis on ground-level neighborhood-serving retail, pedestrian amenities, and active transportation connections.	Policy J-16: Develop zoning standard and design guideline amendments for the JBD 4 zone that accommodate an increase in allowed height and residential intensity to support redevelopment viability and increase housing options. New standards should also include an emphasis on neighborhood-serving retail, pedestrian amenities, and active transportation connections.		Comp Plan, Active Transportation Plan
17	Prioritize shoreline access between Juanita Bay Park and Juanita Beach Park as redevelopment occurs or through public acquisition, provided that it does not negatively impact the sensitive areas.	No change from v.1.	No change from v.2	Policy J-17: Identify opportunities to increase shoreline access within the neighborhood, provided that it does not negatively impact the sensitive areas.	Broadened to reflect the desire for shoreline access. More specificity on park-to-park connections in Policy J-13	Comp Plan, Sustainability Strategic Plan
18	Increase pedestrian access opportunities between both Neighborhood Centers and their surrounding residential areas.	No change from v.1.	No change from v.1.	Policy J-18: Increase pedestrian access opportunities between both Juanita Neighborhood Centers and their surrounding residential areas.		Comp Plan, Active Transportation Plan
4.B. North Juanita Neighborhood Center						
19	Stimulate the transformation of the North Juanita Neighborhood Center into a vibrant, pedestrian-friendly, mixed-use area with diverse housing options, including affordable housing for young adults.	Stimulate the transformation of the North Juanita Neighborhood Center into a vibrant, pedestrian-friendly, mixed-use area with diverse housing options, including at a variety of sizes, affordability, and ownership opportunity affordable housing for young adults people of all ages and abilities.	No change from v.2	Policy J-19: Stimulate the transformation of the North Juanita Neighborhood Center into a vibrant, pedestrian-friendly, mixed-use area with diverse housing options at a variety of sizes, affordability, and ownership opportunity opportunities for people of all ages and abilities.		State/Regional/County, Comp Plan
20	Develop zoning standards for three aggregated parcels in the NE corner of 100th Ave NE and NE 132nd ST that promote increased residential capacity and enable the site to become a vibrant neighborhood center with commercial opportunities and places for neighbors to gather.	Develop zoning standards and design guidelines for three aggregated parcels in the NW corner of 100th Ave NE and NE 132nd ST that promote increased residential capacity and enable the site to become a vibrant neighborhood center a catalyst for an active, transit-supportive mixed-use environment with commercial opportunities and places for neighbors to gather community gathering.	Develop zoning standards and design guidelines for three aggregated parcels in the NW corner of 100th Ave NE and NE 132nd ST that promote increased residential capacity intensity and height allowances to and enable the site to become a catalyst for an active, transit-supportive mixed-use environment site with commercial opportunities, housing variety, and places for community gathering opportunities.	Policy J-20: Develop zoning standards amendments and design guidelines for three aggregated parcels in the NW corner of 100th Ave NE and NE 132nd ST that increase residential intensity and height allowances to enable an active, transit-supportive mixed-use site with commercial opportunities, housing variety, and community gathering opportunities.		Comp Plan, Sustainability Strategic Plan
21	Ensure that the development allowances in the North Juanita Neighborhood Center are supportive of its mixed-use residential/commercial focus.	No change from v.1.	Policy J-21: Ensure that the development allowances in the North Juanita Neighborhood Center are supportive of increased transit service, equitable access to greenspace, and the mixed-use residential/commercial focus envisioned at the site.	No change from v.3.		
22	Establish gateway feature(s) for the North Juanita Neighborhood Center as development occurs.	Policy J-22: Establish a neighborhood gateway feature(s) sign and landscaping or other features for near the North Juanita Neighborhood Center as development occurs.	No change from v.2	No change from v.2.		

Juanita Neighborhood Plan Text and Policy Updates						
Highlighted policies (in blue) were suggested for PC focus at Policy Briefing, April 11, 2024.						
	PROPOSED PLAN/POLICY REVISIONS [v.1] <i>Deleted text shown in strikethrough. Added text shown in underline.</i>	PROPOSED PLAN/POLICY REVISIONS [v.2] <i>(Edits based on March 2024 Working Group feedback)</i>	PROPOSED PLAN/POLICY REVISIONS [v.3] <i>(Edits based on April 2024 Planning Commission feedback and Working Group feedback)</i>	PROPOSED PLAN/POLICY REVISIONS [v.4] <i>(Edits based on April 2024 Planning Commission feedback, Working Group feedback, and Transportation Division input)</i>	NOTES	Consistent with: <i>(State/Regional/County, Comp Plan, Functional Plans, Equity Review etc.)</i>
23	<u>Utilize zoning incentives and other techniques to encourage commercial redevelopment in the neighborhood center that will implement the 10-minute neighborhood concept.</u>	<u>Utilize zoning incentives and other techniques to encourage commercial redevelopment in the neighborhood center that will implement the 10-minute neighborhood concept</u> increase access to a variety of neighborhood-serving businesses.	<i>No change from v.2</i>	<i>No change from v.2.</i>		Comp Plan, Sustainability Strategic Plan
24	<u>Foster new development in the residential areas surrounding the neighborhood center that is supported by transit, multimodal connections, and public gathering spaces.</u>	<u>Foster new development in the residential areas surrounding the North Juanita Neighborhood Center that is supported by transit, multimodal connections, and public gathering spaces.</u>	Policy J-24: Foster new development in the residential areas surrounding the North Juanita Neighborhood Center that is supported by the <u>retail and service opportunities, access to</u> transit, multimodal connections, and public gathering spaces <u>provided within the commercial area.</u>	<i>No change from v.3.</i>		State/Regional/County, Comp Plan, Active Transportation Plan
<i>Plan Section: 5. Natural Environment</i>						
25	<u>Preserve and restore urban tree canopy levels throughout the neighborhood, especially within geologically hazardous areas and critical area environments.</u>	Policy J-25: <u>Preserve-Sustainably manage and restore urban-neighborhood tree canopy levels throughout the neighborhood, especially within to enhance biodiversity and stabilize geologically hazardous areas and critical area environments.</u>	<i>No change from v.2</i>	<i>No change from v.2</i>		Comp Plan, Sustainability Strategic Plan
26	<u>Undertake measures to protect and improve water quality and promote fish passage in Lake Washington and neighborhood wetlands, streams and wildlife corridors.</u>	Policy J-26: Undertake measures to protect and improve water quality and promote fish passage in Lake Washington and neighborhood wetlands, streams and wildlife corridors.	<i>No change from v.1.</i>	<i>No change from v.1.</i>		Comp Plan, Sustainability Strategic Plan
27	Policy J-27: <u>Develop strategies to protect and preserve native flora and fauna within the neighborhood.</u>	<i>No change from v.1.</i>	<i>No change from v.1.</i>	<i>No change from v.1.</i>		Comp Plan, Sustainability Strategic Plan
28	<u>Restore and enhance neighborhood streams, creeks and wetlands and provide public access to the extent feasible without impacting the natural ecological function of the sites.</u>	Policy J-28: <u>Restore and enhance neighborhood streams, creeks, and wetlands and provide publicly accessible views and direct access to the extent feasible without impacting the natural ecological function of the sites.</u>	<i>No change from v.2</i>	<i>No change from v.2</i>		
29	Policy J-29: <u>Utilize natural storm drainage systems as one measure to protect the Juanita Creek and Forbes Creek Drainage Basins.</u>	<i>No change from v.1.</i>	<i>No change from v.1.</i>	<i>No change from v.1.</i>		
<i>Plan Section: 6. Parks and Open Space</i>						
30	<u>Maintain wooded open spaces within the Forbes Creek Valley to preserve the natural features, benefits and character of the area.</u>	Policy J-30: <u>Maintain wooded open spaces within the Forbes Creek Valley to preserve the natural features, benefits and character of the area.</u>	<i>No change from v.2</i>	<i>No change from v.2</i>		Comp Plan, PROS Plan
31	<u>Prioritize acquisition of new neighborhood parkland in the recently annexed portions of North Juanita as emphasized in the Park, Recreation and Open Space (PROS) Plan.</u>	Policy J-31: <u>Prioritize acquisition of establishing new neighborhood parkland park area in the recently annexed portions of North Juanita as emphasized in the Park, Recreation and Open Space (PROS) Plan.</u>	<i>No change from v.2</i>	<i>No change from v.2</i>		Comp Plan, PROS Plan
32	Policy J-32: <u>Recognize and promote the role the North Kirkland Community Center plays in the Juanita Neighborhood and in the wider Kirkland community.</u>	<i>No change from v.1.</i>	<i>No change from v.1.</i>	<i>No change from v.1.</i>		Comp Plan, PROS Plan

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33	Coordinate partnerships with schools to provide recreational facilities to residents, including Juanita High School.	No change from v.1.	No change from v.1.	Policy J-33: Coordinate partnerships with schools to provide recreational facilities to residents <u>the public</u> , including Juanita High School.		Comp Plan, PROS Plan
<i>Plan Section: 7. Transportation</i>						
34	Promote multimodal circulation in all areas of the neighborhood to <u>enhance local and regional mobility.</u>	No change from v.1.	Promote Strengthen multimodal circulation in all areas of the neighborhood to enhance local and regional mobility.	Policy J-34: Enhance local and regional mobility for all modes of <u>transportation</u>	Strengthened and clarified per Transportation input	Comp Plan, Active Transportation Plan
35	Install traffic calming measures to promote safety and reduced speeds throughout the neighborhood.	No change from v.1.	No change from v.1.	Policy J-35: Install traffic calming measures to promote safety and reduced speeds throughout the neighborhood.	Strengthened and clarified per Transportation input	Comp Plan, Active Transportation Plan
36	Encourage frequent reliable public transit through strategic land use decisions along established transit routes and at key destinations within the neighborhood.	No change from v.1.	Encourage frequent reliable public transit through strategic land use <u>decisions along established transit routes and at key destinations within the neighborhood.</u>	Policy J-36: Encourage frequent reliable public transit service through strategic land use decisions along <u>100th Ave NE and NE 124th Street, and near key destinations within the neighborhood, such as parks, both Neighborhood Centers, and Juanita High School.</u>	Specified locations added per Transportation input	Comp Plan, Active Transportation Plan
37	Improve intersection safety conditions at 98th Ave NE and NE Juanita Drive.	No change from v.1.	Improve intersection at 98th Ave NE and NE Juanita Drive to <u>enhance pedestrian safety conditions and manage traffic impacts.</u>	Policy J-37: Improve intersection at 98th Ave NE and NE Juanita Drive to enhance pedestrian safety conditions and manage traffic impacts.	Adjusted per Transportation input	
38	Consider the possibility of a water taxi or other form of water-based transit connection to Moss Bay, Carillon Point, and other Lake Washington destinations.	Consider the possibility of Encourage land uses that would support a water taxi or other form of water-based transit connection to Moss Bay, Carillon Point, and other Lake Washington destinations.	Encourage land uses that would support a water taxi or other form of water-based transit connection to Moss Bay, Carillon Point, and other Lake Washington other local destinations, and provide recreational opportunities.	No change from v.3.		
39	Encourage and prioritize nonmotorized transportation and mobility by <u>providing access easements, appropriate facilities and low-stress infrastructure for people walking, bicycling, and rolling.</u>	No change from v.1.	Encourage and prioritize nonmotorized active transportation and mobility by providing access easements, appropriate facilities and low-stress infrastructure for people <u>to walking, bicycling bike, and rolling to neighborhood destinations safely.</u>	Policy J-39: Encourage and prioritize active transportation and mobility in Juanita by providing access easements, appropriate facilities and low-stress infrastructure for people to walk, bike, and roll to neighborhood destinations <u>and public transit hubs safely.</u>		Comp Plan, Active Transportation Plan
40	Implement improvements according to Figure J-7, the Transportation Element, and consistent with the Transportation Strategic Plan/Kirkland Transportation Plan.	No change from v.1.	No change from v.1.	Policy J-40: Encourage new walking, biking and rolling connections through the neighborhood that link new and existing development with transit and recreational opportunities.	*New Policy: revised and broadened per Transportation input	Comp Plan, Active Transportation Plan
41	Improve first-last mile connectivity by enhancing pedestrian and bicycle infrastructure, implementing micromobility options (e.g., bike-sharing, scooter-sharing), and integrating public transit with other modes of transportation.	No change from v.1.	No change from v.1.	Policy J-41: Improve first-last mile connectivity by enhancing pedestrian and bicycle infrastructure, implementing micromobility options (e.g., bike-sharing, scooter-sharing), and Enable convenient access to public transit by integrating public transit with other modes of transportation.	Revised and broadened per Transportation input - direction on micromobility is a citywide initiative and is supported in the TSP	Comp Plan, Active Transportation Plan

Juanita Neighborhood Plan Text and Policy Updates Highlighted policies (in blue) were suggested for PC focus at Policy Briefing, April 11, 2024.						
	PROPOSED PLAN/POLICY REVISIONS [v.1] Deleted text shown in strikethrough. Added text shown in underline.	PROPOSED PLAN/POLICY REVISIONS [v.2] (Edits based on March 2024 Working Group feedback)	PROPOSED PLAN/POLICY REVISIONS [v.3] (Edits based on April 2024 Planning Commission feedback and Working Group feedback)	PROPOSED PLAN/POLICY REVISIONS [v.4] (Edits based on April 2024 Planning Commission feedback, Working Group feedback, and Transportation Division input)	NOTES	Consistent with: (State/Regional/County, Comp Plan, Functional Plans, Equity Review etc.)
42	Identify and provide the following improvements throughout Juanita either when private development occurs or when public funding becomes available: - Bicycle lanes along 100th Ave NE to connect the North and South Juanita Neighborhood Centers - Bicycle route between Finn Hill, Juanita Beach Park, the Cross Kirkland Corridor and the Sammamish Valley Trail - Recommended greenways in Juanita as described in Kirkland's Greenways Guidelines - Improvements at NE 132nd Street to provide safe access to and from Finn Hill, particularly near Juanita Elementary. - Gateway feature and improved pedestrian crossings at NE 145th Street and 100th Avenue NE intersection. - Multimodal connection from 95th Place NE to the South Juanita Neighborhood Center. - Multimodal connection from the lakeshore to the Cross Kirkland Corridor by way of Forbes Creek Drive.	No change from v.1.	Identify and provide the following improvements throughout Juanita either when private development occurs or when public funding becomes available: - Bicycle lanes along 100th Ave NE to connect the North and South Juanita Neighborhood Centers - Bicycle route between Finn Hill, Juanita Beach Park, the Cross Kirkland Corridor and the Sammamish Valley Trail - Recommended greenways in Juanita as described in Kirkland's Greenways Guidelines - Improvements at NE 132nd Street to provide safe access to and from Finn Hill, particularly near Juanita Elementary. - Gateway feature and improved pedestrian crossings at NE 145th Street and 100th Avenue NE intersection. - Multimodal connection from 95th Place NE to the South Juanita Neighborhood Center. - Multimodal connection from the lakeshore to the Cross Kirkland Corridor by way of Forbes Creek Drive. - Safety, traffic and pedestrian infrastructure improvements along principal arterials surrounding Juanita High School	Policy J-42: Identify and provide The following improvements throughout Juanita are identified as priorities for the <u>neighborhood</u> , either when private development occurs or when public funding becomes available: - Bicycle lanes along 100th Ave NE to connect the North and South Juanita Neighborhood Centers - Bicycle route between Finn Hill, Juanita Beach Park, the Cross Kirkland Corridor and the Sammamish Valley Trail - Recommended <u>neighborhood</u> greenways in Juanita as described in Kirkland's Greenways Guidelines - Improvements at NE 132nd Street to provide safe access to and from Finn Hill, particularly near Juanita Elementary. - Gateway feature and improved pedestrian crossings at NE 145th Street and 100th Avenue NE intersection. - Multimodal connection from 95th Place NE to the South Juanita Neighborhood Center. - Multimodal connection from the lakeshore to the Cross Kirkland Corridor by way of Forbes Creek Drive. - Safety, traffic and pedestrian infrastructure improvements along principal arterials surrounding Juanita High School	Added improvements near Juanita per Working Group comment.	Comp Plan, Active Transportation Plan
43	Develop a new multimodal pathway to connect the Brickyard Road Park and Ride in Bothell to Windsor Vista Park, Edith Moulton Park, Jasper's Dog Park, and the Cross Kirkland Corridor (CKC).	No change from v.1.	No change from v.1.	Policy J-43: Develop a new multimodal pathway to connect Identify opportunities to support multimodal connections <u>between</u> the Brickyard Road Park and Ride in Bothell and Windsor Vista Park, Edith Moulton Park, and Jasper's Dog Park to Juanita High School and the Cross Kirkland Corridor (CKC).	Broadened to express community desire to connect key neighborhood locations without conflicting with current analysis of Juanita Public Pathway feasibility study.	
	Plan Section: 8. Public Services and Facilities				[Remove section - transformed into policies and moved to Natural Environment section]	
	Plan Section: 9. Urban Design				[Remove section - transformed into policies and moved to Land Use section]	

XV.O. Kingsgate Neighborhood Plan

1. Overview

The [Kingsgate neighborhood](#) is located in the northeast corner of the City. The neighborhood is bounded by I-405 to the west, the Tolt Pipeline Trail and the City limits to the north, the City limits to the east, and the [Totem Lake Business District](#) to the south and southeast. Both 124th Ave NE and 132nd Ave NE provide primary north-south connections with Totem Lake to the south and the cities of Bothell and Woodinville to the north. East-west access is provided by NE 132nd Street and by NE 143rd Street to Woodinville and the Sammamish Valley to the east. The Kingsgate Neighborhood Center in the northern portion of the neighborhood along 124th Ave NE serves as a commercial hub for the area and a northern gateway into the City.

Presently, Kingsgate predominately contains residential uses. Higher intensity residential uses are focused near commercial and mixed-use areas, and also near parks and open space. The neighborhood supports the Kingsgate Neighborhood Center, a King County library, several public and private parks, private open space tracts, two elementary schools and a middle school. See Figure K-1, Kingsgate Land Use Map.

2. New Vision Statement

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

Kingsgate is an inviting, age-inclusive neighborhood in which all people can grow up and grow old comfortably. The predominately residential neighborhood has a strong community feel. The neighborhood is composed of a community that prioritizes inclusivity, safety, and accessibility for residents of all ages, backgrounds, and income levels, fostering a cohesive and supportive environment for everyone. Kingsgate remains affordable for the existing residents while also providing a diverse mix of housing opportunities that meet the needs of the older population as well as future generations. Infill housing and additional density are concentrated along transit routes, near amenities, and where the most infrastructure exists to support it.

Kingsgate residents, employees, and visitors value the mixed-use neighborhood commercial center as a way to meet their retail, service, and housing needs. The Kingsgate Neighborhood Center is recognized as a central community gathering place. The dynamic, pedestrian-oriented commercial center is complemented by a nearby community center and public library that provide a place for public events, collective activities, and cultural celebrations. Development of the Kingsgate Neighborhood Center highlights the interdependent relationship between the built environment and the natural environment. The community's intrinsic appreciation of nature is honored through creative, environment-focused design principles that shape the local living and working environments within the commercial center.

Attachment 3A - Draft Kingsgate Neighborhood Plan_Clean

Improved and well-maintained parks and open space are distributed equitably throughout the neighborhood and offer a variety of spontaneous recreational opportunities. Trees are preserved and replaced as they are removed to encourage a healthy vegetative canopy throughout the neighborhood, connect greenbelt corridors, and support wildlife. Public and private partnerships provide access to greenspace within Kingsgate to be appreciated and enjoyed by all.

Extensive transportation networks for pedestrians, public transit, bicycles, wheelchairs, and vehicles allow everyone opportunities to walk, bike, and roll to destinations with ease. The networks prioritize safety and connect people to amenities, neighboring areas, and to the Cross Kirkland Corridor/Eastrail. Traffic is evenly distributed through well-planned road connections, with targeted traffic calming measures near schools. The neighborhood benefits from convenient, reliable and frequent transit services connecting community members internally, citywide and to regional transit networks.

3. Historical Context

See the Kirkland Historic Narrative included in Appendix # for a discussion of the 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.

Historical records reflect homesteads in Kingsgate as early as 1874. The “Remember When” map circa 1900 to 1918 is a historical document about the people and events in the Kingsgate and Juanita areas compiled by R. Nelson. Murdock MacPherson of MacPherson Realty had a vision for a planned community of more than 2,100 lots. He developed the first of the single-family subdivisions that form the core of the [Kingsgate neighborhood](#) today. Mr. MacPherson named the Kingsgate subdivision in 1963 after Kingsgate, England. Being of Scottish descent, he added the name Highlands. The Kingsgate Highlands planned community of 957 lots was created between 1965 and 1976. Three school sites and three developed playgrounds were provided in the complex by MacPherson, Continental and Western Erection. MacPherson also had plans for a future shopping center (source: Kirkland Heritage Society). Next came the High Woodlands subdivision between 1966 and 1976, Hazen Hills between 1968 and 1970, Forest Grove in 1971, Breakthrough/Lendemain in 1972, Firloch between 1972 and 1989, and many other subdivisions. Farms, orchards, and pastures were still present in the 1990s.

The neighborhood has one historic structure recognized by the Kirkland Heritage Society which is a farmhouse built in 1943 at 13240 136th Avenue NE.

**1943 Farmhouse, courtesy Kirkland Heritage Society**

Kingsgate was part of unincorporated King County until it was annexed into the City in 2011 as part of the Juanita/Kingsgate/Finn Hill annexation. See Figure I-1, City of Kirkland Historical Annexation Areas, in the Land Use Element of the Comprehensive Plan. Before annexation, the area was commonly referred to as Evergreen Hill. In the present day, the neighborhood includes many new homes outside of the originally platted subdivisions.

Policy K-1:

Ensure the neighborhood name and plan text is inclusive of all community members by exploring opportunities to update existing titles and languages.

The longstanding history of subdivisions in the neighborhood has influenced the names of certain private facilities and homeowner associations (HOAs) that prevail today. Several associations exist within Kingsgate and carry the term 'Kingsgate' within their names, such as the Kingsgate 1 & 2 homeowner associations and the Kingsgate 3 & 4 homeowner associations. The names of these specific HOAs have caused misinterpretation of the neighborhood's extent and could be seen as a barrier to civic participation if Kingsgate is not clearly defined to be inclusive of homes and neighbors that are not within the original subdivisions. The formal name of the neighborhood should be reconsidered to reflect the entire geographic area that the area encompasses and empower community members outside of the areas governed by homeowner associations.

4. Land Use

With annexation, the City adopted the underlying zoning that existed in King County as of 2011. See Figure K-1, Kingsgate Land Use Map. Most land use is designated as residential with varying intensities, and other uses include commercial mixed-use, parks and open space, and school designations.

The Kingsgate Neighborhood Center is located on both sides of 124th Avenue NE between NE 142nd Place and NE 145th Street. The Center currently is anchored by a large grocery store, as well as other commercial uses such as restaurants, salon services, car washes, and indoor recreational facilities.



An area in the southeastern portion of the neighborhood is designated as an urban separator under the King County Countywide policies. Urban separators are areas of low residential intensity within the Urban Growth Area that provide a buffer between urban areas and adjacent resource land and environmentally sensitive areas. They also create open space corridors within and between the urban areas that provide environmental, visual, recreation and wildlife benefits. See Figure K-1, Kingsgate Land Use Map.

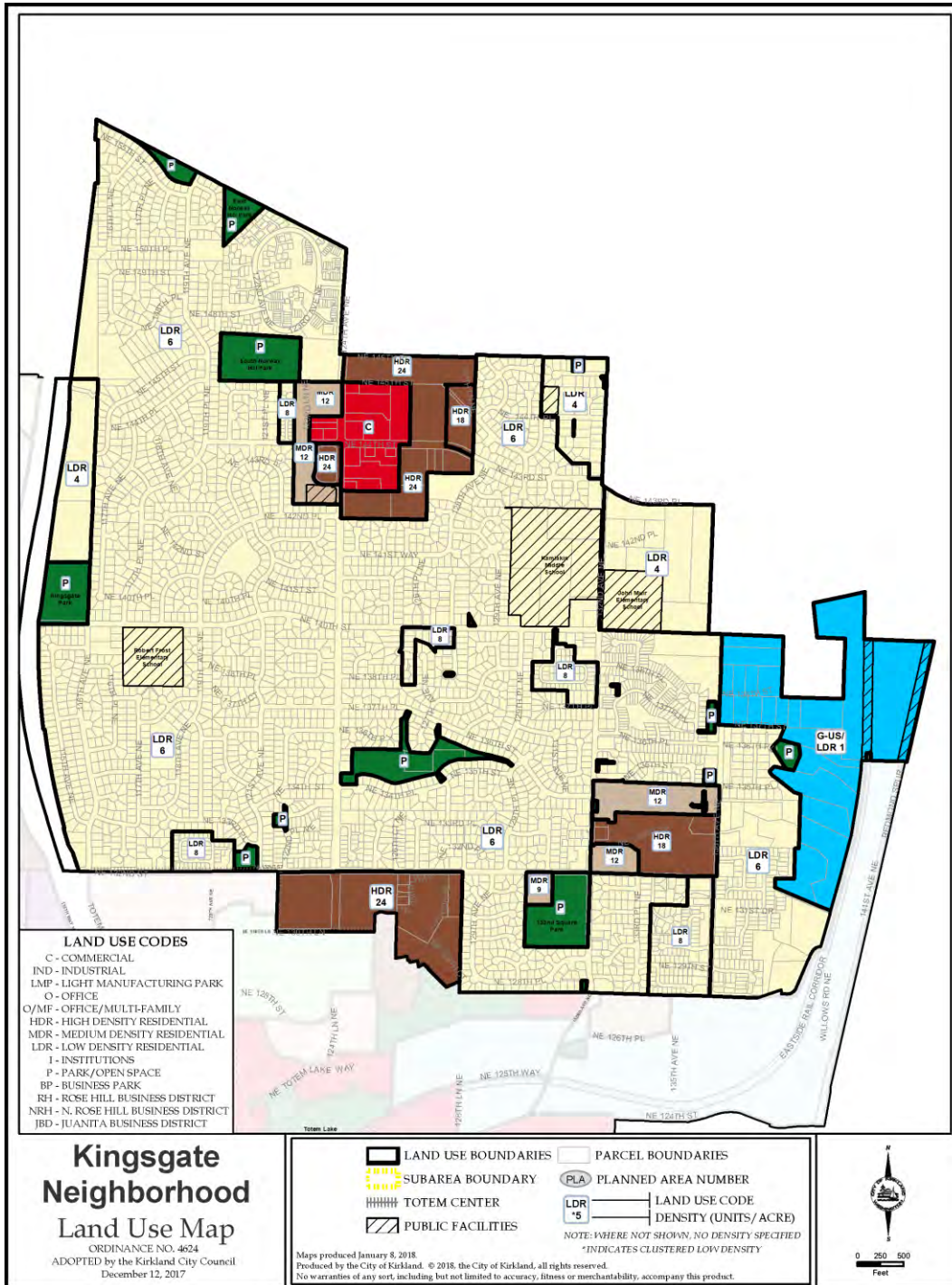


Figure K-1: Kingsgate Land Use Map [Staff note: Neighborhood land use map will be updated to reflect the citywide Land Use map being amended in the Land Use Element.]

Residential

Residential land uses occupy the majority of the [Kingsgate neighborhood](#). Moderate and higher residential intensity areas today are located around the Kingsgate Neighborhood Center and on both sides of NE 132nd Street. Many older adults live in the [Kingsgate neighborhood](#) due to close proximity to the nearby health care services. See Figure K-1, Kingsgate Land Use Map.

Today, the Kingsgate land use pattern reflects the zoning and development style preferences of the past, which has produced the predominant cul-de-sac pattern now present in the neighborhood's lower intensity residential areas.

The cul-de-sac pattern of residential land use typically results in lower residential intensities due to the larger land area required for streets and setbacks, limiting the number of housing units per acre. This layout often fosters car dependence and longer driving distances to reach amenities, potentially increasing traffic congestion and infrastructure costs. While providing a sense of privacy, cul-de-sacs may hinder pedestrian connectivity and spontaneous social interactions, impacting community cohesion and pedestrian mobility within the neighborhood.

The intent of the policies below is to accommodate and encourage infill housing in all areas of the neighborhood in a way that is equitable and sustainable.

Policy K-2:

Foster diverse housing opportunities in neighborhood residential areas at all affordability levels to ensure continued livability for existing residents and future residents.

A priority of the neighborhood is to accommodate all people regardless of income or background, and ensure the area remains a peaceful, community-oriented area of Kirkland. Factors such as the need for more housing, development that supports transit, a shift in citywide priorities, and the cost of land may result in a need for additional housing supply and a wider variety of housing types.

Policy K-3:

Incentivize a variety of compact and infill development housing, especially within areas that are in close proximity to neighborhood centers which provide daily retail needs and access to public transit connections.

Policy K-4:

Enable the development of housing at increased levels of affordability in transit-accessible locations of the neighborhood to reduce transportation-related emissions and improve access to jobs, services, and amenities for low-income residents.

Policy K-5:

Support the acquisition, rehabilitation, and preservation of existing affordable housing.

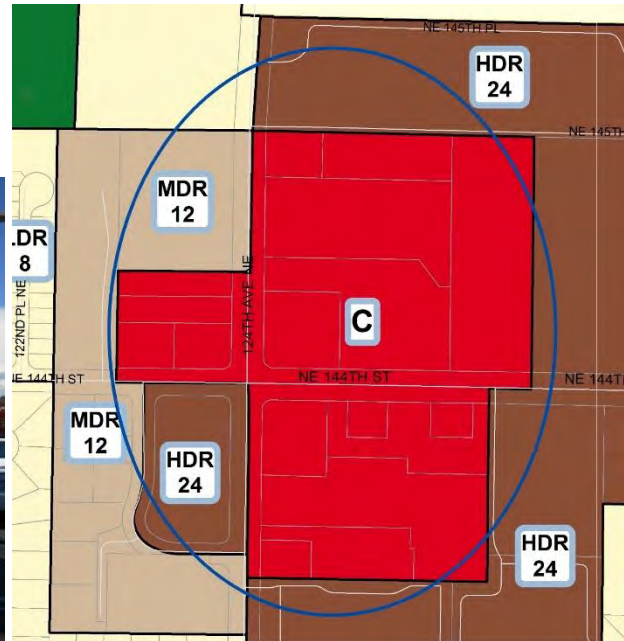
Kingsgate's residential areas contain many representatives of older housing stock from development prior to annexation. Citywide, these older, smaller homes are increasingly being replaced with newer, larger housing styles.

Because of this, the Kingsgate neighborhood has a housing stock that is more financially attainable than other neighborhoods. To sustain and strengthen the diverse socioeconomic fabric of Kingsgate, existing housing that is naturally more affordable than other parts of the city should be protected to combat displacement of current residents and embrace new and prospective residents (while accommodating new infill housing).

Commercial

The Kingsgate commercial area is defined as a "Neighborhood Center" (mixed use) in the [Land Use Element](#) of the Comprehensive Plan. The Neighborhood Center is located on both sides of 124th Avenue NE between NE 142nd Place and NE 145th Street. The center provides the neighborhood with a variety of businesses and services, including a grocery store and recreational facilities. See Figure K-1, Kingsgate Land Use Map.

As part of a future study of the Kingsgate Neighborhood Center or other City public review process, consideration should be given to establishing potentially higher densities along arterials near the commercial area while remaining mindful of the current restraints of the neighborhood. Increasing residential capacity would help foster additional housing opportunities near shops and services and would further support transit ridership levels. The boundary of the Neighborhood Center should be considered dynamic in order for the neighborhood to remain flexible in its ability to meet the needs of the community. See goals and policies in the [Land Use Element](#) chapter of the Comprehensive Plan.



Kingsgate Shopping Center

Policy K-6:

Expand and retain neighborhood oriented commercial services and neighborhood-serving retail options, especially grocery stores.

The existing Kingsgate Neighborhood Center offers a wide range of uses, including a grocery store, banking services, restaurants, a variety of retail shops, and entertainment and recreation facilities. These businesses provide convenient access to daily necessities to nearby residents, visitors, students and local employees, and should be retained as the area evolves. It is important to the community that indoor and outdoor gathering places be established within and in proximity to the Neighborhood Center. Possible gathering places could be coffee shops, community centers, center fountains and plazas, and bench areas.

Policy K-7:

Promote the revitalization of the Kingsgate Neighborhood Center into a mixed-use, pedestrian oriented development that provides opportunity for inclusive gathering spaces, vibrant commercial uses, and housing at all affordability levels.

To achieve the vision of the Neighborhood Center as a pedestrian-oriented commercial center with access to housing, greenery, and a diverse business landscape, redevelopment should take advantage of current allowances within the Kirkland Zoning Code to increase housing variety within Kingsgate, improve people-scale activation and safety, and should prioritize the associated improvements that will be required for a successful transition.

Prioritized commercial uses should be those that cater to the needs of the immediate neighborhood, such as grocery stores and markets. The scale and function of the center should be supported by and supportive of the surrounding residential uses of the neighborhood. Ground floor uses should be primarily retail and commercial (nonresidential). Commercial uses should be oriented toward adjacent arterials and pedestrian pathways. Surface parking areas should be located away from the street when feasible. The parking areas should also include natural aesthetic improvements such as tree and low shrub landscaping features. See policies in the commercial and mixed use section of the [Land Use Element](#) chapter.

Policy K-8:

Establish design standards for the Kingsgate Neighborhood Center, including requirements that prioritize urban nature, gathering locations, accessibility, lighting and safety.

Thoughtful urban design creates active commercial areas with a human scale and pedestrian-oriented streets through building placement and design. It also minimizes the obtrusive nature of parking lots and promotes sustainable, user-friendly connections between commercial areas and surrounding residential neighborhoods. Therefore, design guidelines and design standards should be established for the Kingsgate Neighborhood Center for all new, expanded and remodeled commercial, multifamily or mixed-use buildings. See policies in the commercial and mixed use sections of the [Land Use Element](#) chapter.

Policy K-9:

Ensure newly established design guidelines highlight the demand for cultural amenities, social spaces, and other features that make the Neighborhood Center a welcoming and inclusive destination.

As one of Kirkland's most diverse neighborhoods, Kingsgate should explore opportunities to improve public gathering spaces with art created by formal and informal cultural groups in the neighborhood, provide space for multicultural events and festivals, and explore feasibility of public performance spaces. Supporting arts and culture is an important part of Kirkland's identity. It is critical to encourage local and emerging artists as well as established artists to continue to grow this movement.

Policy K-10:

Implement transportation improvements that support the existing and future planned land uses in the Neighborhood Center and the surrounding area.

Policy K-11:

Continue partnering with the King County Library System to strengthen and expand the public services provided by the Kingsgate Library.

People in Kingsgate resoundingly identify the library as a highly valued community asset. Adjacent to the Kingsgate Neighborhood Center, the Kingsgate Library provides the public with free computing services, printing services, study rooms, and children's programs. Recently, a growing need for translation services and translation resources to meet the diverse needs of the Kingsgate community has emerged. In addition to the services provided, the public library provides spaces and opportunities for connection and belonging, which are lacking in Kingsgate, especially for people with disabilities and their families.

The City should continue working with the King County Library System and committing resources to support and enhance this valuable asset.

Policy K-12:

Provide a neighborhood gateway feature and streetscape improvements near the Kingsgate Neighborhood Center or northern border of the City and neighborhood.

A gateway feature, such as signage, landscaping, or sculptures, should be provided somewhere near the northern border and entrance to the City or the entranceway to the commercial area. As part of future development, the City may require dedication or easement rights for land for a neighborhood entrance sign or landscape feature.

5. Natural Environment

Kingsgate's Neighborhood Plan policies provide objectives that protect and enhance the quality and function of the natural ecosystems of the neighborhood, protect life and property from environmental hazards, and increase visual and direct access to the bountiful environmental amenities. Natural features help maintain water quality, help replenish underground water sources, sustain wildlife and fish habitats, and provide highly valued opportunities for the community to connect with nature.

The map figures K-2 through K-3b below show the critical areas within the Kingsgate Neighborhood. See the Sustainability, Climate and 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 K-13:

Protect and enhance wetlands, streams, and their associated drainage basins.

It is important to protect and enhance the wetlands and streams in the [Kingsgate neighborhood](#) through management of activities affecting vegetation, water, and the land. Protection of the natural resources preserves fish and wildlife habitat, maintains water quality, prevents degradation or loss of natural features and functions, and minimizes risks to life and property. See additional goals and policies in the Environment Element for preservation and enhancement of streams and wetlands and their buffers in sensitive areas.

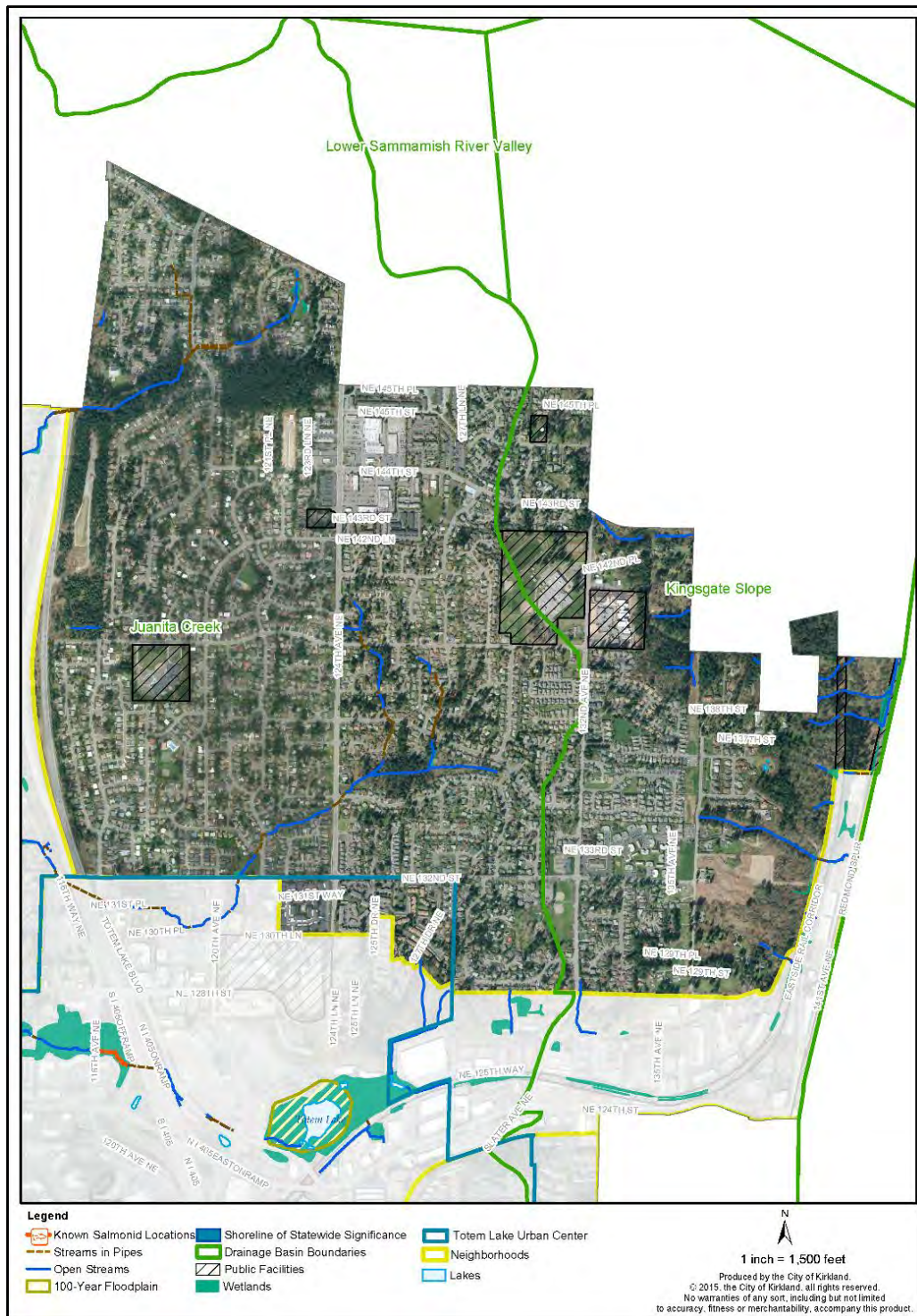


Figure K-2: Kingsgate Wetlands, Streams, and Lakes

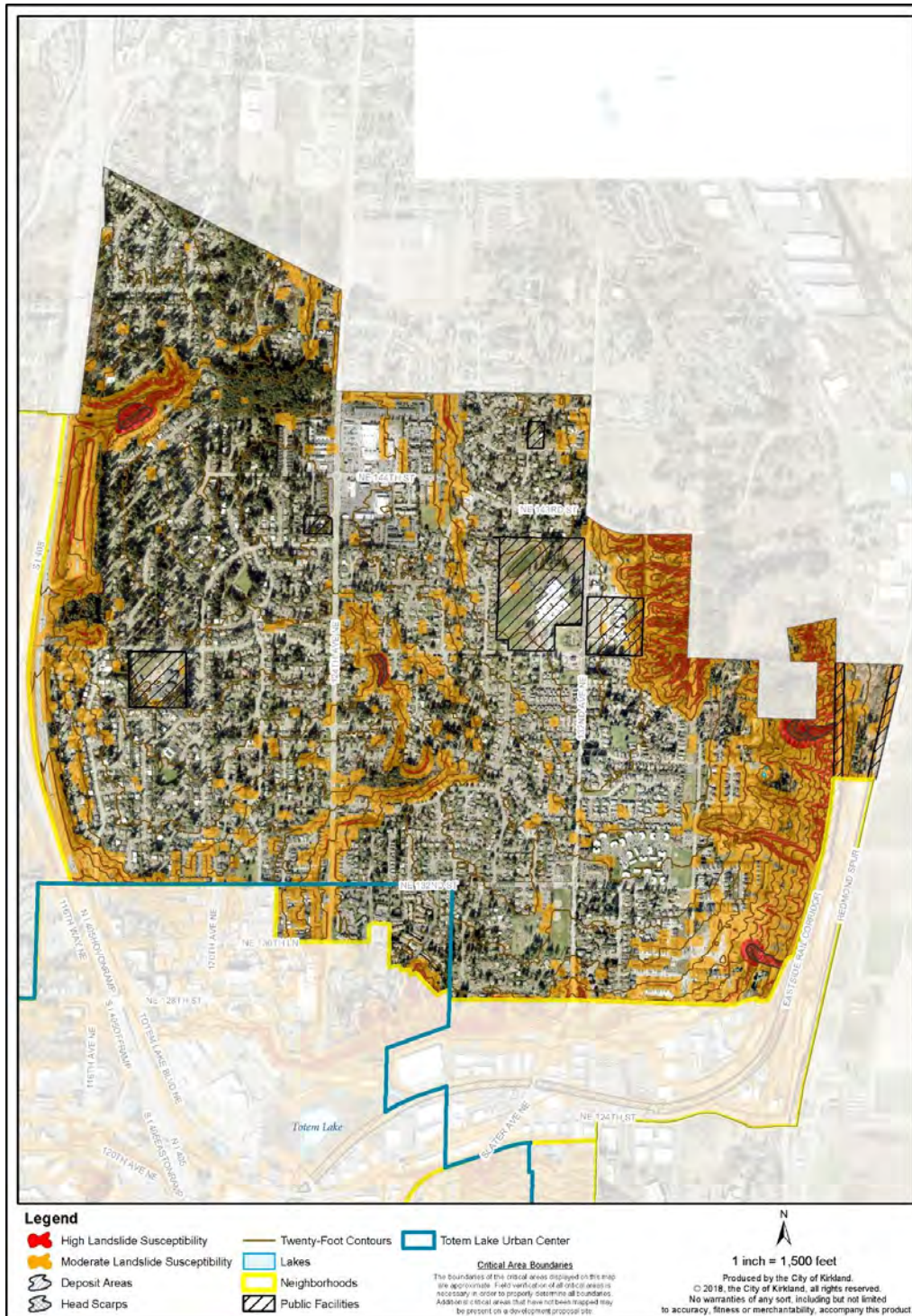


Figure K-3a: Kingsgate Landslide Susceptibility

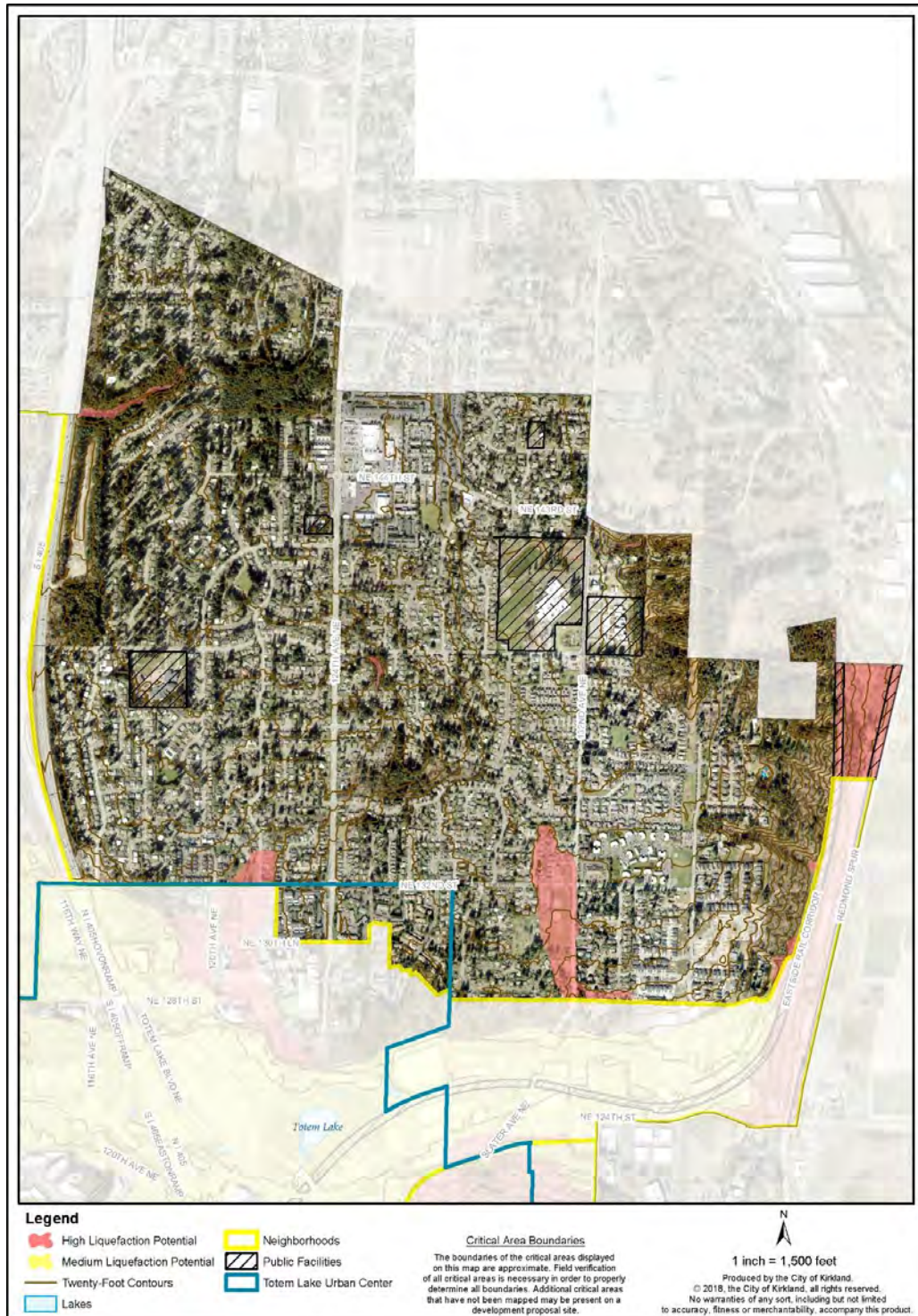


Figure K-3b: Kingsgate Liquefaction Potential

Policy K-14:

Protect and rehabilitate existing vegetative corridors along the boundaries of the neighborhood.

Vegetative corridors exist along the boundaries of the neighborhood. Along the east boundary, much of the vegetative corridor is located on steep slopes that have been designated as geologically hazardous areas. Along the west boundary, the vegetative corridor protects residential development from impacts due to I-405 traffic. Along the north boundary, a vegetation corridor is located in part of the East Northway Hill Park owned by Bothell. The Totem Lake neighborhood contains a greenbelt easement bordering the southeast boundary of the [Kingsgate neighborhood](#). These vegetative corridors minimize erosion on steep slopes, enhance the visual character of the neighborhood with dense tree canopy and provide wildlife corridors. Vegetation in these corridors should be retained to the maximum extent possible when development or redevelopment occurs.

Policy K-15:

Frequently evaluate and monitor neighborhood tree canopy levels to ensure equitable access to the positive health and wellness benefits associated with an increased urban tree canopy.

Policy K-16:

Invest in green infrastructure projects, such as parks, greenways, urban forests, and green roofs, in underserved areas of the neighborhood to enhance air quality, address tree canopy loss inequities, and provide recreational opportunities.

6. Parks and Open Space

The City's Park Recreation and Open Space (PROS) Plan is a six-year guide and strategic plan for managing and enhancing park and recreation service in Kirkland. The importance of both public and private park facilities and open spaces to meet the community's needs is discussed in the plan. The PROS Plan includes neighborhood-based recommendations for acquisition of park land and improvements to the park facilities.



132nd Square Park before renovation

The [Kingsgate neighborhood](#) has four public parks: two community parks and three neighborhood parks. Two of the parks are undeveloped and one park is not owned by the City. The parks include 132nd Square Park, a developed park; Kingsgate Park and South Norway Park, undeveloped parks; Hazen Hills Park, a park donated to the city by the community 2017; and East Norway Hill Park, owned by the City of Bothell. The PROS Plan has identified needed improvements to those parks owned by the City.

In 2021, the City began a transformative renovation of 132nd Square Park, integrating innovative solutions aligned with the principles of sustainable development and environmental stewardship. As part of this comprehensive project, the installation of a state-of-the-art stormwater system beneath the park's new synthetic turf multi-use field will not only enhance water quality but also mitigate runoff impacts on the waterways connecting Kingsgate and Lake Washington.

This initiative, funded primarily through grants from the Department of Ecology and the King County Opportunity Fund, underscores Kirkland's commitment to environmental stewardship and community well-being. By replacing the southern-most softball/soccer field's grassy surface with synthetic turf, the park will offer a resilient and playable space year-round, ensuring equitable access to recreational amenities for residents of all ages and abilities. Featuring additional enhancements such as an all-abilities playground, year-round restrooms, and picnic shelters, 132nd Square Park exemplifies Kirkland's dedication to creating inclusive and sustainable greenspaces that enrich the lives of its diverse communities. The park re-opened in July of 2023. Community members in Kingsgate continue to express needs for abundant park space that is both available for reserved and/or organized play, as well as times of unprogrammed free play for nearby neighbors.



132nd Square Park after renovation

The neighborhood also has five private parks that are owned by the underlying homeowner's association. These parks offer a mix of important recreational space, including pools, tennis courts and playgrounds, and ball fields for the residents of those homeowners associations. These private parks include Kingsgate 1 and 2, Kingsgate 3 and 4, Kingsgate 5, High Woodlands, and Upland Green Neighborhood Associations.



Kingsgate Pool

In addition, the [Kingsgate neighborhood](#) also has a variety of open space tracts, some of which are not suitable for construction or are located within streams and/or on steep slopes.

To meet the City's level of service standards for overall distribution and equity, the PROS Plan has identified a need for park acquisition in the northeastern and central portions of Kingsgate.

Policy K-17:

Implement the projects identified in the PROS Plan as funding and City resources become available.

The recreational needs of the neighborhood will be more fully met when the projects in the PROS Plan identified for Kingsgate are completed. See the PROS Plan for more detail and the goals and policies in the Park, Recreation and Open Space Element chapter of the Comprehensive Plan.

Policy K-18:

Prioritize establishing new neighborhood park area where park level of service is deficient as noted in the Park, Recreation and Open Space (PROS) Plan.

7. Transportation

The circulation patterns in the are well established. The primary north-south routes through the neighborhood are via 124th Ave NE, 132nd Ave NE and I-405. The primary east-west route is NE 132nd Street, and to a lesser degree NE 144th Street/NE 143rd Street. The collector street of 132nd Ave NE provides access to both Kamiakin Middle School and John Muir Elementary School while NE 140th Street serves Robert Frost Elementary School. 124th Ave NE and NE 144th Street provide access to the commercial center. Many of the older established subdivisions contain cul-de-sac streets that limit through connections. Improvements in street lighting on NE 140th Street, NE 132nd Street east of 132nd NE Ave, and 136th Ave NE/NE 128th Street (a school walk route) is desired. See Figure K-4, Kingsgate Street Classifications.

A. Streets

Policy K-19:

Install traffic calming measures to reduce speeds and promote safety throughout the neighborhood.

Measures described in the Transportation Element and Transportation Strategic Plan, and other transportation programs should be implemented to reduce speeds and improve public safety on neighborhood streets, such as speed radar feedback signs, traffic calming, street striping and reconfiguration, and lower speed limits.



John Muir Elementary



Kamiakin Middle School

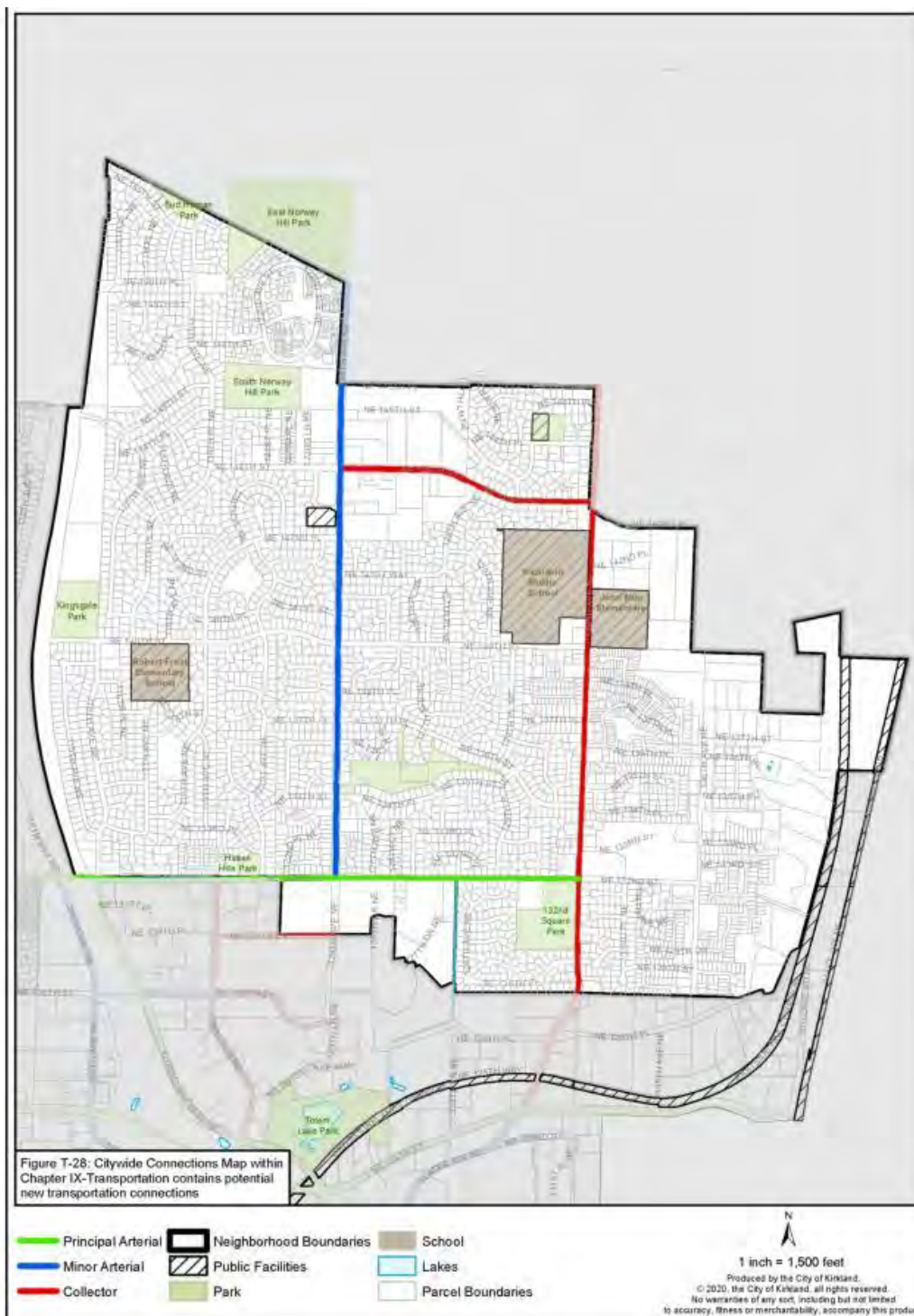


Figure K-4: Kingsgate Street Classifications

Policy K-20:

Make road, bicycle, and pedestrian improvements in the neighborhood to enhance area wide circulation and provide connections to surrounding neighborhoods.

Pedestrian and bicycle connections should also be made between neighborhoods to provide through connections to and from the Totem Lake, Juanita, North Rose Hill and [Kingsgate neighborhoods](#), the Sammamish Valley, and to the Cross Kirkland Corridor. These connections would serve people walking, biking, and rolling and improve access to commercial centers, schools, parks, and other facilities.

The Totem Lake Connector pedestrian bridge was completed in 2023 and is an important addition to the City's off-street transportation infrastructure. The Connector was aptly named due to its presence as the connecting piece between two portions of the Cross Kirkland Corridor that were previously divided by a major intersection. While the new bridge is not within the Kingsgate Neighborhood boundaries, it is an important active transportation connection that links to the Kingsgate active transportation network to provide a safe, convenient option for walking, biking and rolling trips to Totem Lake Urban Center and beyond. The Totem Lake Urban Center is designated as the major employment, retail and service center in the City. See the Totem Lake Business District Plan for more discussion about the Urban Center.

An overpass crossing at I-405/NE 140th Street should be constructed for bicyclists and pedestrians to provide convenient and safe access to and from the [Juanita neighborhood](#). The only available direct access is currently along NE 132nd Street.

Policy K-21:

Prioritize projects making enhancements to the street network that would result in the following improvements:

124th Ave NE, north and south of NE 144th St:

- Provide additional pedestrian safety improvements, such as pedestrian signage, safety refuge islands, additional crosswalks, and signals, at key locations that serve existing and emerging destinations within the commercial center.
- Prioritize traffic flow for transit by providing queue bypass lanes or signal preemption to encourage transit use where appropriate.
- As the first major intersection within Kirkland City limits/along the northern City limit boarder, coordination between Bothell, Woodinville and Kirkland jurisdictions should occur near this area to address common traffic flow concerns.

124th Ave NE and NE 140th St:

- Install traffic calming measures at this intersection to promote safety of walking, biking, and rolling community members.
- Complete the recommended greenway on NE 140th St as proposed in the Active Transportation Plan.
- Crosswalk enhancements and appropriate signage to bring attention to the existing school walking route.

NE 132nd ST, between 124th Ave NE and 132nd Ave NE:

- Provide sidewalk improvements to ensure accessibility

B. Public Transit

Policy K-22:

Encourage frequent reliable public transit through strategic land use decisions along established transit routes and at key destinations within the neighborhood.

Policy K-23:

Support transit use by enhancing accessibility to major transit corridors in and near the neighborhood and providing additional improvements to waiting areas.

Specifically near the newly renovated 132nd Square Park, and further north near the Kingsgate Neighborhood Center, transit waiting areas should be accessible, easy to locate and inviting for those looking to conduct active transportation within the neighborhood.

Policy K-24:

Coordinate with neighboring jurisdictions, regional transit agencies, and other stakeholders to prepare for and support the Washington State Department of Transportation (WSDOT) Interstate-405 (I-405)/Brickyard to SR 527 Improvement Project.

The I-405/Brickyard to SR 527 Improvement Project led by WSDOT began construction in Spring of 2024. This project design supports Sound Transit's Stride Bus Rapid Transit (BRT) and focuses on improving transportation mobility and reliability throughout the region. While the improvement corridor lies primarily in Bothell on I-405, the project includes a stop at the Brickyard Road Park and Ride, which will be accessible from the Kingsgate neighborhood via a new pedestrian bridge at NE 155th Street. This improvement will also increase access opportunities to the Tolt-Pipeline Trail.

Additionally, the project will construct fish passage for Juanita Creek, noise walls, and local street improvements.

C. Pedestrian and Bicycle System

Policy K-25:

Install sidewalks and pathways to complete the City's planned pedestrian circulation system.

The [Kingsgate neighborhood](#) has an extensive system of sidewalks and public and private paths that provide both recreation amenities and alternative transportation options. See Figure K-5, Kingsgate Pedestrian System. Some areas have sidewalks on both sides, others have sidewalks only on one side, while some have no sidewalks. Currently, the sidewalk system is not fully accessible by wheelchair users.

As development and redevelopment occurs, sidewalks should be completed and public pedestrian pathways should be constructed to complete connections to schools, parks, libraries and other public facilities, major street routes and the [Kingsgate Neighborhood Center](#) to provide a complete pedestrian circulation system that is accessible to all regardless of age or ability. Improvements to safe school walk routes should be a priority and include walk route signage and marked crosswalks. See goals, policies, and the safe school walk route figure in the [Transportation Element](#) chapter of the Comprehensive Plan.

Policy K-26:

Provide access to the CKC, the Eastrail, and the Tolt-Pipeline Trail.

The northern portion of the Eastside Rail Corridor (continuation of the Cross Kirkland Corridor/CKC) is located in the eastern portion of the neighborhood. The City supports development of the Eastrail owned by King County, as a multimodal transportation corridor similar to the CKC. With development, redevelopment or platting, public pedestrian and bicycle access easements and improvements should be provided across properties adjacent to the Eastrail consistent with any development plan for the Eastrail.

The Tolt-Pipeline Trail is an unpaved equestrian, pedestrian and mountain bike trail that runs along the northern border of Kirkland and the Kingsgate neighborhood. It stretches 12 miles and connects several cities within the region such as Kirkland, Bothell and Woodinville. As described in the Transportation Strategic Plan, access opportunities should be provided to these regional trails to enhance mobility within the area.

Policy K-27:

Promote walking, biking, and rolling trips with proper infrastructure as development occurs or through public funding opportunities:

- Along school walk routes;

- Between public transit bus stops and residential areas;
- Connecting to the recommended NE 140th ST greenway; and
- Connecting to activity areas, including parks, the Kingsgate Library, Kamiakin Middle School, and retail opportunities.

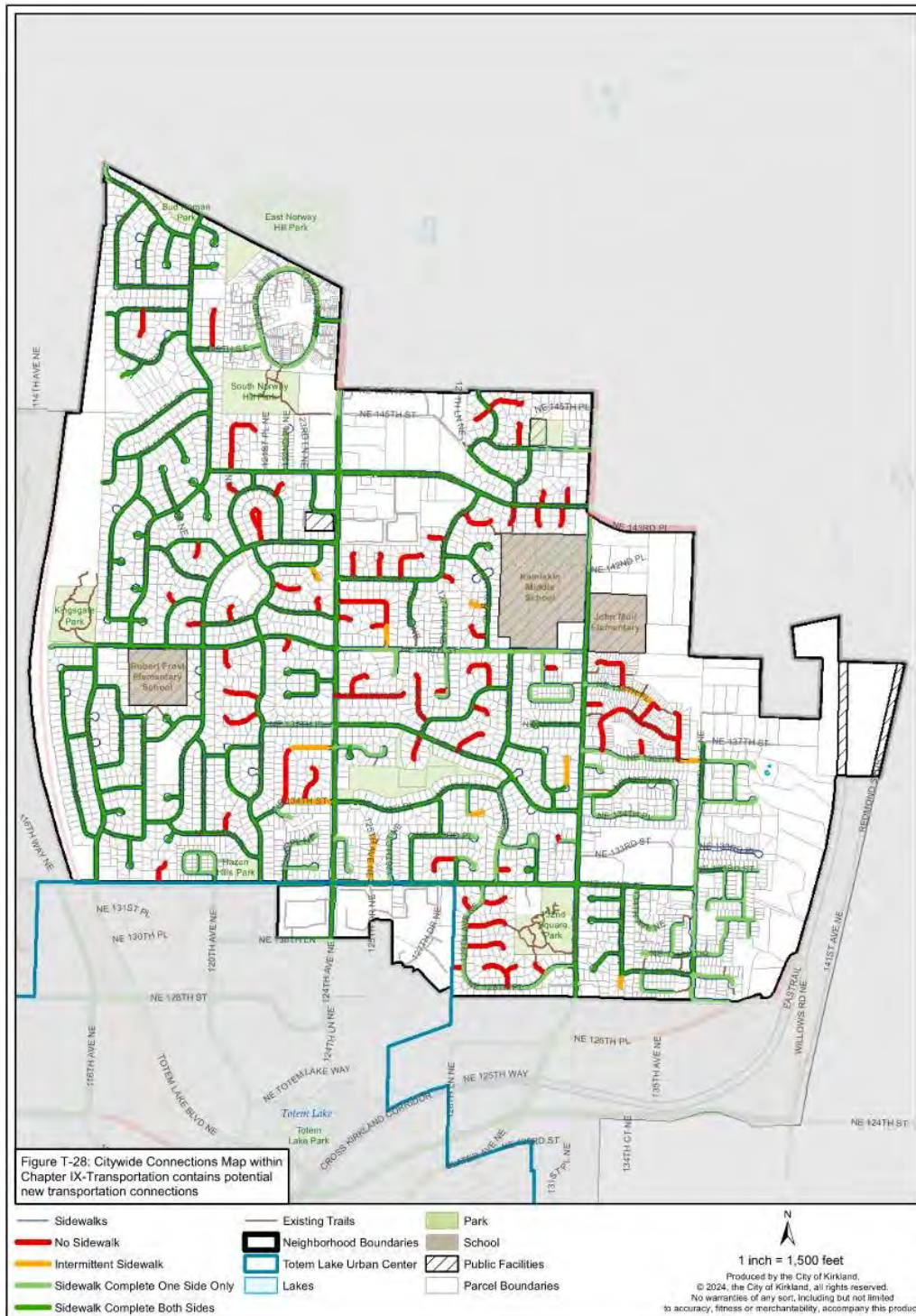


Figure K-5: Kingsgate Pedestrian System

Policy K-28:

Install bicycle lanes and greenways to complete the City's planned bicycle system.

The [Kingsgate neighborhood](#) has striped bicycle lanes along 124th Ave NE, 132nd Ave NE and NE 132nd Street. See Figure K-6, Kingsgate Bicycle System. Bike lanes and greenways provide both recreational amenities and alternative transportation options. As development and redevelopment occur, bike lanes should be installed and greenways improved consistent with the City's Active Transportation Plan. See additional goals and policies in the [Transportation Element](#) chapter of the Comprehensive Plan.



Bike lane along 132nd Ave NE

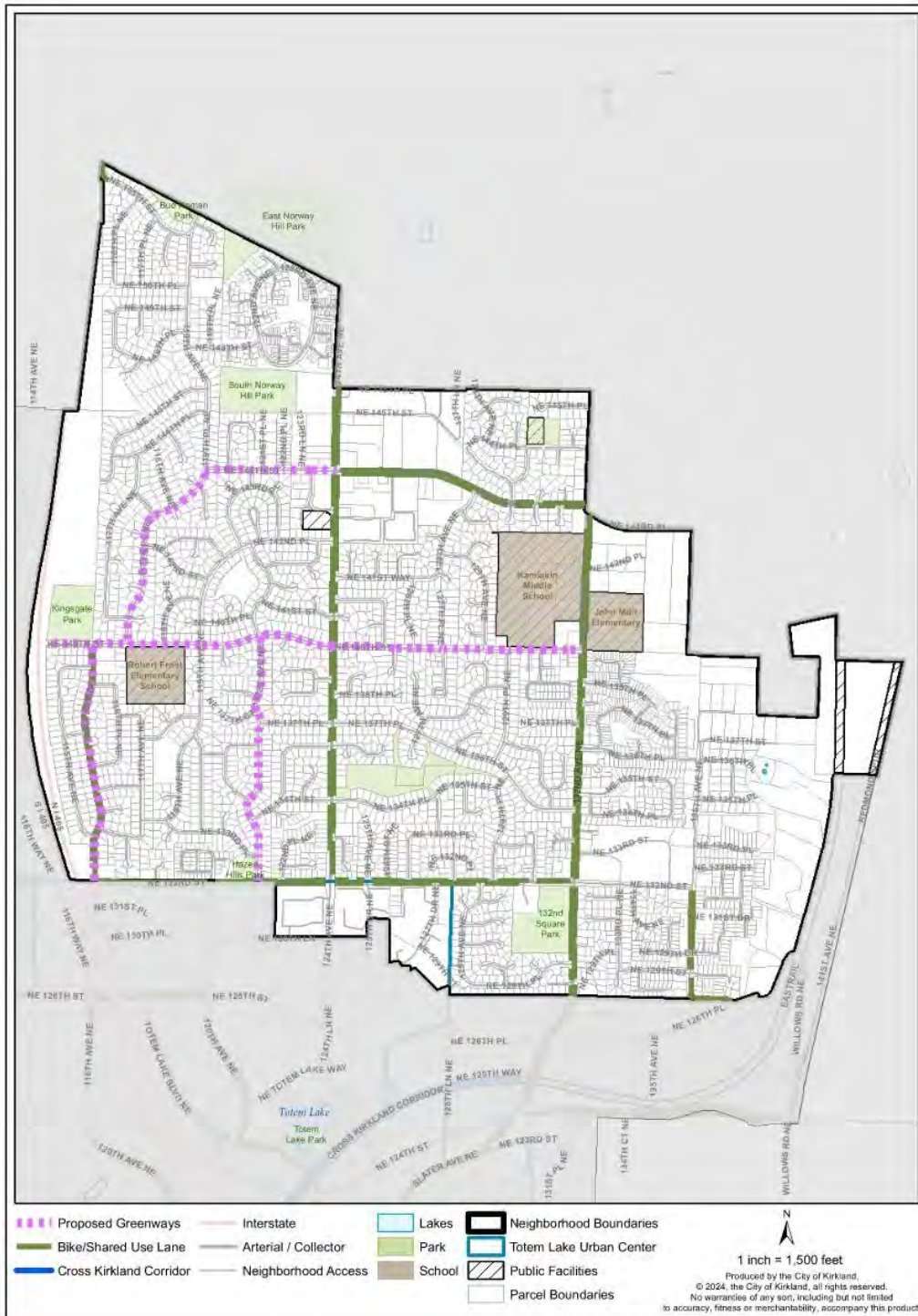


Figure K-6: Kingsgate Bicycle System

Kingsgate Neighborhood Plan Text and Policy Updates					
Highlighted policies (in blue) were suggested for PC focus at Policy Briefing, April 11, 2024.					
EXISTING NEIGHBORHOOD PLAN SECTION AND POLICIES	PROPOSED PLAN/POLICY REVISIONS [v.2] (Edits based on March 2024 Working Group feedback)	PROPOSED PLAN/POLICY REVISIONS [v.3] (Edits based on April 2024 Planning Commission feedback)	PROPOSED PLAN/POLICY REVISIONS [v.4] (Edits based on April 2024 Planning Commission feedback, Working Group feedback, and Transportation Division input)	NOTES	Consistent with: (State/Regional/County, Comp Plan, Functional Plans, Equity Review etc.)
<i>Plan Section: 3. Historical Context</i>					
1	No existing policy.	Policy K-1: Ensure the neighborhood name and plan text is inclusive of all locations of the neighborhood and their community members by exploring opportunities to update existing titles and languages.	No change from v.1.	No change from v.1.	
<i>Plan Section: 4. Land Use</i>					
<i>Subsection: Residential</i>					
	Policy K-1: Generally maintain the planned residential densities.			Does not align with State requirement. Replaced with updated policies more aligned with Vision 2050 and King County Countywide Planning Policies.	
2	No existing policy.	Policy K-2: Provide diverse housing opportunities in neighborhood residential areas at all affordability levels to ensure continued livability for existing residents and future residents.	Policy K-2: Provide diverse housing opportunities in neighborhood residential areas at all affordability levels to ensure continued livability for existing residents and future residents.	No change from v.3.	State/Regional/County, Comp Plan, Equity Review
3	No existing policy.	Policy K-3: Incentivize a variety of compact and infill development housing, especially within areas that are in close proximity to neighborhood centers which provide daily retail needs and access to transit.	No change from v.2.	Policy K-3: Incentivize a variety of compact and infill development housing, especially within areas that are in close proximity to neighborhood centers which provide daily retail needs and access to public transit connections.	State/Regional/County, Comp Plan
4	No existing policy.	Policy K-4: Prioritize Enable the development of affordable housing at lower increased levels of affordability in transit-accessible locations of the neighborhood to reduce transportation-related emissions and improve access to jobs, services, and amenities for low-income residents.	No change from v.2.	No change from v.2.	State/Regional/County, Comp Plan
5	No existing policy.	Policy K-5: Support the acquisition, rehabilitation, and preservation of the naturally occurring existing affordable housing in Kingsgate.	No change from v.2.	No change from v.2.	State/Regional/County, Comp Plan
<i>Subsection: Commercial</i>					
6	Policy K-2: Retain neighborhood oriented commercial services.	Policy K-6: Expand and retain neighborhood-oriented commercial services and neighborhood-serving retail options, especially grocery stores.	No change from v.2.	No change from v.2.	
7	Policy K-3: Encourage a mixed use, pedestrian oriented commercial center.	Policy K-7: Encourage Promote the revitalization of the Kingsgate Neighborhood Center into a mixed-use, pedestrian-oriented commercial-center development that provides opportunity for inclusive gathering spaces, vibrant commercial uses, and housing at all affordability levels.	No change from v.2.	No change from v.2.	State/Regional/County, Comp Plan
8	Policy K-4: Establish design guidelines and design standards for the commercial center.	Policy K-8: Establish design guidelines and design standards for the commercial center-Kingsgate Neighborhood Center, including requirements that prioritize urban nature, gathering locations, accessibility, lighting and safety.	No change from v.2.	No change from v.2.	Comp Plan
9	No existing policy.	Policy K-9: Amend design guidelines to add emphasis on amenities, social spaces, and other components that make the commercial center a welcoming and inclusive destination.	No change from v.2.	Policy K-9: Amend design guidelines to add emphasis on Ensure newly established design guidelines highlight the demand for cultural amenities, social spaces, and other components-features that make the Neighborhood Center a welcoming and inclusive destination.	
10	No existing policy.	Policy K-10: Implement transportation improvements that support the existing and future planned land uses in the Neighborhood Center and nearby activity centers.	No change from v.2.	No change from v.2.	Comp Plan, Active Transportation Plan

Kingsgate Neighborhood Plan Text and Policy Updates					
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11	<i>No existing policy.</i>			Policy K-11: Continue partnering with the King County Library System to strengthen and expand the public services provided by the Kingsgate Library.	*New Policy: added to reflect the Kingsgate Library as a valuable neighborhood resource
12	Policy K-5: Provide a gateway feature and streetscape improvements.	Policy K-12: Provide a neighborhood gateway feature and streetscape improvements at one <u>or more entrances to</u> near the Kingsgate Neighborhood Center or northern border of the City and neighborhood.	No change from v.2.	No change from v.2.	
<i>Plan Section: 5. Natural Environment</i>					
13	Policy K-6: Protect and enhance wetlands and streams.	Policy K-13: Protect and enhance neighborhood wetlands, and streams, and their associated drainage basins.	No change from v.2.	No change from v.2.	Comp Plan, Sustainability Strategic Plan
	Policy K-7: Regulate land use and development in or adjacent to geologically hazardous areas.			Removed; covered by general elements (SCE and Land Use)	
14	Policy K-8: Protect existing vegetative corridors along the boundaries of the neighborhood.	Policy K-14: Protect and rehabilitate the existing vegetative corridors along the boundaries of the neighborhood.	No change from v.2.	No change from v.2.	Comp Plan, Sustainability Strategic Plan
15	<i>No existing policy.</i>	Policy K-15: Frequently evaluate and monitor neighborhood tree canopy levels to understand and combat urban forestry inequities.	No change from v.2.	Policy K-15: Frequently evaluate and monitor neighborhood tree canopy levels to understand and combat urban forestry inequities ensure equitable access to the positive health and wellness benefits associated with an increased urban tree canopy.	Adjusted per recommendation to focus on urban forestry benefits
16	<i>No existing policy.</i>	Policy K-16: Invest in green infrastructure projects, such as parks, greenways, urban forests, and green roofs, in underserved areas of the neighborhood to enhance air quality, address tree canopy inequities, and provide recreational opportunities.	No change from v.2.	No change from v.2.	
<i>Plan Section: 6. Parks and Open Space</i>					
17	Policy K-9: Implement the projects identified in the PROS Plan as funding and City resources become available.	Policy K-9-17: Implement the projects identified in the PROS Plan as funding and City resources become available.	No change from v.2.	No change from v.2.	Comp Plan, PROS plan
18	<i>No existing policy.</i>	Policy K-18: Prioritize acquisition of establishing new neighborhood parkland park area where park level of service is deficient as noted in the Park, Recreation and Open Space (PROS) Plan.	No change from v.2.	No change from v.2.	Comp Plan, PROS plan
<i>Plan Section: 7. Transportation</i>					
<i>Subsection: A. Roads</i>					
19	Policy K-10: Install measures to reduce by-pass traffic through the neighborhood.	Policy K-10-19: Install traffic calming measures to reduce by-pass traffic speeds and promote safety throughout the neighborhood.	No change from v.2.	No change from v.2.	Comp Plan
20	Policy K-11: Make road, bicycle, and pedestrian improvements in surrounding neighborhoods to enhance area wide circulation.	Policy K-11-20: Make road, bicycle, and pedestrian improvements in the neighborhood surrounding neighborhoods to enhance area wide circulation and connection to surrounding neighborhoods.	No change from v.2.	Policy K-20: Make road, bicycle, and pedestrian improvements in the neighborhood to enhance area wide circulation and <u>provide</u> connections to surrounding neighborhoods.	Comp Plan, Active Transportation Plan

Kingsgate Neighborhood Plan Text and Policy Updates						
Highlighted policies (in blue) were suggested for PC focus at Policy Briefing, April 11, 2024.						
EXISTING NEIGHBORHOOD PLAN SECTION AND POLICIES	PROPOSED PLAN/POLICY REVISIONS [v.2] (Edits based on March 2024 Working Group feedback)	PROPOSED PLAN/POLICY REVISIONS [v.3] (Edits based on April 2024 Planning Commission feedback)	PROPOSED PLAN/POLICY REVISIONS [v.4] (Edits based on April 2024 Planning Commission feedback, Working Group feedback, and Transportation Division input)	NOTES	Consistent with: (State/Regional/County, Comp Plan, Functional Plans, Equity Review etc.)	
21	<i>No existing policy.</i>	<p>Prioritize projects making enhancements to the street network that would result in the following improvements: <i>[narrative text below]</i></p> <p>124th Ave NE, north and south of NE 144th St: - Provide additional pedestrian safety improvements, such as pedestrian signage, safety refuge islands, additional crosswalks, and signals, at key locations that serve existing and emerging destinations within the commercial center. - Prioritize traffic flow for transit by providing queue bypass lanes or signal preemption to encourage transit use. - As the first major intersection within Kirkland City limits/along the northern City limit boarder, coordination between Woodinville and Kirkland jurisdictions should occur near this area to address common traffic flow concerns.</p> <p>124th Ave NE and NE 140th St: - Install traffic calming measures at this intersection to promote safety of walking, biking, and rolling community members. - Actualize the recommended greenway as proposed in the Active Transportation Plan - Crosswalk enhancements and appropriate signage to bring attention to the existing school walking route.</p> <p>NE 132nd ST, between 124th Ave NE and 132nd Ave NE: - Provide sidewalk improvements to ensure accessibility.</p>	<i>No change from v.2.</i>	<p>Policy K-21: Prioritize projects making enhancements to the street network that would result in the following improvements: <i>[narrative text below]</i></p> <p>124th Ave NE, north and south of NE 144th St: - Provide additional pedestrian safety improvements, such as pedestrian signage, safety refuge islands, additional crosswalks, and signals, at key locations that serve existing and emerging destinations within the commercial center. - Prioritize traffic flow for transit by providing queue bypass lanes or signal preemption to encourage transit use <u>where appropriate</u>. - As the first major intersection within Kirkland City limits/along the northern City limit boarder, coordination between <u>Bothell</u>, Woodinville and Kirkland jurisdictions should occur near this area to address common traffic flow concerns.</p> <p>124th Ave NE and NE 140th St: - Install traffic calming measures at this intersection to promote safety of walking, biking, and rolling community members. - Actualize the recommended greenway on <u>140th Street</u> as proposed in the Active Transportation Plan - Crosswalk enhancements and appropriate signage to bring attention to the existing school walking route.</p> <p>NE 132nd ST, between 124th Ave NE and 132nd Ave NE: - Provide sidewalk improvements to ensure accessibility</p>		Comp Plan, Active Transportation Plan
22	<i>No existing policy.</i>	Policy K-22: Encourage frequent reliable public transit through strategic land use decisions along established transit routes and at key destinations within the neighborhood.	<i>No change from v.2.</i>	<i>No change from v.2.</i>		Comp Plan, Active Transportation Plan
23	<i>No existing policy.</i>	Policy K-23: Support transit use by enhancing accessibility to major transit corridors in the neighborhood and providing additional improvements to waiting areas.	<i>No change from v.2.</i>	Policy K-23: Support transit use by enhancing accessibility to major transit corridors in and near the neighborhood and providing additional improvements to waiting areas.		Comp Plan, Active Transportation Plan
24	<i>No existing policy.</i>			Policy K-24: Coordinate with neighboring jurisdictions, regional transit agencies, and other stakeholders to prepare for and support the Washington State Department of Transportation (WSDOT) Interstate-405 (I-405)/Brickyard to SR 527 Improvement Project.	<i>*New Policy: added to reflect the regional transit BRT project that affects the neighborhood</i>	
<i>Subsection: B. Pedestrian System</i>						
25	Policy K-12: Install sidewalks and pathways to complete the City's planned pedestrian circulation system.	Policy K-1225: Install sidewalks and pathways to complete the City's planned pedestrian circulation system.	<i>No change from existing policy.</i>	Policy K-25: Install sidewalks and pathways to complete the City's planned pedestrian circulation system.		Comp Plan, Active Transportation Plan
26	Policy K-13: Provide access to CKC/Eastside Rail Corridor	Policy K-1326: Provide access to CKC/Eastside Rail Corridor	<i>No change from v.1.</i>	Policy K-26: Provide access to the CKC, the Eastrail, and the Tolt-Pipeline Trail.	<i>Broadened to include all trail systems relevant to the Kingsgate area</i>	Comp Plan, Active Transportation Plan, CKC Master Plan
27	<i>No existing policy.</i>	Policy K-27: Promote walking, biking, and rolling trips with proper infrastructure as development occurs or through public funding opportunities: <ul style="list-style-type: none"> • Along school walk routes • Between public transit bus stops and residential areas • Connecting to the recommended NE 140th ST greenway • Connecting to activity areas, including parks, the Kingsgate Library, Kamiakin Middle School, and retail opportunities. 	<i>No change from v.2.</i>	<i>No change from v.2.</i>		Comp Plan, Active Transportation Plan
<i>Subsection: C. Bicycle System</i>						

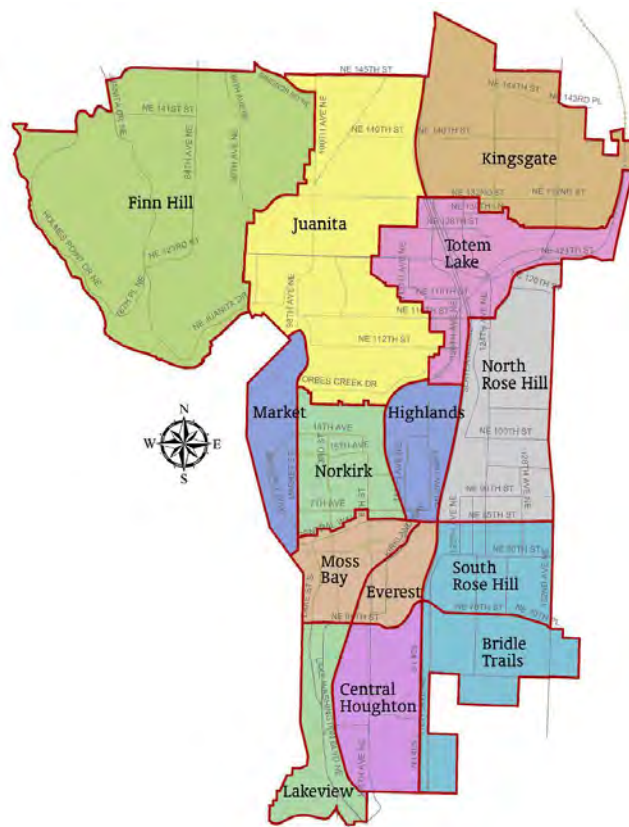
Kingsgate Neighborhood Plan Text and Policy Updates					
Highlighted policies (in blue) were suggested for PC focus at Policy Briefing, April 11, 2024.					
EXISTING NEIGHBORHOOD PLAN SECTION AND POLICIES	PROPOSED PLAN/POLICY REVISIONS [v.2] (Edits based on March 2024 Working Group feedback)	PROPOSED PLAN/POLICY REVISIONS [v.3] (Edits based on April 2024 Planning Commission feedback)	PROPOSED PLAN/POLICY REVISIONS [v.4] (Edits based on April 2024 Planning Commission feedback, Working Group feedback, and Transportation Division input)	NOTES	Consistent with: (State/Regional/County, Comp Plan, Functional Plans, Equity Review etc.)
28 Policy K-14: Install bicycle lanes and greenways to complete the City's planned bicycle system.	Policy K-1428: Install bicycle lanes and greenways to complete the City's planned bicycle system.	<i>No change from v.2.</i>	<i>No change from v.2.</i>		
<i>Plan Section: 8. Urban Design</i>				<i>[Remove section - relevant policies moved to Land Use section]</i>	
Policy K-15: Promote high quality site design, provide streetscape improvements throughout the neighborhood, and develop gateway features that strengthen the identity of the neighborhood.	Policy K-15: Promote high quality site design, provide streetscape improvements throughout the neighborhood, and develop gateway features that strengthen the identity of the neighborhood.				

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XV.A. Lakeview Neighborhood

1. Overview

The Lakeview Neighborhood is bounded by Lake Washington on the west and the Cross Kirkland Corridor and the Central Houghton Neighborhood to the east (See Figure L-1, Land Use Map). Lake Washington Boulevard and Lakeview Drive provide north-south vehicular, bicycle and pedestrian connections from the SR 520 interchange to Downtown Kirkland and adjacent neighborhoods. The Yarrow Bay Business District serves as a southern gateway to the City-city.



The Marsh and Houghton Beach waterfront parks are recreational hubs for neighborhood residents and visitors, while Terrace Park serves as a neighborhood park. Yarrow Bay wetlands with its lush tree canopy functions as a pristine wetland and stream system and provides critical wildlife habitat while serving as a sanctuary from surrounding urban development.

Land uses within the neighborhood consist of low to medium a variety of residential densities, offices and neighborhood oriented businesses. Carillon Point is an important employment center and regional tourism draw with its mix of offices, retail, hotel, restaurants, housing and marina on the shores of Lake Washington. The Yarrow Bay Business District contains large office parks with limited services for businesses and freeway travelers.

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The policy direction for the waterfront is established in the Shoreline Area Chapter of the Comprehensive Plan. The thrust of those shoreline policies is to ~~maintain-support~~ residential uses, permit water-dependent commercial uses where commercial uses presently exist, and place a high priority on public access to the water either through park acquisition or pedestrian easements.

2. Vision Statement

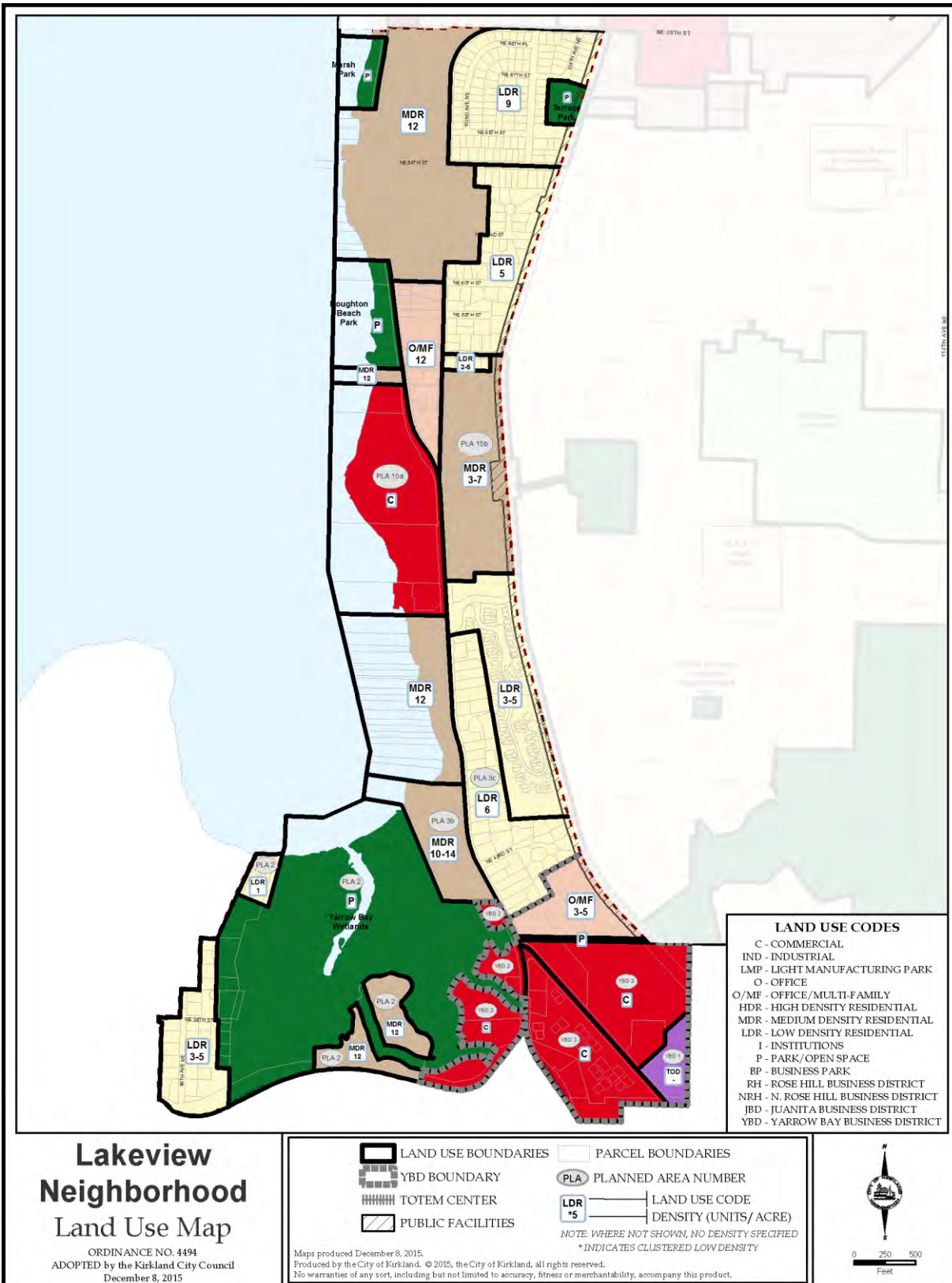
~~The following vision statement is intended to describe the desired state of the neighborhood 20 years in the future.~~

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

Located along the eastern shores of Lake Washington the Lakeview Neighborhood has a special waterfront town charm. The Lakeview residents community values the visual and physical connection to Lake Washington. Wide, expansive views of the lake and the Olympic Mountains have been sustained because of careful selection and placement of trees and vegetation, to avoid view obstruction of the lake from public streets and properties to the east. Over time the neighborhood has maintained its unique waterfront ~~neighborhood character identity~~.

The neighborhood is a mix of ~~single family and multifamily~~ residential areas, offices, neighborhood oriented businesses and two commercial centers – Carillon Point and the Yarrow Bay Business District. Adequate parking is available on streets for easy access to neighborhood oriented businesses in the center of the neighborhood.

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[Staff note]: Neighborhood land use map will be updated to reflect the citywide Land Use map being amended in the Land Use Element

Figure L-1: Lakeview Land Use

Infill development on the Houghton and Yarrow Bay slopes continues while maintaining the ~~visual character~~ ~~physical features~~ ~~physical features~~ of the hillsides and retaining trees to the maximum extent. Overall, the neighborhood ~~has resisted development pressure to allow a large amount of density increases~~ experiences low to medium intensity infill development.

The Yarrow Bay Business District is a vibrant pedestrian urban village with a mix of commercial uses, housing, hotels, and services for businesses, residents, visitors, as well as transit users and freeway travelers. The Business District has evolved over time to incorporate pedestrian oriented improvements such as landscaped green spaces and plazas for people to gather, public art, and improved street design with decorative pedestrian lighting.

The South Kirkland Park and Ride lot has transformed from a surface parking lot and transit center to a transit oriented development with additional parking stalls to serve transit riders, a mix of housing for a range of incomes, commercial services, improved vehicular and pedestrian access to the site and is a well designed architectural gateway to the City city.

The street network in Lakeview is well established. A ~~master Corridor plan~~ Plan for Lake Washington Boulevard has resulted in creating a streetscape design that includes wide sidewalks, landscaping, pedestrian decorative lighting, benches, and art. Improvements to both Lake Washington Boulevard and Lakeview Drive have increased pedestrian and bicycle safety and reduced traffic congestion.

Pedestrian and bicycle trails provide increased connections between the Yarrow Bay wetlands, Lake Washington Boulevard, Watershed Park, Carillon Woods Park and the ~~future~~ Cross Kirkland Corridor ~~along the old BNSF railroad right of way.~~

Lakeview's parks are clean, well maintained, and enjoyable for residents, students, employees and visitors. ~~Our~~ The waterfront parks are a model for how shoreline areas can provide a soft, natural shoreline to improve habitat with the planting of native vegetation. Access to a majority of the water's edge has been maintained for ~~residents~~ all people to enjoy ~~our~~ the lake.

~~Our streams~~ Streams and wetlands of the neighborhood are protected through management of development, maintaining existing vegetation and restoration projects. At the Yarrow Bay wetlands, people may observe the scenic beauty of the wetlands and wildlife habitat from viewpoints.

3. Historical Context

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. [Staff note: this section may receive additional updates as the Historic Narrative is finalized]

The Lakeview neighborhood is part of what was once the City of Houghton until 1968 when Houghton merged with Kirkland. As a result of the merger, the Houghton Community Council retained jurisdiction over land use decisions within the neighborhood until the Community Council was sunset by the Washington State Legislature in 2022.

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Notable Houghton settlers were the Samuel French, the Jay O'Conner, the Curtis, the Fish and the Lute Marsh families. What is now known as the Orton House (Sutthoff House) at 4120 Lake Washington Boulevard was originally built in 1903 by realtor Charles Parrish for the Morris Orton family. The Orton house was then rented to a Dr. George Hudson Davis around 1910 and used as the area's first hospital and dental office. The Herman Schuster house (grandfather of Louis Marsh) was built just north of the Orton home. The French house was moved from its original location at 10126 NE 63rd Street to its present location at 4130 Lake Washington Boulevard in 1978.



The French House was moved from 10129 NE 63rd Street to 4130 Lake Washington Boulevard in 1978.



Curtis Landing dock and the Houghton Post Office location.

In 1929, Louis Marsh built the Marsh Mansion on the property (6610 Lake Washington Boulevard) his parents purchased in 1905. Marsh Park, donated by Mr. Marsh, is on the land he acquired when Lake Washington was

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lowered in 1916. Harry French and other Houghton residents commuted to Seattle to work in Yesler's Mill either by rowing boats, by horse or by daily ferry service. Harry French built a frame cabin for his family which later became Pleasant Bay's (original name for Houghton) first classroom and its first Sunday school.

On Lake Washington Boulevard between NE 59th and 60th Streets, two older buildings exist that have been used as an antique store and offices. One was built in the 1900s and was the early site of the Houghton Post Office.

Where Carillon Point is today was the original location of the Lake Washington Shipyard, started in 1905 by two brothers-in-law – Bartsch and Tompkins. The shipyard was an employment hub, building wood ships during the First World War, then steel ships during the Second World War.

Near this location, NE 52nd Street (Curtis Road) was the first street in Houghton connecting Lake Washington Boulevard to 108th Avenue NE (Cort Road). After the shipyards closed in the late 1940s, the site was used for many years as a practice facility for the Seattle Seahawks football team.

The Lakeview Terrace neighborhood south of NE 68th Street and Lakeview Drive was built in 1942 to serve as housing for the Lake Washington Shipyard workers during the Second World War and many of the existing homes remain today. Terrace Park was originally the site for a community center for the Lakeview neighborhood during the war. Around 1955, the buildings were converted to house the Houghton City Hall, library, fire station and police station.



Lake Washington Shipyards during WWI and WWII.

For more detail on the history of Houghton see the Central Houghton Neighborhood Plan, and the [Community Character Chapter Land Use Element](#) for goals and policies regarding the preservation and designation of historic buildings, structures, sites and objects of historical significance.

Goal L-1: Encourage preservation of structures, sites and objects of historical significance in the Lakeview Neighborhood.

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Policy L-1.1: Encourage property owners to preserve buildings, structures, sites and objects of historical significance.

The ~~Community Character Land Use~~ Element list of Historic Buildings, Structures, Sites and Objects includes the structures and sites in the Lakeview Neighborhood: the Marsh Mansion at 6610 Lake Washington Boulevard, the French House at 4130 Lake Washington Boulevard, and the Orton House at 4120 Lake Washington Boulevard, the Shumway site at 510-528 Lake Street S. (structure was moved to Juanita), Lake Washington Shipyards site at Carillon Point and the Lake House site at 10127 NE 59th Street. The Marsh Mansion is recognized on the National and State Registers of Historic Places and contains a Historic Landmark zoning designation.

Notwithstanding the language regarding historic structures in the Goals and Policies Section of this Comprehensive Plan, it is the intent of the ~~Houghton Community Council and the~~ Kirkland City Council that only residential use should be permitted in either the Orton or French houses at their present site. The Marsh Mansion is the only historic structure which should be considered as possibly appropriate for nonresidential use.

Policy L-1.2: Provide directional signs, markers and interpretive information at structures, buildings, sites or objects of historical significance.

Individual historic properties are encouraged to add historic plaques and interpretive signs. Additional directional signs and interpretive centers at or near structures, buildings, sites or objects of historical significance around the neighborhood would help bridge Houghton's rich history with future generations. Most of the original historic street names have been changed over the years. As street signs are replaced, the original street names could be added to recognize the neighborhood's history. The ~~Community Character Element Land Use Element~~ of this Comprehensive Plan lists other techniques to preserve the neighborhood's history.

4. Natural Environment

Goal L-2: Protect and enhance the natural environment in the Lakeview Neighborhood.

Natural Water Systems

Policy L-2.1: Protect and improve water quality and promote fish passage by undertaking measures to protect Lake Washington, and the wetlands and streams in the Carillon Creek, Yarrow Creek and Houghton Slope basins.

Four drainage basins and associated creeks flow through Lakeview toward Lake Washington: Yarrow Creek, Houghton Slope A, Houghton Slope B, Carillon Creek and Yarrow Bay wetlands (See Figure L-2, ~~Lakeview Wetland, Streams and Lakes Sensitive Areas~~). These drainage systems provide important ecological functions such as flood and storm water conveyance, water quality, fish habitat, wildlife and riparian corridors, and open space benefits. Cutthroat trout inhabit Yarrow Creek. Cochran Springs Creek is considered a tributary to Yarrow Creek and also contains cutthroat trout, juvenile coho salmon and lamprey.

Where feasible, barriers within stream corridors should be removed to allow fish passage (such as through the SR 520 interchange, along Northup Way, and at the ~~railroad Cross Kirkland Corridor crossing~~). Use of pesticides and fertilizer near stream and wetland areas is discouraged.

Policy L-2.2: Develop viewpoints and interpretive information around streams and wetlands if protection of the natural features and private property can be reasonably ensured.

Yarrow Bay wetlands function as a pristine natural wildlife reserve and water quality system filtering contaminants prior to discharge into Lake Washington. With improved access, the wetlands would also provide passive recreation

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and educational opportunities. Installation of publicly preserved and managed viewpoints would improve visual access to the wetlands and Lake Washington if they could be constructed to protect the natural system and rights of private property owners.

Soils and Geology

The Houghton and Yarrow Slopes contain soils susceptible to moderate to high landslide hazards particularly when wet or sliding as a result of earthquake activity (see Figures L-3a, Lakeview Landslide Susceptibility, and L-3b, Lakeview Liquefaction Potential).

Policy L-2.3: Manage development to protect potentially hazardous areas, such as landslide, erosion, and seismic areas.

Houghton Slope

The most sensitive portions of the Houghton Slope are generally south of NE 58th Street. The soil types there are prone to sliding and erosion, and the slopes are steep, averaging 15 percent with portions greater than 40 percent. There are several steep ravines which have a particularly high hazard of sliding because of the large amounts of groundwater in the slope causing artesian pressure and many small streams. The trees and other vegetation on the slope help to provide slope stability. They also provide significant aesthetic value because of the wooded slopes, particularly for those who enter the City-city from the south on Lake Washington Boulevard.

Houghton Slope north of NE 58th Street, although less sensitive than the slopes further south, also bears careful scrutiny. This area is mostly developed with low- and medium density-moderate intensity residential. Construction on or adjacent to these slopes may cause or be subject to land sliding, excessive erosion, and drainage or other problems associated with development on a slope.

Yarrow Slope

The Yarrow Slope, west and south of the Yarrow Bay Wetlands, has also been identified as having soils susceptible to moderate landslide hazards. Some landslides occurred in the early 1960s southward along the present location of SR 520. Nearby landslides, steep slopes, high water content, and peat deposits warrant additional geotechnical analysis to ensure slope stability. Locating structures on the site to minimize disruption to natural systems such as steep slopes, hillside streams and wetlands is preferred. Development on these slopes should consider the same development standards listed under the Houghton Slope land use sections below.

Some properties surrounding the Yarrow Bay Wetlands contain seismic hazard areas because the soil type is subject to risk of earthquake damage as a result of seismically induced settlement or soil liquefaction. Regulations governing development on geologically hazardous areas are located in the Kirkland Zoning Code.

Policy L-2.4: Protect wildlife throughout the neighborhood and encourage the creation of backyard sanctuaries for wildlife habitat.

The National Wildlife Federation has designated the City of Kirkland as a certified Community Wildlife Habitat. The Community Wildlife Habitat Program for the City began in the Central Houghton Neighborhood. Lakeview contains many wildlife corridors connecting parks in the Central Houghton neighborhood and along stream channels to Lake Washington and Yarrow Bay Wetlands. Residents-Home and business owners are encouraged to improve wildlife habitat on their private property by planting native vegetation, and providing food, water, shelter and space for wildlife.

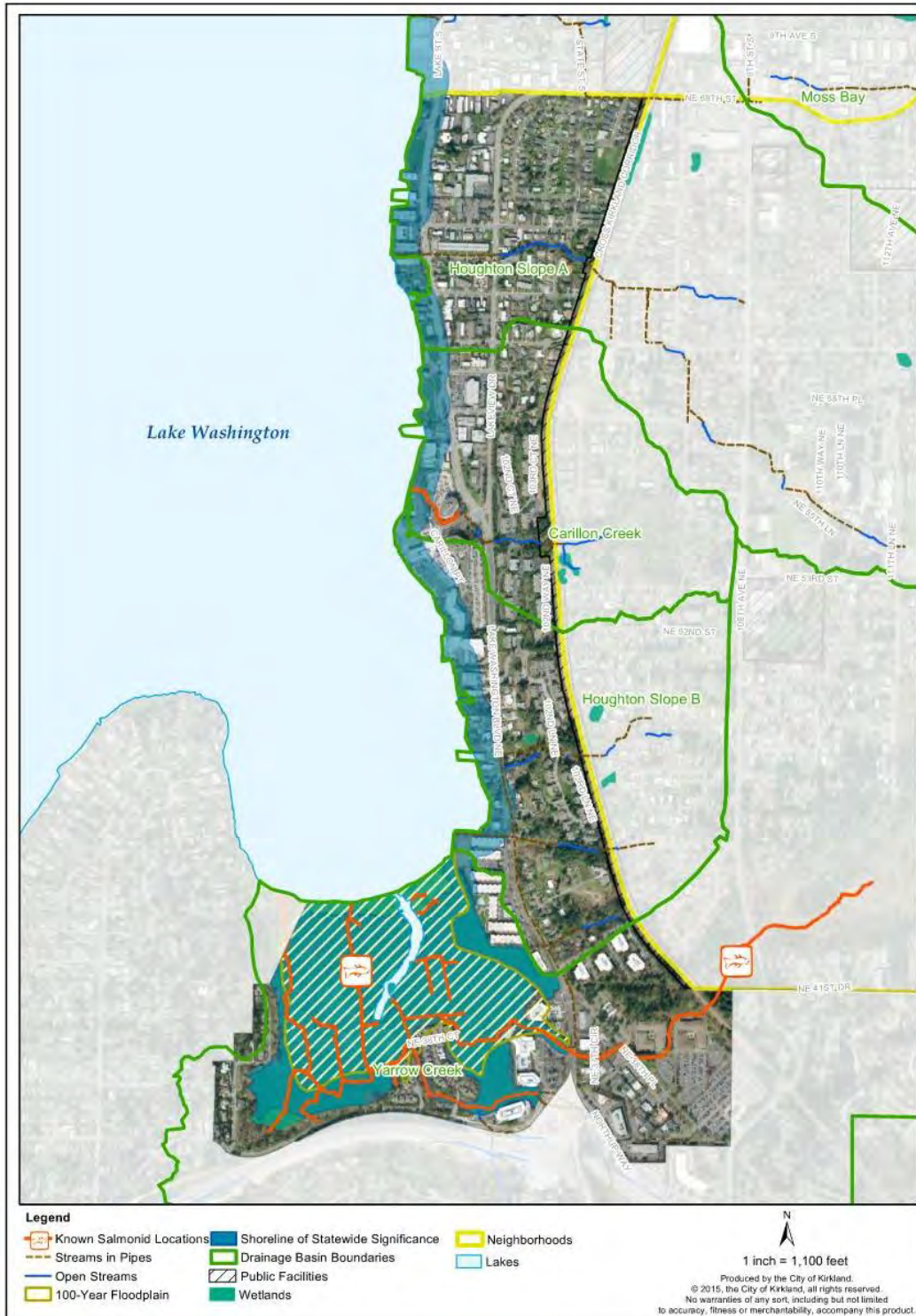


Figure L-2: Lakeview Wetlands, Streams, and Lakes

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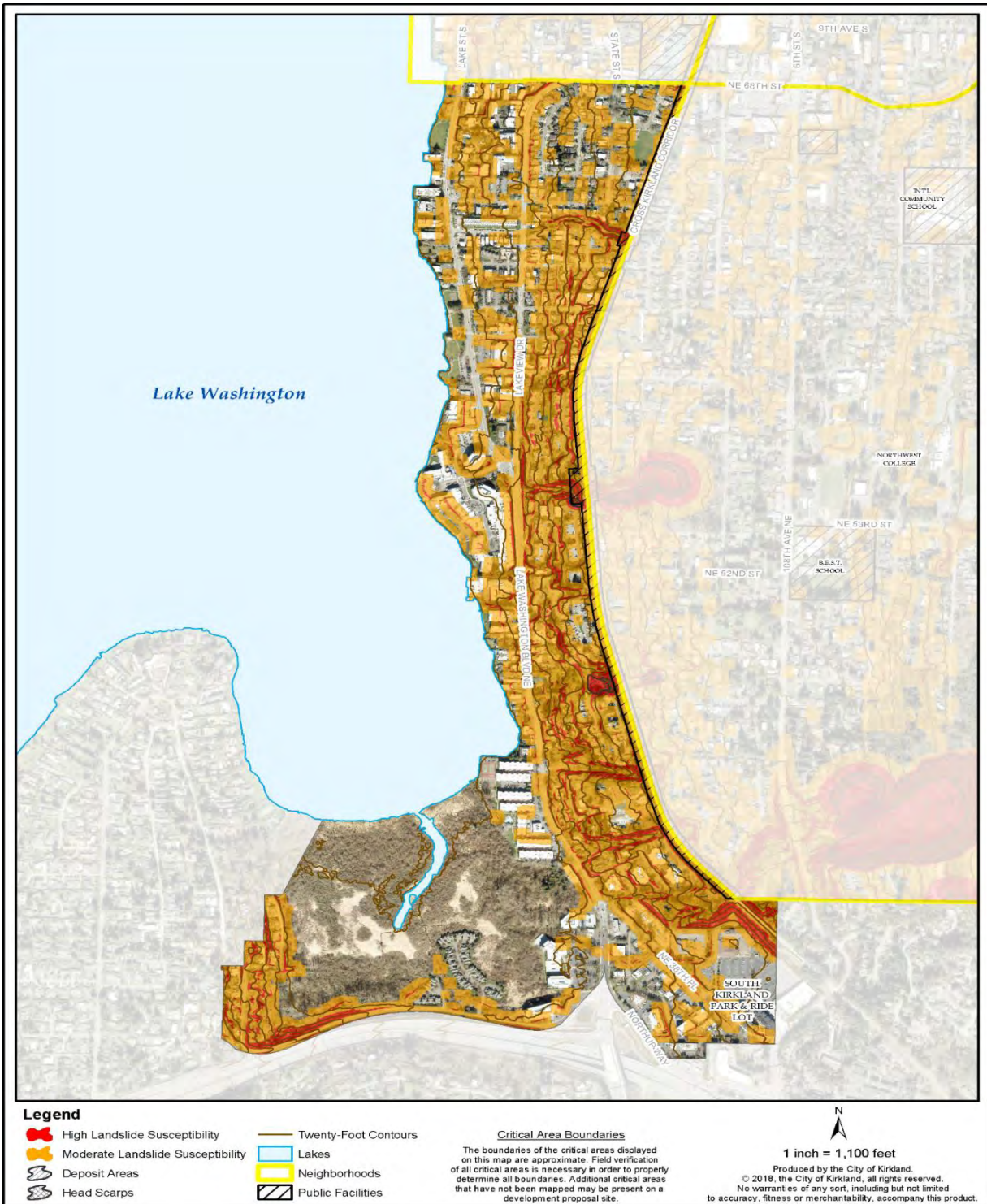


Figure L-3a: Lakeview Landslide Susceptibility

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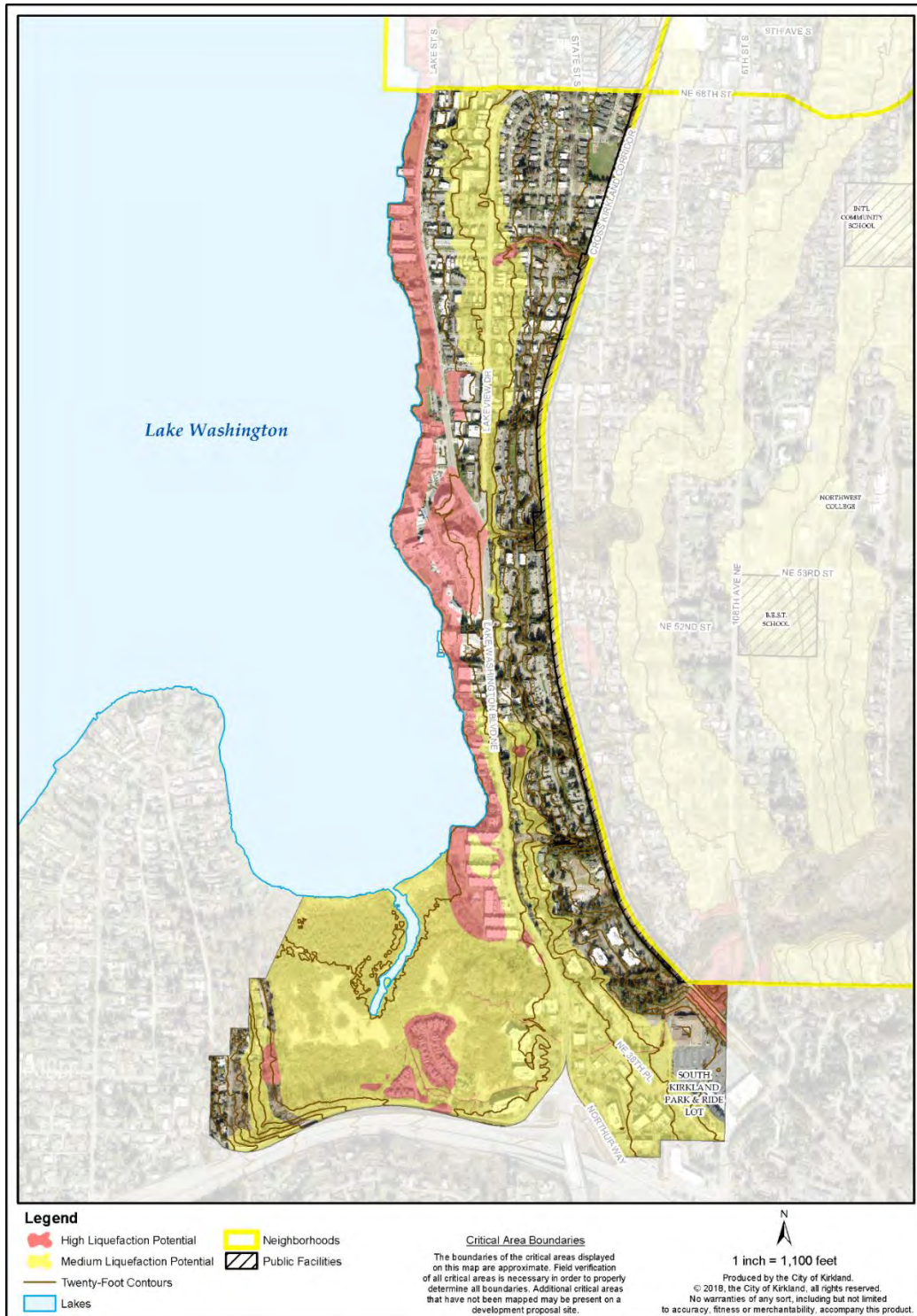


Figure L-3b: Lakeview Liquefaction Potential

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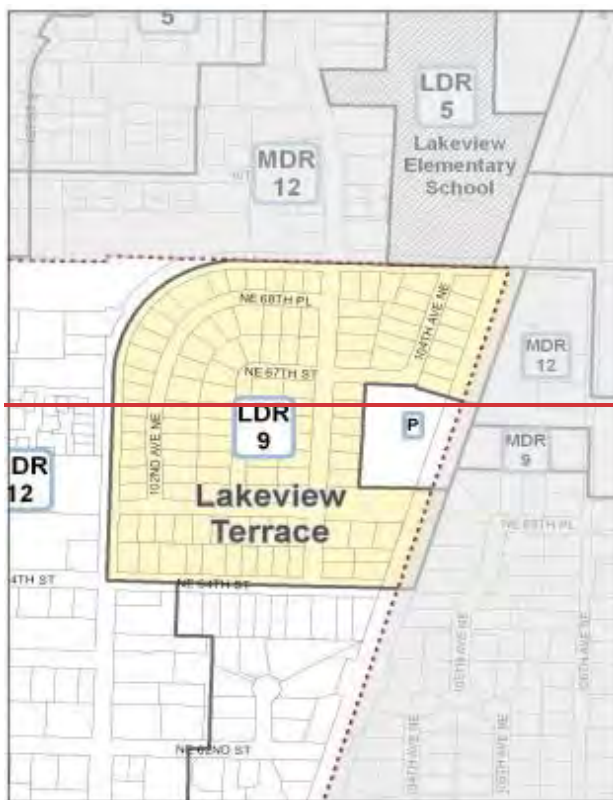
5. Land Use

Figure L-1 describes the land use designations throughout the Lakeview Neighborhood.

Residential

Goal L-3: Retain the residential character of the neighborhood while Ensure that all people have access to a high quality of life and have affordable, accessible, and secure housing by accommodating compatible infill development.

Policy L 3.1: Maintain Lakeview Terrace as a single family residential area up to nine dwelling units per acre.

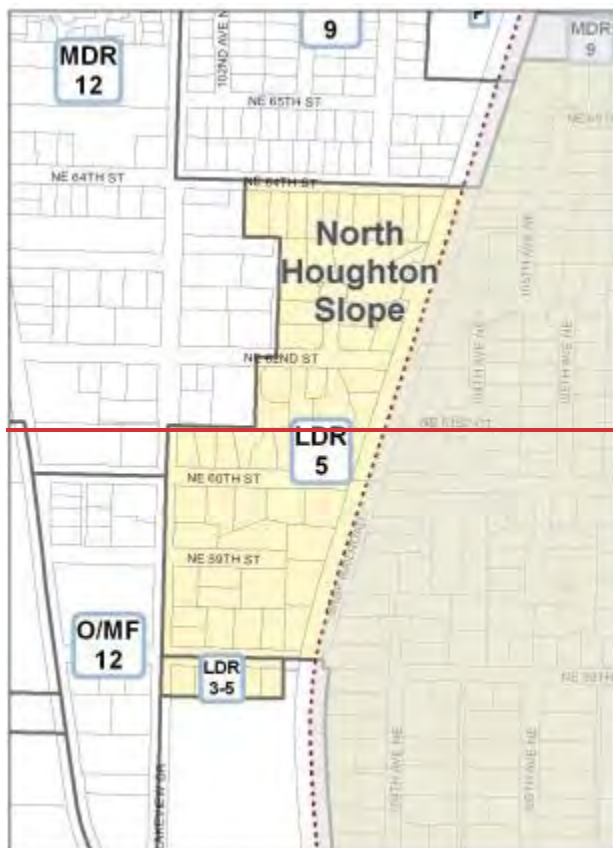


The single-family residential area of Lakeview Terrace, encircled by Lakeview Drive, NE 64th Street, and the railroad tracks, contains housing with some older structures. This area should be maintained as single family at up to nine dwelling units per acre reflecting the existing small lots. The area should be protected from encroachment and adverse impacts of neighboring commercial and multifamily uses.

Houghton and Yarrow Slopes

There are geologic constraints and aesthetic attributes to consider for development on the Houghton and Yarrow Slopes.

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Policy L 3.2: Along the Houghton and Yarrow Slopes, establish development standards to protect property from landslides, seismic events and surface water runoff while allowing redevelopment compatible with existing development.

Policy L 3.3: Along the north portion of the Houghton Slope between NE 58th Street and NE 64th Street retain the existing single family residential development at three to five dwelling units per acre.

The area bounded by Lakeview Drive, NE 64th Street, the railroad right of way, and approximately NE 58th Street falls within a Moderate Landslide Hazard slope area (see the Natural Environment section). All developments should be preceded by adequate slope stability investigations. The presence of an open stream, limited access, and existing small lot sizes impose limits on the feasible residential densities.

South Houghton Slope

The entire residential area south of NE 58th Street lies on the part of the Houghton Slope identified as containing High Landslide Hazard soils (see the Natural Environment section). Several underground springs, watercourses and forested ravines located along the hillside may contribute to slope instability.

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The east portion of the slope is developed with the Yarrow Hill housing development. The majority of the lots in Planned Area 3C are under single ownership, are long and narrow, and have steep sloped driveways making vehicular and emergency access to Lake Washington Boulevard challenging. In many instances, the line of sight distances for automobiles entering and leaving the flow are generally too short to be safe. For these reasons consolidating driveways and limiting vehicular access points along Lake Washington Boulevard should be a priority in the design of new development.

Policy L-3.4: ~~Residential development Establish and monitor development standards on the south-South Houghton and Yarrow Bay slopes should be limited. The Yarrow Hill Development should remain at three to four dwelling units per acre. The PLA 3C is appropriate for six dwelling units per acre with a minimum lot size of 5,000 square feet and subject to the development standards listed below.~~

Given the unique physical constraints of the west portion of the South Houghton slope, the area should be treated as a planned area to allow for flexibility in site design, the location of structures and lot layout to protect steep slopes, existing water courses, and the retention of vegetation. Such techniques as aggregation of lots, smaller lots or clustering of units away from steep slopes should be encouraged.

Development should be subject to a public review process to ensure new development is consistent with the development standards described in Policy L 3.6 and compatible with surrounding existing residential uses. The size of the homes on the smaller lots should be limited by a reduced floor area ratio or other zoning requirements.

Policy L 3.5: Along the Yarrow slope allow residential density of three to five dwelling units per acre.

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Along the slope west of the Yarrow Bay wetlands, because of the presence of geological, wetland and stream constraints found in the area, residential ~~densities of three to five dwelling units per acre are appropriate. New development along the slope should also follow the development standards listed below for the Houghton and Yarrow slopes.~~ located in the Kirkland Zoning Code.



Policy L 3.6: Regulate development on Houghton and Yarrow slopes to avoid damage to life and property:

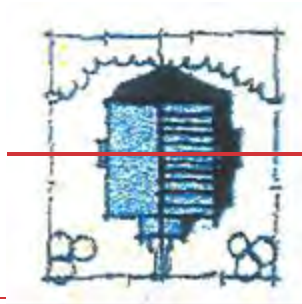
for Houghton Slope and Yarrow Bay Slope

The Houghton and Yarrow slopes contain areas identified as potential landslide and erosion hazards. New development on these slopes should use the best management geotechnical practices specific to the site and design of project to minimize any potential hazards. New development should be subject to the following conditions:

1. A slope stability analysis should be prepared which evaluates the site and surrounding area to minimize damage to life and property. Specific structural designs and construction techniques to ensure long-term stability should be considered as part of the analysis. Within the PLA 3C area, as part of a development permit, the applicant's geotechnical report should include a hazard assessment. The analysis and recommendations should be reviewed by a qualified geotechnical engineer selected and retained by the City at the applicant's expense.

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- ~~2.—Hillsides with the steepest slopes and/or ravines may be required to be undisturbed in a natural condition and retained as permanent natural open space through the creation of a greenbelt easement or dedication.~~
- ~~3.—A covenant which indemnifies and holds harmless the City for any damages resulting from slope instability should be required to be recorded on the property.~~
- ~~4.—Lot coverage should be minimized to retain vegetation and watercourses.~~
- ~~5.—Surface water runoff should be controlled at predevelopment levels.~~
- ~~6.—Watercourses and wetlands should be retained in a natural state.~~
- ~~7.—Vegetative cover should be retained to the maximum extent possible.~~
- ~~8.—Flexibility in lot size and layout should be allowed through clustering of structures away from steep slopes and drainage courses and to preserve significant grouping of trees. Minimum lot size should be no less than 5,000 square feet (does not apply to Yarrow Bay slope).~~
- ~~9.—For sites containing wetlands, the maximum density allowed with sensitive areas is prescribed in Chapter 90 KZC.~~
- ~~10.—In the PLA 3C area, to provide flexibility in site design, one required side or rear yard may be zero feet (zero lot line) for the internal lot of a short plat or subdivision to allow for a two-unit attached home; provided, that:~~
- ~~a.—Individual dwelling units are on separate lots, and~~



- ~~b.—No more than two units may be in one building, and~~
- ~~c.—Two-unit homes are designed to look like a detached single family house using design techniques such as limiting the points of entry on each facade, pitched roofs and covered porches.~~
- ~~11.—Encourage properties along Lake Washington Boulevard to consolidate existing driveways to reduce the number of vehicular access points (does not apply to Yarrow slope).~~
- ~~12.—Sidewalks along the east side of Lake Washington Boulevard should be widened with new development and subdivisions to improve pedestrian circulation (does not apply to Yarrow slope).~~
- ~~13.—The City has the ability to access and provide necessary emergency services.~~

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Goal L-4: ~~Allow~~ Foster alternative residential development options that are ~~compatible-complementary and exist cohesively~~ with surrounding development.

Policy L-4.1: ~~Allow~~ Promote a variety of development styles that provide housing choice in ~~areas with lower density areas-residential intensities~~.

Providing housing options for a wide spectrum of households is an important objective to support and encourage. Alternative housing provides more housing choice to meet changing housing demographics, such as smaller households and an aging population. Allowing design innovations can help lower land development costs and improve affordability. ~~Compatibility with the predominant detached single family housing style in the neighborhood will determine the acceptance of housing alternatives.~~ Alternative housing styles such as cottage, compact single-family, and common wall (attached) homes, accessory dwelling units, and clustered dwellings are appropriate options to serve a diverse population and changing household size and composition.

Policy L-4.2: Encourage diversity in the size of dwelling units by preserving and/or promoting small homes on small lots.

Diversity can 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 incentive encourages diversity, ~~maintains neighborhood character,~~ and provides more housing choice. Allowing smaller lots can also be an option for property containing environmentally sensitive areas.

~~Up to 50 percent of the single family lots within a subdivision should be allowed to be smaller than the zoning normally allows if a small home is retained or built on the small lots. The lots containing the small homes should be no less than 5,000 square feet in the RS 7.2 zones and no less than 6,000 square feet in the RS 8.5 zones.~~

Medium Density Residential

Policy L-4.3: Encourage more intensive residential development intensity in ~~the northern~~ portion of the neighborhood west of Lakeview Drive. ~~allow multifamily use at medium density 12 dwelling units per acre.~~

In the northern portion of the neighborhood west of Lakeview Drive, ~~medium density~~ more intensive residential development is appropriate. Some parcels have multifamily-stacked and attached unit development that ~~was constructed under previous higher density development which~~ is nonconforming under the current zoning. The Zoning Code contains the regulations governing nonconforming density.

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Yarrow Bay Wetlands and Shoreline Areas

Policy L-4.4: In the upland area of Planned Area 2 adjacent to Points Drive ~~allow-encourage multifamily development with higher intensities.~~ at a density of 10 to 12 dwelling units per acre. In the wetland portions of Planned Area 2 limit residential development.

Planned Area 2 is located adjacent to the Yarrow Bay wetlands. Any development in this area should maintain the functional integrity of the wetlands and the biologic functions of storage and cleansing of runoff waters (see Shoreline Area Chapter and Natural Environment section). In 1987, the majority of the Yarrow Bay wetlands were dedicated to the City of Kirkland to ensure protection. The wetlands have also been identified as an area subject to uneven settlement problems. For the land west of the Yarrow Bay wetlands and along the shoreline, densities should be extremely limited. Upland portions of PLA 2, outside the shoreline boundary and adjacent to or with direct access to Points Drive, have been developed as ~~medium density multifamily-multiunit residential development with increased intensity. (up to 12 dwelling units per acre).~~

Policy L-4.5: Allow ~~multifamily residential~~, hotel/motel, and limited marina use within Planned Area 3B.

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Planned Area 3B is fully developed with ~~multifamily more intensive residential units in the form of apartments and condominiums~~. Because of its adjacency to existing ~~single family single detached housing and multifamily more intensive residential~~ uses on the east and north, the development of office or other similar nonresidential uses in Subarea B would not be desirable. Use of existing ~~multifamily units residential development~~ for overnight lodging, however, would be acceptable, ~~provided, that the site development maintains its residential character and that accessory restaurants, retail, or similar uses are not allowed.~~

North of Yarrow Bay, existing development on the shoreline is primarily residential. As discussed in the Shoreline Area Chapter of this Comprehensive Plan, residential uses should continue to be permitted along the shoreline.

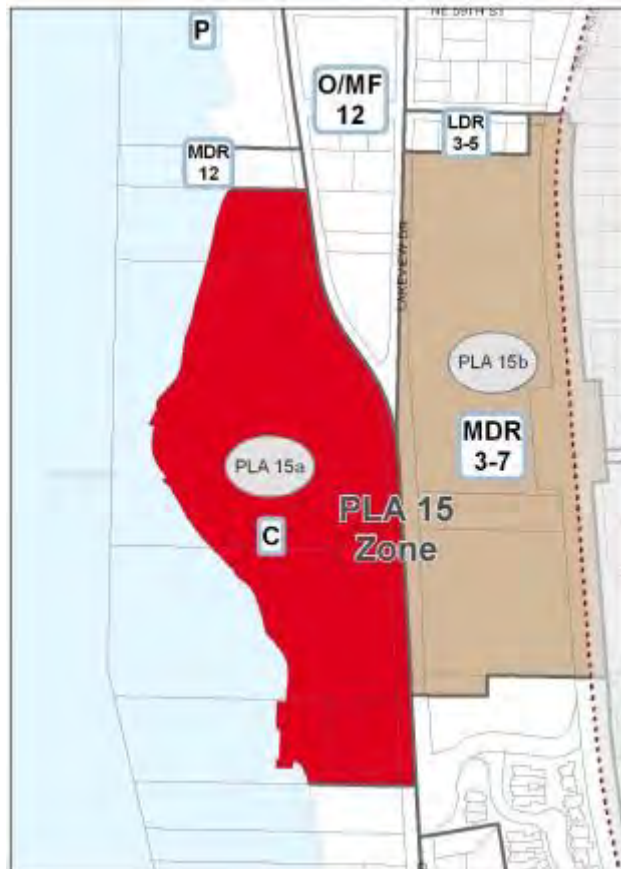
Policy L-4.6: Prohibit commercial uses along the shoreline south of Planned Area 15.

Commercial uses should not be permitted along the shoreline south of Planned Area 15 due to ~~the residential character of the area as well as site~~ access and visibility limitations. North of Planned Area 15, commercial activities should be permitted if public access to and use of the shoreline is enhanced. Other standards for shoreline activities are specified in the Shoreline Master Program.

Planned Area 15

Planned Area 15 is comprised of Subarea A located west of Lake Washington Boulevard and Subarea B east of Lake Washington Boulevard and Lakeview Drive.

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For many years, most of Subarea 15A was the site of the Lake Washington Shipyards, which ceased production in the late 1940s. The site was used as the Seattle Seahawks training facility until the late 1980s. The site is now developed as Carillon Point, a mixed-use commercial center containing office, retail, hotel, restaurant, marina and residential uses.

South of Carillon Point is the Yarrow Bay Marina containing over-water covered moorage facilities, dry dock boat storage, boat launch, boat sales and service, a pump-out facility and accessory office buildings. The marina has been in existence since the 1950s. In 2008, it was remodeled and added a shoreline public use area and public walkway connection to Carillon Point and the condominiums to the south. An office building exists on the parcel fronting Lake Washington Boulevard.

The majority of Subarea 15B is developed with ~~medium moderate~~ to high density residential intensity, developed in conjunction with the Carillon Point Development to the west. Slopes in Subarea B are designated as containing moderate to high landslide hazard areas. Carillon Creek flows from Carillon Woods down the hillside through Carillon Point on its way to Lake Washington. With the development of Carillon Point the stream was enhanced with native plantings to improve fish habitat and serves as a natural amenity along the shoreline pedestrian walkway in Subarea A.

Goal L-5: Ensure development in PLA 15 continues to provide water oriented uses, visual and direct access to the lake, and maintains the natural characteristics and amenities of the stream and Houghton Slope.

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Policy L-5.1: Within PLA 15A, provide a mix of uses with priority to water-dependent, water-related and water enjoyment uses located along the shoreline. Allow residential development ~~at a density of 12 dwelling units per acre.~~

Subarea 15A west of Lake Washington Boulevard is developed with a mixture of uses. The City's Shoreline regulations, Chapter 83 KZC, govern the types of uses and activities allowed in PLA 15A. Shoreline regulations designate the area as an Urban Mixed shoreline environment. Like the shoreline areas lying immediately to the north and south, residential development in Subarea A is allowed ~~at a density of 12 dwelling units per acre.~~

Policy L-5.2: Retain water-dependent uses and the view corridor south of Carillon Point.

The marina development south of Carillon Point provides water-dependent uses, recreational activities and services. It incorporates a waterfront public use area and public shoreline pedestrian walkway connection to Carillon Point to the north and residential property to the south. A public view corridor from Lake Washington Boulevard to the water should be maintained across the southern portion of both sites including maintaining the height of vegetation to not obscure the view of Lake Washington.

Goal L-6: Recognize and enhance Carillon Point as a mixed use employment center and tourism destination.



Carillon Point

In the hierarchy of commercial areas in Kirkland, the Land Use Element designates Carillon Point as a business district with its mix of office, retail, restaurants, housing, hotel, service businesses and marina. Carillon Point serves not only as a regional employment center but visitors and local communities frequent the area as a waterfront tourism destination.

Policy L-6.1: Govern development and uses at Carillon Point by an approved ~~Master~~ Development Plan.

Carillon Point was developed under a development plan (formerly referred to as a Master Plan), with an extensive public review and City approval process. Any future major change to the development should be reviewed to ensure ~~Master~~ Plan compliance.

The Master Development Plan and Zoning Code regulations for PLA 15A ensure that development will minimize impacts to existing uses in the vicinity including view obstruction, traffic volume and movement, noise and glare

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from uses of higher intensity, and compatibility of building scale. The ~~Master~~ Development Plan includes specific design guidelines for the site plan, circulation plan, and architectural design for the buildings.

The following is a summary of the key principles of the ~~Master~~ Development Plan to guide uses and development of the area (see KZC PLA 15A and 15B for more detail):

- Within the shoreline area water-dependent, water-related, and water-oriented commercial uses should be included, such as marinas, fueling and sewage pump-out facilities, and possibly tour boat operations, float plane service, passenger only ferry or water taxi facility, and public amenities access to piers for fishing, strolling or other pedestrian activities.
- Public access to and along the water's edge and waterfront public use areas should be maintained including public access signs.
- Public improvements adjacent to Lake Washington Boulevard are also desirable, such as wide sidewalks.
- Visual access to Lake Washington from Lake Washington Boulevard should be maintained. To achieve greater visual access, building height, setback and view corridor requirements may be varied. ~~Views from existing developments to the east should be protected.~~
- Manage parking on site to avoid impact to adjacent properties.
- Traffic impacts to Lake Washington Boulevard should be minimized including limiting vehicular access points.
- Subarea B has been fully developed as part of a ~~master~~ development plan, including an allowed transfer of density from the PLA 15A Subarea.

Neighborhood Oriented Commercial, Professional Office and ~~Multifamily~~ Multifamily-Multiunit Residential

Goal L-7: Accommodate a mix of uses south of NE 60th Street between Lakeview Drive and Lake Washington Boulevard ~~consistent with~~ supportive of the current and future development pattern in the neighborhood.

Policy L-7.1: South of NE 60th Street between Lakeview Drive and Lake Washington Boulevard NE, ~~allow~~ encourage professional offices and ~~medium density~~ residential use ~~at 12 dwelling units per acre.~~

Allow small neighborhood oriented retail businesses; provided, that:

- a. Front facades of buildings are not facing or oriented to Lakeview Drive.
- b. Vehicular access is not directly from Lakeview Drive.
- c. Internally lit signs are not located along Lakeview Drive and NE 60th St.

~~Medium density residential uses, at a density of 12 dwelling units per acre, and professional offices should be considered the primary uses. Small, neighborhood oriented retail, convenience stores, coffee shops or similar uses that serve primarily the surrounding neighborhood are appropriate except where building front facades would face Lakeview Drive or direct vehicular access is provided along Lakeview Drive because of potential impacts to low density residential uses across the street. Internally lit sign faces should also not face Lakeview Drive. Appropriate uses are those that focus on local pedestrian traffic and will not result in spillover parking on neighborhood streets. Vehicle sales, service, and drive-through facilities should not be permitted in the PR zone.~~

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Policy L-7.2: Provide a historic interpretive sign on the site of the old Houghton Post Office.

On the east side of Lake Washington Boulevard between NE 60th and NE 59th Streets, two older single-family house style buildings and a fast food restaurant exist. One of the older buildings was constructed in the early 1900s and was the early site of the Houghton Post Office. Both of the older buildings clearly do not meet zoning standards for building setbacks, parking, and other zoning nonconformances are likely. The other structure was built in the 1940s. The restaurant meets most or all of the current zoning standards for such uses. ~~All three buildings are of a scale and design which are compatible with neighboring residential uses.~~

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These parcels are appropriate for ~~multifamily~~ higher intensity multiunit residential, office, and small, limited in size, and neighborhood oriented commercial uses discussed in Policy L-7.1. Continuation of existing office and commercial uses within the existing nonconforming structures should be allowed and reviewed administratively.

Because of the nonconforming conditions of both properties discussed above, some flexibility in applying normal zoning standards should be allowed provided certain development standards are met. If a change of use is proposed that requires more parking than the current use, the proposal should be evaluated for consistency with the following standards:

1. The use should provide a strong pedestrian orientation.
2. The number of required additional stalls for the new use should be determined based on the actual parking demand. New on-street parking on NE 60th Street may be counted toward a portion of the required parking with necessary improvements to the right-of-way provided at the developer's expense.
3. New parking areas should be placed, screened, and buffered to mitigate impacts to nearby residential uses.
4. A historic interpretive sign should be erected on the site of the old Houghton Post Office.
5. Redevelopment of the properties should comply with all applicable zoning standards.

Policy L-7.3: Along neighborhood streets, parking associated with commercial development and waterfront parks should be monitored to avoid parking congestion.

Over time the area south of NE 60th Street has transitioned from ~~single family~~ an area with predominantly single detached homes and industrial uses to primarily office and ~~multifamily~~ multiunit uses. Increased parking congestion along streets in the neighborhood from summer use of Houghton Beach Park and nearby businesses can also be a problem limiting access to surrounding businesses or the park. Therefore, parking on surrounding streets should be monitored to ensure access to parks and businesses.

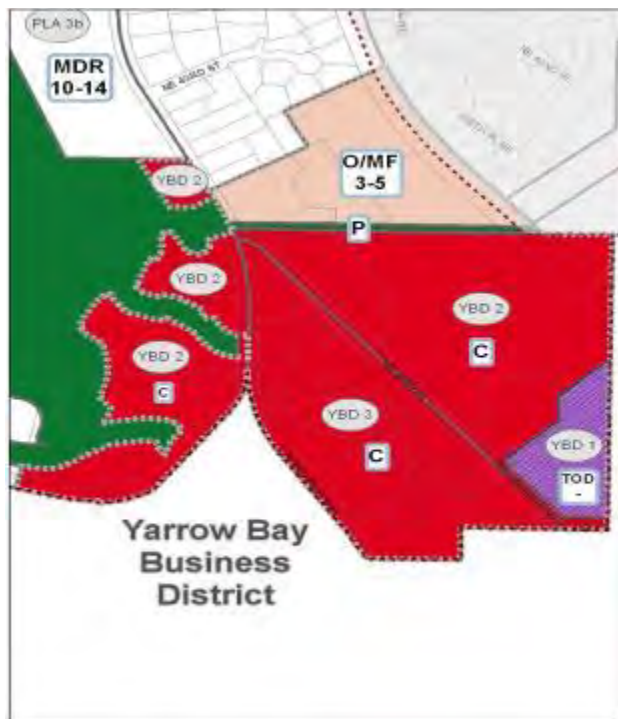
Policy L-7.4: ~~Limit~~ Encourage neighborhood serving commercial activities north of NE 64th Street east of Lake Washington Boulevard.

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A convenience commercial grocery store located on Lake Washington Boulevard and NE 64th Street serves a localized need by providing limited grocery service to the surrounding residential neighborhood. Limited neighborhood commercial uses should be allowed to remain at this site and improvements should be encouraged to enhance its compatibility with surrounding residential uses, ~~and the scenic character of Lake Washington Boulevard.~~ ~~No further development of retail commercial facilities in this residential area should be permitted.~~

Yarrow Bay Business District

The Yarrow Bay Business District serves as an employment center containing corporate headquarters, large office complexes, restaurants, a motel, schools, and convenience services for local office workers and freeway travelers along SR 520. The Business District is divided into subareas primarily because of differences in topography and maximum building height.



Goal L-8: Promote the vitality of the Yarrow Bay Business District as a coordinated, mixed use district.

The policies in this section are intended to support and strengthen the business district to evolve into a greater mix of retail, office, services, and housing to provide a more vibrant commercial district with greater pedestrian orientation and connections to transit facilities. Focus will be on integration of businesses and residents with a potential redevelopment of the area into a mixed use transit-oriented district.

Due to the availability of adequate public services, easy access to major arterials, the freeway, and the overall compatibility with adjacent land uses, the predominate use should be devoted to commercial activities. Retail uses may be included as part of office structures but not as stand-alone large structures. Incorporating residential uses with commercial development would strengthen the area into a 24-hour active community. All developments should include landscaping and other elements to enhance this interchange as a gateway to the ~~City~~ city.

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See also the Urban Design section regarding design policies for the Yarrow Bay Business District.

Yarrow Bay Business District 1 – YBD 1

~~The property containing the South Kirkland Park and Ride and transit facility is about seven acres in size, with has approximately equal portions of the site lying within the cities of Kirkland and Bellevue. The site is owned by King County, and currently developed as a park and ride with approximately 600 parking stalls and a transit facility. The site is generally level, but has a steep slope along the eastern and southeastern boundaries within the City of Bellevue section of the site. Tall trees and heavy vegetation are present within the hillside areas.~~

~~The park and ride facility was redeveloped as a transit oriented development, adding a parking garage, a mix of affordable and market rate housing, and commercial uses. King County has identified the South Kirkland Park and Ride as a potential site for transit-oriented development (TOD) for several years. Affordable housing is generally included in King County TOD projects, and is anticipated to be a significant component of future residential development at the South Kirkland site. The City of Kirkland has identified transit-oriented development at the South Kirkland Park and Ride as a key affordable housing strategy. The City supports multifamily multiunit residential as the predominant use of the site in a transit-oriented development project, with a variety of other uses to be allowed as well as described in the policies below.~~

~~The South Kirkland Park and Ride property may continue as a transit facility with the potential for office use. Alternatively, if the site is redeveloped with TOD, the principles discussed below should be used to guide development at the park and ride.~~

Policy L-8.1: Provide for affordable housing.

Ensure that transit-oriented development provides for mixed-income housing, including a minimum of 20 percent of total units to be affordable to low and/or moderate income households.

- Development should strive to achieve greater affordability for at least 20 percent of its units, with an additional 25 percent to be affordable to median income households, through the use of as many funding sources and other mechanisms as are necessary.

~~*Policy L 8.2: Ensure high quality site and building design.*~~

~~Develop implementing regulations for coordinated development of the entire site.~~

- ~~• Establish standards for building height and mass that acknowledge site topography and existing vegetation as factors for consideration.~~

~~Implement design standards for YBD 1.~~

- ~~• Ensure that regulations support appropriate building scale and massing throughout the site, produce buildings that exhibit high quality design and incorporate pedestrian features and amenities that contribute to a livable urban village character for the TOD.~~
- ~~• Provide guidance for the streetscapes along NE 38th Place and 108th Avenue NE to ensure buildings do not turn their backs on the streets and development provides a welcoming and attractive inviting presence at this gateway to Kirkland.~~

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~~• Protect the vegetative buffers and significant trees along the site's eastern and southeastern borders through development standards.~~

~~• Minimize the visual impacts of parking facilities from adjacent rights of way.~~

~~Foster the creation of a vibrant and desirable living environment through the use of high quality design, public amenities and open space.~~

~~Promote sustainable development through support of green building practices at the park and ride.~~

Policy L-8.38.2: Maximize effectiveness of transit-oriented development (TOD).



• Create the opportunity for Transit-Oriented Development (TOD) at the site through the development of standards and regulations that support necessary densities.

• Expand opportunities for retail development, incidental office development, and childcare facilities at the site to serve users of the park and ride, site residents and others.

• Provide opportunities for all types of users of the site to access the Cross Kirkland Corridor, ~~however it is developed~~, along the eastern boundary of the Park and Ride site.

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- Reduce the need for parking at the site through regulations that promote shared parking between uses, and incentives to support alternatives such as shared car services and electric cars.
- Mitigate traffic, ~~visual~~, noise and other impacts from more intensive development of the Park and Ride to the surrounding street network and residential areas.

Policy L-8.4: Coordination with the City of Bellevue.

- Coordinate an approach for the review and approval of any future development proposals for the site with the City of Bellevue.
- Manage emergency services to the site through agreements with the City of Bellevue.

Yarrow Bay Business District 2 and 3 – YBD 2 and YBD 3

Policy L-8.5: In YBD 2 and YBD 3 encourage a mix of office, retail, hotels, restaurants, housing, and services and limit the size of freestanding retail establishments.

Development in YBD 2 and YBD 3 is appropriate for a mix of uses such as offices, specialty retail banks, hotel, motel, restaurants, schools or day care facilities, residential and grocery stores to serve offices and other employment nearby, or the freeway traveler. Individual freestanding retail establishments should be limited in size ~~to less than 15,000 sq. ft. of gross floor area~~ unless they are part of a mixed use project to avoid large scale, stand-alone retail uses more appropriate for other business districts. Drive-through facilities should not be permitted in the Yarrow Bay Business District because they discourage pedestrian-oriented development.

The clustering of development away from wetlands and streams is encouraged. Cochran Springs Creek requires protection. ~~This area is the entrance to the City and, hence, the character of development is important.~~ Because of the prominent location of the development as a southern gateway to the City-city, a gateway feature, art, superior landscaping, and pedestrian amenities should be provided along Lake Washington Boulevard (see Urban Design Section).

Policy L-8.6: Limit maximum building height and building mass ~~to five stories in YBD 2 and YBD 3. Reduce building mass generally above the second floor with upper story setbacks, and vertical and horizontal modulation evaluated zones~~ through the Design Review process.

Building height should be slightly lower in YBD 3 than YBD 2 to accentuate the rise in the topography of the district from west to east.

Policy L-8.7: Encourage professional offices and multiunit residential uses at ~~At~~ the southern end of the Houghton Slope. ~~professional offices or multifamily uses are allowed.~~

An existing office development is located at the south portion of the Houghton slope. The office land use designation should not extend further northward into the residential area on the southern end of the Houghton Slope. The offices provide a desirable transition to the residential area to the north and east. Accessory commercial uses are only permitted to serve the offices.

~~Policy L-8.8: Establish urban design standards for commercial and mixed use residential development in the Yarrow Bay Business District.~~

~~Design guidelines should be created to encourage attractive development in this gateway to the City. The design standards should encourage greater pedestrian orientation and pedestrian connections to other businesses, to the~~

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~~South Kirkland Park and Ride and other transportation facilities. Along the perimeter of the district, buildings should be stepped back vertically from the street and designed to be compatible with adjacent residential development.~~

Goal L-9: Provide transitions between residential uses and commercial uses.

Policy L-9.1: Minimize potential adverse impacts of commercial development on residential areas ~~and protect neighborhood character.~~

When locating more intensive commercial uses along the perimeter of commercial activity nodes, techniques should be used to minimize impacts on adjacent residential areas such as ensuring there is adequate parking on neighborhood streets for residents, visitors, and businesses, minimizing noise in evening hours, and minimizing glare from commercial lighting. Regulating building height, building mass, building placement, and vehicular access and providing landscape buffers are effective transition techniques to ~~reduce impacts of commercial uses on surrounding residential~~ bridge differing uses.

6. Transportation

The circulation patterns in the Lakeview Neighborhood are well established and permit through traffic to flow north and south on both Lakeview Drive and Lake Washington Boulevard. Northup Way, NE 52nd Street and NE 68th Street provide the east-west connections to the Central Houghton neighborhood.

Goal L-10: Improve vehicle, pedestrian and bicycle mobility along Lake Washington Boulevard NE.

Lake Washington Boulevard is designated as a principal arterial and provides the major north-south route through Kirkland south of the Central Business District and west of I-405 (See Figure L-4). The Boulevard also provides local access for a substantial number of residential developments and businesses. A significant proportion of existing traffic, however, is probably attracted to the Boulevard as much because of the scenic vistas of Lake Washington and ease of convenience or necessity. The scenic qualities of the Boulevard also contribute to making it a major pedestrian and bicycle corridor, serving waterfront park users, joggers, strollers, and Downtown shoppers.

Traffic on Lake Washington Boulevard has greatly increased, particularly during morning and evening commute periods. This congestion restricts local access to and from the Boulevard and has created noise, safety problems, and conflicts for pedestrians, bicyclists, and adjacent residents.

Policy L-10.1: Enhance Lake Washington Boulevard NE as a scenic, recreational, ~~open space~~ and transportation corridor.

Improvements to the Boulevard ~~could help accommodate its broader amenity function in such a manner that would enhance~~ the safety of all the Boulevard's diverse users ~~is enhanced, while significant amounts of through traffic are not diverted to other arterials~~. Accordingly, a ~~master~~ development plan or set standards for Lake Washington Boulevard should be established through a public process that considers the following objectives:

~~1. Strategies to relieve congestion during commute times to improve traffic flow and provide gaps in traffic to improve access from adjacent properties.~~

~~2.1. Widen sidewalks to improve pedestrian circulation on both sides of the street with the widest sidewalks~~ on the west side.

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~~3.2. Improve pedestrian crossings at intersections and adjacent to waterfront parks where safety considerations allow such installation. One option that could be studied is the concept of providing a pedestrian bridge across Lake Washington Boulevard in the Yarrow Bay Business District to facilitate pedestrian crossing and provide a gateway feature to the City.~~

~~4. Use of landscaped median islands to separate traffic and provide pedestrian safety where center left turn lanes or on-street parking are not needed.~~

~~5.3. Widening~~ Improve the safety and comfort of existing bicycle lanes with additional buffers or protective barrier treatments.

~~6.4. Installation of~~ Manage on-street parking in areas of high parking demand; ~~provided, that traffic safety will not be impaired.~~

7. Installation of streetscape amenities such as public art, pedestrian lighting, street furniture, and low level landscaping that will not obscure views of the Lake and will enhance the pedestrian experience along the street.

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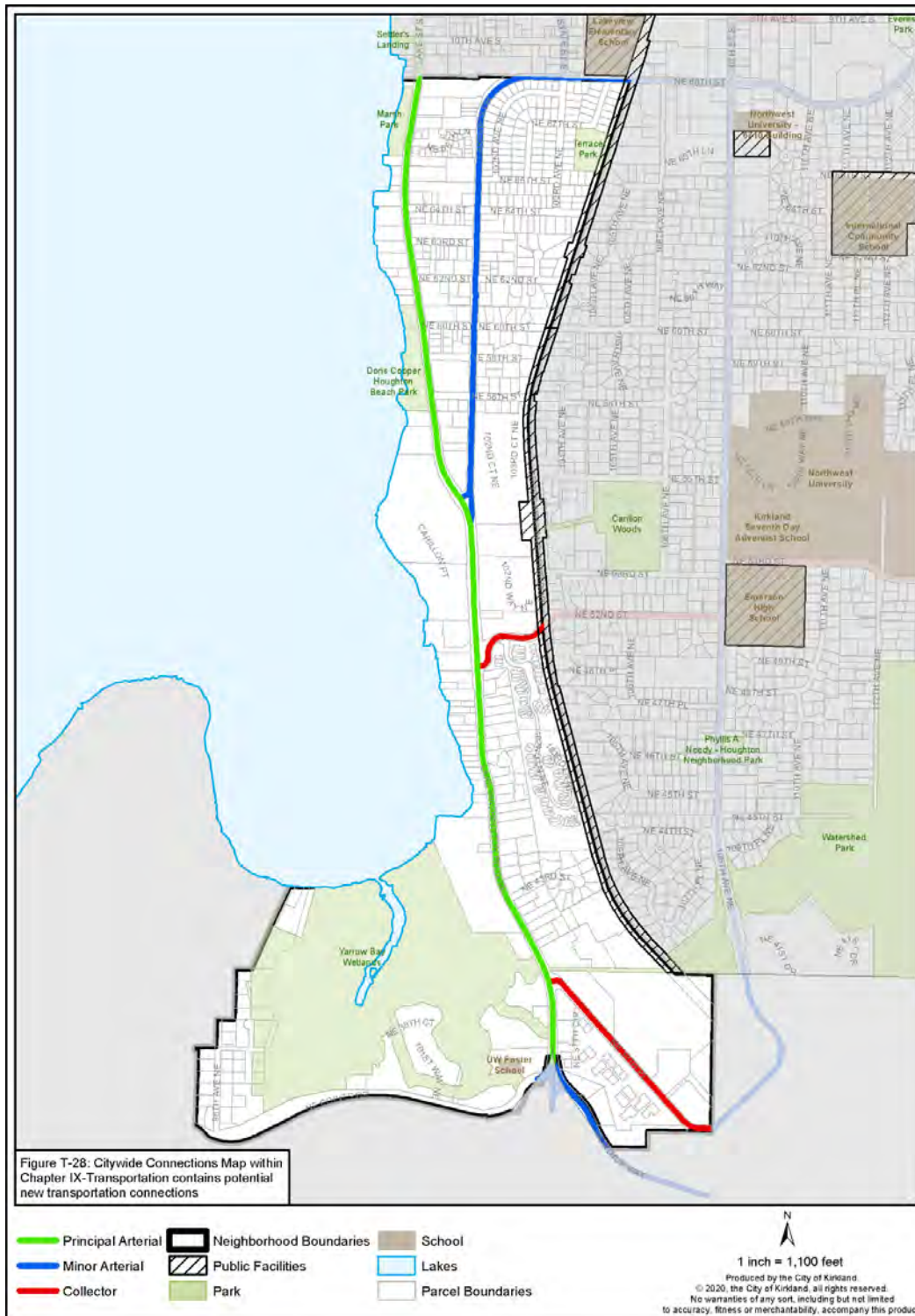


Figure L-4: Lakeview Street Classifications

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Policy L-10.2: Implementation of the above street improvements should be considered through the City's Capital Improvement Program process and site specific with private redevelopment.

The means for implementing these improvements should be both on a comprehensive area-wide basis and, to the extent possible, on an incremental basis by encouraging or requiring them to be incorporated into private development.

Policy L-10.3: Support regional transportation solutions that will reduce commuter or pass through traffic through the neighborhood and along Lake Washington Boulevard NE.

Also important to the successful achievement of greater amenity and mobility functions for Lake Washington Boulevard will be traffic improvements that are regional in scope. Accordingly, the City should support and encourage the following regional solutions:

1. Alternatives to the single-occupancy vehicle for commuting purposes, such as increased use of Metro Transit, commuter pool, high-occupancy vehicles (HOV), and the investigation of future modes, such as light rail.
2. Improvements to the I-405/SR 520 corridors.

Policy L-10.4: Maintain Lakeview Drive as a minor arterial and alternative route to Lake Washington Boulevard NE through the neighborhood.

Lakeview Drive is designated as a minor arterial and fully developed with two through lanes, bicycle lanes, sidewalks, and street trees. From its intersection with Lake Washington Boulevard, Lakeview Drive provides the primary route to the Houghton Business District and to State Street, which in turn provides access to the Central Business District. Lakeview Drive/ State Street provide an alternative north-south vehicular route from Lake Washington Boulevard during peak commute times. Future traffic levels should be monitored and necessary measures undertaken to mitigate impacts.

Policy L-10.5: Improve pedestrian and bicycle circulation systems as both recreation amenities and as ~~nonmotorized~~ active transportation connections to neighborhood as well as City and regional destinations.

The path/trail system shown in Figures L-5 and L-6 indicates the major elements of the pedestrian and bicycle circulation network in the neighborhood. Pedestrian and bicycle pathways provide a recreation as well as transportation function. Potential new connections are shown in Figure T-28 within Chapter IX, Transportation. The following pedestrian and bicycle connections should be priorities within the neighborhood:

1. From Lake Washington Boulevard east to the future Cross Kirkland Corridor on the railroad right-of-way and the Central Houghton Neighborhood.
2. Between properties in the Yarrow Bay Business District and to the South Kirkland Park and Ride and future transit-oriented development.
3. Along the Lake Washington shoreline with connections to Lake Washington Boulevard as required by the shoreline regulations. Existing signs marking the location of public shoreline pedestrian walkways should be maintained by private development.
4. From Yarrow Bay Wetlands to Watershed Park.
5. Along NE 60th Street trail from Houghton Beach Park east through the City to connect to the regional trail at Marymoor Park in Redmond.

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6. From SR 520, and Bellevue to the [South](#).

These trails will cross a combination of City parklands, City rights-of-way, and public access easements. The trails should be part of the City's Active Transportation Plan and implemented through the Capital Improvement Program or private development. The trails will improve neighborhood access and enhance the unique areas they traverse.

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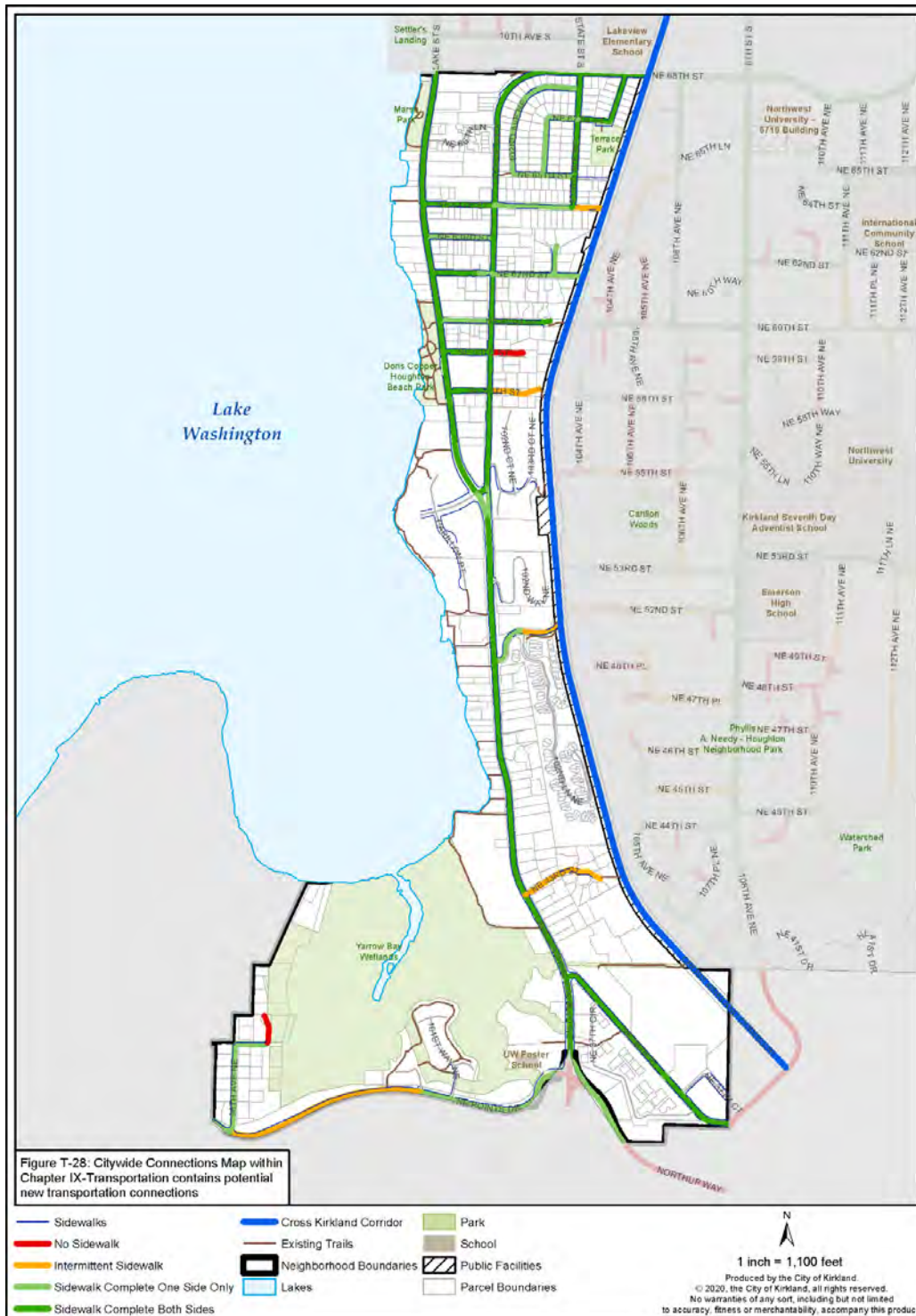


Figure L-5: Lakeview Neighborhood Pedestrian System

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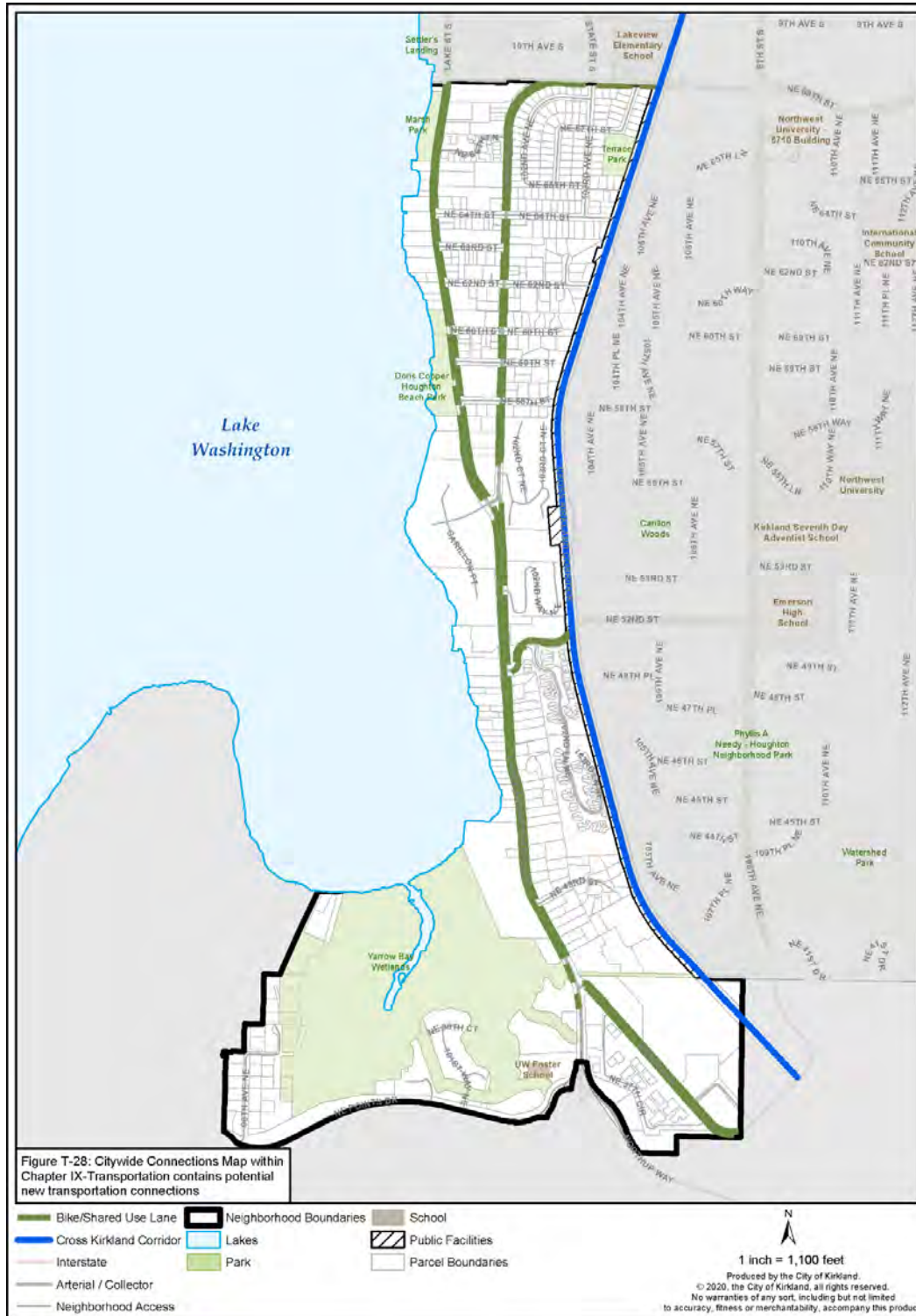


Figure L-6: Lakeview Bicycle System

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Policy L-10.6: Support new projects along the development of a future Cross Kirkland Corridor (CKC) that support the CKC's multi-use function as multiuse purpose trail corridor, for pedestrians and bicycles, and increase access points along the corridor, and expand recreational and transit opportunities.

The Cross Kirkland Corridor (CKC) provides an opportunity for walking, biking and rolling along a future potential high-capacity transit corridor. With development, public access easements should be provided for properties adjacent to the Cross Kirkland Corridor consistent with City regulations, and the CKC Strategic Master Plan (once known as the CKC Master Plan).

~~Development of the old BNSF railroad right of way as a multipurpose corridor for bikes, pedestrians and potentially for rail transit should be designed to:~~

- ~~• Result in a public benefit to the citizens community of Kirkland.~~
- ~~• Serve as a gateway to the City.~~
- ~~• Provide neighborhood connections.~~
- ~~• Be compatible in scale with adjacent neighborhoods.~~
- ~~• Ensure a high degree of safety.~~
- ~~• Show environmental stewardship.~~

7. Open Space and Parks

Goal L-11: Ensure adequate park and recreation facilities in the Lakeview Neighborhood.

Current park needs for the Lakeview Neighborhood are being met by existing facilities. Terrace Park is a neighborhood park. Marsh and Houghton Beach Parks are waterfront parks, and Yarrow Bay Wetlands is a passive natural area (see Figure L-1).

Policy L-11.1: The City should continue to acquire property in Lakeview for recreation purposes wherever possible.

As properties adjacent to existing parks become available, the City should seek opportunities to acquire land for expansion. In addition, shoreline street ends should be accessible and enhanced for public enjoyment.

Policy L-11.2: Restore the shoreline within waterfront parks. Replace hard shoreline armoring with native plants and soft armoring techniques while ensuring erosion protection and public access to Lake Washington.

A goal in the Shoreline Area Chapter is to replace hard armoring such as bulkheads and rockeries with softer, natural shorelines planted with native plants to improve shoreline habitat including along waterfront parks. Park restoration can be used as a model for how private property owners can restore their shoreline.

Policy L-11.3: Maintain public views of Lake Washington through waterfront parks.

Ongoing maintenance of existing vegetation at parks to retain views of Lake Washington and beyond from Lake Washington Boulevard is a priority. Shoreline regulations also encourage planting of shoreline vegetation and trees.

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A balance must be achieved between planting of vegetation for shoreline restoration and maintaining public views. ~~Consideration also should be given to the impact of vegetation on views from nearby properties.~~

~~As new trees or vegetation are planted, the placement and variety should carefully be chosen to avoid view obstruction. Neighbors to the east who may be impacted by new vegetation should be involved in providing input on the placement and variety. In addition to the normal notification techniques, the Parks and Community Services Department should notify surrounding residents and the neighborhood association prior to placement of new trees or vegetation that have the potential for impeding views.~~

Policy L-11.4: Seek opportunities to improve wildlife habitat, and increase pedestrian and nonmotorized boat access, if ecological functions can be enhanced at Yarrow Bay wetland.

Yarrow Bay wetlands are one of the largest remaining wetlands on Lake Washington and serve as valuable wildlife habitat, water quality functions as well as aesthetic open space for the community. Public access is available by existing public rights-of-way but is limited. Improving access for viewing wildlife and environmental education through constructing a series of boardwalks should be evaluated provided ecological functions are protected. Wildlife habitat may be improved by removing upland and underwater invasive plants in and near the wetlands. Any future development of the park should be undertaken following a community based development planning (formerly referenced as master planning) process. Considerations for a future park ~~master~~ development plan should include protection and enhancement of natural resources while providing appropriate public access. Opportunities for further acquisition of adjacent land in order to preserve and protect the wetlands and associated wetland buffers should also be pursued.

~~8. Public Services and Facilities~~

~~*Goal L-12: Provide public and private utility services for the Lakeview Neighborhood.*~~

~~*Water, sewer, and drainage facilities are adequate for planned development in the Lakeview Neighborhood. The goals and policies contained in the Utilities, Capital Facilities and Public Services Chapters of the Comprehensive Plan provide the general framework for these services and facilities.*~~

~~*Policy L-12.1: Encourage undergrounding of overhead utilities.*~~

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~~Overhead utility lines.~~

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



~~After undergrounding utility lines.~~

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9. Urban Design Policies

Lakeview's unique urban design assets are identified on Figure L-7 and described below.

Lakeview's north-south orientation and west facing Houghton slope allow for a majority of residents the community to take advantage of the views of Lake Washington, Seattle and the Olympic Mountains. Lake Washington and the Yarrow Bay Wetlands are two visual landmarks that provide a sense of openness and natural beauty. Preserving public views of Lake Washington and beyond from Lake Washington Boulevard is a high priority. Other landmarks in this neighborhood include the waterfront parks and the historic places. The Lakeview Neighborhood serves as the southwestern gateway to the City at SR 520 and Lake Washington Boulevard and 108th intersections.

Goal L-13: Preserve public view corridors and natural features that contribute to Lakeview's visual identity.

Policy L-13.1: Preserve public scenic views and view corridors of Lake Washington, Seattle and the Olympic Mountains from public rights-of-way and waterfront parks.

Public and private view corridors along Lake Washington's shoreline are important assets and should continue to be enhanced as new development occurs. Wide, expansive views of Lake Washington looking west from public rights-of-way and waterfront parks should be maintained, while accommodating new development that helps promote City goals and policies. Street trees along rights-of-way and trees in public parks that offer local and territorial views should be of a variety that will not block views as trees mature.

Policy L-13.2: Preserve natural landforms, vegetation and scenic areas such as the Houghton and Yarrow Bay Slopes and Yarrow Bay Wetlands.

Lakeview's natural landforms, such as steep slopes and ravines, contain significant woodlands, streams, open space and wildlife that help define neighborhood character create a sense of place and identity. These natural landforms should be preserved, restored and incorporated into the design of new development.

Goal L-14: Enhance neighborhood gateways to strengthen celebrate and showcase the unique cultural, architectural, and natural attributes of the neighborhood identity.

Policy L-14.1: Establish gateway features at the locations identified in Figure L-7 through public and private efforts.

Gateways features welcome residents, employees and visitors people into the City city and help define announce and celebrate neighborhood identity features. Gateways features can be in the form of natural features, such as landscaping, or structures, such as signs or buildings. The northern gateway to the neighborhood is at NE 68th Street where views of Lake Washington are prominent. At the "Y" intersection at Lake Washington Boulevard and Lakeview Drive, the triangular median with the sculpture serves as a gateway to the Carillon Point development, neighborhood businesses and shoreline parks.

The intersections at SR 520 and Lake Washington Boulevard and at 108th Avenue NE provide two southern gateways to the City. These intersections provide opportunities to enhance the gateways with future private development or through community efforts. For example, the existing gateway sign located on the east side of Lake Washington Boulevard at NE 38th Place by Cochran Springs Creek could be enhanced by relocating the sign to a more prominent location, removing the clutter of street signs and utility poles, screening the adjacent utility box or highlighting the stream crossing and coordinating with a similar gateway treatment on the west side of the boulevard.

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The City should pursue opportunities to work with private property owners to install gateway features as part of future development. Improvements such as signs, public art, structures, lighting, and landscaping could be included.

~~Goal L-15~~ ~~Policy L-14.2~~: Provide public improvements that contribute to a sense of ~~neighborhood identity~~ belonging and enhanced visual quality.

~~Policy L-15.1: Identify design standards for Lake Washington Boulevard, NE 38th Place, and Northup Way rights-of-way that include:~~

- ~~• Adequate sidewalk widths (preferably 10 feet in width) on both sides of the street to encourage greater pedestrian circulation.~~
- ~~• Street trees that are of a variety that will not obstruct views of Lake Washington from public rights-of-way, properties to the east or businesses.~~
- ~~• Public amenities such as benches, pedestrian lighting, view platforms, public art and directional signs pointing to public facilities and points of interest.~~

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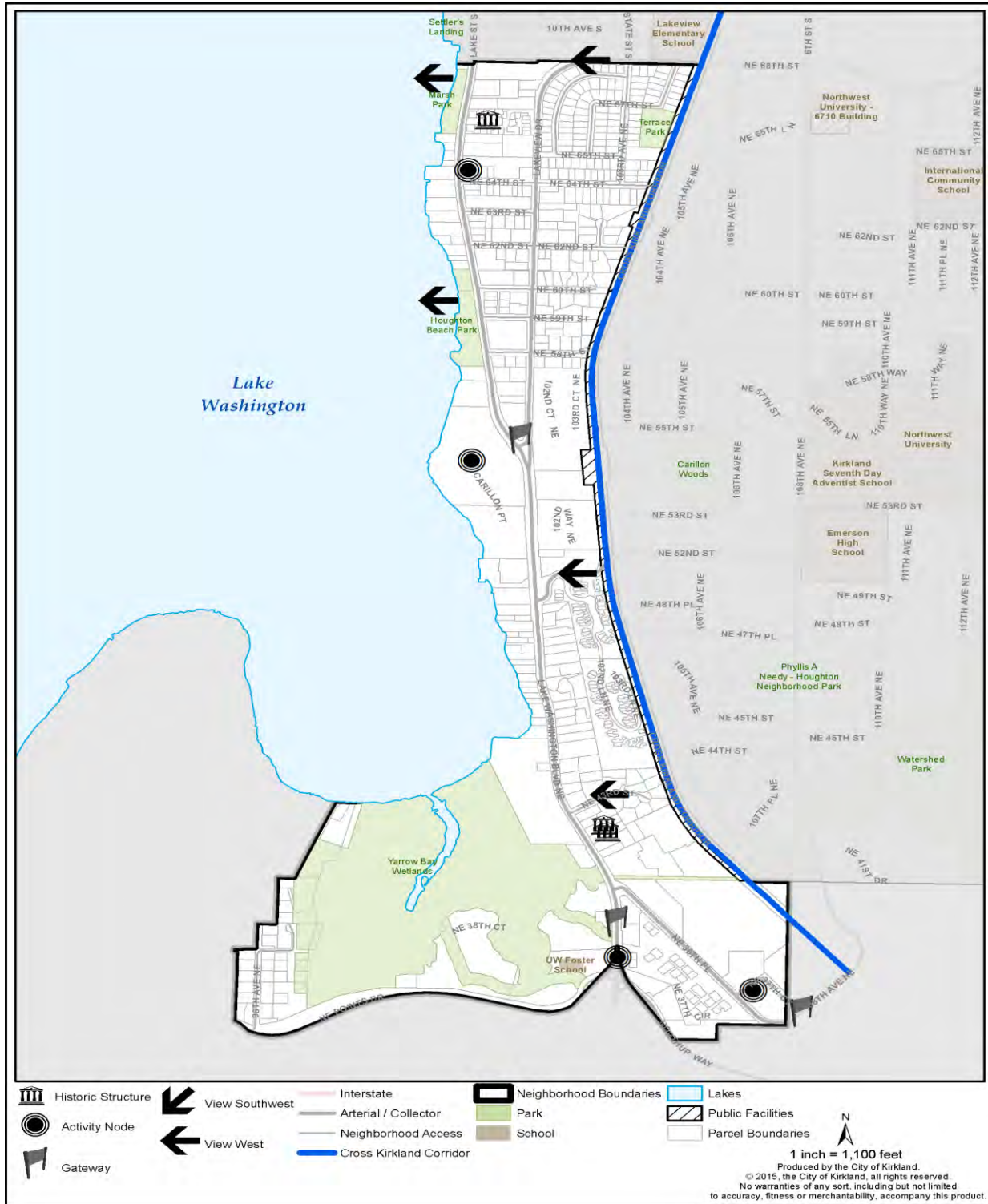


Figure L-7: Lakeview Urban Design Features

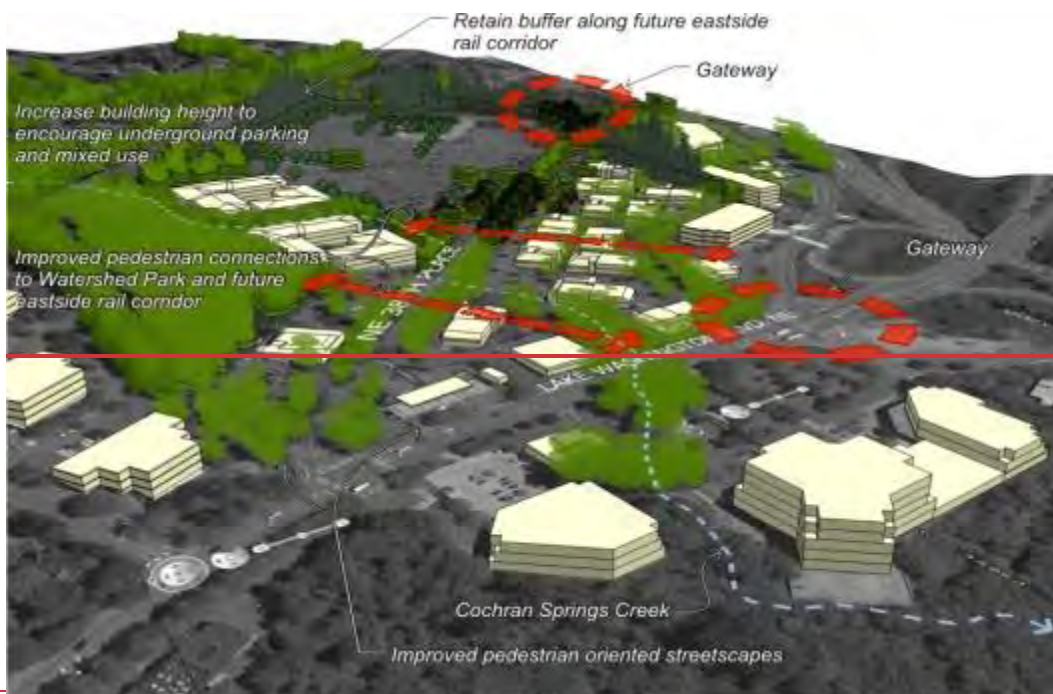
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Lake Washington Boulevard is a major pedestrian shoreline promenade connecting Downtown points south and north. Within the Yarrow Bay Business District, design standards for NE 38th Place, Lake Washington Boulevard and Northrup Way should be developed to ensure a consistent design including wider sidewalks, landscape strips, decorative street lighting and street furniture. As redevelopment occurs, sections of the sidewalk on both sides of the street should be improved to meet these standards. Opportunities to install public art and street furniture along arterials throughout the neighborhood should also be pursued.

~~Yarrow Bay Business District~~

~~The urban design vision for the Yarrow Bay Business District is to transform the suburban style office park development into a more integrated, mixed-use commercial and residential district. Implementing the following strategies will help achieve this vision such as allowing a broader range of commercial uses with residential above the ground floor, improving pedestrian connections between properties, businesses, the South Kirkland Park and Ride transit facility and SR 520 freeway. Providing public plazas, green spaces and pedestrian amenities in new development will help create a sense of place for employees and residents. New design standards and design review for new development will ensure quality architecture, site design and identity for the commercial district.~~



~~Illustration by Makers Architects shows the future urban design concept for the Yarrow Bay Business District.~~

~~Goal L-16: Promote high quality design in the Yarrow Bay Business District.~~

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Policy L-16.1: Establish design guidelines and regulations that apply to all new, expanded or remodeled commercial, multifamily or mixed use buildings in the Yarrow Bay Business District. Ensure that guidelines should address the following design principles:

- ~~Promote pedestrian-oriented design techniques such as minimizing blank walls, providing generous window treatments, awnings, superior building materials, open space plazas, and pedestrian amenities especially around retail uses.~~
- ~~Encourage pedestrian links between uses on site, to adjacent properties and to the transit facility at the South Kirkland Park and Ride property.~~
- ~~Enhance streetscapes along Lake Washington Boulevard, NE 38th Place and Northrup Way improved with wide sidewalks, street trees, pedestrian lighting, benches, and street furniture distinctive to the District.~~
- ~~Orient buildings to sidewalks or other pedestrian routes.~~
- ~~Moderate the scale of large buildings through vertical and horizontal modulation. Incorporate upper story setbacks along all street frontages and perimeter of district.~~
- ~~Incorporate gateway features at locations shown in Figure L-7 incorporating signs, sculpture, lighting, and landscaping.~~

Policy L-16.2: Encourage buildings and public infrastructure to include high quality materials, art, and bicycle and pedestrian amenities.

Policy L-16.3: Utilize design review to administer building and site design standards in the Yarrow Bay Business District.

Site and architectural design standards should address the principles above and be used in the design review process to evaluate new public and private development. These will help create an attractive image for the Yarrow Bay Business District and create a desirable place to work and live.

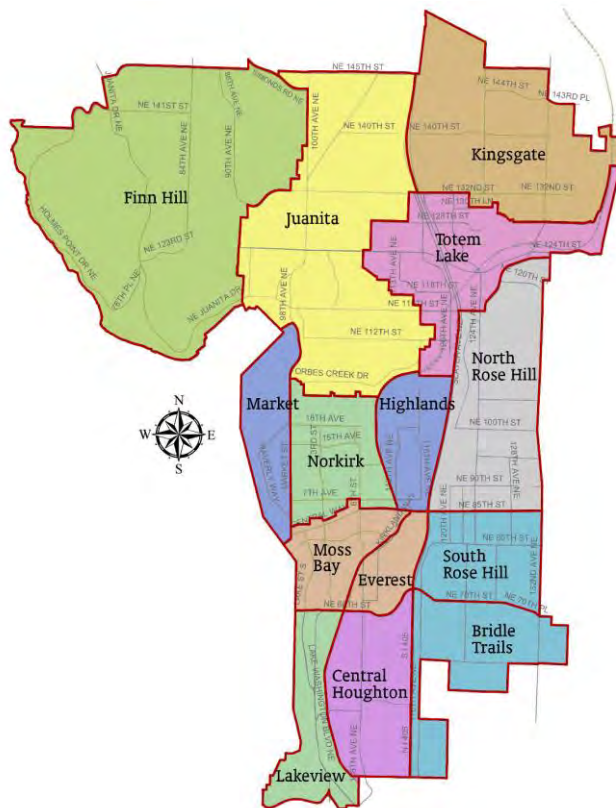
Attachment 5 - Central Houghton Neighborhood Plan_Draft Amendments

XV.B. Central Houghton Neighborhood

1. Overview

The Central Houghton Neighborhood is bounded by the Cross Kirkland Corridor and the Lakeview Neighborhood on the west; Interstate 405 right-of-way on the east; and NE 68th Street on the north. The southern boundary is the Kirkland City limit (see Figure CH-1, Central Houghton Land Use Map); 108th Avenue NE provides the main north-south vehicular, bicycle and pedestrian connection through the neighborhood, while NE 68th Street provides an east-west connection.

Central Houghton is predominantly a ~~single-family residential~~ neighborhood. Other land uses within the neighborhood consist of ~~medium- and high-density residential~~, offices, neighborhood-oriented businesses and a variety of schools, including Northwest University.



The Neighborhood Center, located along [the south side of NE 68th Street](#), is the neighborhood's only commercial area. The undeveloped 73-acre Watershed Park takes up a large area in the southeastern corner of the neighborhood. Carillon Woods Neighborhood Park is in the central part of the neighborhood and Phyllis A. Needy Neighborhood Park provides a smaller neighborhood park adjacent to 108th Avenue NE.

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2. Vision Statement

The ~~following vision-Vision statement-Statement~~ is a ~~verbal~~ description of the character and qualities of the Central Houghton Neighborhood at a future time when the goals and policy direction expressed in this neighborhood plan are realized.

The Central Houghton Neighborhood has a rich and unique history. The area's political history as part of a separate city until 1968 fostered a deep sense of community-identity, establishing a tradition in which residents-community members seek opportunities for involvement and stewardship in the neighborhood's future.

The neighborhood's ~~predominantly low density-quality of liferesidential character has benefits hasve~~ been maintained, while the changing and varied needs of the population are accommodated through a diverse housing stock. Greater housing choices, as well as efforts to preserve affordability in housing, help to expand housing opportunities for all residents within the neighborhood.

Central Houghton is a friendly welcoming, accessible neighborhood, with safe and inviting pedestrian and bicycle routes. Healthy and active living is promoted through attractive streets and trails. Traffic on the neighborhood's major streets, 108th Avenue NE and NE 68th Street, is managed well, with improvements designed to be compatible with surrounding development. The Cross Kirkland Corridor provides pedestrian and bicycle connections linking the corridor to parks and other neighborhood gathering places.

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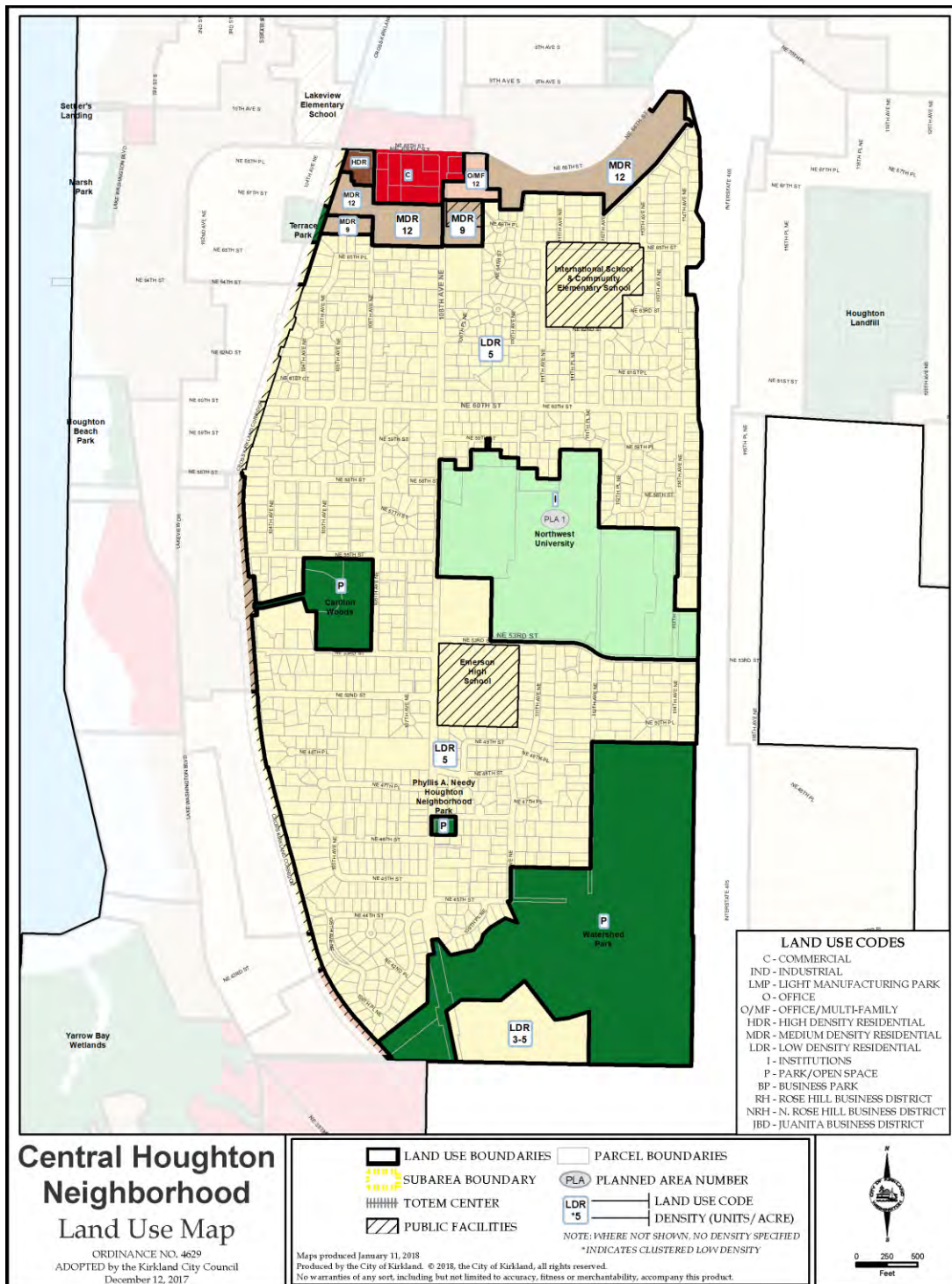


Figure CH-1: Central Houghton Land Use Map [Staff note: Neighborhood land use map will be updated to reflect the citywide Land Use map being amended in the Land Use Element.]

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~~Local citizens~~ People value the variety of opportunities to meet in shops and restaurants within the Houghton/Everest Neighborhood Center, as well as in casual locations in the neighborhood's parks and natural areas. The Houghton/Everest Neighborhood Center has evolved into a thriving, pedestrian-oriented mixed-use center, with businesses available to meet the retail and service needs of the community. Appropriate-Engaging streetscapes, site layouts and building designs provide an attractive-inviting and coordinated appearance within the Center. Careful attention to the placement and design of vehicle and pedestrian access from commercial areas to surrounding streets contributes to an efficient street network, and ensures harmony avoids conflicts with nearby low-density-residential areas.

Several schools and the Northwest University campus add to the Central Houghton community by providing the neighborhood ~~residents~~ with a connection to the schools' students, parents, and facilities, as well as with residents of other Kirkland neighborhoods and the larger community. These campuses are valued and supported, not only for their role in providing educational opportunities and fostering community relationships, but for the additional open space they provide and share with the ~~neighborhood~~ public.

The Central Houghton Neighborhood provides many beautiful open space experiences, including the views, tree canopy and neighborhood parks. The ~~residents-community of Central Houghton~~ cherish ~~cs and preserve the territorial views, including~~ the expansive views of Lake Washington, Seattle and the Olympic Mountains, the slopes, and the natural watershed areas that contribute to the neighborhood's distinctive ~~character-charm~~. The tree canopy in the neighborhood has been managed and enhanced, and adds to the neighborhood's peaceful setting. The neighborhood's parks meet the needs of the neighborhood's ~~residents~~. Phyllis A. Needy Park provides a place for active play for the neighborhood's ~~youngestyouth~~ residents, while Carillon Woods meets the neighborhood's recreational needs with a play area and both paved and natural trails. Opportunities for ~~residents-people~~ to ~~quietly~~ observe and enjoy wildlife habitat and open space exist at Carillon Woods and at the south end of the neighborhood, in the Watershed Natural Area.

The Central Houghton ~~residents-community~~ ~~take-takes~~ great pleasure and pride in ~~calling~~ this beautiful neighborhood's ~~features~~ their home.

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3. Historical Context

[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.](#)

The following history includes the Central Houghton and Lakeview Neighborhoods, as well as a portion of the Bridle Trails Neighborhood, since together they made up the City of Houghton until its consolidation with the City of Kirkland on April 30, 1968.

Naming and Early Settlement of Houghton: Samuel and Caroline French along with their adult son, Harry French, settled on the east side of Lake Washington in 1872. The French family was from Maine and had been corresponding with a friend who had settled in Seattle and praised the potential of the Eastside. Mrs. French named their new home Pleasant Bay.

The French family is considered Houghton's first white settlers. Little has been learned about the earliest Native American inhabitants of the area, but Mrs. French reported seeing them as they rowed their canoes along the shore. The French house was built in 1874 at 10120 NE 63rd Street and was home to the French family for four generations. The house was moved to 4130 Lake Washington Boulevard in 1978.

In 1880, all communities were required by the U.S. Post Office to have a one-word name. The Pleasant Bay community submitted the name Edison, after Thomas Edison, but Edison was already being used in the Washington Territory. The Pleasant Bay church had been given a 600-pound Meneely & Company church bell by Mr. and Mrs. William Houghton of Boston and so the community of Houghton was named in their honor. When the congregational churches merged in 1894, the bell was relocated to the Kirkland Congregational Church on 5th Avenue in the Norkirk Neighborhood. The church has been rebuilt, but the bell remains there and rings every Sunday.

The Suffhoff home was built in 1903 by Kirkland realtor Charles Parrish for the Morris Orton family. The young widow Mrs. May Orton rented the home to Dr. George Hudson Davis in about 1910 and it was then used as a hospital and dental office. The home served as Houghton's and Kirkland's first hospital for 10 years.

Industry of Pleasant Bay/Houghton: The French family soon had industrious neighbors. The Jay O'Connors, who purchased the Popham/McGregor land, built the Steamer Squak and the large Lake House which was used as a hotel. The John and Abigail Fish family purchased the Lake House and continued the hotel business. The Lake House was in the family for generations and was torn down in 1984. The Curtis family built and operated ferries on Lake Washington for over 50 years. George Bartsch and his brother-in-law, Harrie Tompkins, started the Bartsch-Tompkins Transportation Company in 1904. Mr. Bartsch bought out Mr. Tompkins and then partnered with John Anderson to create the Anderson Steamboat Company in 1907. The Anderson Steamboat Company became the Anderson Shipyard which then became the Lake Washington Shipyard.

The Lake Washington Shipyard was at the site of the present Carillon Point development. One of the original buildings built in 1907 was used as a pattern shop for the wooden ships built during WWI, then as a mold shop for the steel ships built during WWII. The building was still standing until the development of Carillon Point.

The early shipyards were limited to building lake ferries or smaller oceangoing boats that could be navigated down the Black River at the southern tip of Lake Washington. In 1916, the opening of the ship canal lowered Lake Washington by almost nine feet and dried up the Black River. With the opening of the Montlake Ship Canal, the shipyard could build large oceangoing ships.

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Houghton and the Wars: During WWI, shipbuilding boomed in Houghton, and many wooden war ships were constructed there. Workers commuted from Seattle for the work, which ended in 1918. The Second World War again brought tremendous growth for Houghton. The Lake Washington Shipyard built steel hulled ships and they were all in service at the end of the war. The U.S. Government built the Steward Heights housing project on 108th Avenue NE for the shipyard workers. This area is now the Northwest University campus.

Terrace Park – Site of the Houghton City Hall: Terrace Park was originally the site for a community center for the Lakeview Neighborhood during WWII. It was built to service the needs of the Lake Washington Shipyard workers. In about 1955, the buildings were converted to house the Houghton City Hall, library, fire station and police station. The existing cement pads were used as the floor of the Houghton Police Station.

Livelihood of Houghton Residents: From the early 1870s, Houghton was settled by educated and hardworking families spreading out across the country. They purchased their homesteads and, because of their isolation, they lived off their land. Their close proximity to Seattle also allowed them access to jobs, services and goods. For example, Harry French commuted to Seattle to work in Yesler’s Mill. At first workers rowed weekly, returning home for the weekend, and in later years they took a steamer daily. There were jobs in the forest, the coal mines, and the lumber mills, but all required a commute by rowboat, horse or on foot. As more settlers arrived, there was a need for scheduled ferry service, a school, and a place to worship.

School and Worship: Harry French built a frame cabin, which was used by the family until their family home was ready. This cabin later became Pleasant Bay’s first classroom and its first Sunday school. A church was then built and the minister, Reverend Greene, began coming from Seattle to make the rounds to the small local churches in the area.

Houghton Resident, John Cort: John Cort had the first legitimate theater circuit and owned 117 theaters on the west coast. Mr. Cort was also an early founder of the FOE Eagles and was their first President. He was the first in the world to use the new Edison lights in his Seattle Standard Theatre which burned in the great fire of 1889. Cort’s last remaining Seattle theatre is the Moore. Cort traveled a great deal to manage his theatres, but his family lived full time on Whisker Farms, his Houghton home until 1918. Around this time he moved his empire to New York City where he later retired and then died in 1929. Whisker Farms was on Cort Road, now 108th Avenue NE. The Collins School was built on the burned out ruins of Whisker Farms, but has since been torn down and replaced by homes.

City of Houghton: Until 1968, Houghton was a separate city with a Houghton address and residents that were called “Houghtonites.” When Houghton merged with Kirkland, there was a strong emphasis on retaining some authority on land use and zoning issues. State law [at the time](#) allowed Houghton citizens to maintain control of their zoning and continued enforcement of their land use plan, [and the Houghton Community Council was formed.](#) The ~~Houghton community continues to have a~~ Houghton Community Council [actively functioned as part of the City of Kirkland land use processes until it was sunset in 2022 as a result of adopted Washington state law, with veto power over land use actions of the Kirkland City Council relating to the area of the old City of Houghton. The Houghton-Community Council is one of only two such community councils remaining in the State of Washington.](#)

Although the City of Houghton and the City of Kirkland merged ~~almost 60~~^{over 40} years ago, there is still a strong feeling of community among the residents of the Central Houghton neighborhood because of their unique history as a separate town.

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1968 Road Map of the Houghton Area

History taken from Primary Sources: Family and State records, the Boston Newspaper, 1889 Kirkland Press and the French Diaries. For more information on the history of the City of Houghton please contact the Kirkland Heritage Society and see the Lakeview Neighborhood Plan.

Goal CH-1: Encourage preservation of structures, sites and objects of historical significance in the Central Houghton Neighborhood.

Policy CH-1.1: Encourage property owners in Central Houghton to preserve buildings, structures, sites and objects of historical significance.

The ~~Community Character~~ Land Use Element establishes the hierarchy for designating historic buildings, structures, sites and objects in the City. Although age is an important factor in determining historical significance, other factors, such as the integrity of the building, architecture, location and relationship to notable persons or events of the past, are also important.

Policy CH-1.2: Provide directional signs, markers and interpretive information at structures, buildings, sites or objects of historical significance.

Individual historic properties are encouraged to add historic plaques and interpretive signs. Additional directional signs and interpretive centers at or near structures, buildings, sites or objects of historical significance around the neighborhood will help bridge Houghton's rich history with future generations. Most of the original historic street names have been changed over the years. As street signs are replaced, the original street names could be added to recognize the neighborhood's history. The ~~Community Character~~ Land Use Element of this Comprehensive Plan also lists other techniques to preserve the neighborhood's history.

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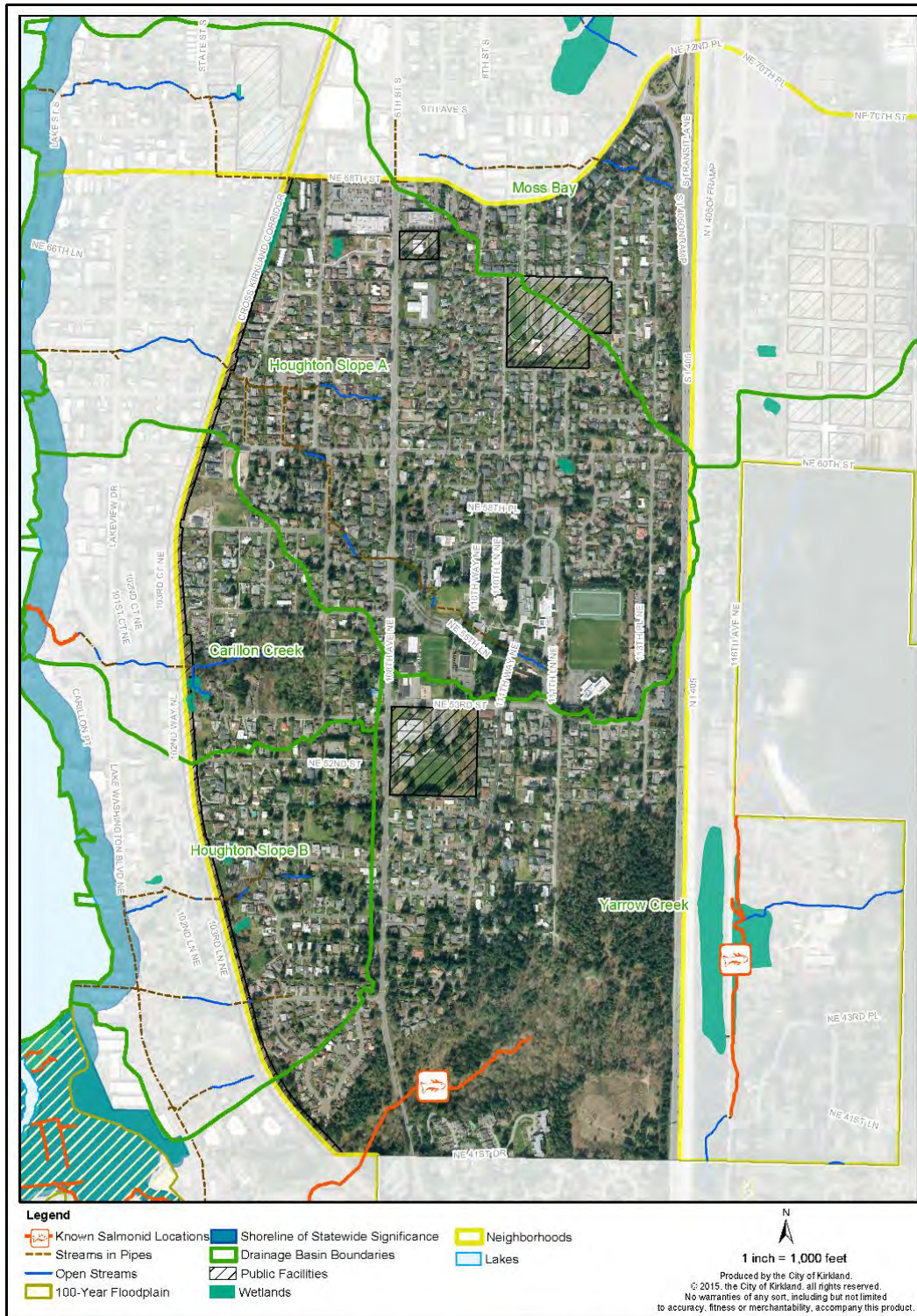


Figure CH-2: Central Houghton Wetlands, Streams, and Lakes

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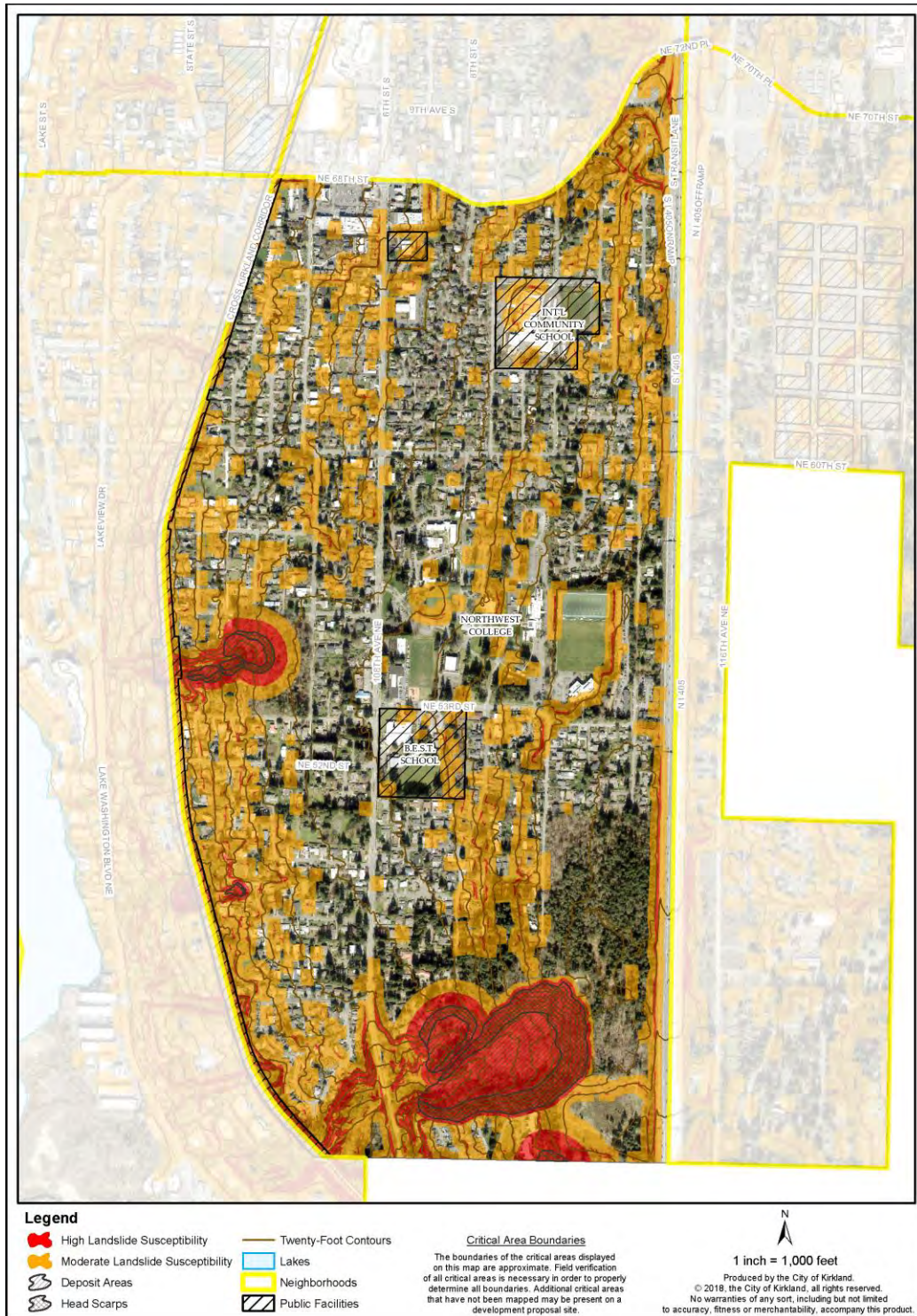


Figure CH-3a: Central Houghton Landslide Susceptibility

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Figure CH-3b: Central Houghton Liquefaction Potential

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4. Natural Environment

Goal CH-2: Protect and enhance the natural environment in the Central Houghton Neighborhood.

Policy CH-2.1: Undertake measures to protect and improve water quality and promote fish passage in Lake Washington and neighborhood wetlands, streams and wildlife corridors.

The Central Houghton Neighborhood is located within the Yarrow Creek, Carillon Creek, Houghton Slope A and B, and Moss Bay drainage basins (see Figure CH-2). These drainage systems connect to Lake Washington and provide important ecological functions such as flood and storm water conveyance, water quality, fish habitat, wildlife and riparian corridors, and open space benefits.

Water quality is an important issue in the Central Houghton Neighborhood. Daylighted streams in the neighborhood should be kept clean and maintained in their natural state. Even in areas without significant streams, water from the neighborhood drains to Lake Washington and so pesticide and fertilizer use should be discouraged.

Policy CH-2.2: Ensure that development is designed to avoid damage to life and property on properties containing high or moderate landslide or erosion hazards areas.

The Central Houghton Neighborhood contains medium and high landslide ~~and~~ erosion hazard areas (see Figure CH-3a and CH 3b). These areas are prone to landslides that may be triggered by natural events or by manmade activities including grading operations, land clearing, irrigation, or the load characteristics of buildings on hillsides. Limitations on development in geologically hazardous areas are regulated within the Kirkland Zoning Code and in the Sustainability, Climate and Environment Element.

Policy CH-2.3: Protect wildlife throughout the neighborhood and encourage the creation of backyard sanctuaries for wildlife habitat.

The National Wildlife Federation has designated the City of Kirkland as a certified Community Wildlife Habitat. The Community Wildlife Habitat Program for the City began in the Central Houghton Neighborhood. Central Houghton contains many wildlife corridors connecting parks and along stream channels to Lake Washington and Yarrow Bay Wetlands. ~~Residents~~ Residents Home and business owners are encouraged to continue to improve wildlife habitat on their ~~private~~ property by planting native vegetation, and providing food, water, shelter and space for wildlife.

5. Land Use

Residential land uses occupy the majority of the Central Houghton Neighborhood. Schools, including the expansive campus of Northwest University, are dispersed throughout the ~~low-density~~ residential core, while two large park and open space areas, Carillon Woods and the Watershed Natural Area, are located in the central and southern portions of the neighborhood. ~~Multifamily apartments~~ Apartments and condominiums are clustered along the northern edge of Central Houghton, where they adjoin the neighborhood's only commercial area, the Houghton/Everest Neighborhood Center.

Residential

Goal CH-3: ~~Promote and retain the residential character of~~ Ensure housing opportunities for all in the neighborhood ~~while by~~ accommodating compatible infill development and redevelopment.

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Policy CH-3.1: ~~Retain the predominantly detached single family~~ Promote a variety of housing styles in the Central Houghton Neighborhood.

Central Houghton is a ~~well established~~ well-established neighborhood that has predominantly low-~~density-intensity - (five to six dwelling units per acre)~~ traditional single family residential development. The land use transitions from lower-~~density residential~~ to higher medium and high density multifamily intensity residential and commercial development in the northern portion of the neighborhood near NE 68th Street. A mix of housing styles and sizes is important ~~to the neighborhood's character.~~



Goal CH-4: ~~Allow~~ Encourage alternative residential development options ~~that are compatible with surrounding development~~ improve housing diversity in the neighborhood.

Policy CH-4.1: Allow a variety of development styles that provide housing choice in ~~low density~~ all residential areas.

Providing housing options for a wide spectrum of households is an important value to support and encourage. Alternative housing provides more housing choice to meet changing housing demographics such as smaller households and an aging population. Allowing design innovations can help lower land and development costs and improve affordability. ~~Compatibility with the predominant traditional detached single family housing style in the neighborhood will determine the acceptance of housing alternatives.~~ Alternative housing types such as cottage, compact single-family, accessory dwelling units, and clustered dwellings are ~~appropriate~~ viable options to serve a diverse population and changing household size and composition.

Policy CH-4.2: Encourage diversity in size of dwelling units by preserving and/or promoting smaller homes on smaller lots.

Diversity can be achieved by allowing properties to subdivide into lots that are smaller than the normal minimum lot size allowed in the zone if the size of houses on the small lots is limited. This encourages diversity, ~~maintains neighborhood character, affordability,~~ and provides more housing choice. ~~Up to 50 percent of the single family lots in a subdivision should be allowed to be smaller than the zoning designation allows if a small house is retained or built on the small lots. The lots containing the small houses should be no less than 5,000 square feet in the RS 7.2-~~

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~~zones and no less than 6,000 square feet in the RS 8.5 zones. The size of the houses on the small lots would be limited by a maximum floor area ratio and all other zoning regulations would apply.~~

Policy CH-4.3: The residential land areas south of NE 68th Street and surrounding the Houghton/Everest Neighborhood Center area is/are suitable for medium-to-higher residential densities-intensity (see MDR, HDR and OMF land use designations on Figure CH-1).

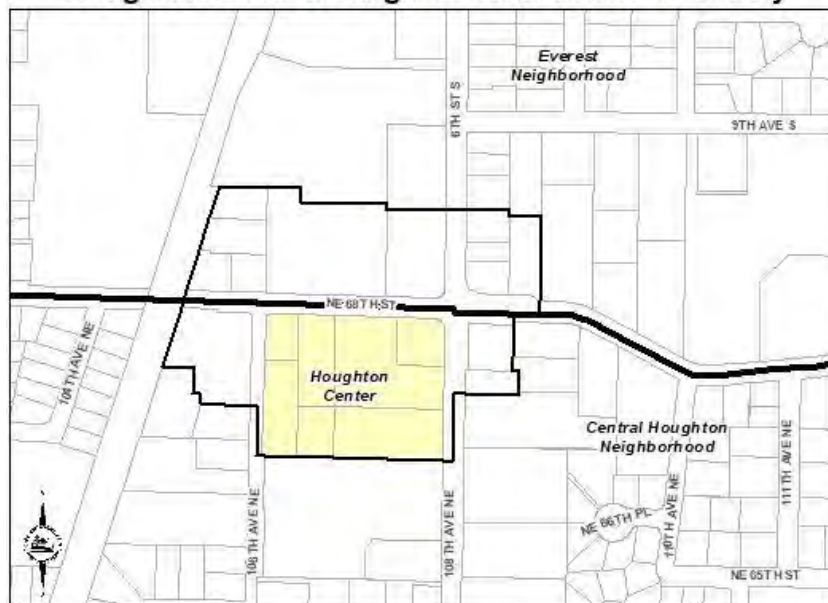
The area south of NE 68th Street and surrounding the Houghton/Everest Center is appropriate for medium-to-high-densities-increased residential intensity because of topographic features and surrounding neighborhood conditions. This area provides a good transition between provides additional housing opportunities and helps to support the low-density residential uses to the south and the commercial shopping area to the north.

Commercial

Houghton/Everest Neighborhood Center

The Houghton/Everest Neighborhood Center is defined as a “Neighborhood Center” commercial area in the Land Use Element of the Comprehensive Plan. It includes properties on the north and south sides of NE 68th Street in both the Central Houghton and Everest Neighborhoods.

Houghton/ Everest Neighborhood Center Boundary



Goal CH-5: Promote a strong and vibrant Neighborhood Center with a mix of commercial and residential uses that primarily serve the adjacent neighborhoods.

Policy CH-5.1: Coordinate with the Everest Neighborhood to develop a plan for the Houghton/Everest Neighborhood Center, which overlies properties along the NE 68th Street corridor in both the Everest and Central Houghton Neighborhoods (see inset).

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This plan should promote a coordinated strategy for the Neighborhood Center while minimizing adverse impacts on surrounding residential areas.

Policy CH-5.2: Encourage a mix of uses within the Houghton/Everest Neighborhood Center that includes commercial development such as neighborhood-oriented shops, services, and offices, as well as ~~multifamily~~ residential use.

A variety of uses, including retail, office and residential, should be combined in order to contribute to a vibrant mixed-use Neighborhood Center.



Policy CH-5.3: Implement transportation improvements, including those in the 6th Street Corridor Transportation Study, that support the existing and planned land uses in the Neighborhood Center and adjoining neighborhoods.

A review of transportation impacts should be done for all new development in the Neighborhood Center. This review should also include determination of the best location for a new east/west connection between 106th Avenue NE and 108th Avenue NE. Transportation system improvements should be designed to encourage traffic to use existing arterials and to include traffic-calming devices on neighborhood streets. Alternate modes of transportation should also be encouraged.

Policy CH-5.4: ~~Allow~~ Encourage higher residential ~~density-intensity~~ on properties on the west side of 106th Avenue NE and south of NE 68th Street.

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Land located west of the Houghton Center shopping area, directly east of the Cross Kirkland Corridor, has the potential to provide higher ~~density-intensity~~ residential use within walking distance of retail and business services. ~~The Cross Kirkland Corridor provides a wide buffer between this area and the low-density residential area to the west.~~ A connection to the Cross Kirkland Corridor should be provided from 106th Street through this area.

Goal CH-6: Promote high quality design by establishing building, site, and pedestrian design standards that apply to commercial, residential and multifamily-mixed use development in the Houghton/Everest Neighborhood Center.

Policy CH-6.1: Establish design guidelines and regulations that apply to all new, expanded or remodeled commercial, multifamily residential or mixed-use buildings in the Houghton/Everest Neighborhood Center.

These design guidelines and regulations should support appropriate building scale and massing, produce buildings that exhibit high quality design with a sense of permanence, and incorporate site design which includes pedestrian features and amenities that contribute to the livability of the surrounding area. They should also strengthen the ~~visual identity-aesthetic appeal~~ of the Neighborhood Center by addressing streetscape improvements and public views to the lake along NE 68th Street.

Houghton Center: The shopping center development located at the southwest corner of NE 68th Street and 108th Avenue NE (shown in yellow on the map) is known as the “Houghton Center.” This large strip retail development sits on several parcels occupying approximately five acres. Redevelopment to a more cohesive, pedestrian-oriented concept may be feasible since a single owner controls the bulk of the site. In addition to its potential to serve the community through expanded neighborhood commercial uses, Houghton Center can contribute to the livability and vitality of the neighborhood by providing ~~residents and visitors~~ the community with a welcoming place to shop, congregate and relax.



Houghton Center

Goal CH-7: Support the transition of the Houghton Center into a pedestrian-oriented mixed-use development with access to transit, that includes retail, with office or residential and other compatible uses that primarily serve the adjacent neighborhoods.

Policy CH-7.1: Promote a pedestrian-oriented development concept through standards for a coordinated master-development plan for Houghton Center including retail, with office and/or residential and other compatible uses.

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A development plan (formerly referenced as a master plan) for the Houghton Center should provide for a complementary arrangement of facilities, pedestrian amenities, open spaces, and linkages, as well as shared parking that meets the needs of Houghton Center and a coordinated sign system.

Policy CH-7.2: Reduce ingress and egress conflicts within and around Houghton Center through creation of a circulation system for vehicles and pedestrians as part of a master-development plan for development of the property.

The circulation system for both pedestrians and vehicles should provide the minimum amount of ingress and egress locations necessary for an effective circulation system into and through Houghton Center.

Policy CH-7.3: Allow building heights up to three stories if certain retail uses that primarily serve the neighborhood are provided. Careful attention should be given through the design review process to pedestrian orientation, building modulation, upper-story stepbacks, and use of materials to reduce the appearance of bulk and mass.

Specific design guidelines should be developed to ensure that modulation is used to break down scale and massing of buildings into smaller and varied volumes, and to provide upper-story stepbacks from the sidewalks to improve the pedestrian experience and maintain human scale.

Policy CH-7.4: Provide gathering spaces and relaxation areas within Houghton Center.

Houghton Center is an important community meeting place within the Central Houghton Neighborhood. Gathering spaces should be provided when Houghton Center redevelops as a way to provide places to meet neighbors and enjoy the facilities.

Schools and Places of Worship

A strong relationship between schools, all places of worship, and the surrounding community is a key factor to ensuring compatibility and minimizing conflicts.

Goal CH-8: Acknowledge the value to the community of schools and places of worship. Encourage interaction between these institutions and the residents-community of the Central Houghton Neighborhood.

Policy CH-8.1: Provide opportunities for early community involvement in any expansion plans for, modifications to, or changes in uses within schools and places of worship.

Early community involvement is important in addressing issues that may affect the surrounding area and the neighborhood as a whole. Issues such as parking and public safety should be taken into account when considering additional ancillary uses, expansion of facilities, or the addition of new facilities. Required buffering should be designed to minimize impacts to and be compatible with neighboring uses.

Northwest University (Planned Area 1)

Northwest University is designated as a Planned Area because of its unique conditions including large parcel ownership, interface with the surrounding community, traffic patterns, and topographic conditions. The complex issues related to this planned area can best be dealt with through the development plan (formerly referenced as a master plan) for the university.

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The planned area designation permits the application of special development procedures and standards to minimize adverse impacts resulting from the natural growth and operation of the facility.

Goal CH-9: Ensure that the growth and development planned for Northwest University is reviewed and approved by the City.

Policy CH-9.1: Limit Planned Area 1 to the boundaries designated in Figure CH-1.

The boundaries shown in Figure CH-1 are consistent with the 1999 Northwest University Master Plan as shown below.

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Policy CH-9.2: Require all development in PLA 1 to conform to an approved ~~master~~ development plan.

The ~~master development~~ plan approved in 1999 and later revised is the guiding document for Northwest University in PLA 1. Any variations from this ~~master development~~ plan must be reviewed and approved by the City.

Policy CH-9.3: Structures on campus should be located to minimize impacts on ~~single family~~ residential areas adjacent to the University.

It is important to consider the location of new buildings on campus in relationship to the surrounding ~~single family~~ residential areas. New structures should be placed far enough away from ~~single family~~ residential uses to minimize impacts.

Policy CH-9.4: Traffic should be routed away from local residential streets to the extent possible.

Traffic routing can have a great impact on the surrounding neighborhood. Primary access to the University should continue to be off of 108th Avenue NE.

Policy CH-9.5: University activities should ~~be buffered on all sides to support and complement~~ protect adjacent ~~single family~~ residential development.

The university ~~should be buffered from surrounding areas to reduce visual and noise impacts and protect the privacy of those living within the surrounding single family neighborhood and surrounding residential areas should be~~ integrated in a way that minimizes disruptions and maximizes mutual benefits. Strategies such as thoughtful design, shared use paths and facilities, and community engagement should be employed to create an environment where both university and residential activities thrive.

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Transitional Areas

When ~~locating-integrating~~ institutional and commercial uses adjacent to residential areas, ~~techniques-measures~~ should be ~~used-taken~~ to minimize ~~potential adverse~~ impacts on adjacent residential areas. ~~This includes such as~~ ensuring there is ~~adequate-sufficient transit and parking on neighborhood streets for residents and businesses options,~~ ~~minimizing-managing~~ noise ~~levels during~~ evening hours, and ~~minimizing-mitigating~~ glare from commercial lighting.

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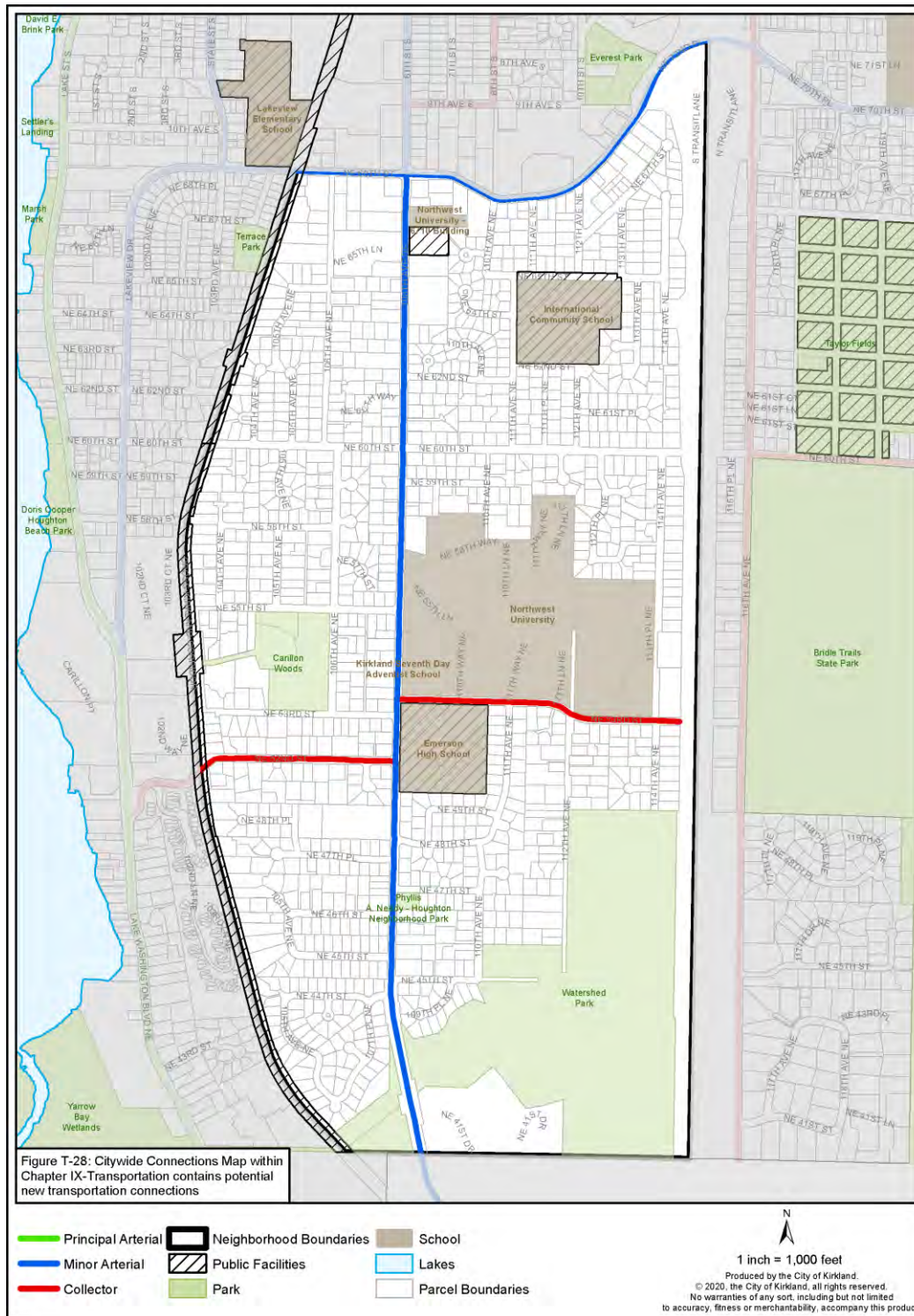


Figure CH-4: Central Houghton Street Classifications

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Goal CH-10: ~~Minimize impacts~~ Ensure mutual support and functional compatibility between residential uses and adjoining institutional and commercial uses.

Policy CH-10.1: ~~Mitigate negative impacts~~ Identify strategies to bridge of commercial and institutional development ~~on~~ with residential areas ~~in the~~ to protect neighborhood ~~character~~ seamlessly.

Regulating building height, building mass, building placement, vehicular access and traffic impacts and/or providing landscape buffers can be used to ~~reduce negative impacts of commercial and institutional~~ harmonize uses ~~on~~ surrounding residential uses ~~in close proximity to one another~~. ~~Mitigate adverse impacts~~ Development projects should employ these strategies through the environmental review process, development regulations, and with the appropriate conditions imposed through development review.

6. Transportation

The circulation patterns in the Central Houghton Neighborhood are well established. 108th Avenue NE, a designated minor arterial, provides the primary north-south route through the Central Houghton Neighborhood. It also provides local access for a substantial number of residences, schools and businesses (see Figures CH-5 and CH-6).



NE 68th Street which forms the northern boundary of the neighborhood is also a minor arterial. NE 52nd Street is designated a collector street providing an east-west connection between 108th Avenue NE and Lake Washington Boulevard. NE 53rd Street between 108th Avenue NE and 114th Avenue NE is also a collector street. All other streets within the neighborhood are classified as neighborhood access streets. They provide access to adjacent residences and connect to the collectors and minor arterials.

~~Nonmotorized Active~~ transportation modes such as walking, cycling, and rolling are ~~is~~ addressed in the City's Active Transportation Plan and implemented through the Capital Improvement Program or through private development. The design of these improvements should be safe and convenient, and should enhance neighborhood access ~~while fitting into the unique areas they traverse~~ opportunities.

Goal CH-11: *Maintain mobility along 108th Avenue NE as a major vehicle, transit, pedestrian and bicycle corridor through the neighborhood.*

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Policy CH-11.1: The existing three-lane configuration for 108th Avenue NE should be monitored to determine appropriate measures to mitigate transportation impacts.

~~Traffic on 108th Avenue NE is often heavy, particularly during morning and evening commute periods.~~ Congestion restricts local access to and from 108th Avenue NE and creates safety hazards and conflicts for bicyclists, transit riders, adjacent residents, and pedestrians, including children arriving at and leaving the schools. Future traffic levels should be monitored and appropriate measures should be considered to mitigate impacts.

Policy CH-11.2: Enhance ~~attractiveness-usability~~ and accessibility of 108th Avenue NE for all modes of transportation.

A master-development plan for 108th Avenue NE should be established through a public process. The plan should consider installation of streetscape amenities such as pedestrian lighting, street furniture, and low-level landscaping to enhance the pedestrian experience and the continuation, widening and signing of bicycle lanes.

Policy CH-11.3: Implementation of street improvements should occur through both the City's Capital Improvement Program process and through site-specific private development.



The means to implement improvements should be determined on a comprehensive areawide basis and, to the extent possible, on an incremental basis by encouraging or requiring the incorporation of improvements into private developments.

Policy CH-11.4: Support transportation measures that will ~~reduce commuter or pass-through traffic~~ enhance circulation through the neighborhood.

The City should support and encourage the following measures:

1. Alternatives to single-occupancy vehicles for commuting purposes, such as public transportation, bicycling and rolling, walking, high-capacity transit and high-occupancy vehicles (HOV).
2. Improvements to the I-405/SR 520 corridors.

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Goal CH-12: Encourage ~~a variety of transportation modes mobility and the use of nonmotorized transportation~~ by providing improvements for pedestrians and bicyclists.

Policy CH-12.1: Improve the pedestrian and bicycle circulation systems both as a recreation amenity and alternative transportation option.

~~Pedestrian and bicycle~~ Active Transportation pathways are part of the transportation system but also provide recreational opportunities. Pathways and trails should be provided to activity nodes such as the Houghton/Everest Neighborhood Center, parks and transit facilities, and the Lakeview Neighborhood. Directional signs indicating path locations should also be provided.

Policy CH-12.2: Support future development of the Cross Kirkland Corridor as a ~~multipurpose trail~~ multi-use corridor for pedestrians and bicycles with access points along the corridor consistent with the CKC Master Plan and the Park Recreation and Open Space Plan.

The ~~unused BNSF railroad right of way, known as the~~ Cross Kirkland Corridor, provides an opportunity for a bicycle, pedestrian and high-capacity transit corridor. Pedestrian and bicycle transportation is a high priority, but regardless of the function of the corridor it should be designed so that it will:

- Serve as a gateway to the City.
- Provide neighborhood pedestrian and bicycle connections, with the highest priority access points at NE 52nd, NE 60th and NE 68th Streets.
- ~~Be compatible with~~ Support and activate adjacent neighborhoods.
- Ensure a high degree of safety.
- Show environmental stewardship.

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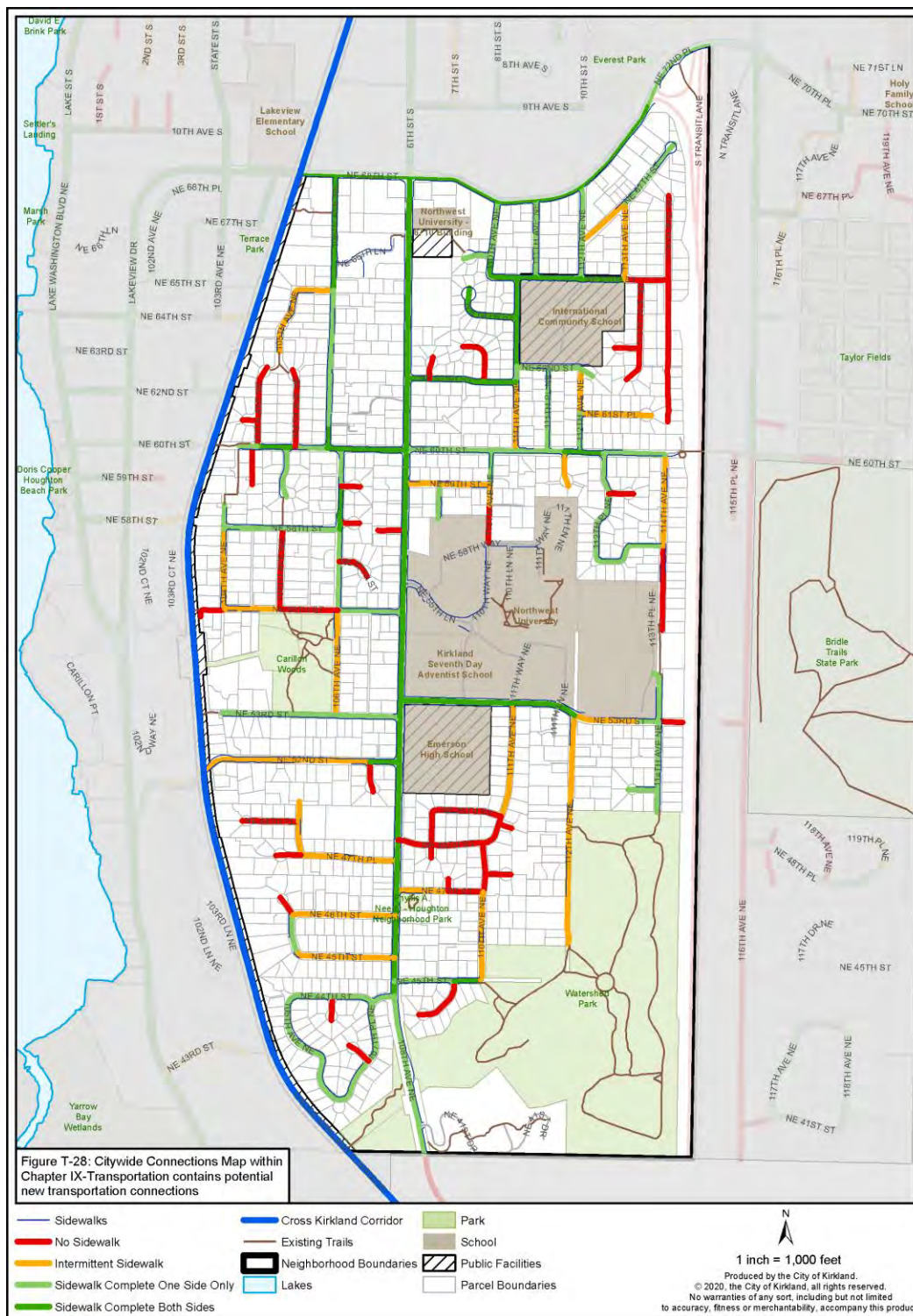


Figure CH-5: Central Houghton Pedestrian System

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7. Open Space and Parks

There are currently three publicly owned parks and two public school-based recreation sites within the Central Houghton Neighborhood: [Watershed, Phyllis A. Needy - Houghton Neighborhood, Carillon Woods Terrace Park, Houghton Beach Park, Marsh Park, and Everest Park](#). The neighborhood has been fortunate to have a high degree of community involvement in the development and maintenance of its park facilities. Planned enhancements and recreational activities within the parks are contained in the citywide Parks, Recreation and Open Space (PROS) Element and (PROS) Plan.



~~The City has a level of service (LOS) goal of locating a neighborhood park within a quarter mile radius of each household in Kirkland. This desired LOS standard is being met for the Central Houghton Neighborhood. LOS within the neighborhood is also enhanced by the proximity of parks just outside the defined neighborhood boundaries, including Terrace Park, Houghton Beach Park, Marsh Park, and Everest Park.~~

Watershed Park is an undeveloped 73-acre park which takes up a large amount of the southeastern portion of the neighborhood. It is heavily wooded with varying terrain including steep slopes, and features soft-surface walking trails. This property has been identified as a high priority for removal of invasive plants and for revegetation activities for its urban reforestation program.

~~Any future development of the park should be undertaken following a community-based master planning process. Considerations for a park master plan should include protection and enhancement of natural resources and minimizing potential impacts to surrounding residential areas.~~

Phyllis A. Needy Houghton Neighborhood Park is a small 0.50-acre neighborhood park adjacent to 108th Avenue NE. It includes a small playground, a basketball hoop, and picnic tables. ~~No further development of this park is anticipated.~~

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Carillon Woods is an 8.7-acre neighborhood park that features soft-surface and asphalt trails, interpretive signage, native plantings, and a children's playground. Carillon Woods was historically the water supply for Yarrow Bay and was designated Water District #1. It was later purchased from the Water District by the City through a park bond and its creation and use were determined through several public workshops. Approximately two acres of the property are fenced off to protect several deactivated artesian wells, steep slopes, wetlands, and emerging springs which serve as the headwaters for Carillon Creek. As with Watershed Park, reforestation efforts are a high priority for this property. ~~Although no further development is anticipated for this park, the removal of existing wells, pumping systems, and other facilities related to former use of the site by a local water district should occur in the future.~~

B.E.S.T. High School is on a 10-acre site and is part of the Lake Washington School District (LWSD). The City has constructed and maintains a multipurpose playfield at B.E.S.T. High School through an interlocal agreement with LWSD. The playfield is available for both organized and informal sports activities such as baseball/softball, soccer, and football. A small gymnasium at the school is also available on a limited basis for community recreation programming, with scheduling and use dictated by LWSD.

International Community School (ICS) is located at the north end of the neighborhood. This approximately 11-acre site provides both indoor and outdoor recreation space for the neighborhood. All facilities on the property are maintained by LWSD.

Goal CH-13: Ensure adequate park and recreation facilities in the Central Houghton Neighborhood.

Policy CH-13.1: Pursue acquisition of property and partnerships with schools and other institutions in Central Houghton.

The City should seek opportunities to acquire land to expand parks as properties adjacent to existing parks become available. It is also important to provide and maintain a diversity of park recreation types for the neighborhood. The City should pursue cooperative agreements for joint use of the facilities at schools and other institutions. In addition, street ends should be developed and expanded into park and open space areas for public enjoyment.

~~8. Public Services and Facilities~~

~~Water, sewer, and drainage services and facilities are adequate for existing and foreseeable future developments in the Central Houghton Neighborhood. The goals and policies contained in the Utilities, Capital Facilities and Public Services Chapters of the Comprehensive Plan provide the general framework for these services and facilities.~~

~~*Goal CH-14: Provide adequate public and private utility services for the Central Houghton Neighborhood.*~~

~~*Policy CH-14.1: Undergrounding of overhead utilities should be actively encouraged.*~~

~~In order to contribute to a more attractive and safe living environment, to improve views and enhance a sense of community identity, the undergrounding of utilities should be actively encouraged.~~

9. Urban Design

Central Houghton's unique urban design assets are identified in Figure CH-7 and play an important role in the visual image of the Central Houghton Neighborhood.

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Views

Goal CH-15: Preserve public view corridors and natural features that contribute to the visual identity of the Central Houghton neighborhood.

Policy CH-15.1: Preserve public scenic views and view corridors of Lake Washington, Seattle and the Olympic Mountains from public rights-of-way and parks.

Public view corridors are important assets and should continue to be enhanced as new development occurs. Wide, expansive views of Lake Washington looking west from public rights-of-way should be maintained. ~~Street trees along rights-of-way that offer local and territorial views should be of a variety that will not block views as trees mature.~~



Gateways

Goal CH-16: Enhance gateways to the neighborhood ~~to strengthen~~ that celebrate what makes the neighborhood identity unique features.

Policy CH-16.1: Use public and private efforts to establish gateway features at the locations identified in Figure CH-7.

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Gateways welcome residents, employees and visitors into the City and help ~~define~~ celebrate neighborhood identity ~~community features~~. Gateways can be in the form of natural features, such as landscaping, or structures, such as signs or buildings. The northern and southern gateways to the Central Houghton neighborhood both occur along 108th Avenue NE. The City should pursue opportunities to work with private property owners to install neighborhood gateway features as part of future development. Improvements such as signs, public art, structures, lighting and landscaping can be included.

Design Standards for 108th Avenue NE and Pedestrian Pathways

Goal CH-17: Provide public improvements that ~~contribute to a sense of neighborhood identity and enhanced~~ the neighborhood's visual quality and design.

Policy CH-17.1: Identify design standards for 108th Avenue right-of-way:

These standards should include:

- Adequate sidewalk widths and bike lanes on both sides of the street.
- Appropriate Street-street trees that are ~~of a type that will not unlikely to~~ block views from the public rights-of-way as the trees mature.
- Public amenities such as benches, pedestrian lighting, public art, beautification of traffic medians and directional signs pointing to public facilities and points of interest.

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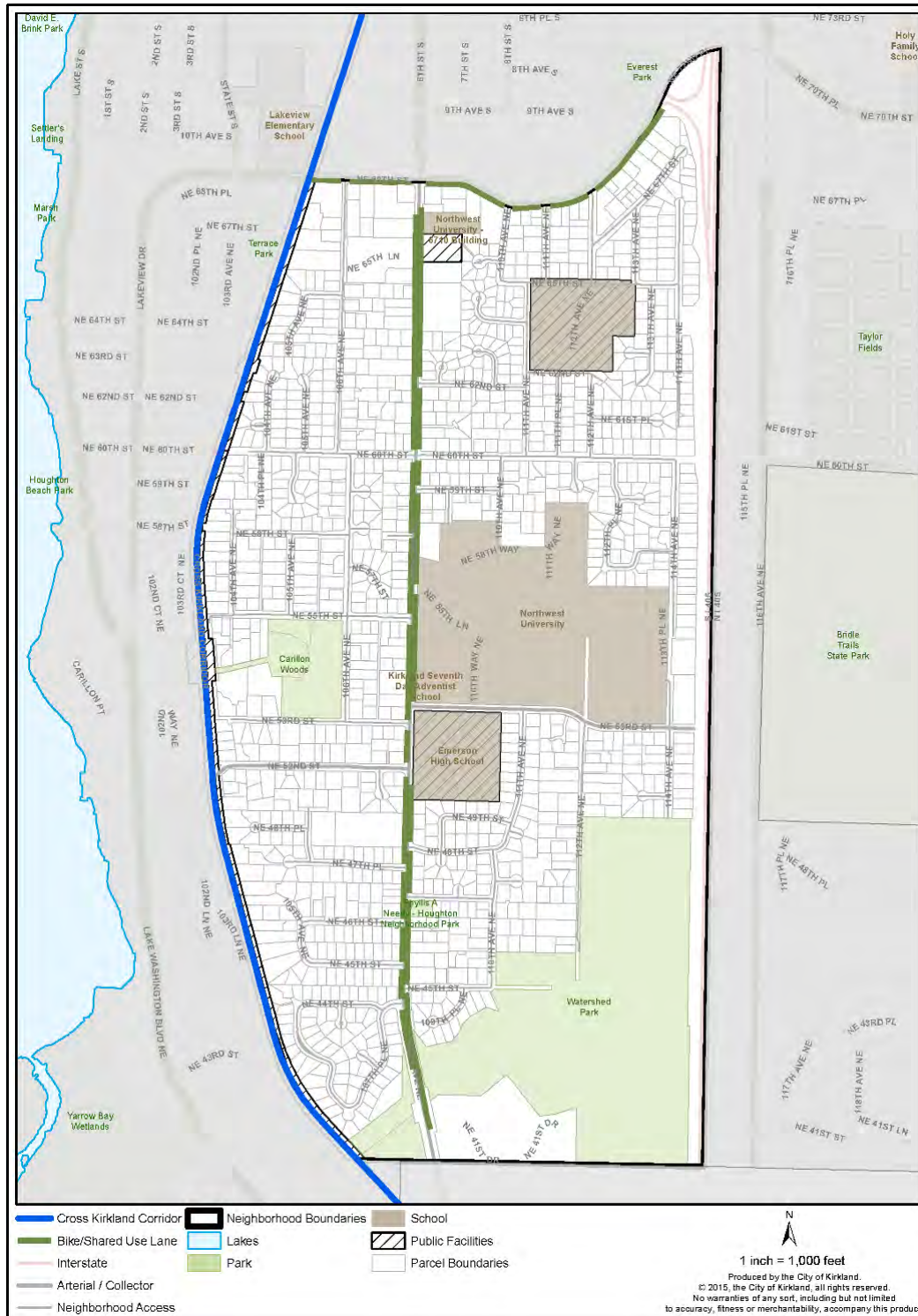


Figure CH-6: Central Houghton Bicycle System

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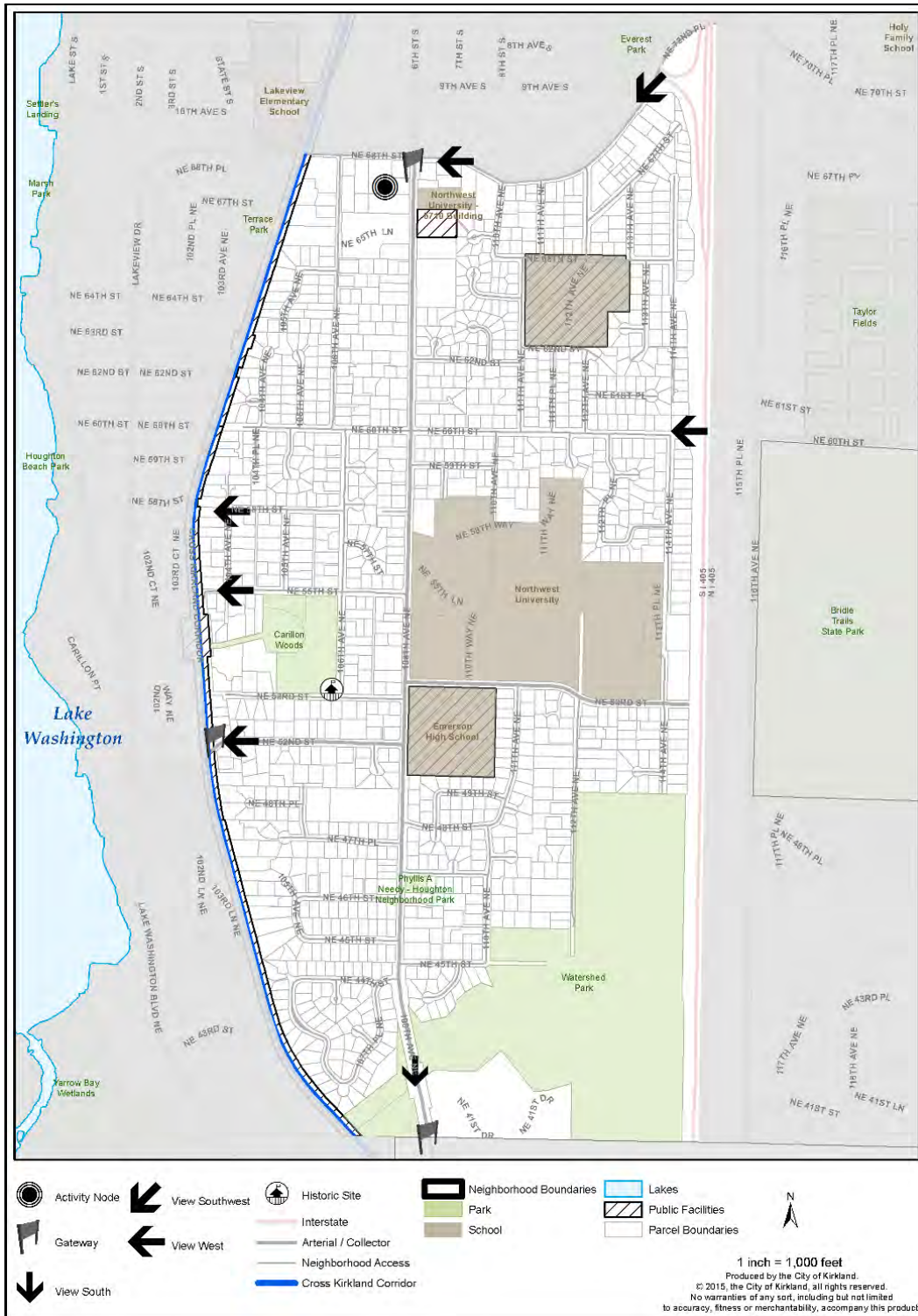


Figure CH-7: Central Houghton Urban Design Features

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XV.C. Bridle Trails Neighborhood [AmendedOrd. 4864](#)



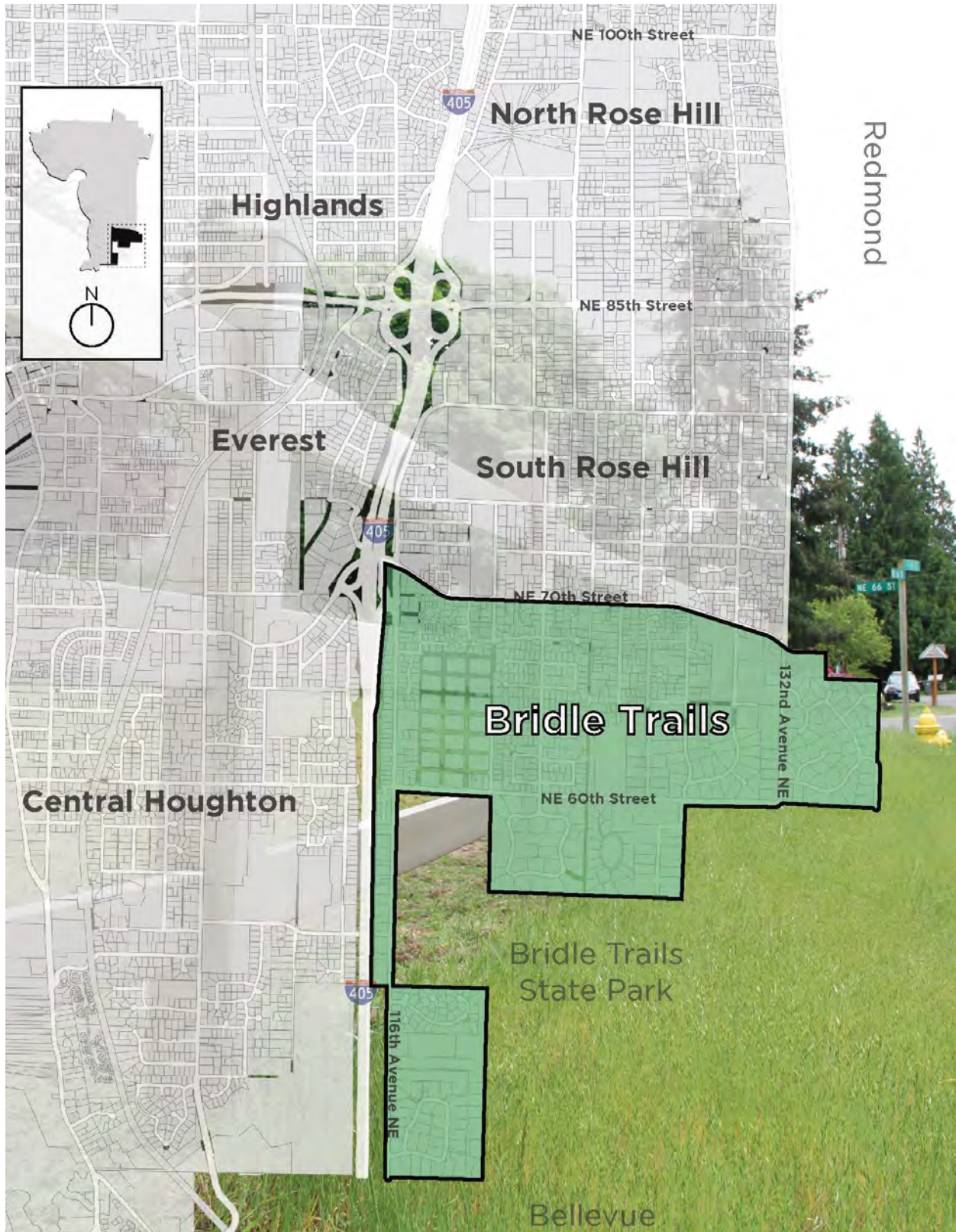
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Attachment 6 - Bridle Trails Neighborhood Plan_Draft Amendments

1. OVERVIEW

The Bridle Trails neighborhood has a rural pastoral feel with large forested areas and an equestrian ~~community~~ character within an urban environment bordering Bridle Trails State Park. The Bridle Trails Shopping Center provides a mix of neighborhood-oriented commercial services to the surrounding ~~residents~~ community and is an active focal point for the neighborhood. Access to the City's new greenway in South Rose Hill, good transit service, and vehicular access to I-405 make the neighborhood a convenient location to access the rest of the region and major job centers.

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2. VISION STATEMENT

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

The Bridle Trails Neighborhood is a unique, forested, equestrian-oriented community with small-scale housing, trails, and open space amenities that support keeping horses and protect the quiet, wooded nature of the community. Bridle Trails State Park is a focal point for the neighborhood and an important factor in the neighborhood's historic development. Equestrian and pedestrian trails connect to the surrounding neighborhood. The private and commercial equestrian uses in the neighborhood have been preserved. Where ~~consistent with the equestrian character of the neighborhood desired~~, backyard cottages and other compact housing types have been integrated into parts of the residential neighborhood to provide housing opportunities for multiple generations, and allow for aging in place, additional homeowner income, and provide an affordable place to live.

The Bridle Trails commercial area has been transformed into an active, ~~attractive-inviting~~, mixed-use residential and commercial village with neighborhood-oriented businesses and gathering places. A residential village surrounding the shopping center provides a built-in customer base to support high-quality retail establishments, allowing people to walk to shops and services without getting in their cars. Nearby Snyder's Corner provides a visual open space amenity for the nearby mixed-use neighborhood center.

A neighborhood greenway provides options for walking and biking from one part of Kirkland to another and to the Cross Kirkland Corridor and regional bike trails. The Houghton Park and Ride and its close proximity to the I-405 NE 70th Street interchange provides ~~residents-people~~ with easy transit access to numerous destinations throughout the region.

The ~~future use of vision for~~ the King County Transfer Station property ~~is unknown at this time; however, the neighborhood vision~~ is for the transfer station to close and see the property redeveloped for a variety of park, recreational, and possibly other uses.

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Bridle Trails Vision: Continuing Bridle Trails equestrian history while accommodating future regional growth.

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3. HISTORICAL CONTEXT

[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.](#)

The Bridle Trails area began to be settled in the 1860s. Some of those early settlers in the neighborhood were: Nils P. Andrews, Eric Botsford, William C. Hamley, Miles Bigelow, and John Jehli.

Bridle Trails State Park was part of the original land grant to Washington State in 1889, and its timber sales were managed to support public schools. Equestrian communities formed around the state park in the early 1900s, and it was these communities that lobbied for the public land to become a state park where residents could ride their horses. In the early 1930's the Commissioner of Public Lands set aside the area of the current park for park use. The state park was a focal point for the neighborhood, and most homes near the park had a barn and paddock to keep horses. Washington State Parks began leasing the land for park use in 1962 from the Department of Natural Resources, then purchased the park over the period 1972-1992. Lake Washington Saddle Club and Bridle Trails Park Foundation are two non-profit organizations that have been instrumental in sustaining the park over the years.

The residential areas that comprise the Bridle Trails neighborhood are relatively recent annexations to Kirkland. The Houghton consolidation (including Sablewood) was annexed in 1968. Bridlewood Circle was annexed in 1969, the Central Park (now the Hunt Club) and Flying Horseshoe areas in 1986, Silver Spurs and land north of NE 60th ST in 1988, land south of Sablewood in 1989, and Bridleview in 2009.

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4. LAND USE

~~The Houghton Community Council has jurisdiction over land use decisions in the west half of the Bridle Trails neighborhood.~~

Figure BT-1 shows the land use districts. The policies below describe the housing types, equestrian, commercial and public facility uses allowed for each area shown on the map.

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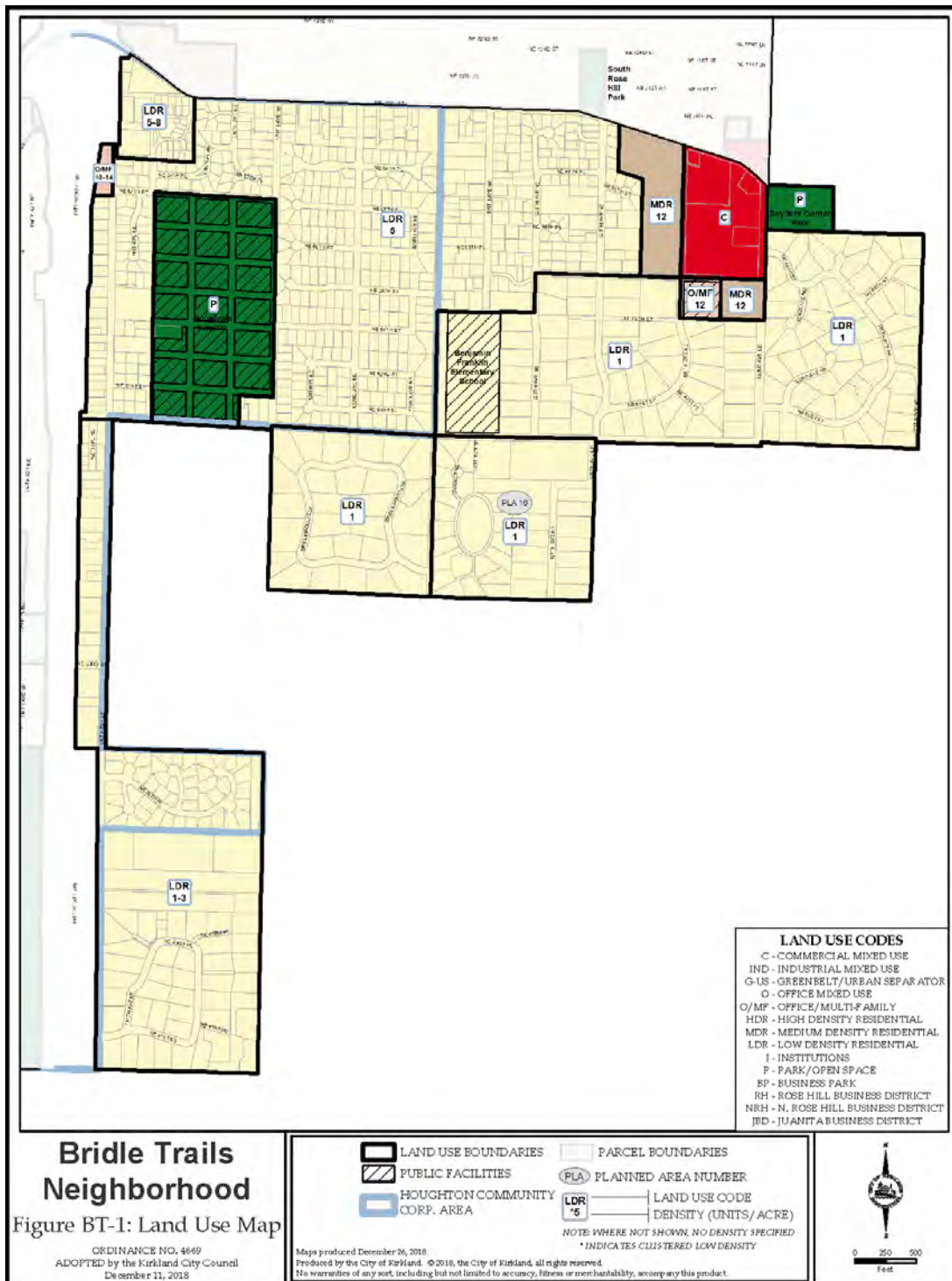


Figure BT-1: Bridle Trails Land Use Map [Staff note: Neighborhood land use map will be updated to reflect the citywide Land Use map being amended in the Land Use Element.]

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Residential

The intent of the following policies is to promote a range of housing types in the Bridle Trails neighborhood that contribute to the livability of the neighborhood – including a rejuvenated Bridle Trails Shopping Center and a sustainable pattern of open space – and provide living opportunities for multiple generations.

Policy BT 1:

~~Retain and preserve the low density~~ Ensure that everyone has access to the residential and equestrian character benefits and features of the neighborhood while by accommodating compact new housing opportunities where consistent with equestrian uses.

Policy BT 2:

Generally south of NE 65th Street surrounding Bridle Trails State Park and east of 132nd Ave NE, ~~maintain lower regulate regulate density residential intensity~~ larger with lots at one dwelling unit per acre capable of keeping horses.

A key goal of the Bridle Trails neighborhood is to preserve a portion of larger lots as open space in order to keep horses and other large animals and maintain the equestrian nature of the area. The Zoning Code has minimum requirements for keeping large animals (such as outdoor paddock size). Where shared paddocks or other outdoor requirements for large animals can be met, ~~allow encourage~~ compact housing and/or accessory dwelling units to be incorporated into the property.

Policy BT 3:

In Planned Area 16, ~~maintain a mix of low density regulate~~ development and commercial equestrian and recreation facilities.

Planned Area 16 is designated as a planned area because of its approved master plan that incorporates a mix of equestrian, residential, and tennis club uses. ~~The master plan allows one dwelling unit per acre in the eastern portion and two dwelling units per acre in the western portion of area, with ancillary private stables and pastures and retention of the existing commercial equestrian facility.~~ The commercial tennis club on NE 60th ST is compatible with the surrounding residential and equestrian uses. Development in this area should not be permitted to adversely affect the unique equestrian and natural environment of the State Park and its uses by the general public.

Policy BT 4:

Incorporate accessory dwelling units (ADUs), ~~cottage development, and other affordable housing strategies~~ into new and existing development in ~~single family all residential areas of the neighborhoods where consistent with keeping horses and there is adequate sewer infrastructure, to expand the supply of affordable by design housing.~~

Accessory Dwelling Unit (ADU)

A subordinate dwelling unit added to, created within, or detached from a single-family-unit structure, that provides basic requirements for living, sleeping, eating, cooking, and sanitation.

Missing Middle Housing

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Missing Middle is a range of multi-unit or clustered housing types compatible in scale with single-family detached homes that help meet the growing demand for walkable urban living.



Different ADU styles.

Policy BT 5:

Incentivize compact housing (i.e., multi-unit or clustered housing types ~~compatible in scale with single family homes that help meet the growing demand for walkable urban living~~) within areas with low residential intensity ~~predominately single family neighborhoods~~ that are in close proximity to the Bridle Trails Shopping Center while protecting-ensuring the area's equestrian ~~character~~ function is recognized.



Promote innovative housing typologies that promote density-residential intensity while reflecting and enhances the residential character-housing variety- of in the neighborhood.

Policy BT 6:

~~Medium density~~ Higher intensity residential and office uses west and south of Bridle Trails shopping center should support the high quality retail uses at the center ~~while and providing a transition between~~ bridge intensities between adjacent ~~low density~~ residential areas with lower intensity and the commercial center.

Commercial

In order to sustain vibrant neighborhood centers, neighborhood-oriented commercial and office uses are ~~appropriate~~ encouraged south of NE 70th St. in the vicinity of the Bridle Trails Shopping Center and south of NE 70th St. along 116th Ave NE as shown on the land use map Figure BT-1.

Policy BT 7:

Encourage redevelopment of the Bridle Trails Neighborhood Center into a lively, pedestrian-oriented, transit-supportive, mixed-use residential and commercial neighborhood center.

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~~Three-story mixed-use r~~ Residential and commercial development is allowed and substantial commercial uses should continue to provide shops and services to the neighborhood. Commercial uses should be oriented to adjacent arterials with wide sidewalks and pedestrian pathways should connect uses on site and with adjacent properties. “Design Guidelines for Pedestrian Oriented Business Districts” should be used with careful attention to architectural scale, massing and upper story step backs, pedestrian orientation and connections, compatibility with support from surrounding residential uses and commercial uses across NE 70th St., building modulation, and use of materials to reduce the appearance of bulk and mass.



Bridle Trails Shopping Center

In addition to the above standards, allow mixed-use development up to five stories after the City Council has approved development standards, design guidelines, and a design program encompassing all properties within the neighborhood center. These development and design guidelines should address program requirements for such items as a minimum acreage threshold beyond which a grocery store and master development-wide sign plan (formerly referenced as a master sign plan) would be required, ~~pedestrian connections, vehicular access, types and organization of uses within the subject property and along adjacent streets, building and massing forms, children's recreation space, public amenities and the additional criteria/performance standards listed below:~~

- ~~• Neighborhood serving retail is provided and oriented to adjoining rights of way and internal pedestrian pathways, with a grocery store and mix of complementary uses such as hardware store, or drug store.~~
- ~~• Residential (rather than office) should be the predominant use on upper floors with a percentage of affordable housing units consistent with City standards.~~
- ~~• Green building standards and sustainable site standards are included in development.~~
- ~~• Taller building forms are located away from adjoining residential properties.~~
- ~~• Pedestrian oriented design elements are incorporated into the development such as plazas to create public gathering spaces with public art, water features, and landscaping.~~
- ~~• Driveways are consolidated to minimize impacts on surrounding streets, adjacent residential uses, and to foster a pedestrian oriented site design.~~

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- ~~• Parking and transportation impacts are minimized to create a pedestrian-oriented neighborhood center.~~
- ~~• A master sign plan should be required to ensure attractive signage and wayfinding.~~
- ~~• A gateway feature is provided at the corner of NE 70th Pl. and 132nd Ave NE.~~

Policy BT 8:

At the Houghton Park and Ride, encourage future transit-oriented development (TOD) that includes pedestrian connections within the site and to adjacent streets.

Policy BT 9:

Foster equestrian and other recreation commercial facilities within the neighborhood.

Commercial equestrian stables and tennis courts are located south of NE 60th Street between the Bridle Trails State Park and the Bridlewood Circle area. Other commercial equestrian stables are located along 116th Avenue NE. These uses are encouraged to remain.



Houghton Park and Ride

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5. NATURAL ENVIRONMENT

Figures BT-2, BT-3 and BT-4 show the geologically hazardous areas, drainage basins and known streams and wetlands in the neighborhood. Yarrow Creek is a Salmonidae stream. These natural resources provide surface water, wildlife benefits and open space amenities for neighborhood and therefore should be maintained or restored to their natural state.

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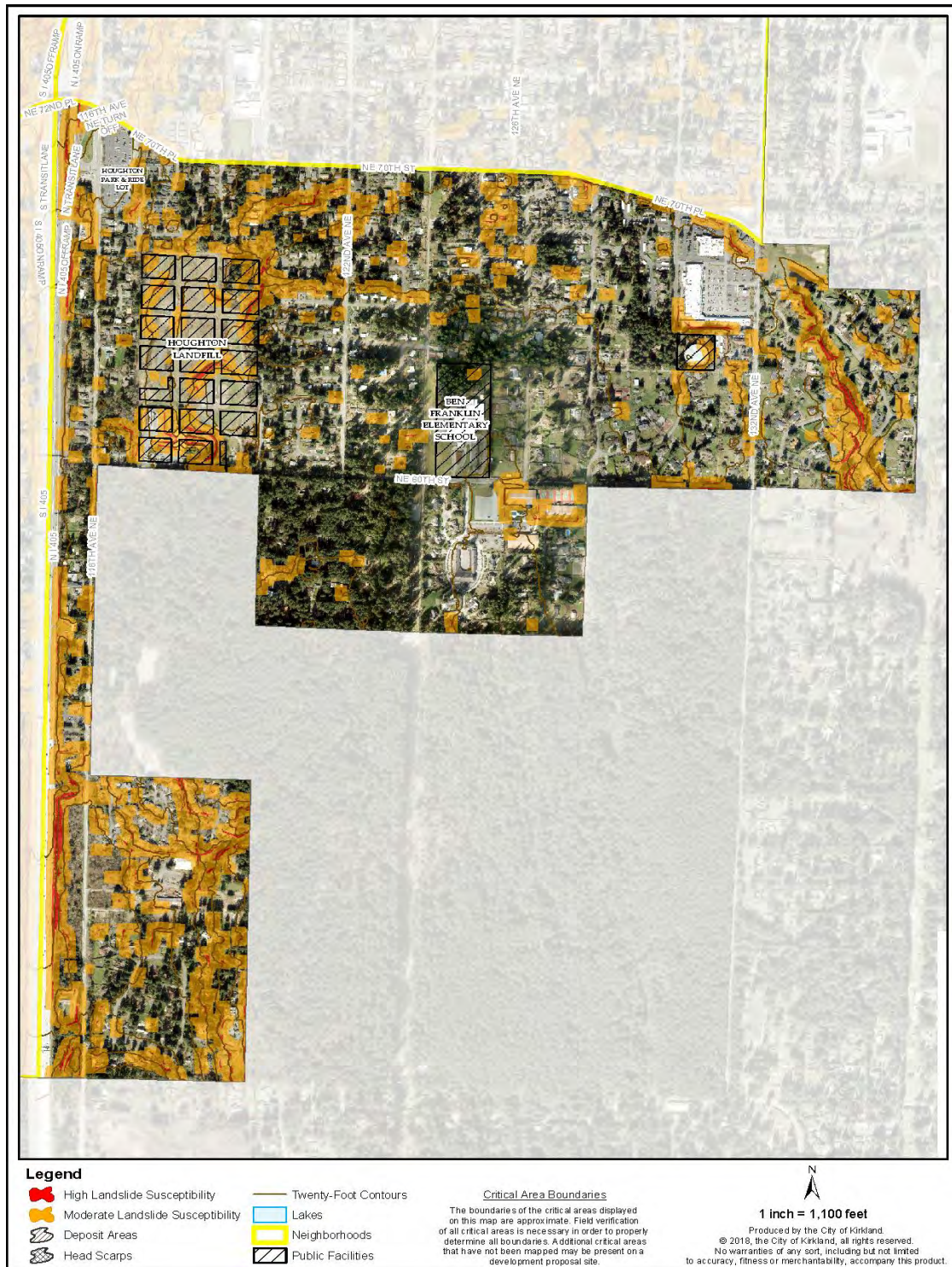


Figure BT-2: Bridle Trails Landslide Susceptibility

The Kirkland Comprehensive Plan is current through Ordinance 4828, passed December 13, 2022.

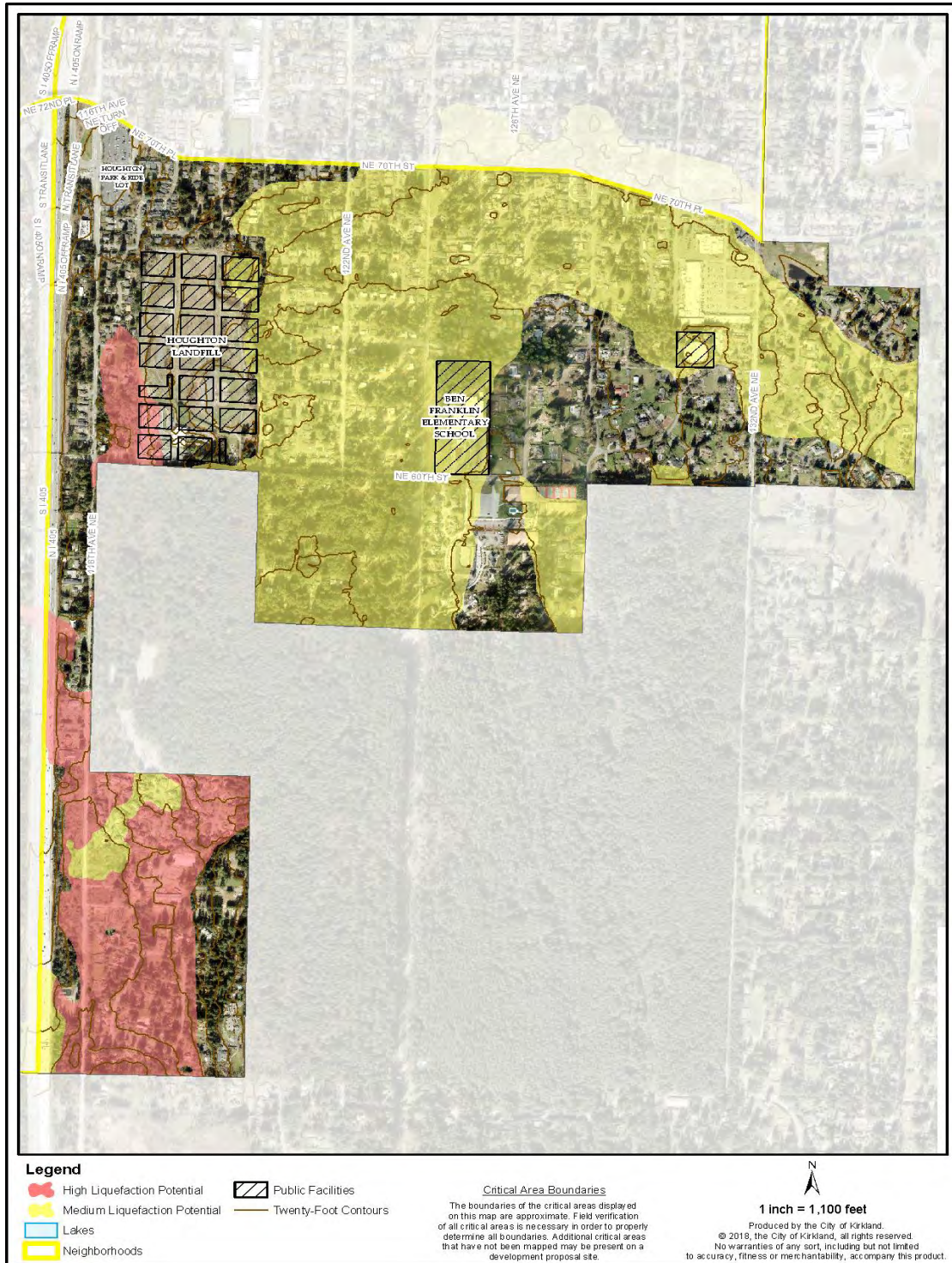


Figure BT-3: Bridle Trails Liquefaction Potential

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Figure BT-4: Bridle Trails Wetlands and Streams

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Policy BT 10:

Enhance and restore Yarrow Creek and wetlands in the area shown on Figure BT-4.

Policy BT 11:

Encourage creation of backyard sanctuaries for wildlife habitat in upland areas per the Washington State Department of Fish and Wildlife recommendations.

Backyard Sanctuary Program

Learn more about the Washington Department of Fish and Wildlife's Backyard Wildlife Sanctuary Program at:

<https://wdfw.wa.gov/living/backyard/>

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6. PARKS AND OPEN SPACE

Figure BT-1, Land Use Map, shows the location of existing parks and open spaces in the Bridle Trails Neighborhood. The Citywide Parks and Open Space Plan describes the future plans for parks throughout the City. Prior to development of each park, a ~~master development~~ plan process (~~formerly referred to as a master plan process~~) is conducted to allow for community input. The objectives of the following policies include promoting enhanced utilization of existing park and open space facilities, and improving facilities within existing open space resources.

Policy BT 12:

Pursue acquisition of land for parks especially in the southern portion of the neighborhood and enhance existing parks and open space with a wide range of amenities for a diverse population (including ~~kids, families, and the elderly~~ people of all ages and abilities) consistent with the Parks and Open Space Plan (PROS).

Policy BT 13:

Support Bridle Trails State Park as a local and regional open space, park and equestrian facility. Maintain and enhance public access easements to ensure connections to the Park. Provide directional signs to the Park and use park iconography to establish a sense of place in the Bridle Trails neighborhood.

Policy BT 14:

In the future, the City should consider a joint agreement if the State seeks to share management of the Bridle Trails State Park.



Bridle Trails State Park

Policy BT 15:

Introduce new uses to Snyder's Corner Park to make it more useful to the neighborhood and encourage environmental functions as interim uses in advance of a park ~~master development~~ plan process. New uses could include a community garden, gazebo (or other community amenity), orchard, wetland feature, and dog park.

Policy BT 16:

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Promote the use of Ben Franklin Elementary School and playfield as an open space, recreational facility and community amenity that is shared with the neighborhood.

The City of Kirkland has contributed towards recreational and interpretive trail improvements at Ben Franklin Elementary School and has a joint-use agreement with the School District to allow use of the amenities for community use during non-school hours, including evenings, weekends, and summer months. Neighborhood use of the school site should be continued to help meet the recreation needs of the neighborhood.

Policy BT 17:

Impacts from the King County Transfer Station and sports fields should be minimized and mitigated.

Most of the approximately 25 acres encompassing the King County Transfer Station were once used as a landfill. The sports fields located to the north of the transfer station are self-contained with separate access roads and on-site parking. The traffic for the transfer station and sports fields should be managed to minimize potential adverse impacts on the surrounding neighborhoods. The northeast area of the site contains a wooded undeveloped area appropriate for passive recreational use, such as a community garden and off-leash dog park.



Taylor Fields

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7. TRANSPORTATION

The major east-west streets in Bridle Trails include NE 70th ST, which connects the west to east part of Kirkland and NE 60th ST (Figure BT-5). Other important elements of the transportation system include the pedestrian/bicycle overpass over I-405, links to the County trail system that connect to Seattle and Marymoor Park in Redmond, the Cross Kirkland Corridor, and the Houghton shopping district. 116th Avenue NE and 132nd Avenue connect to Bellevue. The policies below are intended to promote mobility, provide people with options to access goods and services without a car, and promote equestrian movement throughout the community.

Policy BT 18:

Improve ~~vehicle, pedestrian, bicycle and equestrian~~ mobility of all types (including equestrian) throughout the neighborhood, to other City and regional destinations.

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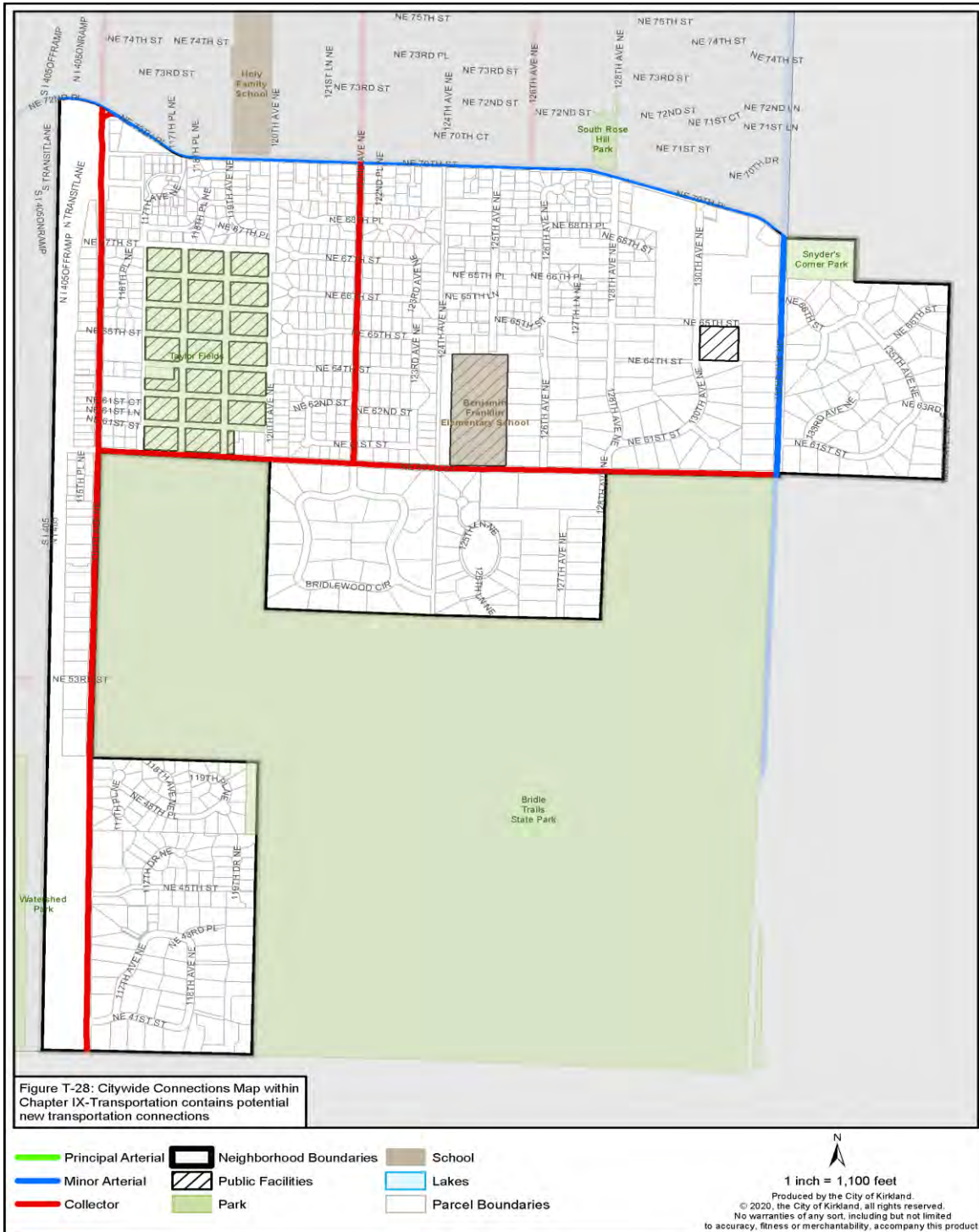


Figure BT-5: Bridle Trails Street Classifications

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Pedestrian and Bicycle System

Desired major pedestrian and bicycle pathways in the Bridle Trails Neighborhood are designated in Figures BT-6 and BT-7. The new Greenways in progress and planned shown on Figure BT-7 will help add to the Citywide and regional pedestrian and bicycle system.



Bicycle lane in Bridle Trails

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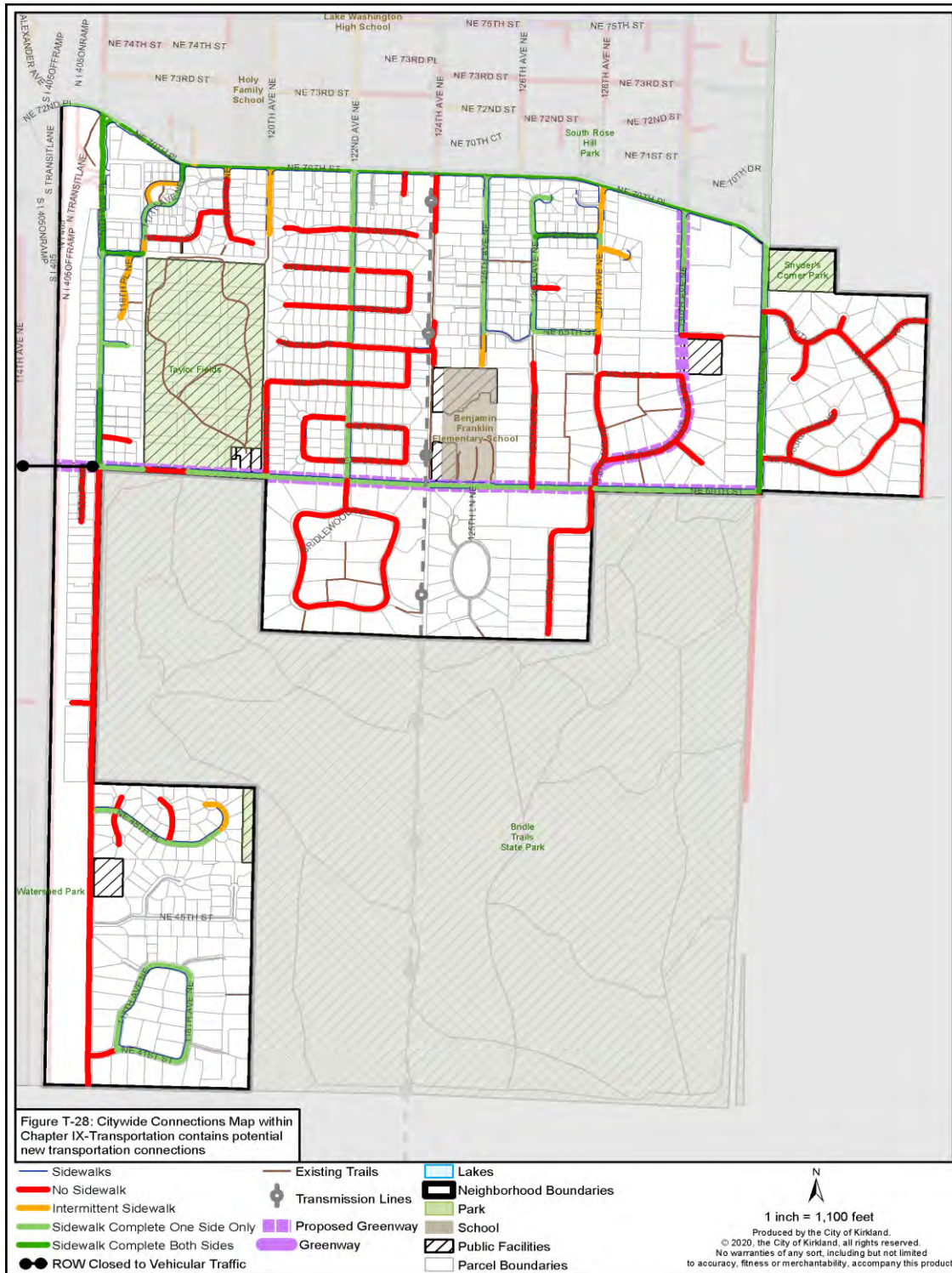


Figure BT-6: Bridle Trails Pedestrian System

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Figure BT-7: Bridle Trails Bicycle System

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Policy BT 19:

Plan for a future bicycle and pedestrian Greenway along NE 60th ST and 130th Avenue NE to connect to the Greenway north of NE 70th Place and to the South and North Rose Hill Neighborhoods.

Policy BT 20:

Develop bike lanes, a sidewalk, and/or multi-modal use path along 116th Ave NE, between NE 60th ST and the Bellevue city boundary in order to provide access to future light rail.

Policy BT 21:

Design trails and streets to ~~minimize conflicts between~~ ensure the safety of those traveling by horses and vehicles while promoting equestrian ~~and active transportation~~ pedestrian and bike access.

Policy BT 22:

In equestrian areas, design public improvements to reflect shared equestrian and pedestrian use of paths, sidewalks, roadway improvements, transit connections and signage to reflect the equestrian uses in the neighborhood.

- Where possible, some separation of equestrians from ~~bicyclists and motorists~~ other forms of travel is desirable.
- Equestrian paths should not be paved. Paths should be constructed with a specially designed, stabilized hoof grid mix to provide appropriate footing and to retain integrity in Puget Sound's wet climate.
- Paths should be designed to accommodate horses and riders. Paths should be wide enough to support two-way equestrian travel and have enough vertical clearance for a horse and rider.

Policy BT 23:

Preserve and enhance equestrian, pedestrian and bike access to Bridle Trails State Park from the surrounding neighborhood, although bikes are not allowed in the park.

Policy BT 24:

Require private development projects to complete unimproved portions of the regional Eastside Powerline Corridor trail located in Bridle Trails within the Seattle City Light Power Line Easement or explore ways to use public funds to make improvements to trail. Where private development has already occurred, consider completing sections through the City's Capital Improvement Program.

Public pedestrian and bicycle improvements should be provided under the Seattle City Light power line easement when development, redevelopment or platting occurs to complete the trail system. Public funding should also be considered. See PROS Plan for further details. This off-street north/south trail through the neighborhood serves the recreational needs of the community by providing a safe pedestrian, equestrian and bicycle link separated from the street system. Eventually this trail could link up to the South Rose Hill neighborhood and trail systems in adjoining jurisdictions. The trail should be enhanced with signage and wayfinding features, providing landscaping improvements that are consistent with the rural nature of the area.

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8. PUBLIC FACILITIES

Public facilities in the neighborhood include the King County Transfer Station, City water tower and Ben Franklin Elementary School. North of the King County Transfer Station site is the old Houghton Landfill and now Taylor Fields sports fields. The King County Solid Waste Division continually monitors the groundwater and methane gas at the Houghton landfill to ensure it complies with Seattle-King County Department of Public Health requirements. Any permanent use for the landfill will need soil remediation. There are many homes in the neighborhood still on septic systems because of lack of sanitary sewer infrastructure. As new development occurs the sewer mains and connections should be extended to meet current standards.

Policy BT 25:

Establish guiding principles for the redevelopment of the King County Transfer Station facility if it is closed:

- Public-serving open space uses should be the primary focus of any redevelopment.
- Open space should include active (e.g., sports field) and passive (walking trails, dog park) uses, along with other recreational uses (e.g., aquatic center), and should establish ecological/wildlife and pedestrian connections through the former transfer station from the Park and Ride to Bridle Trails State Park.
- Non-open space/park uses may be considered, but should be compatible with the open space ~~character~~ features of the site.
- Any soil contamination should be remediated prior to reuse.

Policy BT 26:

The City's water tower is an important public facility and open space amenity for the neighborhood. Maintain and enhance the public pedestrian and bicycle pathway along the west side of the property.

Policy BT 27:

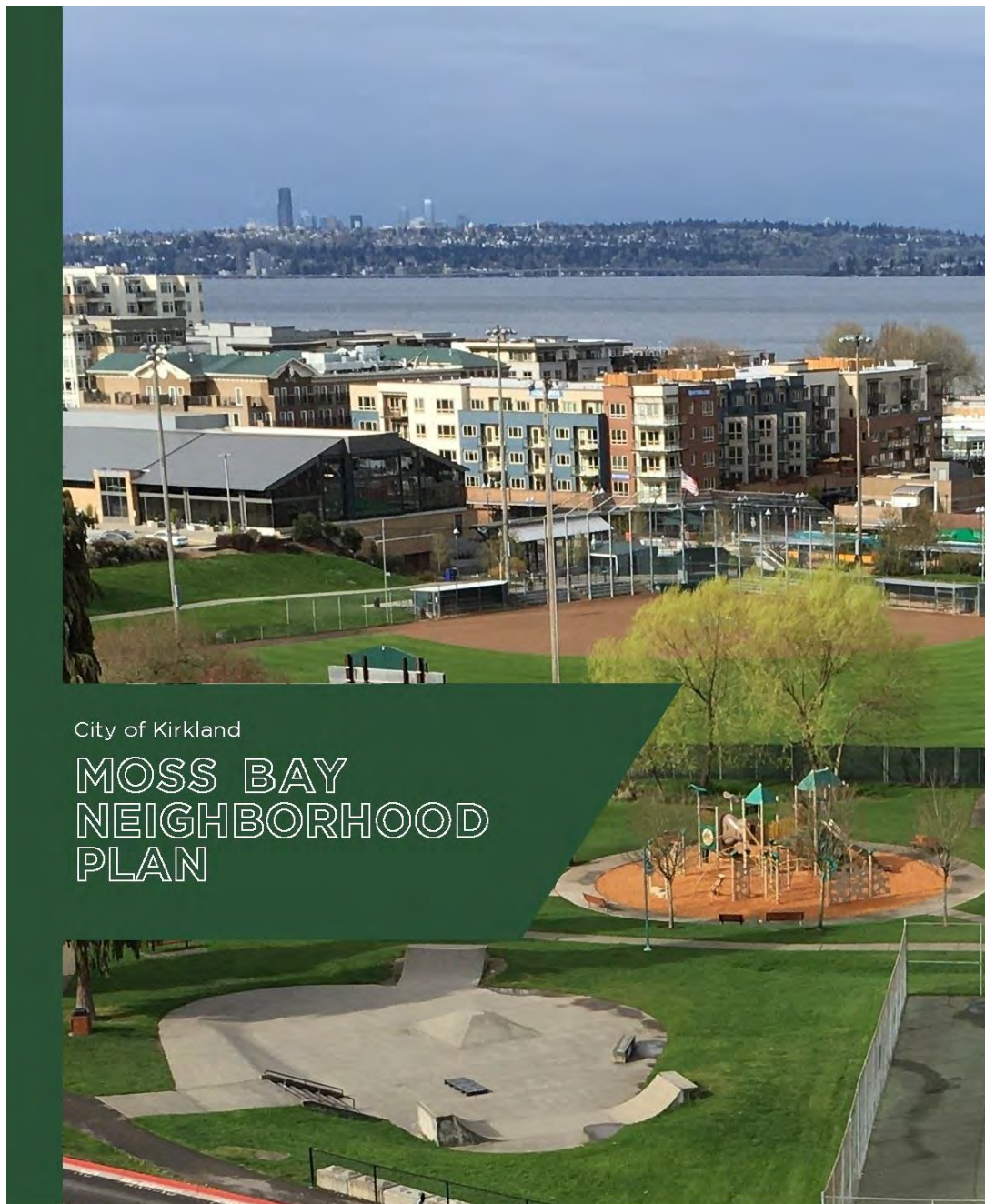
Noise impacts adjacent to the Interstate 405 should be minimized with new development with the use of sound walls, berms or other mitigation measures.



King County Transfer Station

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XV.D. Moss Bay AmendedOrd. 4864



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~~CITY OF KIRKLAND LOCAL LAND ACKNOWLEDGEMENT~~

~~We acknowledge that the Southern Salish Sea region lies on the unceded and ancestral land of the Coast Salish peoples, the Duwamish, Muckleshoot, Puyallup, Skykomish, Snoqualmie, Snohomish, Suquamish and Tulalip tribes and other tribes of the Puget Sound Salish people, and that the present day City of Kirkland is in the traditional heartland of the Lake People and the River People. We honor with gratitude the land itself, the First People—who have reserved treaty rights and continue to live here since time immemorial—and their ancestral heritage.~~

1. OVERVIEW

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

While the neighborhood is often characterized by the commercial activities associated with Kirkland's Downtown, there are considerable opportunities for residential and mixed use development. A major policy emphasis for the Moss Bay Neighborhood is to encourage commercial activities in the Downtown, and to expand "close-in" housing opportunities by encouraging dense residential and mixed uses in the perimeter of the Downtown (Figure MB-1).

The Moss Bay Neighborhood is within the Greater Downtown Urban Center as designated in the King County Countywide Planning Policies (see Land Use Element Figure LU-2 for Urban Center boundaries). The City also ~~submitted an application to~~ designate portions of the Moss Bay Neighborhood and the NE 85th Station Area as the City's second Regional Growth Center within the Puget Sound Regional Council (PSRC) policy framework. The Moss Bay Neighborhood Plan provides policies that support the NE 85th Station Area and ensure that these two plan areas are aligned to ensure seamless transportation and ~~multi-modal~~ multimodal connections between Downtown and the planned NE 85th BRT/Stride Station, provide additional housing choice, increased employment opportunities, and amenities to serve a strong Regional Growth Center. Another important aspect of fostering sustainable growth patterns is the ability to plan for and provide supporting capital facilities. The City's Capital Facilities Plan, which applies to Moss Bay and the rest of Kirkland, accomplishes this by considering future needs for transportation, parks, sewer and water infrastructure and other public services, and provides the necessary financial tools to develop new infrastructure.

Both the King County Countywide Planning Policies and PSRC's VISION 2050 envision cities with designated regional centers as playing an important role in shaping future growth patterns through accommodating a significant portion of the region's housing and employment growth. As of 2019, the County-designated Greater Downtown Urban Center (centered on Moss Bay but including adjacent areas in other neighborhoods) supported 4,180 dwelling units and 17,000 jobs. The Greater Downtown Regional Growth Center was designated certified by PSRC in 2023. By 2035, it is anticipated that there will be an increase of 4,000 dwelling units and 9,700 jobs within the plan area, to a total of 8,180 dwelling units and 26,700 jobs. According to a 2018 Zoned Capacity Analysis, the total number of employees and residents in the plan area is projected to be 39,000 by 2035, which means there is capacity for growth. A market study ~~will be~~ was conducted for the entire Regional Growth Center and its relevant findings ~~will be~~ were incorporated into ~~a future version of this~~ the Regional Growth Center application plan to help achieve the expected housing and employment growth. [Staff note: the above paragraph will be updated to reflect anticipated 2044 capacity numbers ahead of adoption]

Throughout the region, Center designations are part of a growth management and transportation planning strategy to provide for greater intensity and density in areas of compact development where housing, employment, shopping and other activities are close together in proximity to transit. These centers form the backbone of the transportation network, linking communities to reduce the rate of growth in vehicle miles traveled and greenhouse gas emissions

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by expanding innovative transportation options. Properties within the shoreline jurisdiction are also subject to the policies in the Shoreline Area chapter and the shoreline management regulations in the Kirkland Zoning Code.

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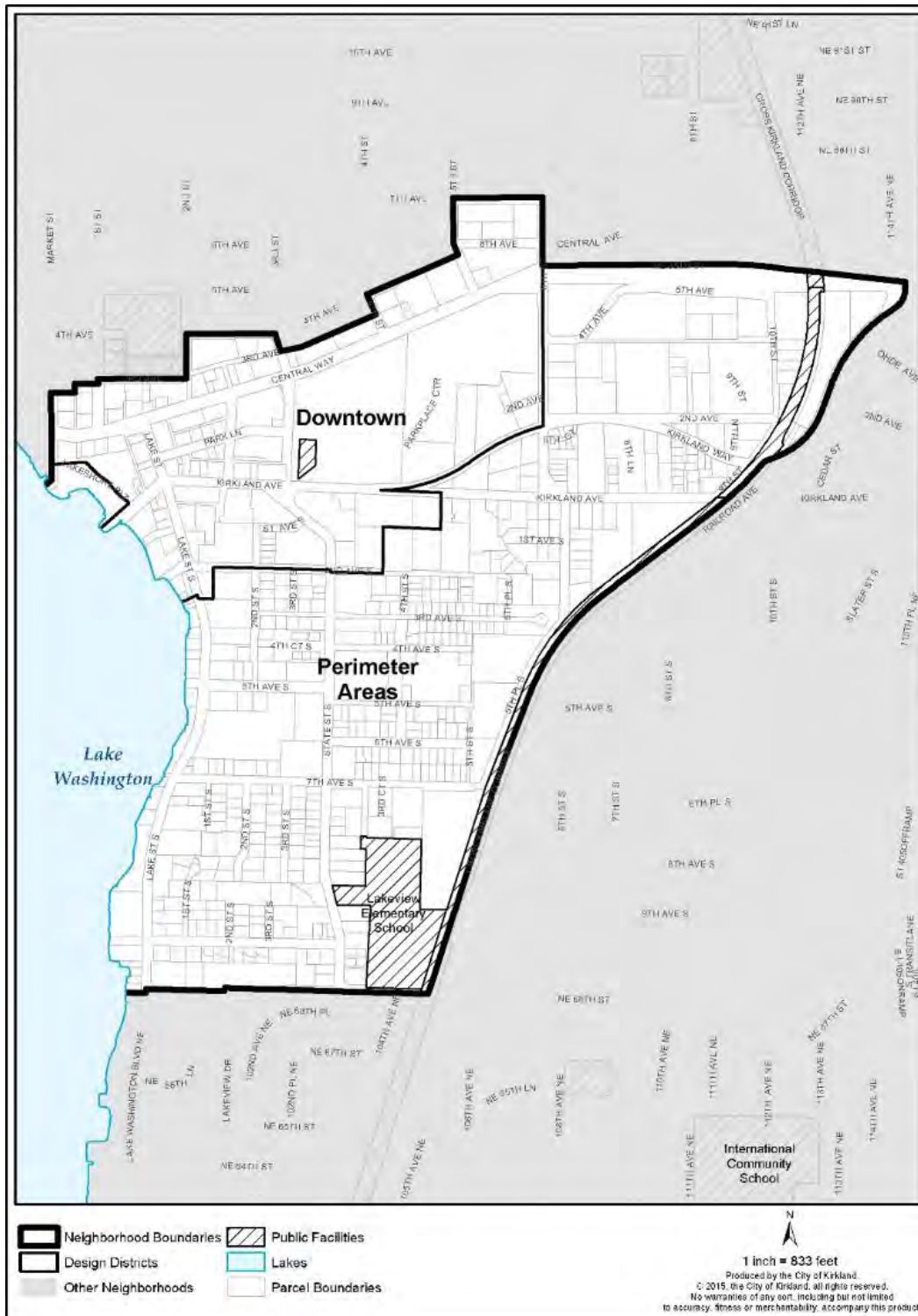


Figure MB-1: Moss Bay Area Boundaries

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2. VISION STATEMENT

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

The Moss Bay neighborhood contains a diverse mixture of jobs, housing, and parks, and is the cultural heart of Kirkland. Downtown Kirkland provides a strong sense of community identity for all of Kirkland. This identity comes from Downtown's physical setting along the lakefront, its distinctive topography, the human scale of existing development, and, most importantly, the community that lives and works in Moss Bay. This identity is reinforced in the minds of the Kirkland residents community by Downtown's historic role as the cultural and civic center of the community. The Moss Bay neighborhood is a key part of the Greater Downtown urban center and is a vibrant, walkable community where many choose to live, work, play, learn and worship.

Environmental protection and equity are fundamental characteristics of neighborhood life. Amenities such as parks, green space, community gardens, and shorelines have been preserved and refreshed, with new public access points. Additional recreational facilities have been created to serve community members of all ages and abilities, including a new major regional recreation center in Peter Kirk Park. This has increased awareness of equity and inclusion so that parks, trails and other amenities serve the entire community, including people who have not been able to enjoy them historically. The community has embraced sustainability and more energy-efficient buildings and clean renewable energy infrastructure such as solar arrays, geothermal systems, and wind turbines. In addition, the prevalence of rain gardens and green roofs keep stormwater quality and quantity manageable and enhances the ecological integrity of streams and wetlands, Lake Washington, and aquatic life. These inclusive priorities have led to a healthier natural environment and overall community.

The community has made it a priority to ensure that people who wish to live in this desirable neighborhood, including people of all incomes who work in or near Downtown, can afford to do so. Creating new housing options in Moss Bay resulted from an imaginative look at new ways of housing people, and housing choices in Downtown now include co-housing, residential suites, and family-sized apartments and condominiums large enough to accommodate all family sizes. Success was achieved and embraced by residents as this welcome change to the area's housing stock still allowed for views to be enjoyed, did not add to congestion or parking issues, made more effective use of existing parking, and located new homes near multi-modal transportation corridors and hubs, such as the NE 85th Street Bus Rapid Transit station and the Cross Kirkland Corridor. The community's design and its dedication to equity and inclusion has transformed the Moss Bay neighborhood into a national model for sustainable urban living.

At the same time, small businesses in Downtown are thriving. Ground-floor spaces are occupied by a mix of businesses that generate pedestrian activity and benefit from a compact, walkable-human-scale street network. The small scale of commercial spaces in much of Downtown ensures that bricks-and-mortar locations are unique and accessible to new business owners. New shops and restaurants serve the burgeoning residential and employment population of Moss Bay, and neighborhood-serving home-based businesses help support the local economy outside.

Moss Bay is a safe, clean and diverse neighborhood where you don't need a car to get around quickly and efficiently. If you do drive, there is enough parking to meet demand for businesses, students, employees, residents and visitors alike. It is the most walkable neighborhood in Kirkland. The pedestrian connections and protected bike lanes link seamlessly to a transit network that is aligned in moving many people and has worked as planned. The Cross Kirkland Corridor and numerous connections to NE 85th Street (Central Way) support multi-modal travel to destinations throughout the Greater Downtown urban center and the region. In addition, the first ever urban gondola system in the Puget Sound Region shuttles passengers from the Downtown Transit Center to the Bus Rapid Transit station, which connects to the regional light rail network. Investments in regional facilities and transportation and

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mobility infrastructure for the neighborhood has ensured that Moss Bay feels like a small town while growing gracefully to welcome more people to enjoy this place that community members love.

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3. HISTORICAL CONTEXT

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.

~~The original inhabitants of the eastern shore of Lake Washington were the Duwamish Indians. Native Americans, called Tahb tah byook, lived in as many as seven permanent longhouses between Yarrow Bay and Juanita Bay and at a village near Juanita Creek. Lake Washington and its environment provided a bounty of fish, mammals, waterfowl and plants. Smallpox, brought by fur traders in the 1830s, eliminated much of the Native American population. However, survivors and their descendants continued to return to Lake Washington until 1916 when the lake was lowered for building the Ship Canal which destroyed many of their food sources. The salmon spawning beds in the marshes dried out and the mammal population, dependent on salmon for food, also diminished. With most of their food sources gone, the Native American population in Kirkland declined dramatically.~~



A s-tsah-PAHBSH family.
Source: Museum of History and Industry



Several tribes gathered in 1933 for a reenactment of the 1855 Treaty of Point Elliott, at Juanita Beach, once the location of a Duwamish village.²²

When the Moss Bay area was offered to homesteaders, it was Edwin M. and Phoebe Church who filed the first claim. The bay was then called Nelson Bay after another settler. In 1888, after forming the Kirkland Land and Improvement Company, Peter Kirk and his business partners purchased much of the land owned by the Churches. Nelson Bay was renamed Moss Bay after Moss Bay in Workington, England where Peter Kirk had lived before coming to America. His intent was to build a steel mill in Moss Bay, but he was not successful due to a number of issues including the 1893 nationwide financial panic.

The 1888 founders were elderly, the long-awaited ship canal was being built and it was time to turn Kirkland's future over to a younger team. In 1910 Burke & Farrar, two real estate partners, purchased the holdings of the Kirkland Land and Improvement Company which included much of the Moss Bay Neighborhood. Moss Bay was sparsely developed, and the time was right for change.

It was during the Burke & Farrar era that Kirkland experienced its first boom. With the Lake Washington Ship Canal and the lowering of Lake Washington in sight, Kirkland's earliest businessmen set up shop on the lake shore with their buildings balanced on pilings over the lake. Burke & Farrar had their office just north of the ferry landing so that it was the first business commuters and visitors saw coming into Kirkland.

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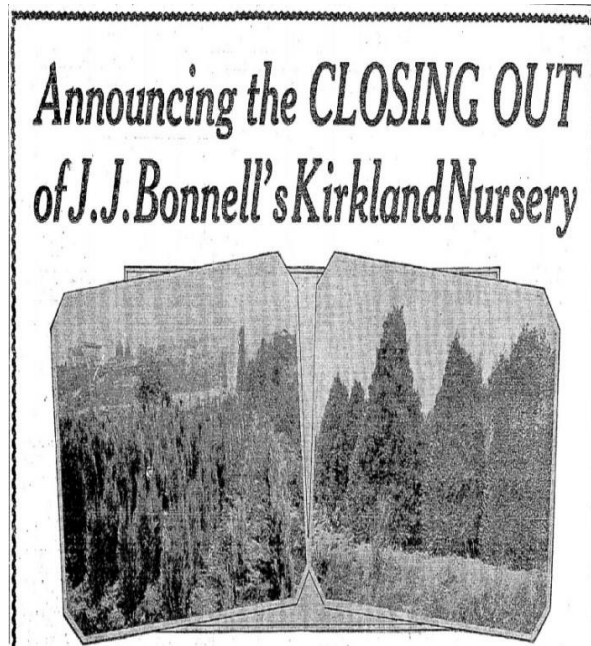
The Yellowstone Trail, our nation's first transcontinental automobile highway, was established in 1912. The road's slogan was "A Good Road from Plymouth Rock to Puget Sound." It just so happened that the Yellowstone Trail ended at the ferry dock in Kirkland. From there the cars would board an auto ferry and travel to Seattle where they continued on gravel roads. The first oiled road in King County was the 13 miles of blacktop that was the Kirkland/Redmond road and ended at Kirkland's ferry slip. Kirkland took advantage of the press reports about the Macadam Road and the Yellowstone Trail and changed the name of Redmond Road to Kirkland Avenue.

In 1916, with Lake Washington nine feet lower and stabilized, Kirkland's town center moved from 7th Avenue and Market to Moss Bay. Several buildings still stand from the early development of Moss Bay. Todd Feed was built in 1925 and is still standing on Park Lane. Rosin's Kirkland Paint Factory at 219 Lake Street South still stands.

Peter Kirk Park was once Bonnell Nursery. French Horticulturist Julius J. Bonnell purchased 14 acres in 1910 and operated the gardens until 1926. Bonnell sold the land to Kirkland with the understanding that it be developed as a park.

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During WWII, the Kirkland Marine Construction Company, also known as the Wooden Boat Factory, had the largest government contract to build Picket Boats for the U.S. Coast Guard. The boatyard is now the David Brink Park.



In 1972 Kirkland celebrated its first Centennial honoring the original pioneers. The 1972 Moss Bay Founders Day was such a success that Moss Bay Celebration started in 1973 and continued until 1985.

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Clark Nettleton, a newspaper publisher, built his home on State Street in 1929. His stately home is now the centerpiece of Nettleton Commons.

One of Kirkland's largest events was in 1985 when the Shumway Mansion was moved from Moss Bay to the Juanita Neighborhood.



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Policy MB-1:

Provide markers and interpretive information at historic sites/places that are inclusive of all previous inhabitants of the Moss Bay Neighborhood (pre-and post-white/European settlement) and especially along the culturally rich Lake Washington shoreline.

Providing markers and interpretive boards enables the community to have a link with the history of the area. Attention should be given to celebrating the neighborhood's history in an inclusive way, including by helping ~~residents and visitors~~ people understand the history of the area prior to non-indigenous settlement.

Policy MB-2:

Incentivize retention of structures of historical significance in the neighborhood and ensure educational opportunities are provided to increase awareness of historical preservation opportunities.

A significant number of the historic resources in Kirkland already have been identified and mapped in Moss Bay and Citywide efforts to retain these resources are guided by the Community Character Element. Education of the community of these historical resources is essential to preserving them for future generations to enjoy.

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4. NATURAL ENVIRONMENT

Policy MB-3:

Protect and enhance the natural environment in the Moss Bay Neighborhood.

Environmental policies for the Moss Bay Neighborhood Plan strive to protect and enhance the quality and function of the natural environment and protect life and property from environmental hazards. The Moss Bay neighborhood is located within the Moss Bay drainage basin and contains a few streams and a shoreline of Statewide significance (see Figure MB-2). Natural features help maintain water quality, recharge groundwater, provide wildlife and fish habitat, and provide open space and aesthetic enjoyment. Figures MB-3a and MB-3b identify geologically hazardous areas within the neighborhood, including slopes with moderate to high landslide susceptibility and land with potential for medium to high liquefaction during a seismic event. City regulations ensure that activity in these areas addresses risks and impacts associated with development.

Policy MB-4:

Maintain and restore the functional integrity of streams and wetlands. Improve segments adjacent to the Cross Kirkland Corridor with native vegetation during implementation of the CKC Master Plan.

Opportunities may come to enhance the water quality of waterways and streams that connect to them along the Cross Kirkland Corridor and public and private efforts to increase natural vegetation provide multiple benefits to human and aquatic life.

Policy MB-5:

Promote and incentivize green infrastructure such as green roofs, raingardens, trees and landscaping that cleans the water that enters Lake Washington.

Development regulations require stormwater to stay on site when new development occurs. However, redevelopment projects or minor landscaping projects that may not require stormwater management could make a significant difference in water quality and quantity. In addition, efforts to increase the cleaning of garbage and litter on streets and in and around storm drains can also decrease pollutants that move towards the shoreline and into Lake Washington.

Policy MB-6:

Open streams within the eastern portion of the Moss Bay neighborhood (Figure MB-2) should be maintained or restored, when feasible, in a natural condition and should allow for natural drainage.

In the eastern portion of the Moss Bay Neighborhood, the water table is at, or very near, the surface. In this area, the topsoil is wet and soggy and there could be drainage problems associated with development. It is essential that the open streams in this area are free of obstructions including vegetation and eroding soil so that they do not contribute to existing drainage issues.

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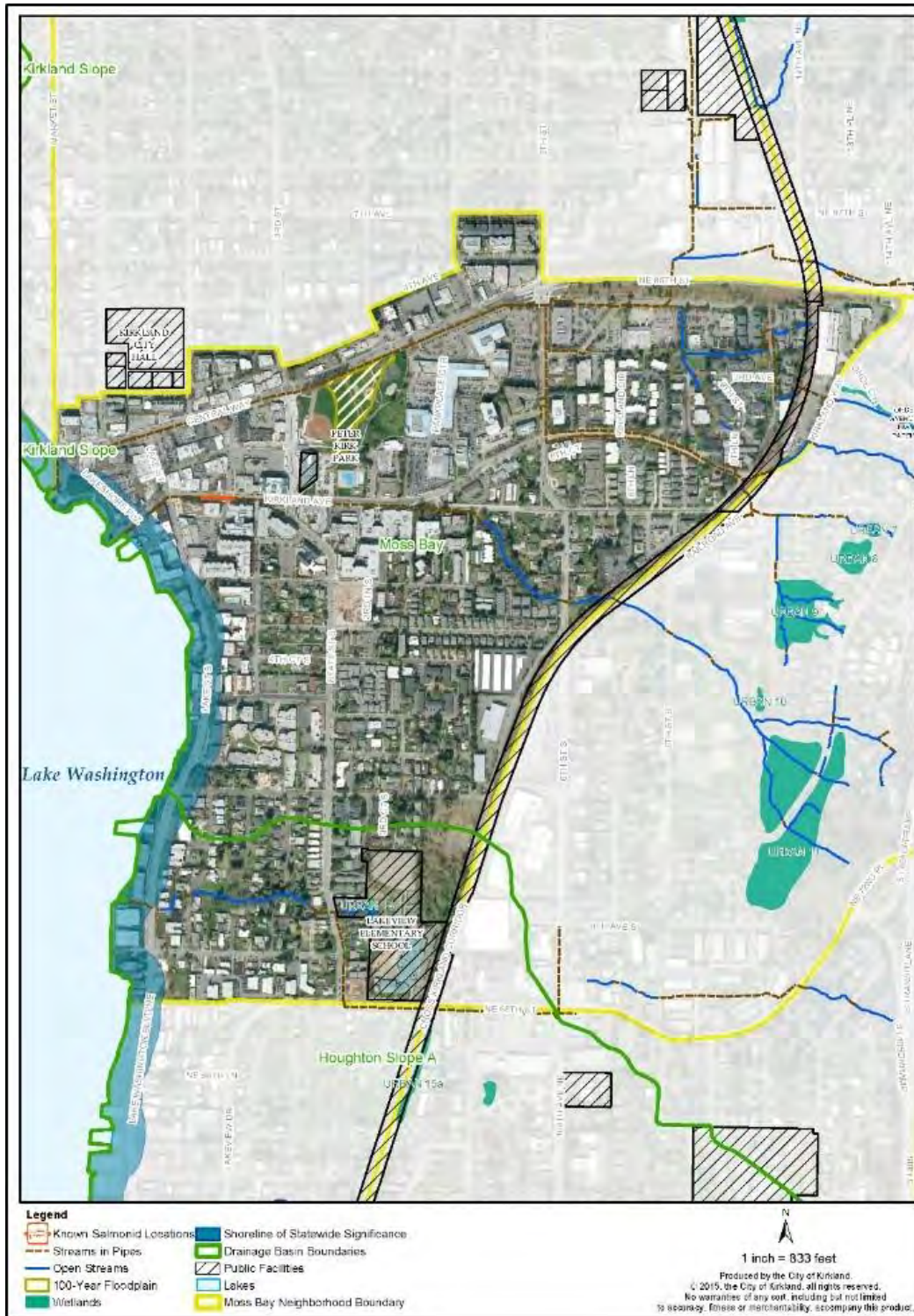


Figure MB-2 Moss Bay Wetlands, Streams, and Lakes

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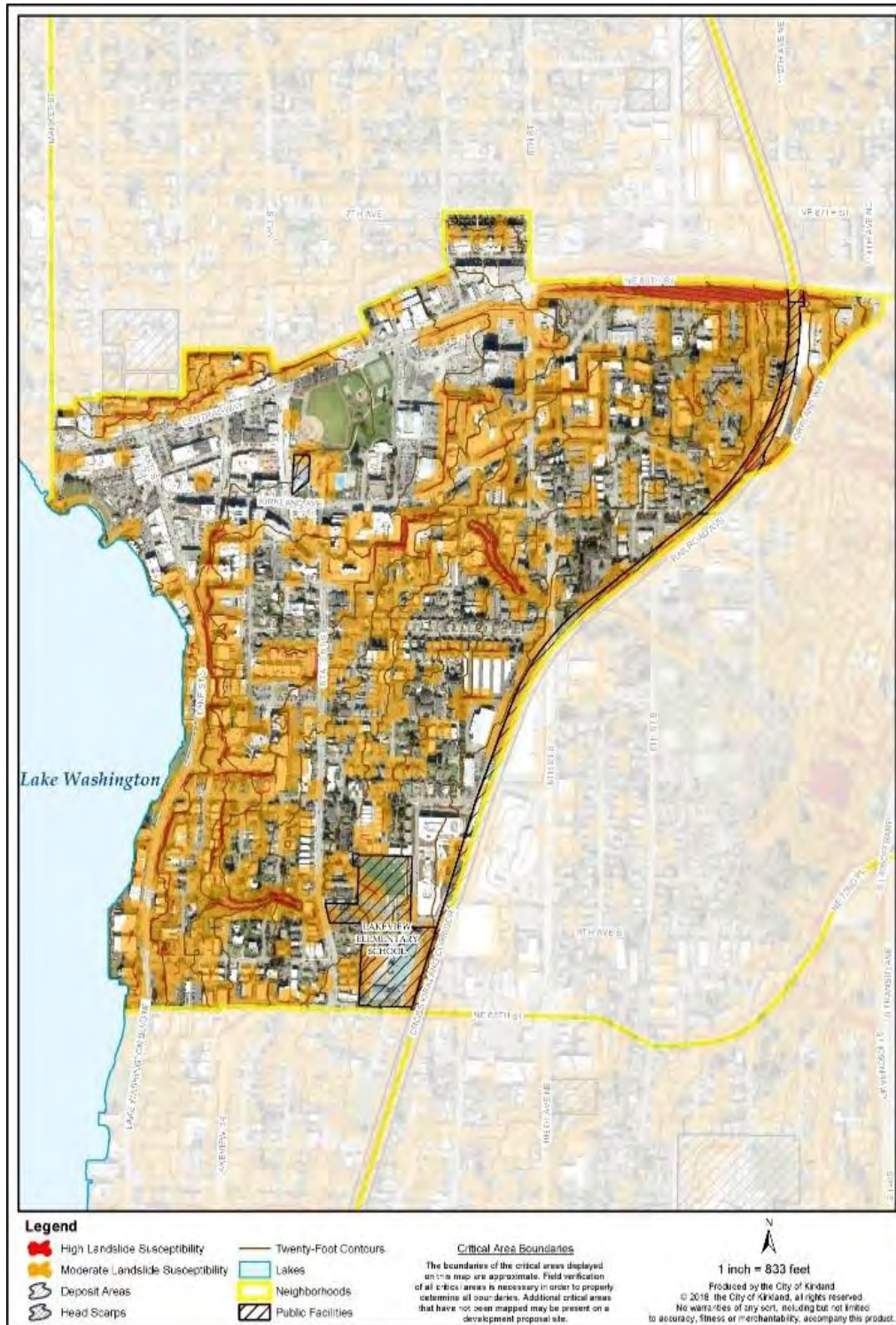


Figure MB-3a: Moss Bay Landslide Susceptibility

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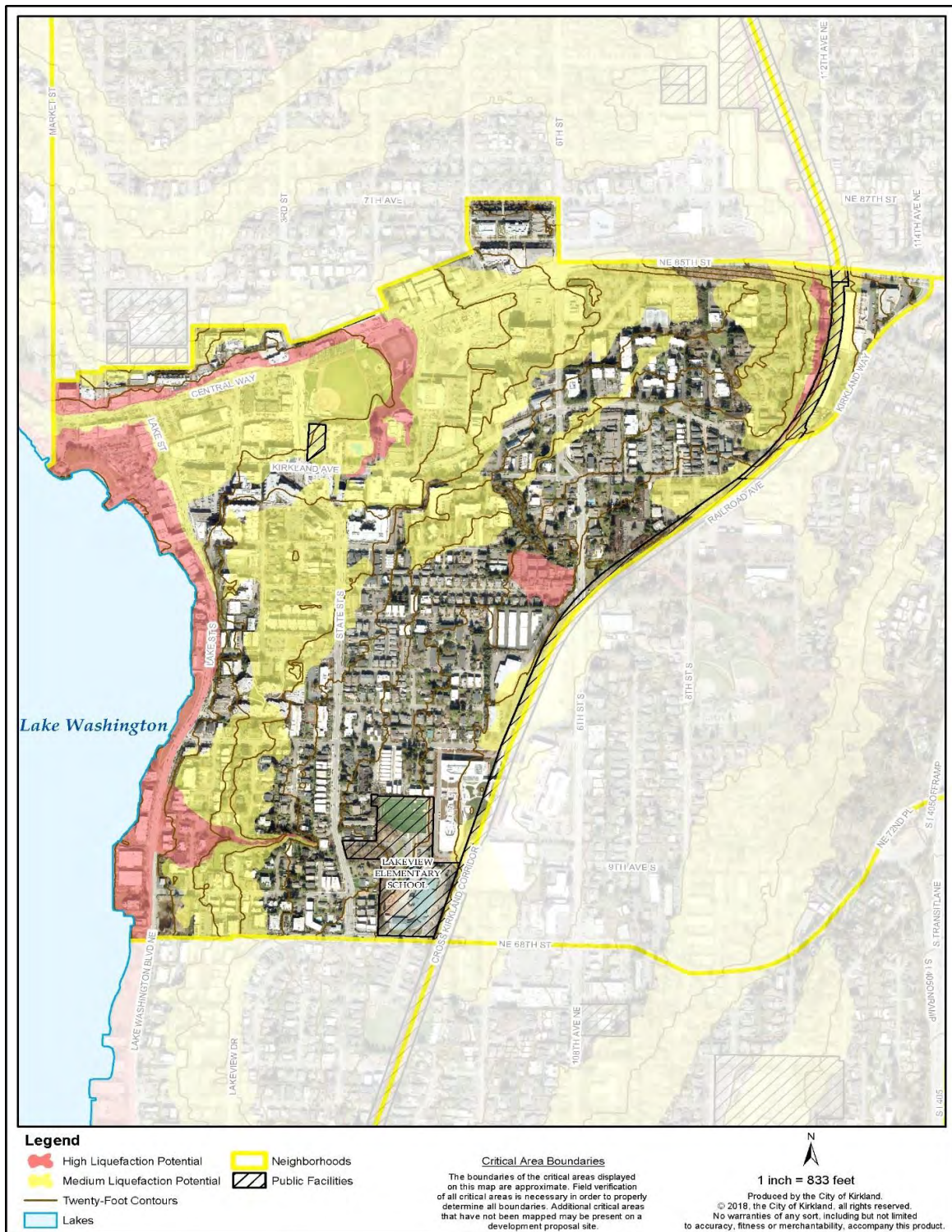


Figure MB-3b: Moss Bay Liquefaction Potential

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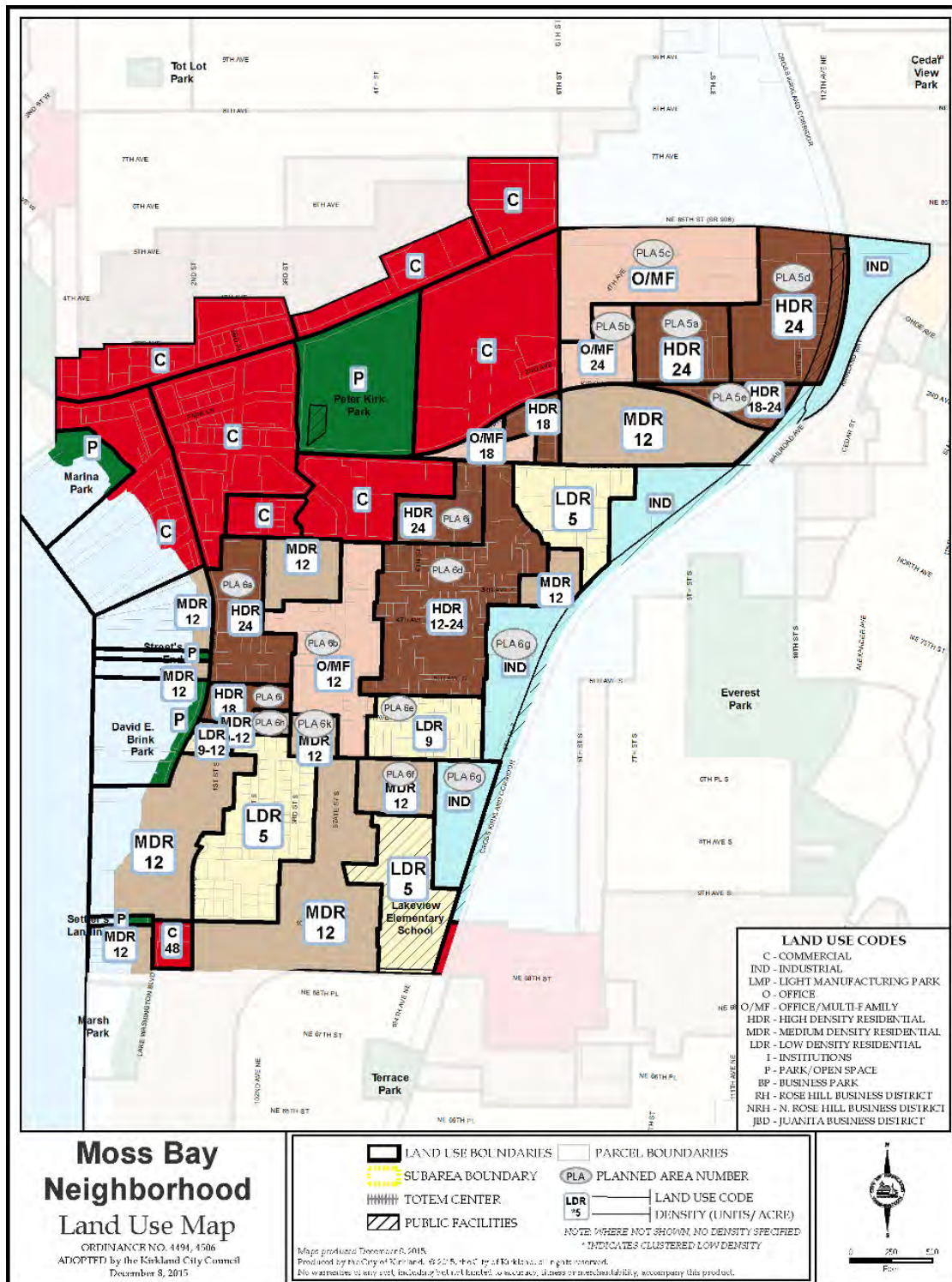


Figure MB-4: Moss Bay Area Land Use

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[Staff note]: Neighborhood land use map will be updated to reflect the citywide Land Use map being amended in the Land Use Element

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5. LAND USE

The Land Use discussion of the Neighborhood is considered in terms of the Downtown area and perimeter areas around the Downtown.

A. Downtown

The Downtown area is the historic commercial center of the City with many of the City's most intensive land uses. The Downtown area is appropriate for a wide variety of uses. The area's economic vitality and identity as a commercial center will depend upon its ability to establish and retain a critical mass of retail uses and services, primarily located west of 3rd Street, along pedestrian-oriented streets, and within Kirkland Urban. If this objective is not reached, it relegates the Downtown to a weaker and narrower commercial focus (i.e., restaurants and offices only) and lessens the opportunities and reasons for Kirkland residents, ~~and~~ employees, students and tourists, to frequent the Downtown.

The enhancement of the area for retail and service businesses will best be served by concentrating such uses in the pedestrian core and shoreline districts and by encouraging a substantial increase in the amount of housing and office floor area either within or adjacent to the core.

Policy MB-7:

Foster new development that is supportive of the Greater Downtown Urban Center and ~~pending~~ Regional Center designation in terms of: transit-supportive and business-supportive densities; provision of open space, childcare, public art, and other public amenities; provision of housing that is affordable to a range of income groups; and inclusion of environmental sustainability measures.

As described in Land Use Element Policy LU-5.5, the Moss Bay neighborhood is part of the Greater Downtown Urban Center as designated in the King County Countywide Planning Policies, and the Greater Downtown Regional Growth Center as designated by PSRC (see Land Use Element Figure LU-2 for Urban Center boundaries). The NE 85th Station Area subarea plan, the Moss Bay neighborhood, and an employment center that is shared by the Moss Bay and Everest neighborhoods constitute the areas the Puget Sound Regional Council ~~Council~~ City is proposing for has designated as a Regional Growth Center ~~designation by Puget Sound Regional Council~~. ~~These~~ center designations ~~are a way to~~ recognize the history of great urban planning in the Moss Bay neighborhood that has created a compact, walkable, transit-supportive community that has embraced growth in housing and employment. These smart growth principles continue to guide the long-term vision for the neighborhood and the King County and PSRC designations will continue to help the City address the infrastructure needs that accompany that growth.

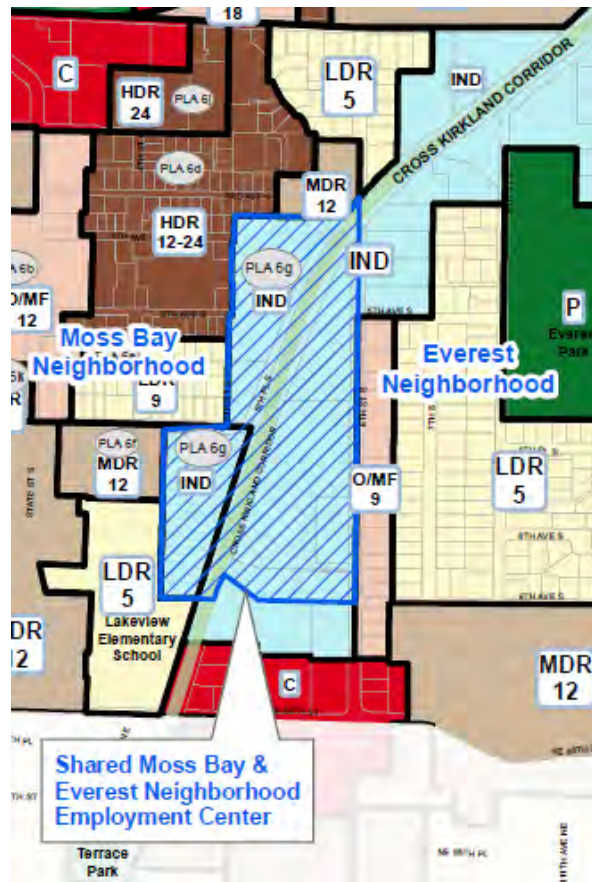
The Greater Downtown Urban Center, which is centered on Moss Bay but encompasses portions of other neighborhoods, including the NE 85th Street Station Area, has an existing zoned activity level development capacity of 30.6 activity units per acre (encompassing the residential and employee population, and the gross acres in the urban center) and by 2035 has a planned density of 9695.645.5 activity units per acre. ~~The minimum activity units per acre required for an Urban Regional Growth Center is 45, and when including planned development capacity in the proposed NE 85th Street Station Area Plan will be much higher.~~

To ensure a mix of housing and employment complementary land uses in a Regional Growth Center, PSRC requires that current employment activity units ~~credits~~ comprise at least 15% of the total activity units ~~credits~~ and current residential activity units ~~credits~~ comprise at least 15% of the total activity units ~~credits~~. Currently in 2035, approximately 356 percent of the activity units in the Greater Downtown Urban Center ~~are~~ would be residential, and

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654 percent ~~are would be~~ commercial/office. These ~~projected~~ mixes ensure a job-rich environment with plenty of activity after most employees leave for the day.

The shared Moss Bay and Everest Neighborhood employment center is a subarea that contains a large corporate technology campus that spans both neighborhoods and is organized around the CKC as a transportation and open space spine. This employment center is ~~proposed for inclusion~~ included in the Regional Center as a way to recognize the significance of the employment and transportation needs of this subarea (see map below).



Policy MB-8:

Promote seamless transportation connections between the campuses of major employers for enhanced mobility between campuses, to the Downtown area and to the 85th Street BRT/Stride Station.

For purposes of the ~~pending~~ Regional Center designation by Puget Sound Regional Council, the large corporate technology campus that spans both the Moss Bay and Everest neighborhoods is ~~proposed for inclusion~~ included in the Regional Center as a way to recognize the significance of the employment and transportation needs of the campus. This designation also acknowledges the important transportation relationship of this campus located on the CKC to the Kirkland Urban campus of this major employer.

Policy MB-9:

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Implement inclusionary zoning and other affordable housing requirements in Downtown to promote inclusion and equity.

At the end of 2021, the Moss Bay Neighborhood had 129 affordable housing units that are a mix of rentals and owned units with varying levels of affordability, ranging from 50 to 120 percent of the Area Median Income (AMI).

Inclusionary zoning for affordable housing is not currently required as properties redevelop in much of the Downtown area, largely due to reticence over providing building height incentives necessary to offset the cost of the mandate to developers.

The addition of an inclusionary housing requirement with a companion increase in development capacity would help the City achieve the goals identified in the Housing Element. It is important to utilize the policies and actions contained in the Housing Element of the Comprehensive Plan for guidance before redevelopment occurs to ensure that displacement of people and businesses is minimized, and that affordable homes are retained and many more are created through the adoption of inclusionary zoning. The City is a member of A Regional Coalition for Housing (ARCH), and adopted a Housing Strategy Plan in 2018, which addresses existing and future housing needs in the city including the Moss Bay Neighborhood. In addition, the City is committed to increasing affordable housing through numerous policy measures, including direct purchase of affordable units. Ground-floor retail requirements in Downtown also foster the creation of smaller retail spaces over time, providing new opportunities for small businesses in Moss Bay.

Mixed land use, nearby goods and services and the Downtown transit center provide an optimal environment for affordable housing because there is less reliance on personal automobiles. Reducing or eliminating the cost of vehicle ownership and parking can enable ~~residents-people~~ to use that income for other higher priority expenses. Innovative public/private partnerships should to be utilized while exploring methods to yield the greatest number of affordable units to the community.

In addition to supporting equity in housing affordability, the City begins its efforts for planning, public outreach and participation for City updates to neighborhood plans with an Equity and Inclusion Analysis (EIA) to connect with community members who have traditionally been underrepresented in the planning process. One result of this analysis led the City to conduct a survey of Moss Bay residents who are also renters, and the plan's vision statement reflects that the entire community that participated in the plan's creation values equity, inclusivity and diversity. The EIA is an iterative document and will further impact and narrow the equity gaps still existing in the community. It will also help staff apply lessons about equity to future updates to this plan.

Policy MB-10:

Expand green building incentives and requirements to ensure that new projects are high performance buildings.

Additional codes or incentives that make buildings more energy and resource efficient can be considered for Citywide adoption as part of implementing the Sustainability ~~Master-Strategic~~ Plan. Larger buildings in the Downtown area consume more energy, but if they are designed to use less energy then it will reduce operating costs for those who live and run businesses in these buildings and will help the City reduce its carbon emissions as it continues to grow.

Policy MB-11:

Explore the creation of an energy district that might include concepts like the capture and use of water and effluent to produce renewable energy and/or the use of geothermal methods to provide heating/cooling of local buildings.

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The Downtown area provides an opportunity to consider the sharing of energy to be more efficient and cost-effective. These methods can increase the creation of renewable energy generation that helps reduce greenhouse gas emissions in the City.

Policy MB-12:

Ensure that Downtown has a critical mass of retail uses and services and regularly review and recruit businesses that enhance the vibrancy of the business district.

The City should help to foster economic vitality in the Downtown by working with the private sector and by encouraging independent efforts toward economic development. Such assistance to the business community might include supporting efforts to establish local improvement or business improvement districts and working with regional economic development partners on collaborative efforts.

Other public efforts to strengthen the Downtown business climate should include the continued promotion of public projects such as the tour boat dock, in addition to continued support for public and/or private projects such as Lakeshore Plaza at Marina Park, which would help to implement the City's economic development goals.

Policy MB-13:

Explore opportunities to support formal and informal cultural institutions and artists in Downtown, such as pop-up galleries, street music and festivals.

Supporting arts and culture is an important part of Kirkland's identity. It is critical to encourage up and coming artists as well as established artists to continue to grow this movement. Consideration should be given to continue using public space for artists and allowing flexible land use which permits installations that further enhance the vibrancy of the Downtown area.

Policy MB-14:

Promote partnerships and increase two-way communication efforts between the business community and City government.

Initiatives like the Shop Local Kirkland initiative represent important efforts that bring businesses and City government closer together on a common purpose. Opportunities to enhance communication also include ensuring that business and property owners are made aware of pertinent issues in a timely manner.

Policy MB-15:

Encourage ground-floor uses that promote an active pedestrian environment.

Downtown Kirkland has been the historic heart of Kirkland's pedestrian orientation because it has traditionally provided great destinations for pedestrians in terms of shops, services, and amenities as well as the supporting pedestrian infrastructure to make the walk pleasant and safe. Future evaluation of appropriate ground floor uses will need to consider the types of pedestrian destinations being created and will require collaboration with the business community, commercial property owners, and other stakeholders to understand the right balance of uses.

Policy MB-16:

Explore redevelopment of the Lake/Central surface parking lot with public and private amenities that enhance the 10-minute neighborhood concept. The exploration should include inclusive community engagement and participation from businesses, property owners, residents and the broader community.

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This surface parking lot, situated at a prime corner in the Downtown core, was acquired by the City when the neighboring property owners participated in a Local Improvement District (LID) to generate the funds for the City to acquire the property for the purpose of providing public parking for patrons and visitors to the Downtown. A more current look at the community needs and vision, inclusive of the stakeholders noted here, would help determine if this is the time to reimagine the site as a focal point for the Downtown.

Parking

Policy MB-17:

Encourage efficient utilization of existing parking to its full potential and development of new shared parking around the perimeter of Downtown to increase parking supply while preserving and enhancing the walkable nature of Downtown.

Due to the significant cost and sustainability issues associated with building a new public parking garage, making better use of existing parking should be a priority. There is a significant supply of public and private parking in and around Downtown that could be used more efficiently through wayfinding signage, joint use agreements, technology applications, public education campaigns, and innovative and visible shuttle services.

Policy MB-18:

Increase the prevalence of charging stations and other support facilities for electric vehicles (EV), electric bicycles (E-Bikes) and other micro-mobility by partnering with owners of new and existing parking facilities to promote clean transportation options.

Promoting clean transportation options and related programs and initiatives can reduce pollution and, in the case of bicycles, scooters and emerging clean **shared** mobility options, can reduce congestion and foster a healthier community. Ensuring that buildings and parking facilities support these needs will facilitate the transition to a cleaner transportation future.

B. Perimeter Areas

The Perimeter Area is the area to the south and east of Downtown's Central Business District. This area contains a wide variety of housing types, representing a broad range of densities. The Comprehensive Plan supports providing a range of housing opportunities, and the Moss Bay Neighborhood is representative of how that diversity can build a stronger community (see Figure MB-4). Included in the mix of land uses is a variety of commercial areas that provide employment opportunities close to shops, services, and housing options. The following sections discuss these diverse land use districts.

Planned Area 5

The northeastern portion of the Moss Bay Neighborhood is designated as Planned Area 5 (see Figure MB-4). Due to topographic conditions and circulation patterns, land in Planned Area 5 is relatively secluded. The area has been designated for high-~~density~~ intensity residential and office uses because of the ability to buffer such ~~high-density~~ development from other uses in the area. The area is developed primarily in high-density-with apartments, condominiums and other stacked residential development while limited office uses exist in the northwestern portion of the area. This planned area is divided into five subareas. The Zoning Code details the applicable development standards such as allowed uses, height and ~~density-residential intensity~~ for each planned area and related subarea.

Planned Area 6

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The bulk of the land south of Kirkland Avenue is contained in Planned Area 6 (see Figure MB-4). Within this planned area, land is divided into a number of subareas, based on unique conditions including use conflicts, various parcel ownerships, traffic problems, lack of utilities, and other factors which may influence future development of the land. Due to its location, this planned area also has a special relationship with the Downtown. This planned area is divided into ten subareas. The area has multiple designations including ~~low, medium and high density residential at varying intensities~~, office/~~multi-family mixed use~~, and industrial along the eastern boundary line. The Zoning Code details the applicable development standards such as allowed uses, height and ~~density-residential capacity~~ for each planned area and related subarea.

Policy MB-19:

Explore density minimums in ~~low density residential neighborhoods within~~ areas of Moss Bay ~~with low intensity~~ to promote more affordable and compact housing options.

Allowed housing options like ADUs, cottages, and two/three-unit homes can help bridge the gap in missing middle housing needs in the perimeter residential areas and increase diversity in the community. Due to the scarcity and cost of land in the Moss Bay neighborhood, optimizing the use of the land should be a consideration to take advantage of all the amenities that are available.

Policy MB-20:

Explore expanding allowances for home-based businesses in residential districts.

Home occupations can reduce commuting for the business owner and provide residents with nearby services. An appropriate range of uses and supporting regulations can result in home-based businesses that are a positive contribution to the vibrancy of the overall neighborhood. To support Economic Development Policy ~~ED-1.7-ies~~ ~~within in~~ the Comprehensive ~~plan~~Plan, revising development standards should be carefully considered and crafted to minimize impacts on the neighborhood while increasing economic activity.

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6. TRANSPORTATION

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

The Moss Bay neighborhood has some of the City’s best transit, walking, ~~and rolling~~~~and bicycle~~ routes that can move people efficiently and with less congestion than traditional modes of travel. However, it is acknowledged that many vehicles need to move through the neighborhood to connect to Downtown from many other places.

“Mode split” is the term used to describe how trips are allocated amongst various types of transportation, or modes. The Transportation Element in Kirkland’s Comprehensive Plan identifies the baseline estimate of the mode splits and the goals for future mode splits in the Downtown Central Business District (CBD).

Current mode split in the CBD is low because it does not currently include any major Commute Trip Reduction (CTR) employers. In contrast, large CTR employers just outside the CBD and within the Greater Downtown Urban Center are currently achieving mode splits resulting in drive-alone rates between 62% and 78%.

Downtown Kirkland (CBD) Existing Mode Split (2018) Peak Hour, Work Trip Types	
Mode	Fraction of Trips
Drive Alone	88%
Transit	1%
Rideshare	5%
Walk and Bike	6%

The future goals for the Totem Lake and Greater Downtown Urban Centers are shown below:

Totem Lake and Greater Downtown Mode Split Goals, Peak Hour, All Trip Types	
Mode	Fraction of Trips
Drive Alone	45%
HOV 2+, Vanpool, Transit	46%
Walk and Bike	9%

It is important that people have acceptable options besides private vehicles, so that public transit, walking, and cycling become more desirable. Equally important are connections for public transit and innovative ~~non-motorized mobility~~~~walking, biking and other rolling~~ options to get to the CKC and regional transportation systems so that the entire transportation system is efficient.

A. Public Transit

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Third Street has been designed for the pedestrian and public transit user, with the METRO transit center located on this street. The use of public transportation as an alternative for people who work or shop in the Downtown should be encouraged. Increased use of transit would help to reduce traffic congestion and parking problems in the Downtown area. The NE 85th Street BRT/Stride station will be a major transportation hub with regional connections when it is complete. The Stride station will be a major asset to the Moss Bay neighborhood with supporting pedestrian, bike, and land use infrastructure in place to fully leverage this regional transit investment.

Policy MB-21:

Ensure that transit service and all modes of transportation are aligned and efficient through the Greater Downtown Urban Center, including the NE 85th Street Station Area.

Implementation of the Transportation ~~Master Strategic~~ Plan will play an important role in making seamless connections between the urban center and the NE 85th Street Station Area including the BRT/Stride station and the Cross Kirkland Corridor.

Policy MB-22:

Utilize the most innovative and effective methods to move people through the neighborhood and to connect to the surrounding community and region.

As new technology emerges, so must the ways to enhance connections throughout the neighborhood, which could include pilot projects and initiatives connecting existing and future transportation infrastructure.

Policy MB-23:

Partner with transit agencies and larger employers to foster enhanced and frequent transit service to and from Downtown and other regional connections.

The connections between modes of transit and major employers is integral to the entire system and partnerships can ensure that moving people remains a priority.

Policy MB-24:

Explore new and innovative means of ~~micro-mobility~~ micromobility to allow people to easily make last-mile connections from transit.

Last-mile connections are often the missing link to greater public use of the existing transit system. As part of the Transportation ~~Master Strategic~~ Plan, implementing new forms of micro-mobility can help bridge this gap.

Policy MB-25:

Explore establishing ferry service to and from Downtown Kirkland as part of the Transportation ~~Master Strategic~~ Plan update process.

Ferry service to and from Downtown Kirkland has long been part of the City's history. Consideration should be given for a pedestrian and bicycle ferry service as another tool to enhance current and future growth in the neighborhood.

B. Pedestrian and Bicycle Circulation

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

The establishment and improvement of pedestrian pathways between activity centers should be a high-priority policy objective. Major pedestrian routes within the Downtown area are identified in Figure MB-5. Major pathways include the extensive east-west “spine” or “Park Walk Promenade,” which links the lake with points east of 6th Street and the shoreline public access trail.

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

Policy MB-26:

Complete and enhance the existing sidewalk network and consider sidewalk widening pilot projects to ensure public safety and further promote a pedestrian oriented neighborhood.

There are numerous opportunities to add and improve sidewalks to promote connectivity within the neighborhood, to surrounding neighborhoods, and regionally via the CKC and Stride station. See Figure MB-7.

To be a truly successful walking environment, the core area of the Downtown must be safe, convenient, and pleasant for pedestrians of all ages and abilities. Pedestrian safety should continue to be a high priority in the placement and design of intersections, crosswalks, and sidewalks throughout the neighborhood.

Policy MB-27:

Explore the construction of systems of overhead coverings to improve the quality of major pedestrian walkways year-round.

The continued creation of a system of overhead coverings such as awnings, arcades, and marquees provide protection to the pedestrian during inclement weather, allowing for pedestrian-community activity year-round. These features also add visual interest and vitality to the pedestrian environment.

Policy MB-28:

Implement ongoing pilot projects to improve pedestrian and bicycle conditions along Lake Washington Boulevard, including conversion and reallocation of vehicle lanes and parking areas.

The sidewalks along Lake Washington Boulevard connect many parks and offer scenic views of Lake Washington that could be further enjoyed if there were more space available for pedestrians.

More community members would like to make more trips by bicycle; one reason they do not is because the current network of on-street bicycle lanes does not meet their needs for safety and convenience. In order to unlock the potential of bicycling, the existing network of on-street bicycle lanes should be improved with facilities that people of all ages and abilities find safe and welcoming.

Policy MB-29:

Create new and enhance existing pedestrian, bicycle, and transit connections between the lake-front commercial district, Kirkland Urban, the NE 85th Street Station Area Plan, and the Cross Kirkland Corridor.

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The Park Walk Promenade identified in Figure MB-5 should consist of a series of minor structures placed at prominent locations along the walkway in order to clearly identify the pathway throughout its length, as well as to provide some protection during wet weather. The walk serves the Peter Kirk Park civic and cultural center, as well as commercial areas to the east and west. The current promenade concept under consideration by the City now should be encouraged as it offers a unique way to move people from the Lakeshore marina area through the Downtown area all the way to the CKC.

Policy MB-30:

Ensure seamless bike and pedestrian connectivity with options for people of all ages and abilities and provide and/or improve non-motorized mobility connections to the Cross Kirkland Corridor.

Convenience to the pedestrian will be enhanced by improving the directness and ease of pedestrian routes. “Shortcuts” between streets, or even between buildings, can link pedestrian routes over large distances where vehicles cannot circulate. Bicycle routes including building proposed greenways can also be helpful in creating safe routes for ~~eyelists~~ active transportation and care should be taken so ~~eyelists young and old~~ all people can access and use these routes.

Access points to the CKC along the Convergence Zone and Everest Edge in the Moss Bay neighborhood can provide safe, logical, well-marked connections to the street network for pedestrians and cyclists. The CKC also provides an additional route to the regional light rail system in Bellevue. In addition, the proposed greenways increase points of access, further enhancing the user experience.

Policy MB-31:

Explore the possibility of an innovative off-surface transportation system such as a gondola to connect the BRT/Stride Station, Kirkland Urban, and potentially other nearby employment centers.

The construction of the NE 85th Street BRT/Stride station provides an excellent opportunity to consider how to efficiently move people using new ideas and technologies that don’t increase congestion and traffic, mitigate the barrier formed by I-405, and improve accessibility.

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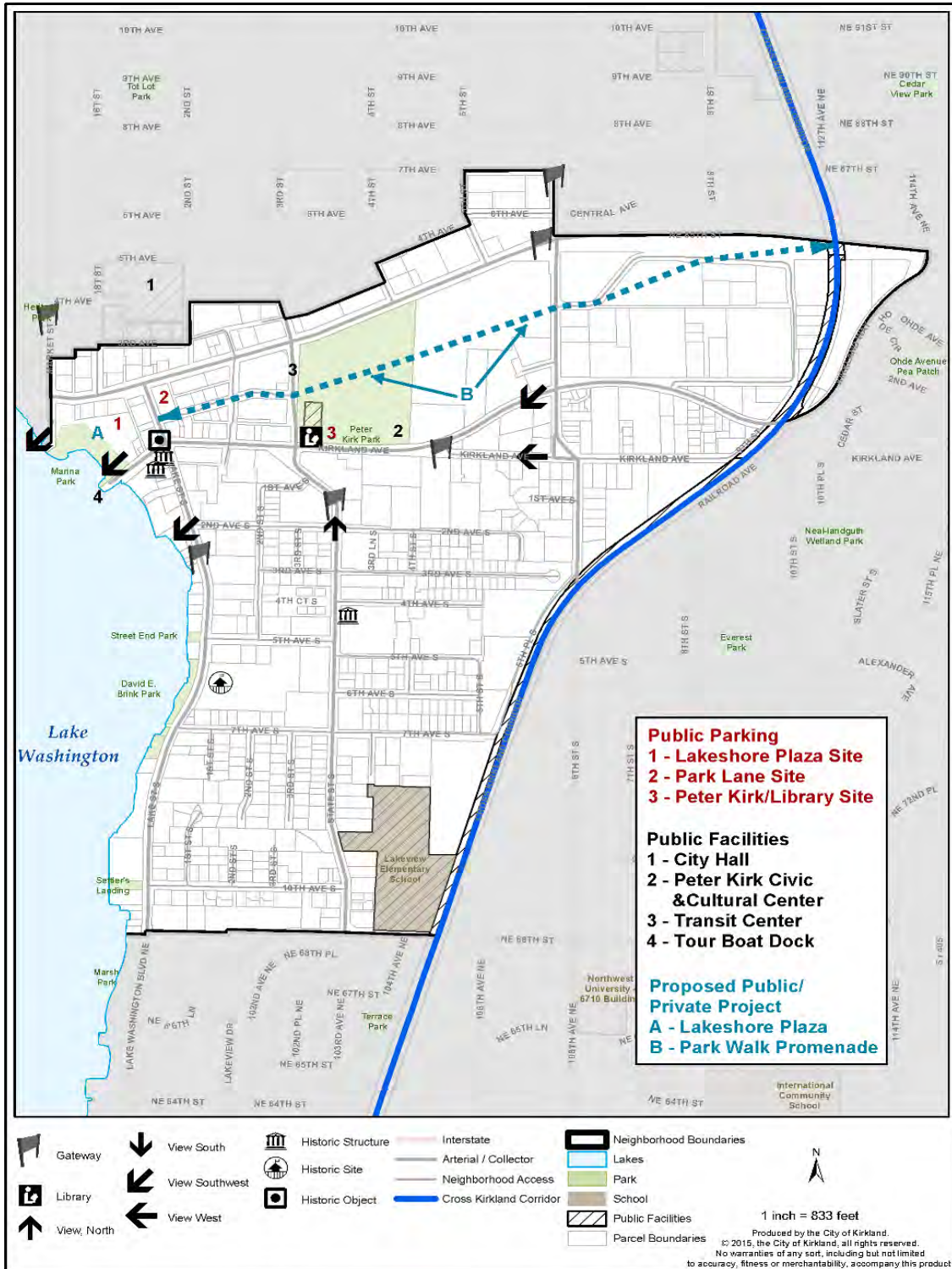


Figure MB-5: Moss Bay Urban Design Features

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Policy MB-32:

Expand and iterate pilot programs to enhance pedestrian-only access along Park Lane.

Park Lane in Downtown Kirkland was originally designed to be a pedestrian-oriented street with slow-moving wheeled traffic and has previously been closed to motor vehicles during select special events. In coordination with the Downtown community, in 2020 the City started “Evenings on Park Lane” where the street was opened to people walking and wheeling beginning at 6 p.m. during the warmer months. This allowed more outdoor space for restaurant seating and retail uses while also providing safe places for people to socialize. Data and observations from the Evenings program, along with other pilot projects that seek to repurpose street space for people, should be evaluated to consider other similar temporary and permanent programs in the future.



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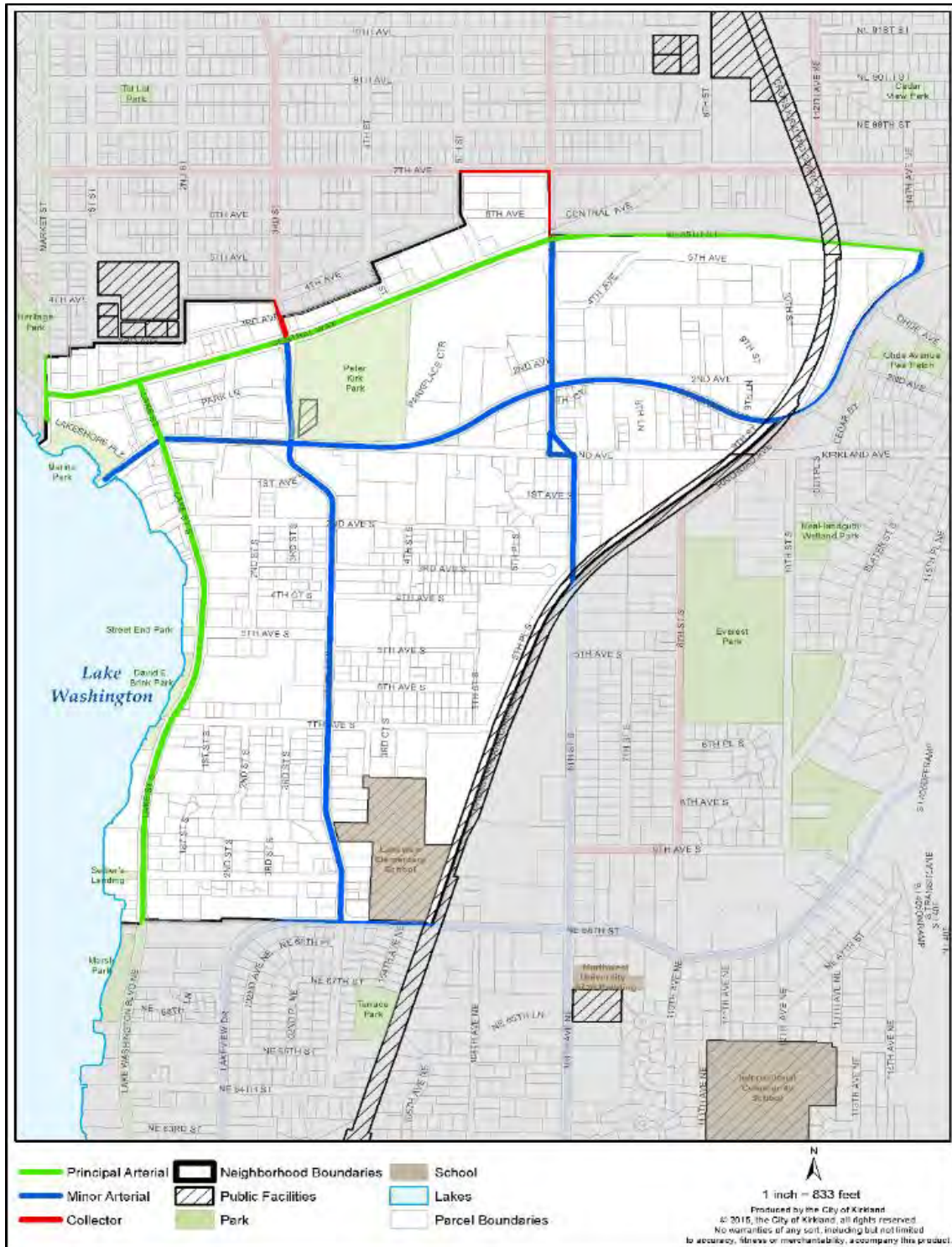


Figure MB-6: Moss Bay Street Classifications

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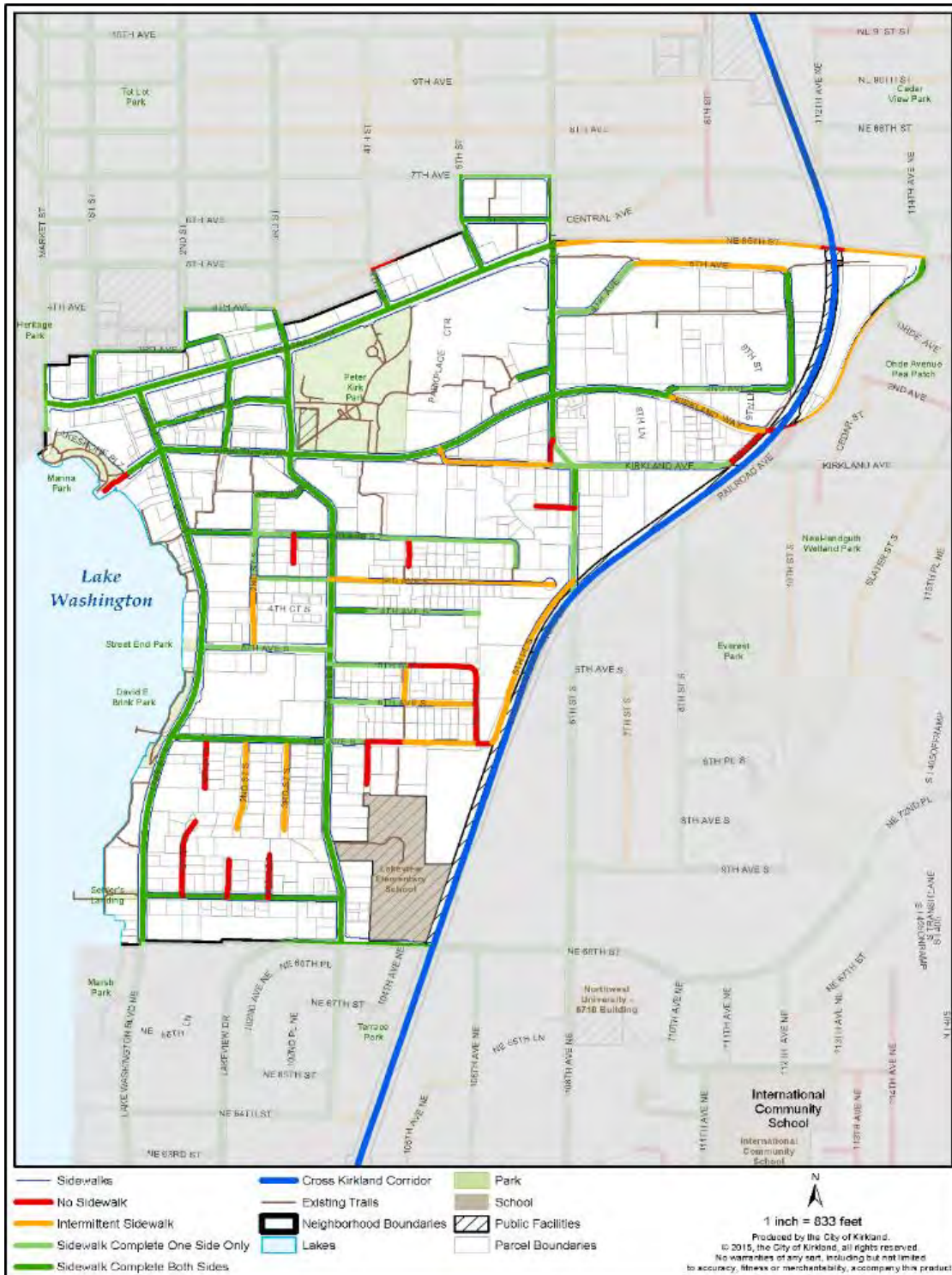


Figure MB-7: Moss Bay Pedestrian System

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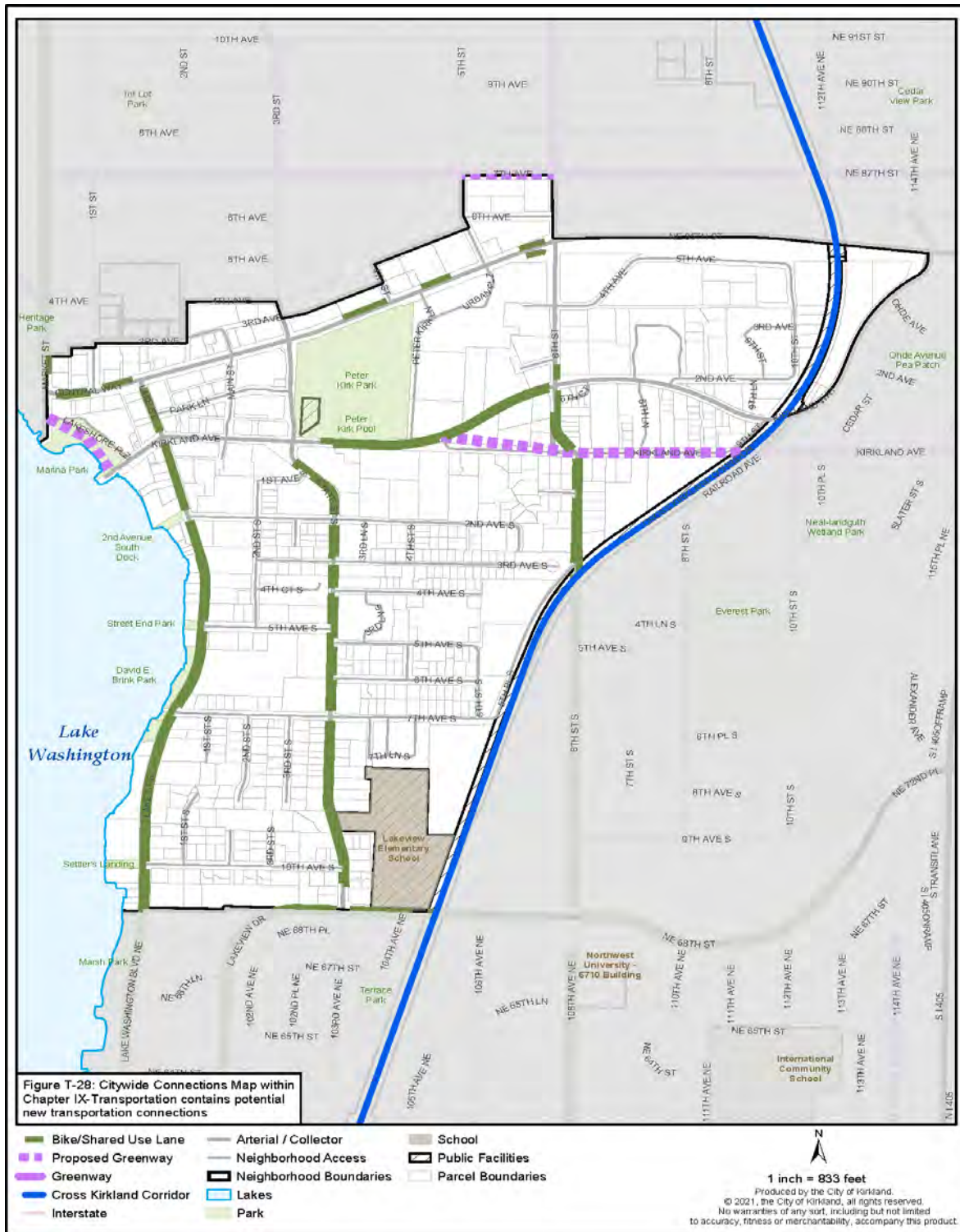


Figure MB-8: Moss Bay Bicycle System

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7. OPEN SPACE/PARKS

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

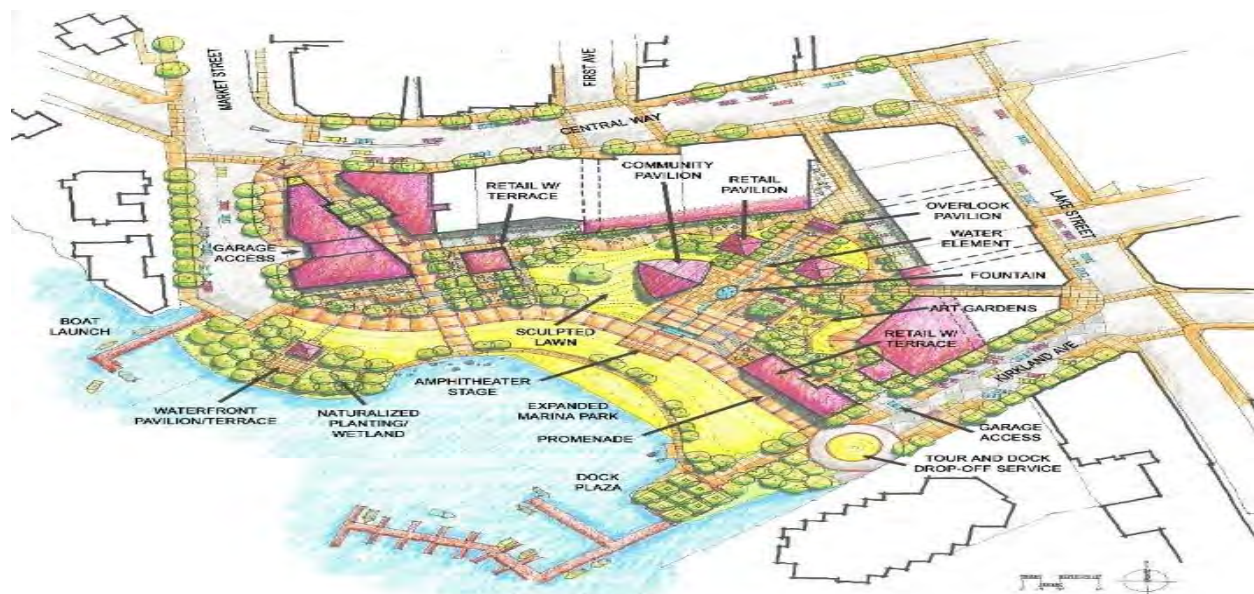


Figure MB-9: Lakeshore Plaza at Marina Park Concept Sketch

Policy MB-33:

Explore the construction of a large public plaza west of buildings on Lake Street to enhance the Downtown's lakefront setting and provide much needed open space while not reducing existing parking supply and increasing usable green space.

The Lakeshore Plaza shown in Figure MB-9 envisions a large public plaza constructed over structured parking. Ideally, the plaza would be developed through public/private partnerships to provide a seamless connection between the Downtown and the lake. The plaza would be at the same grade as Lake Street and would provide visual and pedestrian access from a series of at-grade pedestrian connections from Central Way and Lake Street.

Policy MB-34:

Physical improvements in and near parks should strengthen their visual prominence and prevent view obstruction.

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

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Policy MB-35:

Enhance parks in the Moss Bay neighborhood consistent with the provisions in the [citywide Parks, Recreation and Open Space \(PROS\) Element and PROS Plan](#) ~~City's PROS plan~~.

All planning efforts regarding parks in Kirkland are done through the outreach and update of the City's PROS plan and participation should be encouraged during public outreach to better serve the community.

Policy MB-36:

Public facilities at parks should continue to expand opportunities for the entire community, including the installation of permanent street furniture, interactive amenities, and programming.

Updating physical features and the uses within the park is something that keeps the park fresh, vibrant and encourages more usage and enjoyment by the community.

Policy MB-37:

Consider developing a Marina expansion plan to promote economic development and tourism in the Downtown area.

The redevelopment of the marina at Marina Park could support the local businesses by expanding it to accept larger boats and more slips. Any redevelopment should be designed and operated in an environmentally responsible manner that adds jobs and revenue while not adding a burden to the parking supply or congestion in Downtown.



Policy MB-38:

Explore the redevelopment of Peter Kirk Park and surrounding city-owned facilities into a major regional recreational facility to increase access and opportunity for the entire community.

A new regional recreational facility could address a need in the community for year-round indoor pools and meeting space, new fields and courts along with supporting parking facilities. In addition to meeting community need, a redevelopment plan could also be a catalyst for additional economic development opportunities.

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Policy MB-39:

Promote nonmotorized watercraft usage along Lake Washington, with a node in Downtown.

Encouraging water-oriented retail services, launching facilities, and wayfinding signage can help attract new business that support ecologically friendly use of Moss Bay's waterfront setting and promote tourist opportunities that benefit the neighborhood's economy.

XV.E. Everest



The Kirkland Comprehensive Plan is current through Ordinance 4828, passed December 13, 2022.

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~~CITY OF KIRKLAND LOCAL LAND ACKNOWLEDGEMENT~~

~~We acknowledge that the Southern Salish Sea region lies on the unceded and ancestral land of the Coast Salish peoples, the Duwamish, Muckleshoot, Puyallup, Skykomish, Snoqualmie, Snohomish, Suquamish and Tulalip tribes and other tribes of the Puget Sound Salish people, and that the present day City of Kirkland is in the traditional heartland of the Lake People and the River People. We honor with gratitude the land itself, the First People—who have reserved treaty rights and continue to live here since time immemorial—and their ancestral heritage.~~

1. OVERVIEW

The Everest Neighborhood is bounded by the I-405 freeway on the east, the Cross Kirkland Corridor (CKC) on the west, Central Way on the north and the Houghton Everest Neighborhood Center commercial district to the south along NE 68th Street. Westerly views of the mountains and Lake Washington are visible from the eastern hillside. The neighborhood is geographically compact, centrally located and has a bit of everything from parks, residential, retail shopping and industrial uses.

2. VISION STATEMENT

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

The community values the diverse population of people who live in the neighborhood and the sense of belonging. There is a sense of community and cohesiveness. Children know each other. People who are new to the community are welcomed at neighborhood gatherings. The neighborhood is maturing gracefully and is adapting to change in an inclusive way.

Everest is unique in that it is a short walk or bike ride to Downtown, the Houghton Everest Neighborhood shopping area, the Cross Kirkland Corridor (CKC), Lake Washington, and over the freeway pedestrian bridge to the Rose Hill neighborhood and Bus Rapid Transit/Stride (BRT) transit station at NE 85th Street/I-405. The CKC provides gathering places for the neighborhood as well as pedestrian and bicycle connections to other areas of the City and regional destinations via the Eastrail Corridor. ~~Pedestrian and bicycle mobility~~ The ability to walk, bike and roll to these destinations has improved with the addition of missing sidewalks, bike lanes and safety improvements. Mobility within the neighborhood and connectivity to other neighborhoods is improved as redevelopment of commercial and mixed-use parcels has created more through-block connections, consolidation of driveways, and intersection and pedestrian frontage improvements.

The 6th Street South corridor is one of Kirkland's major high technology employment hubs yet continues to support diverse small businesses. This economic environment and community partnerships have led to many community amenities that provide opportunities to play and socialize along the CKC. These public/private partnerships were instrumental in implementing the CKC Master Strategic Plan (formerly the CKC Master Plan) and have served as a template for trail-oriented development in other neighborhoods.

The Houghton/Everest Neighborhood Center has evolved into a thriving, pedestrian-oriented mixed-use center, with businesses that meet the retail and service needs of the community, along with housing that supports these businesses, employees, students, and residents of the neighborhood. Attractive-Inviting streetscapes, vehicular and pedestrian through-block connections, landscaping, pedestrian amenities and building design create a true neighborhood center for Everest and other adjoining neighborhoods. In the northwest corner along Kirkland Way, professional offices provide a gateway to the neighborhood and jobs within close proximity of the bus rapid transit

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BRT/Stride station. In light industrial areas, manufacturing and high technology jobs exist, along with new creative businesses like breweries and wineries that have created neighborhood gathering places with accessory uses such as tasting rooms, small restaurants and retail.

New affordable housing in the neighborhood has been created through thoughtful infill options in ~~lower-density~~ parts of the neighborhood with lower residential intensity, and redevelopment of ~~multifamily-more intensive residential~~ and mixed-use projects. The ~~lower-density~~ residential areas now provide more housing choices for various income levels with a variety of detached houses, duplexes, triplexes, cottages, and accessory dwelling units. Increasingly, new development is utilizing sustainable green building practices.

The mature, wooded hillside located in the southeast corner of the neighborhood that connects to Everest Park is preserved as park open space and provides a natural system of protected wetlands, streams, steep slopes and wildlife corridors, which lessens the visual and noise impacts of the freeway.

3. HISTORICAL CONTEXT

~~Kirkland and the Everest Neighborhood are located on the traditional land of the First Peoples of Seattle, the Duwamish People. The Duwamish Tabb tah byook tribe once inhabited the Lake Washington shoreline from Juanita Bay to Yarrow Bay, as described in more detail in the Community Character Chapter of the Comprehensive Plan. Lake Washington 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. Unfortunately, the opening of the Lake Washington Ship Canal in the early 1900s had a detrimental effect on the Duwamish People, lowering the level of the lake, affecting wetlands, and diminishing traditional food sources.~~

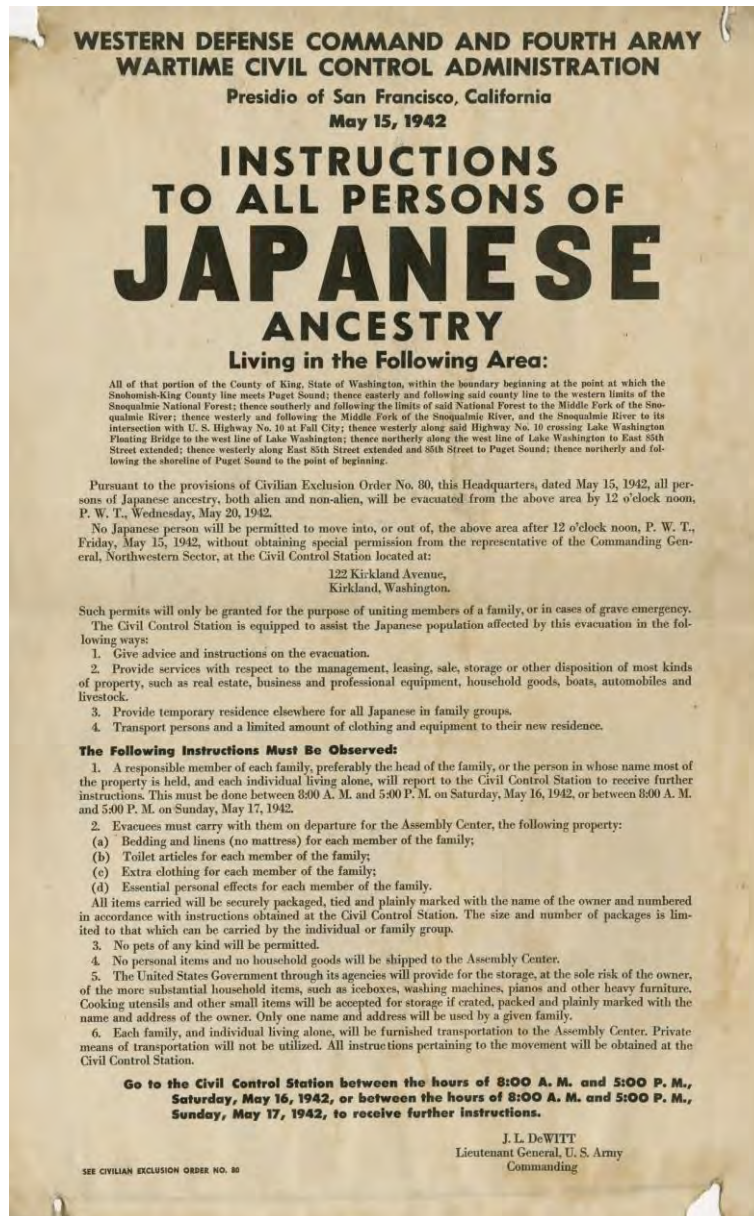
See the Kirkland Historic Narrative included in Appendix # for a discussion of citywide historic context, inclusive of all previous inhabitants of the area (pre-and post-white/European settlement) especially along the culturally rich Lake Washington shoreline.

Before the Everest neighborhood became part of Kirkland in 1949, it served as a largely agricultural area providing fresh produce, dairy products, and eggs to Seattle residents.

The Everest neighborhood was the railroad gateway to Kirkland. In the early part of the 20th century, goods and people primarily traveled over long distances either by ferry across the lake or by rail on the Lake Washington Belt Line, later the Northern Pacific rail line, along what is now the Cross Kirkland Corridor (CKC). Kirkland's rail station was in the Everest Neighborhood, on Railroad Avenue, just south of the Rotary Central Station picnic pavilion. Vestiges of an older railroad right-of-way can be seen in the embankment in the woods directly to the east of Everest Park. This was the railroad built to serve Peter Kirk's steel mill in the late 1880s. The embankment connects to the north with what is now Slater Street, which follows the route of this first railroad. The station was torn down in the late 1960s and was replaced by a metal building that remained into the mid-1970s before being demolished. The concrete slab for the metal building now serves as the concrete foundation for the Rotary Central Station picnic pavilion.

The train station's history is also a painful reminder of the forced relocation of people of Japanese heritage living along the west coast to internment camps during World War II. According to the U.S. Government War Department, Civilian Exclusion Order No. 80 dated May 15, 1942, on May 20-21, 1942, persons of Japanese ancestry living in

Kirkland and other parts of the region were required to leave all their personal property and evacuate the area via boarding the train in Kirkland to relocate to inland detention camps located elsewhere in the United States (see photo of the poster documenting the government order below).



The existing Rotary Central Station building was completed in 2020 with private and public contributions and volunteers as a tribute to the City's railroad heritage and historic station location. The Rotary Central Station pavilion contains picnic tables, illustrative signage about history in Kirkland, a train signal, old rail tracks and native

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vegetation along the CKC. The railroad history theme continues at the Feriton Spur Park, located a short ~~walk~~ distance south of the Station building along the CKC, where an old train caboose has been repurposed for other uses.

Everest Park and the neighborhood are named after Harold P. Everest (1893-1967), former Chairman of the Journalism Department at the University of Washington, owner and publisher of the East Side Journal, and civic leader in Kirkland. In the 1940s, Everest Park was the site of a housing project, called 'Project A', built to house U.S. Government wartime emergency workers at the Lake Washington Shipyards, where Carillon Point is today. Following World War II, workers left the area as shipyard work disappeared and the housing project was torn down when the residents left. The Federal government sold the land to the City for a park for fifty percent of its true value. It is believed that a few of the houses were moved to various nearby locations. The original baseball field was completed in June of 1963. Everest Park has existed for close to 65 years undergoing several changes and continuing to evolve today.

The industrial area between the CKC and 6th Street South evolved from a heavy manufacturing area to high technology and other office uses. During World War II, a warehouse complex was built for the U.S. Navy and the shipyard adjacent to the railroad tracks in the industrial area between 6th St South and the tracks. After the war, these buildings became headquarters for a number of manufacturing companies including the Seattle Door company. Into the 1970s, Seattle Door was Kirkland's largest employer, with several hundred workers at the site. In 2006, the old buildings were torn down and the site redeveloped into the Google office complex. Through a private/public partnership with the City and a developer, Feriton Spur Park was constructed along the CKC providing amenities for the community such as public open spaces, basketball courts, tennis courts, other recreational facilities, restroom, and a community garden.

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Old train station and new Rotary Central Station picnic pavilion

Policy EV-1:

Preserve features and locations that reflect the neighborhood's history and heritage.

As described above, Everest has a rich history. The Rotary pavilion, which conveys the story about the old railroad depot located along the CKC, and the sign at the railroad trestle, are great examples of what can be done to provide an amenity for the community and at the same time tell the history of an area. At this time, there are no buildings, structures, sites or objects in the Everest neighborhood listed on the National and State Registers of Historic Places or designated by the City of Kirkland. The City should continue to periodically survey buildings in the neighborhood to identify and designate those of historic significance.

Policy EV-2:

Provide markers and interpretive information at historic sites in the neighborhood.

Providing markers and interpretive boards enables the community to have a link with the history of the area. Attention should be given to celebrating the neighborhood's history in an inclusive way, including helping ~~residents and visitors~~ the community understand the history of the people who lived in the area before the early pioneer settlers.

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4. NATURAL ENVIRONMENT

Policy EV-3:

Protect and enhance the natural environment in the Everest Neighborhood.

Environmental policies for the Everest Neighborhood Plan strive to protect and enhance the quality and function of the natural environment and protect life and property from environmental hazards. The Everest neighborhood is located within the Moss Bay drainage basin and contains multiple wetlands and streams (see Figures EV-1a-3). These natural features help maintain water quality, recharge groundwater, provide wildlife and fish habitat, and provide open space and aesthetic enjoyment. Figures EV-1a and EV-1b identify geologically hazardous areas within the Neighborhood, including slopes with moderate to high landslide susceptibility and land with potential for medium to high liquefaction during a seismic event. City regulations ensure that activity in these areas address risks and impacts associated with development.

Policy EV-4:

Maintain and restore the functional integrity of streams and wetlands. Improve segments adjacent to the Cross Kirkland Corridor with native vegetation during implementation of the CKC Master Plan.

Several open streams exist in the Everest Neighborhood and continue west through the Moss Bay Neighborhood (see Figure EV-2), including Everest Creek. These streams should be preserved and maintained in their natural state or restored to a natural condition for water quality in the Moss Bay drainage basin and to provide wildlife habitat and natural open space amenities in the area.

The Neighborhood also contains several wetland areas (see Figure EV-2) that provide important water storage and surface water filtration functions, as well as providing habitat for wildlife. Many of the wetland areas are now in public ownership. City regulations ensure that activity in or near these critical areas mitigates environmental impacts associated with development.

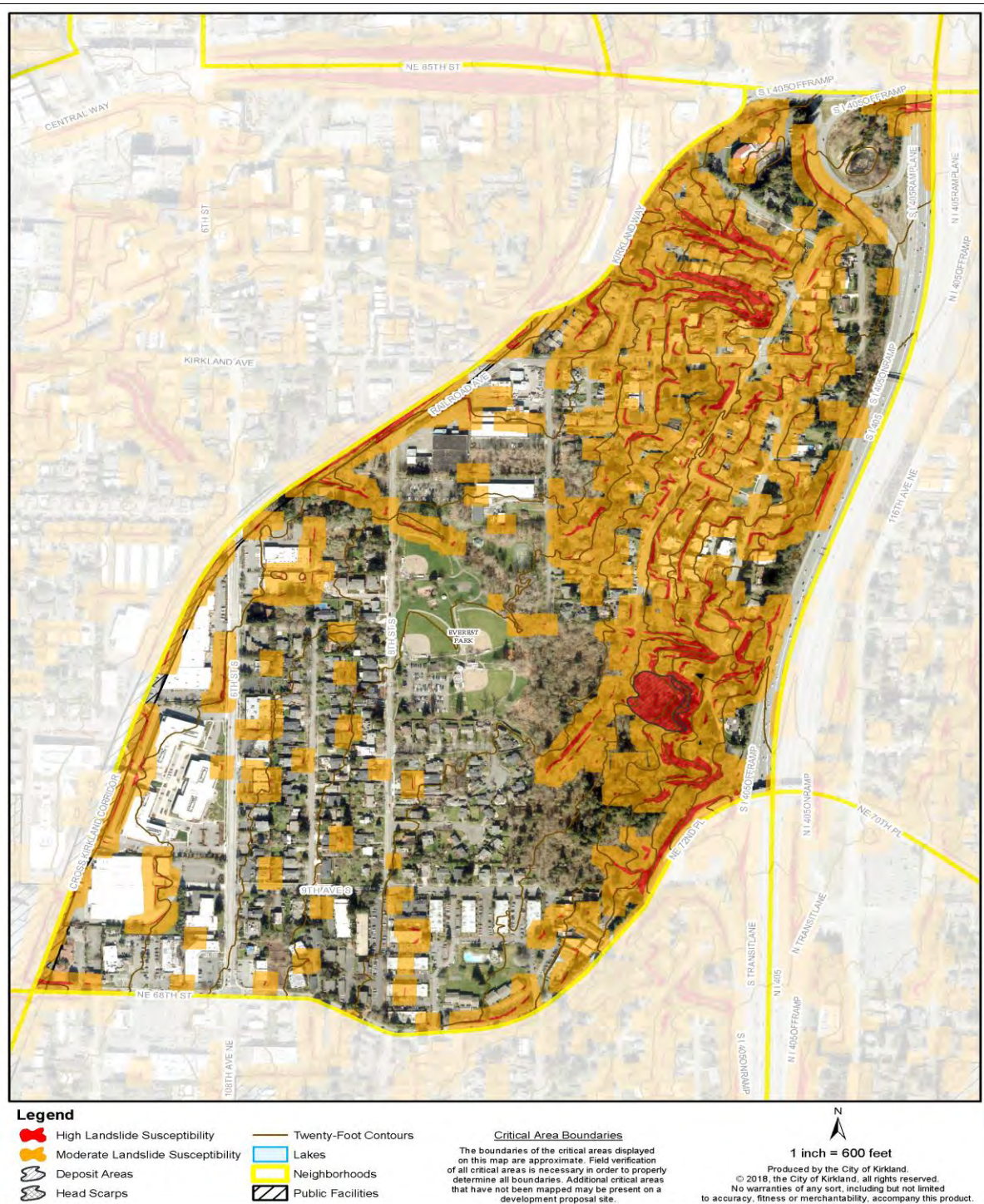


Figure EV-1a: Everest Landslide Susceptibility

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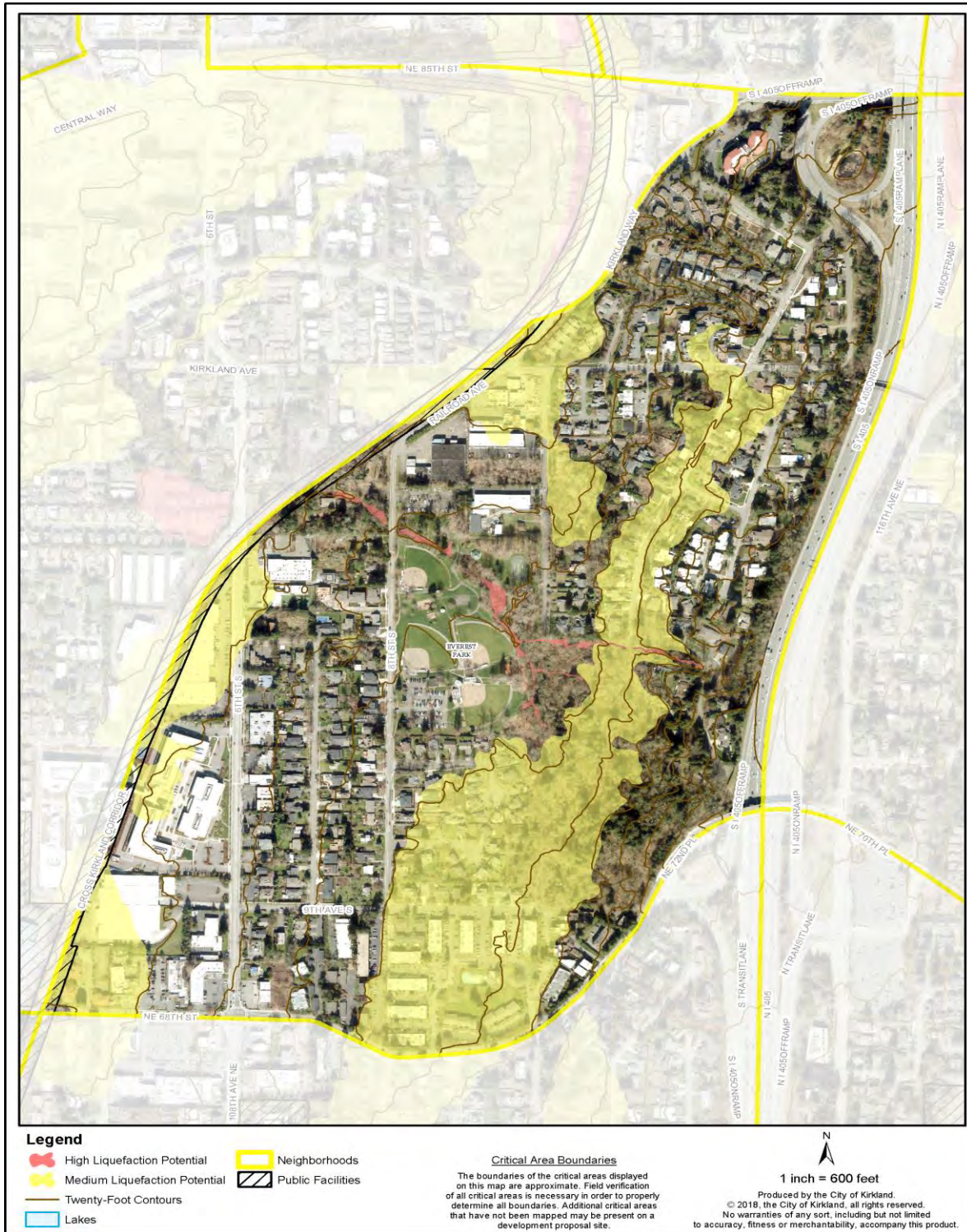


Figure EV-1b: Everest Liquefaction Potential

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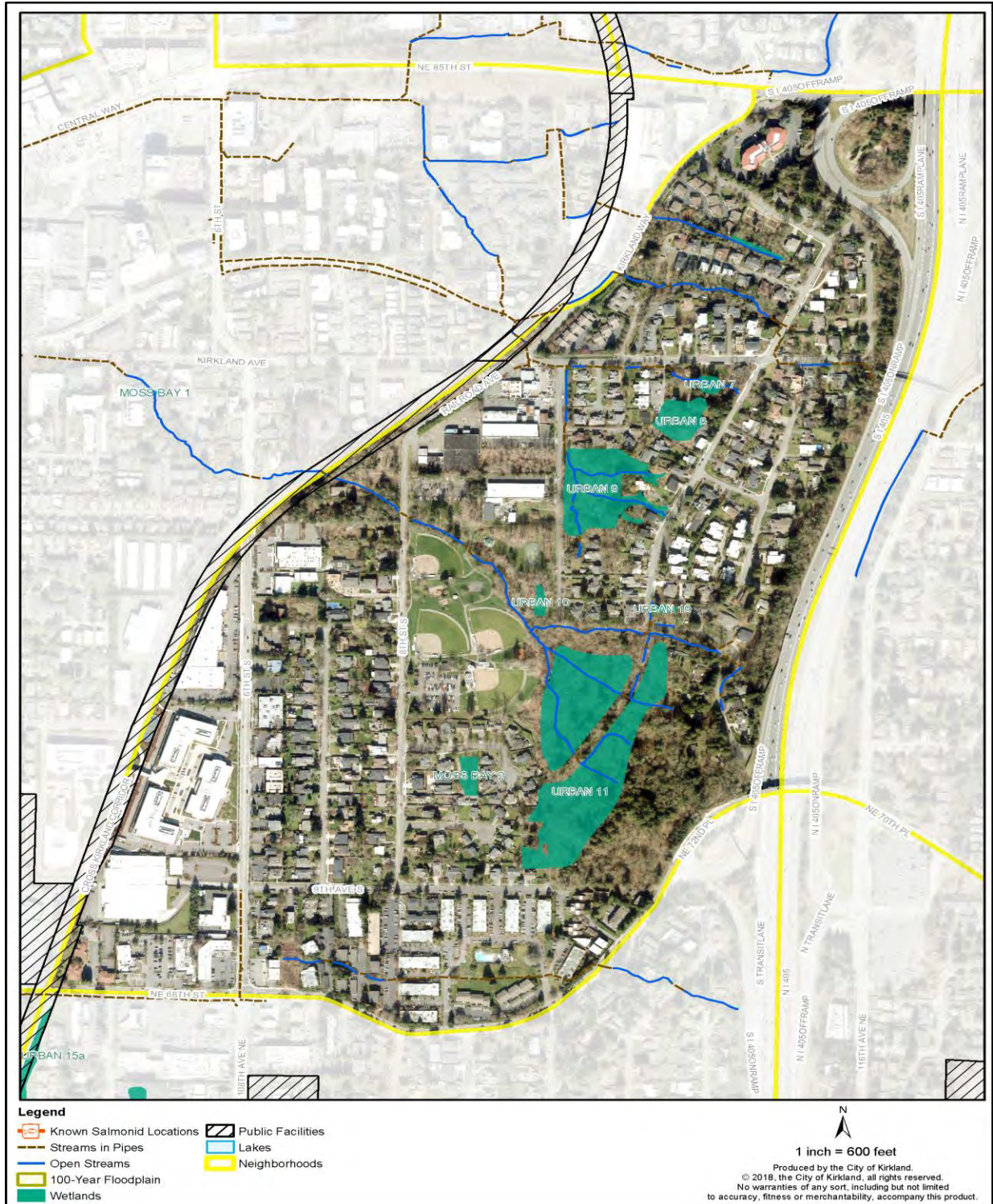


Figure EV-2: Everest Wetlands, Streams, and Lakes

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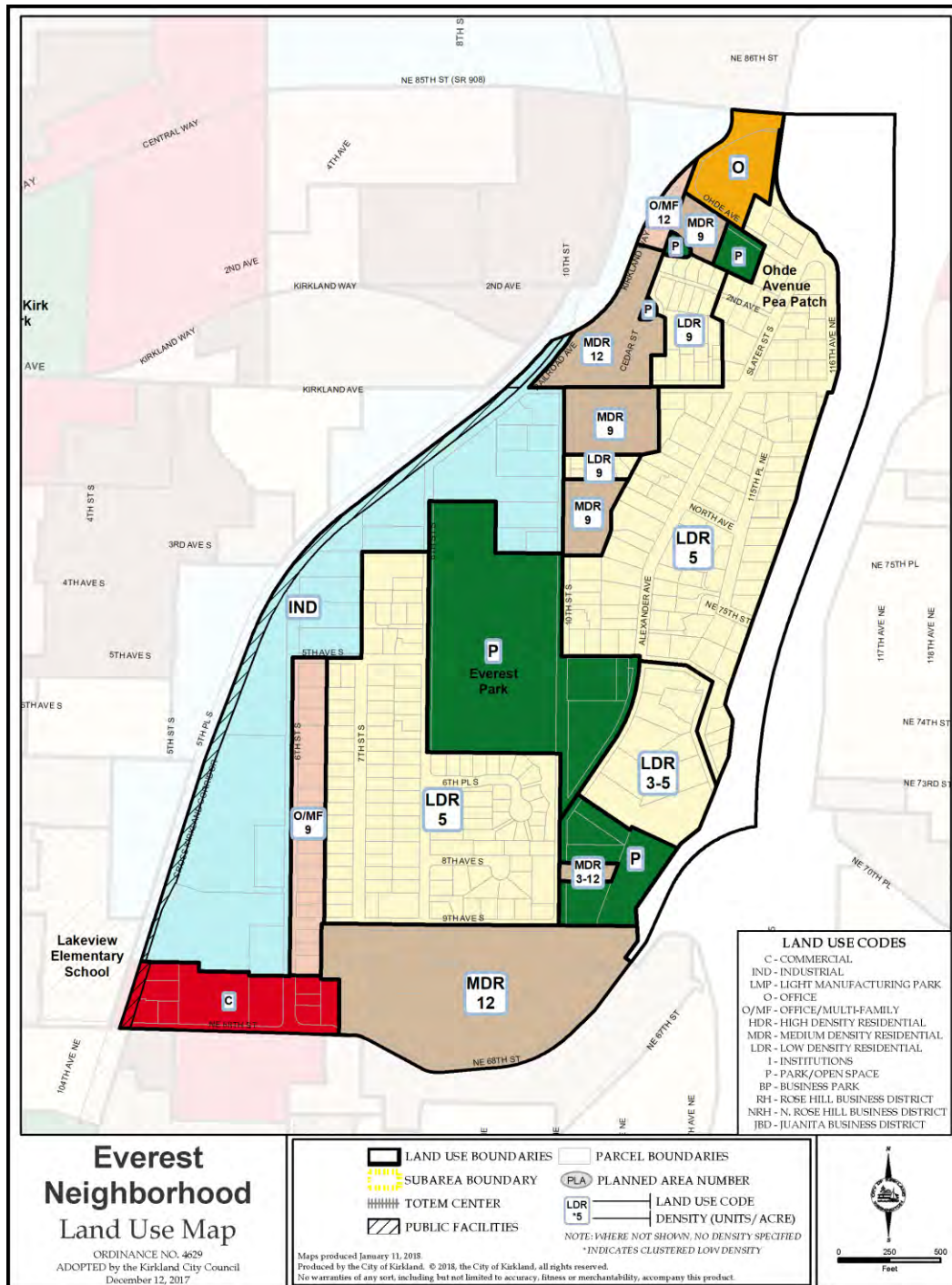


Figure EV-3: Everest Land Use

[Staff note: Neighborhood land use map will be updated to reflect the citywide Land Use map being amended in the Land Use Element.]

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5. LAND USE

The Everest Neighborhood contains a mix of ~~low to medium density residential residential uses at varying intensities neighborhoods~~, light industrial technology, retail and office land uses. Portions of the Everest light industrial technology and office areas are located within the boundaries of the Greater Downtown Urban Center (see Land Use Element Figure LU-2).

~~Lower density Areas with less residential intensity development is located in include~~ the central and eastern portions of the Everest Neighborhood, whereas ~~higher density more intensive residential development~~ is concentrated toward the south and northeast. Light industrial and office development is clustered in the western part of the neighborhood and extends northeast along the Cross Kirkland Corridor.

Two prominent commercial landmarks are the Sierra Building at the north end of the neighborhood and the large high technology corporate campus located in the industrial/office area west of 6th Street South. The Houghton Everest Neighborhood Commercial area along NE 68th Street is a major gathering place for the neighborhood.

Specific land use designations for the Everest Neighborhood are illustrated in Figure EV-3. These designations are based on several factors including the natural environment, existing land uses, proximity to shops and services, access to transit, proximity to the freeway, traffic patterns, and other relevant concerns.

Residential

Policy EV-5:

~~Lower density residential areas may integrate~~ *Promote the integration of a variety of smaller compact housing options in all areas of the neighborhood over time.*

Everest's ~~lower density~~ residential areas contain many representatives of older housing stock from Kirkland's early years as a city. Increasingly these older, smaller ~~single detached~~ homes are being replaced with newer, larger housing styles. As infill development continues throughout the neighborhood, incorporating smaller housing options for people at a more moderate cost is encouraged, such as accessory dwelling units, duplexes, triplexes, and cottages as allowed ~~in all lower density areas~~ by the Zoning Code.

Policy EV-6:

~~Lower density residential Residential~~ designations on the hillside east of Everest Park, ~~including missing middle housing types~~, should be maintained as shown on the Land Use and Zoning Maps.

The hillside in the eastern portion of the Everest Neighborhood contains a ~~low density~~ residential land use designation ~~of less intensity. Vehicular access is limited, and perhaps for this reason, there is a quiet and secluded character to this residential area.~~ Due to the constraints of limited access and critical areas of geologically hazardous slopes and water courses, the eastern portion of the Everest Neighborhood should retain its ~~low density~~ residential classification south of Alexander Avenue and north of Alexander Avenue and south of Everest Park. Development should be subject to critical area and tree retention regulations contained in the Zoning Code.

Policy EV-7:

~~Medium density More intensive residential development is permitted encouraged where indicated and is not to spread further east along NE 68th Street and east of 6th Street South, within proximity to the CKC, and east of Cedar Street.~~

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~~Medium density residential is appropriate as a transition and to lessen the visual impacts between lower density residential to the east and industrial land use and CKC on the west. Other considerations for this medium density designation are topography, irregular shaped lots, and circulation is challenging and limited.~~

~~Future multifamily development in this area should not extend further to the east than existing multifamily development (see Figure EV-3).~~ Medium-density development is appropriate for the majority of the land east of Cedar Street. The existing apartment site located at the northeast corner of the intersection of Cedar Street and Kirkland Avenue is appropriate for slightly higher residential density, due to lack of environmental constraints, direct access onto Kirkland Avenue, proximity to other lands of similar density (across Cedar Street), and the ability to physically accommodate additional development with a minimum of impacts to surrounding uses.

The southern portion of the Everest Neighborhood is impacted by the existence of a freeway interchange and by heavy traffic volumes along NE 68th Street and 6th Street South. South of 9th Avenue South most land is developed with condominiums or apartments. This area is in close proximity to shops, services and transit. To encourage increasing affordable housing in this area, future redevelopment of more intensive residential uses in this area is encouraged to be built to maximum permitted densities.

Policy EV-8:

~~Land north of Kirkland Avenue and east of the multifamily development adjoining Cedar Street is appropriate for medium density development if designed to minimize impacts to slopes.~~

~~This area contains steep sloped ravine with surface water and soils susceptible to high landslides. Development should mitigate potential impacts to the ravine with geotechnical recommendations and design approaches such as coordinated layout of parcels, aggregating parcels, clustering of structures, reduced building footprints, maximizing tree and vegetation retention, and consolidation of shared vehicle and pedestrian access from Kirkland Avenue.~~

Policy EV-9:

~~Medium density development along NE 68th Street and east of 6th Street South is to be continued.~~

~~The southern portion of the Everest Neighborhood is impacted by the existence of a freeway interchange and by heavy traffic volumes along NE 68th Street and 6th Street South. South of 9th Avenue South most land is developed with condominiums or apartments. This area is in close proximity to shops, services and transit. To encourage increasing affordable housing in this area, future redevelopment of multifamily uses in this area is encouraged to be built to maximum permitted densities.~~

Commercial**Policy EV-10:**

A plan for future development of the Houghton/Everest Neighborhood Center should help create a mixed-use neighborhood center that provides goods and services to the local community and should be coordinated with the Central Houghton Neighborhood.

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The Land Use Element designates the Houghton/Everest Neighborhood Center as a commercial and mixed-use area. It spans the north and south sides of NE 68th Street and includes property on the east side of 6th Street and 108th Avenue NE. The Houghton/Everest Neighborhood Center located on the north side of NE 68th Street is located within the Everest Neighborhood. The Neighborhood Center should serve the needs for goods and services of the local community. Uses within the Neighborhood Center may include retail, restaurants, office, service businesses and housing, with grocery and drug stores a high priority anchor to serve the everyday needs of the community. Housing provides the opportunity for people to live close to shops, services, employment, transit and the Cross Kirkland Corridor. Redevelopment plans for properties on the west side of 6th Street South/108th Avenue should promote a coordinated strategy for redevelopment of the Neighborhood Center on both sides of NE 68th Street.

The following principles should be incorporated into development plans and standards for the area:

- Preserve and enhance neighborhood-serving retail, especially grocery stores;
- Promote a mix of complementary uses;
- Promote high quality design by establishing building, site and pedestrian design standards and guidelines;
- Foster walkable neighborhoods and increased transit service;
- Integrate affordable housing where possible;
- Create gathering places and opportunities for social interaction.

Properties along 6th Street South, 108th Avenue NE and NE 68th Street are impacted by heavy traffic volumes. Future redevelopment and transportation improvements should incorporate the recommendations from the 6th Street Corridor Transportation Study. A new east/west connection from 106th Avenue NE through the Neighborhood Center should also be considered.

Properties to the east of 6th Street South should be encouraged to develop together with joint access off of 6th Street South.

Building heights should be allowed to step up to three stories if certain retail uses that primarily serve the neighborhood are provided. Careful attention should be given through the design review process to pedestrian orientation, building modulation, upper story setbacks, and use of materials to reduce the appearance of bulk and mass.

With regard to building height, an additional two stories (five stories maximum) may be authorized by a Master Plan, which is approved by the City Council after full legislative process with opportunities for public participation. The Master Plan should include the following:

- Provision for traffic mitigation as recommended in the 6th Street Corridor Transportation Study;
- Consolidation of the property on the northwest corner of NE 68th Street and 6th Street South and property or properties west of the corner property;
- Compliance with the principles outlined above for development in this commercial area; and
- A circulation plan and a driveway consolidation plan for the Everest portion of the Houghton/Everest Neighborhood Center north of NE 68th Street.

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The Zoning Map designates this area on the north side of NE 68th Street as HENC 1 and HENC 3 zone. See the Zoning Code for allowed uses and development regulations, and the Design Guidelines for Pedestrian Oriented Development, which provide the design guidelines for future redevelopment of the HENC zones.

Policy EV-11:

Promote land uses west of 6th Street South and along the Cross Kirkland Corridor that ~~minimize neighborhood impacts and~~ enhance the multi-use corridor and support a peaceful, livable neighborhood.

Light industrial and office uses exist and should continue to be permitted on the west side of 6th Street South and to the northeast along the Cross Kirkland Corridor (CKC) to Kirkland Avenue (see Figure EV-3). In this area there is a trend away from light industrial uses to office and other uses. As redevelopment opportunities adjoining the Corridor arise, connections to the trail and innovative uses that may benefit from pedestrian and bicycle trail users should be encouraged including small retail, eating, drinking establishments or recreational uses. See Land Use Element for Cross Kirkland Corridor Policies, and the CKC Master Plan and Zoning Code for development standards for uses adjoining the CKC.

Further development in the industrial zones, however, should be subject to the ~~following~~ standards within the Zoning Code in order to ~~minimize impacts on~~ best support residential uses and the ~~existing character of the area.~~

~~(1) Industrial activities should not generate heavy volumes of truck traffic along residential streets. Truck frequency, noise, and hazard can constitute a serious nuisance for residential areas. Therefore, the expansion of existing industrial uses should be permitted only if traffic impacts on residential areas are mitigated.~~

~~(2) The visibility of industrial operations (including manufacturing, processing, storage, and shipping/receiving) from nearby residential development should be limited. Such industrial operations should be oriented away from residential uses and should be visually screened or completely enclosed within structures.~~

~~(3) The height of structures should not exceed 35 feet.~~

~~(4) Hours of operation should be considered on a case by case basis depending on the potential impact on the neighborhood. Industrial activities during evening or weekend hours may be permitted if they are not disruptive to nearby residential areas.~~

~~(5) Adequate fencing, landscaping, and/or other visual screening should be provided between residential uses and adjacent industrial developments and their related parking.~~

Policy EV-12:

Professional office and medium-density residential uses should be permitted east of 6th Street South.

Land along the east side of 6th Street South north of the HENC area is suitable for a variety of professional office and medium-density residential uses as a transition to the low-density residential area to the east and industrial-high technology area on the west side of 6th Street South. Such development should be oriented toward and take access only from 6th Street South. The easterly extension of such development also should be strictly limited to the midblock line between 6th and 7th Streets South.

Policy EV-13:

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~~Provide-Encourage effective transitions-transition strategies between lower density-residential neighborhoods-uses and higher-density residential-of varying intensities and commercial uses to balance design coherence and scale sensitivity with needs of the community-minimize impacts-between-uses.~~

Along transition areas between uses, higher ~~density-intensity residential~~ and commercial development should ~~minimize impacts on adjacent lower density residential neighborhoods using means~~employ strategies such as landscape buffers, tree retention, high-quality design elements, adequate parking, and low lighting and noise levels ~~to maintain supportive of surrounding uses-~~

Policy EV-14:

Support transit-oriented development around the I-405/NE 85th Street Bus Rapid Transit (BRT/Stride) Station.

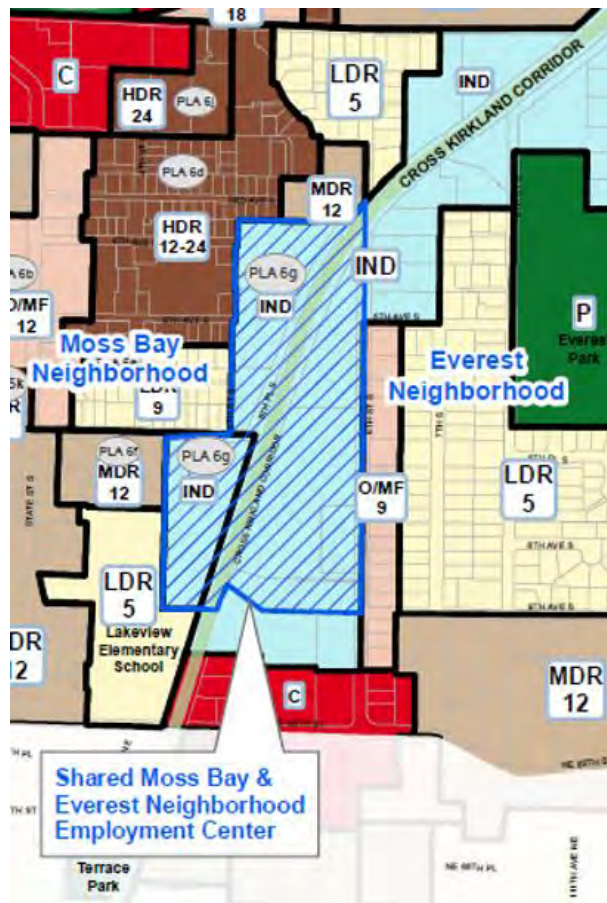
~~Land-use-changes~~Redevelopment, and/or infill development, and supportive infrastructure improvements in the southwest quadrant of the interchange should be pursued to locate additional jobs near the BRT/Stride Station and achieve the transit-oriented development goals of the future Station Area Plan.

Policy EV-15:

For portions of the Everest Neighborhood located within the Greater Downtown Urban Center and ~~pending~~ Regional Growth Center, provide housing, employment, open space amenities, and multi-modal connections that support the vision and policies of the Greater Downtown Urban Center/Regional Growth Center.

Portions of the Everest Neighborhood are included within boundaries of the Greater Downtown Urban Center designated by King County Countywide Planning Policies and the Regional Growth Center designated by PSRC. ~~For purposes of the pending Regional Center designation by Puget Sound Regional Council,~~ The shared Moss Bay and Everest Neighborhood employment center is a subarea that contains a large corporate technology campus that spans both the Moss Bay and Everest neighborhoods and is ~~proposed for inclusion-included~~ in the Regional Centers as a way to recognize the significance of the employment and transportation needs of this subarea (see map below and Land Use Element Figure LU-2). Because of the close proximity to the Urban Center/Regional Center, the shared employment center within the Moss Bay and Everest neighborhoods can optimize employment and housing opportunities, open space and recreational amenities within walking distance, and provide multi-modal connections to and from the area via the CKC, transit, the NE 85th Street BRT/Stride Station.

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6. TRANSPORTATION

The circulation pattern in the Everest Neighborhood is well established, but new ~~pedestrian and bikeactive~~ transportation connections to the BRT/Stride station and CKC are needed to more sustainably connect the neighborhood to regional destinations (see Figures EV-4, EV-5, and EV-6). Kirkland Way and NE 68th Street serve as major east/west corridors for through traffic. Sixth Street South is, and should remain, the major north/south corridor for through traffic. Interstate 405 is located along the eastern boundary of the Everest Neighborhood.

Streets

Policy EV-16:

Improve vehicular circulation patterns and proportionately distribute traffic on surrounding streets.

Vehicle traffic from larger employers and pass through traffic during commute times can result in congested streets for residents wanting to travel within or to other parts of the city. Future modifications to circulation patterns in the Everest Neighborhood should conform to the following provisions. See also Figure T-28, Citywide Connections in the Transportation Chapter for potential vehicle and pedestrian connections:

- (1) Industrial traffic in residential areas should be discouraged.

Industrial access should be directed towards the nearest arterial street capable of handling the traffic regardless of which neighborhood it is in. (see Figure EV-4).

- (2) Kirkland Way and Cross Kirkland Corridor bridge.

Although Kirkland Way presently accommodates a significant amount of traffic, this route poses several problems. The street is too narrow for pedestrians and bicyclists to pass safely under the bridge due to the abutments. Signs and other safety measures continue to be installed to warn trucks of the low clearance. Numerous truck accidents have occurred in the vicinity of the Cross Kirkland Corridor bridge (old railroad crossing) because of the low clearance height for trucks. The City should continue to find ways to solve these mobility problems.

- (3) Portions of 10th Street South are to remain unopened to vehicular traffic.

Critical areas are present southeast of Everest Park and therefore, 10th Street South, south of Slater Avenue South should be maintained and improved as a route for ~~nonmotorized use~~ walking, biking and rolling.

- (4) Implement the recommendations of the 6th Street Corridor Study.
- (5) Add an east/west through block vehicle and pedestrian connection in HENC 1 when redevelopment of parcels occurs (see Land Use section above and Zoning Code) to better distribute increased traffic.
- (6) Support transportation measures that will reduce vehicle commuter or pass-through traffic through the neighborhood.

Pedestrian and Bicycle Circulation

The I-405 pedestrian overpass at the east end of Kirkland Avenue, and connecting pathways through the north part of the neighborhood, serve as important pedestrian links between the Moss Bay and Rose Hill Neighborhoods (see

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Figure E-5). Connections to the Cross Kirkland Corridor provide a major pedestrian and bicycle route connecting the neighborhood to other City and regional destinations.

The major pedestrian routes by which the majority of residents enter and traverse this neighborhood are Kirkland Avenue, Kirkland Way, 116th Avenue NE, pedestrian freeway overpass, 6th Street South, and the Cross Kirkland Corridor. The majority of the neighborhood's commercial developments are located along these routes, and it is along these routes that impressions of neighborhood character are formed. These routes should continue to be maintained.

Policy EV-17:

Maintain and enhance the pedestrian/bicycle circulation system in the neighborhood by providing improvements for ~~pedestrians and bicycles active transportation~~ according to Figure EV-5, the Transportation Element, and consistent with the Transportation ~~Master Strategic~~ Plan and ~~future the NE 85th Street/405~~ Station Area Plan.

Major pedestrian and bicycle pathways should be built through the area according to the designations shown in Figures EV-5, EV-6, T-28 Citywide Connections Map, T-19 Bicycle Network Map, and ~~Policy T-2.3, Greenways, in the Transportation Element~~ the Active Transportation Plan. Priority pedestrian and bicycle connections include:

- From the north end of Slater Street to the BRT/Stride Station and pedestrian freeway bridge.
- Unopened segments of 10th Street South, Alexander Avenue, and Slater Avenue South contain unimproved pathways that provide important pedestrian connections through the neighborhood. These pathways should be improved in a manner sensitive to the surrounding critical areas while promoting access for additional users.
- Kirkland Way lacks sidewalks and bicycle lanes. The City should pursue funding for sidewalk and bicycle improvements along the street to improve nonmotorized access to Downtown, the BRT/Stride Station, and Rose Hill.
- Portions of Kirkland Avenue have missing sections of sidewalks that impairs access to the CKC, to Downtown, and Lake Washington. Kirkland Avenue is designated as a Greenway in Transportation Element Policy T-2.3 (see Figure T-19). The City should pursue funding sections of missing sidewalks and bicycle infrastructure along the street to complete the ~~pedestrian and bicycle active transportation~~ network to these key activity areas of the city.
- Pedestrian and bicycle access should be developed from the east end of 9th Avenue South to NE 70th Street to provide convenient access to public transit facilities near Interstate 405.

Policy EV-18:

Support ~~development of~~ the Cross Kirkland Corridor as a multi-use corridor for ~~pedestrians and bicycles walking, biking and rolling~~, and increase access points along the corridor.

The Cross Kirkland Corridor provides an opportunity for a ~~bicycle, pedestrian and~~ high-capacity ~~transit active transportation~~ corridor. With development, public access easements should be provided for properties adjacent to the Cross Kirkland Corridor consistent with City regulations, and the CKC ~~Master Strategic~~ Plan.

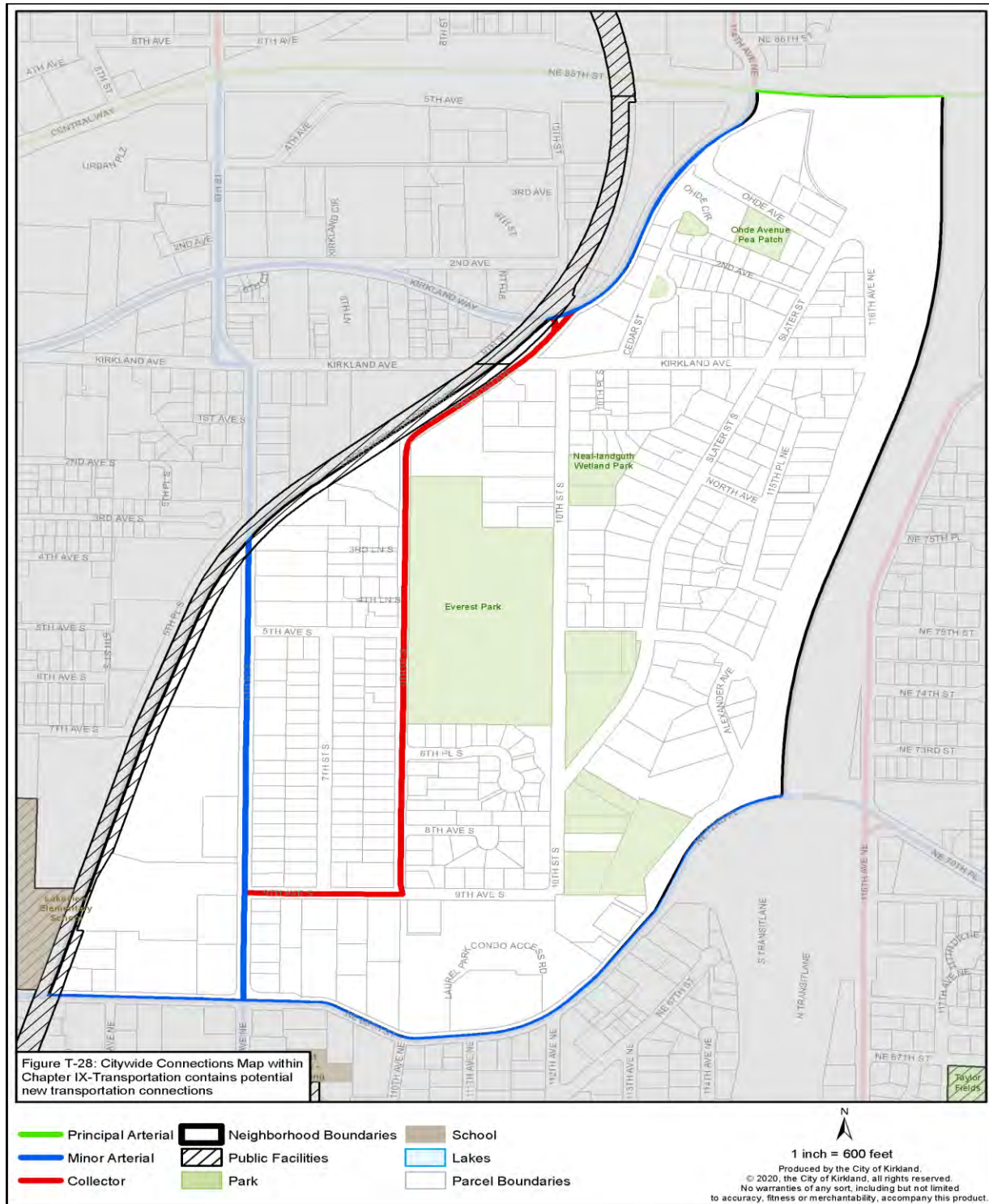


Figure EV-4: Everest Street Classifications

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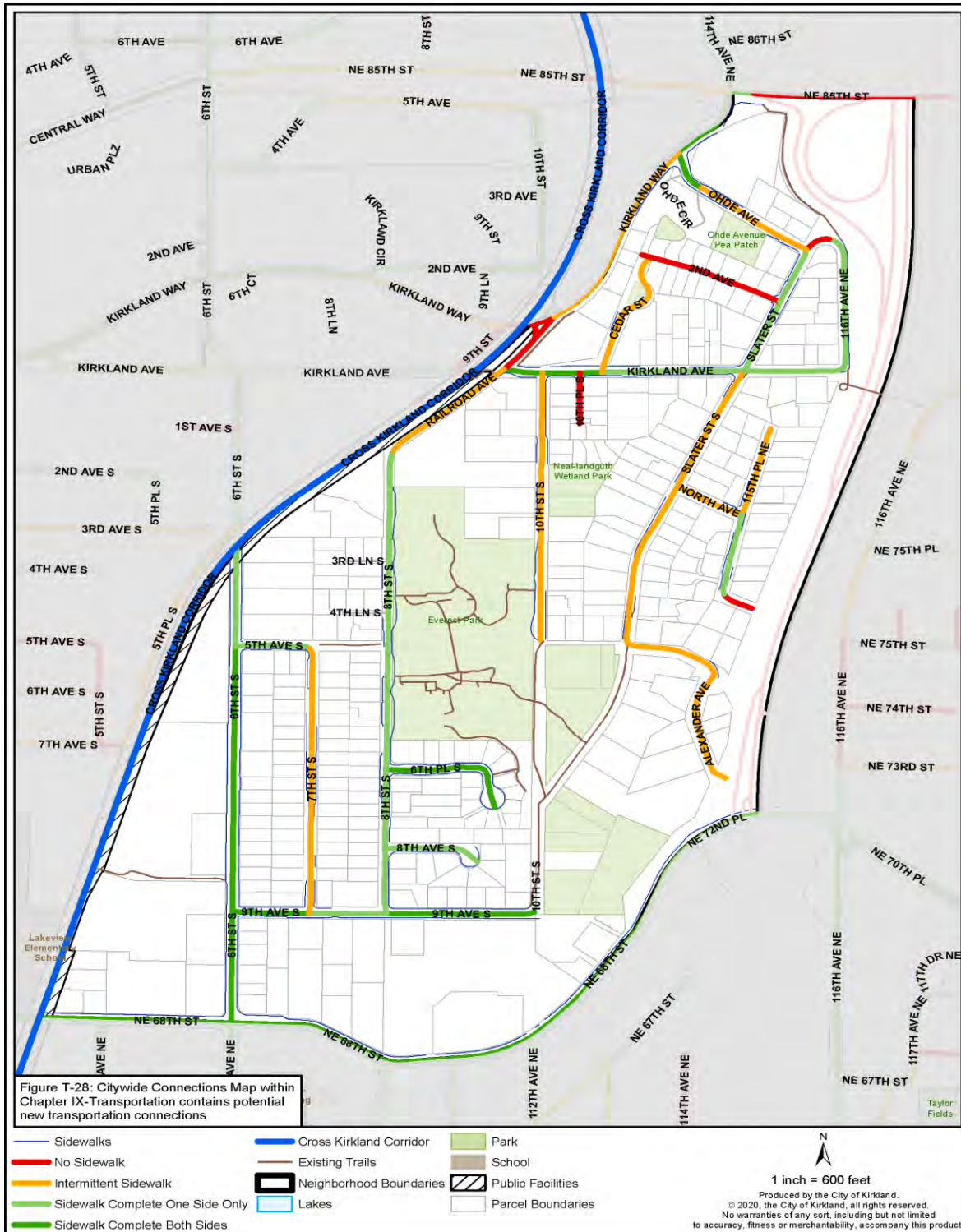


Figure EV-5: Everest Street Pedestrian System

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Figure EV-6: Everest Bicycle System

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7. OPEN SPACE/PARKS

The Everest neighborhood contains several parks and open space offering opportunities for recreation, places to gather, and natural areas including Everest Park and its natural areas, Ohde Avenue Pea Patch Garden, the Rotary Central Station Pavilion and Feriton Spur Park located along the CKC. Planned enhancements and recreational activities within the parks are contained in the citywide Parks, Recreation and Open Space (PROS) Element and (PROS) Plan.

Policy EV-19:

Enhance Everest Park facilities and open space.

Everest Park is a 23-acre community park featuring community youth playfields, playground, picnicking areas, natural areas and trails. The playfields are used predominately by Kirkland American Little League. Special emphasis should be placed on preserving, protecting, and enhancing the park's extensive forested areas and accompanying pocket wetlands. The natural area in Everest Park is over 13 acres and includes wetland, forest and stream habitat. Kirkland's Green Partnership program continues to provide upland and riparian plant restoration activities as part of the ongoing stewardship program under the City of Kirkland 20 Year Forest and Natural Area Restoration Plan. The park features a section of Everest Creek. Stream restoration activities should continue in the park, and opportunities to provide storm water educational/interpretive information signage should be pursued. See PROS Plan for further details. Access to Everest Park could be enhanced further by providing pedestrian/bicycle pathways as illustrated in Figures EV-5 and EV-6.

Policy EV-20:

Foster the public open space view corridors to Lake Washington, Seattle, and the Olympic Mountains from public rights-of-way and parks.

One important open space of great community value is often overlooked. The street system provides Kirkland's neighborhoods with a number of excellent local and territorial views. Such "view corridors" lie within the public domain and are valuable for the beauty, sense of orientation, and identity they impart (see ~~Community Character and Open Space/Parks Chapter~~ Parks, Recreation and Open Space Element). Such view corridors are to be identified, preserved, and enhanced. One means to this end may be the undergrounding of utilities (see Public Services/Facilities Chapter).

Examples of where these visual amenities are located are described below:

- A view of the Olympics and Lake Washington is at NE 68th Street at the intersection of 6th Street South. The NE 68th Street/6th Street view can be significantly improved by removing pole signs, lowering signs, or placing signs on the face of buildings in the area, and either undergrounding or relocating overhead utility lines.
- The other major view in the Everest Neighborhood is located at the intersection of NE 85th Street and Kirkland Way. This location presents a sweeping territorial view of Lake Washington, Seattle, the Olympic Mountains, and Downtown Kirkland (see Figure EV-5).
- The NE 70th Street overpass of I-405 serves as a pedestrian pathway connecting the Everest and Bridle Trails Neighborhoods. It constitutes a gateway to these neighborhoods from the Interstate. In addition to the pedestrian connection it provides to the east side of I-405, the overpass provides a territorial view of Evergreen Point, the floating bridge, Madison Park, the Seattle Central Business District, and even the Space Needle.

The Kirkland Comprehensive Plan is current through Ordinance 4828, passed December 13, 2022.

Attachment 8 - Everest Neighborhood Plan_Draft Amendments

Policy EV-21:

Access to Everest Park should be provided, particularly from the east and southeast.

~~Residents~~ People in the eastern portion of the Everest area rely on Everest Park for a variety of recreational needs. Therefore, it is essential to ensure that pedestrian access to the park will be available, particularly from the east and southeast. New developments in these areas should incorporate such access into their design.

XV.F. Rose Hill Neighborhood



The Kirkland Comprehensive Plan is current through Ordinance 4828, passed December 13, 2022.

Attachment 9 - Rose Hill Neighborhood Plan_Draft Amendments

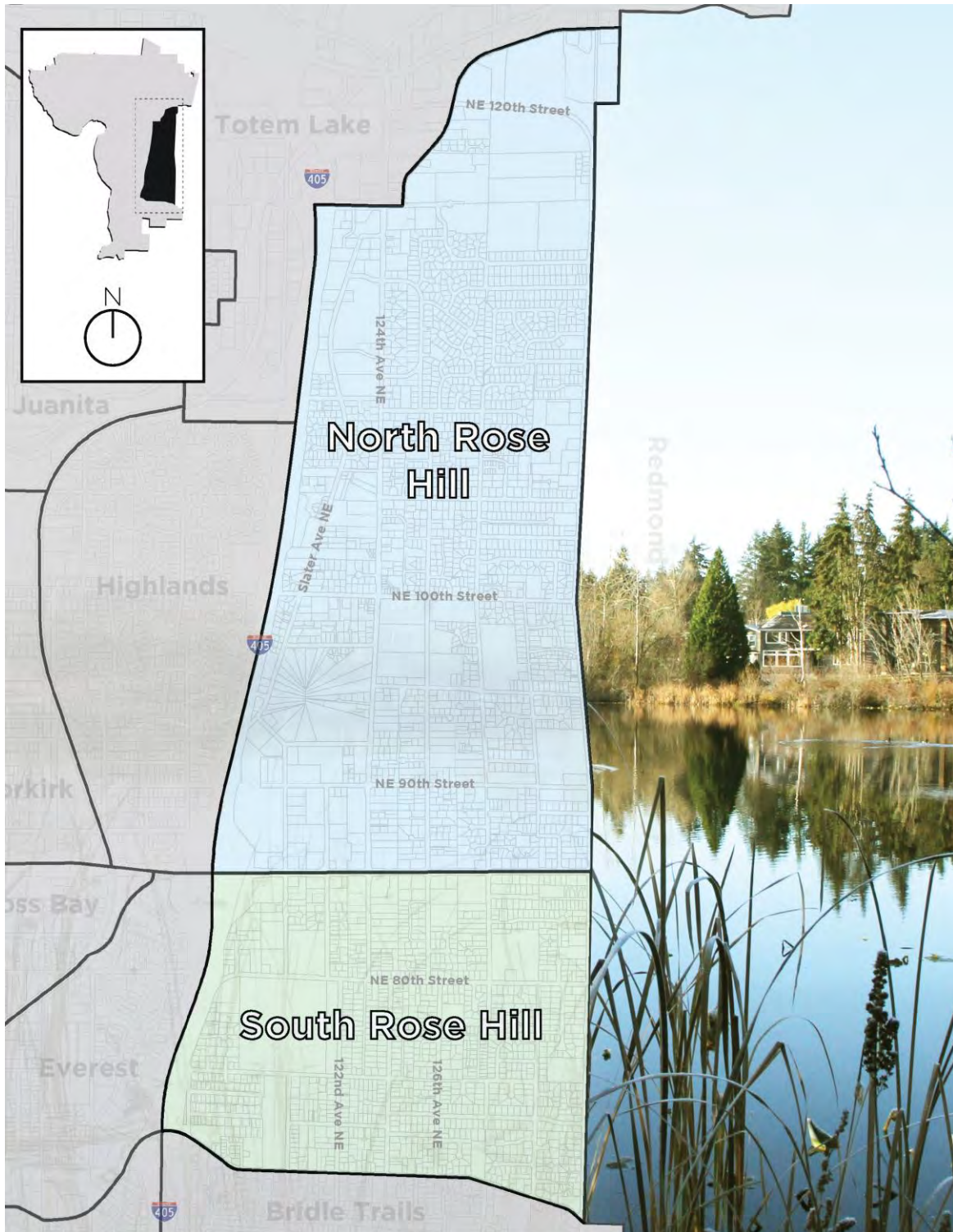
1. OVERVIEW

The Rose Hill Neighborhood is located between I-405 and the City of Redmond, and extends north to the Totem Lake Business District and south to the Bridle Trails neighborhood. It contains the neighborhoods of North and South Rose Hill, separated by NE 85th Street. Two commercial centers are located in the Rose Hill Neighborhood: ~~the Rose Hill Business District along the eastern half of~~ the NE 85th Street Station Area (see Comprehensive Plan Chapter XV.G), formerly designated as the Rose Hill Business District, Street corridor and the North Rose Hill Business District at the north end of the neighborhood (the neighborhood also contains a portion of the Bridle Trails Neighborhood Center). ~~The Rose Hill Business District straddles~~ Station Area extends along NE 85th Street and connects downtown Kirkland with downtown Redmond. At the north end of Rose Hill, a portion of the North Rose Hill Business District and the Lake Washington Institute of Technology are within the Totem Lake Urban Center, the major employment, retail and service center in the City. See the Totem Lake Business District Plan for more discussion about the Urban Center.

While land use in the neighborhood is primarily residential today, ~~the Rose Hill Business District~~ NE 85th Street Station Area is now part of the PSRC designated Greater Downtown Regional Growth Center, and is second only to the Totem Lake Business Center in generating the most sales tax revenue for the City.

~~The NE 85th Street Subarea Plan, North Rose Hill and South Rose Hill Neighborhood Plans were previously standalone plans and. The NE 85th Street Subarea Plan included the south portions of North Rose Hill and the north portions of the South Rose Hill Neighborhoods. While both neighborhoods were combined into one Rose Hill Neighborhood Plan in 2018, and the subarea were combined into one Rose Hill Neighborhood Plan in 2018, the Neighborhood Plan continues to address issues unique to each neighborhood. The NE 85th Street Subarea Plan overlays the south portions of North Rose Hill and the north portions of the South Rose Hill, and the NE 85th Street Station Area Design Guidelines will regulate the design of commercial and mixed use development along NE 85th Street as it redevelops in the future. As a result of the 2018 update, the term Rose Hill Business District replaced the name NE 85th Street Subarea, and the boundary of the Rose Hill Business District was revised to exclude low-density residential land uses.~~

The Kirkland Comprehensive Plan is current through Ordinance 4828, passed December 13, 2022.



2. VISION STATEMENT

The Kirkland Comprehensive Plan is current through Ordinance 4828, passed December 13, 2022.

Attachment 9 - Rose Hill Neighborhood Plan_Draft Amendments

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

Rose Hill is a vibrant, walkable ~~residential~~ neighborhood with a mix of uses and an active neighborhood commercial center along NE 85th Street. At the same time, its natural beauty – including mature trees, wildlife habitat, Forbes Lake, wetlands, streams, and open space – has been protected and enhanced, with new opportunities for public access. Parks are within walking-short distances to all housing and jobs and provide a diverse range of recreation options – from hiking and birdwatching to play areas for kids.

As underutilized land has continued to repurpose, a variety of housing alternatives at strategic locations meet the needs of a diverse population and keep housing costs under control. Apartments, stacked flats, mixed-use buildings, and townhouses along the perimeter of the North Rose Hill and ~~Rose Hill Business Districts, NE 85th St Station Area~~ served by rapid transit, create seamless transitions to established residential lower intensity areas of the neighborhoods. Innovative housing for all life stages – including backyard cottages, flats over garages, and duplexes – is integrated with traditional detached styles in lower density the residential areas ~~in of~~ North and South Rose Hill. The Lake Washington Institute of Technology has expanded its partnership role in the community, and provides campus housing that is affordable to its workforce and students. Other under-utilized institutional sites have incorporated housing as opportunities arise for redevelopment.

A thriving ~~Rose Hill Business District~~ transit-oriented district along NE 85th Street provides employment, shopping, services, and transit-accessible housing for Kirkland residents and visitors throughout the region, allowing the community to easily access goods and services ~~on foot or~~ by bike-walking, biking, and rolling. Over time, the commercial corridor has become more mixed use and walkable accessible, with apartments and condominiums over neighborhood shops, parking tucked away behind buildings, and pedestrian walkways providing access to the surrounding residential neighborhoods areas. A walkable, transit-oriented pedestrian corridor has emerged around the NE 85th Street/I-405 transit hub, transitioning from more automobile-centric uses to neighborhood-serving shops, offices, and residences. Generally, the west end of the Rose Hill Business District is more urban and activated, while the east end is more neighborhood-oriented. At the north end of the neighborhood, development and streetscape improvements along NE 116th St in the North Rose Hill Business District are complementary to the Totem Lake Business District and have transformed this gateway into a gathering place for northern Rose Hill.

The street network provides efficient and safe circulation. Arterials have been improved with transit and bike lanes. The NE 75th Street/128th Avenue Greenway, pedestrian crossings over I-405, the Eastside Powerline Corridor Trail, and other pedestrian and bike routes link residential areas with Lake Washington High School, elementary schools, transit stops, public facilities, commercial districts, adjacent neighborhoods and regional trails. Regional transit service connects Rose Hill activity centers and the surrounding community while a neighborhood circulator connects residential areas to the activity hubs and regional transit. These linkages increase mobility and encourage community connection.

Attachment 9 - Rose Hill Neighborhood Plan_Draft Amendments

3. HISTORICAL CONTEXT

[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.](#)

Rose Hill was envisioned by Kirkland namesake and founder, Peter Kirk, as the site for his Great Western Iron and Steel Mill, which would have made Kirkland the “Pittsburgh of the West.” The Lake Washington Ship Canal had been approved by Congress in 1888. The canal offered a direct route from Lake Washington to Elliott Bay and promised to open the shores of Lake Washington to industry. Kirk purchased a small lake, known as Forbes Lake, along with acreage from Dorr Forbes, an earlier settler who had originally purchased the land in hopes of growing cranberries. Unfortunately beaver activity caused frequent flooding that destroyed the bog, providing an opportunity instead for Peter Kirk.

Peter Kirk’s chief engineer and metallurgist, John G. Kellett, lived on Rose Hill in Workington, England, and is credited for naming Kirkland and Rose Hill in 1888.

In 1890, five teams cleared the land surrounding Forbes Lake and the steel mill was built, complete with foundry, bunkers, cooling ponds and railroad. Its sole purpose was to build rail for the world’s railways. Then, in 1891, the newly elected congress repealed funding for the Lake Washington Ship Canal and the opening of the mill was halted. Attempts were made over the years to open the mill but by 1908, Kirkland’s Founding Fathers abandoned their plans. Much of the mill had already been salvaged for materials to use in other construction projects. With the railroad no longer needed, the rails were torn out and the original rail bed became what is now Slater Avenue.

In 1910, real estate partners Edmund Burke and Guy Farrar purchased much of Rose Hill. Forbes Lake was renamed Lake Kirkland. A large two-story school was built across from the mill site in 1911. Known as the Rose Hill School, it burned down in 1921 and was replaced in 1922 with a single-story school. John G. Bartsch built the original school as well as the Kirk homes, the original Central School, the Shumway Mansion and many other iconic buildings of the time. The Shumway Mansion is the only known survivor. In 1954, Rose Hill Elementary was built to serve South Rose Hill children and in 1955, Mark Twain Elementary was added for the North Rose Hill families.

During the early Burke & Farrar era, the developers offered free day long excursions from Seattle to Kirkland. During this time, small parcels of land were offered with low monthly payments. Over time, Rose Hill was developed providing space for chickens, cows, and gardens. It was these small family farms that helped stock local grocery store shelves.

Lake Kirkland, also known locally as Little Lake, was a favorite recreation area for Rose Hill and Kirkland families. Transportation was by foot, horse and wagon, automobiles and jitney, which was a form of shuttle service. The ferry dock in Kirkland was the gateway to Seattle. Many Rose Hill residents worked in Seattle. Lake Kirkland was renamed Forbes Lake in the 1970s in honor of its original owner, Dorr Forbes.

The Kirkland Cemetery in the South Rose Hill neighborhood was incorporated in 1888 by Peter Kirk and several of Houghton’s early settlers. The Macadam Road in South Rose Hill connected Kirkland to Redmond in 1912. It was the first paved road in King County and was known as “the blacktop.”

Rose Hill has steadily transformed from a rural outlying area of King County to a suburban neighborhood in Kirkland. Annexation of portions of the North Rose Hill neighborhood from King County to the City of Kirkland started in 1970, with the annexation of the majority of the neighborhood in 1988. Even before annexation, Rose Hill was always seen as a neighborhood of Kirkland.

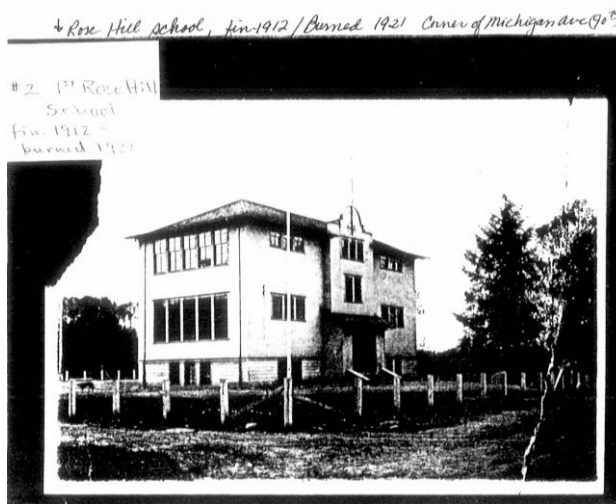
Attachment 9 - Rose Hill Neighborhood Plan_Draft Amendments

Policy RH 1:

Encourage preservation of structures, features and locations that reflect the neighborhood's heritage.

Policy RH 2:

Provide markers and interpretive information at historic sites throughout Rose Hill.



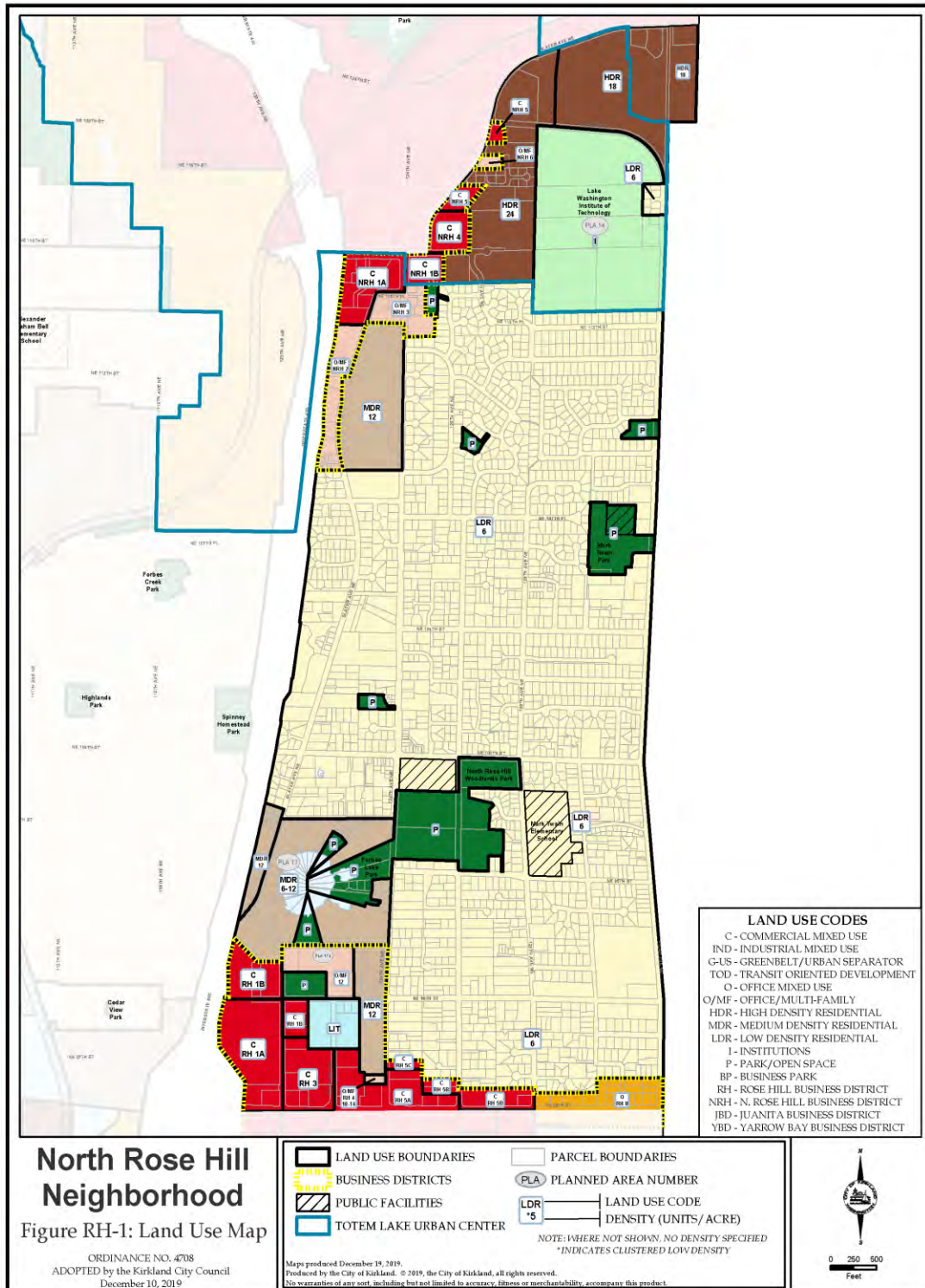
Rose Hill School 1912

Attachment 9 - Rose Hill Neighborhood Plan_Draft Amendments

4. LAND USE

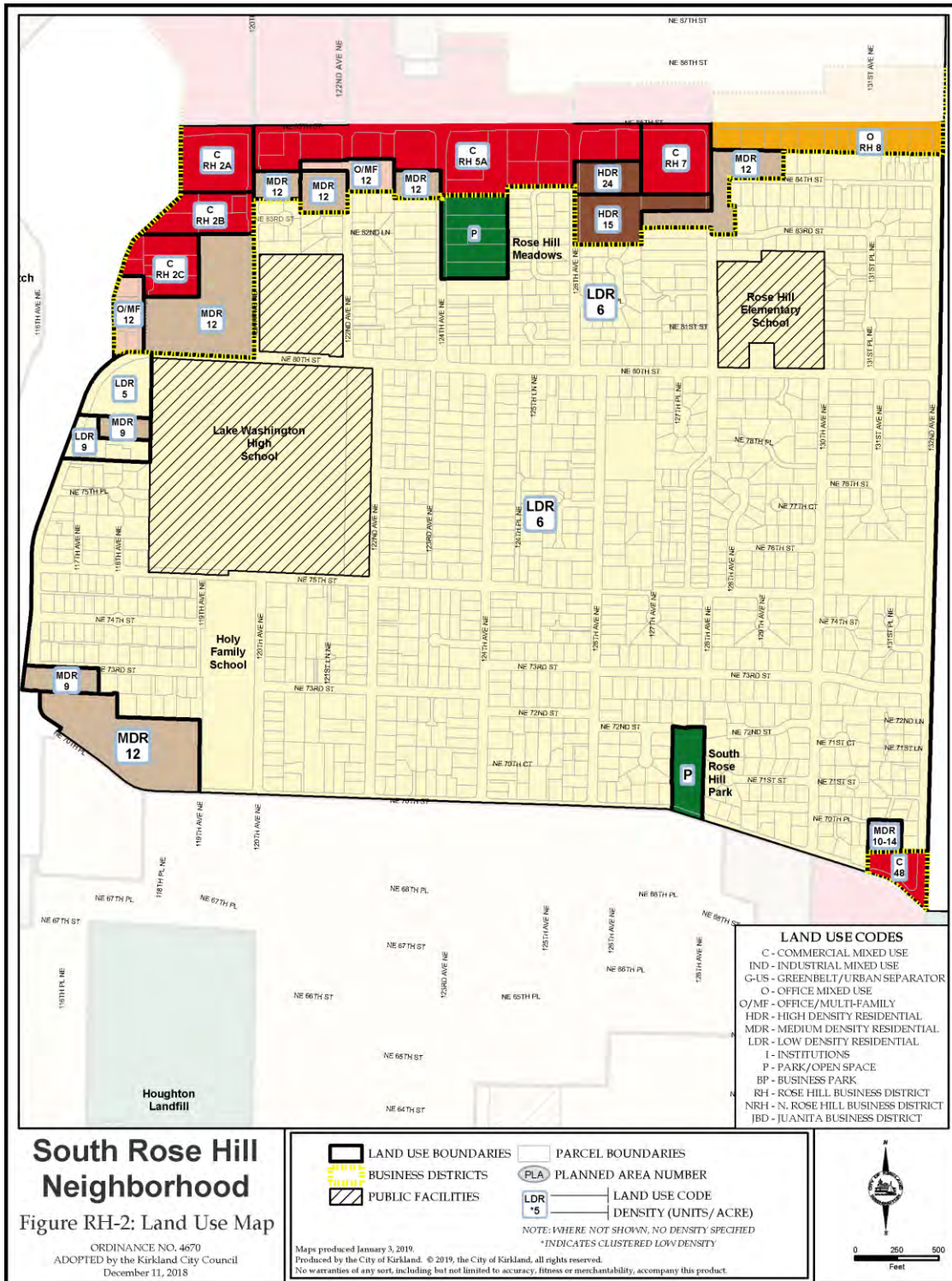
A mix of land uses in Rose Hill support the neighborhood and the broader community. Regional and local commercial and mixed-use residential/commercial development is focused in the two business districts (not including the portion of the Bridle Trails Neighborhood Center in Rose Hill) and other parts of the neighborhood, where transit is available within a 10-minute walk, bike, or roll, and residential density people living nearby supports a range of goods and services, which serving-serve the region and the neighborhood. Varying Housing-housing densities-intensities support the high quality retail uses in the commercial districts, provide housing for Lake Washington Institute of Technology staff and students, and serve residents who wish to live near transit and jobs, while providing a transition to adjacent lower density-less intensive residential areas. Development in lower density-of lower intensity residential uses provides opportunities for housing choice through a broad range of housing styles and site planning approaches, while protecting the predominantly single family residential neighborhood-character.

Attachment 9 - Rose Hill Neighborhood Plan_Draft Amendments



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Attachment 9 - Rose Hill Neighborhood Plan_Draft Amendments

Residential

[Staff note: Neighborhood land use map will be updated to reflect the citywide Land Use map being amended in the Land Use Element.]

In general, compact and higher ~~density~~ intensity housing is accommodated where there is transit and services to support it, such as around the Rose Hill Business District, near Totem Lake, at focused locations between the commercial districts, and around Forbes Lake. The intent of the policies below is to accommodate infill housing in a way that ~~is sensitive to the look and feel~~ supports the needs of ~~existing~~ the neighborhoods.



Rosewood Commons

What is infill housing?

Infill housing is new housing constructed on vacant, underused lots interspersed among older, existing properties in established urban neighborhoods.

Policy RH 3:

~~Retain the residential character of the neighborhood while accommodating~~ Encourage new and innovative compact housing opportunities in all new and existing residential development to serve a diverse population.

The predominant housing style in the neighborhood is the traditional single-unit detached ~~single-family~~ home. Compact housing styles and techniques, such as cottage, carriage and two/three-unit homes, accessory dwelling units, clustered and small lot ~~single-family detached~~ housing are among other ~~appropriate desirable lower density~~ housing types.

Housing prices throughout the City and region require strategies to promote lower cost housing. The provision of housing options for a wide spectrum of income levels, household sizes, and lifestyles are important values to support and encourage.

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Promote innovative housing typologies that ~~promote~~promote housing supply objectives~~achieve density while reflecting the~~and advance residential ~~character of opportunities within~~ the neighborhood.

Policy RH 4:

~~Encourage ADUs in all new and existing single family development to expand the supply of affordable by design housing.~~



Different ADU styles.

Policy RH 54:

Incentivize compact housing within areas that are in close proximity to neighborhood centers (i.e., multi-unit or clustered housing types ~~compatible in scale with single family homes~~ that help meet the growing demand for ~~walkable accessible~~ urban living).



Danielson Grove cottage housing.

Policy RH 65:

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Incorporate building height and scale transitions and vegetative buffers between ~~multifamily and detached single-family homes~~ different residential intensities to ensure ~~compatibility with existing neighborhood character~~ that all people have access to a high quality of life.

~~Multifamily standards~~ Standards for more intensive multiunit building location and design will ~~help~~ address: building placement on the site, clustering, open space preservation, building scale in proportion with the lot and with the surrounding neighborhood, preservation and protection of existing vegetation, wetlands and streams, and integration with ~~more traditional detached single-family homes~~ adjacent uses.

Accessory Dwelling Unit (ADU)

A subordinate dwelling unit added to, created within, or detached from a single-family structure, that provides basic requirements for living, sleeping, eating, cooking, and sanitation.

Missing Middle Housing

Missing Middle is a range of multi-unit or clustered housing types compatible in scale with single-family homes that help meet the growing demand for walkable urban living.

Planned Area 17

Forbes Lake is designated as a Planned Area to address the unique development constraints associated with the lake and surrounding wetland and stream systems. Most property adjoining the lake is privately owned, with the exception of Forbes Lake Park.

Policy RH 7:

Locate and design new development to protect and restore the natural areas of Forbes Lake, Forbes Creek, and associated wetlands, while providing opportunities for a variety of housing styles and public access to the Lake.

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Forbes Lake

Commercial

Besides the two major commercial and mixed-use areas in Rose Hill, the North Rose Hill Business District and ~~Rose Hill Business District~~ NE 85th St Station Area, there is a small area of limited neighborhood commercial uses located at the southeast corner of Rose Hill across the street from the Bridle Trails shopping center. The intent of the policies below is to make these existing commercial centers more vibrant, locally serving, and walkable accessible by way of active transportation, and to connect them better with surrounding residential neighborhoods areas.

Policy RH 8:

Focus commercial and mixed-use development in the following locations:

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

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Attachment 9 - Rose Hill Neighborhood Plan_Draft Amendments

- Within the existing boundaries of the small commercial node that is across the street from the Bridle Trails Shopping Center in South Rose Hill.

Policy RH 9:

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

Policy RH 10:

Conduct design review for ~~larger-scale~~ commercial, ~~residential multifamily~~, and mixed-use developments to create attractive ~~a cohesive -business~~ districts, consistent with the ~~pedestrian and~~ transit-oriented uses envisioned, using applicable design guidelines and design regulations.

North Rose Hill Business District

The boundaries of the North Rose Hill Business District are shown in Figure RH-3 below. It is situated along the south side of NE 116th Street and serves as the major entranceway to the north end of the Rose Hill Neighborhood and the south end of the Totem Lake Business District. As a result of its proximity to the freeway, more regionally focused goods and services suited to the highway commuter and mixed housing are promoted west of 124th Avenue NE, mirroring redevelopment in the portion of the Totem Lake Business District located to the north across NE 116th Street, while the remainder of the district has a local neighborhood-[serving](#) commercial focus.

The land use districts and corresponding zoning designations describe the appropriate types and intensity of commercial and residential uses, with the most intensive commercial development adjacent to NE 116th Street, west of 124th Avenue NE. Similarly, building height is greatest along NE 116th Street, and scales down heading north and south along Slater Avenue NE, with increased height allowed as an incentive to develop housing.

Policy RH 11:

Actively promote the transition of the North Rose Hill Business District into an active, walkable [and rollable](#), transit-supportive mixed-use environment with a variety of housing types, including housing affordable to students.

Policy RH 12:

Ensure that the types of commercial uses allowed in the North Rose Hill Business District are compatible with its mixed-use residential/commercial focus.

Policy RH 13:

Promote increased residential capacity in the North Rose Hill Business District with increased height allowances.

Policy RH 14:

Ensure that public improvements and private development provide coordinated streetscape improvements along NE 116th Street that contribute to a sense of neighborhood identity and enhanced visual quality.

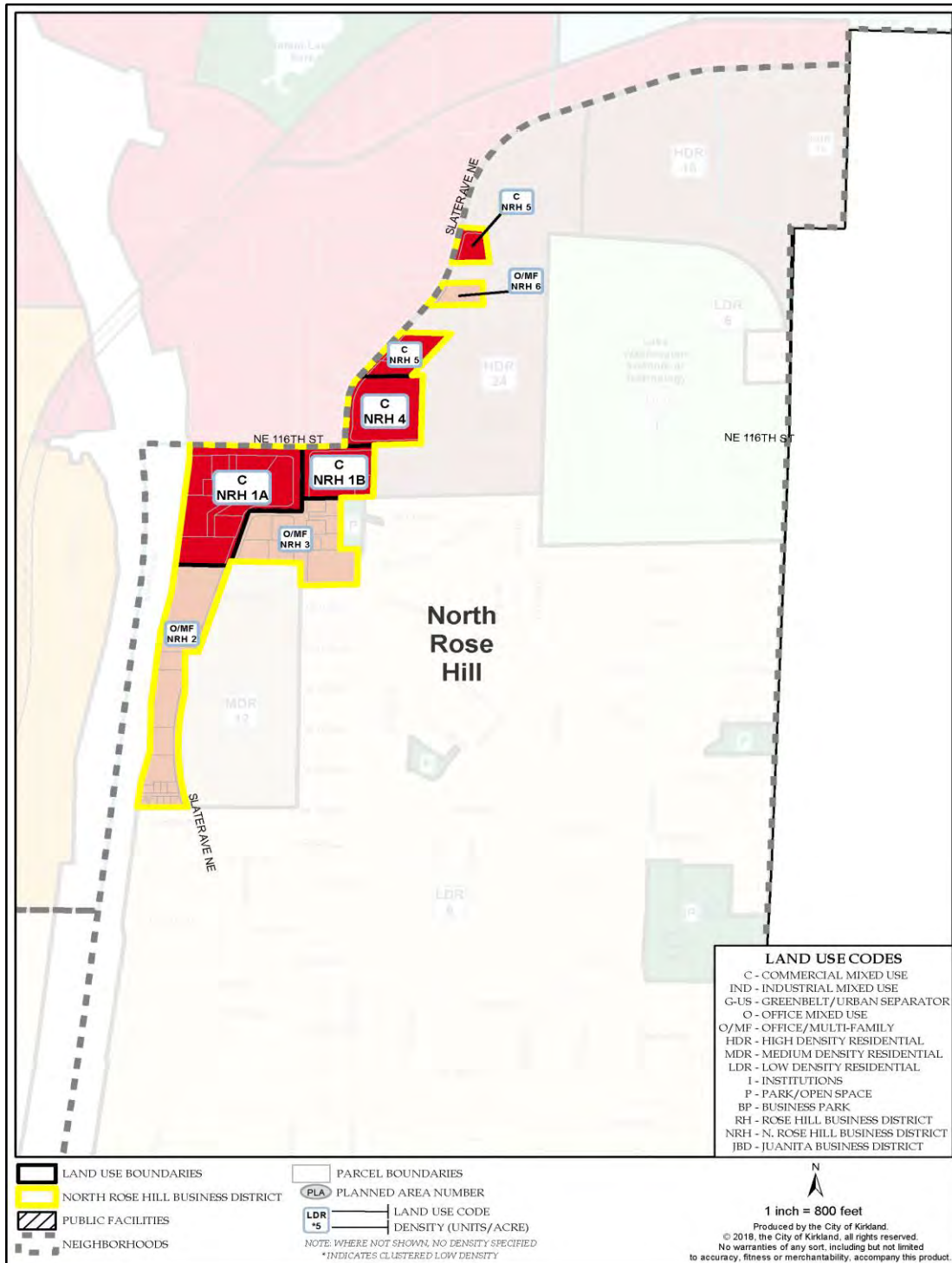


Figure RH-3: North Rose Hill Business District [Staff note: Neighborhood business district map will be updated to reflect the citywide Land Use map being amended in the Land Use Element.]

Attachment 9 - Rose Hill Neighborhood Plan_Draft Amendments

Policy RH 15:

With private development or through public investment, either in combination with private development, through land acquisition, or as part of a street improvement project, install a neighborhood gateway sign and landscaping or other features near the intersection of 124th Avenue NE and NE 116th Street.

Policy RH 16:

Address transition impacts and protect nearby residential areas with landscaping, site and building design requirements in the North Rose Hill Business District.

Policy RH 17:

Create a regional commercial destination at the I-405 interchange in NRH 1A, complementary to the Totem Lake Business District, serving community-wide or regional markets.

Policy RH 18:

Create a walkable mixed-use neighborhood destination in NRH 1B providing housing, goods, services, and gathering spaces for neighborhood residents complementary to the ~~multifamily~~ more intensive residential areas to the east and mixed-use office residential area to the south.

Policy RH 19:

Promote the conversion of existing wholesale and manufacturing businesses to mixed-use commercial/~~multifamily~~ residential development in NRH 4 by allowing increased height when redeveloped with housing.

Policy RH 20:

Encourage high-density residential or mixed-use with residential and office ~~uses multifamily~~ in NRH 5. Allow retail uses related to vehicle sales and storage in recognition of the proximity to similar uses directly to the west. Commercial uses should be designed to be ~~compatible with~~ supportive of neighboring residential uses, with substantial buffers and limits on amplified speakers and lighting.



Slater 116

NE 85th St Station Area / Rose Hill Business District

Attachment 9 - Rose Hill Neighborhood Plan_Draft Amendments

The boundaries of the ~~Rose Hill Business District are shown on Figure RH-4 and~~ NE 85th Station Area within the Rose Hill Neighborhood extend along the NE 85th Street corridor from I-405 on the west to 128th Avenue NE on the east, with a small stretch of the corridor from 128th Ave NE to 132nd Avenue NE (the Kirkland City limits and common boundary with the City of Redmond) ~~on the east~~ remaining regulated as a Pedestrian Oriented Business District.

NE 85th Street is recognized as both a commercial area and transportation corridor serving regional and local users. The intersection of NE 85th Street and Interstate 405 is being redeveloped in conjunction with Sound Transit and the Washington State Department of Transportation to create a regional bus rapid transit system with dramatically improved transit, vehicle, pedestrian, and bicycle connectivity. The western portion of the District (nearest I-405) features major regional retail uses, and several automobile dealerships. From I-405 east to the Kirkland City limits, the commercial area generally narrows north to south and generally becomes less intensively developed. Other land uses in the area include retail stores, offices, and business parks, ~~single family homes, and multifamily~~ and housing of varying intensities.

Visually, the Rose Hill Business District is characterized by a variety of older strip commercial development, some newer buildings and, particularly at the east end of the Subarea, some former ~~single family~~ single unit detached residential structures converted to commercial use. Most of these retail and commercial buildings include little or no landscaping, and little in the way of pedestrian access.

Vision for the District

~~Over time, the Rose Hill Business District~~ With adoption of the NE 85th Street Station Area Plan in 2022, the district is envisioned to be an attractive, vibrant, transit-oriented mixed-use commercial area combining housing, regional and local retailers. Large retailers continue to dominate the western half of the business district. Generally, the land uses are more intensive on the west end of the District (near the Bus Rapid Transit station and freeway) and less intensive (~~more neighborhood-oriented~~) on the east end. ~~The zoning has maintained the line between single family residential areas, multifamily residential areas, and adjacent office/retail/commercial areas.~~

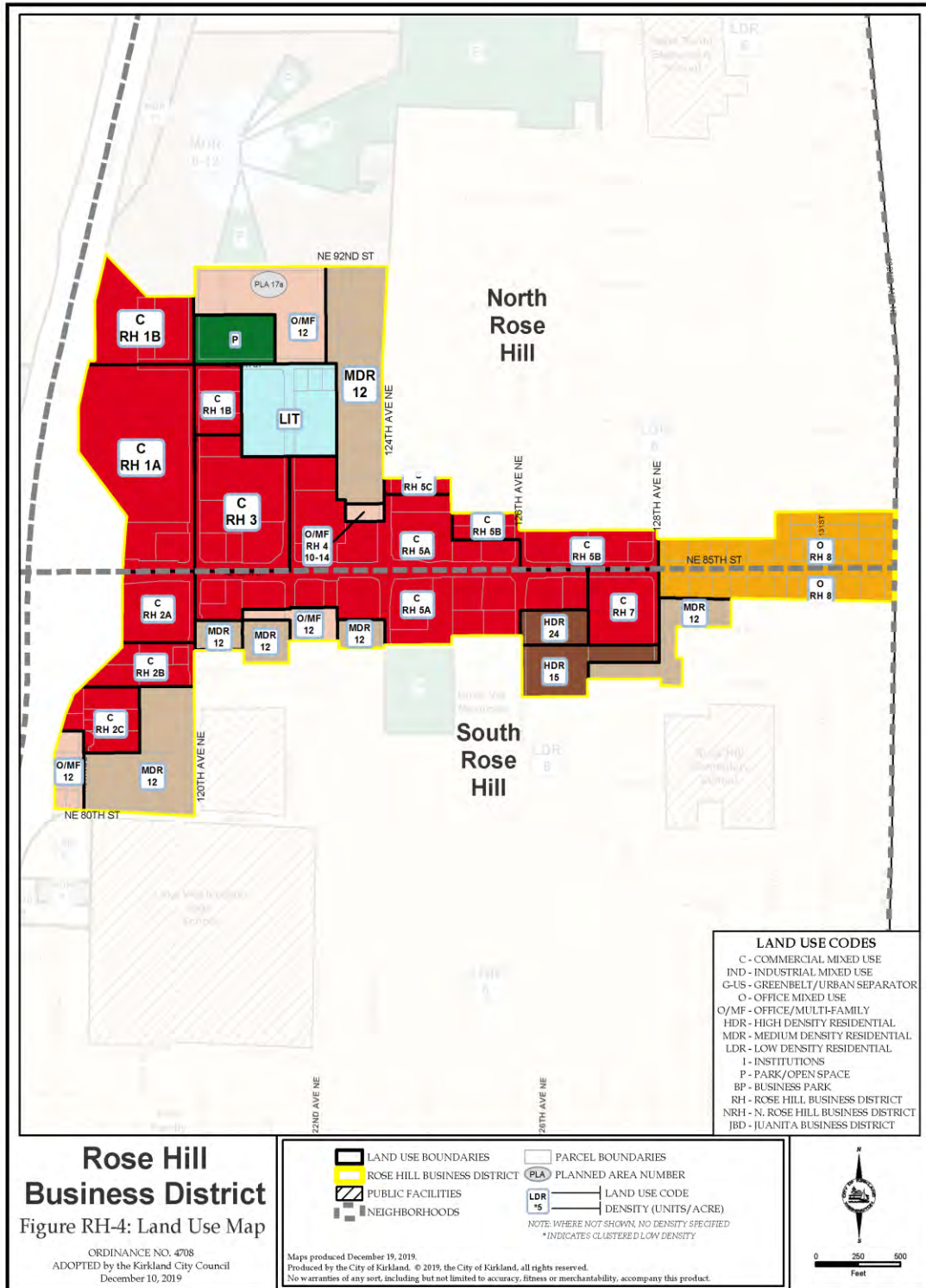
NE 85th Street itself continues to serve as a primary transportation link between Kirkland, Redmond, and the reconfigured I-405/NE 85th Street interchange with a Sound Transit station. Modifications to NE 85th Street have improved its ability to be used by pedestrians and transit, while maintaining or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

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

Attachment 9 - Rose Hill Neighborhood Plan_Draft Amendments

*Commercial*

The Rose Hill Business District Station Area including all the land along NE 85th Street itself, is designated for commercial (retail, office, and service), office, light industry/office area, or mixed commercial and multifamily uses (see Figure RH-4). The west end is the regional center portion of the District (nearest I-405). It includes several large freeway-oriented businesses with community-wide or regional markets, and several automobile dealerships. A light industry/office area includes technology, manufacturing and wholesale enterprises. The central neighborhood center and east end portions of the District also include smaller retail stores and services with more local markets. In addition to the car dealers, there are a number of auto-oriented stores and services (gas stations, car washes, tire stores, etc.). The District includes a small but growing amount of office space, particularly in the blocks between 120th and 124th Avenues NE.



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Attachment 9 - Rose Hill Neighborhood Plan_Draft Amendments

The following policies recognize the economic significance to the City of the major regional retail uses located in the Rose Hill Business District, the importance of transit-oriented development, and enhance the area's commercial viability while ~~minimizing mitigating adverse~~ impacts on adjacent residential ~~neighborhoods-areas~~ to the north, south and east. The land use districts in Figure RH-4 and corresponding zoning designations describe the ~~allowed appropriate~~ types and intensities of commercial uses, with the most intensive development adjacent to the NE 85th Street/I-405 interchange and Bus Rapid Transit, and a scaling down of development to the north, south and east.

~~Policies and zoning regulations encourage smaller footprint neighborhood serving businesses along NE 85th Street and integrated with major retail uses in the interchange area.~~ New and remodeled commercial development is subject to appropriate architectural and site design standards in order to improve the appearance of the commercial area, and to assure ~~appropriate seamless~~ transition and buffering between ~~the commercial area and adjacent residential areas~~uses. ~~Commercial development should not be permitted to spread beyond the existing Rose Hill Business District into adjacent residential areas.~~

Policy RH 21:

~~Enhance the commercial viability of the Rose Hill Business District~~NE 85th St Station Area, while ~~minimizing mitigating adverse~~ impacts on adjacent residential ~~neighborhoods-areas~~ to the north, south and east.

Policy RH 22:

~~Recognize the economic significance to the City of the major retail uses located in the Rose Hill Business District~~NE 85th Street Station Area, and cooperate with these business owners to help assure their continued viability, consistent with the other goals and policies of this ~~d~~District.

Policy RH 23:

Promote vibrant ~~walkable~~ employment destinations and affordable housing near the future Sound Transit Bus Rapid Transit Station near the I-405/NE 85th ST Interchange which are accessible by walking, biking and rolling.

Policy RH 24:

Utilize zoning incentives or other techniques to encourage commercial redevelopment in the ~~District~~Station Area that will foster the 10-minute neighborhood concept.

[Staff Note: The below policies guided development of the NE 85th Street Station Area Plan, adopted in 2022. Chapter XV.G of the Comprehensive Plan now includes policies that reflect the concepts previously shown in this neighborhood plan]

Regional Center Policies

Policy RH 25:

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

Policy RH 26:

Attachment 9 - Rose Hill Neighborhood Plan_Draft Amendments

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

Policy RH 27:

~~In RH 1A preserve the large regional retailer.~~

Policy RH 28:

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

Policy RH 29:

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

Other site design considerations include the following:

- ~~• Allow a range of building height four to five stories if offices above retail or a maximum of six stories if residential above retail. Additional height may be allowed to encourage a variety of roof forms and roof top amenities. Step back upper stories from NE 85th Street. Three stories on the south of NE 85th ST is appropriate where buildings are adjacent to existing residences.~~
- ~~• Limit the total floor area, separate the buildings and include ample building modulation to create open space within and around the development.~~
- ~~• In order to prevent commercial access to and from 118th Avenue NE, limit vehicular access to NE 85th Street and 120th Avenue NE. Allow office and residential uses and emergency vehicles to access from 118th Avenue NE.~~
- ~~• Encourage underground or structured parking (discourage large ground level parking lots).~~
- ~~• Limit the impacts of new signs to residents across 120th Avenue NE.~~

Policy RH 30:

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

Neighborhood Center Policies

Policy RH 31:

Attachment 9 - Rose Hill Neighborhood Plan_Draft Amendments

In the core portion of the Rose Hill Business District, between 124th and 128th Avenue NE, allow general commercial uses subject to district-wide design guidelines including the following standards:

- ~~Limit the number of driveways on NE 85th Street, and encourage existing development to consolidate driveways and curb cuts. In addition, observe the following transition standards:~~
 - ~~Set vehicular access points located on north-south side streets back from adjacent residential properties as much as possible without creating problems for traffic turning to and from NE 85th Street.~~
 - ~~Locate a heavily landscaped buffer strip along any boundary with residential properties or along streets separating commercial development from residential properties.~~
 - ~~Retain existing significant trees and vegetation within the buffer. Preclude this landscaped area from further development by the creation of a greenbelt protective easement.~~
 - ~~Keep sources of noise and light to a minimum and directed away from adjacent residential properties.~~
- ~~In RH 5B east of 126th Avenue NE, restrict permitted uses to those that generate limited noise, light and glare, odor and traffic impacts. Examples of uses that would be appropriate in this area include medical/dental offices, insurance offices, dry cleaners and coffee shops.~~
- ~~The low density residential parcels west of 126th Avenue NE, north and east of RH 5A and south of parcels adjoining NE 87th Court, are appropriate for RH 5B commercial mixed-use and multifamily development subject to the following standards:~~
 - ~~In addition to the land-use restrictions listed above for RH 5B, limit development to medium-density residential, 12 dwelling units per acre (attached, stacked or detached), on properties adjoining low density development, and on lots that do not abut NE 85th Street or are not consolidated with lots abutting NE 85th Street.~~

East End Policies

Policy RH 32:

In the east end of the ~~Rose Hill Business District~~ NE 85th Street corridor in RH 8, allow a range of less intensive office, neighborhood retail, and neighborhood service uses on both sides of NE 85th Street from 128th Avenue NE to 132nd Avenue NE with the following types of businesses and site design considerations:

- ~~Limit permitted uses to those that generate limited noise, light and glare, odor, and traffic impacts. Examples of uses that would be appropriate in this area include medical/dental offices, insurance offices, dry cleaners, and coffee shops.~~
- ~~Encourage property owners to aggregate their properties to allow more efficient redevelopment with fewer access points onto NE 85th Street, by providing incentives including increased building heights up to three stories with decreased front setbacks.~~
- ~~Encourage new buildings to be located at the front of the lots, with parking underneath, at the rear of buildings, or between adjacent buildings. Encourage mixed-use buildings to have residential units on upper levels. Discourage single-story retail buildings.~~
 - ~~For lots that do not abut NE 85th Street or are not consolidated with lots abutting NE 85th Street, development should be limited to low density residential. Where properties are isolated by commercial or multifamily development, this policy does not apply.~~

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- ~~• To minimize curb cuts on 131st and 132nd Avenues NE, combined access to provide a connection between 131st and 132nd Avenues NE should be required when properties abutting NE 85th Street are aggregated with lots not abutting NE 85th Street.~~
- ~~• Limit height of commercial or mixed-use commercial and multifamily development to a maximum of 30 feet next to low density residential development.~~

General Policies

Policy RH 33:

Upgrade public infrastructure to support commercial redevelopment in the District.

Policy RH 34:

Expand on already-completed streetscape improvements throughout the Business District that enable pedestrians, drivers, bicyclists, and other users to have a safe, pleasant experience.

Policy RH 35:

Coordinate with King County, Sound Transit and WSDOT to provide additional pedestrian amenities at transit stops.

Policy RH 36:

Install a neighborhood sign and landscape entry feature on NE 85th Street, just west of 132nd Avenue NE.

Policy RH 37:

Continue to work closely with business and property owners in the Rose Hill Business District, and business groups which represent them, to improve and upgrade the appearance of the District.

Policy RH 38:

To the extent authorized by law, require the removal of billboards.

Policy RH 39:

Underground the remainder of overhead utility lines along the NE 85th Street frontage with redevelopment, to improve public views to the west and the attractiveness of the commercial district.

Residential

Along the north and south boundaries of the Rose Hill Business District, are areas designated for, and developed as, residential use. There are several areas designated for multifamily residential development (~~medium density, up to 12 units per acre, and high density, between 12 and 24 units per acre~~) south of NE 85th Street, and one area to the north. (These designations are shown on Figure RH-4, Rose Hill Business District Land Use.)

Policy RH 40:

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~~Within the Rose Hill Business District, a~~ *Along its the perimeter of the NE 85th St Station Area, medium-density multifamily residential uses at a density of 12 units per acre are an appropriate transition from commercial and mixed-use to the low-density residential areas to the north and south. Allow a greater density if affordable housing is a component of the development.*

~~With the exception of these multifamily areas, the business districts, schools, and the Kirkland Cemetery, most areas of the neighborhood are designated for and developed in single family (low residential) use.~~

~~Policy RH 41:~~

~~Maintain low density residential housing as the primary land use in the single family areas surrounding the Rose Hill Business District and promote new lower scale affordable by design low density housing types nearby.~~

Northern Periphery of Bridle Trails Neighborhood Center

The northwest corner of NE 70th Street and 132nd Avenue NE contains a small-scale neighborhood commercial development across the street from the Bridle Trails Neighborhood Center. Residential ~~densities-intensities~~ in this area should be supportive of high-quality retail uses in the shopping center.

Policy RH 42:

Commercial development should be complementary to the Bridle Trails Neighborhood Center and should ~~not-extend~~ support into the surrounding low density residential area.

Policy RH 43:

~~Attractive neighborhood~~ *Neighborhood-oriented shops and services should be substantially buffered from nearby low density support and harmonize with residential uses, while and allowing for good pedestrian connections.*

Policy RH 44:

Install a neighborhood gateway sign and landscaping or other features that provide a positive first impression of the neighborhood near the intersection of NE 70th Street and 132nd Avenue NE.

Institutions

Lake Washington High School, Rose Hill and Mark Twain Elementary Schools, Lake Washington Institute of Technology, and various religious institutions, are located in Rose Hill.

Public - Planned Area 14 Lake Washington Institute of Technology (LWIT)

LWIT is a major public higher education institution serving the region. Located on about 55 acres, the institute is surrounded by residential development. The west side of the site is a heavily wooded steep slope area that provides a visual buffer separating the institute and the remainder of the Totem Lake Urban Center located in Rose Hill. Protected with a greenbelt easement, the hillside also contains a watercourse and functions as a wildlife corridor in an area experiencing residential infill development.

Policy RH 45:

Recognize and promote the role the Institute of Technology plays in the Rose Hill Neighborhood, the wider Kirkland community and in the region.

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Lake Washington Institute of Technology

Policy RH 46:

Seek partnership opportunities between LWIT and the City on educational, technical, recreational, and social service initiatives.

Policy RH 47:

Encourage LWIT to continue to provide community meeting facilities for the neighborhood and the City.

Policy RH 48:

Actively promote the expansion of the LWIT into an active, walkable and rollable, transit-supportive campus environment with housing affordable to students and staff and allow future housing partnerships for public employees.

Policy RH 49:

Ensure that any Institute of Technology expansion ~~is compatible-complements with~~ the surrounding residential uses in the neighborhood and protects the natural greenbelt easement on the western slope. Expansion should prioritize the redevelopment potential of existing surface parking areas. If necessary, allow additional height in lieu of expansion into the greenbelt easement. Allow limited encroachment into the greenbelt easement if sufficient development potential cannot be achieved in the already developed area, subject to environmental assessment.

Policy RH 50:

Provide public review of major expansion of the institute. Mitigation may be required for impacts of the proposed expansion and, where feasible, the existing use, including correcting parking lot design and landscaping deficiencies.

Policy RH 51:

Encourage LWIT to provide bike and pedestrian connections through the campus that connect with the surrounding neighborhoods, and integrate with, and help expand, the City's network of Neighborhood Greenways. Connect

Attachment 9 - Rose Hill Neighborhood Plan_Draft Amendments

132nd Avenue NE on the east side of the campus to Slater Avenue NE to the west, and connect the campus to NE 113th Place at the southwest corner. See Figures RH-13 and RH-15.

Policy RH 52:

Allow no additional driveway access to 132nd Avenue NE to maintain traffic flow and safety on the arterial.

Private - Churchhome

This approximately 10-acre site is surrounded by single-family housing. Upon redevelopment, an opportunity exists to redesign the parking lot covering the majority of the property to improve the appearance of the site.

Policy RH 53:

Ensure that Foster any future church expansion or redevelopment of the site that is ~~compatible~~ integrated well with the surrounding residential community.

Policy RH 54:

Provide public review of redevelopment or expansion of the church. Mitigate impacts from the proposed expansion and, where feasible, the existing use. Correct parking lot design and landscaping deficiencies.

Policy RH 55:

Encourage housing with an emphasis on affordable housing, as a part of any future church redevelopment at this site.



Churchhome

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5. NATURAL ENVIRONMENT

The Rose Hill Neighborhood contains significant wetland areas, Forbes Lake, and tributaries and the headwaters of Forbes Creek that eventually feed into Lake Washington. Together these critical areas constitute a valuable natural drainage system that is an integral part of managing the City's surface water by storing and conveying storm and flood water. These natural features also help maintain water quality, recharge groundwater, provide wildlife and fish habitat, and provide open space and aesthetic enjoyment.

Several areas of high and moderate landslide susceptibility and areas prone to liquefaction in a seismic event are located in the neighborhood, which require a geotechnical study with development.

The significant stands of native trees and native vegetation on hillsides, along stream banks and in wetland areas in Rose Hill provide opportunities for wildlife corridors and will help meet the City's urban forest goal to provide an overall 40% tree canopy coverage.

Environmental policies in Rose Hill strive to protect and enhance natural environmental quality and natural amenity and function, to avoid potential environmental hazards, and to utilize sustainable management practices.

The following maps show critical areas within the Rose Hill Neighborhood. See the [Natural Sustainability, Climate and Environment Element](#) for more information on wetlands, streams, and associated buffers as well as landslide and seismic hazard areas, trees and wildlife. The Kirkland Zoning Code regulates tree removal and development in critical areas.

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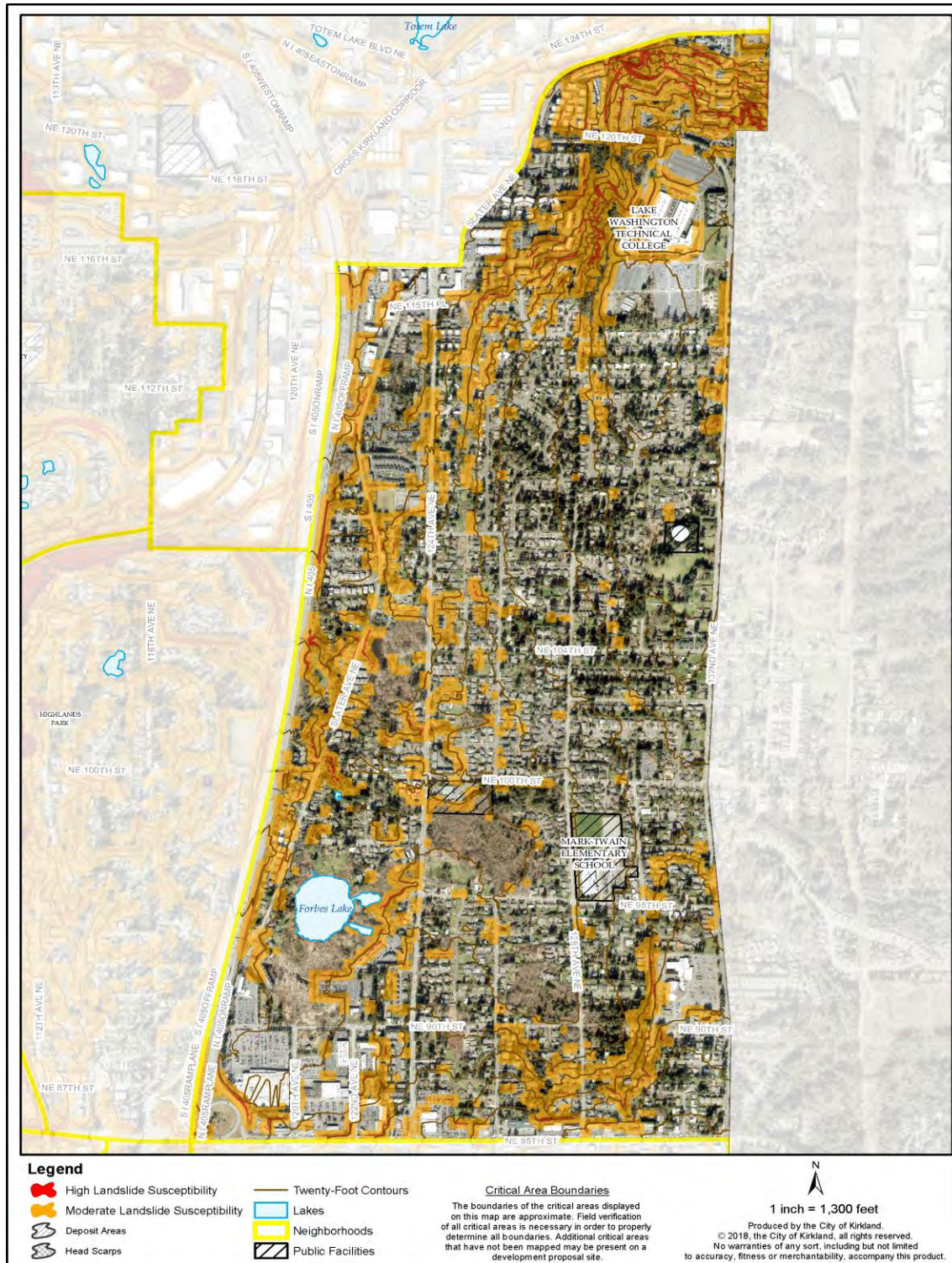


Figure RH-5: North Rose Hill Landslide Susceptibility

The Kirkland Comprehensive Plan is current through Ordinance 4828, passed December 13, 2022.

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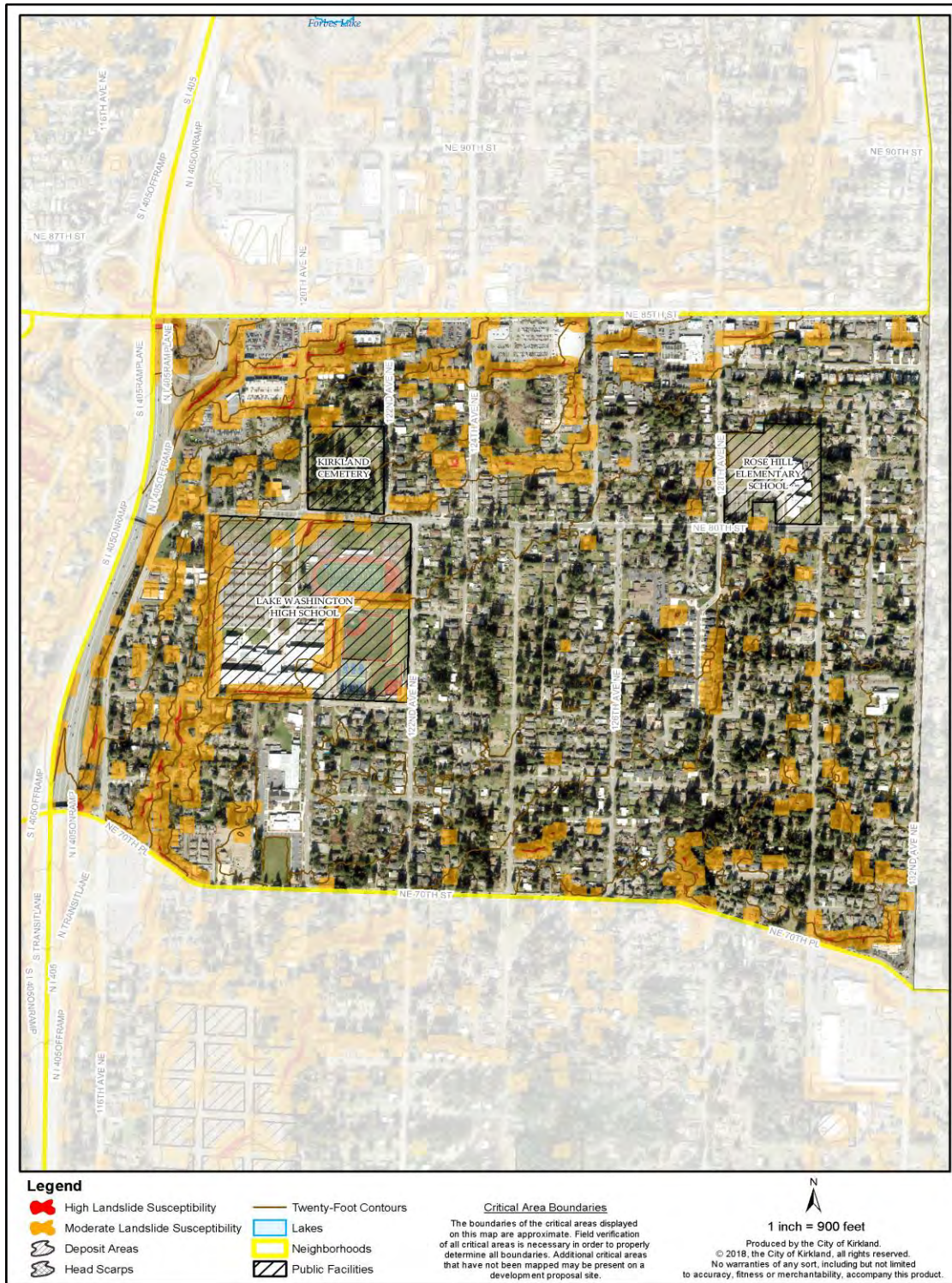


Figure RH-6: South Rose Hill Landslide Susceptibility

The Kirkland Comprehensive Plan is current through Ordinance 4828, passed December 13, 2022.

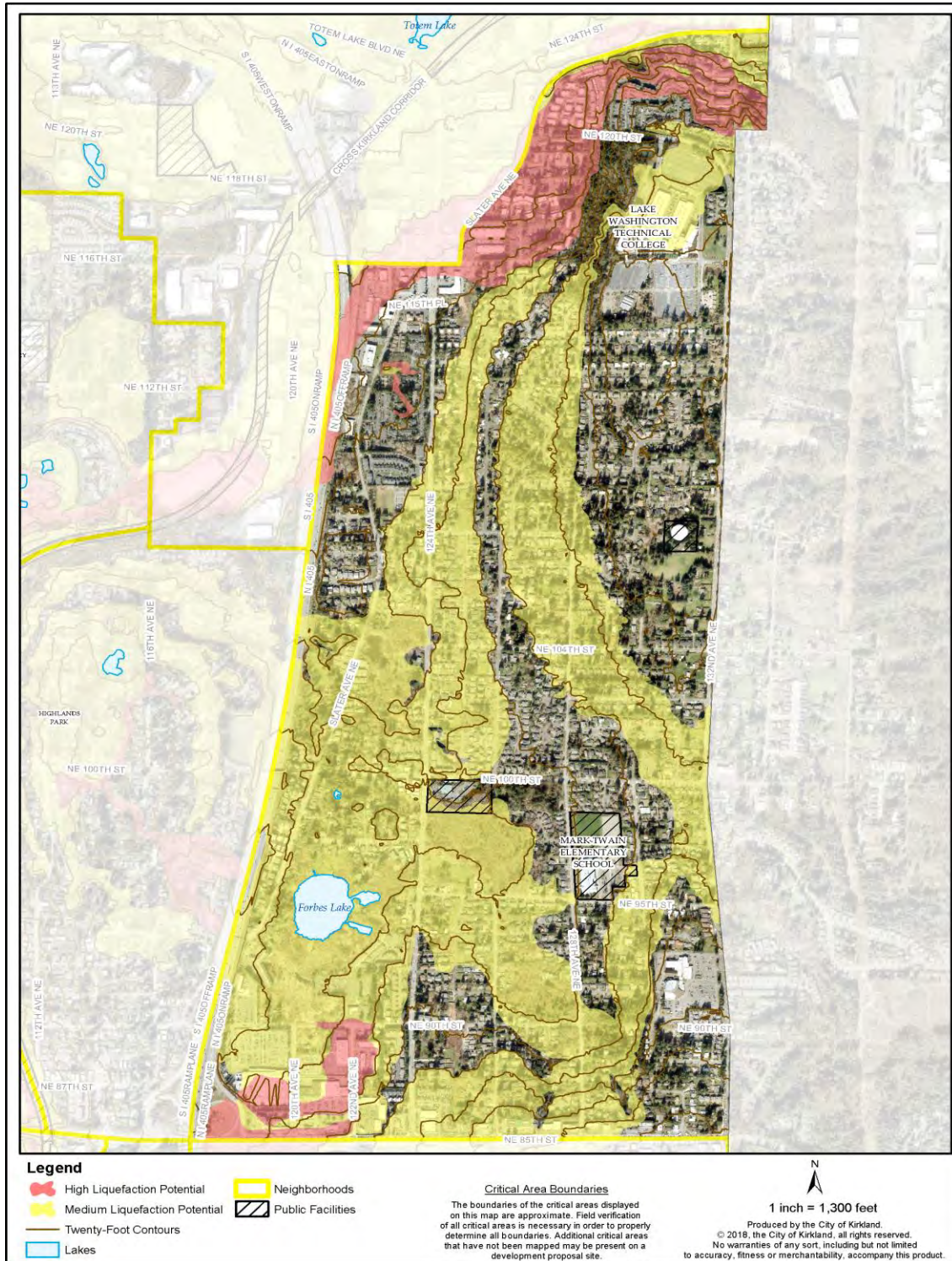


Figure RH-7: North Rose Hill Liquefaction Potential

The Kirkland Comprehensive Plan is current through Ordinance 4828, passed December 13, 2022.

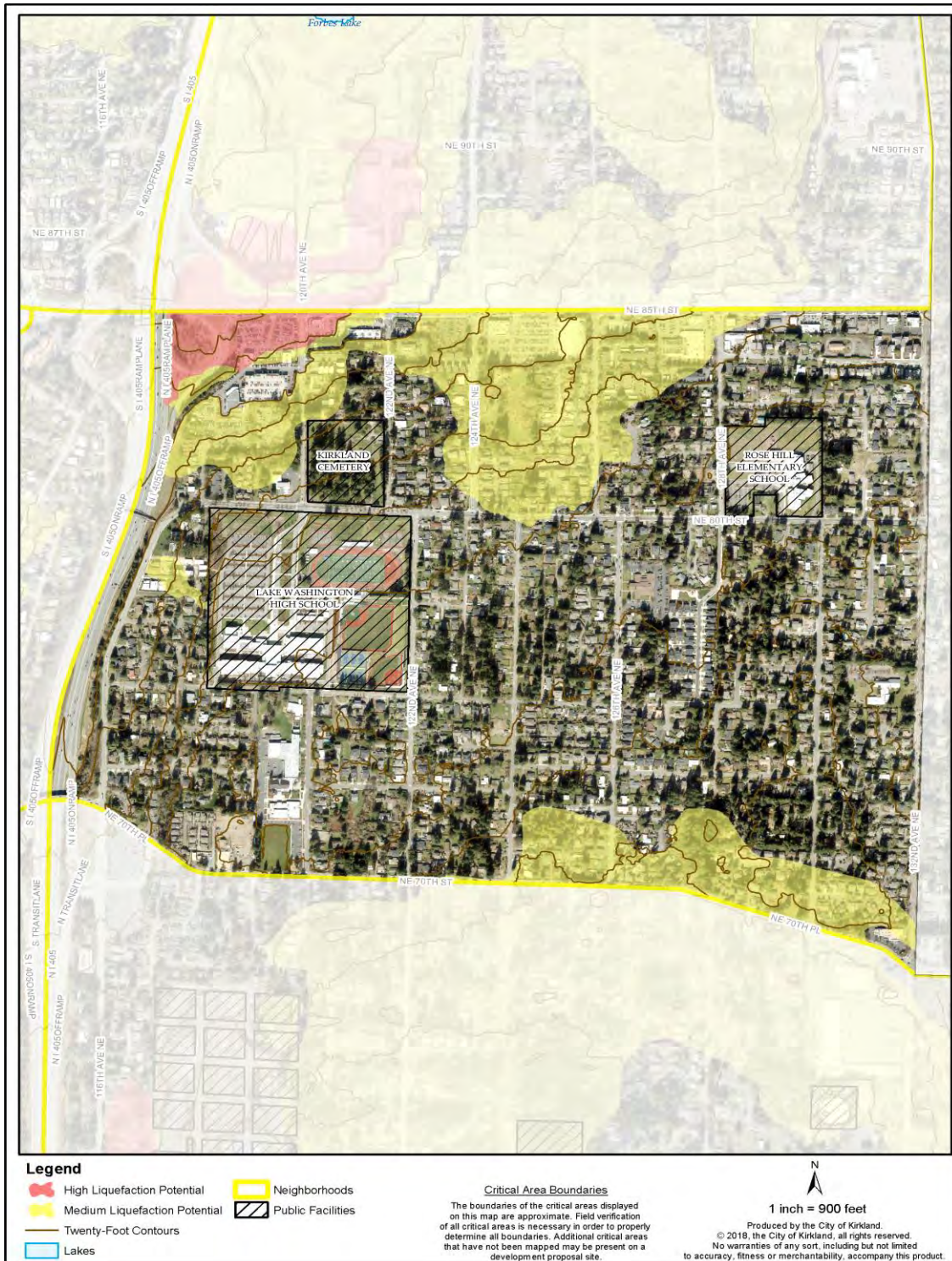


Figure RH-8: South Rose Hill Liquefaction Potential

The Kirkland Comprehensive Plan is current through Ordinance 4828, passed December 13, 2022.

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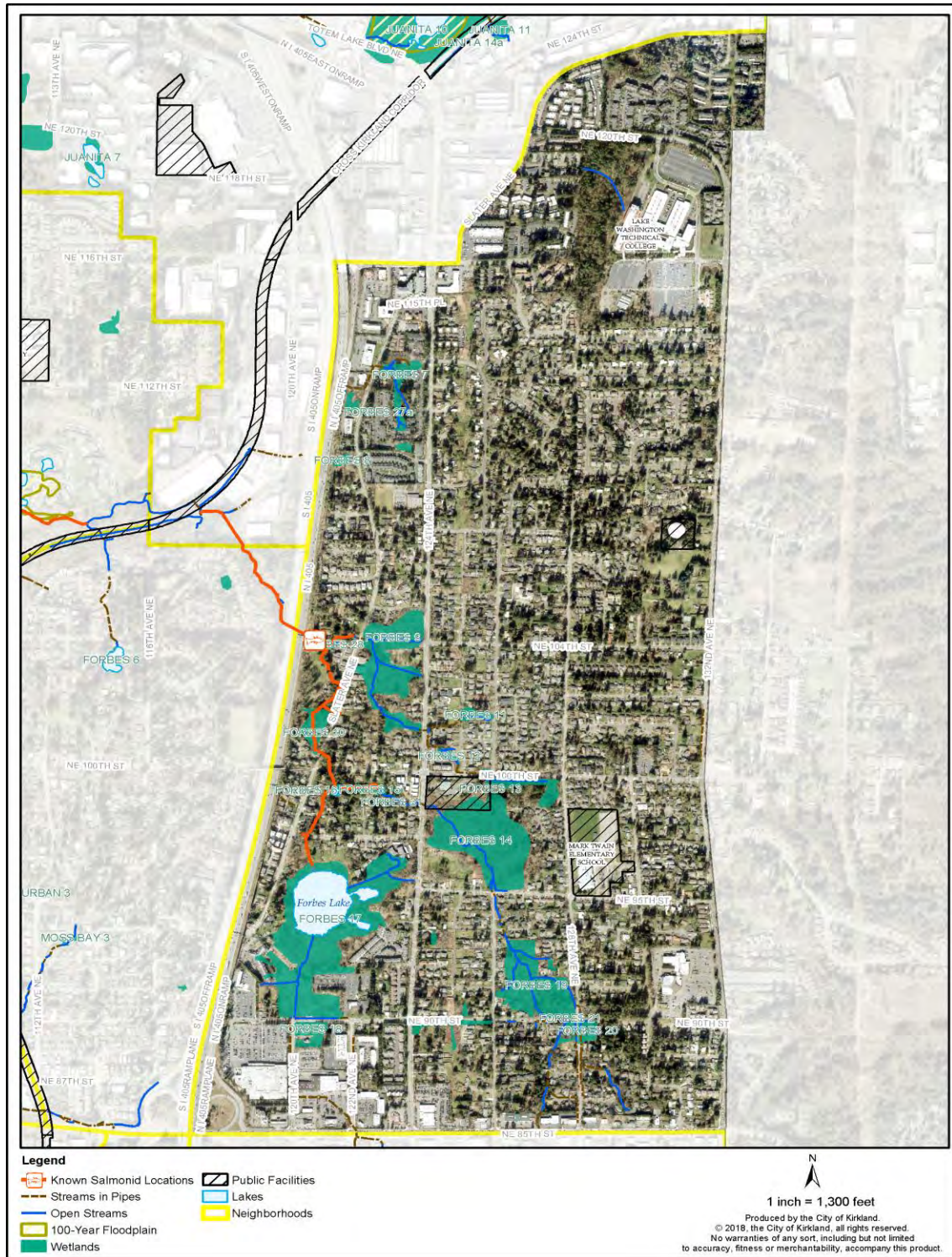


Figure RH-9: North Rose Hill Wetlands, Streams, and Lakes

The Kirkland Comprehensive Plan is current through Ordinance 4828, passed December 13, 2022.

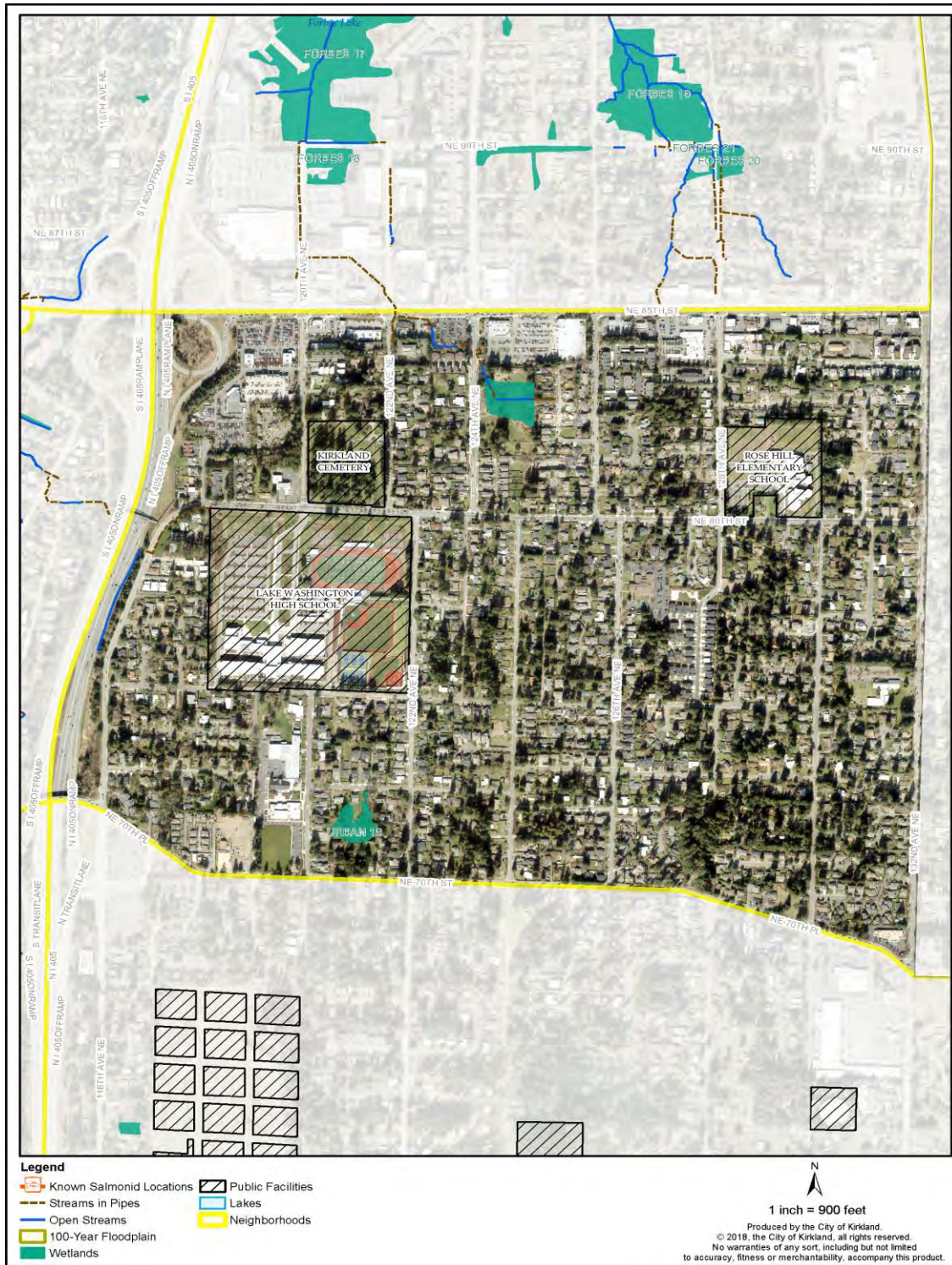


Figure RH-10: South Rose Hill Wetlands, Streams, and Lakes

The Kirkland Comprehensive Plan is current through Ordinance 4828, passed December 13, 2022.

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Policy RH 56:

Investigate water quality and Forbes Lake flooding/levels and develop projects and programs and provide funding to address identified problems.

Lake level fluctuations on property adjoining Forbes Lake contribute to inundation of drain fields and basement flooding. Lake level fluctuations may be caused by both the timing and amount of water entering the lake, or by blockages in the channel downstream of the lake. Ongoing monitoring by community volunteers and by the City quantify lake level fluctuations and test water quality. Current development practices reduce the potential for flooding by restricting placement of new improvements within critical area buffers, requiring that development projects meet certain thresholds to control the quantity and quality of storm water flows, and eliminating septic system failures by requiring connection to the sanitary sewer system. If lake level fluctuations are being caused by inflows to the lake, consider opportunities to reduce flows through storm water detention. Such projects would be prioritized based on identified need in the Surface Water Master Plan. Much of the downstream channel is on private property where property owners are encouraged to seek permits for and implement projects to clear the channel of debris and beaver dams.

Policy RH 57:

Protect notable trees and groves of trees.

While a municipal heritage or notable tree program is not currently in place, the neighborhood supports voluntary efforts to encourage preservation of heritage trees and significant groves. 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.

Policy RH 58:

Encourage creation of backyard sanctuaries for wildlife habitat in upland areas.

People living Resident and business owners 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.

Backyard Sanctuary Program

Learn more about the Backyard Wildlife Sanctuary Program at:

<https://wdfw.wa.gov/living/backyard/>

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6. PARKS AND OPEN SPACE

Rose Hill contains a number of public parks and open space areas - Forbes Lake Park, North Rose Hill Woodlands Park, and Mark Twain Park in North Rose Hill, and South Rose Hill Park and Rose Hill Meadows in South Rose Hill. Maintaining and improving existing parks and open space, acquiring new parkland where deficiencies exist, seeking opportunities to improve connectivity to parks, and developing off-street trails for recreational use that connect activity nodes and neighborhoods will further improve the quality of life in the neighborhood.

The land use map shows parks within the Rose Hill Neighborhood. See the Park and Open Space Element for more information on Parks and Open Space.

Policy RH 59:

Prioritize acquisition of new neighborhood parkland in the northern portion of the North Rose Hill neighborhood and in the western portion of the South Rose Hill neighborhood where park level of service is deficient as noted in the Park, Recreation and Open Space (PROS) Plan.

Policy RH 60:

Improve public pedestrian ~~or~~ and visual access to Forbes Lake at Forbes Lake Park.

Policy RH 61:

Provide public pedestrian access easements across properties abutting Forbes Lake Park when development, redevelopment, or platting occurs to improve access to the park.

Policy RH 62:

Complete the regional Eastside Powerline Corridor trail, connecting to the Bridle Trails and Totem Lake Business District within the Seattle City Light Power Line Easement.

Policy RH 63:

Develop the Bay to Valley trail through North Rose Hill via Woodlands Park, connecting Juanita Bay with the Sammamish Valley.

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7. TRANSPORTATION

The original circulation pattern in Rose Hill was a grid, which should be perpetuated in the future because it promotes bike and pedestrian circulation, provides choice in travel routes, and distributes traffic along multiple routes. The goal of the transportation system is to build on the historic grid pattern of the neighborhood to foster transportation choice in the community, reduce dependence on private motor vehicles, and enhance safety.

New and improved bike facilities, the NE 70th Street/128th Avenue SE greenway, the Eastside Powerline trail and off-street trails connecting to activity centers, parks, business districts and schools will allow residents to leave their cars at home and reduce reliance on vehicle trips to meet daily local needs.

Streets

Rose Hill

Policy RH 64:

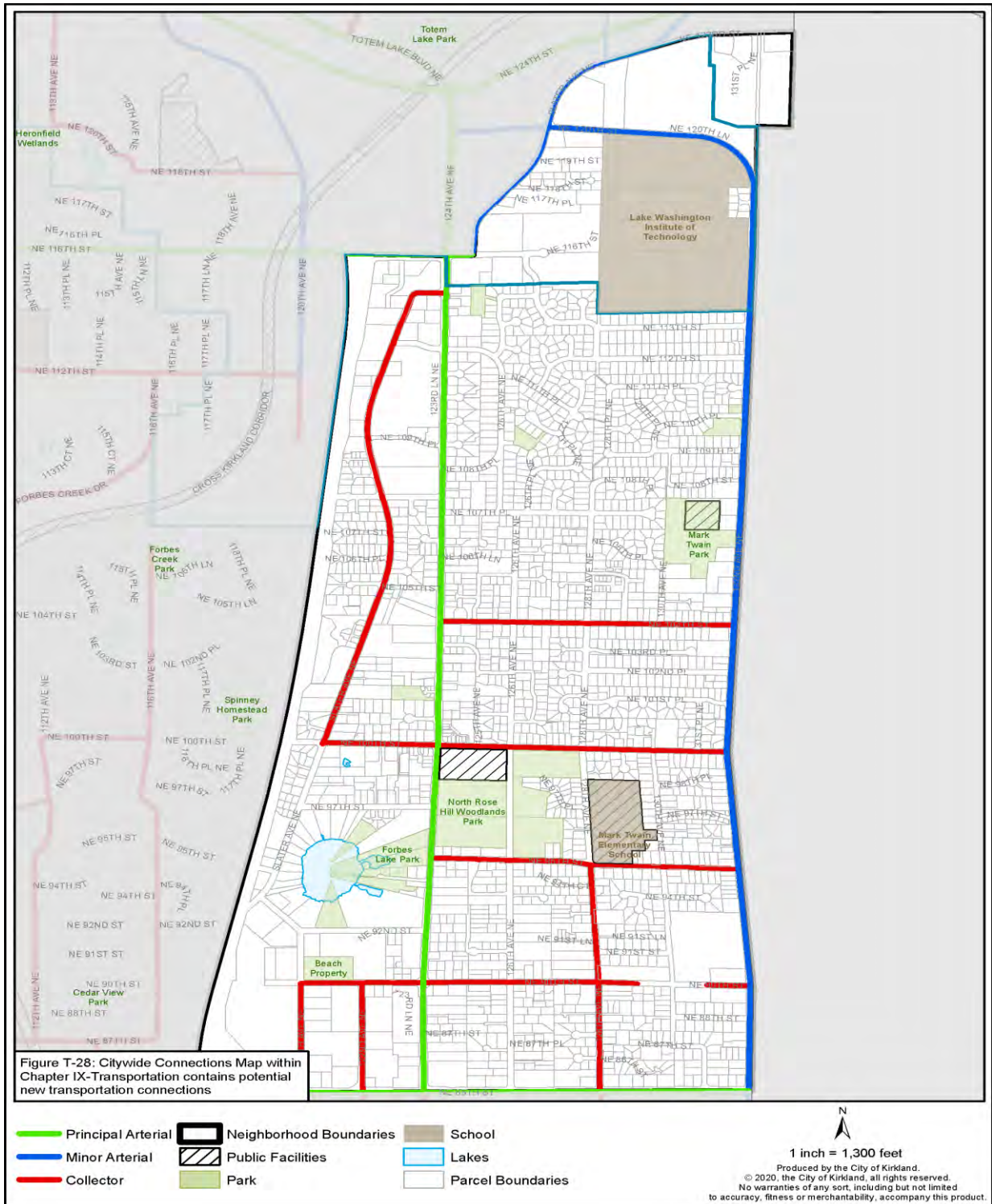
Manage traffic within the neighborhood to enhance neighborhood mobility and provide for more equitable distribution of traffic on neighborhood streets.

Policy RH 65:

Minimize multiple driveways on NE 70th Street, NE 85th Street, 124th Avenue NE, and 132nd Avenue NE when properties redevelop and encourage properties along these streets to consolidate their existing driveways and provide reciprocal shared vehicular access easements.

Policy RH 66:

Place neighborhood traffic control devices at appropriate locations, to discourage bypass traffic through the residential neighborhoods north and south of the NE 85th Street corridor.



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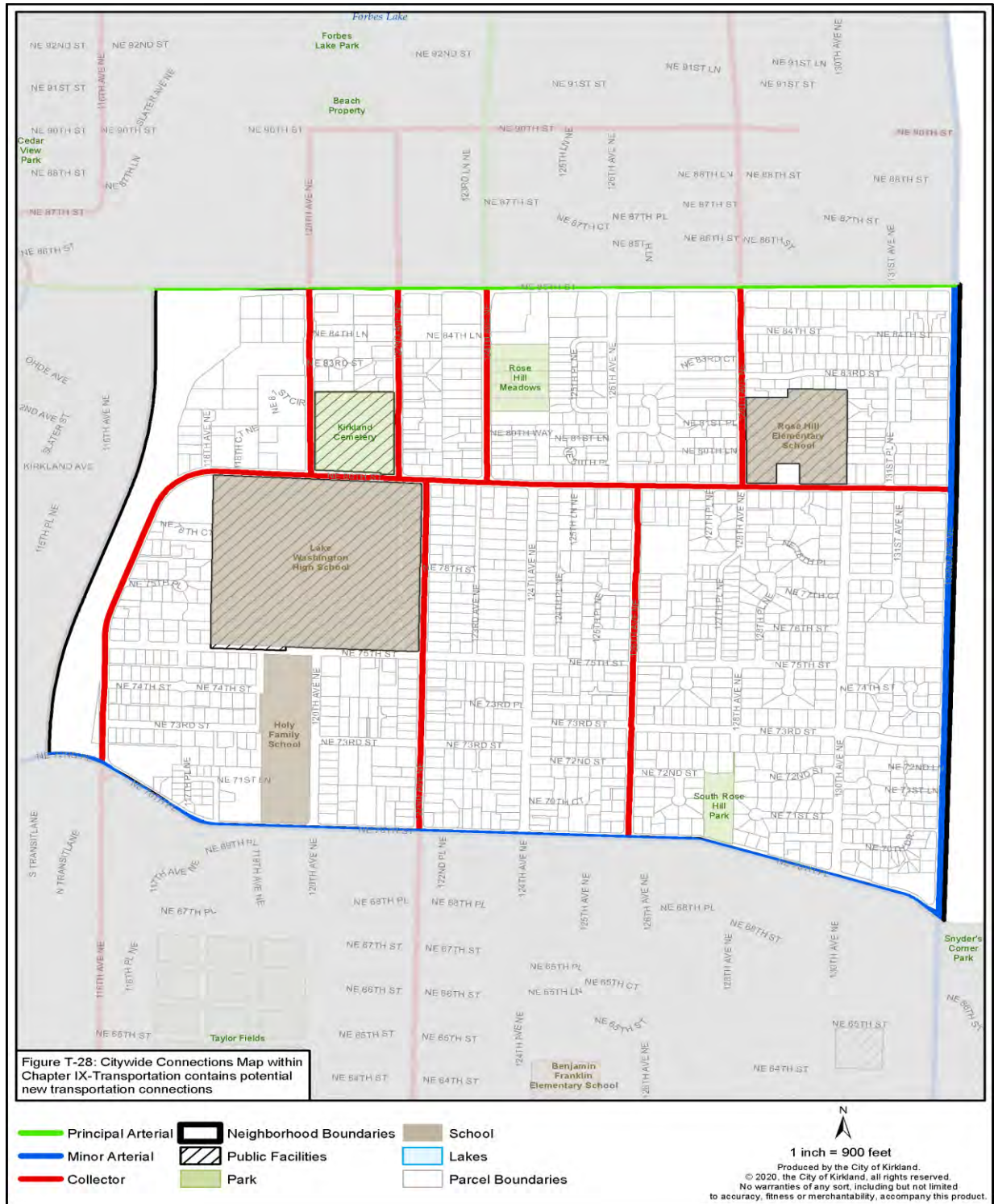


Figure RH-12: South Rose Hill Street Classifications

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Policy RH 67:

Enhance the street network with the following improvements, and consistent with the studied improvements in the NE 85th St Station Area Plan (note in cases of conflict that the NE 85th St Station Area Plan should guide improvements as it has been updated more recently than the following):

124th Avenue NE, north of NE 85th Street:

- Provide 80 feet of right-of-way width the length of 124th Avenue NE to accommodate a center turn lane and landscaped median islands, one through lane in each direction, one bike lane in each direction, intersection queue bypass lanes for transit, and a wide landscape strip, sidewalk, and street lights on both sides of the street. Dedication of an additional 10-foot minimum of right-of-way from each side of the street is necessary when development occurs. The location and design of landscape medians should be used to address safety and mobility in the corridor for all transportation users. Abutting business owners will be consulted prior to the installation of any new landscape medians to ensure that implementation results in minimal disruption to business operations.
- Provide sidewalks, curbs, gutters, landscape strips, and bike facilities along the entire length of 124th Avenue NE to improve pedestrian safety, especially between public facilities such as the Kirkland Boys and Girls Club and Woodlands Park.
- Provide crosswalk improvements, such as pedestrian signage, safety refuge islands, and signals, at key locations that serve existing and emerging activity centers.
- Prioritize traffic flow for transit by providing queue bypass lanes or signal preemption to encourage transit use.

132nd Avenue NE, north and south of NE 85th Street:

- Coordinate improvements to 132nd Avenue NE with the City of Redmond.
- While Kirkland's City limits extend to the east side of 132nd Avenue NE this street is a mutual concern to both Kirkland and Redmond. Both jurisdictions should coordinate planning facilities that address common issues of concern.
- Provide sidewalks, curbs, gutters, landscape strips, bike facilities and street lighting along the entire length of 132nd Avenue NE.

This street provides direct access to both Mark Twain Park and the Lake Washington Institute of Technology. Completion of sidewalks to improve pedestrian safety, especially between public facilities, is a high priority.

- Provide a traffic signal and signalized crosswalk when engineering signal warrants are met at NE 100th Street. Crosswalk improvements at other key locations that serve activity centers should also be installed as warranted.
- Prioritize traffic flow for transit by providing queue bypass lanes or signal preemption.

Queue bypass at locations where traffic queuing at intersections would otherwise slow buses will help to encourage transit use.

- Improve the appearance of and function of 132nd Avenue NE with the installation of landscape medians.

Pedestrian safety will be paramount in the design of the landscape medians with consideration for pedestrian visibility. The design of the median must also consider emergency vehicular access.

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NE 116th Street:

- Install sidewalks, bike facilities, planter strips and consider other improvements such as landscape medians, high occupancy vehicle treatments, and on-street parking west of 124th Avenue NE.

These improvements are necessary to provide street definition, pedestrian safety, and access in support of the mixed-use residential/commercial development that is encouraged here.

116th Avenue NE:

- Install a sidewalk along the east side of 116th Avenue NE connecting the Houghton Park and Ride with the Lake Washington high school to increase safety.

North Rose Hill

Policy RH 68:

Discourage direct access to 124th and 132nd Avenues NE in North Rose Hill with new development to enhance safety and efficiency of circulation.

- If driveways to 124th or 132nd Avenues NE must be provided, separation of at least 300 feet between driveways should be required. New driveways should be located so that future development can meet this standard and/or use a shared driveway.
- Access easements to allow for shared access to 124th Avenue NE and/or interior connections to side streets should be provided.
- As access to side streets becomes available, driveways to 124th Avenue NE should be closed.

Rose Hill Business District

Policy RH 69:

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

Policy RH 70:

Add east-west pedestrian pathways in the Rose Hill Business District as redevelopment occurs. When developing these pathways, retain existing ~~significant~~ regulated trees where possible.

Policy RH 71:

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

Pedestrian/Bicycle Circulation

Policy RH 72:

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Encourage the use of ~~nonmotorized active~~ transportation by providing appropriate facilities and infrastructure for ~~pedestrians and bicyclists walking, biking and rolling~~ throughout the Rose Hill Neighborhood either when private development occurs or in some instances with public funding:

- Along school walk routes – highest priority.
- Between bus stops and residential development.
- Connecting to the planned Bus Rapid Transit Station at NE 85th Street on I-405.
- Connecting to the South Rose Hill Northeast 75th Street greenway and North Rose Hill 128th Avenue Northeast greenway.
- Connecting to activity areas, including parks, the Boys and Girls Club, Lake Washington Institute of Technology and Lake Washington High School.
- Connecting dead end streets to adjacent streets wherever new street connections are not required or feasible.
- Around a limited portion of Forbes Lake on City-owned park property and, where appropriate, across private property connecting to the Park.
- Various links between the Lake Washington Institute of Technology and surrounding residential development to the west between 132nd Avenue NE and Slater Avenue NE, and to the south.
- In NRH 3, in North Rose Hill, between the City open space to the east and 124th Avenue NE with redevelopment of the intervening private property.
- Under the Seattle City Light transmission line in cooperation with the utility and adjacent property owners. Public pedestrian and bicycle easements should be provided across private properties within the Seattle City Light easement, when development, redevelopment or platting occurs to complete the designated Eastside Powerline Corridor trail. See the PROS Plan for further details. This off-street north/south trail provides a safe pedestrian and bicycle link for the most part separated from the street system. Eventually this trail could link up to trail systems in adjoining jurisdictions.
- Connecting Juanita Bay to North Rose Hill Woodlands Park and eventually to the Sammamish Valley. Known as the Bay to Valley Trail, it would connect Lake Washington to North Rose Hill over the 100th Street Bridge across I-405, and along 100th Street and 132nd Avenue NE in Kirkland to the Puget Sound Energy Trail and Redmond Central Connector Trail in the Sammamish Valley via NE 97th St, NE 94th St and NE 93rd Ct in Redmond.

Policy RH 73:

Develop a new pedestrian and bicycle connection between Slater Avenue in the North Rose Hill Neighborhood and NE 80th Street in South Rose Hill. The route would connect to the existing NE 80th Street overpass which leads to downtown Kirkland, with the exact route to be determined in the context of the City's Transportation ~~Master~~ Strategic Plan.

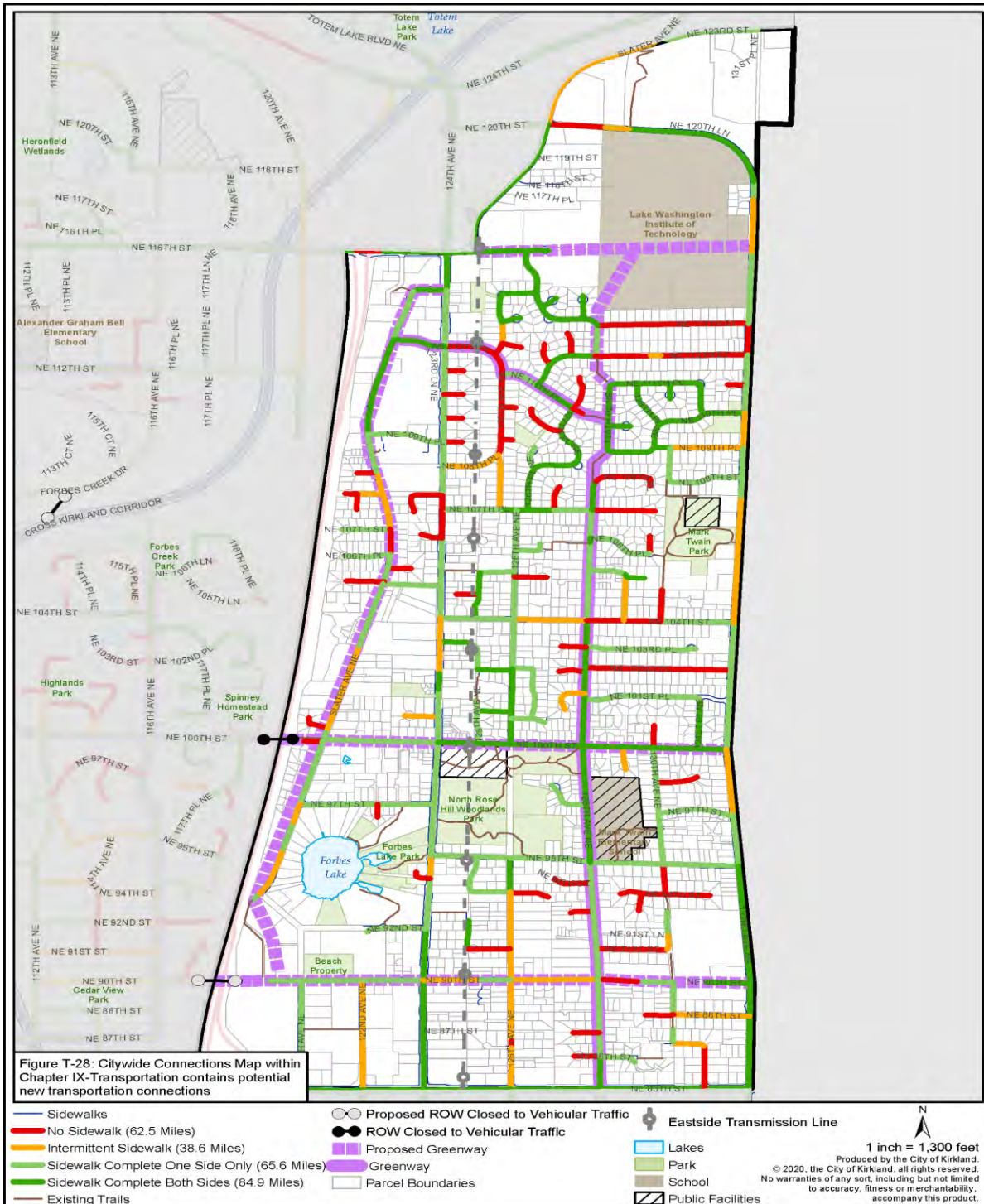


Figure RH-13: North Rose Hill Pedestrian System

The Kirkland Comprehensive Plan is current through Ordinance 4828, passed December 13, 2022.

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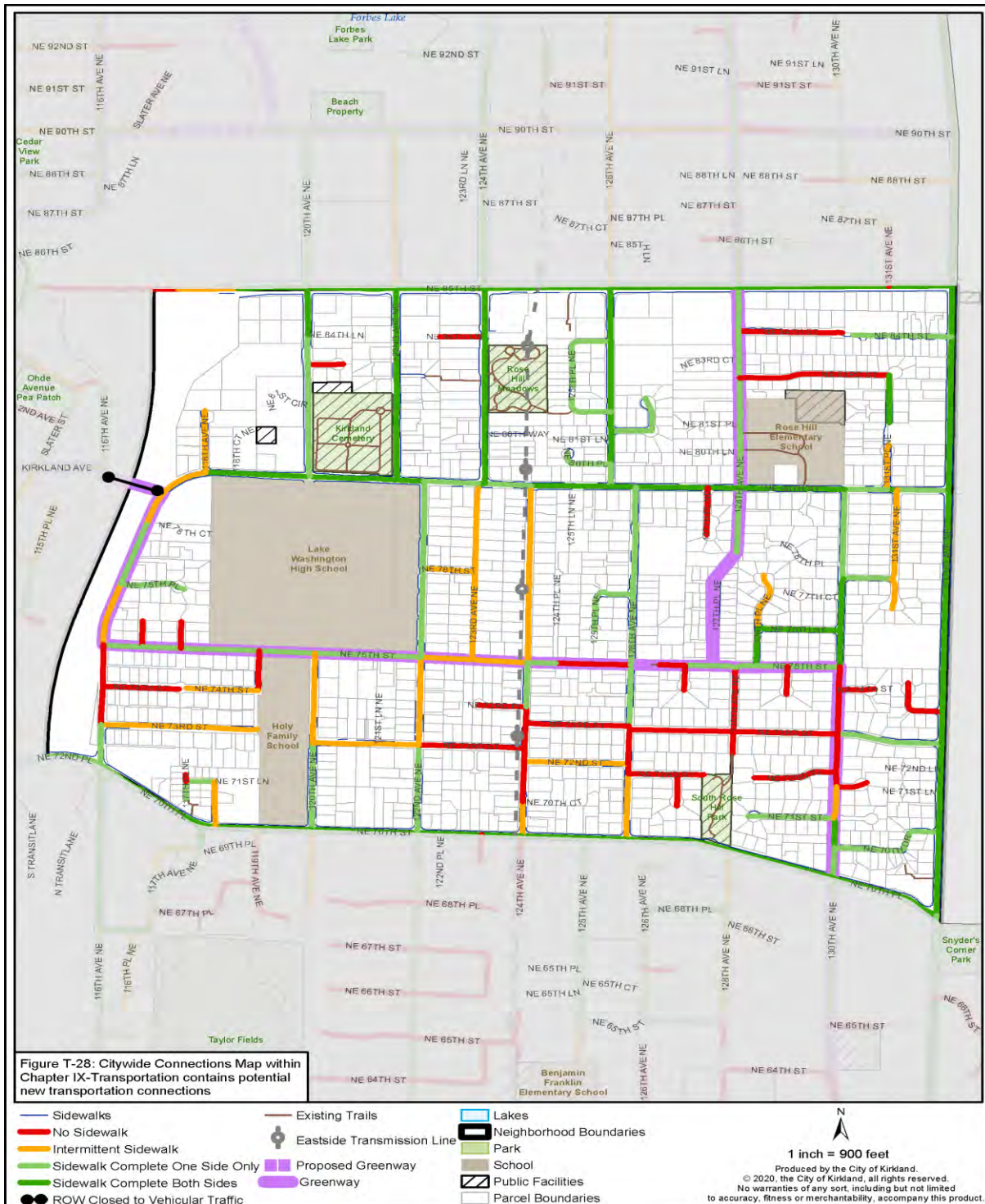


Figure RH-14: South Rose Hill Pedestrian System

The Kirkland Comprehensive Plan is current through Ordinance 4828, passed December 13, 2022.

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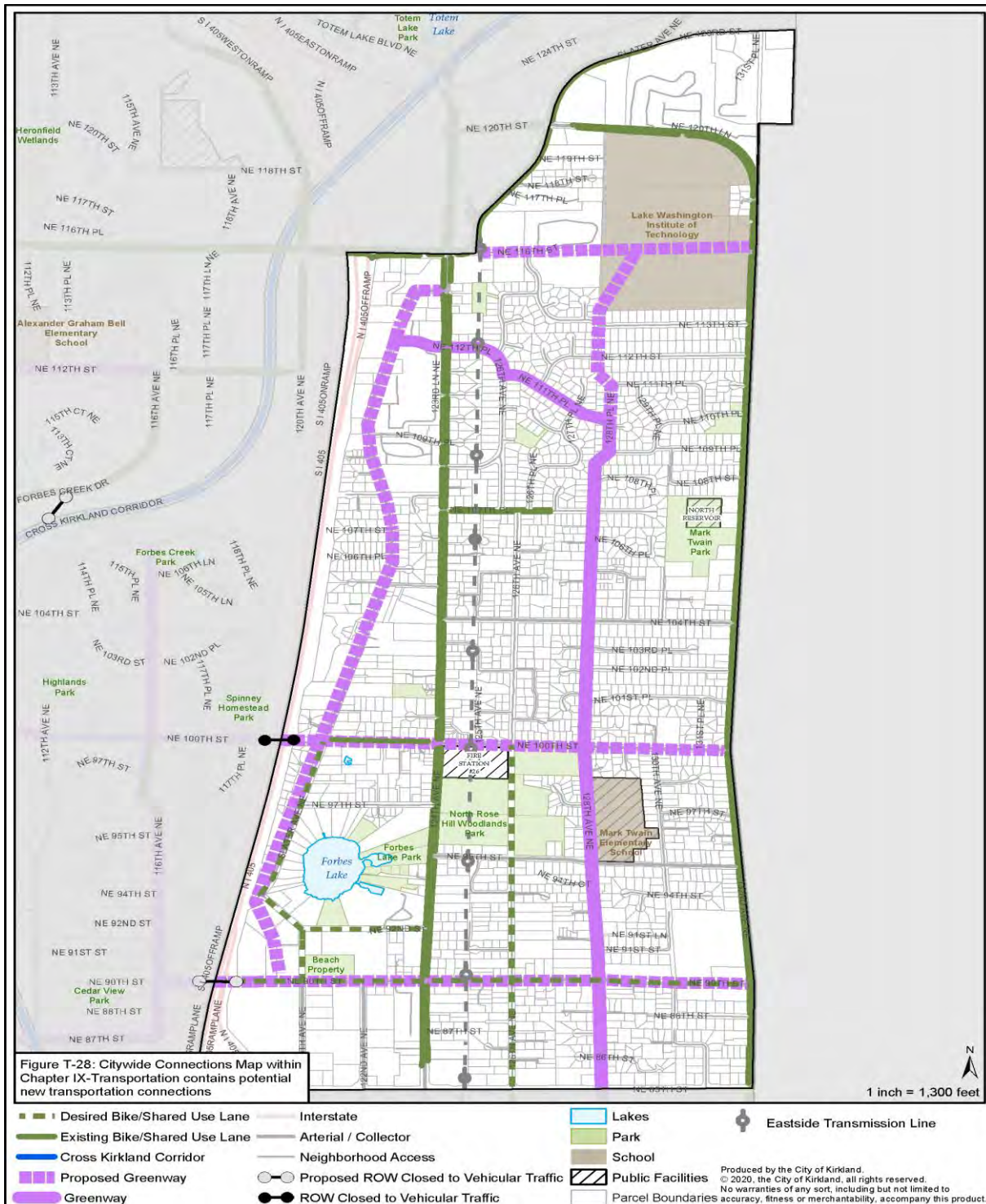


Figure RH-15: North Rose Hill Bicycle System

The Kirkland Comprehensive Plan is current through Ordinance 4828, passed December 13, 2022.

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Figure RH-16: South Rose Hill Bicycle System

The Kirkland Comprehensive Plan is current through Ordinance 4828, passed December 13, 2022.

Attachment 10 - NE 85th Street Station Subarea Plan_Draft Amendments

XV.G. NE 85th Street Station Subarea Plan

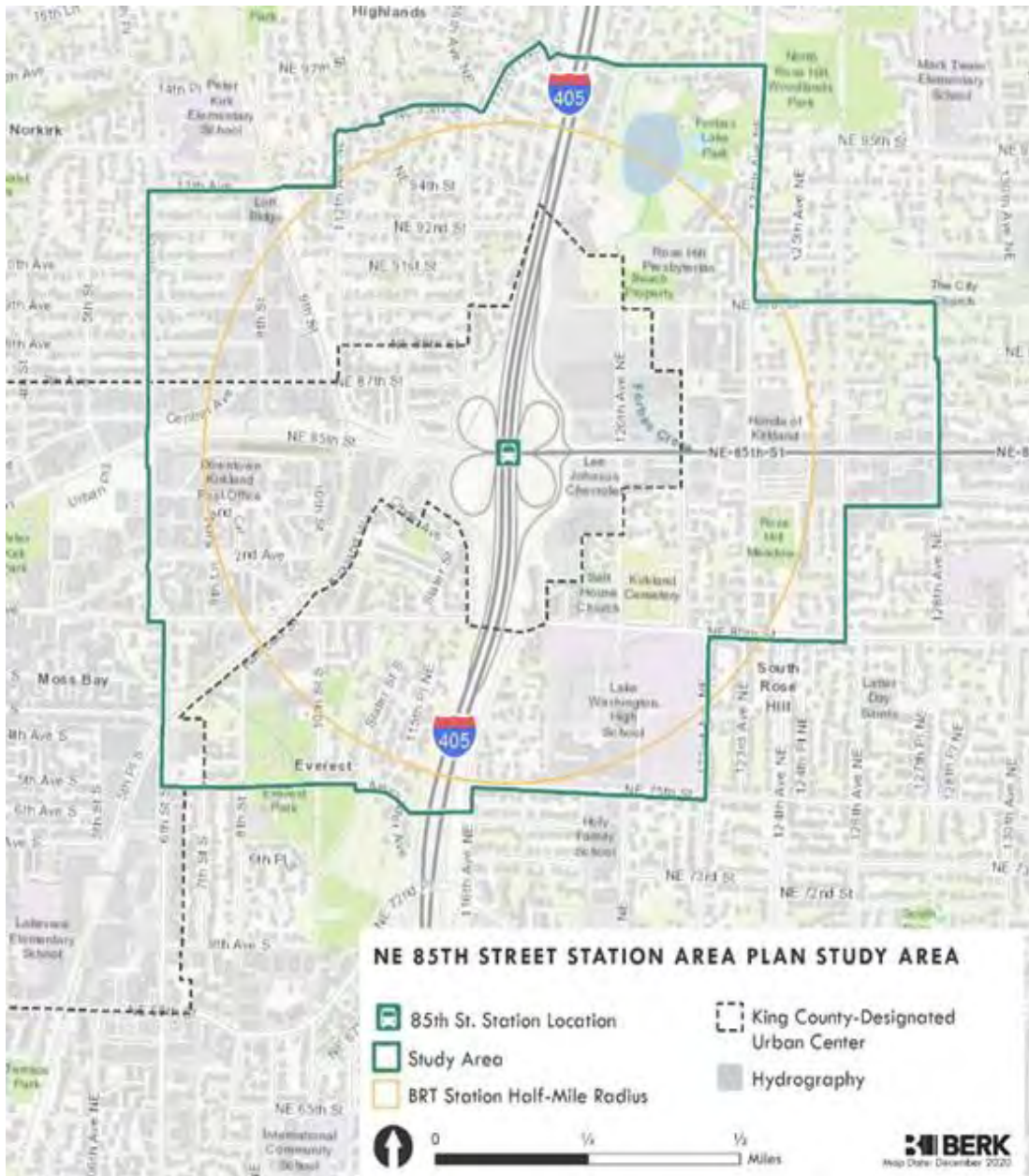


Figure 1: Station Area Planning Boundaries

The Kirkland Comprehensive Plan is current through Ordinance 4864, passed December 12, 2023.

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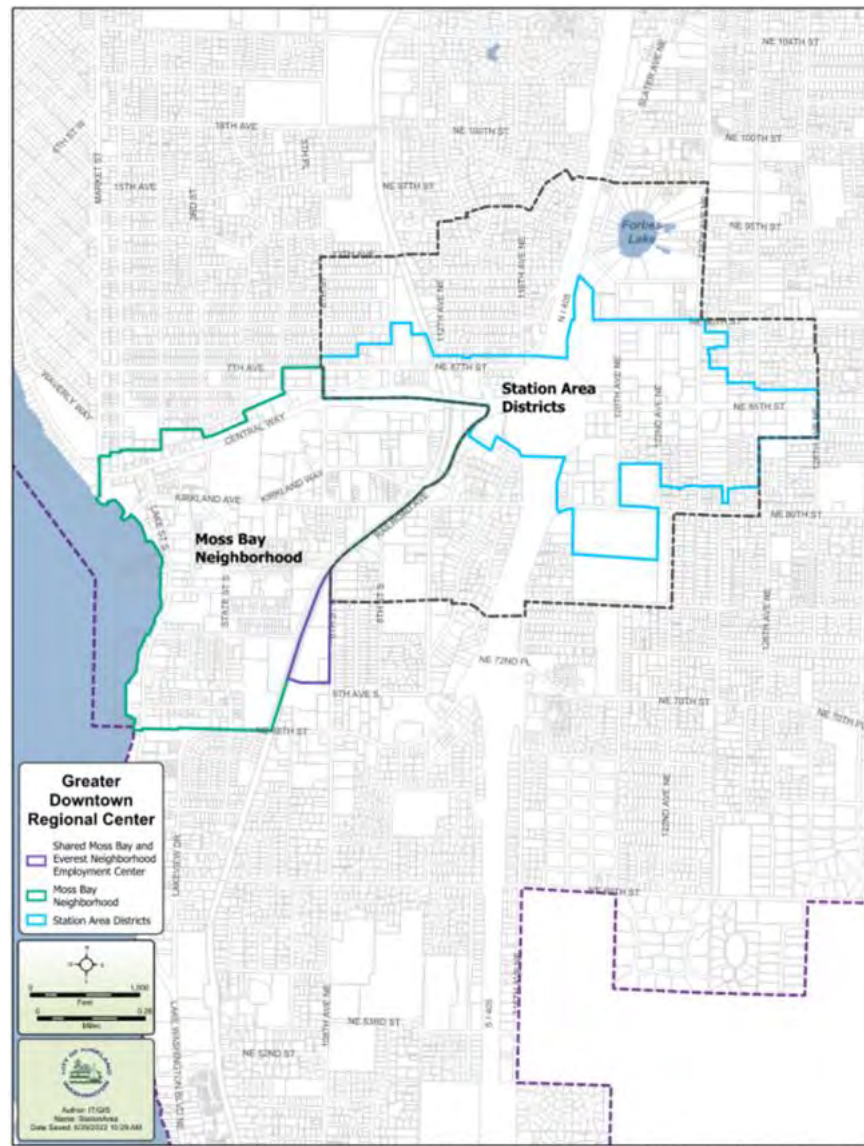
Greater Downtown Kirkland Regional Center Boundaries

In November 2019, King County Council recognized Greater Downtown Kirkland as an Urban Center, inclusive of core areas surrounding the BRT Station. In addition, ~~the City has applied for formal designation as a Regional Growth Center by the Puget Sound Regional Council~~ the Puget Sound Regional Council (PSRC) certified the Greater Downtown as a Regional Growth Center in 2023. The Regional Center ~~would be~~ is defined by the boundaries of the Moss Bay Neighborhood and the core area of the NE 85th Street Station Area Subarea Plan (see Figure 2 for proposed Regional Center boundaries).

Regional Centers plans must conform to the requirements of ~~the Puget Sound Regional Council~~ PSRC. These centers form the backbone of the transportation network, linking communities to reduce the rate of growth in vehicle miles traveled and greenhouse gas emissions by focusing land use intensity around the region's best transportation options.

The Kirkland Comprehensive Plan is current through Ordinance 4864, passed December 12, 2023.

Attachment 10 - NE 85th Street Station Subarea Plan_Draft Amendments



Attachment 10 - NE 85th Street Station Subarea Plan_Draft Amendments

Kirkland has also signed the Growing Transit Communities Compact, providing a commitment to work in partnership with other communities in the Central Puget Sound region to address the objectives of this effort through including strategies in our Comprehensive Plan.

Station Area Plan Background and Planning Process

This Subarea Plan evolved from an extensive community wide planning effort conducted in 2019-2022 to develop the NE 85th Street Station Area Plan ([SAP](#)). The intent of the Station Area Plan analysis was to explore how the City could fully leverage the significant, voter-approved, regional investment in transit with a land use plan that would result in a [walkable pedestrian-friendly](#), equitable, sustainable, and a complete transit-oriented neighborhood that will provide affordable housing, school capacity, park amenities, family wage jobs, and commercial and retail services.

The Station Area Plan document (adopted by Resolution R-5547) summarizes the entire planning effort including: the community engagement process; various studies that were conducted evaluating demographics, existing conditions, opportunities and challenges of current and potential land use; a market analysis of the Centers' development potential; the transportation system; public infrastructure necessary to support estimated growth targets; parks, open space and environmental conditions; fiscal impacts and community benefits analysis; equity analysis; urban design studies; the supplemental environmental impact analysis; and form based code regulatory options and development incentives. City Council affirmed the preferred policy direction for the SAP by approving R-5503. As part of the planning process, the Station Area Plan evaluated the potential physical, economic, and cultural displacement of residents and businesses in the Subarea particularly for Black, Indigenous, Immigrant, and other communities at greatest risk. The goals, policies, and implementation frameworks use a range of strategies to mitigate identified displacement impacts.

The Station Area Plan goals and policies built on the ~~existing~~ 2035 Comprehensive Plan existing at the time of the planning process; the Highlands, Everest, Norkirk, Moss Bay, and Rose Hill Neighborhood Plans; and the Sustainability ~~Master Strategic~~ Plan, Parks, Recreation and Open Space Plan (PROS) Plan, and Active Transportation Plan. It includes development of form-based zoning for the Subarea and a Planned Action – supported by House Bill (HB) 1923 that encouraged cities to streamline creation of housing across the State. The planning process for the Station Area Plan included the issuance of a Supplemental Environmental Impact Statement (SEIS) to the 2035 Comprehensive Plan EIS.

The Kirkland Comprehensive Plan is current through Ordinance 4864, passed December 12, 2023.

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Figure 3: Station Area boundaries and location of Sound Transit BRT Stride Station and WSDOT Interchange project

Station Area Demographics

The Station Area Subarea contains just over 3,000 residents as well as approximately 3,000 jobs (2022). People of all stages of life live, work, learn in, and visit the Subarea. About 22 percent of residents are immigrants. Age distribution within the Subarea tracks with King County population characteristics and the Subarea includes 26 percent youth and 32 percent seniors. There are about 1,600 students at Lake Washington High School and about 490 students at the nearby Rose Hill Elementary School. Between six to eight percent of people in the area overall have disabilities, including difficulties with mobility, vision, hearing, and others.

Compared to other parts of Kirkland, there is a higher proportion of people who rent within the area, rather than owning their homes. Renters include people of all ages and life stages, from students to seniors-older adults. About six percent of households in the area are below the poverty line, including clients of Kirkland's new adult women and family shelter. Many people are burdened by high housing costs, spending a significant share of their income on housing, or may not have secure housing. The share of employees in this area who earn low wages is about 48 percent, compared to about 30 percent of residents in Kirkland, and they may be working multiple jobs to make ends meet.

Additional demographic information gathered for the Station Area and utilized in the Equity Impact Review for the planning effort can be found in the published NE 85th Street Station Area Plan. The Equity Impact Review led the City to ensure that the process was inclusive by engaging members of the community who have typically not been

Attachment 10 - NE 85th Street Station Subarea Plan_Draft Amendments

involved in City planning processes. Among the expanded engagement strategies were translation of project materials; focused outreach to renters, local non-profits and their constituents; youth engagement activities; and project engagement materials enabling participation outside of conventional public meetings. The Equity Impact Review also led to a plan that helps ensure equitable and inclusive outcomes through public investment, land use policies, and development regulations that lay the groundwork for a transit-oriented community that promotes equitable access to housing, employment, and transportation opportunities.

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3. STATION AREA VISION AND OBJECTIVES

The Station Area planning and community engagement process produced the following ~~vision statement~~ [Vision Statement](#) for what the Station Area Subarea is envisioned to be in the year 2044.

The Station Area is a thriving, transit-oriented, new walkable district with high tech and family wage jobs, plentiful affordable housing, sustainable buildings, park amenities, and commercial and retail services.

The vibrant, mixed-use environment is a model of innovation. With an outstanding quality of life and unmatched mobility choices, the Station Area is eco-friendly, a place to connect, and deeply rooted in the history of the land, the people, and the culture of this special crossroads in Kirkland. The highly visible integration of ecological systems within an urban setting set the Station Area apart while tying the unique sub-area districts together with existing open space and active living opportunities.

Key objectives identified for the Station Area Subarea Plan are to leverage the planned Sound Transit 3 BRT Stride Station regional transit investment to maximize transit-oriented development and create the most:

- Opportunity and inclusion,
- Value for the City,
- Community benefits, including:
 - Plentiful affordable housing
 - Sustainability measures
 - Park amenities
 - Active transportation improvements
 - Solutions for school capacity, and
- Quality of life.



In R-5503, City Council adopted a framework for the Station Area to guide development of strategies to achieve community benefits across five key issue areas: Affordable Housing; Mobility; Open Space/Parks; Sustainability; and Schools.

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Figure 4: Community Benefit Objectives

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4. HISTORICAL CONTEXT

This area is the ancestral land of the Coast Salish peoples, the Duwamish, Muckleshoot, Puyallup, Skykomish, Snoqualmie, Snohomish, Suquamish and Tulalip tribes and other tribes of the Puget Sound Salish people. The 1855 Treaty of Point Elliot resulted in much of King County being ceded in exchange for reservations, rights, and other commitments that were largely not kept. [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.](#)

Early European settlers arrived in Kirkland in the 1870's and farming, roads, ferries, and industry reshaped the landscape. In 1890, the land surrounding Forbes Lake was cleared to make way for a steel mill, complete with foundry, bunkers, cooling ponds and railroad. Its sole purpose was to build rail for the world's railways. Then, in 1891, the newly elected Congress repealed funding for the Lake Washington Ship Canal and the opening of the mill was halted. Attempts were made over the years to open the mill but by 1908, the plans for the mill were abandoned. Much of the mill had already been salvaged for materials to use in other construction projects. With the railroad no longer needed, the rails were torn out and the original rail bed became what is now Slater Avenue. The first oiled road in King County was the 13 miles of blacktop that ran through the Subarea, connecting Redmond to Kirkland and ending at Kirkland's ferry dock. These connections allowed [residents-people](#) to commute to Seattle for work and goods to move across the region.

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 future I-405 would be built. The overpass sat unused for 14 years until construction of the freeway began in the 1950s. In the initial plans, the only access points to present-day Kirkland from I-405 were those at Houghton (NE 68th Street) and Juanita/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.

The construction of the freeway and NE 85th Street interchange provided important regional connections for [the community residents and workers](#) to access regional destinations by car. In turn, the Subarea grew into an important economic engine of the City, with car dealerships and large retailers contributing employment opportunities and sales tax to a vibrant economy. However, the growth of the I-405 and NE 85th Street corridors also geographically divided the Subarea into quadrants that rendered access by pedestrians and bicycles challenging.

The opportunity created by the Station Area Plan is for the community to re-envision what the Subarea can be with restored connections across these quadrants and enhanced local and regional mobility for buses, cars, pedestrians, bikes, and other rolling transportation.

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5. LAND USE*Existing Land Use*

The Subarea is an important economic engine and activity center for the City. Existing land use within the Station Area Subarea is a mix of retail, office, residential, big box retail, auto oriented, and service and institutional uses. Within the Subarea, retail space forms the bulk of the commercial property, with 39 percent of land in office use.

The western part of the Subarea is home to a diverse mix of light industrial uses, offices, shops, and residential uses. Auto-oriented office buildings, light industrial, and ~~multi-family~~ more intensive residential complexes add diversity to the study area but lack pedestrian access and visual connections to the public realm. Adjacent to I-405 are larger parcels that include extensive surface parking lots, big box retail and auto sales uses, superblock development patterns, and auto-oriented streets.

The eastern portion of the Subarea is dominated by strip retail uses. This type of development is marked by large surface parking areas, auto-oriented services with frequent driveways and curb cuts, and a weak relationship to street frontages.

In several locations, pockets of office and residential development display an internal orientation, with little relationship to the street, surface parking, and poor pedestrian circulation. Smaller lot sizes for commercial properties along NE 85th Street result in multiple driveways along the street, presenting a future opportunity for shared driveways and an enhanced pedestrian environment.

Growth Framework

As Kirkland looks to the future, it will be critical to balance the existing community-valued characteristics of the Subarea today with new transit-oriented development that encourages a mixed-use, walkable urban district. The Subarea Plan will foster a mix of uses where housing, jobs, and destinations are within easy access to the BRT Station. The Subarea Plan supports transition of the area dominated by surface parking lots and similar car-centric features to development of a healthy, walkable and rollable, compact, equitable, and transit-oriented district that ~~maintains~~ celebrates a unique ~~character~~ identity and local culture.

The overall growth framework is aimed at supporting an inclusive, transit-oriented district that supports existing residents, students, employees and businesses while offering more choices for living, working, learning, and visiting the area. As a transit-oriented community, the Station Area will incorporate a significant share of the City's growth, in support of City and regional plans, and add more housing that is attainable for the jobs that will be created there.

Long term, the overall Station Area Subarea Plan Growth Framework is to:

- Generate more workforce and affordable housing.
- Attract new jobs to foster economic activity and offer the potential for better commutes.
- Include a diversity of commercial development across the Subarea.
- Foster an environmentally sound land use pattern that helps achieve the City's sustainability goals.

The Growth Framework focuses the most significant increases in development intensity in areas that provide clear benefits to the community and that leverage regional transit connections. This land use concept is the basis for creating form-based zoning code regulating districts. Increases in land use capacity and change are focused around

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the BRT Stride Station and the Cross-Kirkland Corridor. These are supported by an urban design framework that holistically brings together infrastructure and services within a future vision for shaping this growth to be community-oriented, as discussed in the Urban Design and Public Facilities sections.

The Framework also focuses on establishing mixed use areas of various intensities in areas that are currently zoned for commercial and industrial uses, and introducing lower scale ~~missing~~ middle housing types in those existing residential areas closest to the station.

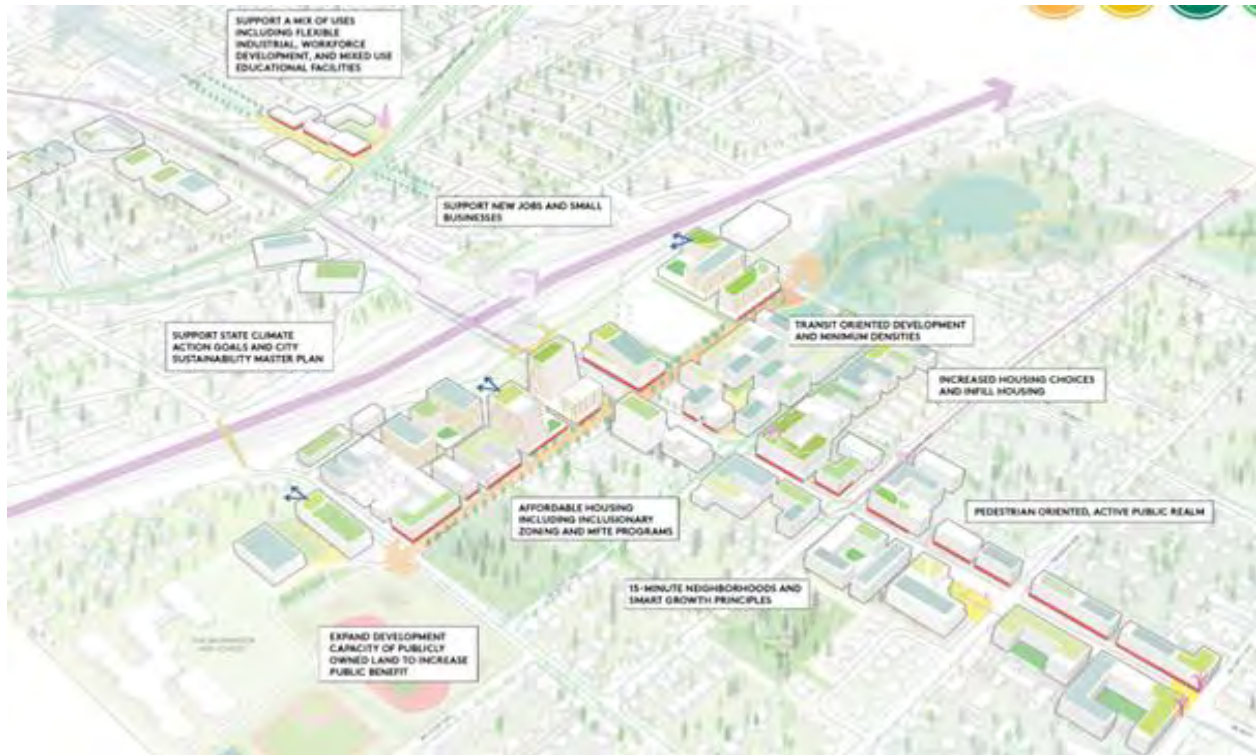


Figure 5: Growth Framework Illustration

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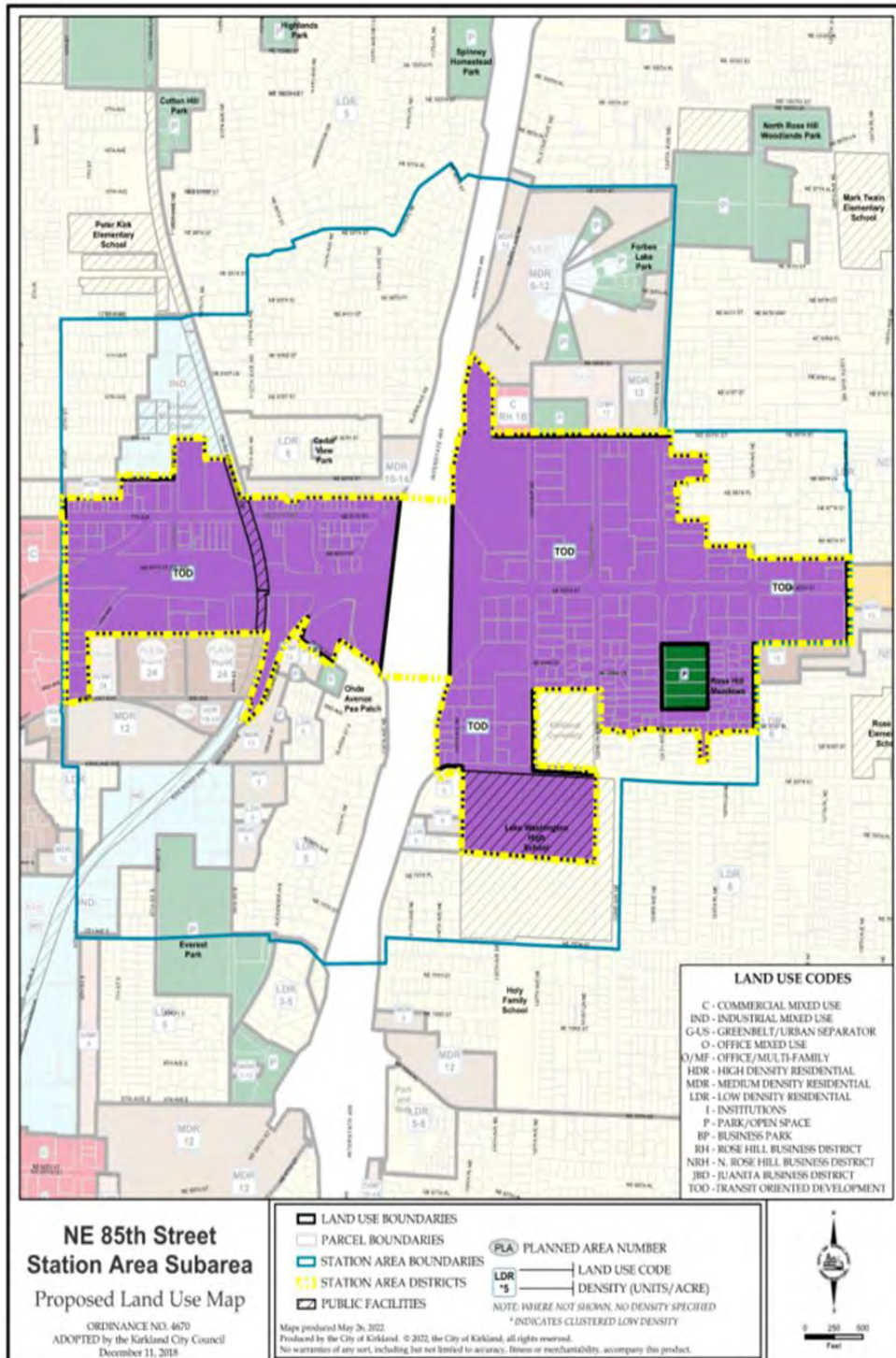


Figure 6: Station Area Land Use Map [Staff note: Subarea land use map will be updated to reflect the citywide Land Use map being amended in the Land Use Element.]

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Land Use Goals and Policies

Goal SA-1:

Establish residential and employment growth targets that accommodate a significant share of the City’s future growth, in support of Vision 2050 and the Regional Growth Strategy, with at least 45 activity units per acre.

Goal SA-2:

Encourage development intensities that create the capacity to accommodate higher growth targets for the Subarea in the future.

Goal SA-3:

Create opportunities for a diversity of housing types, accessible for all income levels and demographics, including affordable housing, senior age-inclusive housing, and special housing needs that sustains people at all ability levels.

Goal SA-4:

Promote the Station Area as a district where all community members/people are welcome and celebrated.

Policy SA-5:

Station Area development standards and urban design principles should accommodate the following growth capacities.

Station Area 2044 Growth Capacity		
	Existing 2020	Planned Growth Capacity 2044
Households	1,909	8,152
Residential density (units/gross acre)	2.69	11.48
Employees	4,808	22,751
Employee density (jobs/gross acre)	6.77	32.04

Policy SA-6:

In cases where the Station Area planning process, including its associated environmental review, has established different development standards, the goals, policies, and direction on development standards for the Subarea Plan shall govern. This includes but is not limited to specific land uses, building heights, transportation improvements, and access requirements (for map of maximum allowed heights, see Figure 6).

Policy SA-7:

Establish design standards for pedestrian-friendly, transit-oriented development and other transit-supportive planning that orients land uses around transit. Eliminate superblocks with features such as through-block pathways to create a more fine-grained pedestrian-oriented district.

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Policy SA-8:

Promote infill development, particularly on underutilized parcels.

Policy SA-9:

Ensure that implementation of the vision, goals, and policies related to inclusion and equitable access to housing and economic opportunities for people of color, people with low incomes, and historically underserved communities is achieved through intentional monitoring and periodic course corrections.

Policy SA-10:

Continue to support service providers such as King County Housing Authority, Helen's Place, etc., that provide essential services to Kirkland community members, and identify additional opportunities to complement and enhance their services.

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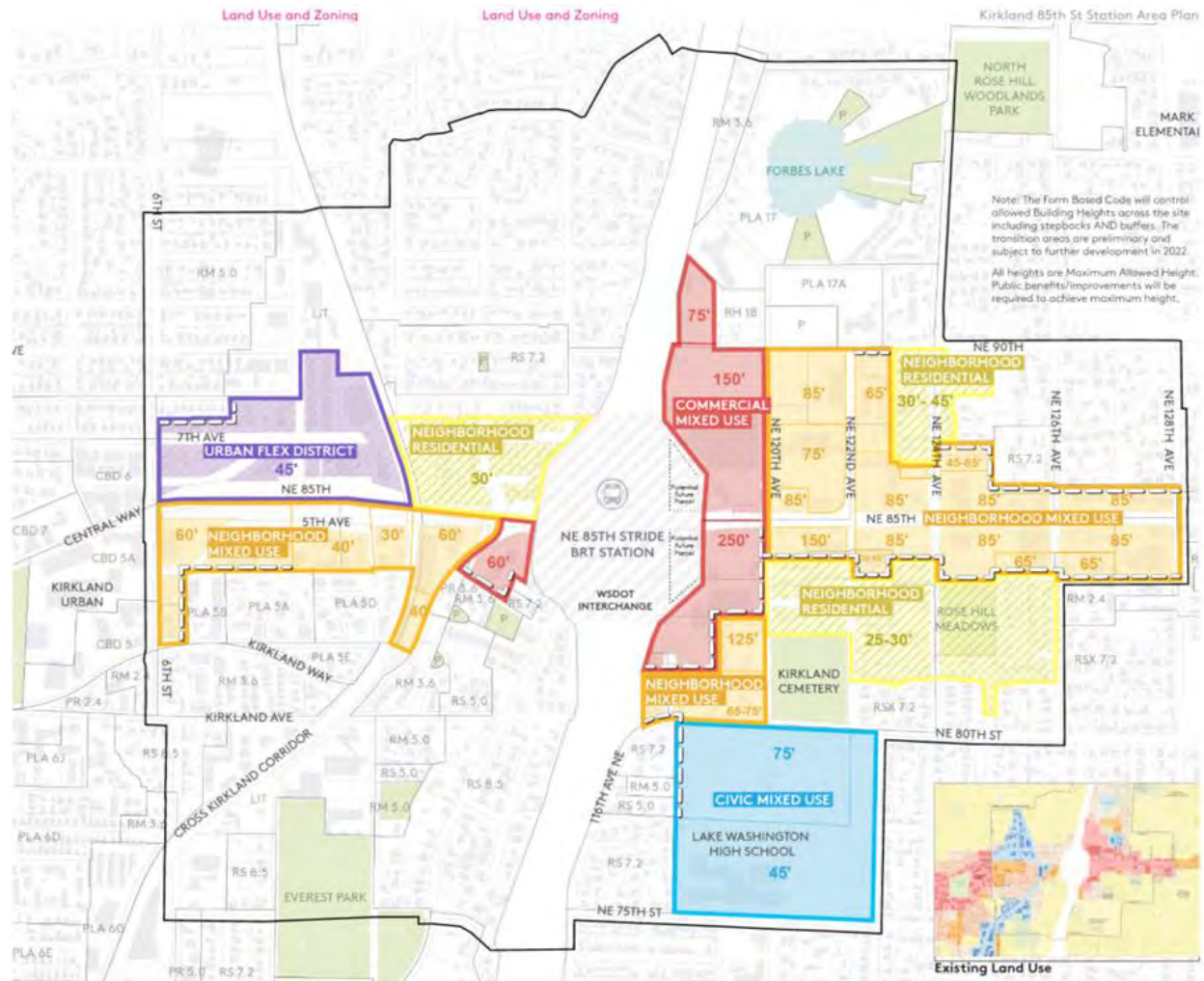


Figure 7: Maximum Heights Studied

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6. HOUSING

Residential development in the Subarea reflects the different eras of growth for Kirkland, from the small hobby farms that were predominant at time of annexation of the Rose Hill neighborhood, and transformation throughout the 1990-2020's into residential subdivisions with a grid street pattern of development. Today, lower intensity predominantly residential neighborhoods surround and are located on the peripheries of the Subarea, ranging from large lot homes to smaller bungalows. According to the Station Area Plan Market Analysis, approximately three percent of residential units in the Subarea were [multifamily designated for more intensive residential use](#) and 97 percent were considered ["single-family." single unit detached housing](#). The northwestern portion of the study area also includes a mix of townhouses, other infill adjacent to [single-family](#) neighborhoods [with single detached homes](#), and small apartment complexes. Retaining and enhancing this mix is important for housing diversity.

The Subarea Plan promotes significant mixed use redevelopment of the underutilized low intensity commercial portions in the Subarea. This strategy has the significant advantage of avoiding significant displacement of existing residents of the Subarea while repurposing large surface parking lots for focused market rate and affordable housing opportunities.

The Station Area is envisioned as a district with plentiful affordable housing, where the community has maximized affordable housing options and created the most opportunity for housing options that serve diverse needs.

The Station Area Plan Market Analysis showed that more than 30 percent of people who work within the NE 85th Station Area make a salary below what is considered a living wage. Additionally, 16 percent of employees within the area make below the federal poverty thresholds. This Subarea Plan is intended to generate more living-wage jobs, paired with more housing units that are affordable to the workforce.

Based on the City's existing inclusionary zoning requirement that at least 10 percent of new [multifamily](#) units [in a larger-scale residential development](#) are affordable, future redevelopment in the Station Area could result in over 600 estimated new affordable units (of the studied capacity for up to 6,243 additional housing units). Incentive zoning and other financial and planning tools seek to build upon these existing regulations to generate more affordable housing.

Opportunities to support commercial linkage fee programs and workforce development in order to encourage more jobs for residents in Kirkland will be important, especially jobs that offer higher incomes. Workforce training programs may be possible along the 120th Avenue corridor, encompassing high tech jobs and students and staff at the Lake Washington High School. An opportunity to maximize affordable housing would entail providing additional development capacity at a site owned by the King County Housing Authority, which could be redeveloped in the future to provide additional affordable units.

Housing Goals and Policies

Goal SA-11:

Plan for and achieve housing production to achieve regional planning objectives and maximize opportunities for affordable housing provision in the Subarea.

Goal SA-12:

Preserve, improve and expand housing stock to provide for a range of affordable, accessible, healthy, and safe housing choices to ~~every~~ [all existing and future residents](#).

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Goal SA-13:

Increase affordable housing by developing strategies and incentives to increase the amount of affordable housing within the Station Area at various income levels, especially at lower income levels.

Goal SA-14:

Provide a mix of housing that is attainable for a range of existing and new jobs in the district – and also accessible/connected via regional transit.

Goal SA-15:

Increase resident access to opportunity, including employment and education opportunities and amenities in neighborhoods.

Policy SA-16:

Create density bonuses that prioritize affordable housing, particularly units available at deeper levels of affordability.

Policy SA-17:

Leverage regional partnerships (e.g., A Regional Coalition for Housing (ARCH), King County Housing Authority and other nonprofit housing developers/providers) to add affordable housing opportunities in the Station Area.

Policy SA-18:

Create and periodically adjust effective implementation strategies for addressing housing targets and goals in the Station Area Plan.

Policy SA-19:

Reduce the risk of residential displacement through a variety of anti-displacement strategies, including leveraging growth opportunities to provide new affordable units and preserving existing affordable housing.

Policy SA-20:

Encourage coordination with housing organizations and community groups to address issues of [people experiencing homelessness](#), fair housing, anti-displacement, etc. Partnering with housing program and service providers can promote more equitable housing opportunities within the Station Area.

Policy SA-21:

Expand housing capacity for moderate income households (e.g., [missing-middle housing](#)) through flexible form-based code standards.

Policy SA-22:

Explore innovative funding strategies to encourage and enable housing production, particularly affordable units, such as methods for commercial development to contribute to affordable housing funds (e.g., nexus fees), and Tax Increment Financing to provide City infrastructure to accommodate new, more compact housing development.

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7. ECONOMIC DEVELOPMENT

The Market Analysis conducted for the Station Area Plan details existing conditions prior to the COVID-19 pandemic and future development opportunities for the Subarea. Key findings indicated that there is growing regional demand for office space on the Eastside, with high rents per square foot and low vacancy rates. The addition of supportive amenities, such as walkable, service-rich neighborhoods, could attract additional office investment. The analysis also indicates that there are opportunities for more retail uses in conjunction with larger daytime office populations and new ~~higher density~~more intensive residential uses. Regional case studies and national research shows that Bus Rapid Transit investments lead to increased development activity, particularly when paired with complementary policy initiatives. The analysis also indicates that industrial areas in the Subarea are important locations for small businesses and provide large parcels in close proximity to the Stride Station, and potential opportunities for development or new investment.

Commercial businesses will likely evolve over time as low-rise strip commercial developments surrounded by surface parking lots are redeveloped into higher intensity mixed use projects. Proposed land use changes, urban design strategies and implementation of a form-based code will encourage new opportunities for a variety of commercial businesses and “maker spaces,” including spaces for existing tenants to relocate to and remain in the area.

It is also a high priority for the City to retain larger retailers and car dealerships. These businesses provide important local and regional services and represent a significant portion of the City’s sales tax revenue that helps provide services to the community. Retaining these businesses will require partnerships to facilitate innovative mixed use development, regulatory support for redevelopment, and possible relocation strategies if businesses are to relocate out of the Station Area but within Kirkland City limits.

Economic Development Goals and Policies

Goal SA-23:

Promote the vision for the Station Area as a ~~walkable-pedestrian-oriented~~ district with high tech and family wage jobs, and commercial and retail services linked by transit and a robust transportation network.

Goal SA-24:

Create a vibrant district, with interesting places to shop, live, work, recreate, and visit that becomes a destination – a place people want to be.

Goal SA-25:

Promote transportation connections for cars, buses and nonmotorized options in the Subarea through public, private, and nonprofit partnerships.

Goal SA-26:

Continue to partner with large and small retailers in the Subarea to explore opportunities for those businesses to be successful components of the anticipated growth and change.

Policy SA-27:

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Encourage the use of economic development tools to promote retention, expansion, and growth of employment opportunities within the center.

Policy SA-28:

Reduce the risk of commercial displacement through a variety of anti-displacement strategies, including creating development standards that accommodate a range of commercial spaces, particularly smaller scale commercial spaces that are accessible to small, local businesses.

Policy SA-29:

Encourage a wide range of commercial activities along urban frontages in the Subarea that activate the public realm and enhance the pedestrian experience in the district.

Policy SA-30:

Encourage small-scale maker, crafts, and fabrication spaces to foster smaller, immigrant-owned, and fledgling businesses.

Policy SA-31:

Provide City and public/private assistance to nurture small businesses, including technical support to develop business plans, find appropriate real estate, and hire local workers.

Policy SA-32:

Identify opportunities for multi-benefit partnerships and programs between private, public, and nonprofit organizations in the Station Area to create community benefits such as:

- Job placement opportunities,
- Providing publicly accessible community spaces,
- Providing opportunities for students, and
- Meeting shared needs (e.g., parking, mobility, complementary services).

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8. NATURAL ENVIRONMENT AND SUSTAINABILITY

Perhaps the most important environmental contribution of this Subarea Plan is leveraging the Station Area as a transit-oriented, walkable, bikeable and rollable community with the potential for significant vehicle trip reduction. Single-occupancy vehicle trips are a significant generator of emissions for the City, and concentrating growth in an area with robust transportation choices will reduce these emissions on a per capita basis.

Natural Environment

The Subarea straddles two primary watersheds roughly divided by I-405: the Moss Bay and Forbes Creek drainage basins. Moss Bay waterways consist of short stretches of open channel separated from Lake Washington by long piped sections. The Forbes Creek watershed includes Forbes Lake and associated wetlands and creeks.

The Forbes Creek watershed is a salmon bearing habitat. It also includes dense areas of existing vegetation interspersed through neighborhoods. To support the goals of enhancing urban ecology, biological diversity, and tree canopy within the station area, existing patches and corridors of vegetation should be protected, restored and enhanced, and gaps filled. To support citywide goals around tree canopy and habitat, policies build on Kirkland's existing urban forestry plan to incentivize integrated green infrastructure project contributions at the site scale, leveraging new buildings, sites, frontages, open spaces, and streets. These green infrastructure strategies can create multiple benefits across ecosystem functions such as: improving mental and physical health; cleaning water and air; increasing biodiversity; and making Kirkland more resilient to the impacts of urbanization and climate change impacts, including increased frequency and intensity of rainfall and warmer temperatures.

The citywide Sustainability, Climate and Environment Element (Chapter V.) shows the citywide wetlands, streams, and geologically hazardous area maps for the Subarea and discusses environmental quality, natural amenities and function, environmental hazards, and stormwater management policies.

The following goals and policies are natural environment priorities for the Subarea and supplement citywide policies.

Natural Environment Goals and Policies

Goal SA-33:

Enhance urban ecology, biological diversity, and tree canopy within the Subarea.

Goal SA-34:

Protect and enhance critical areas, natural systems, and habitat.

Policy SA-35:

Adopt regulations that encourage the built environment to incorporate functional green infrastructure elements that enhance efforts to improve the natural environment of the Subarea.

Policy SA-36:

Contribute to in-watershed habitat connectivity, tree canopy, and stream health goals that connect natural systems within the Station Area to the broader community.

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Policy SA-37:

To enhance stormwater quality, explore partnership opportunities to treat stormwater from the public right-of-way on project sites with shared facilities that contribute to a district-wide green infrastructure program.

Policy SA-38:

To support ecosystem health, pursue enhanced stormwater treatment for water quality pollutants, with a priority on the Forbes Creek watershed.

Policy SA-39:

To support urban habitat, consider design and management practices that provide dark sky environments, bird-safe construction, and adaptive management of landscapes.

Policy SA-40:

To reduce potable water needs and address droughts, encourage water use efficiencies and support rainwater capture, harvesting, reuse, and on-site treatment.

Policy SA-41:

Explore public/private partnerships that advance integrated and interdisciplinary approaches for environmental planning (systems approach).

Policy SA-42:

Explore opportunities to utilize WSDOT right-of-way for open space benefits such as stormwater treatment, managed natural areas, and canopy restoration.

Sustainability, Climate Action, and Resilience

The Station Area Subarea is envisioned as a demonstration district that maximizes opportunity for innovation and community benefits around climate action, resilience, and quality of life. The scale and unique opportunities of a mixed-use, transit-oriented district provide a tangible way to advance the City's broad sustainability and resilience goals that are also articulated in the Sustainability [Master-Strategic Plan](#). The Station Area Subarea envisions a 'future-ready' district that is responsive to quickly changing climate conditions, that takes advantage of the scale and unique opportunities of a mixed-use, transit-oriented district, recognizes the pace of market transformation, and does not preclude future innovations.

Because vehicular trips are one of the major drivers of greenhouse gas emissions, shifting towards more transit and active transportation options will play an important role in reducing emissions. Beyond these fundamental strategies that have sustainability co-benefits, a Green Innovation Strategy for the Station Area supports innovation in building performance, ecosystem/green infrastructure, and energy/decarbonization to maximize community benefit for [the Kirkland's residents and employees community](#).

The Plan supports growth through a mix of land uses and transit-oriented development, along with improved biking [and walking](#), [and rolling](#) connections and an enhanced open space network. With the planned growth, there will also be an increased demand for resources including energy, water, and open space. However, a more compact, urban development pattern affords the potential to improve upon community resilience as a part of this planned growth, with strategies including shared resources, a more distributed, flexible approach to infrastructure, and enhancing

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ecosystem performance. Many sustainability co-benefits will accrue through the fundamentals of these smart growth concepts represented in the Station Area Plan – particularly by integrating land use, transportation, and open space.

The following goals and policies support Subarea objectives for an inclusive district that supports community benefits and quality of life around the thematic areas of ecosystems, green infrastructure, and energy and decarbonization.

Sustainability Goals and Policies

Goal SA-43:

Prioritize opportunities to create multiple benefits across ecosystem functions such as: improving mental and physical health; cleaning air and water; increasing biodiversity; and making the City more resilient to the impacts of urbanization and climate change impacts.

Policy SA-44:

Implement the City's Sustainability ~~Master-Strategic~~ Plan goals at a local and district scale, leveraging the unique opportunities created by the BRT Station and transit-oriented development.

Policy SA-45:

Integrate strategies into sustainability regulations for the district that “future-proof” the plan to ensure development and regulations are not precluding future innovation in the field.

Policy SA-46:

Develop a “Future Ready” district framework guide to align development in the Station Area with the City's Sustainability ~~Master-Strategic~~ Plan policies and performance targets. Specific areas of focus should be: energy and decarbonization; habitat/ecology; and green infrastructure.

Policy SA-47:

Identify programs that:

- ' Recognize the role of land use, development, and transportation on greenhouse gas emissions.
- Support achievement of state and regional greenhouse gas emissions reduction goals.
- Reduce air pollution and greenhouse gas emissions by increasing alternatives to driving alone.
- Expand electric transportation infrastructure.
- Promote innovative green building practices in design, materials selection, construction, and maintenance.
- Encourage retrofitting of existing buildings to reduce building energy use.
- Promote wise use of services and resources (including conserving water and energy, reducing waste, treating stormwater).

Policy SA-48:

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Establish a Green Factor code that encourages visible, functional, green spaces and high-quality habitat. For example, these multi-benefit strategies can be achieved at the ground plane by establishing healthy tree canopy and rain gardens, on the vertical plane by establishing green walls, and on the roof plane by establishing green roofs and pollinator gardens.

Policy SA-49:

Identify long term opportunities that consider the shift from high temperature, centralized generation plants to a more distributed, multi-source approach to generation, transmission, and storage of energy.

Policy SA-50:

Explore long term strategies including shared and distributed systems, like purple pipes, district energy, and on site black and gray water treatment in collaboration with partner organizations and local utilities.

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9. PARKS, RECREATION AND OPEN SPACE

Within the Subarea are passive and natural open spaces, active parks and recreation facilities including Forbes Lake Park, the Cross Kirkland Corridor, Everest Park, Rose Hill Meadows Park, a Pea Patch in Everest, and the Kirkland Cemetery. However, several of these facilities are located beyond an easy, accessible, 10-minute walk of the future BRT Station.

While there are existing natural assets within the Station Area, including Forbes Lake and areas of tree canopy and habitat, there are also gaps that exist due to urban development patterns and barriers. Station Area goals include improving and connecting tree canopy and habitat areas, improving stream health by daylighting, or making channel or riparian improvements, and generally minimizing impervious surfaces. Incorporating green infrastructure throughout buildings, private landscape areas, and the public realm, will support resilience through air and water quality, shade and cooling, and habitat. Multi-benefit strategies should be a part of all new and existing open space enhancement opportunities, serving functions of active/passive recreation, flexible use open space, and environmental functions like stormwater management, carbon sequestration, air quality, and urban heat island mitigation.

Planned future population and employment density in the Subarea will increase the demand for parks, open space, and pedestrian corridors. There are many opportunities to enhance the amount and types of open spaces provided within the Subarea, as described below within publicly owned property and as new development occurs. The potential for shared use agreements, as well as smaller-footprint urban open spaces on rooftops, plazas, and other locations should be explored.

Increasing open space within the Station Area will provide multiple benefits for employees, visitors, and residents living in and around the Subarea and these spaces will be critical in supporting growth while providing places for people to gather and support mental, physical, and community well-being. Open spaces that are welcoming to people of a wide range of ages, [abilities](#) and stages of life, that support social connections, physical activity, play and recreation opportunities for children and [seniors-older adults](#), art, culture, and leisure activities, and everyday interactions should be prioritized in a way that aligns with the goals of the Parks, Recreation and Open Space (PROS) Plan and the Sustainability [Master Strategic](#) Plan. Indoor recreational spaces that can be used during periods of adverse weather should also be actively pursued, in conjunction with the PROS Plan.

Coordination with the PROS Plan on how park Level of Service (LOS) is defined in more urban areas of the City would assist the City in more equitably providing park access within a rapidly growing community. Strategies should be considered to more broadly leverage green infrastructure to create more open space, educational, and environmental opportunities.

Parks, Open Space Opportunities

The Station Area envisions a thriving, new [walkable-pedestrian-friendly](#) district with park amenities. Below are highlighted potential projects, or opportunities, identified with the Subarea Plan and in coordination with the PROS Plan. The Station Area Plan includes additional examples of various parks and open space and innovative opportunities within the Subarea that should be explored in the future.

Enhancing Public Parks, Recreation, Open Space Opportunities

Enhancing publicly owned land can support open space objectives with improvements that provide open space and recreational amenities. Exploring potential new partnerships for shared use agreements can support additional

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recreational uses. These actions will help to contribute to the overarching goal to provide all areas within the Station Area a park or open space within a 15-minute walk, [bike ride](#), or [rolling trip](#).

Forbes Lake Park

Preliminary planning to expand public open space and neighborhood connectivity near the City of Kirkland’s Forbes Lake Park as part of the Station Area Plan has been explored. Much of the lake and surrounding wetlands and tributary drainages to Forbes Creek are in public ownership. Connecting the community to these resources through boardwalks, trails, and critical area enhancement projects can provide opportunities for passive and active recreational public use, environmental education, and interpretive exhibits.

The Forbes Lake Park concept includes boardwalks that are a minimum of 10 feet wide to support two-way directional travel and ample space for people to walk and roll. The boardwalk would also provide easy, [nonmotorized](#) connections to North Rose Hill Woodlands Park as well as active transportation facilities nearby.



Figure 8: Forbes Lake Park Concept

Cross Kirkland Corridor, Norkirk Plaza, and Adjacent Public Works Maintenance Center

Implementing portions of the Cross Kirkland Corridor Master Plan within the Subarea is a fundamental goal. Additional CKC enhancements and linear parks could create multifunctional open space and transportation

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improvements similar to Feriton Spur Park. Coordinating with the NE 85th Street pedestrian/bike widening project could create open space opportunities, including potential covered recreational amenities.

Opportunities for open space, recreation, and connections to the CKC should be maximized by neighboring properties, consistent with the objectives established in the PROS Plan and CKC Master Plan.

The CKC Norkirk Plaza concept is located at the important intersection of 7th Avenue and 112th Avenue NE, where bike-focused infrastructure is envisioned to connect from the BRT pick up/drop off location to downtown. This concept builds on the CKC Master Plan vision and will support the creation of publicly accessible transit-oriented open space within the urban neighborhood. It is characterized by high quality landscape materials, pedestrian-oriented amenities like seating, and buildings that engage the open space.

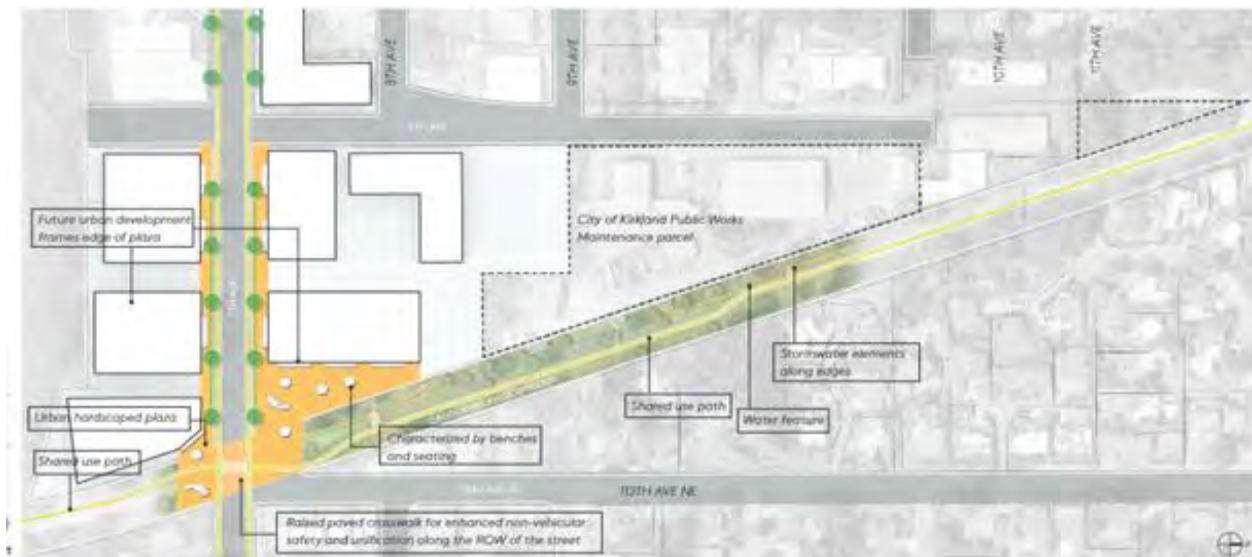


Figure 9: Possible Norkirk Plaza/CKC Concept

Enhanced Connections to Peter Kirk and Everest Parks and Improvements

There are opportunities for enhanced connections to existing parks and the Cross Kirkland Corridor to help link together existing recreational spaces in, and close to, the Subarea. Peter Kirk Park and Everest Park, existing community parks located at or near the Subarea boundaries, provide opportunities to enhance routes to these community assets directly from the CKC. These connections reduce gaps in the [pedestrian/bike/active transportation](#) system in the southwest area of the Station Area.

Private Provision of Publicly Accessible Parks/Open Space

New development within the Subarea should be incentivized and/or required to provide publicly accessible parks and sustainability components at ground level or at upper-level portions of the site. The City should seek opportunities to work in partnership with private development applicants to create publicly accessible open spaces in the Subarea that benefit public and private interests. Development opportunities should replace tree canopy to support ecological goals by adding new trees and habitat with plantings wherever gaps exist.

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Attachment 10 - NE 85th Street Station Subarea Plan_Draft Amendments

Parks and Open Space Goals and Policies

Goal SA-51:

Provide ample opportunity in the Station Area for community members to connect with active and passive recreation opportunities, open space, and managed natural areas.

Policy SA-52:

Where recreational parks spaces are pursued, include consideration of amenities to serve community members of all ages and stages-of-lifeabilities.

Policy SA-53:

Identify and minimize gaps in equitable access to parks and open spaces in order to make more efficient use of existing parks and open spaces in the area.

Policy SA-54:

Implement the City's adopted Parks, Recreation, and Open Space (PROS) Plan for urban level-of-service guidelines for the Station Area.

Policy SA-55:

Leverage public assets and partnerships, including excess WSDOT right-of-way, for potential active recreational areas, managed natural areas, stormwater treatment, and sustainable landscape areas.

Policy SA-56:

Expand access to and through Forbes Lake Park to provide multiple benefits of environmental enhancement and education, improved nonmotorized-active transportation connections, and access to open space and recreation.

Policy SA-57:

Enhance the Cross Kirkland Corridor to create recreational and open space amenities and improve active transportation connections to the Corridor.

Policy SA-58:

Integrate enhanced green spaces into other elements of the urban environment through strategies such as mid-block green connections that provide opportunities for landscaping and active and passive recreation.

Policy SA-59:

Provide incentives and zoning requirements for new development to provide on-site public open space (e.g., plazas, pocket parks, etc.), enhanced on-site common spaces, recreation amenities, and linear parks.

Policy SA-60:

Explore design strategies to enhance existing public access to and use of the Kirkland Cemetery, while being sensitive to the primary purpose of the cemetery.

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Policy SA-61:

Pursue additional opportunities for indoor recreational facilities for organized sports and casual recreation.

Policy SA-62:

Consider how the City and development applicants can build ~~pedestrian and bicycle~~[pedestrian and bicycle active transportation](#) connections to potential recreational and/or parks spaces in or near the Subarea such as the Houghton Park and Ride, and existing parks like Everest Park, Peter Kirk Park, and Taylor Fields Park.

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10. TRANSPORTATION AND MOBILITY

Vehicles and Street System

The Station Area has served as a crossroads for many years. Central Way/NE 85th Street has been the primary connecting route from Lake Washington to Redmond since 1907, and was also known as the Kirkland-Redmond Road. This corridor was also State Route 908, which ran from SR 520 north/south along Lake Washington Boulevard and east/west along Central/85th to I-405 until that segment was removed from the state route system and transferred to City ownership in 1992, and the segment from I-405 to Redmond was later decommissioned as a state route in 2010. Today, NE 85th Street continues to be an important east-west connector from Kirkland to Redmond and other east side communities, and the interchange at I-405 has provided regional north-south access since the interstate was constructed in the 1950s.

As a principal arterial, NE 85th Street has been designed to support throughput, moving motor vehicles between places. NE 85th Street has a right-of-way width of nearly 100 feet and a typical curb to curb width of 60 feet. With significant roadway volumes on NE 85th Street, and the north-south barrier of I-405 limiting east/west connectivity, these roadways have had a profound effect on the surrounding neighborhoods, creating physical and social barriers between the four quadrants of the interchange. Existing development is auto oriented with large parking areas and very little space devoted to walking and biking. The planned Stride BRT station and multi-modal access improvements present an opportunity to improve this condition. Moreover, in support of citywide and regional plans, the Station Area will accommodate a significant share of the City's planned growth. The Station Area is a significant opportunity to develop a transit-oriented district and add more jobs, households, and improve the balance of land uses in the area and the city as a whole. The multi-modal infrastructure and services in the Station Area will support a proactive shift to a more people-oriented place that builds value for the City and community by promoting sustainable growth.

As a place to be, rather than to pass through, the Station Area will support and improve access to businesses, homes, schools, and open spaces. It will put [people walking, bicycling, pedestrians and public and taking](#) transit first, while maintaining a manageable level of vehicular traffic. The planned transportation improvements have been designed to support multimodal mobility by increasing network connectivity, and providing safe intersections and crossings, and promoting comfortable streets for walking and bicycling.

The citywide Transportation Element chapter describes the current street classifications within the Station Area, including potential street and path connections and additional transportation goals.

The planned transportation improvements for the Station Area support a robust mobility network that bridges some of the existing barriers, increases network connectivity, and provides safe intersections and crossings.

As part of the Travel Demand Modeling and Forecasting Study conducted for the Subarea, the following infrastructure recommendations and policies were identified to support achieving objectives related to:

- Sustaining the vehicle throughput functionality of NE 85th Street as a principal arterial while enhancing its role as an urban street
- Incorporating transportation improvements appropriate to surrounding land uses and densities
- Accommodating effective transit service within the study area along transit corridors
- Establishing low-stress, connected [bike and pedestrian active mobility](#) networks

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Vehicle and Bicycle Parking

With plans to support more ~~walking, biking, and transit use~~ [active transportation options](#), Subarea regulations should balance parking demand and parking management for people who live, work, and visit the Station Area, while reducing the negative impacts of parking to the area.

In addition, the following parking and Transportation Demand Management (TDM) strategies should be explored in the Station Area:

- Unbundling vehicle parking to separate parking costs from total property cost, allowing buyers or tenants to forgo buying or leasing parking spaces if they do not own a car.
- Implementing on-street parking management strategies (e.g., designate passenger loading/unloading zones, establish time limits).
- Requiring new development to charge for off-street parking.
- Encouraging or requiring transit pass subsidies from developers/property owners.
- Utilizing a Ridematch Program to assist potential carpoolers in finding other individuals with similar travel routes.

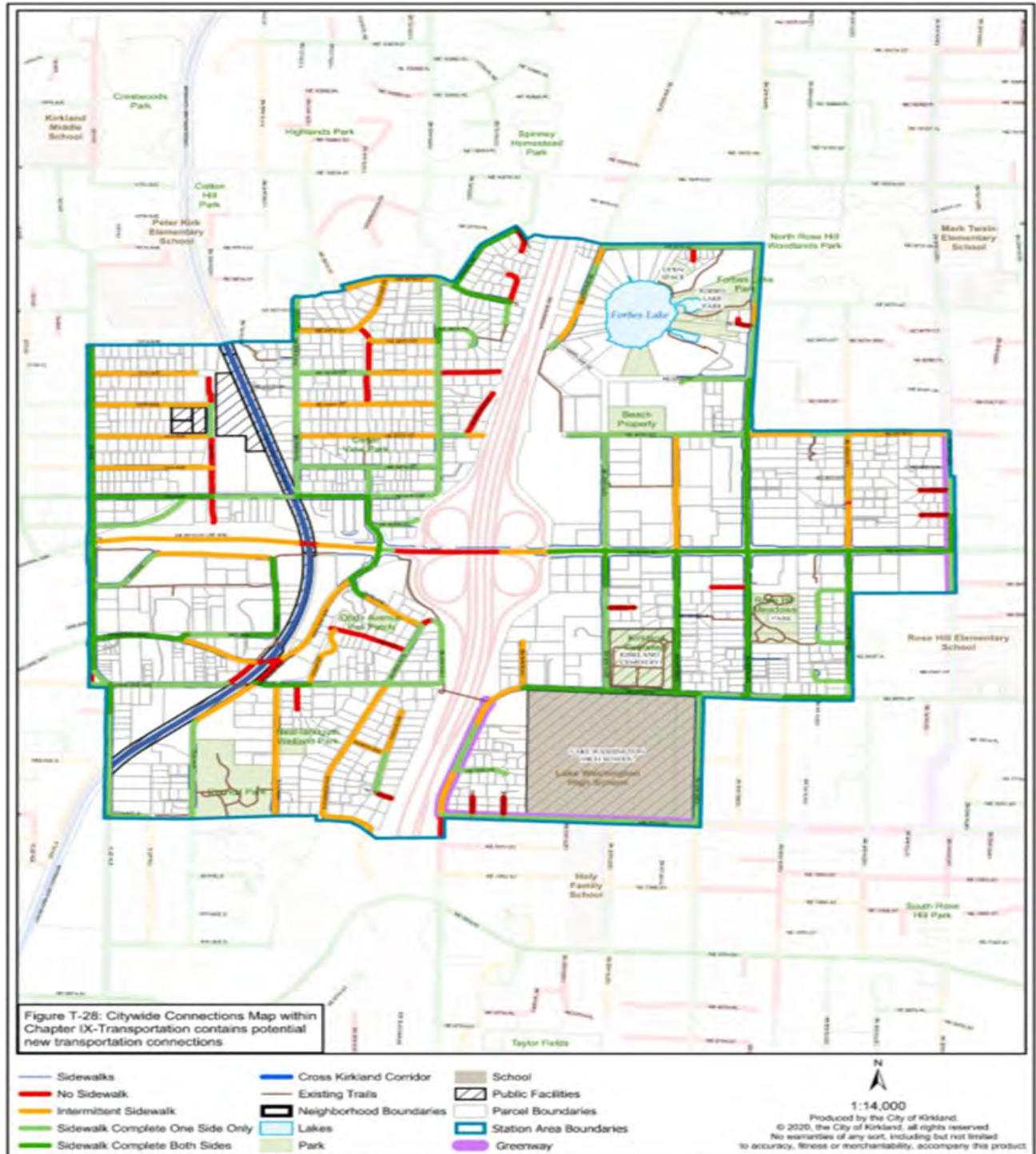
New Street Standards

As part of the urban design framework for the Station Area, new street design standards are proposed and will be required with the Form-Based Code regulations. These innovative street design standards will ensure that land use, design, and transportation objectives are coordinated as the planned transportation infrastructure is built-out by the public and private entities.

Mobility and Active Transportation Network

Pedestrian System – Existing Conditions

For people walking ~~and~~ [biking, or using mobility devices as transportation](#), east-to-west connectivity is a significant challenge in the Subarea, especially from Downtown along NE 85th Street to the top of Rose Hill. NE 85th Street and Kirkland Way lack sidewalk coverage from the interchange itself west to 6th Street, a key route which connects the study area to downtown. Local streets have some sidewalks, however many of the adjacent commercial and industrial areas lack coverage. 120th Avenue NE, 122nd Avenue NE, NE 90th Street, and NE 80th Street lack consistent sidewalks. Many major streets have sidewalk coverage, with the prevailing sidewalk width varying between five to eight feet (see Figure 10).



NE 85th Street Station Area Subarea Existing Pedestrian System

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Figure 10: Existing Pedestrian System*Pedestrian System Implementation Opportunities*

Ensuring a safe and pleasant network for walking, biking, and other active transportation options for people of all ages and abilities is critical to the success of the Station Area Plan and a priority for the City. The active transportation network within the Station Area includes a number of specific recommended improvements to the active transportation network and there is mode-split goal identified for the Subarea.

A complete network of pedestrian accessible routes is intended to support the vision of the station area as a walkable, urban district. This includes a mix of expanded or improved sidewalks, green midblock connections that provide access through otherwise large blocks, and public spaces like plazas and parks which can function as pedestrian pass-through routes. A more complete network of sidewalks and pedestrian connections is also intended to provide more universal accessibility for users of all ages and abilities.

More detail about proposed multimodal improvements can be found in the Station Area Plan or the citywide Active Transportation Plan.

Supporting Transit

One of the main objectives for the Station Area is to facilitate easy access and use of the future Stride BRT station. In order to support a transit-oriented community, the plan considers ways to complement existing local routes, as well as the efforts around the K Line bus rapid transit line. The Station Area Plan includes complete street concepts for improvements to streets and greenways and coordinates shared use trails and other connections between transit stations and key services and destinations. An analysis of future transit service found that with planned growth, there may be a minimal travel time impact of one to two additional minutes on transit corridors within the Station Area.

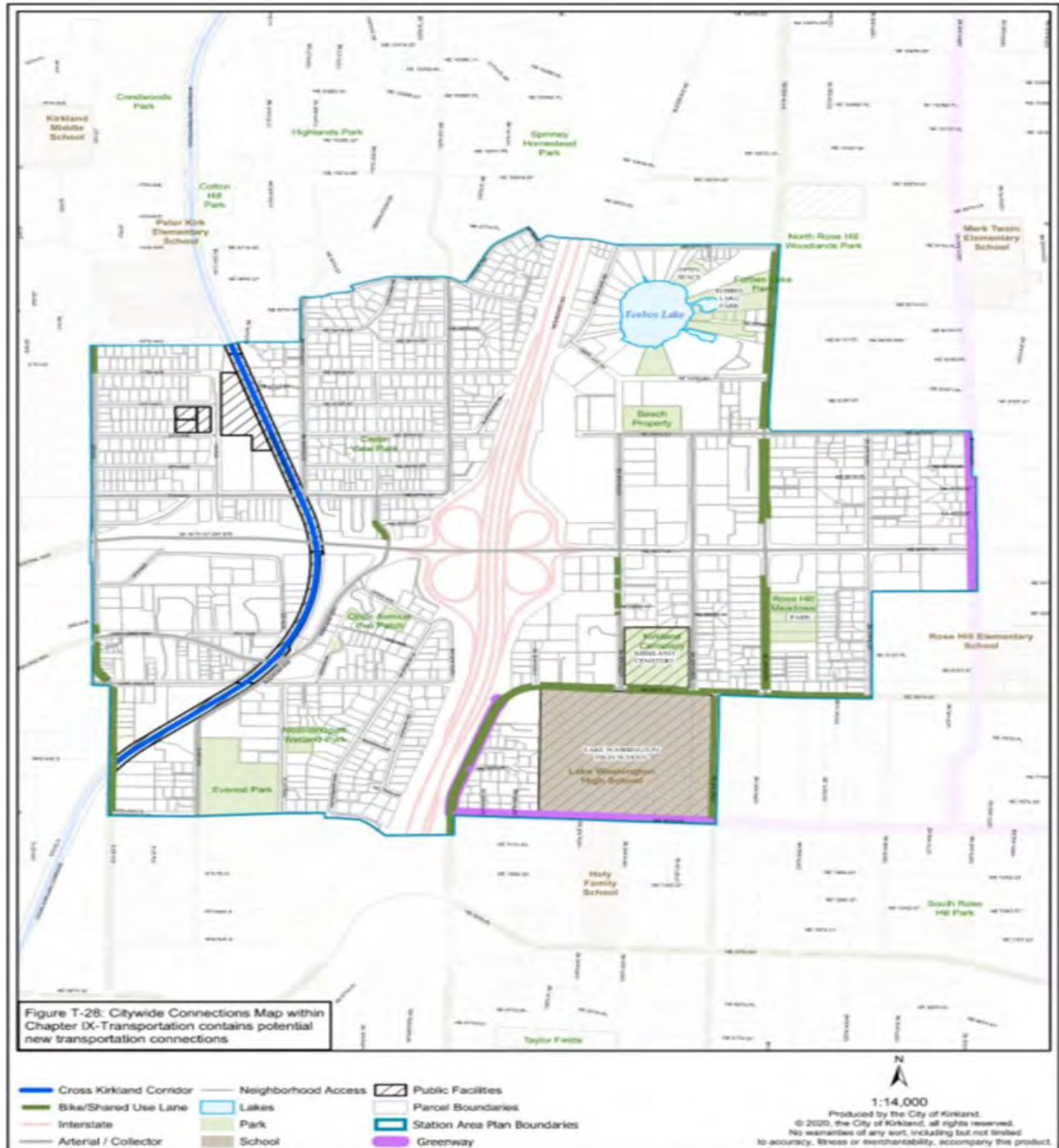
Recommended Subarea improvements to enhance access to transit include:

- Construction of shared use trail connections to transit stops along NE 85th Street and the BRT station.
- Sidewalks widened along NE 85th Street throughout the Station Area.
- Complete street and greenway improvements on key routes accessing transit stops along NE 85th Street and the BRT station, including 5th Avenue, 7th Avenue/NE 87th Street, 116th Avenue, and NE 90th Street.

Bicycle Network – Existing Conditions

The Subarea and its environs lack continuous bicycle facilities. On the western side of the Subarea, the Cross Kirkland Corridor provides the most significant north/south connectivity, while partially buffered bike lanes on NE 80th Street and 124th Avenue NE act as the primary connections on the eastern side of the Station Area. There are also the newly completed North and South Rose Hill Greenways on 128th Avenue NE and NE 75th Street (Kirkland's first two greenways) – neighborhood roads where walking and cycling are the primary travel modes and driving is the alternative.

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NE 85th Street Station Area Subarea Existing Bicycle System

Figure 11: Existing Bicycle System

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Recommended Transportation Improvements

Transportation improvements were identified as part of the Station Area planning process to improve the active transportation network and accommodate safe crossings that reduce conflicts between modes of transportation, while managing vehicular congestion.

Select recommended projects are described below and will be evaluated for inclusion in the City's Capital Improvement Program, and also implemented with new street standards set forth in the Form-Based Code for the Subarea. The full list of recommended Transportation improvements can be found in the Station Area Plan and appendices.

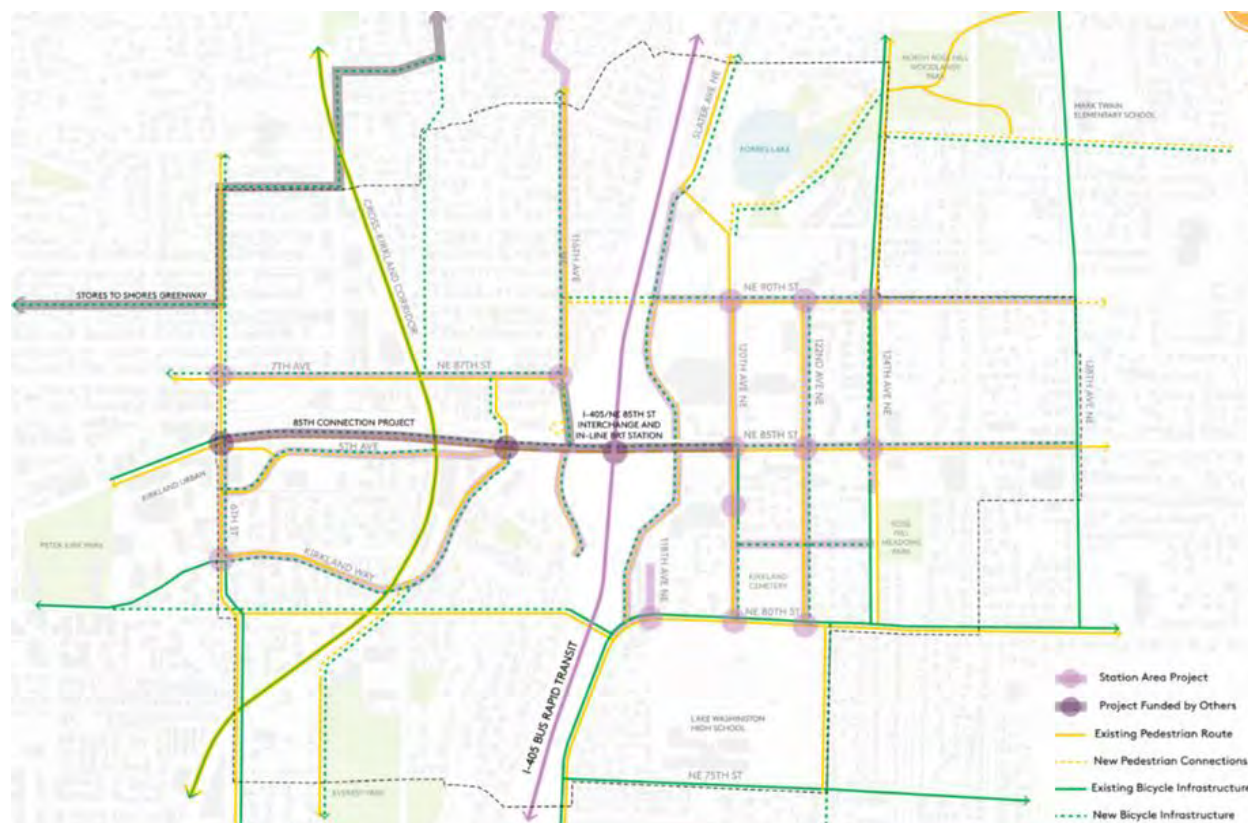


Figure 12: Proposed Transportation Infrastructure Improvements

- NE 87th/7th Avenue Corridor – Provide buffered bike lanes and consistent sidewalks between 6th Avenue and 116th Avenue NE. West of the Cross Kirkland Corridor, provide parking-protected bike lanes on the north side of the street. East of the Cross Kirkland Corridor, provide buffered bike lanes, and a five-foot landscape strip to enhance the street's character.
- NE 90th Street Corridor – Between I-405 and 122nd Avenue NE, build a shared-use path or boardwalk on the north side of the street. Between 122nd and 128th Avenue NE, provide buffered bike lanes and sidewalks with landscape strips on both sides of the street.

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- Compact Roundabout at NE 87th Street and 116th Avenue NE in the Highlands Neighborhood – Revise this intersection to be a compact roundabout that better accommodates people walking and biking, and access to the NE 85th Street Station pick-up and drop-off.
- 124th Avenue NE Widening and Protected Bike Lanes – Widen 124th Avenue NE to five lanes plus physically separated bike lanes from NE 85th Street through the NE 90th Street intersection. This project also includes continuation of protected bike lanes south through the NE 85th Street intersection to NE 84th Lane to connect to existing bike lanes.
- NE 85th Street Improvements – To offer a high-quality experience for people walking, biking, rolling, and making last-mile connections from transit, enhance NE 85th Street between I-405 and 128th Avenue NE by providing active transportation zones on both sides of the street that include one-way raised protected bike lanes, widened sidewalks, and wide landscape and amenity zones.
- NE 85th Street and 120th Avenue NE Improvements – As part of the overall enhancement to the NE 85th Street corridor to better accommodate all travel modes, multiple concepts were studied. A preferred concept direction would improve the NE 120th Avenue intersection to include an added eastbound lane as storage capacity from the interchange, an added northbound left turn lane to accommodate expected traffic volume increases, a bump out of the northwest corner to align with two westbound incoming lanes and reduce the north/south crossing distance, high-visibility crosswalks, shared use paths to the west connecting to the Stride BRT stations, and raised protected bike lane and wide sidewalks to the east.

Transportation and Mobility Goals and Policies

The main multimodal goals throughout the Subarea are to support mobility; to increase opportunities for people to walk, bike and roll, and take transit to key services and destinations; and to manage vehicular congestion.

Goal SA-63:

Provide a sustainable, equitable, affordable, safe, and efficient multimodal transportation system, with specific emphasis on an integrated regional transit network that supports the Regional Growth Strategy and Regional Transportation Strategy and promotes vitality of the economy, environment, and health.

Goal SA-64:

Achieve the following mode-split goal, or one that decreases SOV trips additionally, by the Station Area horizon planning year of 2044:

Quadrant	SOV	HOV	Transit	Walk/Bike	Total
Northwest	48%	14%	13%	25%	100%
Northeast	48%	14%	14%	24%	100%
Southwest	49%	14%	18%	20%	100%
Southeast	46%	14%	16%	25%	100%
Total	47%	14%	15%	24%	100%

Source: Fehr & Peers.

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Goal SA-65:

Create a pedestrian-scaled network.

Goal SA-66:

Create a low-stress network for biking and rolling.

Goal SA-67:

Develop and implement a bold vision of a multimodal transportation network in the Station Area that prioritizes pedestrians, cyclists, and other ~~nonmotorized~~ nonvehicular modes.

Policy SA-68:

In order to achieve the aggressive mode-split goals, the City should require development to pursue aggressive Transportation Demand Management strategies that could include, but are not limited to:

& Unbundle parking to separate parking costs from total property cost.

Revise parking code to reduce the parking minimums or implement parking maximums.

On-street parking management strategies.

Require new development to charge for off-street parking.

Require robust monitoring and management of parking and TDM measures to reduce spillover parking.

Encourage or require transit pass subsidies from developers/property owners.

Expand upon Kirkland's Green Trip program and encourage alternative commuting modes.

' Provide an Emergency Ride Home program for employees.

Require bike facilities such as storage and showers in new developments.

Encourage carpooling with a Ridematch Program.

Provide shared off-street parking with new developments.

Provide private shuttle service or gondola as a first mile/last mile solution to make the 85th Street Station more accessible from Downtown Kirkland, the 6th Street Google campus, Kirkland Urban, and other destinations.

Encourage or require transit pass provision programs for residents of ~~multifamily~~ larger-scale residential properties.

Partner with Transportation Network Companies (TNCs) such as Uber or Lyft to provide pooled ridesharing alternatives.

Launch a bikeshare or other micromobility system in Kirkland.

Policy SA-69:

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Develop an integrated multimodal transportation network (pedestrian and bicycle/rolling facilities, and linkages to adjacent neighborhoods and districts).

Policy SA-70:

Preserve the vehicle throughput functionality of NE 85th Street as a principal arterial while enhancing its role as an urban street.

Policy SA-71:

Incorporate vehicular network transportation improvements appropriate to surrounding land uses and densities into required improvement lists.

Policy SA-72:

Ensure effective transit service within the study area along transit corridors, particularly during peak commute hours.

Policy SA-73:

Encourage and support high-frequency, broad destination transit throughout the Station Area.

Policy SA-74:

Develop full street standards that serve all users, including pedestrians, bicyclists, other wheeled transport (e.g., scooters), transit users, vehicles, and – where appropriate – freight (to achieve a “complete streets” vision).

Policy SA-75:

Establish parking ratios that reflect the vision for a vibrant transit-oriented district, and recommended transportation investments to achieve a balanced multi-modal network, along with robust Transportation Demand Management (TDM) strategies for future development.

Policy SA-76:

Utilize tools like residential permit parking zones, enhanced monitoring, and enforcement to ensure that Station Area nodes like the Sound Transit pick up and drop off facility do not result in detrimental parking impacts to surrounding neighborhoods. These same tools should be used to ensure that employees of large commercial projects utilize private parking and the available array of alternative transportation options and do not park in surrounding neighborhoods.

Policy SA-77:

Prioritize the completion of a pedestrian network in the Station Area with sidewalks that are of sufficient width and configuration to accommodate the person trips resulting from forecasted growth and that support achievement of the Station Area mode-split goal.

Policy SA-78:

Provide a consistent, connected network for walking, bicycling, and rolling.

Policy SA-79:

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Provide more protection and comfort for walking, bicycling, and rolling, particularly on high-speed, high-volume roadways such as 124th Avenue NE.

Policy SA-80:

Provide delineated biking and rolling space in the enhanced sidewalks on NE 85th Street.

Policy SA-81:

Improve safety for people walking, bicycling, and rolling through intersections.

Policy SA-82:

Identify planned transportation investments, programs, and resources, including transit, pedestrian and bicycle facilities and amenities, and projects to eliminate superblocs or modal conflicts and promote safety and connectivity.

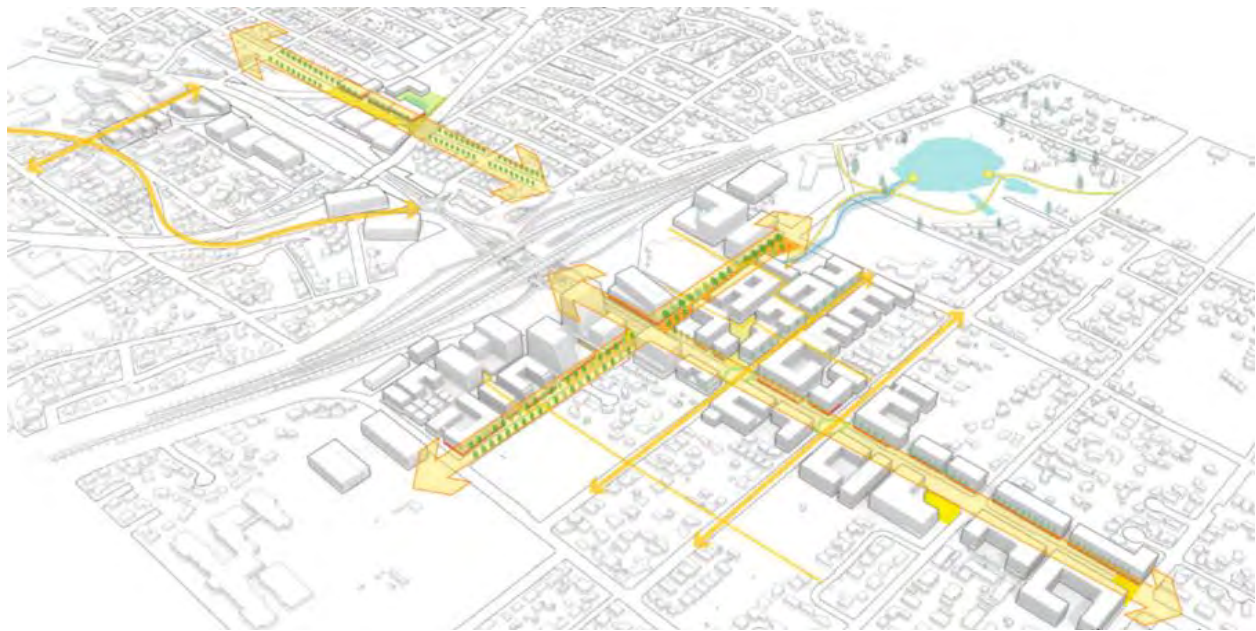
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11. URBAN DESIGN FRAMEWORK

The urban design framework establishes a set of overarching goals, policies, and strategies to shape future public and private development and investments in the district. The Station Area Design District is divided into four urban design subdistricts. While the design of public and private development will be guided in a manner that creates a cohesive identity for the Station Area, each subdistrict will evolve into its own unique ~~neighborhood character and~~ identity, described in more detail below (see Figure 13).

There is a mutually supportive relationship between transit ridership and the amount of housing, jobs, and services near transit. The Station Area Plan designates the areas closest to the future BRT Stride station as priority locations for increased development. Not only are these areas prime opportunities to broaden the mix of jobs and housing choices within the Station Area, but this strategy also focuses growth in a more sustainable, compact form. In addition, the areas closest to the future station on the east side of I-405 are reserved for taller office development. This serves a dual role of focusing growth in the City where residents and employees have the best access to high-capacity transit for the station and using larger office buildings as a buffer to ~~protect residences from~~mitigate the noise and air pollution that come from high volume roadways like I-405.

The vision for the Station Area includes a robust, vibrant public realm with a mix of active ground floor uses, generous sidewalks, and improved tree canopy. The urban design framework identifies key streets where a combination of public and private investments will create focal points and destinations for the district, the city, and the region. These include enhancing NE 85th Street to a more urban street that becomes a place for people to engage, supporting retail-focused streets like 120th Avenue NE near Forbes Lake, and neighborhood hubs like the 7th Avenue corridor in Norkirk. Each of these focal points brings together recommendations around mobility, public realm, land use, sustainability, and building massing.



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Figure 13: Public Realm “Spine”

As a Station Area Plan, it is particularly important to create a network of mobility options that connect transit users to the station and key services and destinations. Green midblock connections help break down large blocks into walkable distances. New and enhanced sidewalks and bikeways provide safe and comfortable walking and biking connections throughout the district. Finally, increased transit service, including the Stride BRT station and future King County Metro’s K-line BRT, flexible parking policies, and strategic roadway capacity improvements provide a multi-faceted approach to mitigate congestion and accommodate travel needs and parking demand. This holistic approach to mobility is integrated into all aspects of the urban design framework.

Like all of Kirkland, the Station Area is a rich natural environment with important ecological assets and opportunities to improve the sustainability and resilience of the district. Updated policies encourage stormwater management through on-site green infrastructure like bioswales in streetscapes and within larger developments. Street types in the Form-Based Code will lead to increased tree canopy in the public realm, and ecological assets like Forbes Lake become the focus of a new boardwalk network and “trailhead” that is integrated into the streetscape at 120th Avenue NE and NE 90th Street.

While planning for growth in the station area, supporting transitions in scale to adjacent neighborhoods is a key focus of the urban design framework. The Form-Based Code regulates elements of massing and form so that buildings step down from larger commercial office blocks to mid-rise neighborhood mixed use development, and eventually to smaller “missing middle” infill. Special rules for transitions, landscaping requirements, and other policies further specify how new development should respond to the existing context. Additional design guidelines and the City’s Design Review process will ensure that building massing and details reflect a pedestrian-oriented district.

Urban Design Subdistricts

The Station Area Design District is divided into four urban design subdistricts. While the design of public and private development will be guided in a manner that creates a cohesive identity for the Station Area, each subdistrict will evolve into its own unique ~~neighborhood character and~~ identity, described in more detail below. The Station Area Design Guidelines will provide detailed guidelines for development and will be used by the Design Review Board to evaluate proposed development as part of the Design Review Process.

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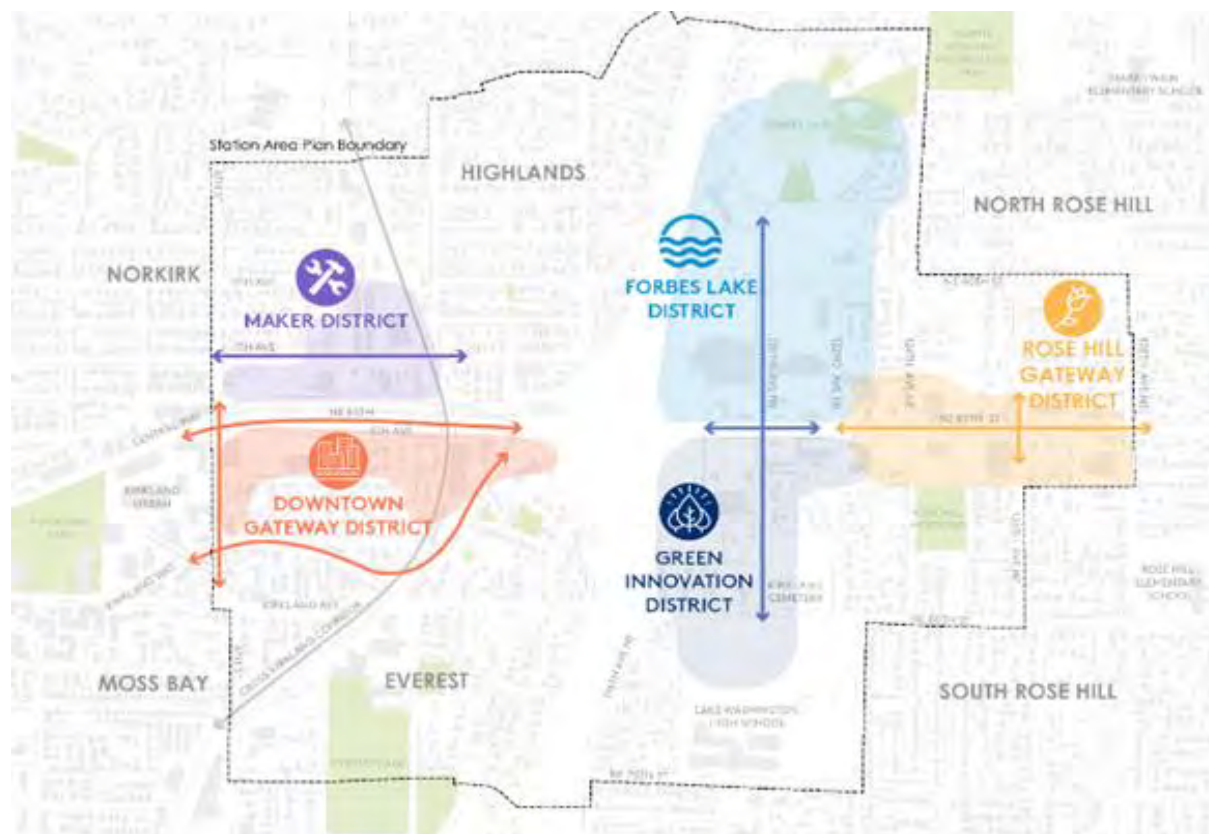


Figure 14: Urban Design Subdistricts

Norkirk Maker District

The Norkirk Maker District creates new opportunities for local businesses and mixed use. The existing character of industrial buildings and small businesses can evolve over time to maintain this industrial character while encouraging more pedestrian oriented, innovation-focused development. “Maker spaces,” small scale manufacturing, and local businesses will all serve to activate the corridor and create a neighborhood hub to serve Norkirk and Highlands ~~residents and workers~~. Limited residential infill will also provide opportunities for meeting Kirkland’s need for diverse housing choices. Alongside these development opportunities, facilities such as climbing walls, gyms, and other indoor recreation uses can meet community needs and provide amenities for ~~visitors~~all.

Norkirk’s light industrial technology (LIT) area is an important future bike and pedestrian corridor connecting Downtown Kirkland, the CKC and the BRT Stride station. New mobility connections provide space for enhanced urban landscaping, improve accessibility to existing parks, and connect the entire Subarea. Activating the intersection of the Cross Kirkland Corridor and 7th Avenue can create both a gateway and a neighborhood gathering place with multimodal and recreational amenities. Businesses can be integrated with activation of the Cross Kirkland Corridor (CKC).

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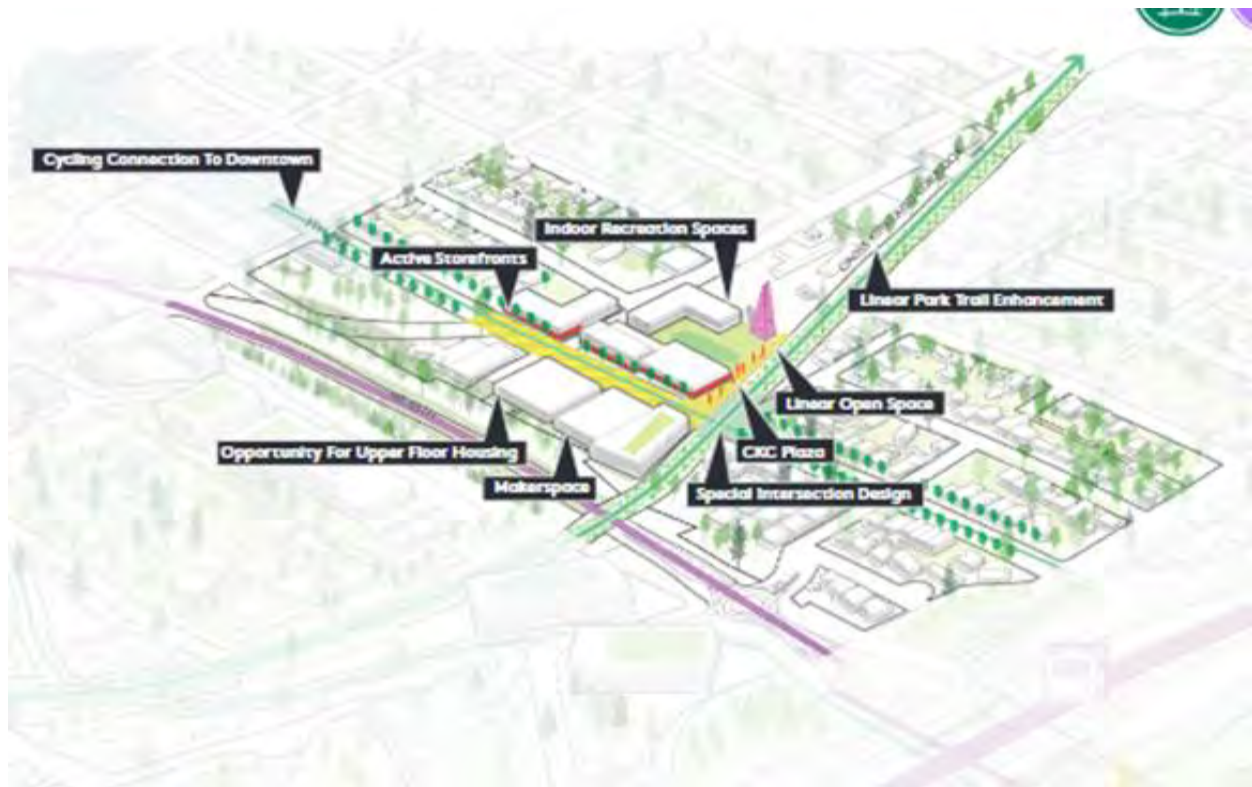


Figure 15: Maker District Concept

Green Innovation District

The Innovation District is a model of innovation and a place for community, students, and the workforce to connect. New residents will contribute to existing needs for additional school capacity in Kirkland. Innovative models for schools can be developed by adding significant development capacity on existing Lake Washington School District properties and integrating educational space with other uses in multi-story, mixed-use buildings or within campus-like developments.

There are opportunities to align educational and workforce development initiatives, supporting both large and small businesses, a green economy, and offering a range of job choices. Mixed-use educational spaces can be included within the new civic mixed use regulating district as part of the new Form-Based Code, in private mixed-use developments as part of zoning that facilitates educational uses within active streetscapes, and through an incentive zoning program or within the new civic mixed-use regulating district as part of the new Form-Based Code. The Form-Based Code will include educational facilities, including childcare and pre-K spaces, in allowances for ground floor uses.

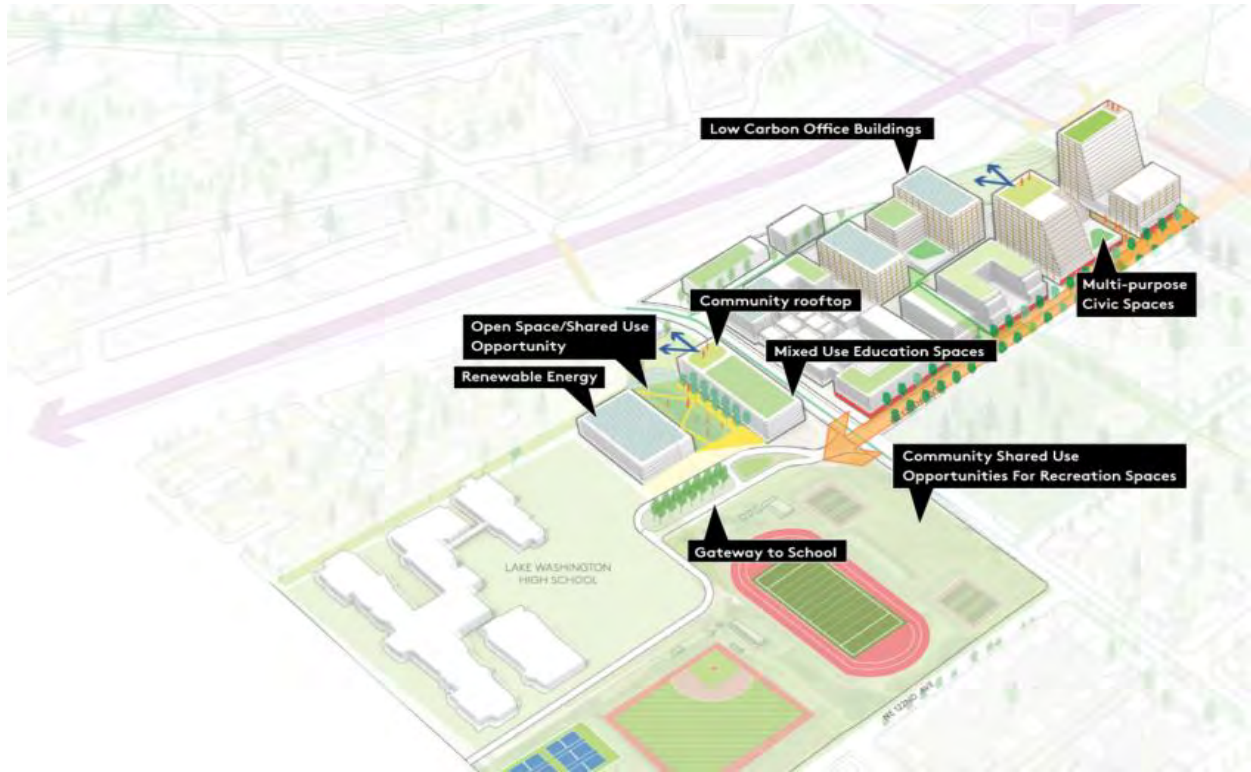


Figure 16: Green Innovation District Concept

Downtown Gateway District

The Gateway district to Downtown Kirkland via 6th Street emphasizes mid-rise residential and office uses along 6th Street and important bicycle and pedestrian connections along green pathways to and from the BRT Stride station and the Cross Kirkland Corridor. These connections also improve mobility between existing and planned employment centers.

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Figure 17: District Context on 6th Street

Rose Hill Gateway District

The Rose Hill corridor-based gateway will contain a mix of active ground floors and mid-rise residential uses along NE 85th that focus on creating a strong sense of arrival from Redmond with streetscape design, public art, and urban design features. This district, with its increased development allowances, will also provide the greatest opportunity to accommodate affordable housing.



Figure 18: Plaza and Gateway Concept at 85th/122nd

Urban Design Goals and Policies

Goal SA-83:

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Focus growth in inclusive housing and jobs near transit with comprehensive design standards that ensure an ~~attractive~~welcoming, sustainable, and integrated public and private realm.

Policy SA-84:

Establish a strong public realm network and transit-oriented community that puts people first and integrates public streetscape and open space improvements with building and site design standards.

Policy SA-85:

Use urban design to create a multi-modal transportation network that connects residents, workers, students, and visitors, ~~and mitigates~~mitigating physical barriers.

Policy SA-86:

Leverage existing natural systems and resources, enhance ecosystem performance, and increase resilience through innovative development standards.

Policy SA-87:

Ensure appropriate development scale with transitions to adjacent neighborhoods through clear transition requirements and contextual design standards.

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12. PUBLIC SERVICES AND PUBLIC FACILITIES*Public Services*

To support planned growth, public services including schools, parks and open spaces, transportation, and utilities will be needed. The City has planned for meeting these needs in alignment with existing City guidelines, and the adequacy of services to support future Subarea growth was studied with the Station Area Plan Fiscal Impacts and Community Benefits Analysis published in October 2021.

Citywide surface water, water, sewer, public facilities goals and policies are found in the Public Services Element and Capital Facilities Elements.

The City will plan for additional Police and Fire and Emergency Services staff and equipment to align with population growth, including at Fire Station 26. For more information refer to the Station Area Plan Fiscal Impacts and Community Benefits Analysis (2021). Overall, infrastructure and public services improvements should be planned holistically. Projects should be scheduled to leverage multi-benefit strategies, to reduce construction costs, and to maximize investment and community benefits.

Surface Water

The Subarea is located within portions of the Forbes Creek and Moss Bay Drainage Basins. An evaluation of existing conditions in the basins identified areas of sedimentation, flooding, and fish passage barriers. Peter Kirk Park is used as a detention storage area for stormwater during peak events and is mapped as a floodplain. The WSDOT Interchange Design Plans identify an existing water main that runs along NE 85th Street across I-405. This main may be influenced by the project, but WSDOT Interchange Design Plans do not yet include the replacement main.

Within the Subarea there are opportunities for improvement in the Forbes Creek basin to improve water quality and fish habitat and a regional detention facility is proposed. Other public facilities within the Subarea are Lake Washington High School and the Kirkland Cemetery.

Water and Sewer

Increased growth in the Station Area will mean an increased consumption of water from the regional supply and increased sewage production requiring treatment. The City is planning for needed water and sewer improvements beyond the current capital improvement planning within the Water System Plan, Water CIP Update, and General Sewer Plan. These improvements will include upgrades and replacement of existing pipes that will help support improvements to fire flow requirements in the water system, and improvements to address increased flow in the sewer system. The overall plan goals and policies also support a more efficient, high performance approach to water use than represented in conventional demand models.

Schools and Education Needs and Opportunities

Increased density and future growth within the Station Area will result in increased student growth and demand for educational facilities. As part of the Subarea Plan planning process, the City and Lake Washington School District (LWSD) discussed anticipated student growth in the Station Area, and how the City can help the district address school capacity and explore creative solutions.

The following opportunities to improve educational services and facilities were explored:

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1. Increase development capacity on existing school sites:

The major existing school site in the Station Area is Lake Washington High School. One opportunity to increase density on the site is by incorporating it into a future Civic Mixed Use regulating district. An increased maximum height allowance up to 75' on portions of the site will be designated. A height of 75', or approximately up to 5-6 stories, could be accommodated on that land area, including structured parking above, or below, ground, which could substantially expand the building square footage and generate sufficient space to accommodate long-term needs. LWSD would need to further study the concept of co-locating different grade levels on this site and issues related to parking and traffic management related to urban school concepts.

2. Development bonus incentives for provision of school space in new development such as providing bonus density incentives in two broad categories: commercial development and residential development.

3. Define active frontages or required retail space to include educational uses as part of the Form-Based Code requirements.

In order to allow flexibility for more types of educational space to be provided in the future, zoning regulations should allow educational ("civic") uses in all zones and establish allowed frontage types, and land uses, along each street. Where those frontage types may require an active use, educational uses will be included in any definition of an "active" use and/or frontage type.

4. Promote public/private partnerships to encourage shared facilities in the Station Area and/or optimize utilization of shared use agreements.

As development occurs in the Station Area, the City can help facilitate private sector and school district conversations to explore opportunities, barriers and partnership strategies based on shared interests. These partnerships could take the form of shared space agreements or lease arrangements as discussed earlier. City staff will continue to connect the District with potential partners as opportunities arise.

Public Services and Public Facilities Goals and Policies

Goal SA-88:

The Subarea Plan supports development with adequate public facilities and services in a timely, coordinated, efficient, and cost-effective manner that supports local and regional growth planning objectives.

Goal SA-89:

Create opportunities for additional school capacity in, or near, the Station Area, and prioritize the provision of new school capacity within the Subarea boundaries.

Policy SA-90:

Ensure that planned infrastructure and facilities can support targeted growth through requirements for new development to construct, or contribute to, new infrastructure and by incorporating recommended Station Area improvement projects into the City's Capital Improvement Program.

Policy SA-91:

Ensure availability of public services, such as utilities, infrastructure, Police, and Fire services to meet the needs of ~~businesses and residents~~ all people within the Subarea.

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Policy SA-92:

Identify development standards that can provide Lake Washington School District with more development capacity to build additional school space on current district-owned sites. This could include increasing the allowed height, reducing setbacks, creating more flexible standards, and simplifying the permitting process.

Policy SA-93:

Create development bonus incentives for new development to provide school space.

Policy SA-94:

Allow educational space including day care, early learning, and other school facilities in active frontages and required retail space.

Policy SA-95:

Continue to foster partnerships with the Lake Washington School District, the City, and the private sector to encourage shared facilities in, or near, the Station Area and/or optimize utilization of shared use agreements; specifically, jointly explore the Houghton Park & Ride as a site for future school capacity that is nearby, and connected to, the Station Area.

Policy SA-96:

Foster partnerships with institutions of higher learning to aid in workforce development, support cultural endeavors, and accommodate transitioning public school students.

Policy SA-97:

Plan for, and coordinate, construction staging at a subarea-wide level in advance of development.

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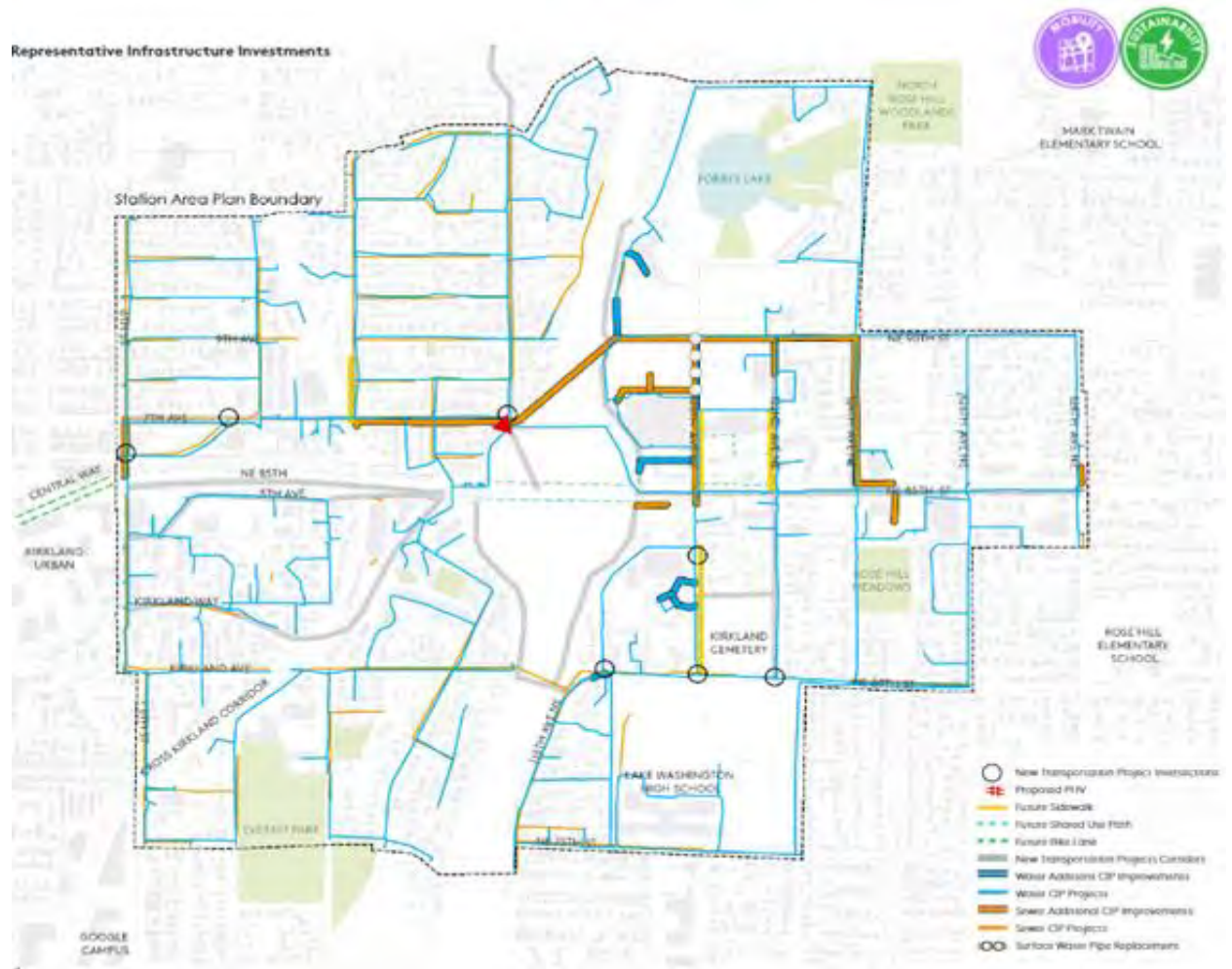


Figure 19: Representative Infrastructure Projects

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13. IMPLEMENTATION

Goal SA-98:

Identify implementation strategies that are forward looking to ensure that infrastructure and services are in place before new development places needs on City systems, and that the community is receiving benefits of new growth in the Subarea.

Policy SA-99:

Initiate the following implementation strategies in the Subarea:

#	ACTION	LEAD AGENCY/PARTNERS	IMPLEMENTATION TIMELINE <i>Adopt with Plan, Initiate upon adoption, short-term (0-5 years), medium-term (5-10 years), long-term (10+ years), Ongoing</i>	STATUS <i>1 = Funded or resourced (staffed) 2 = City considering allocating funding in future (e.g., CIP and/or budget process/staffing) 3 = Long-range Vision</i>
LAND USE				
1	Adopt a Form-Based Code and urban design guidelines to accommodate the growth targets based on the capacity analyzed in the Station Area Plan FSEIS.	City of Kirkland	Adopt with Plan (FBC/Design Guidelines)	1
2	Maintain collaborative relationships with service providers in the Station Area (e.g., KCHA, Helen’s Place) and identify opportunities to complement and enhance their services.	City of Kirkland/King County Housing Authority/Helen’s Place/Salthouse Church	Ongoing	1
3	Pursue opportunities to utilize WSDOT right-of-way for transit-supportive uses that could include future development, recreational amenities, and/or managed open spaces through the City’s legislative agenda.	City of Kirkland/WSDOT	Ongoing	3
HOUSING				
4	Adopt an incentive zoning program in the Station Area Form-Based Code that creates development bonuses for affordable housing, with an emphasis on creating units in excess of the City’s current 10% inclusionary zoning and/or providing units at deeper levels of affordability.	City of Kirkland/ARCH	Adopt with Plan (FBC)	1
5	Direct affordable housing in-lieu payments or commercial incentive contributions to support affordable housing within the Station Area boundary.	City of Kirkland/ARCH	Short-term	1

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6	Establish an affordable housing target for the Station Area as a share of Citywide targets; create and maintain a monitoring program to track progress of implementation measures towards housing targets.	City of Kirkland	Short-term	1
7	Conduct a nexus study for commercial linkage fees as a method to support affordable housing targets by collecting fees from new commercial development. To the extent new State-wide enabling legislation is needed, add to the City's legislative agenda.	City of Kirkland	Medium-term	2
8	Adopt a Tax Increment Financing district and project list that identifies infrastructure projects in the Station Area that are necessary to encourage and support future redevelopment and housing production.	City of Kirkland	Short-term	2
ECONOMIC DEVELOPMENT				
9	Adopt development standards that accommodate a range of commercial spaces, particularly smaller scale commercial spaces that are accessible to small, local businesses.	City of Kirkland	Adopt with Plan (FBC)	1
10	Identify opportunities for multi-benefit partnerships and programs between private, public, and non-profit organizations in the Station Area to create community benefits.	City of Kirkland	Initiate upon adoption	1
NATURAL ENVIRONMENT AND SUSTAINABILITY				
11	Implement the City's Sustainability Master Strategic Plan goals in the Station Area and develop a monitoring program to track.	City of Kirkland	Initiate upon adoption	1
12	Integrate strategies into sustainability regulations for the district that "future-proof" the plan to ensure development is not precluding future innovation in the field.	City of Kirkland	Adopt with Plan (FBC)	1
13	Identify programs that support achievement of state and regional greenhouse gas emissions reductions goals.	City of Kirkland	Initiate upon adoption	1
14	Identify programs that reduce air pollution and greenhouse gas	City of Kirkland	Initiate upon adoption	1

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	emissions by increasing alternatives to driving alone.			
15	Expand electric transportation infrastructure in the Station Area.	City of Kirkland/Transit Agencies/Private development	Short-term	2
16	Identify programs that encourage retrofitting of existing buildings to reduce building energy use.	City of Kirkland	Short-term	2
17	Identify programs that promote wise use of services and resources (including conserving water and energy, reducing waste, treating stormwater).	City of Kirkland	Initiate upon adoption	1
18	Explore partnership opportunities to treat stormwater from the public right-of-way on project sites with shared facilities.	City of Kirkland/Private property owners	Initiate upon adoption	2
19	Establish a Green Factor Code that encourages visible, functional, green spaces and high-quality habitat.	City of Kirkland	Adopt with Plan (FBC)	1
PARKS AND OPEN SPACE				
20	Identify and minimize gaps in equitable access to parks and open spaces in order to make more efficient use of existing parks and open spaces in the area.	City of Kirkland	Adopt with Plan (SAP and PROS Plan)	1
21	Leverage public assets and partnerships, including excess WSDOT right-of-way, for potential active recreational areas, managed natural areas, stormwater treatment, or sustainable landscape areas.	City of Kirkland/WSDOT	Short-term	1
22	Expand access to and through Forbes Lake Park to provide multiple benefits of environmental enhancement and education, improved nonmotorized nonvehicular transportation connections, and access to open space and recreation.	City of Kirkland	Short-term	2
23	Identify locations to enhance the Cross Kirkland Corridor to create recreational and open space amenities and improve active transportation connections to the Corridor.	City of Kirkland	Short-term	2
24	Identify locations for required mid-block green connections that provide	City of Kirkland	Adopt with Plan (FBC)	1

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	opportunities for landscaping and active and passive recreation.			
25	Adopt an incentive zoning program in the Station Area Form-Based Code that creates development bonuses for new development to provide on-site public open space (e.g., plazas, pocket parks, etc.), enhanced on-site common spaces, recreation amenities, and linear parks.	City of Kirkland	Adopt with Plan (FBC)	1
26	Incorporate identified Station Area Parks projects into the City's Capital Improvement Program.	City of Kirkland	Initiate upon adoption	1
27	As part of a Tax Increment Financing district, identify candidate Parks and Open Space infrastructure projects needed to serve the Station Area.	City of Kirkland	Short-term	2
TRANSPORTATION AND MOBILITY				
28	Incorporate identified Station Area Transportation projects into the City's Capital Improvement Program, Capital Facilities Plan, and Transportation Master Strategic Plan .	City of Kirkland	Initiate upon adoption	1
29	Incorporate identified Station Area Transportation projects into a Planned Action Ordinance as required mitigation for future private development to construct.	City of Kirkland	Adopt with Plan (PAO)	1
30	Evaluate how Station Area Plan projects should be reflected in Transportation Impact Fee calculations, including the option of establishing an overlay for the Station Area.	City of Kirkland	Short-term	2
31	Develop street standards that serve all users, including pedestrians, bicyclists, other forms of micromobility (e.g., scooters and wheelchairs), transit users, vehicles, and – where appropriate – freight (“complete streets” vision 2040).	City of Kirkland	Adopt with Plan (FBC)	1
32	Establish parking ratios that reflect the vision for a vibrant transit-oriented district, recommended transportation investments to achieve a balanced multi-modal network, and robust Transportation Demand Management	City of Kirkland	Adopt with Plan (FBC)	1

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	(TDM) strategies for future development.			
33	Establish a TDM monitoring program for the Station Area.	City of Kirkland	Initiate with Plan	1
34	Develop bicycle parking guidelines as a Public Works pre-approved policy.	City of Kirkland	Short-term	1
35	Develop passenger load/unload areas as Public Works pre-approved roadway policy.	City of Kirkland	Short-term	1
36	Monitor parking congestion in the Station Area, and evaluate parking management strategies like residential permit parking zones, time limitations, and enforcement.	City of Kirkland	Short-term	2
37	As part of a Tax Increment Financing district, identify candidate Transportation infrastructure projects in the Station Area.	City of Kirkland	Short-term	2
38	Conduct a study to evaluate transportation solutions to connect the BRT to downtown	City of Kirkland	Medium-term	2
PUBLIC SERVICES AND PUBLIC FACILITIES				
39	Incorporate identified Station Area Water, Sewer, and Stormwater projects into the City's Capital Improvement Program.	City of Kirkland	Initiate upon adoption	1
40	Incorporate identified Station Area Water, Sewer, and Stormwater projects into a Planned Action Ordinance as required mitigation for future private development to construct.	City of Kirkland	Initiate upon adoption	1
41	Adopt an incentive zoning program in the Station Area Form-Based Code that creates development bonuses for new development to provide school space.	City of Kirkland	Adopt with Plan (FBC)	1
42	Adopt development standards that can provide Lake Washington School District with more development capacity to build additional school space on current district-owned sites.	City of Kirkland	Adopt with Plan (FBC)	1
43	Remove potential development barriers in current regulations that might preclude siting of school	City of Kirkland	Adopt with Plan (FBC)	1

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	facilities on private properties as part of mixed use developments.			
44	Conduct a Citywide assessment of zoning regulations to remove potential barriers to LWSO capacity projects on current district-owned sites and possible public/private partnership sites.	City of Kirkland/LWSO	Short-term	1
45	As part of a Tax Increment Financing district, identify possible candidate Sewer infrastructure projects in the Station Area.	City of Kirkland	Short-term	2
ADMINISTRATIVE				
46	Develop City application materials, a fee structure, and legal agreements to implement the incentive zoning program, including forms that ensure provision of bonus incentives in perpetuity.	City of Kirkland	Short-term	1
47	Develop a Station Area implementation tracking program and establish a cadence of Council and Planning Commission updates on implementation progress.	City of Kirkland	Short-term	1
48	Adopt a Planned Action Ordinance for the Station Area, and a supplemental checklist form for projects applying to be reviewed as a Planned Action.	City of Kirkland	Initiate upon adoption	1
49	Adopt amendments to the Comprehensive Plan General Elements and neighborhood plan chapters to ensure consistency with the adoption of the Station Area Plan Subarea chapter.	City of Kirkland	Short-term	1
50	Update City forms and publications for consistency with Station Area Plan development regulations.	City of Kirkland	Initiate upon adoption	1
51	As part of the City's routine budget and CIP processes, identify and prioritize Station Area funding and expenditures to support infrastructure investments and service delivery.	City of Kirkland	Short-term	2
52	Prepare the Tax Increment Financing Feasibility Study	City of Kirkland	Short-term	1

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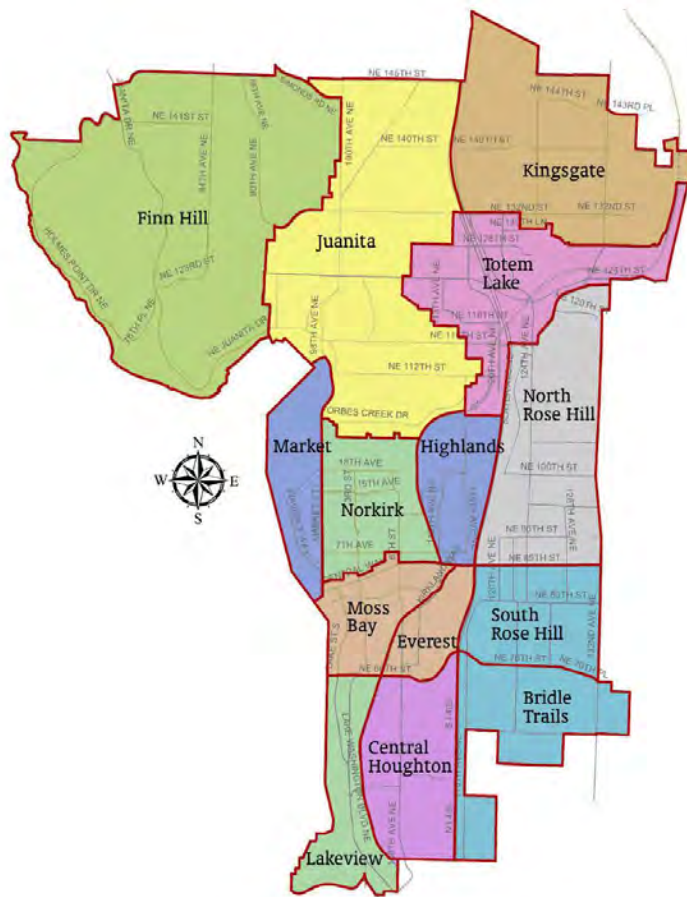
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53	Revise the City's pending PSRC Regional Center application with the combined boundaries identified in the Station Area and Moss Bay Neighborhood subarea plans, including completion of the supporting market study	City of Kirkland	Short-term	1

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XV.I. Totem Lake Business District

1. Introduction

The Totem Lake Business District is located in the northeastern part of the City, south of the Kingsgate Neighborhood, east of Juanita, and north of North Rose Hill and Highlands. The district encompasses about 1.3 square miles, generally bounded by NE 132nd Street on the north, Slater Avenue and Willows Road on the east, and the boundary created by established single-family residential areas on the south and west. The boundaries of the business district and urban center are very closely aligned.



Totem Lake is designated as a regional “Urban Center.” The Totem Lake Urban Center boundaries incorporate the entire Totem Lake Business District with the exception of the light industry/office area north of NE 124th Street and east of 128th Lane NE and the wetland areas along the center’s western boundary, and the addition of land east of Slater and north of NE 116th Street that is included in the North Rose Hill Neighborhood (See Figure TL-1).

This chapter addresses goals and policies for both the business district and the designated urban center. The Urban Center designation was approved by King County in 2003, based on standards in the adopted Countywide Planning

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Policies, in recognition of the City's Comprehensive Plan policies directing the majority of the City's employment and housing growth to this area.

The Totem Lake Urban Center is also a designated Regional Growth Center within the Puget Sound Regional Council policy framework. Both the King County Countywide Planning Policies and the PSRC's VISION 2040~~50~~ envision cities with designated regional centers as playing an important role in shaping future growth patterns through accommodating a significant portion of the region's employment and residential growth.

Throughout the region, Centers designations are part of a growth management and transportation planning strategy to provide for greater intensity and density in areas of compact development where housing, employment, shopping and other activities are close together in proximity to transit. These centers form the backbone of the transportation network, linking communities to reduce the rate of growth in vehicle miles travelled and greenhouse gas emissions by expanding transportation options.

This Plan for the Totem Lake Business District will also serve as the plan for the Totem Lake Urban Center, and the general goals and policies contained in this Chapter apply to both geographic areas. Centers plans must conform to the requirements of the Puget Sound Regional Council. Many of those requirements are addressed in this Chapter, while other issues, such as those related to capital facilities, public services and the multi-modal transportation system, are addressed in other Comprehensive Plan elements.

Kirkland has also signed the Growing Transit Communities Compact, providing a commitment to work in partnership with other communities in the Central Puget Sound region to address the objectives of this effort through including strategies in our Comprehensive Plan. This Plan for Totem Lake includes policies aimed at achieving these goals of attracting more residential growth and employment to areas served by high capacity transit, providing affordable housing choices near transit, and increasing access to opportunity for existing and future residents of the community served by high capacity transit.



Consistent with the Comprehensive Plan planning period this plan for the Totem Lake Business District addresses future land use through ~~2035~~2044. Growth targets for Totem Lake, as required for Regional Growth Centers, are provided in this Chapter. Development capacity for the Totem Lake Urban Center is not time-bound, and therefore, allows levels of development above the growth targets.

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The last update to the Totem Lake Business District Plan occurred in ~~2002, adopted by Ordinance 3825, with an update in~~ 2015 as part of the Citywide Comprehensive Plan update as required by the Growth Management Act (GMA).

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2. Vision Statement

The following Vision Statement reflects what the Totem Lake Business District is envisioned to be in the future? ~~year~~ for ~~2035~~2044?

The Totem Lake Business District is a thriving center of residential and commercial activity. The heart of the district is its core area, where the lively ~~Totem Lake Mall~~Village at Totem Lake, Evergreen Health Medical Center regional transit facilities and Totem Lake Park are destinations for Kirkland residents as well as many others from the greater region. This central core includes a dense mix of medical, retail, office and housing uses in architecturally ~~attractive~~inviting buildings. Many people ~~live and work here, are~~ drawn to the area by its housing, shopping and employment opportunities, public gathering spaces, and extensive pedestrian amenities including the transformed Cross Kirkland Corridor, providing ~~residents, visitors and employees~~people with transportation options and an extensive urban green space. In addition, public investments in streets and stormwater infrastructure, landscaping, signage, public amenities including park improvements, street furniture and public art contribute to a safe and attractive pedestrian environment. Together, these public and private efforts have contributed to the inviting sense of community.

The Totem Lake business district plays a vital role in the overall Kirkland economy, providing more than a third of the ~~City's~~city's jobs and revenue. Growth in jobs and residential development over the past 20 years has brought new employees and residents who benefit from the district's access to services and connections to a network of trails, sidewalks and transit. Totem Lake serves as a community and subregional center for services, vehicle sales, major destination retail and health care.

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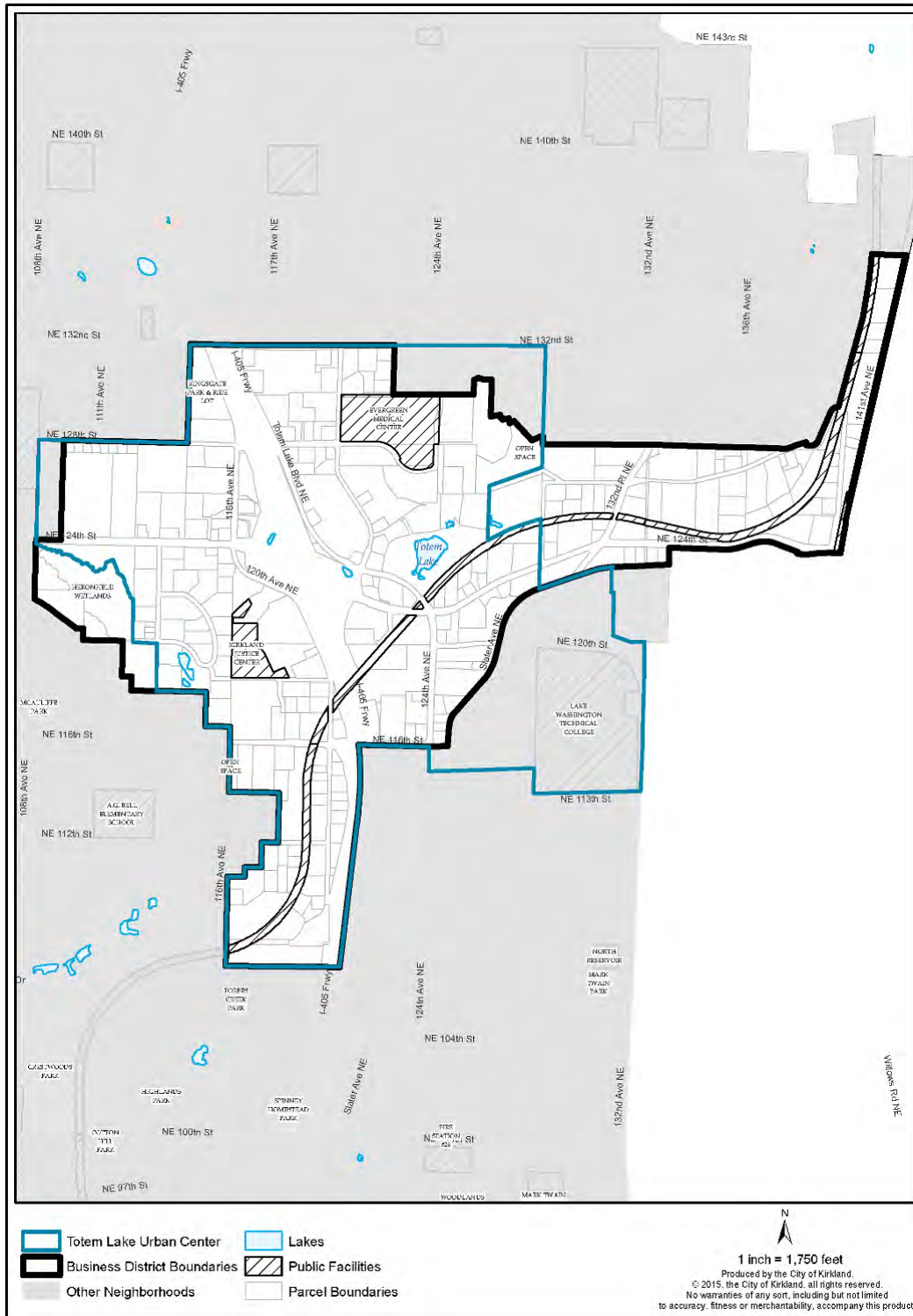


Figure TL-1: Totem Lake Business District and Urban Center Boundaries

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Subareas within Totem Lake have their own identities. These areas provide a wide array of housing choices, retail activity and services, high tech, light industrial and office uses. The presence of the Lake Washington Institute of Technology [community college](#) within the Urban Center adds both a population of students and the vibrancy of an institution of higher education to the diversity of activities in the area. Residential uses consist primarily of ~~moderate density and high density multifamily~~ [more intensive, larger-scale](#) development, providing an important source of housing affordable to a range of income groups in a highly desirable locale. Employment opportunities run the gamut, from small start-up businesses to traditional and flex industrial uses, to high tech medical uses, and retail, auto sales and office employment. Together, this rich mix of uses provides a strong and stable source of housing and employment opportunities, and a strong tax base for the [city City](#) as a whole.

The business district is designed for people. Prioritization of public investments to Totem Lake has enhanced mobility choices in the district. High capacity transit service and facilities in the core of the business district provide strong regional access to the larger community. Local transit connections, an extensive ~~nonmotorized active~~ [transportation](#) network and a local boulevard system all combine to complement and support the regional system.



The district's natural features have also been the source of catalytic changes for Totem Lake. The Cross Kirkland Corridor has been transformed from a rail corridor to an urban green space and transit corridor. Totem Lake Park, in addition to providing an opportunity for informal and organized play and an inviting ~~meeting community gathering~~ [place for local residents](#), has brought visitors to the area. The park provides a starting point for use of the Cross Kirkland Corridor, and connections to the transformed ~~Totem Lake Mall~~ [Village at Totem Lake](#), other businesses and residential areas and the Evergreen Health Medical Center.

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In 2035, the Totem Lake Business District has evolved into a lively Urban Center with an appealing mix of residential, commercial, office, high tech and open space uses.

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3. General Business District/Urban Center Goals and Policies

This plan for the Totem Lake Urban Center and Totem Lake Business District contains general goals and policies that apply throughout Totem Lake, with the overall goal to enhance the quality of life for all people who ~~live, work~~ ~~or~~ spend ~~leisure~~ time in the district. Five distinct geographic areas exist within the Center however, each with unique conditions and opportunities. Additional goals and policies that apply in these subareas follow the general topic sections.

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4. Land Use

Totem Lake is Kirkland's primary center of activity, providing, ~~in 2015, a third of the~~ a significant amount of the City's jobs and sales tax revenue. Over the next 20 years, the Totem Lake Urban Center is expected to continue to attract growth in housing and employment. The land use policies provided in this Plan will guide development to serve the needs and desires of existing and future residents and businesses, while ensuring that the change over time enhances the character of the district. Specific land use designations for the Totem Lake Business District and Urban Center are illustrated in Figure TL-2.

Goal TL-1: Plan to accommodate residential and employment growth in the Totem Lake Urban Center through the year 2035 as shown below:

[Staff note: the table below will be updated to reflect statistics for planned growth for the year 2044]

	Existing (2014)	Planned (2035)	Planned (2044)
Residents	4,680	8,678	
Dwelling Units	2,943	5,457	
Residential Density (units/gross acre)	3.50	6.49	
Employees	14,806	20,602	
Employee Density (jobs/gross acre)	17.60	24.49	

Policy TL-1.1: Ensure that new development meets minimum development intensity thresholds required within the Urban Center.

Minimum thresholds for development intensity are established within the core of the Urban Center, to ensure that employment and housing growth will help the center achieve the desired levels of jobs and housing units. The levels are set forth in the form of minimum Floor Area Ratios (FARs) for commercial development, and minimum densities for residential development. Generous height limits are provided, and no limits to residential densities or commercial FARs are imposed.

Policy TL-1.2: Support the Urban Center as a primary location for added growth to foster a vibrant ~~mixed-use~~ environment in the day and evening.

Policy TL-1.3: The City should consider partnering with King County on a regional Transfer of Development Rights (TDR) effort.

In 2013, the City studied the feasibility of developing a Transfer of Development Rights (TDR) program within the Totem Lake Urban Center, as a possible additional technique to support the vision for higher levels and densities of population, housing employment and activity within the Center (see Glossary, Appendix).

If the City determines that a TDR program would be an effective way to achieve desired growth in the Urban Center, the City should enter into an interlocal agreement (ILA) with King County. The ILA should require King County to provide the City with funding for public improvements in the Totem Lake Business District, as allowed through legislation enacted in 2011, if increased development capacity is allowed through TDR.

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Goal TL-2: Plan for a land use pattern that promotes a dense urban core in the business district and healthy commercial and residential areas in other parts of the Urban Center.

Policy TL-2.1: Provide for increased intensity of development in the core of the Business District.

Development standards should continue to direct the most intensive commercial development to the core of the business district. The area is home to Evergreen Health Medical Center, the City's largest employer, a regional transit center and the ~~Totem Lake Mall~~Village at Totem Lake. The greatest building height allowances in the Urban Center are established for the core to support its evolution to a compact, pedestrian-oriented hub with strong connections to transit, employment, housing and amenities. See also Business District Core subarea policies (see page 34).

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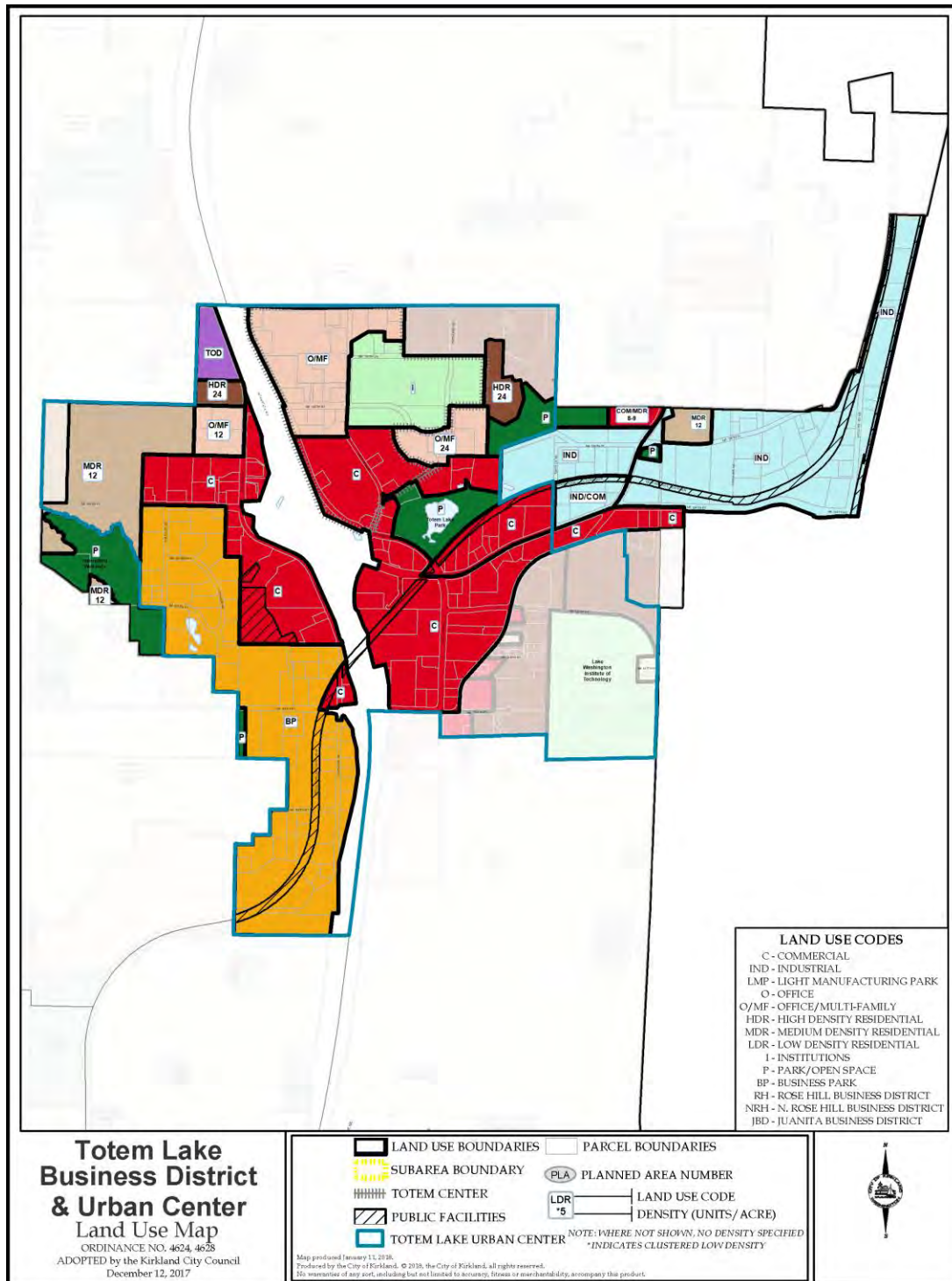


Figure TL-2: Totem Lake Business District Land Use Map [Staff note: District land use map will be updated to reflect the citywide Land Use map being amended in the Land Use Element.]

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Policy TL-2.2: Strengthen existing and developing commercial areas outside of the core area.

Outside of the district's core, established retail areas are located around the I-405/NE 124th Street interchange and extend to the east and west along NE 124th Street, to the north and south along 120th Avenue NE and along both sides of 124th Avenue NE (see Figure TL-2).

Office uses are concentrated on the west side of I-405, although smaller office clusters also exist within retail and light industry/office areas. Light industrial uses remain within areas designated for office, such as TL 10C, TL 10D and TL 10E. A mix of commercial and industrial uses are also located north of NE 124th Street and east of 124th Avenue NE.

These established retail and commercial areas provide a range of employment opportunities and services, and contribute to the City's retail sales tax revenue for a healthy economy. These uses should be strengthened through regulations and incentives aimed at allowing for flexibility in expansion and redevelopment, as well as through efforts to reduce conflicts with ~~incompatible~~ other uses.

Policy TL-2.3: Support light industry/office uses through preventing ~~conflicts with~~ adverse impacts to residential uses by restricting housing to locations where access, noise and other potential impacts from industrial use would be limited.

Both light industry/office and residential uses benefit from locations that allow these uses to flourish and protect them from impacts or needs of incompatible uses. Where residential uses are allowed in or adjacent to light industry/office areas, these uses should be located or designed so that traffic and other impacts of the light industrial uses do not conflict with the living environment.

In areas where land use objectives primarily support residential use, standards should protect these uses from the impacts of nearby light industry/office uses. Where preservation or development of light industry/office use is desired, these uses should be supported through measures aimed at reducing conflicts with residential uses. For example, efforts to provide notice to residential developers or future residents that they may experience impacts from light industrial uses prior to their decision to locate within the industrial area should be explored.

Policy TL-2.4: Promote development that is ~~compatible with~~ supportive of and complementary to the Cross Kirkland Corridor and Eastside Rail Corridor.

The Cross Kirkland Corridor and Eastside Rail Corridor provide unique benefits to the Totem Lake Business District. The Cross Kirkland Corridor runs from the district's southernmost corner to connect with the Eastside Rail Corridor where it continues east to its northernmost corner along the City's eastern boundary. In addition to future transit and connectivity advantages the corridor brings to the district, it also provides opportunities for ~~varying~~ ~~compatible~~ land uses to take advantage of both the open space it provides and commercial activity it may help support. The types of uses and design of structures along the corridor should be sensitive to the corridor's use as ~~pedestrian/bicycle~~ lean active transportation, multimodal trail, while allowing for adaptation for future transit oriented development in the longer term.

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5. Economic Development

This section provides policy direction regarding economic development in the Totem Lake Business District, and applies to land throughout the Business District and Urban Center. Broad ~~C~~citywide economic development policies are found in the Economic Development Element. Those policies, while not repeated here, are applicable to the Totem Lake Business District.

The Totem Lake Business District is a vital employment, retail and service center that serves the City of Kirkland and surrounding region. The Totem Lake Business District is the City's largest employment center and the ~~C~~city's leader in retail sales. The business district contains the ~~C~~city's only first Urban Center, designated by the Growth Management Planning Council in 2003.

The policies in this section are intended to support and strengthen the economic environment in the Totem Lake Business District. A healthy economy provides employment and helps pay for basic public services such as parks, transportation, police and fire protection and human services. The policies encourage a mix of retail, office, service, residential and light industry/office uses, calling for intensive development where supported by public services, and collaboration between the public and private sectors.

Goal TL-3: Strengthen the role of the Totem Lake Business District as a community and regional center for housing or mixed use residential?, retail, health care, vehicle sales, light industry and office employment.

Policy TL-3.1: Support the growth and retention of commercial activity in the business district.

The Totem Lake Business District is an economic engine for the City. The district has healthy retail and office areas as well as tremendous potential for growth. Public efforts should nurture and support existing uses as well as new growth. Public support can be provided through appropriate levels of public infrastructure (as defined in the Capital Facilities Element), a streamlined efficient regulatory review process, development standards that encourage high quality development, designation of sufficient land for commercial development and a variety of other mechanisms. All of these measures should be developed to support commercial activity in the business district.

Policy TL-3.2: Plan for economic activity that creates new jobs and increases the diversity of employment in the business district.

Land dedicated to economic development activities is a valuable resource that should be preserved and used as efficiently as possible. A complementary supply of retail, office and light industry/office land in the business district ensures diverse economic opportunities and will sustain future economic growth.

In addition, businesses that provide primary jobs (those that produce products or services sold outside of the community) should be encouraged. Primary jobs generally pay higher than average wages, stimulating consumer spending and increasing the opportunity for Kirkland's workers to live within the community. These "basic industries" provide positive multiplier effects on the economy, through the sale of goods outside the region and by bringing new capital into the local economy.

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Policy TL-3.3: Incorporate flexibility in regulations to encourage creative proposals consistent with Urban Center policies.

With the rate of innovation moving more and more quickly, it is important that policies not foreclose on opportunities that are not yet apparent. Many of the businesses in Totem Lake, particularly aerospace, medical device and interactive media, are part of regional business clusters that extend to neighboring communities. Consideration of the sustainability and growth of these larger business clusters should guide planning decisions in Totem Lake.

Policy TL-3.4: Limit uses that do not contribute to a dense and vibrant urban environment within the Urban Center.

Low density-intensity uses such as retail storage facilities occupy large amounts of land. These uses do not contribute to the dense, economically vibrant vision for Totem Lake and should be located outside of the Urban Center.

Policy TL-3.5: Strengthen the district's light industry/office areas through supporting expansion of existing uses and welcoming redevelopment of these uses, while enabling them to evolve into innovative centers for commerce and employment.

Goal TL-4: Establish and support incentives to encourage automobile and other vehicle dealerships within appropriate areas of the business district.

Policy TL-4.1: Provide flexibility in development standards while maintaining an inviting visual-aesthetic environment.

Vehicle sales uses seek to maximize visibility and efficiency in the display and storage of inventory. Flexible development standards that assist vehicle dealers in these goals without compromising the visual-active, pedestrian-friendly character of the area should be considered in development standards and design guidelines for these uses. Where parking areas are located near gateways identified in this Plan, special attention to visual impacts is important. Parking areas should be appropriately landscaped so they do not detract from efforts to provide a welcoming and attractive-vibrant entrance to the business district.

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Policy TL-4.2: Assist existing and prospective vehicle dealers through a variety of means.

Because vehicle sales and service uses typically have unique spatial and visibility needs, these uses may require special assistance to ensure their continued viability in the City. Zoning and regulatory measures should be considered to remove obstacles to development and increase flexibility in development standards. When warranted by a clear public interest and benefit, the City should provide technical assistance in identification of sites or by facilitating business-to-business communication efforts.

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6. Environment, Parks and Open Space

This section provides policy direction regarding the natural environment in the Totem Lake Business District. Broad Citywide policies and standards for development regarding environmental quality, natural amenity and function, environmental hazards and stormwater management are found in the [Sustainability, Climate and Environmental](#) Element (Chapter V). These policies, while not repeated here, are applicable to the Totem Lake Business District.

Goal TL-5: Enhance the biological integrity of Juanita Creek and Forbes Creek.

Policy TL-5.1: Enhance the habitat quality of the Juanita Creek corridor.

Juanita Creek and associated wetlands represent the largest continuous wildlife habitat area in the Totem Lake Business District (see Figure TL-3). While a valuable public resource, Juanita Creek has been negatively affected over the years by surrounding development. Impacts include narrow and degraded buffers, habitat fragmentation, degraded water quality, and increased flooding.

The City should initiate and support efforts to enhance the biological integrity of Juanita Creek, such as requirements for improved/enhanced buffers and reduced impervious surface area, partnership with other agencies or interested parties for improvements, acquisition of key areas or other measures.

Policy TL-5.2: Restore the natural Forbes Creek channel through the business district.

Within the Totem Lake Business District, the Forbes Creek channel is culverted, which eliminates opportunities for wildlife habitat. Outside of the business district, open portions of Forbes Creek provide cutthroat trout and Coho salmon habitat. With restoration, it may be possible to re-introduce these species to the Totem Lake Business District portion of the stream.

Rehabilitation of this stream corridor could restore biological health and diversity within the corridor, possibly re-establish a salmon run, and provide a visual amenity. City efforts should include a requirement that adjacent new development/redevelopment open and restore stream segments and/or direct public investment to restore the corridor. Development activity that restores the stream corridor should be allowed to retain development potential that would otherwise have been reduced by stream restoration.

Policy TL-5.3: Coordinate with the Federal Emergency Management Agency to update the floodplain map for the Totem Lake Business District.

Existing floodplain maps indicate that the only area that lies within the 100-year floodplain is Totem Lake. The Federal Emergency Management Agency (FEMA) originally developed these maps in the 1960s. Due to changes in local topography and stormwater patterns associated with development, these maps may no longer be accurate. The City should seek funding to review and update these maps as needed.

Goal TL-6: Enhance the natural condition and function of Totem Lake.

Policy TL-6.1: Work collaboratively with other agencies and groups to improve the habitat value and function of Totem Lake.

Totem Lake and wetlands include forest, shrub, and emergent communities, together with open water. This mix of communities creates a variety of habitat opportunities for wildlife in this headwater area of Juanita Creek. This area is bordered with little buffer area on the west, south and east sides by commercial development, roads and railroad tracks. Wooded slopes to the northeast provide upland area and wetland buffer features lacking along other sides.

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Totem Lake is owned by the King Conservation District (KCD), a special purpose district that provides education and technical support on resource conservation issues. The management goals for Totem Lake are to enhance the wildlife habitat and maintain the area for passive recreation. Because the KCD has limited resources, management occurs on an incremental basis, as funds are available.

In cooperation with the KCD and the Eastside Audubon Society, the City of Kirkland conducts regular maintenance to remove trash and remove overgrown vegetation. Future collaboration between the City, the KCD and the Eastside Audubon Society should enhance the overall habitat value and function of Totem Lake.

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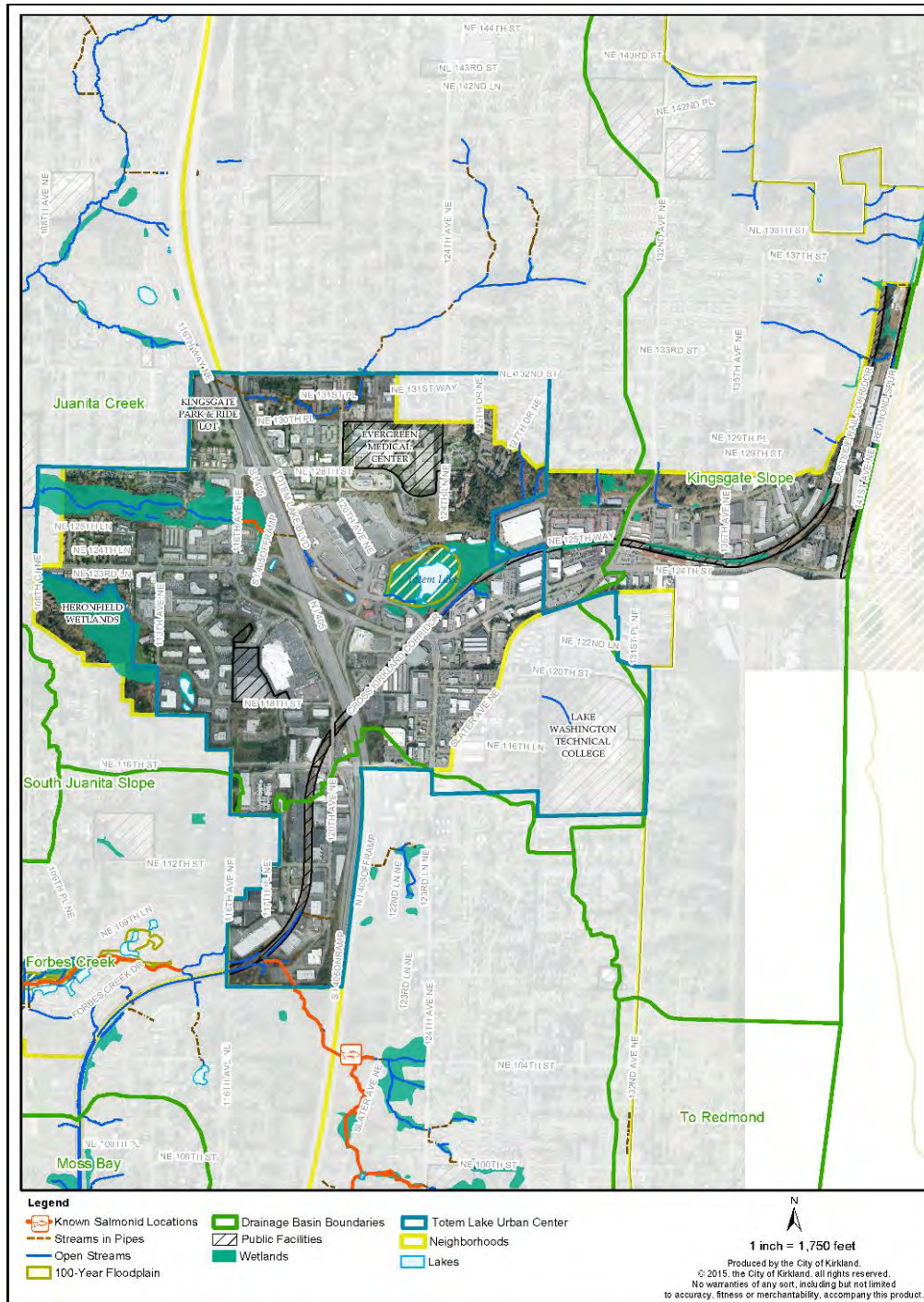


Figure TL-3: Totem Lake Wetlands, Streams, and Lakes

Policy TL-6.2: Provide opportunities for people to observe and enjoy the wildlife habitat around Totem Lake.

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Totem Lake provides valuable urban wildlife habitat, with a wide diversity of birds and other animals. Currently, there is a boardwalk trail through a portion of the wetland that allows visitors to observe a variety of wetland types and wildlife activity, particularly water birds, songbirds and woodpeckers. Increased opportunities for public education and wildlife interpretation at Totem Lake, while protecting the natural system, could increase public appreciation and stewardship of this valuable resource.



Policy TL-6.3: The City should ~~acquire-maintain~~ Totem Lake ~~and-develop~~ park improvements as identified in the Totem Lake Park Master Plan.

To ensure that the quality of Totem Lake and its buffers are preserved through regular maintenance, the City ~~should-
seek-to-has~~ acquired and manages this natural resource. The 2013 Totem Lake Park Master Plan identifies improvements that can be made to enhance ecological function, increase opportunities for environmental education and interpretation, and better connect the park to the surrounding business and residential communities and to the adjacent Cross Kirkland Corridor. The City should continue to implement the park master plan.



Policy TL-6.4: Work with other agencies and the public to improve water quality.

The water bodies in the Totem Lake Business District are generally rated as “fair” to “good.” All, however, have been routinely diagnosed with such water quality problems as high fecal coliform, low dissolved oxygen and high

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temperatures. Runoff from streets, parking lots and yards is a major contributor to water quality problems. The City should address water quality issues in accordance with the 2014 Surface Water Master Plan.

Goal TL-7: Establish a green corridor extending in an east/west direction from the hillside northeast of Totem Lake and extending along the Juanita Creek corridor.

Policy TL-7.1: Create a public green corridor as shown in Figure TL-10.

Green corridors offer a mechanism to link the community's cultural, historic, recreational and conservation needs. The term "green corridor" combines the concepts of greenbelt and parkway: providing the separation and ecological functions of a greenbelt and the linear and connective orientation of a parkway. Green corridors help to preserve natural areas, habitat, and stream corridors and provide open space within developed areas. With their emphasis on connectivity, green corridors support wildlife by creating corridors and providing buffers from roadways and other incompatible uses.

In the Totem Lake Business District, a new public green corridor should extend from the steep slope in the eastern portion of the district, through Totem Lake and the Juanita Creek corridor to the western edge of the district (see Figure TL-10). The green corridor would encompass many of the Juanita Creek Basin wetlands on the north side of NE 124th Street (see Figure TL-3). These wetlands include both small isolated features and large wetlands, such as those along Juanita Creek. Currently, these features provide significant wildlife refuge opportunities, limited primarily by fragmentation. Their wildlife function would be greatly expanded with a green corridor that provides a continuous travel route.

Public and private landscape improvements to the area between Totem Lake on the east side of I-405 and Juanita Creek on the west side of I-405, should be incorporated into the green corridor to provide a continuous corridor through the business district.

Policy TL-7.2: In landscaped areas of the green corridor, encourage landscape materials that complement adjoining natural areas.

Certain portions of the green corridor, particularly extending west from Totem Lake and across I-405 to the Juanita Creek corridor, should be landscaped to provide a continuous green path through the business district. To the extent possible, these areas should be landscaped with materials that complement the natural areas of the green corridor and continue the appearance of a natural green corridor.

Policy TL-7.3: In natural areas of the green corridor, maintain the natural vegetation to the greatest extent possible.

Within the natural areas of the green corridor, natural vegetation, wildlife habitat and stream corridors should be maintained to the greatest extent possible. This may include management to replace invasive non-native plants with native vegetation. This will enhance the overall habitat and stormwater control function of these areas.

High and moderate landslide areas are located throughout the Totem Lake Business District. Primary areas at risk for landslide include the slope northeast of Totem Lake, the slope south and west of the Heronfield wetlands, Welcome Hill, and isolated areas in the South Industrial-Commercial Subarea and along the north side of Juanita Creek (see Figure TL-4a). Seismic soils are located primarily in low-lying soft soil areas around Totem Lake, along Juanita Creek and around the Heronfield wetlands. Currently, the only 100-year floodplain in the Totem Lake Business District is located around Totem Lake. Policies in this section provide general guidance regarding these features.

Goal TL-8: Protect potentially hazardous areas, such as landslide, seismic and flood areas, through limitations on development and maintenance of existing vegetation.

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Policy TL-8.1: Maintain existing vegetation in high or moderate landslide areas.

In all landslide areas, most of the existing vegetation should be preserved in order to help stabilize the slopes as well as maintain natural drainage patterns. In particular, areas with significant existing vegetation, such as the wooded ridge along NE 116th Street and the hillside northeast of Totem Lake (Figure TL-4a), should retain vegetative cover to the maximum extent possible.

Goal TL-9: Acquire and develop community facilities, such as a neighborhood park and community center.

Policy TL-9.1: Establish an open space network.

The network should include open space, a neighborhood park, and pedestrian corridors. Park and open space facilities should be sized and designed to meet the needs of shoppers and those who live and work in the area. The facilities should include at least one place to gather, rest, eat and engage in informal recreation. Trees and plants should be provided for shade and relief.

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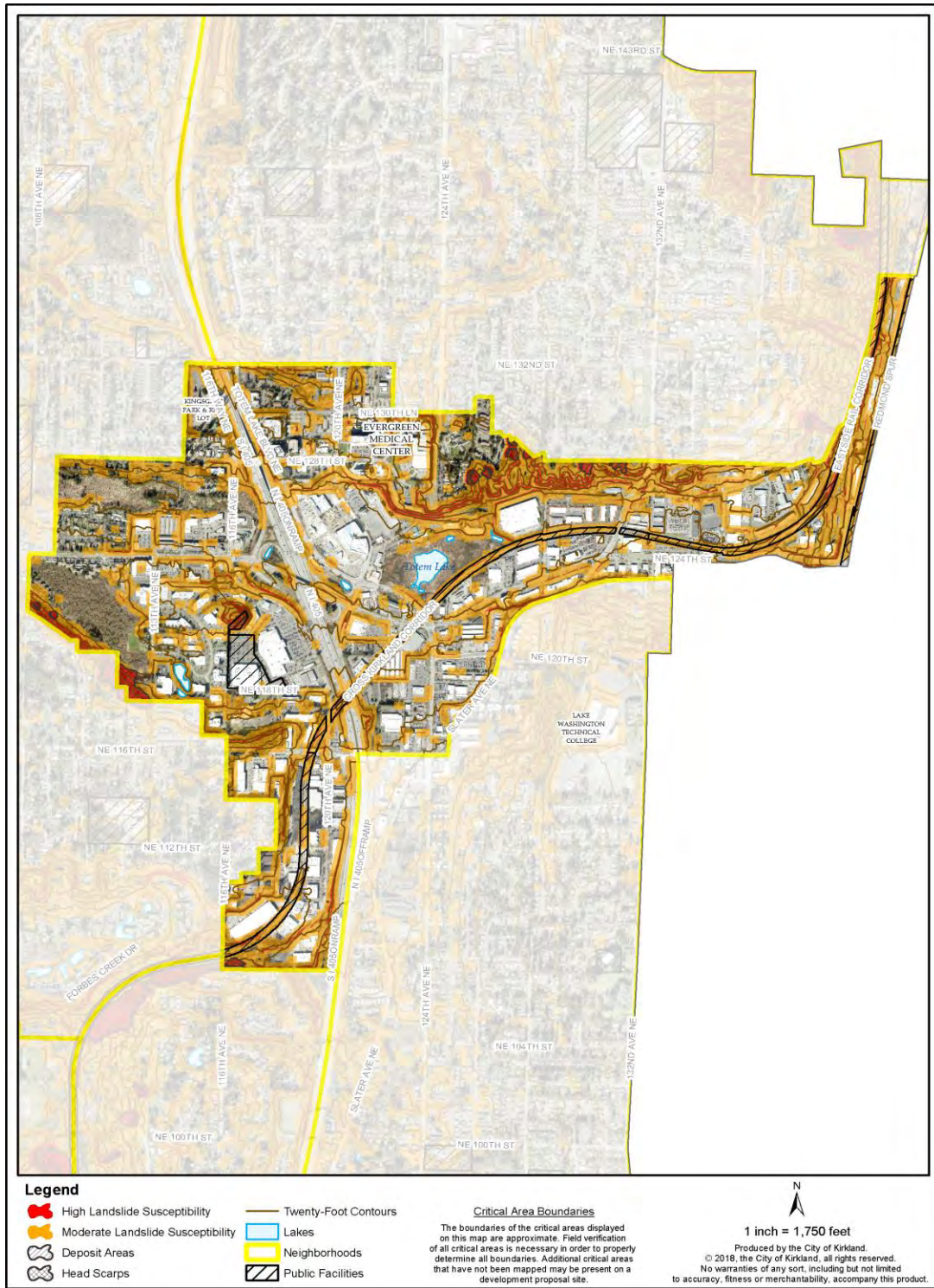


Figure TL-4a: Totem Lake Landslide Susceptibility

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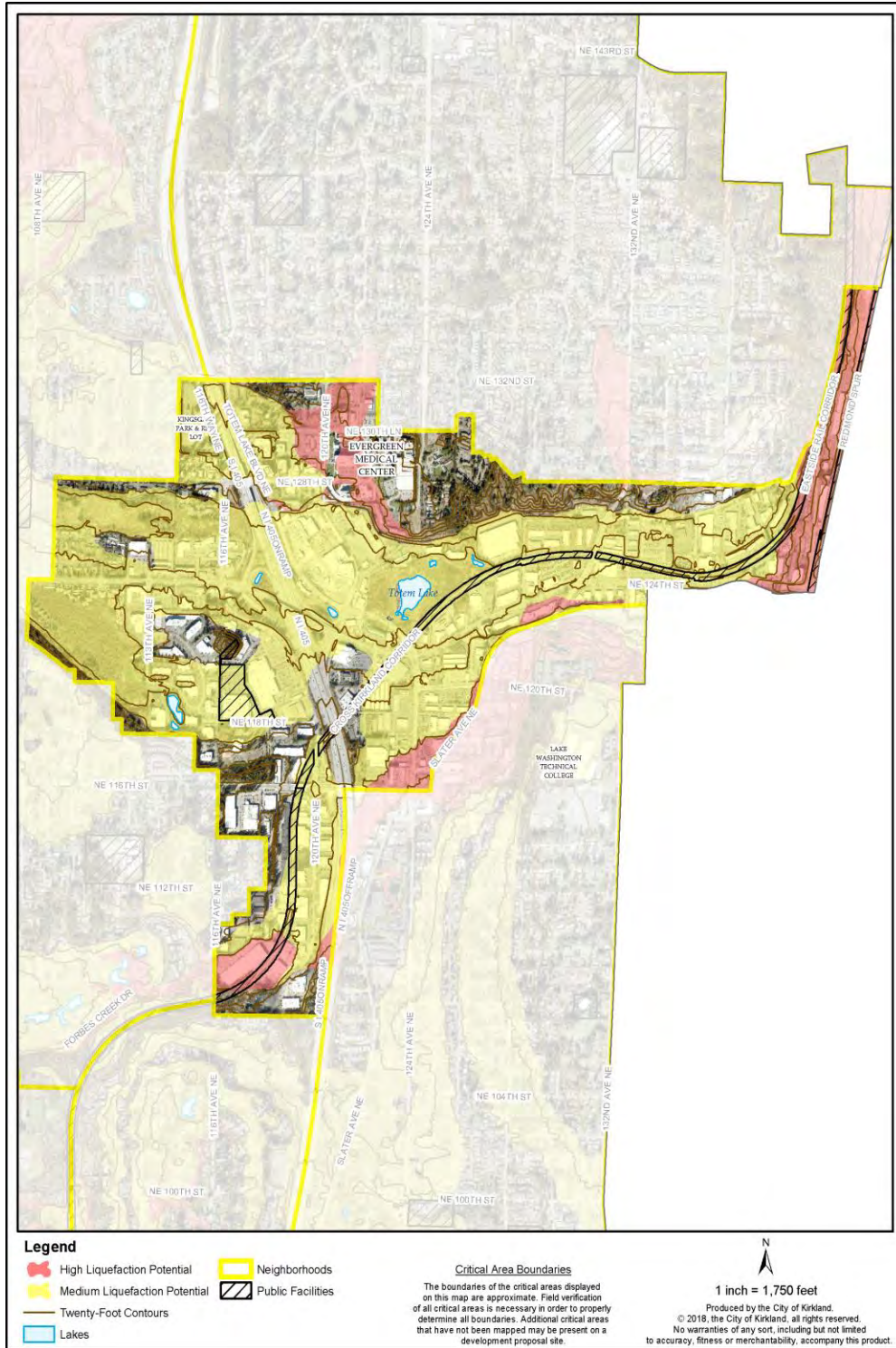


Figure TL-4b: Totem Lake Liquefaction Potential

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Policy TL-9.2: Public/private partnerships should be encouraged to provide additional parks, open space and pedestrian corridors.

Future intensive residential, office and retail development particularly in the core of the business district will increase the demand for parks, open space and pedestrian corridors. New development will also provide increased opportunity for acquiring and integrating open space amenities into the development pattern. The City should seek opportunities to work in partnership with private development to create public open spaces in the business district that benefit public and private interests. The Park Recreation and Open Space Plan has identified the need for further improvements in Totem Lake (see the PROS Plan for further details).

Policy TL-9.3: Support the creation of community centered functions and activities.

New community-oriented facilities in the Business District Core would provide recreation space that is highly in demand, increase activity levels in the area and provide a magnet for future private development. A new public facility, such as a community and recreation center, or the provision of space for these functions through private development would be a significant contribution to the future of the core area. Incentives for the development of community-oriented facilities through private development should be implemented.

Examples of program activities that might occur at a community center would include those that would support increased awareness and stewardship of the Totem Lake wetlands, individual and family health and fitness activities, and other community activities that complement plan goals for the Business District Core and the Totem Lake Business District as a whole.

Goal TL-10: Maximize opportunities provided by the Cross Kirkland Corridor for new parks, open spaces and recreational activities in Totem Lake.

Policy TL-10.1: Ensure when new development, redevelopment or exterior remodeling occurs adjacent to the Cross Kirkland Corridor that the building and site features integrate with the corridor to create active and engaging spaces for corridor users.

The former rail corridor, now known as the Cross Kirkland Corridor (CKC) where it is under Kirkland ownership to 132nd Avenue NE, and as the Eastside Rail Corridor to points east and north, runs diagonally through the Totem Lake Business District. Opportunities for recreation and connection presented by this swath of open space should be maximized by neighboring properties, consistent with the objectives established in the PROS Plan and 2014 CKC Master Plan.

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7. Public Services and Facilities

The City of Kirkland and other agencies provide a wide range of public services and facilities to serve residents and workers in the Totem Lake Business District. Policy direction for these services is provided in three functional elements of the Comprehensive Plan: Public Services, Utilities and Capital Facilities. These policies, while not repeated here, are applicable to the Totem Lake Business District. The goals and policies provided below address specific public service issues unique to the Totem Lake Business District.

Goal TL-11: Prioritize available infrastructure funding to projects within Totem Lake to support its development at Urban Center densities.

Policy TL-11.1: Coordinate with developers to provide required flow control and water quality treatment in the most efficient and cost-effective manner.

Policy TL-11.2: Provide stormwater management facilities to serve untreated and uncontrolled runoff from already developed impervious surfaces.

Policy TL-11.3: Evaluate opportunities for regional approaches to provide stormwater management facilities and provide incentives to property owners to partner with the City to site these facilities.

Policy TL-11.4: Reduce the overall rate and volume of stormwater runoff during peak storm periods.

Much of the development in the Totem Lake Business District contains extensive impervious surface area. This style of development has contributed to unusually high rates of runoff to streams and wetlands during peak storm periods. As the rate and volume of stormwater runoff increases, water quality decreases, the potential for severe floods increases and flood peaks are extended.

Public and private measures, such as provision of public funds for improved stormwater detention facilities to handle existing development levels, and revised development standards to reduce impervious surface area, expand buffers/vegetated areas, and increase detention standards, will contribute to the reduction of stormwater flows.

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8. Transportation

The Transportation Element of this Comprehensive Plan provides a transportation concept for the City of Kirkland that supports a system which promotes all viable forms of transportation, ensures consistency between land use and transportation planning, ensures sustainability in the system, and emphasizes the development and maintenance of partnerships locally, regionally and nationally to further transportation goals. The Transportation Element provides specific goals and policies that support the development of a multimodal transportation system in Totem Lake.

The Totem Lake Connector pedestrian bridge was completed in 2023 and is an important addition to the City’s off-street transportation infrastructure. The Connector was aptly named due to its presence as the connecting piece between two portions of the Cross Kirkland Corridor that were previously divided by a major intersection. The Connector is an important active transportation connection that links the city’s active transportation network to provide a safe, convenient option for walking, biking and rolling trips to the rest of Kirkland and beyond.

The concentration of economic activity in the Totem Lake Business District and Urban Center requires an efficient transportation system. As the Urban Center transitions from a largely auto-oriented district to one that relies on a range of modes to support increased density, this transportation system should emphasize multiple and promote all modes of active transportation, with improved pedestrian access to transit hubs by walking and bicycling access. The City should take advantage of the funding priority given to regionally designated Urban Centers to seek grants for funding transportation improvements.

Goal TL-12: Strive to achieve, by 2035, a non-single occupancy vehicle mode share of 60 percent for peak period trips in the Totem Lake Urban Center.

An ambitious mode split may be achieved within the Urban Center through a number of measures supported by this Plan. These include the creation of transit- and pedestrian-supportive land uses and infrastructure, the provision of expanded transit options and enhanced transportation demand strategies, incentives for travel by HOV, and the implementation of a parking management strategy. The table below provides goals for the mode split to be achieved.

Totem Lake Mode Split						
Mode	Daily Home-Based Work Trips			Peak Hour – All Trip Types		
	2010 PSRC	2035 Estimate	2035 Aspirational Target	2012 BKR	2035 Estimate	2035 Aspirational Target
SOV	81%	74%	64%	55%	45%	40%
HOV	9%	13%	15%	38%	39%	40%
Transit	7%	9%	15%	4%	7%	10%
Walk & Bike	3%	4%	6%	3%	9%	10%
	100%	100%	100%	100%	100%	100%

Goal TL-13: Provide mobility within the business district through maximizing the efficiency and safety of the existing road network and making strategic investments in intersections and street capacity to support planned land use.

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The district has an established network of streets that serve vehicular needs. I-405 provides regional access to the business district. Principal arterials (NE 124th Street, 124th Avenue NE) connect Totem Lake with other regional locations such as Bellevue and Redmond. Minor arterials (NE 116th Street, Totem Lake Boulevard, 132nd Avenue NE, NE 132nd Street, NE 120th Street) provide connections between principal arterials and serve as key circulation routes within the district. Collector streets distribute traffic from the arterials to local streets, giving access to individual properties (see Figure TL-5).

Policy TL-13.1: Maximize efficiency of the existing transportation network.

Many low-cost traffic management strategies can be employed to maximize the efficiency and improve the safety of the existing transportation network. Intelligent Transportation Systems (ITS), for example, maximize the efficiency of the existing transportation system and can improve mobility through techniques such as transit priority signalization. Other measures to increase the efficiency of existing streets include intersection improvements, on-street parking restrictions, signal timing optimization and left turn channelization. Substantial reductions in congestion from modest intersection improvements that support planned land use may be achieved in some areas, such as NE 132nd Street. Priorities for street improvements are established in the Transportation Element.

Goal TL-14: Support transportation demand management (TDM) measures and improve transit facilities and services.

Policy TL-14.1: Support transportation demand management (TDM) efforts to reduce trip demand and meet goals for non-drive-alone trips in the Urban Center.

TDM seeks to modify travel behavior and encourage economical alternatives to the single-occupant vehicle. The City has ongoing TDM and Commute Trip Reduction (CTR) programs that work with employers to reduce single-occupancy vehicle use and vehicle miles traveled. As discussed in the Transportation Element, innovative approaches should be implemented to improve ridesharing, vanpools and other types of services.

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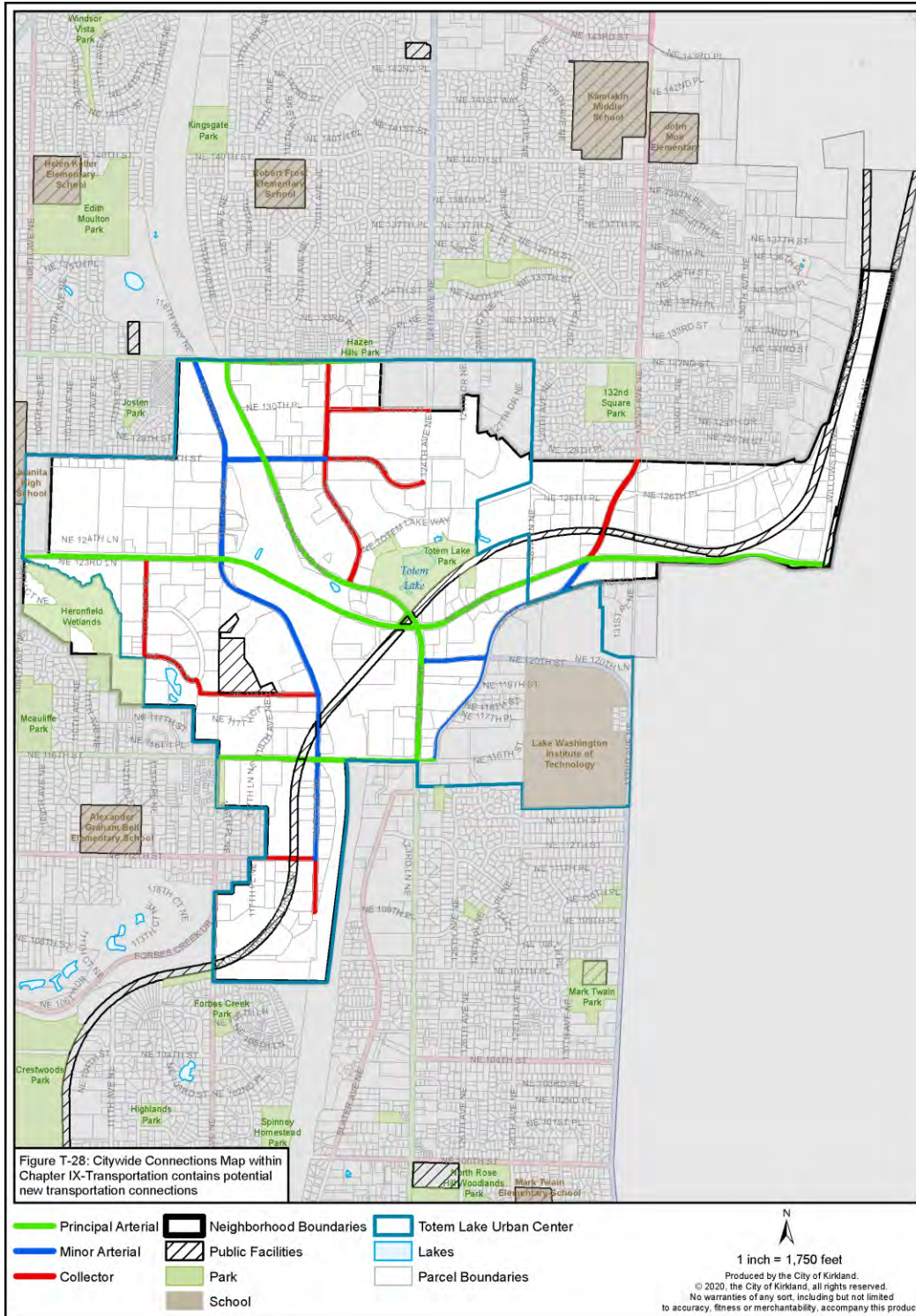


Figure TL-5: Totem Lake Street Classifications

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Many components of a successful TDM program could include costs to the City. Financial subsidies to encourage employers to provide vanpools for their employees, or other incentives to reduce the costs of participation for employees are examples of costs the City might incur. The City should seek grant funding for program costs and partnering with transit and other agencies should be promoted.

Policy TL-14.2: Strive to meet the goals established for the Totem Lake Urban Center Growth and Transportation Efficiency Center (GTEC).

The GTEC designation is a voluntary Commute Trip Reduction (CTR) strategy that encourages reduction of Single Occupancy Vehicles (SOV), and Vehicle Miles Traveled (VMT) and reductions in greenhouse gas emissions through efficient use of transportation infrastructure and travel demand management strategies discussed above. The purpose of the GTEC is to increase access to the Urban Center while reducing the number of drive alone trips.

The Transportation [Master Strategic](#) Plan and the City's CTR Plan provide further details on CTR and TDM plans. The goals established for Totem Lake GTEC include a non-SOV rate of 55 percent, and reductions in greenhouse gas emissions and vehicle miles traveled of 28 percent each.



Goal TL-15: Support and promote an improved transit system and access to transit hubs within the Urban Center.

Policy TL-15.1: Work with regional transit agencies to provide a full range of transit service to and within the Totem Lake Urban Center.

Transit service to the Totem Lake Urban Center has improved in recent years, with the completion of the direct access HOV lanes at I-405/NE 128th Street and transit center on the Evergreen Health campus. These projects have improved the speed, reliability and use of regional express transit service in Kirkland, and have been an integral part of the plan and vision for the Totem Lake Urban Center. Additional improvements to Metro and Sound Transit service to and from the Urban Center should continue to be encouraged.

Due to the size of the Totem Lake Urban Center, it is important that regional transit effectively serves the entire area. Throughout the Totem Lake Business District, expanded transit service to connect to other Eastside communities, to provide more frequent service during peak hours, and to expand service from the Kingsgate Park-and-Ride lots should be provided. Additional transit shelters and stops should be encouraged, with improved access to transit hubs by walking, [biking and rolling](#) ~~and bicycling~~ access. Intensive promotion should be sought for implementation of local transit services to Totem Lake residents ~~and~~ businesses [and visitors](#).

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In order to promote improved regional service for Totem Lake's residents and employees, the City should support efforts to incorporate High Capacity Transit (HCT) on I-405 and consider appropriate transit on the Cross Kirkland Corridor.

Goal TL-16: Improve local circulation in the Totem Lake Business District.

The Totem Lake Business District has barriers to local circulation including I-405, the Cross Kirkland Corridor, large "superblocks" without internal connections, steep slopes and wetlands. Because of these features, the pattern of local streets can feel circuitous, confusing and inconvenient. The improvements described below would simplify and improve local circulation.

Policy TL-16.1: Create a landscaped boulevard that connects the subareas within the business district.

Although primarily for urban design purposes, the landscaped boulevard would not only connect visually the subareas of the business district around the I-405 interchange at NE 124th Street, but could also help local circulation. Creation of the boulevard uses existing rights-of-way such as Totem Lake Boulevard, 120th Avenue NE, NE 128th Street and 116th Avenue NE to the greatest extent possible. In some areas dedication and development of new rights-of-way may be needed. Please refer to the Urban Design policies and Figure TL-10 for the preferred alignment of the boulevard.

Policy TL-16.2: Seek opportunities to create a finer grid of smaller scale streets and new connections within the business district.

The Totem Lake Business District currently has a limited local street system. Development of a complete network of local access roads would facilitate equitable vehicular, pedestrian and bicycle access to properties, reduce reliance on major arterial routes, and break up large blocks to provide better building orientation to the street and an improved street level environment.

With new development and redevelopment within the business district, the opportunity exists for the dedication of right-of-way to enable the creation of new through connections. General locations for potential new connections are identified in Figure T-28 in Chapter IX, the Transportation Element of the Comprehensive Plan.

Goal TL-17: Improve circulation and access for ~~nonmotorized-nonvehicular~~ modes of transportation.

To provide transportation alternatives to the automobile, safe and convenient paths should be developed for pedestrians, bicycles, scooters, skates and other nonmotorized modes of travel. The Transportation Element and Transportation Master Strategic Plan provide specific policy direction and actions to support and enhance these modes.

Policy TL-17.1: Develop a safe, integrated on- and off-street ~~nonmotorized-multimodal~~ system emphasizing connections to schools, parks, transit, the Cross Kirkland Corridor and other parts of Kirkland (Figures TL-7 and TL-8).

The Totem Lake Business District needs many nonmotorized-active transportation improvements, as identified in the City's Active Transportation Plan. These include safe and appropriately scaled nonmotorized-pedestrian and active mobility access to connect neighborhoods, and activity and urban centers, with services, transit, and recreation areas. The relationship of the Totem Lake Business District to other neighborhoods, as well as to the Lake Washington Institute of Technology, Juanita Beach, and the Forbes Creek Trail, should be considered in developing regional connections.

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Policy TL-17.2: Support development of the Cross Kirkland Corridor as a multipurpose trail with access points along the corridor.

The Cross Kirkland Corridor provides an important recreational opportunity, as well as a north-south bicycle and pedestrian route through much of the Totem Lake Business District. The trail could also be a precursor of a regional transportation facility traveling through the hearts of many Eastside cities. Public pedestrian and bicycle access should be provided for properties adjacent to the Cross Kirkland Corridor consistent with the CKC Master Plan and the PROS Plan.

Policy TL-17.3: Coordinate with neighboring jurisdictions to obtain and develop the extension of the Cross Kirkland Corridor within Kirkland's City limits.

The extension of improvements to the CKC north to Woodinville would enable users of the corridor to travel seamlessly across jurisdictional borders.

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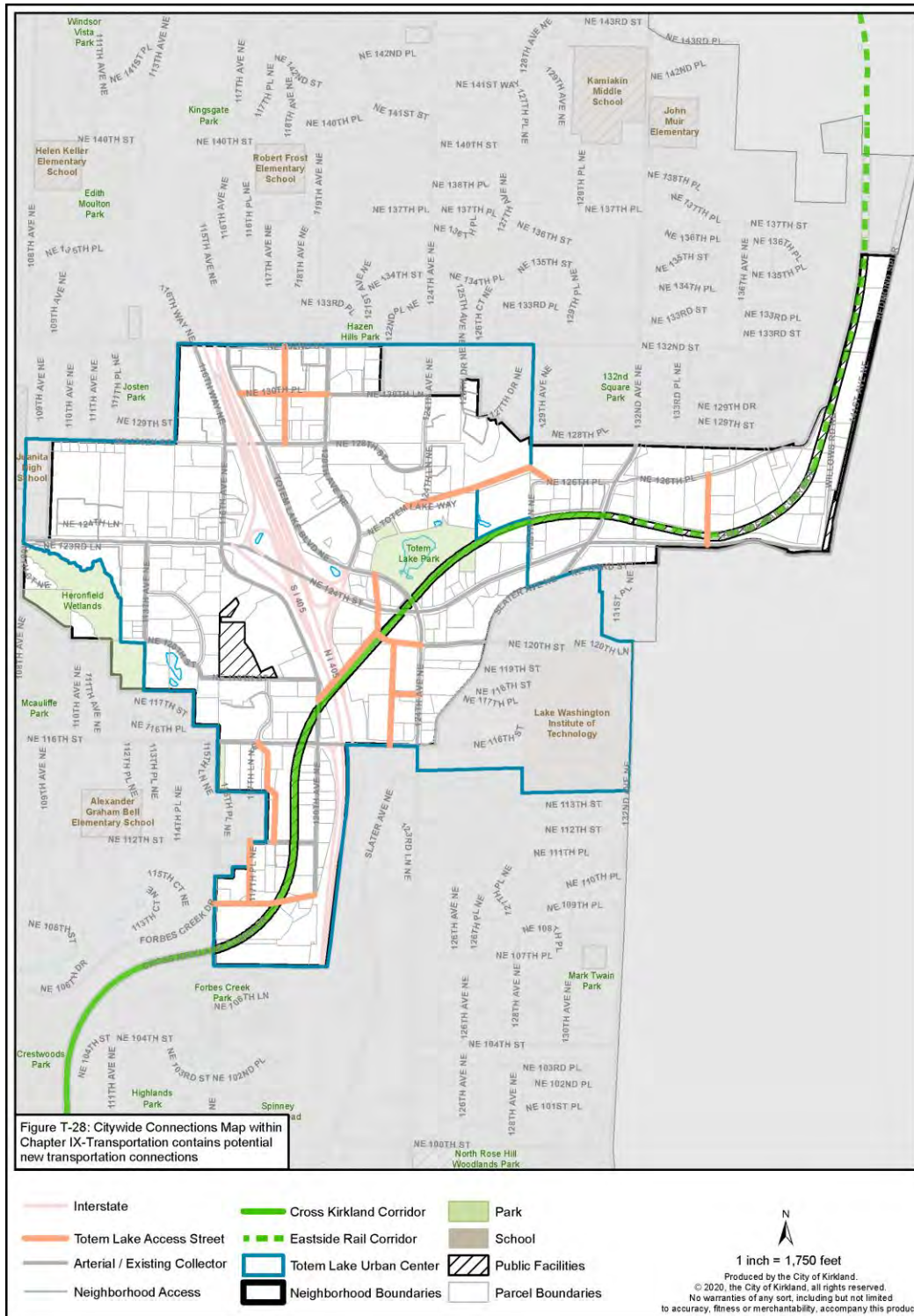


Figure TL-6: Totem Lake Planned Streets and Possible New Connections

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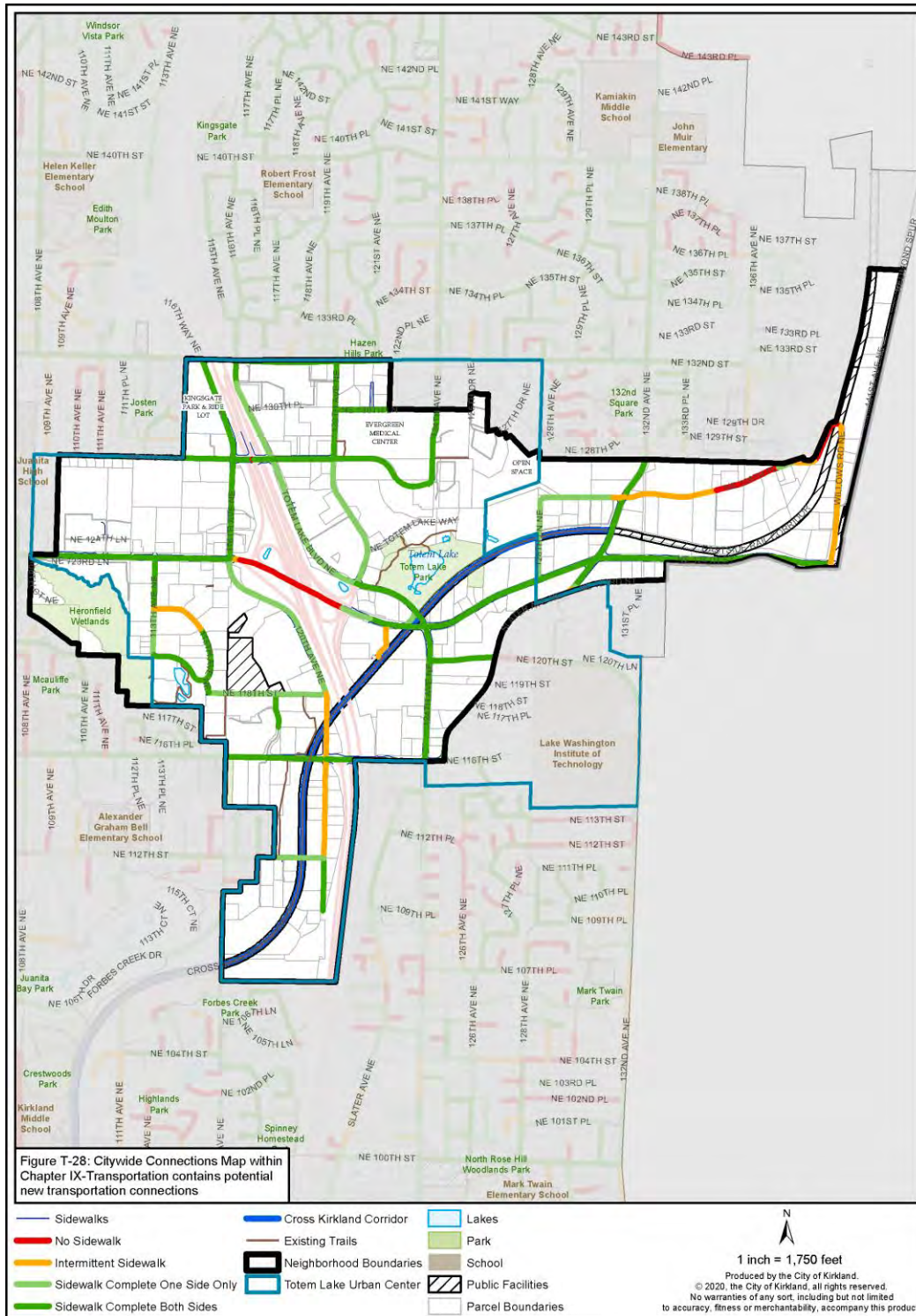


Figure TL-7: Totem Lake Pedestrian System

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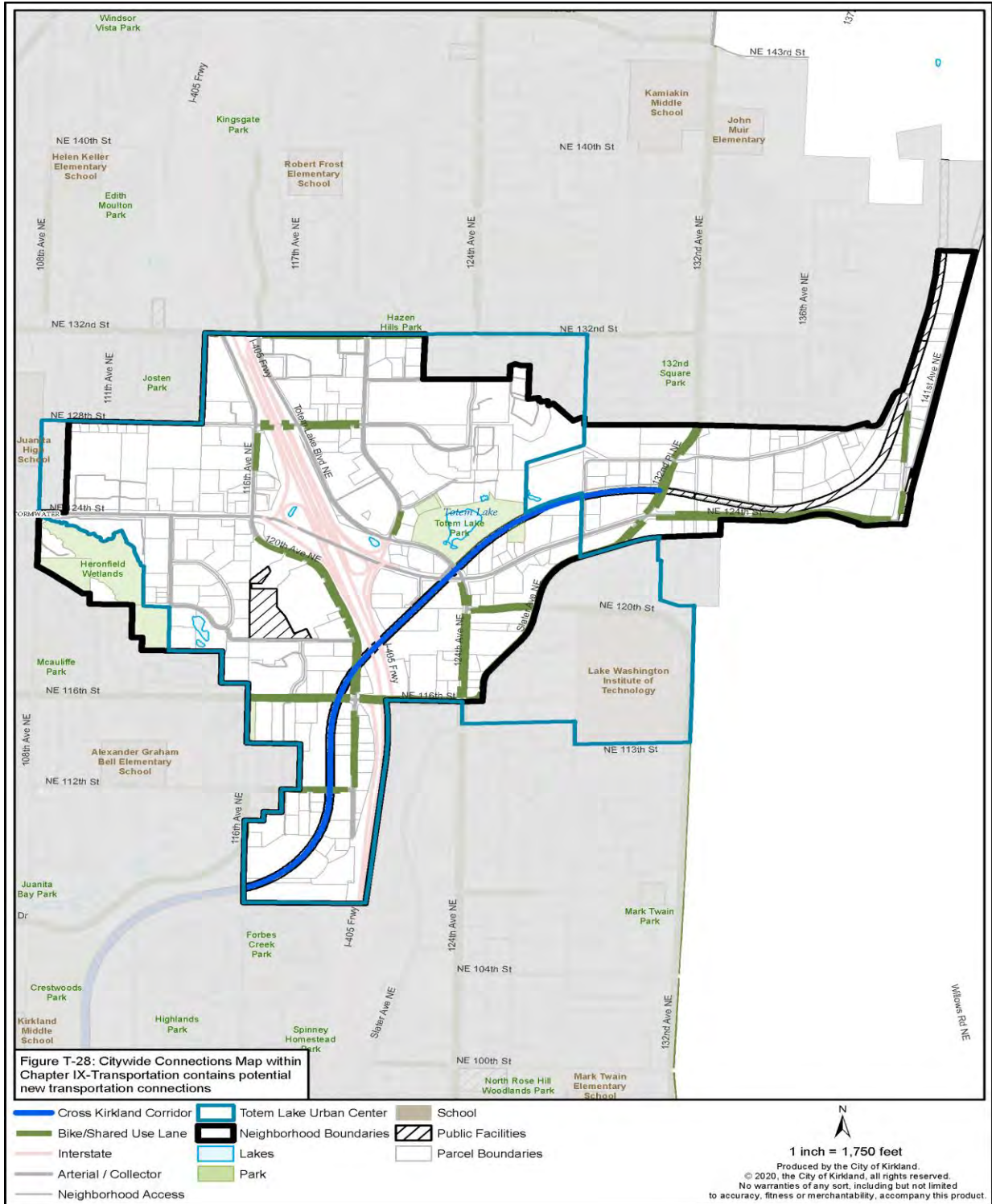


Figure TL-8: Totem Lake Bicycle System

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Goal TL-18: Encourage coordination with regional transportation networks.

The Totem Lake Business District needs to be connected with larger transportation networks on the Eastside and in the region. Totem Lake businesses and residents should have a seamless and effective integration with mobility systems that serve both the business district and external destinations.

Policy TL-18.1: Improve access to the Totem Lake Business District from I-405.

During peak hours, much of the traffic congestion on City arterials such as 124th Avenue NE is partially caused by traffic spillover from I-405. Efforts to reduce the impacts of this spillover include providing additional through capacity on I-405, study of a new interchange at NE 132nd Street with I-405 and I-405 corridor improvements for transit access and expanded transit service. Improvements to the configuration of the interchange at NE 124th Street should also be explored and implemented. The City should support these efforts, and continue to work with the Department of Transportation in the study of the I-405 corridor.

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9. Housing

The Totem Lake Business District is a focus for employment, retail and health services that contains significant existing residential areas and offers opportunities to expand the housing supply. A central housing goal for the City is to increase housing opportunities while preserving neighborhood quality. Strong residential areas contribute to a sense of community, support retail and service activity, make the business district a more desirable business location and fulfill Citywide housing objectives.

This section provides policy direction regarding residential land uses in the Totem Lake Business District. Broad Citywide housing policies are found in the Housing Element (Chapter VII). These policies, while not repeated here, are applicable to the Totem Lake Business District.

Goal TL-19: Preserve existing ~~multifamily~~ residential areas that are more intensive and continue to expand housing opportunities in the Business District.

Policy TL-19.1: Preserve existing residential areas, while ~~allowing-encouraging greater-more densities-residential intensity~~ where appropriate within the Urban Center.

West of I-405, established residential areas are primarily located north and south of NE 124th Street. East of I-405, residential areas are located in the vicinity of the Evergreen Health Medical Center, extending east to the eastern boundary of the Business District (see Figure TL-2). These established residential areas, ~~with allowable densities-ranging from 12 to 24 units per acre,~~ should be retained and strengthened. Increases in residential ~~densities-intensity~~ in these areas ~~may be~~ appropriate since they are well served by transit.

Policy TL-19.2: Protect ~~multifamily-residential~~ areas outside of the district's core from potentially adverse impacts of nonresidential, commercial and office uses.

Some Totem Lake residential areas abut commercial or office uses and may be adversely impacted by these uses. Existing City regulations ~~provide for protection of safeguard low density~~ residential areas from ~~incompatible-uses-undesirable impacts~~ through landscape buffers, building height and location and other measures. To protect the multifamily areas in the Totem Lake Business District, similar measures should be provided for ~~moderate and high density~~ more intensive residential areas.

Policy TL-19.3: Seek opportunities to expand housing in the Totem Lake Business District.

In the Totem Lake Business District, expanded housing opportunities are provided through high residential ~~densities-intensities, including a minimum density of 50 units per acre within the district's core.~~ Mixed-use development is also encouraged within the core area. These measures provide for a significant amount of additional housing, ~~while preserving which complements~~ existing ~~multifamily and single family residential~~ areas in and adjacent to the Totem Lake Business District.

Housing is ~~also allowed and in some cases~~ encouraged within some of the general commercial areas of the district. To encourage developers to choose to provide housing, an increase in height is allowed in some commercial areas when upper story residential use is provided. This incentive enables residential use to be included either in mixed-use projects, or in stand-alone developments where commercial use is not mandated as a ground floor use.

The areas listed below and shown in Figure TL-9 are "Housing Incentive Areas," where residential use is allowed within the perimeter of an otherwise nonresidential area, or a greater building height is allowed for structures containing residential use:

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1. Totem Lake West, north of NE 124th Street, west of 116th Avenue NE,
2. Properties east of 124th Avenue NE, north of NE 116th Street and west of Slater Avenue,
3. Properties east of 124th Avenue NE, south of NE 124th Street,
4. Properties south of NE 116th Street, west of the Cross Kirkland Corridor, and
5. Property north of NE 116th Street, south of NE 118th Street, and west of the Cross Kirkland Corridor.

Within these areas, properties north and south of NE 116th Street and west of I-405 (Incentive Areas 4 and 5 in Figure TL-9) should be allowed additional height only if residential uses are provided. As these areas are located near residential uses to the west, and are situated at the southeast gateway to the Totem Lake Business District, residential use in this area will provide an ~~appropriate~~ effective transition to the commercial areas to the east.

Another ~~possible~~ opportunity for expanded housing supply is through transit-oriented-development (TOD) at the Kingsgate Park and Ride, located in the northwest corner of the Totem Lake Business District. At this location, development of housing in conjunction with transit services, retail and commercial uses ~~would~~ will provide additional housing supply, support transit usage, increase the possibility for greater affordability and contribute to activity in the district. The Kingsgate Park and Ride site, is owned by the Washington State Department of Transportation (WSDOT). The City updated the land use designation for the site and City representatives have has initiated discussions with WSDOT representatives regarding the concept, ~~and While~~ they have indicated that the agency has no long-term plans for the site that might preclude its use for TOD. ~~The the~~ City should continue discussions with WSDOT regarding the potential for TOD at this site.

Goal TL-20: Encourage housing that is affordable to the local workforce and meets diverse housing needs.

Policy TL-20.1:

Seek ways to expand development incentives, requirements and other measures to encourage development of affordable housing.

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Francis Village

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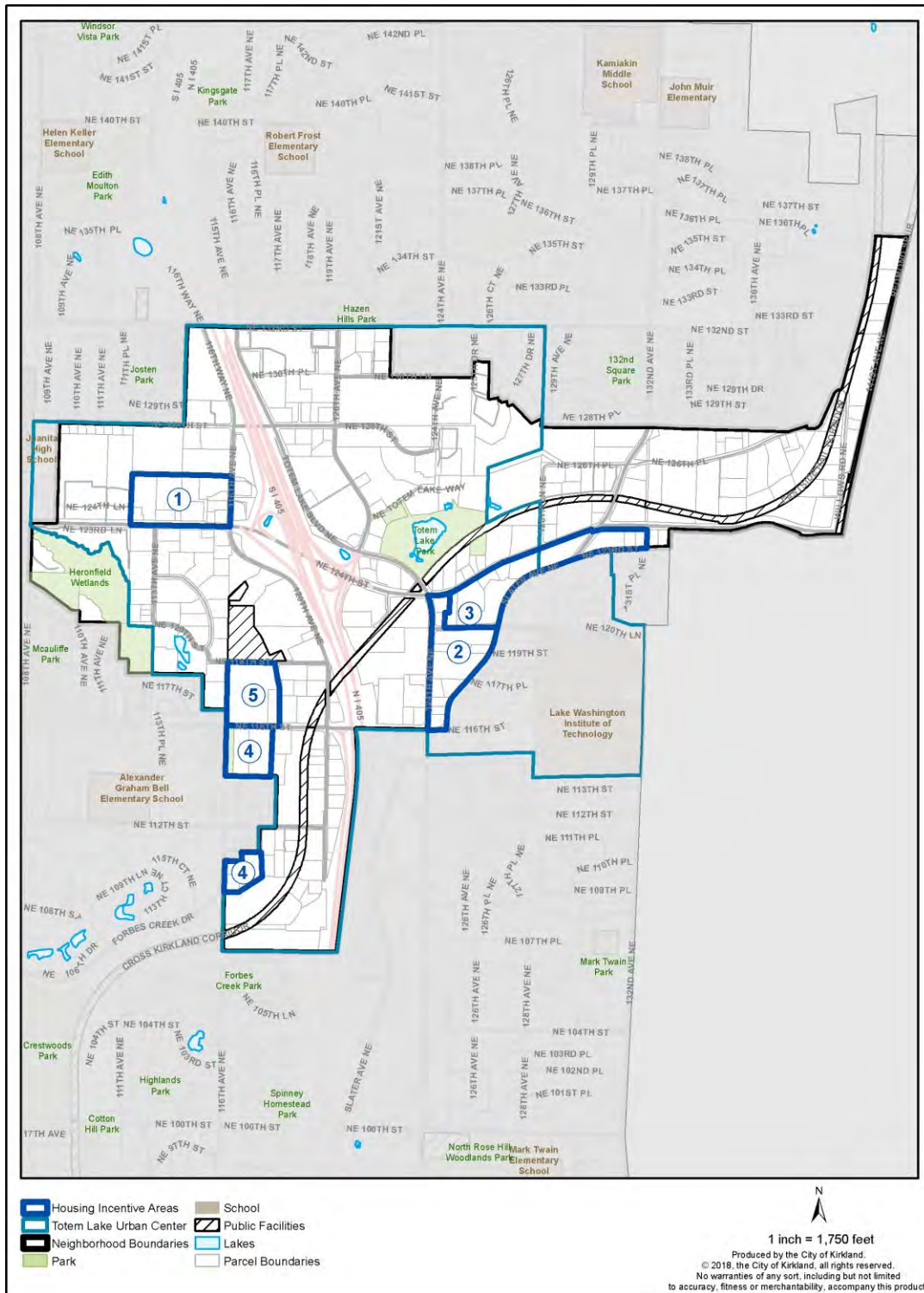


Figure TL-9: Totem Lake Housing Incentive Areas

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The Totem Lake Business District provides an important source of housing that is affordable to local service and office employees. Zoning and regulatory incentives help make housing more affordable to low to moderate income households. Additional incentives, such as bonus densities, public funding programs, public land donations, and development fee waivers, may also be needed to develop affordable housing projects. Similarly, partnerships with other public agencies and the private sector can introduce more diverse resources, which can help fund affordable housing. The assortment of affordability measures should be expanded to help support housing projects in the Totem Lake Business District.

Policy TL-20.2: Provide incentives that encourage variety in housing style, size and services.

The Totem Lake Business District provides a range of housing types, including ownership and rental ~~multifamily~~ housing in the form of townhomes, apartments and condominiums, and as well as senior and assisted housing for older adults and adults with varied abilities. Regulations encourage continued variety in housing types, such as housing in mixed-use developments and housing oriented to use of transit facilities. Additional height is granted for residential use in many areas of Totem Lake. Incentives including reduced parking requirements and increases in the floor area allowed for housing should also be provided where appropriate.

Mixed-use housing is another housing option that can increase housing opportunity and add vitality to the business district. Incentives for mixed-use housing are provided in the core of the business district and in defined Housing Incentive Areas.

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10. Urban Design

The Totem Lake Business District is comprised of distinct areas separated by built features, such as I-405, NE 124th Street and other major corridors. Urban design policies seek to establish visual connections between these areas, create effective transitions within and around the district, and provide a collective identity for Totem Lake.

The urban design policies provide the broad rationale and vision for the future design character of the Totem Lake Business District. More specific considerations are provided in the subarea sections, and specific implementing direction based on these policies is provided in the Design Guidelines for Totem Lake. Future development will be reviewed by the City to ensure compliance with the Design Guidelines.

Goal TL-21: Ensure that public and private development contributes to a coherent and ~~attractive~~ appealing identity for the business district.

Policy TL-21.1: Ensure that public improvements contribute to a clear identity for the business district.

Public infrastructure, consisting primarily of public rights-of-way, is a significant land use in the Totem Lake Business District. Public improvements such as streets, trails, community facilities, parks and public facilities should be designed and constructed in a manner that makes a positive contribution to the ~~character~~ physical features of the district. High quality materials, the use of public art, and other measures to reflect and enhance the identity of the Totem Lake Business District should be incorporated in public infrastructure design and construction.

Policy TL-21.2: Encourage private development to help build the overall ~~character~~ community design elements of the Totem Lake Business District.

Private development in the Totem Lake Business District should promote a sense of community ~~identity~~ and continuity. Design measures to achieve this goal should address important elements of design, such as human and architectural scale, breaking up of building mass, attention to building details and pedestrian connections and orientation.

Design measures should also recognize the differing needs and character of the various areas of the district. For example, design standards in the business district's core, which support intensive development and a high level of transit and pedestrian activity, are somewhat different from those in the balance of the district. Please refer to the Business District Core goals and policies for design measures that address this area.

Policy TL-21.3: Minimize the appearance of parking areas through location and shared facilities.

Parking lots are typically unsightly, break the links between buildings and destroy the continuity of the streetfront. Whenever possible, parking lots should be located at the rear of buildings. When this is not possible, landscaping should be used to break up and screen parking lots.

To minimize the area needed for parking, efforts should be made to share parking between facilities. Uses that have parking requirements at different times of the day should pool resources and develop plans for joint use. Adjoining parking lots shall not have unnecessary obstructions to through access, such as curbs or small changes in grade.

Policy TL-21.4: Establish standards to ensure that signs communicate effectively and ~~complement the character of the area~~ accessibly.

Signs should be an integral part of a building's façade. The location, architectural style, and mounting of signs should conform with a building's architecture and should not cover up or conflict with prominent architectural

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features. A sign's design and mounting should be appropriate for the setting and allow the sign to be easily read and understood by all.

Goal TL-22: Develop gateway features that announce, celebrate and strengthen ~~the character and identity of the Business District~~.

Policy TL-22.1: Identify and create gateways that are integrated with the transportation system, including the Cross Kirkland Corridor and other bicycle and pedestrian connections. Use public and private efforts to establish gateway features such as artwork, signage, landscape features and structures at the locations identified in Figure TL-10.

Gateways to the business district provide an important first impression of the area's character and quality vitality. An existing gateway sign is located on NE 124th Street near the center of the business district near 124th Avenue NE. Other locations for gateways to the business district are shown in Figure TL-10.

At some locations, private development should install gateway features as part of future development. In other instances, public investment in such features is necessary.

Goal TL-23: Develop a new landscaped boulevard, or "Circulator" that provides a green visual connection between the subareas of the business district through enhanced landscape and public amenities.

Policy TL-23.1: Create a landscaped boulevard that generally follows the alignment shown in Figure TL-10.

The purpose of the landscaped boulevard is to provide a softened landscaped border around the I-405 interchange at NE 124th Street and to visually connect the five subareas of the business district. Creation of the boulevard uses existing rights-of-way, such as Totem Lake Boulevard, 120th Avenue NE and 116th Avenue NE to the greatest extent possible.

The alignment shown in Figure TL-10 is the preferred, but not the only possible alignment. Future opportunities to achieve the purpose of the boulevard on slightly different alignments should be considered and developed as appropriate.

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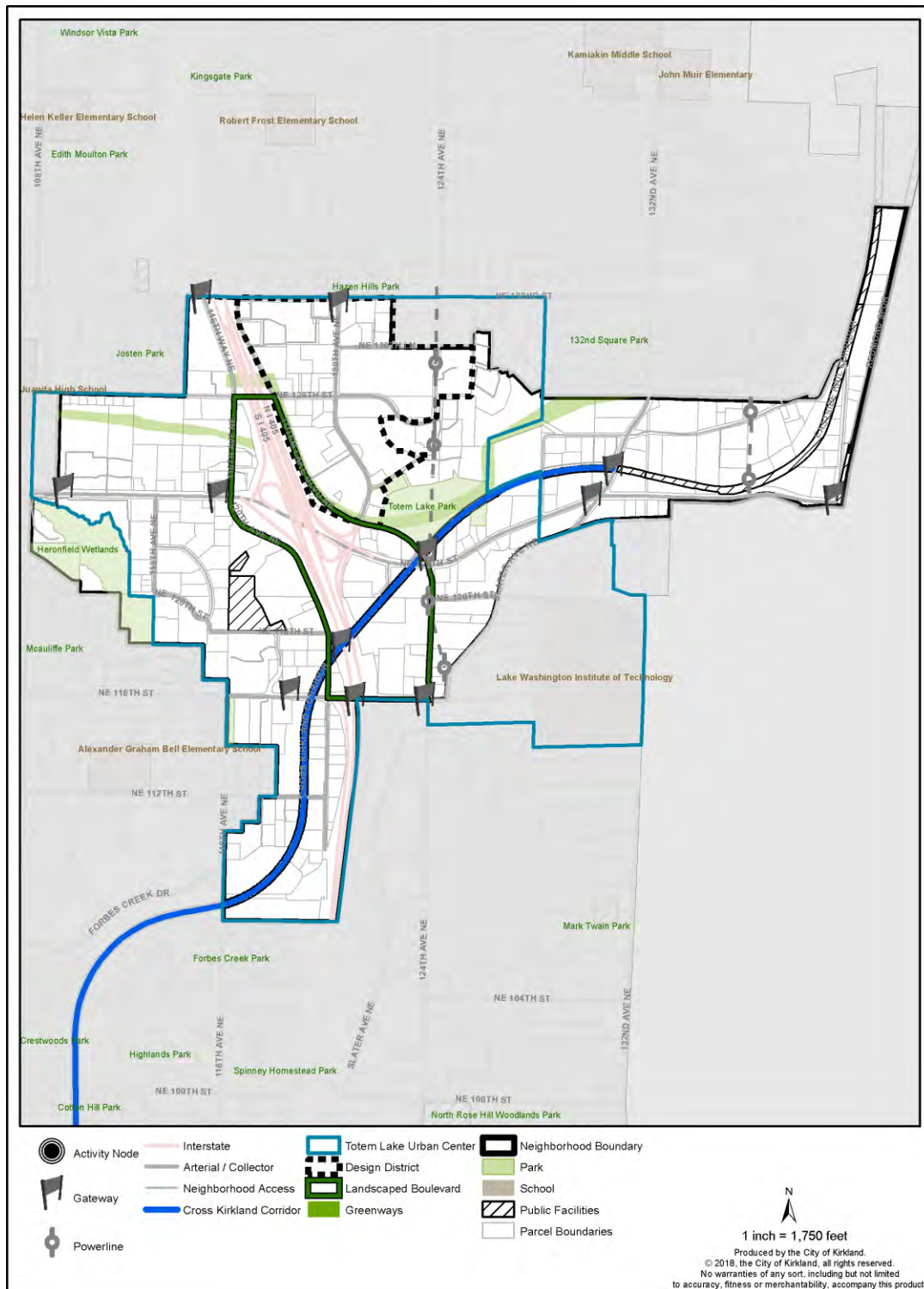


Figure TL-10: Totem Lake Urban Design

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Policy TL-23.2: Develop standards for the landscaped boulevard to include wide sidewalks, extensive greenery and other public amenities.

A well-designed landscape plan will create a hospitable environment for ~~both the pedestrian and driver~~ all people regardless of travel mode by reducing scale, providing shade and seasonal variety and reducing noise levels. Elements that should be included in the landscaped boulevard include a widened and meandering planting area, continuous and clustered tree plantings, and clustered shrubbery and seasonal color in a variety of texture, color and shape. Other features, such as lighting, directional signs, benches, varying pavement textures and public art would further enhance the route.

Where Totem Lake Boulevard abuts the lake, the Master Plan for Totem Lake Park calls for a boulevard, designed to leverage the existing street edge with Totem Lake, a new median, and integrating the storm water wetland to the west of the street into one experience. In addition to the improved parkway-like ~~character~~ features, the redesign of the street is intended to improve bicycle and pedestrian facilities including new wider sidewalks.

Goal TL-24: Provide interconnected streetscape improvements throughout the business district that contribute to a sense of ~~neighborhood identity~~ connection to nature and enhance ~~visual aesthetic~~ quality.

Policy TL-24.1: Establish a street tree plan for the business district.

The repetition of trees bordering streets can unify the landscape of an area. Trees add color, texture, and form to the urban environment. A strong street tree-planting scheme should establish community identity and provide a respite from the weather and the built environment.

Large, deciduous trees planted on each side of the street should bring visual continuity to the neighborhood, particularly on major entry arterials, such as NE 124th Street, NE 132nd Street, NE 116th Street, 124th Avenue NE, Totem Lake Boulevard and 120th Avenue NE. Many of these streets are currently fully or partially planted with street trees.

Policy TL-24.2: Develop an Urban Design and Amenities Plan for the Totem Lake Business District that provides guidance to create an identity for the business district and includes the following:

” Specific standards to contribute to placemaking for both public and private development.

A plan for locations and types of amenities desired in the district, to include at a minimum:

Street and park lights

Benches

Planters

Waste receptacles

Public art

Directional signs

A plan for a system for linkages, such as paths and wayfinding elements, integrated with parks, plazas, community centers, recreation and open spaces to create an interconnected system of public spaces.

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Concepts for improved intersections and streetscapes, including specific improvements to be installed within the Circulator.

Locations for and techniques to highlight connections to the Cross Kirkland Corridor, consistent with the CKC Master Plan.

The quality ~~and character~~ of public improvements are critical components of the business district's image. Standards for public improvements will assist in the development of a coordinated streetscape that will unify the business district.

Currently, the gateway signs on NE 124th Street are the primary public amenity in the district. Expansion of these features, through both public and private measures, will help knit the district together visually and functionally.

Policy TL-24.3: Encourage place-making and a dynamic public realm by integrating publicly accessible plazas, open spaces and other gathering places with development in public and private projects.

Policy TL-24.4: Establish a lighting plan for the business district.

A coordinated plan for lighting throughout the district can ~~contribute to improve~~ the area's ~~viability~~ identity. Fixtures which create a signature in style and placement throughout the streetscape and in public spaces can help to unify and upgrade the ~~visual character~~ appearance of the area. Careful attention to lighting in pedestrian-oriented districts can also improve the perception of safety for pedestrians. A lighting plan should also include techniques to address impacts between dissimilar uses, such as instances in which vehicle dealerships abut residential uses.

Goal TL-25: Provide effective transitions between the light industrial, commercial and higher density multifamily uses in the business district and single-family residential areas surrounding the district.

Policy TL-25.1: Provide for site and building development requirements and other regulations that address transition areas to protect nearby residential neighborhoods.

Where commercial development adjoins established residential areas, the commercial use should incorporate site and building design features to soften its visual and physical impact and ensure that it is a positive element to the nearby residential neighborhood.

Techniques used could include limits on height, building bulk and placement, and lighting; setbacks of taller buildings away from residential neighborhoods; requirements for landscaping; noise control and other appropriate measures. Transitional regulations should include provisions for greenbelts, buffers or other site and building design features that will ensure a compatible relationship between commercial and residential development.

The City should ensure that policies for residential development contained in the plans for neighborhoods that abut the Totem Lake Business District include measures to address potential conflicts between these residential uses and the commercial development in Totem Lake.

Policy TL-25.2: Where new residential development occurs near or within existing light industry/office areas, provide architectural techniques and vegetative buffers to minimize future conflicts between uses.

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11. Subarea Goals and Policies

The general goals and policies in Section 3 of this plan also apply to the Totem Lake subareas, identified in Figure TL-11. The goals and policies described below are additional efforts to address unique conditions and opportunities in these areas.

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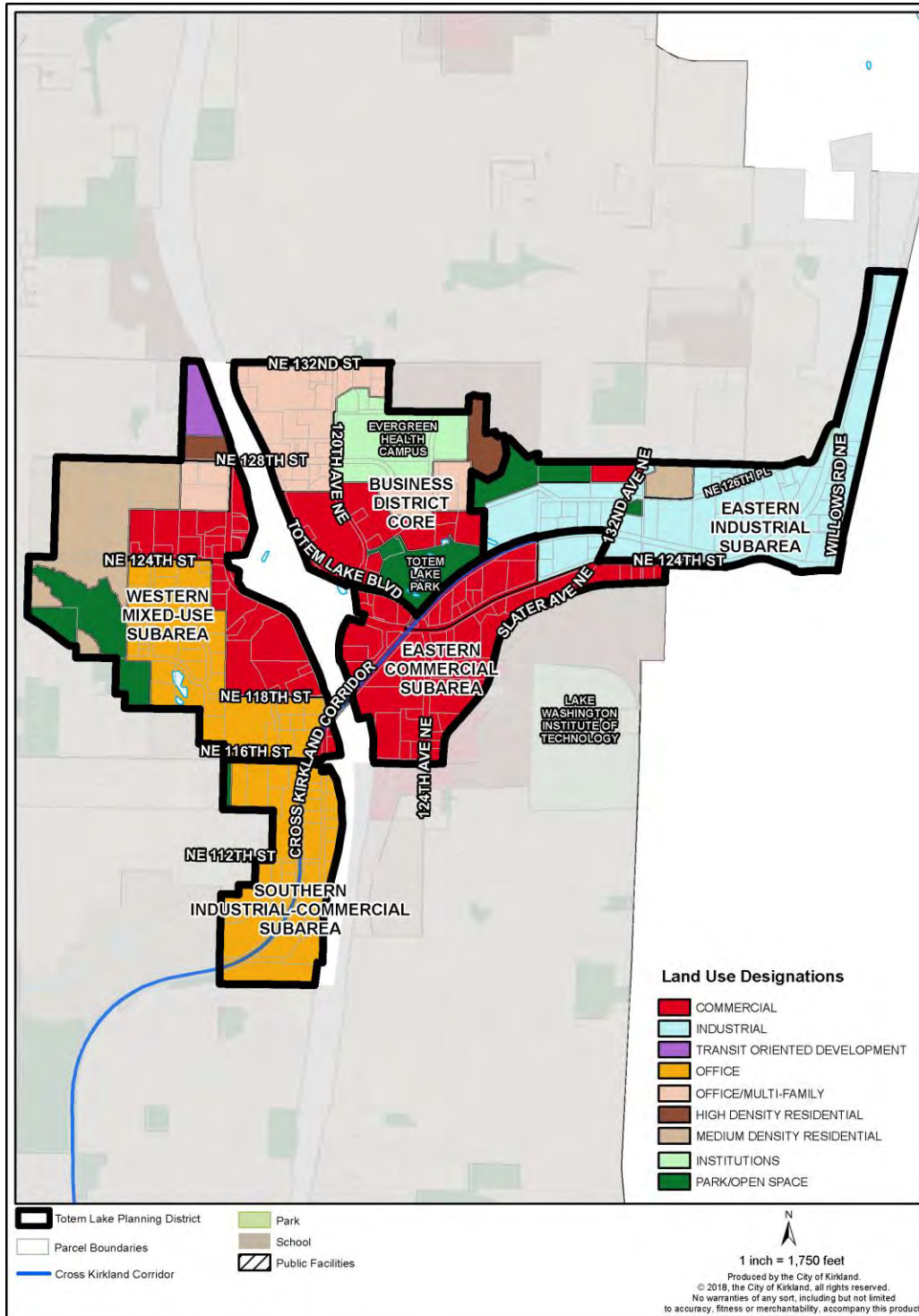


Figure TL-11: Totem Lake Subareas

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active transportation connections. Redevelopment in the mixed-use area could include both single use and mixed-use buildings within close proximity. Redevelopment should meet the density and-intensity standards for the core area and make the mixed-use area generally more functional and attractive.

Policy TL-27.1: Encourage high density-intensity residential development within mixed-use areas, including the Totem Lake Mall/Village at Totem Lake center.

In order to ensure a viable residential community in the Business District Core, the City provides a range of regulatory incentives that support residential development, including no maximum density, increased building height and flexible parking requirements. Additional incentives should be explored to encourage residential development. Improvements to public spaces and streetscapes should be considered as ways to make the subarea a more attractive and-appealing place for residents.

Policy TL-27.2: Encourage development of housing that is affordable to the local workforce and meets diverse housing needs.

Measures such as zoning and regulatory incentives, fee reductions/waivers or other measures, should be utilized as means to promote housing affordability. In addition, incentives should be provided to ensure a variety of housing types to address the needs of employees, seniors, or others who would benefit from housing near the employment center and health services in the Business District Core.

Goal TL-28: Ensure that public and private development contribute to a lively and inviting character in the-Business District Core.

The fundamental goal for the Business District Core is to create a pedestrian-oriented urban center with a safe, lively and attractive environment. To achieve this goal, design principles for the core strive to ensure that development will enhance the appearance of the built environment through superior design and the use of high quality building materials, identify and create attractive and effective public spaces, and encourage pedestrian activity through both building design and improvements along the streetscape. Key principles address:

- **Mix of Uses** – Over time, the Business District Core should evolve into a diverse mix of uses, including office, retail, medical and hospital uses, and high-density intensity residential. This mix of uses can be provided in mixed-use buildings or in single-use buildings located in close proximity and with good pedestrian connections.
- **Pedestrian Orientation** – Building entrances should face the street. Building mass should be broken up by offsets, step-backs or similar measures. Where compatible with the use, generous windows should be provided and oriented toward the street. Parking should not be the predominant use next to streets.
- **Public Spaces** – Development and redevelopment projects should provide publicly accessible open spaces that are focal points for the community. The City should identify park and recreation trail locations that encourage pedestrian activity throughout the core, incorporating the improvements and trails identified for Totem Lake Park in the Totem Lake Park Master Plan.

Policy TL-28.1: Promote high quality redevelopment through design principles for the mixed-use area west of Evergreen Health Medical Center.

The area west of the hospital campus has the potential for significant redevelopment. Specific design principles are included for this area to ensure that the mass of larger buildings is minimized, distinctive roof forms contribute to a visually interesting skyline, and appropriate transitions from lower density uses north of the Business District Core are incorporated.

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Policy TL-28.2: Encourage development that will bring vitality and activity during evenings and weekends.

Redevelopment should emphasize compatible retail, residential, service and recreational uses that attract activity and bring vitality during evenings and weekends. In addition, redevelopment in the Business District Core should provide exterior and interior public spaces appropriate for festivals, fairs, public gatherings, open-air events, seasonal events, [cultural celebrations](#), exhibitions, and other activities throughout the year.

Goal TL-29: Support and strengthen the role of Evergreen Health Medical Center as an important part of the Kirkland community.

As the City's largest employer, the Evergreen Health Medical Center provides significant economic value to the community. The Medical Center campus also helps to provide a focus for the core of the business district, with its larger buildings and substantial areas of open space. As the Medical Center continues to grow within the core area, these attributes should be maintained and strengthened.

Policy TL-29.1: Support the continued vitality of the Evergreen Health Medical Center and supporting uses.

Through its health care services, community programs, and employment/economic role, the Evergreen Health Medical Center significantly benefits the quality of life in the City and region. Public policy direction should nurture and support the continued health and vitality of the Medical Center. Public measures include:

- A streamlined regulatory process;
- Provision of ancillary development capacity for supporting uses;
- Development standards to ensure high quality development.

The regulatory process and designation to ensure sufficient development capacity are addressed within the Economic Development section of this element.

Policy TL-29.2: Implement design principles for the Evergreen Health Medical Center.

Future development on the Evergreen Health Medical Center campus should be consistent with a [master development plan \(formerly referenced as a master plan\)](#), reviewed by the City, which includes all known future development plans for the facility. Design principles contained in the Municipal Code address a broad range of issues related to campus development, including directing taller buildings toward the center of the site, ensuring that campus edges are [compatible with blended seamlessly with](#) neighboring uses, and enhancing and improving [equitable](#) pedestrian access within the campus and to neighboring uses, particularly the transit center and Totem Lake Mall.



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Image Capture: Oct. 2014, copyright 2016 Google

Goal TL-30: ~~Expand and strengthen~~*Support* the retail focus at the *Village at Totem Lake Mall*.

The *Village at Totem Lake Mall* ~~has the potential to be~~ a vibrant, intensive retail center for the Kirkland community and surrounding region. ~~As redevelopment of the mall property occurs, there is an opportunity to~~*Continued support of the Village can* provide ~~residents and visitors~~*people* with an exciting place to shop, congregate and relax. ~~Careful redevelopment of the mall property will be critical to its success as a retail center and community gathering place.~~

Policy TL-30.1: ~~Strengthen~~*Support* the role of *the Village at Totem Lake Mall* as a retail center and community gathering place.

Currently, *the Village at Totem Lake Mall* is successful in many ways. It provides retail services and employment opportunities, is a significant contributor of retail sales tax income to the City and serves as the site for some community activities. The policies in this element are intended to support ~~efforts by the Totem Lake Mall to increase its~~ role in all of these areas and realize its potential as a vibrant retail and community focal point. ~~Policies within the Economic Development section address public actions, such as a regulatory flexibility and increased development potential, to encourage future development at the Totem Lake Mall.~~



Drawing used courtesy of CenterCal Properties, LLC

Policy TL-30.2: *Emphasize high quality urban and architectural design in redevelopment of the Totem Lake Mall.*

~~The redevelopment of the Totem Lake Mall should occur within the context of an overall site development master plan for the upper and lower mall. Key principles for development of the mall include the creation of a pedestrian-oriented environment, through the use of public spaces, screening and the appropriate siting of parking facilities, the siting of buildings to a pedestrian network and the orientation of ground floor spaces to encourage pedestrian activity and visual interest. Visual and functional connections to Totem Lake Park, as well as the provision of pedestrian connections to the Evergreen Health campus, transit center and mixed use area north of the lower part of the mall are also important.~~

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~~In addition to the design principles contained in the Municipal Code, the following specific principles should apply to the Totem Lake Mall:~~

- ~~• Coordinate with Evergreen Health to provide a pedestrian connection that allows access between the Medical Center campus, Transit Center, and retail area in a safe and inviting attractive environment. This feature may be an open space amenity or incorporated into buildings located near the slope.~~
- ~~• Provide a visual and functional connection between the upper and lower malls.~~
- ~~• Allow for future visual and functional connections to the Totem Lake wetlands and planned green corridor extending along Totem Lake Boulevard.~~
- ~~• Provide for a pedestrian oriented environment, with appropriately scaled signs and architecture. Public spaces should be provided for gathering and relaxation.~~
- ~~• Provide extensive landscaping, including substantial use of trees, within parking areas to soften the visual impacts of cars and pavement.~~

Goal TL-31: Support an active transportation network in the Business District Core that emphasizes pedestrian and transit use.

Policy TL-31.1: Increase transportation options throughout the Business District Core.

The core area has limited options for local vehicular circulation. Development of a complete network of local access streets as shown in Figure TL-6 would allow for choices in through movement and local access. Improved connectivity in this area would encourage walking between medical and commercial uses and new residential areas. It would also encourage the use of transit through reducing distances between activities and the transit facilities along NE 128th Street. The finer street grid would also contribute to the character and identity of the district's core. Key potential new street connections include mid-block connections between NE 128th Street and NE 130th Street, east of 120th Avenue.

Policy TL-31.2: Calm traffic on 120th Avenue NE.

120th Avenue NE runs between the upper and lower Totem Lake Mall, provides access to the Evergreen Health Medical Center and is the more heavily used of the two major north/south arterials through the Business District Core. Traffic calming measures on 120th Avenue NE would improve pedestrian comfort and safety of those choosing to walk, bike or roll, increase the potential for a stronger connection between the upper and lower mall, and improve visual quality in the heart of the business district. Traffic calming measures could include a traffic roundabout, narrowing of the street, addition of on-street parking, and a mid-block crossing with mall redevelopment or other measures. Specific traffic calming measures should be developed in collaboration with emergency service providers to ensure adequate emergency access to the Evergreen Health campus and other uses in the area.

Policy TL-31.3: Provide new pedestrian connections to Totem Lake Park from businesses, residential areas, transit and the Evergreen Health campus.

The Totem Lake Park Master Plan calls for improved pedestrian connections to the park. In addition to the park being a starting point and a destination for visitors along the Cross Kirkland Corridor, opportunities to connect to more distant parts of the business district also exist. Possible connections include the Evergreen terrace climb, from the north side of the lake along the Seattle City Light right-of-way, connections to the Totem Lake Mall, hospital

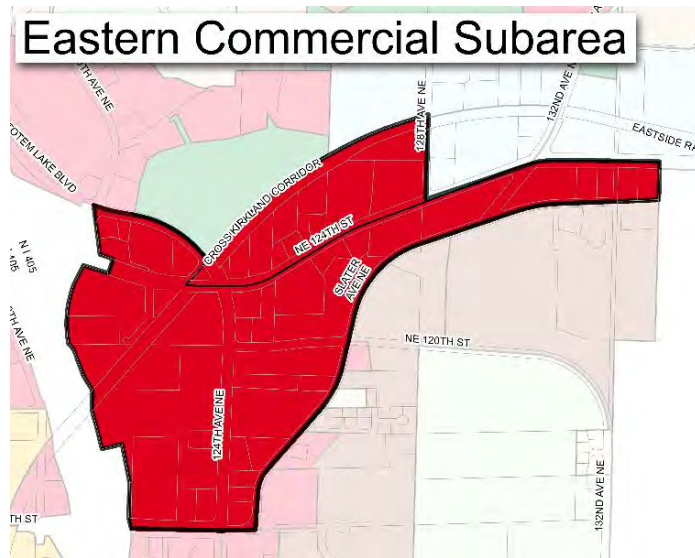
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campus and transit center, and the spiral ramp and overpass from the park’s southwestern edge over NE 124th Street.



Eastern Commercial Subarea

The Eastern Commercial Subarea contains much of the Totem Lake Business District’s commercial land. This area is planned for mixed use, including high density residential, particularly in the designated Housing Incentive Areas west of 124th Avenue NE. Auto dealerships are also a prominent land use in the area, both north and south of NE 124th Street, east of 124th Avenue NE.



Goal TL-32: Strengthen existing uses and support redevelopment consistent with Urban Center objectives.

Policy TL-32.1: Promote redevelopment of the commercial area located on the west side of 124th Avenue NE and south of NE 124th Street under a master plan for the entire area (TL 5).

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The retail area located east of I-405, west of 124th Avenue NE, south of NE 124th Street and north of NE 116th Street presents a unique opportunity for the development of a planned mixed-use village within the southern portion of the Totem Lake Business District. Assembly of land may be feasible in this area, as much of the area is contained in several large property ownerships, the largest being slightly over 9 acres. The western portion of the area is located adjacent to the freeway, and at a lower elevation that may enable greater building height with minimal impact.

The vision for this area is as a pedestrian-oriented mixed-use village, with a network of local access roads reducing the scale of the area for pedestrians, vehicles and bicycles. The network would be the foundation for an ~~attractive~~ effective grid of streets, wide sidewalks, and a supporting combination of commercial, office and residential uses. New access to the Cross Kirkland Corridor would connect users of the site and visitors to the Totem Lake Business District to this open space and transportation corridor and to areas west of I-405. Development standards and design guidelines provide flexibility to consider creative proposals for redevelopment of this important opportunity site and emphasize:

- Strengthened retail development,
- Greater building heights than those allowed in other commercial districts,
- Creation of a more pedestrian-oriented district through:
 - The siting of buildings and public spaces to be oriented to the pedestrian and Cross Kirkland Corridor,
 - The creation of a street grid through development of a north-south right-of-way, and the consideration of development bonuses where the set-aside of land and improvement of this right-of-way is provided through private development.
- Accommodation for a vehicular connection to and across the Cross Kirkland Corridor (see Figure TL-6),
- Increased housing capacity, and affordable housing in particular,
- Complementary design in the development of the site, through:
 - Coordination of individual increments of development with overall design plan,
 - Shared vehicular access and parking areas, and
 - Coordinated sign systems.

Policy TL-32.2: Ensure compatibility in building design along the Cross Kirkland Corridor and Totem Lake Park.

Where commercial and light industry/office uses exist between NE 124th Street and the CKC, next to Totem Lake Park, the relationship of these land uses to the corridor and lake should be considered. Building openings and connections should be consistent with the objectives of the 2013 Totem Lake Park Master Plan and 2014 CKC Master Plan.

Policy TL-32.3: Allow ~~multifamily~~ multiunit residential use in mixed-use development where light industry/office/commercial land north of NE 124th Street lies within the Urban Center (TL 7A).

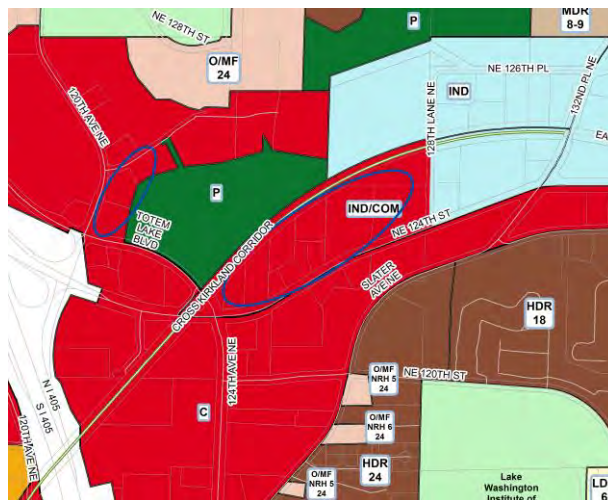
Residential use within this transitioning area is ~~appropriate~~ encouraged where proximity to Totem Lake Park serves as an amenity for the living environment. As the transition between new mixed use and residential developments and existing light industrial uses presents a compatibility challenge, the siting and design of new buildings should be

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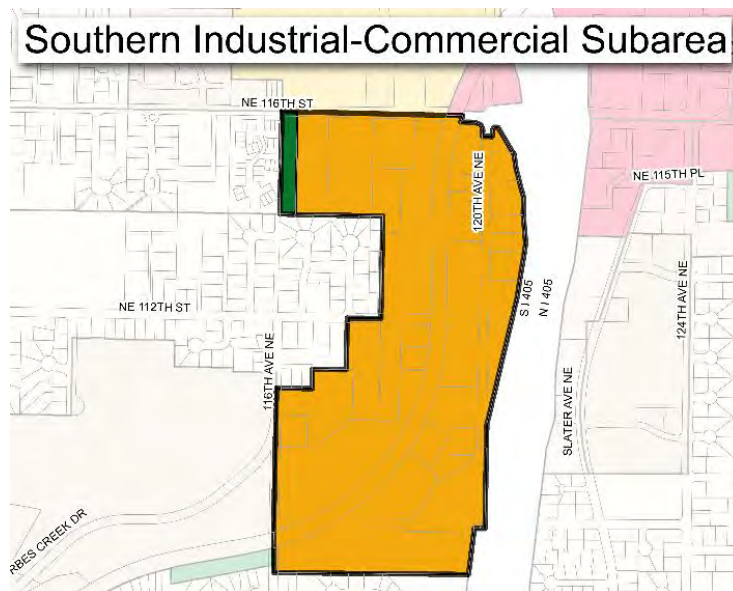
accomplished in a manner that minimizes and mitigates conflicts with existing light industrial uses. Development standards such as minimum acreage requirements and ground floor commercial use will help to create a successful mixed-use environment while light industrial uses remain.

Policy TL-32.4: Avoid or minimize impacts of development on Totem Lake Park and the Cross Kirkland Corridor (CKC).

Taller structures and more intensive development may produce height/bulk and shading impacts on Totem Lake Park and the CKC. An evaluation of building orientation, bulk and mass and shadow impacts from development on the park and CKC in this area (see inset) should be included in the review of building and site design.



Southern Industrial-Commercial Subarea



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The area south of NE 116th Street, historically known as Par Mac, is currently developed with a mix of light industry, office, retail, auto and service uses. Historically, this area was planned for and developed with manufacturing and light industry/office uses that may have benefitted from proximity to the BNSF right-of-way, now known as the Cross Kirkland Corridor. Prior to 2010, train service in this corridor was discontinued, and in 2012 the right-of-way was acquired by the City of Kirkland for a ~~nonmotorized-off-street~~ multi-use modal trail and/or transit route through Kirkland. Over the past decade, many of these traditional light industrial and manufacturing uses have been converted to office, retail trade businesses, such as contractors and suppliers, recreational facilities and other service uses. The existing space no longer meets the needs of many light industrial tenants.

When the plan for the Totem Lake Business District was updated in 2002, the Southern Industrial-Commercial Subarea was designated for office use with the goal of encouraging a transition to office and high tech uses, as these types of firms tend to provide high-wage jobs and other benefits to the area's economy. Development incentives including additional building height were established to encourage these uses in redevelopment of the area. Development trends across the Eastside indicate that most new office development has occurred outside of Kirkland, as the City is a secondary office location to other locations on the Eastside.

Kirkland's light industry/office areas are functioning well with generally good vacancy rates for industrial space. Despite deficiencies in the existing space in the Southern Industrial-Commercial Subarea in meeting the needs of light industry/office tenants, the area continues to provide over one-third of the City's light industry/office space. Flexibility in regulations to allow expansion and redevelopment for light industrial uses would provide support to strengthen this sector within the subarea.

Goal TL-33: Preserve and intensify commercial uses.

Policy TL-33.1: Support and promote expanded opportunities for office development south of NE 116th Street through development incentives and flexibility, while continuing to allow for existing light industrial uses to expand and new light industry/office or industrial flex businesses to locate in this area.

Generous development standards are in place to attract and accommodate new commercial development in this area. Flexibility in regulations to allow modifications and expansions of existing structures for modern light industry/office uses will enable the existing building stock to address changing needs.

Goal TL-34: Accommodate residential use where appropriate within the subarea.

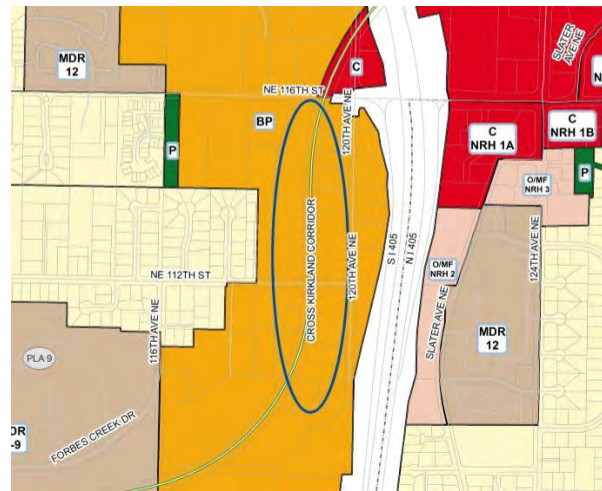
Policy TL-34.1: Accommodate residential use within the Housing Incentive Area located in this subarea.

Residential use is appropriate along the perimeter of this area, as shown in Figure TL-9, where conflicts with light industry/office uses are less likely to occur.

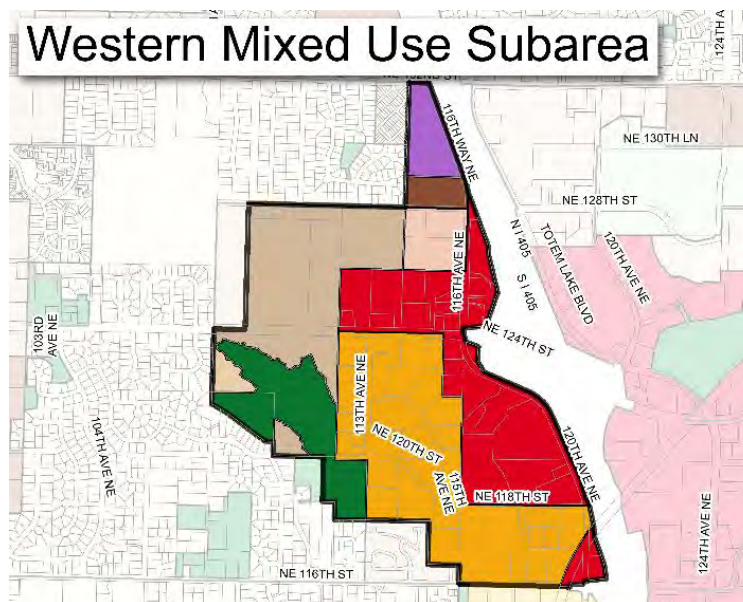
Policy TL-34.2: Allow for flexibility in regulations that encourage creative proposals for residential development along the CKC when included in a planned, mixed use development.

Growth in employment in businesses located along the CKC south of this subarea has expanded the City's housing needs. An opportunity exists to address this need through providing residential development along the corridor, where residents could enjoy direct access to employment along the bike or future transit corridor. Standards for development should include land aggregation of at least 10 acres, to ensure a substantial property size is included to accommodate a mix of uses and range of amenities for residents and businesses. Vehicle and pedestrian access to the development should also be designed to minimize conflicts with traffic for light industry/office uses. Flexibility in regulations is important, to enable consideration of the complex issues of siting this type of development in the Southern Industrial-Commercial Subarea.

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Western Mixed Use Subarea



The Western Mixed Use Subarea contains a wide range of uses and activities. The Kirkland Justice Center, providing police and court services, is located here, just west of the general retail area along 120th Avenue NE, and just east of the large 405 Corporate Center, where much of the subarea’s office and some flex industrial space is located. A mix of community recreational/cultural uses are clustered in the TL 10B zone at the southern end of the subarea. North of NE 124th Street lies the Totem Lake West shopping center and the Kingsgate Park and Ride lot. Medium density multifamily residential development remains at the subarea’s western boundary.

Within the southern upland portion of the Heronfield Wetlands Open Space, community members built and operate Jasper’s Dog Park, a two-acre, fenced site that provides an opportunity for dogs to play and socialize off-leash, and for [citizens community members](#) to visit and enjoy the natural setting.

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The wooded hillside located at the south end of the Western Mixed Use Subarea is designated as a medium landslide hazard area (see Figure TL-4a). Development in this area should be subject to the following conditions:

- (1) Lot coverage for development should be limited to ensure maximum preservation of existing vegetation.
- (2) Heavily vegetated visual and noise buffering should be maintained or developed where buffers are needed either for residential use of this site, or from nonresidential use of this site to residential use on neighboring properties.
- (3) Access to NE 116th Street should be limited due to the terrain and the desire to retain existing trees within the southern portion of the site.

North of NE 124th Street and west of 116th Avenue NE lies the Totem Lake West shopping center. This retail center has the potential for redevelopment to include more intensive commercial development as well as upper story residential use. Design guidelines establish redevelopment of the center as a pedestrian-oriented village, with a centralized plaza surrounded by storefronts oriented to internal private or public streets. Residential and/or office uses would be located on upper floors, with residential uses clustered at the north end of the site overlooking the natural greenbelt area.

Goal TL-35: Support transit-oriented development (TOD) at the Kingsgate Park and Ride.

The Kingsgate Park and Ride site, located at the subarea's northwest corner, is owned by the Washington State Department of Transportation (WSDOT), and currently developed as a park and ride with 500 parking stalls. The Park and Ride is served by Sound Transit and Metro, and linked to the I-405 direct access ramps and transit center via a pedestrian walkway. The site's location within the Totem Lake Urban Center, close to employment, shops and services, is ideal for transit-oriented development.



Image Capture: Sep. 2011, copyright 2016 Google

Partnerships between the City of Kirkland, WSDOT, King County Metro, ARCH (A Regional Coalition for Housing) and nonprofit and private developers should be encouraged to create a mixed-use community within walking distance of the Totem Lake transit center.

Future redevelopment of the site ~~The City and State and/or King County Metro~~ should include also work closely with the community engagement with the surrounding property owners and community to discuss potential design considerations for the site such as ~~to establish design guidelines and development standards for the site. Standards should address appropriate~~ building scale and massing for the site and adjacent residential uses, and mitigate traffic, visual, noise and other impacts of the development to the surrounding streets and residential areas. Vehicular access points should be minimized to avoid congestion and safety problems, and pedestrian and bicycle access should be enhanced.

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Policy TL-35.1: Encourage new transit-oriented development that:

’ Provides a mix of housing, offices, shops and services at the Park and Ride site.

Provides for affordable housing.

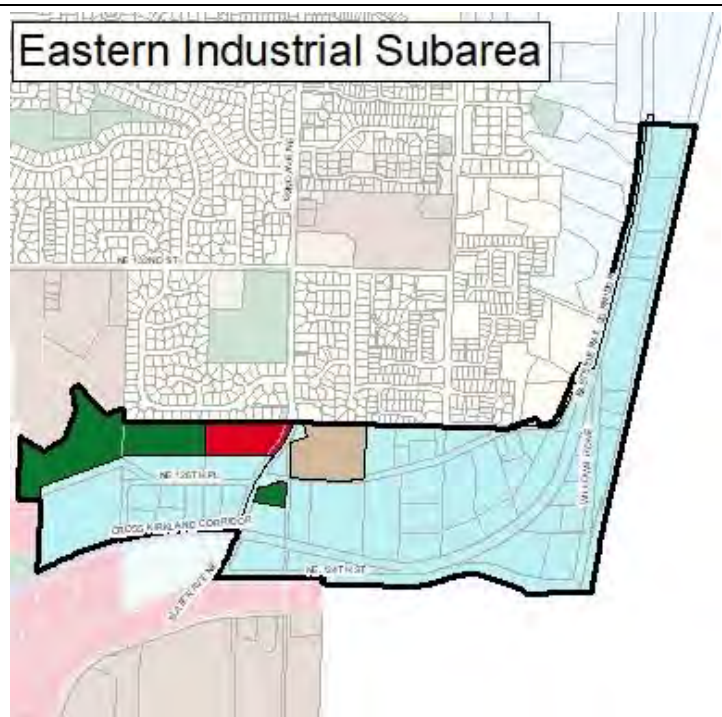
~~Establishes standards for~~Provides high-quality site and building design.

Maximizes the effectiveness of transit-oriented development through supporting necessary densities, expanding opportunities for retail and other uses, reducing the need for parking, and mitigating traffic, visual, noise and other impacts.

Ensures that transit operations remain efficient and are enhanced as appropriate.

Eastern Industrial Subarea

The Totem Lake Business District contains a large light industry/office area generally located east of 124th Avenue NE, north of NE 124th Street and generally north of the Cross Kirkland Corridor. Land east of the Eastside Rail Corridor at Kirkland’s easternmost boundary with King County is also included in this area. The area is developed with a variety of light industrial and service uses and is one of the few remaining light industrial areas in the City. While the industrial/commercial area in this subarea provides a range of services, over 90 percent of the jobs located here are tied to either light industry/office (aerospace/high tech) or auto dealerships.



Goal TL-36: Support the retention and expansion of light industry/office uses while allowing flexibility in uses for unique conditions.

The Eastern Industrial Subarea provides a close-in location for many businesses that are either light industry/office in nature or that provide goods and services such as auto repair, plumbing or contracting. These uses should be supported through regulations that allow them to expand, while minimizing conflicts with nonindustrial uses within the area.

Environmental features present in some areas of the Eastern Industrial Subarea make development with traditional light industrial structures challenging. Flexibility for a variety of uses is appropriate in these areas.

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Policy TL-36.1: Support the continued existence of light industry/office uses in the eastern portion of the business district.

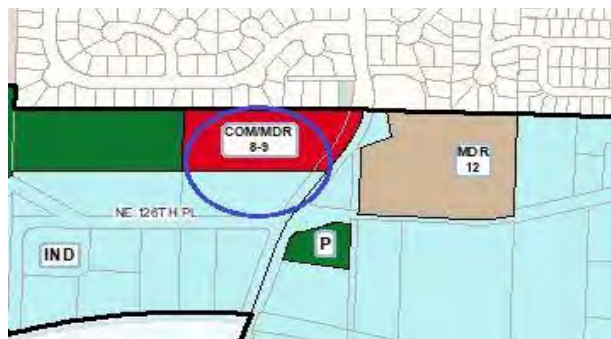
Light industry/office uses in this area should be supported through development standards and incentives that encourage existing businesses to remain and expand, and future industrial tenants to choose to locate here.

Policy TL-36.2: Development of the land north of NE 126th Place should be subject to standards to protect critical areas.

The parcel of land located within this area, on the north side of NE 126th Place, may be appropriate for limited retail, light industry or small office uses. The abutting parcel directly to the north of this site is a steep, heavily vegetated hillside and lies within an identified high landslide susceptibility area (see Figures TL-4a and inset map). Although a range of office, light industry or retail uses is permitted in the southern portion of this area if it is developed alone, development that includes consolidation with the northern parcel is subject to the following conditions that apply to any development of the northern parcel:

- (1) Proposals to develop the northern parcel (TL 9B) alone with residential development should be subject to public review and discretionary approval through the City's Process IIA process. Proposals that include consolidation and coordination with development of the southern parcel in TL 9A in retail (vehicle) use should be reviewed through a Planned Unit Development proposal (Process IIB).
- (2) ~~Standards for residential development on the northern parcel (TL 9B) should allow a base density of eight dwelling units per acre.~~ The site's environmentally sensitive conditions should be addressed through restrictions on lot coverage and requirements to preserve vegetation and watercourses in their natural state. A permanent natural open space should be retained within 100 feet of the north property line. The clustering of structures may be required to preserve significant groupings of trees. In addition, slope stability analysis should be required to ensure that the slope will be stable and to determine the best locations for development. The areas with the steepest slopes should be left undisturbed in a natural condition and retained as permanent natural open space.

Vehicular access should be from south of the slope, unless this is not possible, in which case it should be limited to one point on NE 132nd Avenue NE. Residential use should be limited to five stories and include affordable units consistent with City standards.

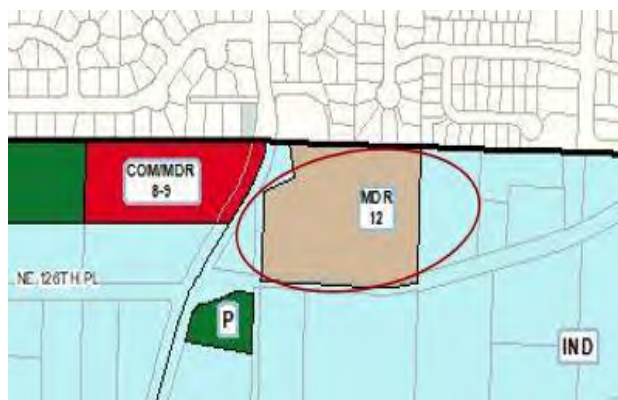


- (3) Standards for nonresidential development that includes consolidation and coordination of both parcels (TL 9A and TL 9B) should ensure that impacts to critical areas are avoided. Where this is not practicable, impacts should be minimized. Mitigation may be proposed incorporating best available science that results in an equal or greater level of function and value compared to existing conditions. Vehicle access for this use must be from the south. Residential uses to the north should be protected through an expanded buffer, beyond the 100 feet required for residential use, and through standards limiting lighting and noise.

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Policy TL-36.3: Support development of ~~multifamily~~ higher intensity residential use as well as light industrial/office uses east of 132nd Avenue NE and north of NE 126th Place, where topography and critical areas may make development with light industry/office use challenging.

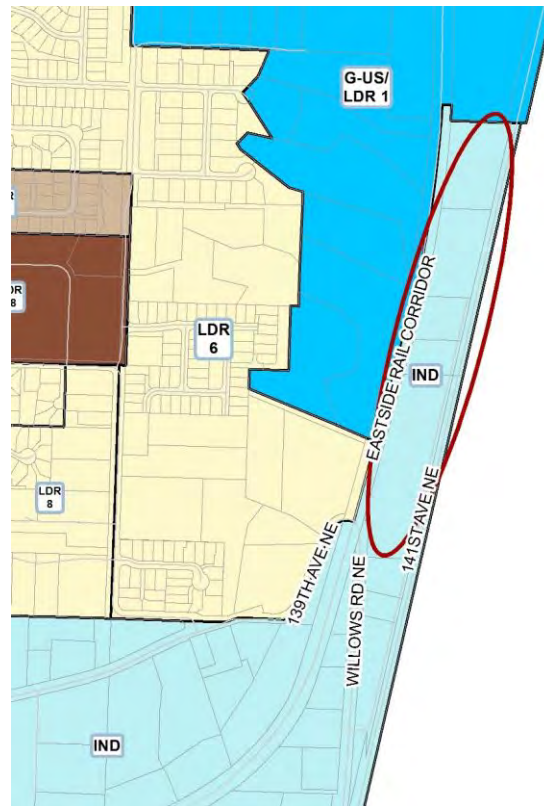
Steep slopes within High Landslide Hazard Areas, dense vegetation and wetlands exist within some areas east of 132nd Avenue NE. On these parcels, development with ~~multifamily~~ residential use may provide opportunities to avoid potential wetlands, buffers and steeper areas through the siting of units in several smaller structures that follow existing topography. Since these properties lie within a successful light industry/office area, residential development should include substantial buffers and other elements to minimize conflicts with existing and future light industry/office neighbors.



Policy TL-36.4: Additional building height is appropriate in the eastern portion of the subarea, east of Willows Road, where development may occur at the base of the hillside.

Along the eastern edge of the subarea, a significant grade change from the residential area at the top of the hill to the light industry/office area at its base provides an opportunity to accommodate additional development in taller buildings without impacts to neighboring uses. Critical areas present on these properties provide a challenge to development, and the opportunity to provide space in taller structures may also help to minimize the need to disturb these features.

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Impacts to critical areas should be avoided. Where this is not practicable, impacts should be minimized. Mitigation plans may be proposed, based on a complete evaluation incorporating best available science, which result in an equal or greater level of function and value compared to the existing condition. Mitigation plans which provide a greater level of function and value are preferred.

XV.K. Market Neighborhood



The Kirkland Comprehensive Plan is current through Ordinance 4828, passed December 13, 2022.

Attachment 12 - Market Neighborhood Plan_Draft Amendments

1. OVERVIEW

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



Market Neighborhood

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2. VISION STATEMENT

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

The Market Neighborhood is much beloved by ~~both-it's~~ residents and the broader community. The vision for the future is to ~~maintain-celebrate~~ and enhance the many unique elements that make this neighborhood highly livable, while contributing to Citywide objectives of environmental protection, housing affordability, and mobility.

There are many notable assets of the Market Neighborhood. The Market Neighborhood adjoins downtown Kirkland and sits adjacent to the commercial corridor of Market Street, which provides access to public transportation, and an easy walk ~~or roll~~ to neighborhood shops and services. Bordering Lake Washington, the neighborhood provides public water access, and beautiful lake, city and mountain views that are enjoyed by the 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 contains a mixture of old and new housing stock. Many mature trees have been preserved, ~~yet-and~~ ~~public-and-private~~ westerly views abound along the neighborhood's topography that slopes down to the lake. Routes for ~~bicycles-and-pedestrians~~ active transportation are present, although partially developed, with valuable potential for future north-south connections. Most of all, people who live in the Market Neighborhood feel a strong sense of connection, they welcome newcomers, and they are actively involved in the local schools and in the broader community.

Priorities for the Market Neighborhood include fostering the elements of the neighborhood that make it highly livable – such as ~~walkable~~ streets that accommodate all modes of transportation, access to parks and the lake, and community connections – while ~~accommodating-fostering~~ growth in a variety of housing types to meet the needs of all segments of the population. Street safety for school children and other pedestrians is another priority; increased traffic, increased demand for on-street parking, and missing sidewalk segments pose challenges to safe and easy pedestrian access. And finally, community members are keenly interested in the proposed Greenway along Waverly Way and up Sixth Street West, which could be both a neighborhood and community asset if appropriately implemented.



Annual Independence Day Parade Crossing Central Way onto Market

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3. HISTORICAL CONTEXT

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.

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



Sears Building at northeast corner of 7th Avenue and Market Street (2006), Sears Building (historic photo)

Within the City of Kirkland, Market is one of the most historic neighborhoods and 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

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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 and Farrar who dismantled the home and built two large family homes on Waverly Way. The Kirk home is the logo for the Kirkland Heritage Society. The Loomis home located at 304 8th Avenue West is one of the last remaining Queen Anne Victorian homes in Kirkland.

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

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



Peter Kirk Mansion

Boom Development 1910-1930 Burke and Farrar

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

Change of Street Names

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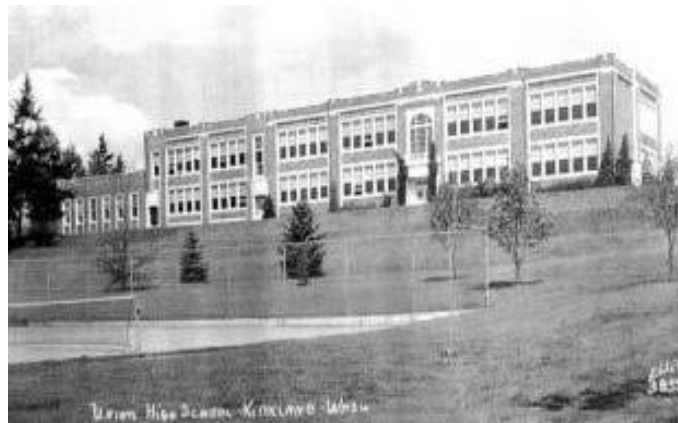
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In the late 1920s, the street names defined in the original Kirk Plat were changed to the present naming system to facilitate public safety. The street signs installed in 1999 and 2000 reflect the original historic names. Examples of these include: 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 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.



The Union A High School

Policy M-1:

Encourage preservation of structures and locations that reflect the neighborhood's heritage.

As described above, parts of the Market Neighborhood were the center of the original Kirkland and had been inhabited for many years by the Duwamish People. In addition to Norkirk, Highlands, and downtown, the Market Neighborhood contains a significant concentration of historic built resources. The historic structures and locations should be preserved to maintain-acknowledge and celebrate the historic heritage of the City and the neighborhood. The Community Character Element of the Comprehensive Plan provides additional policies to encourage preserving

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and maintaining historic structures, sites and objects. Tables ~~CC-1 of within~~ the ~~Community Character~~ Land Use Element contains a list of designated historic buildings, structures, sites and objects located in the Market Neighborhood. List A includes historic structures, sites and objects in the Market Neighborhood listed on the National and State Registers of Historic Places and designated by the City of Kirkland. List B includes historic structures, sites and objects in the Market Neighborhood designated by the City of Kirkland.

Policy M-2:

Provide markers and interpretive information at historic sites.

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

Policy M-3:

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

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

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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.



Causeway at Juanita Bay Park

See the [Sustainability, Climate and Environment](#) Element of the Comprehensive Plan for more information about policies supporting protection of wetlands, streams and associated buffers, geologically hazardous 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.

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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.

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

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

Policy M-6:

Ensure effective surface water management and pursue solutions for converting problematic excess runoff to a beneficial asset.

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 occur on a larger geographic scale, such as using water runoff to irrigate public spaces including parks and common areas, or occur on a property scale by, for instance, providing assistance for capturing rainwater off of roofs and using it to irrigate landscaping during the increasingly drier middle six months of the year.

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



Viewpoint at Juanita Bay Park

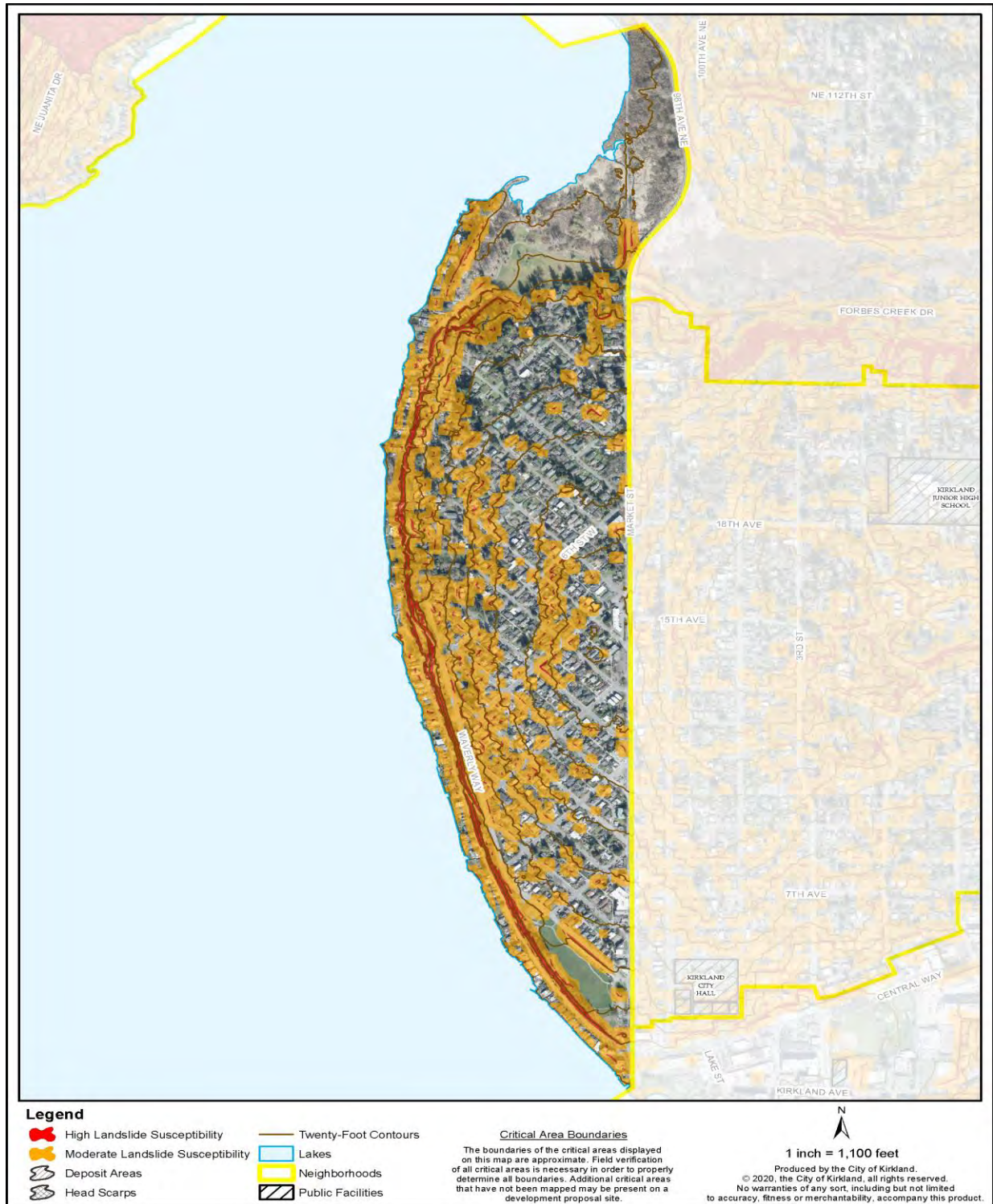


Figure M-2a: Market Landslide Susceptibility

The Kirkland Comprehensive Plan is current through Ordinance 4828, passed December 13, 2022.



Figure M-2b: Market Liquefaction Potential

The Kirkland Comprehensive Plan is current through Ordinance 4828, passed December 13, 2022.

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Policy M-8:

Protect exceptional trees and groves of trees.

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

Policy M-9:

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

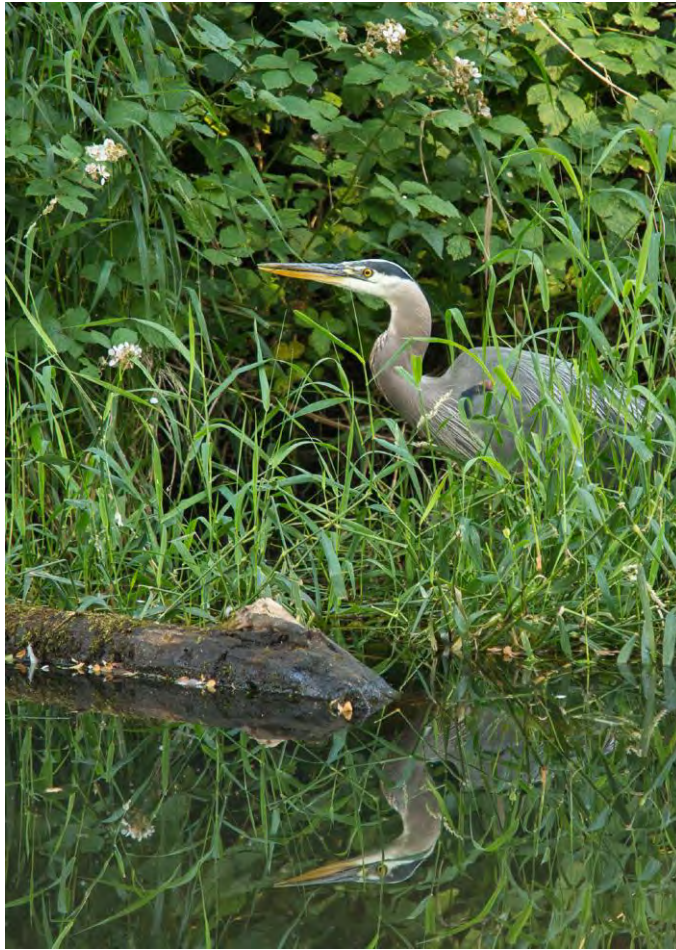
The Market Neighborhood and Juanita Bay Park are home to many wildlife species, including bald eagles, beavers, herons, turtles, salmon and many other fish and birds. The neighborhood is fortunate to include the Juanita Bay Park urban wildlife habitat, which is a unique environment within the City. There 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~~ ~~Residents~~ ~~Home~~ and ~~business owners~~ 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.



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Wildlife habitat at Juanita Bay Park

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5. LAND USE

The Market Neighborhood is a well established neighborhood that contains a mix of old and new housing stock. There is a diversity of housing styles which contributes to the character of the neighborhood. The homes vary in size, although growth and price increases are causing smaller homes to be replaced by larger homes. A growing number of ~~homes-properties~~ have embraced a variety of smaller compact housing options such as accessory dwelling units (ADUs), and there are allowances for cottage-style development, and multi-unit homes that can provide ~~a more compact~~ diverse living options. Retail, commercial, office, ~~multifamily-residential~~ 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.



Market Neighborhood home with ADU

Policy M-10:

~~Retain and enhance the residential character of~~ Foster a wide variety of housing within the Market Neighborhood ~~while that accommodating accommodates the needs of smaller housing options for~~ downsizing adults, young families, and single households.

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

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

~~For more information about ADUs and smaller home options, see the regulations for both single family and multifamily development in the Kirkland Zoning Code and the Design Guidelines for Residential Development~~

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~~(adopted by reference in the Kirkland Municipal Code Section 3.30.040 and available on the City of Kirkland Planning and Building Services webpage).~~

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. Development on smaller lots can add diversity of housing types to provide more housing choice, although good design is essential to ensure compatibility with existing development.



Example of small compact housing

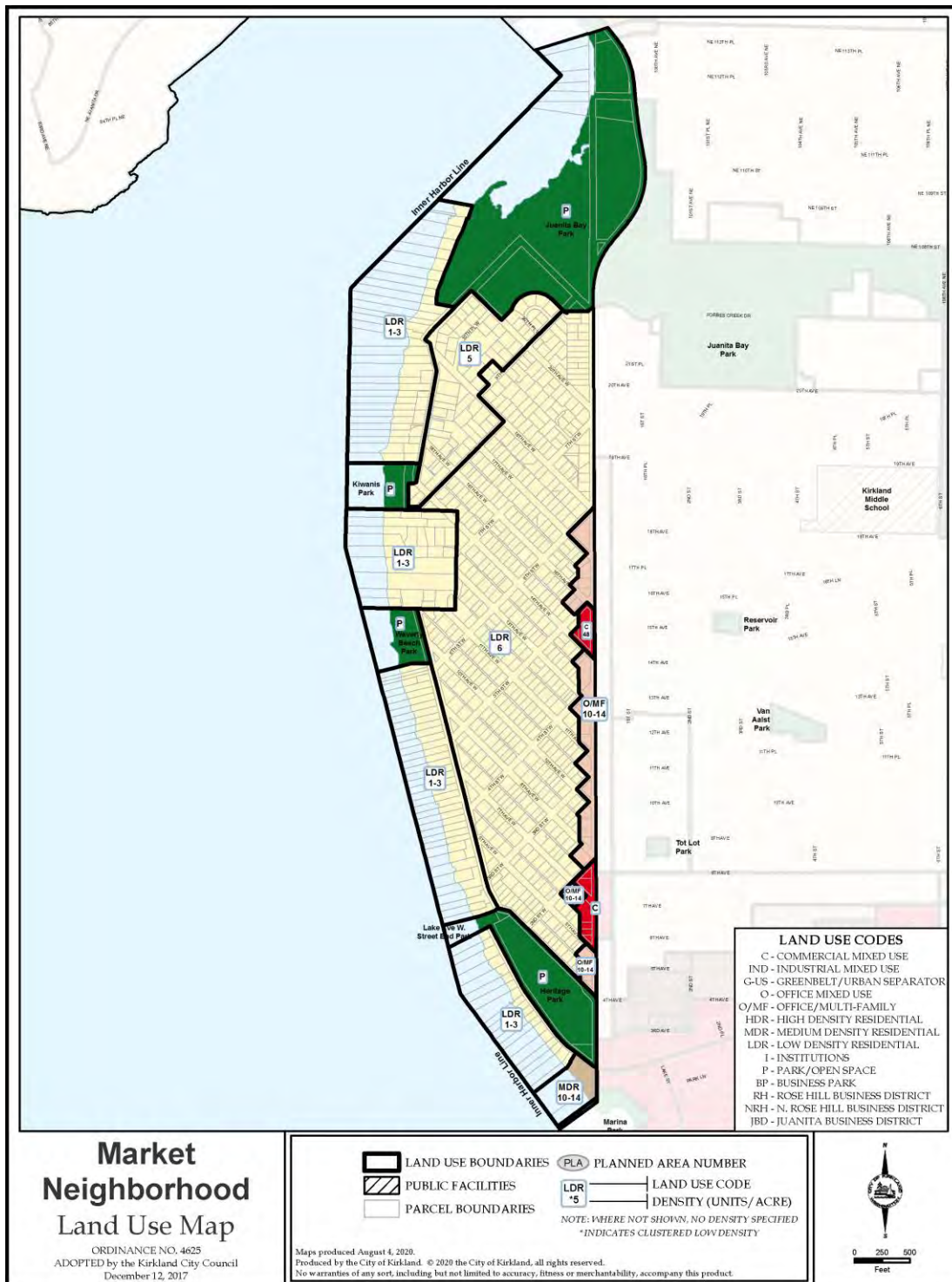


Figure M-3: Market Neighborhood Land Use **Staff note: Neighborhood land use map will be updated to reflect the citywide Land Use map being amended in the Land Use Element.**

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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 results in residential structures with their own individual character. Appropriate building setbacks, garage treatments, sidewalks, alley access, and architectural elements such as entry porches help foster a pedestrian orientation and encourage greater interaction between neighbors.

Policy M-12:

Explore new regulations that encourage infill housing to be ~~compatible in scale and size with~~ complementary to the existing development and that allow for sufficient light, air, and privacy between residential structures.

Designing housing that is scaled appropriately results in new housing that is in proportion to lot size and provides adequate light, air and privacy between structures. Setbacks, building size, lot coverage, landscaping, building height, and roof pitch are design elements that contribute to houses that successfully fit into the neighborhood. It is important that existing and new regulations ensure that new development supports and enhances ~~is compatible in scale and design with~~ the existing neighborhood fabric.

Policy M-13:

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

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

Policy M-14:

Enhance public views through the use of view stations along Waverly Way.

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

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

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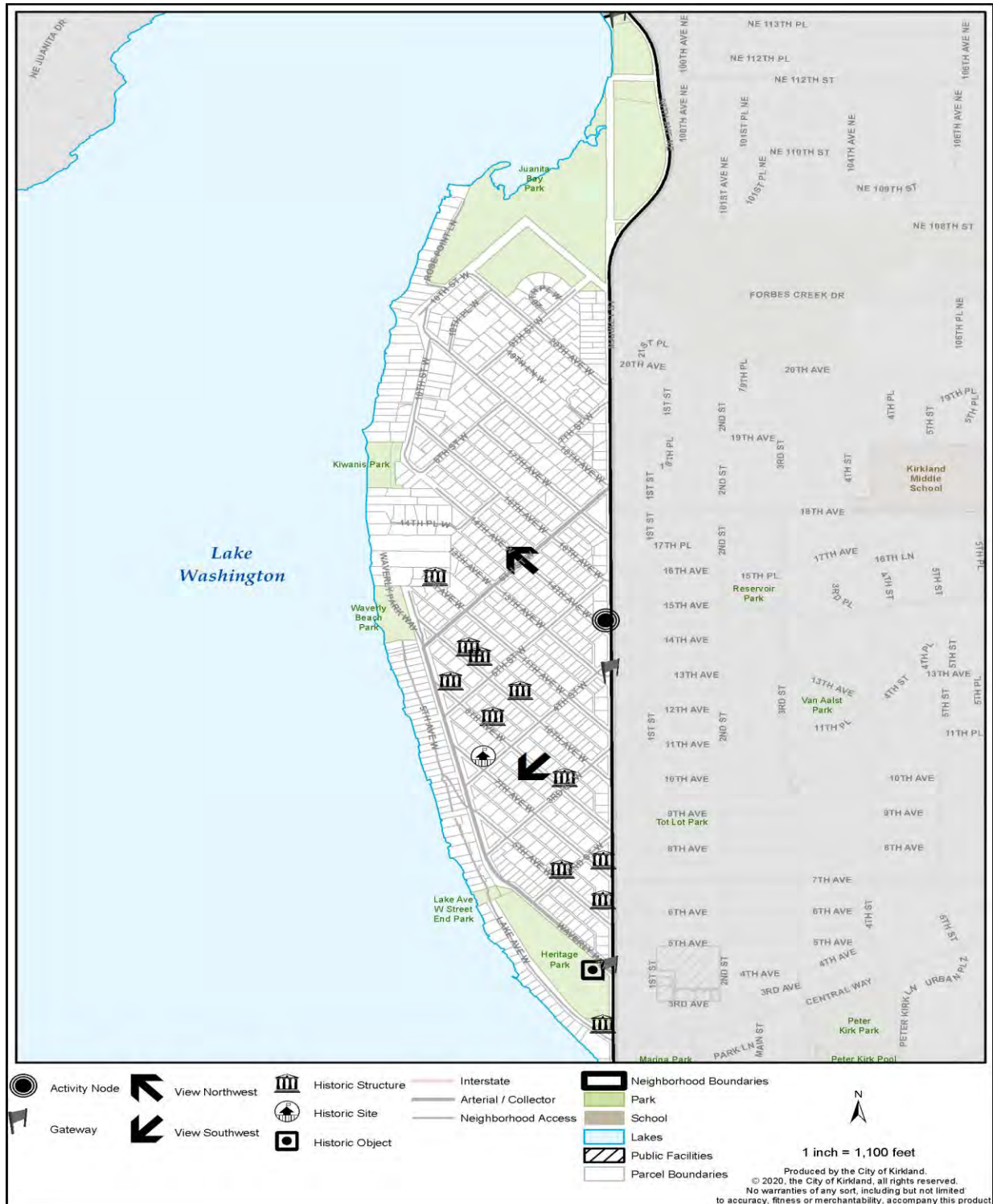


Figure M-4: Market Urban Design Features

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7. TRANSPORTATION

STREETS

The street network in the Market Neighborhood is in a grid pattern. Maintenance of this grid promotes neighborhood mobility and more equitable distribution of traffic on neighborhood streets. The streets that compose this grid network consist of collector and local streets and alleys, with one principal arterial (Market Street) located at the eastern boundary. Streets are described below and shown on Figure M-5. 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-5.

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.

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.



View down Waverly Way from 6th Street West

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

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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 all modes in the Market Neighborhood.

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

Policy M-16:

Incorporate measures that will allow for safe pedestrian and bike 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: adding features to increase safety for bikers, pedestrians and rollers; simplifying intersections; creating gaps in the traffic; and calming or slowing traffic on Market Street. Ongoing observation and study will be necessary to ensure that Market Street will continue to function as a principal arterial while providing efficient, safe access to the Market Neighborhood.

Policy M-17:

Maintain the street and alley grid in the Market Neighborhood while paving gravel alleys.

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

Policy M-18:

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

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

Policy M-19:

Ensure street safety as the neighborhood continues to grow.

As Kirkland and the Market Neighborhood have grown, ~~vehicle, bicycle, and pedestrian~~ traffic has increased and put pressure on the street network making it more difficult to comfortably accommodate all transportation modes. As the

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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, [with a primary focus on a safe bike and pedestrian environment](#). Proactive attention to street safety is warranted.

PEDESTRIAN/BICYCLE CIRCULATION

The existing City of Kirkland Active Transportation Plan (ATP) identifies a network of existing bicycle facilities and planned improvements for a 10-year horizon and provides a process and criteria for identifying sidewalk and pedestrian infrastructure and how those might be prioritized. This plan ~~is currently being updated and will provide~~s guidelines for best practices, ~~identify-identifies~~ priorities, and ~~hosts~~ 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-6 and M-7 show the planned bike and pedestrian system for the Market Neighborhood.



Bicycle Commuter on Market Street

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 as new development occurs. Sidewalks can also be installed through the capital improvement budget process in areas that have already been developed.

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

It may well be that streets of insufficient width should not have sidewalks installed on both sides. Some streets, especially in the north section of the neighborhood, are not as wide as other neighborhood streets; as a result on-street parking on the narrower streets creates a single narrow lane of travel and 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.

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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-7.

Policy M-20:

Enhance and maintain pedestrian and bicycle active transportation 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.

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- 6th Street West – complete a pedestrian sidewalk between 11th Avenue West and Market Street and complete the proposed Neighborhood Greenway between Waverly and Market Street.
- Lake Avenue West Street End Park – complete a pedestrian pathway across Heritage Park from Waverly Way to the Lake Avenue West Street End Park.

The City's capital improvement budget process can only address a small fraction of the improvements that appear in the various neighborhood and citywide plans. In considering the list above, the item that might be most productive and supportable is the proposed Greenway along 6th Street West and 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 the City's broader transportation goals. As such, it is the sense of the neighborhood that this particular Greenway could be championed and supported as a priority above the others, if implemented through an inclusive process.

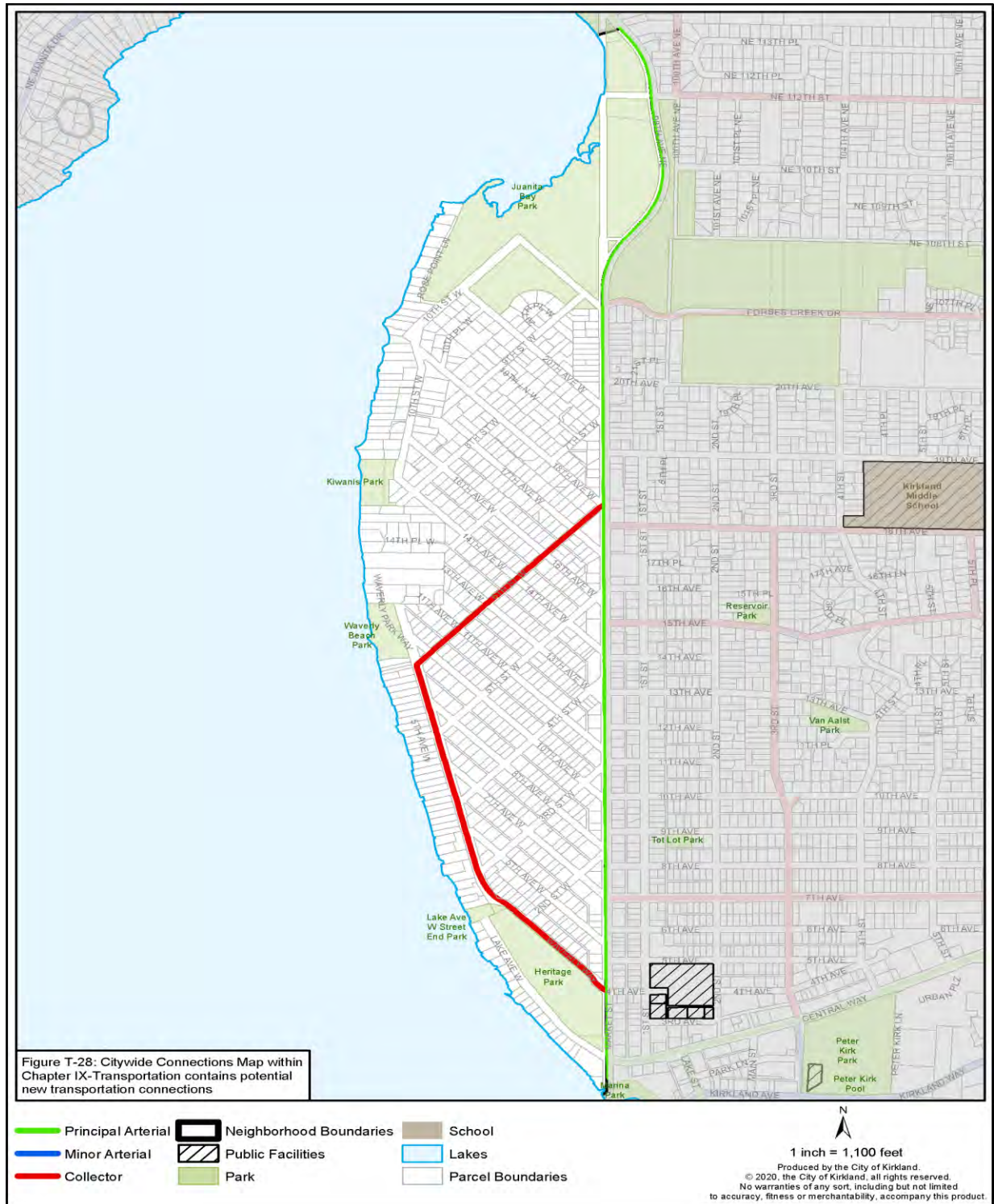


Figure M-5: Market Street Classifications

The Kirkland Comprehensive Plan is current through Ordinance 4828, passed December 13, 2022.

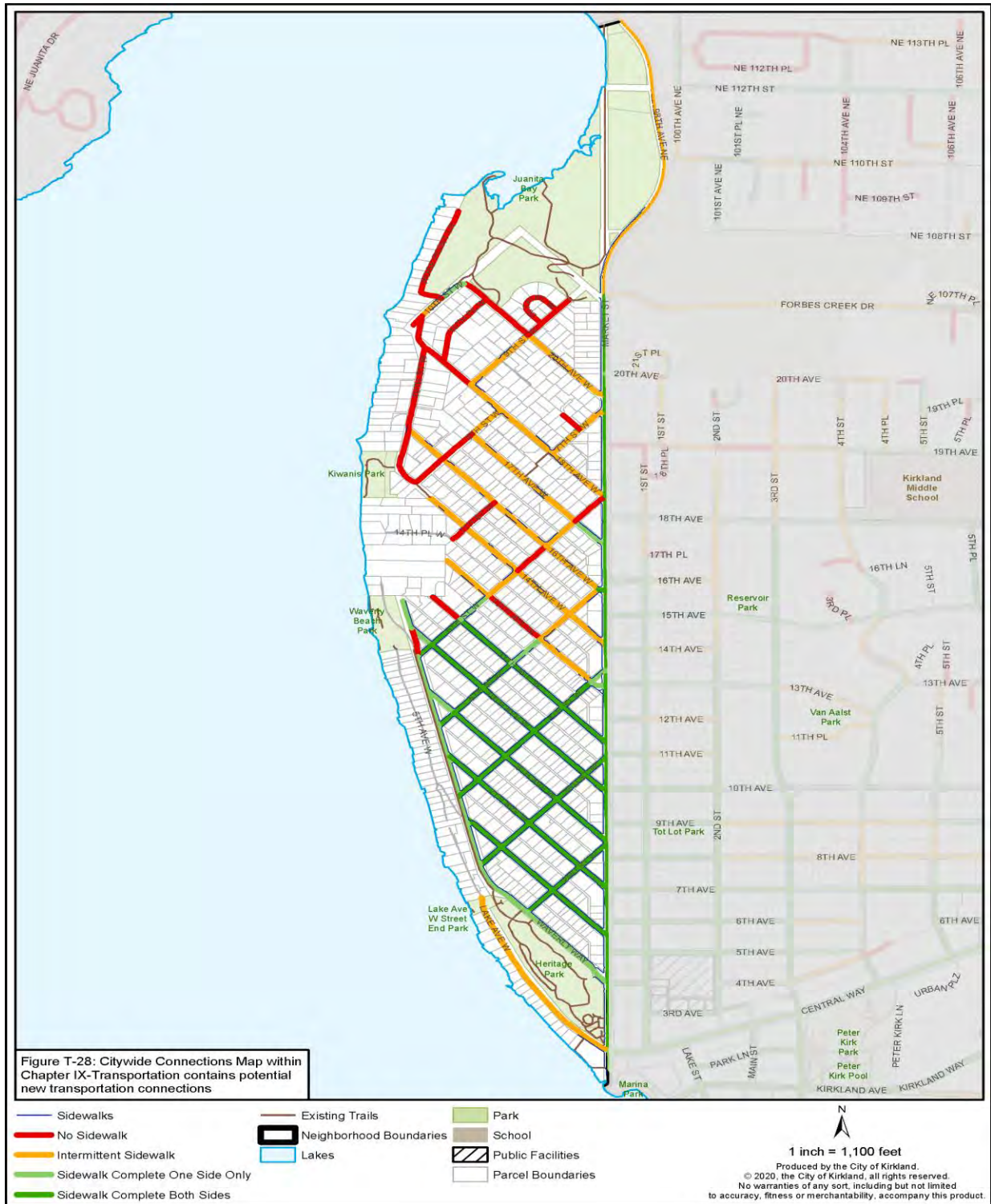


Figure M-6: Market Pedestrian System

The Kirkland Comprehensive Plan is current through Ordinance 4828, passed December 13, 2022.

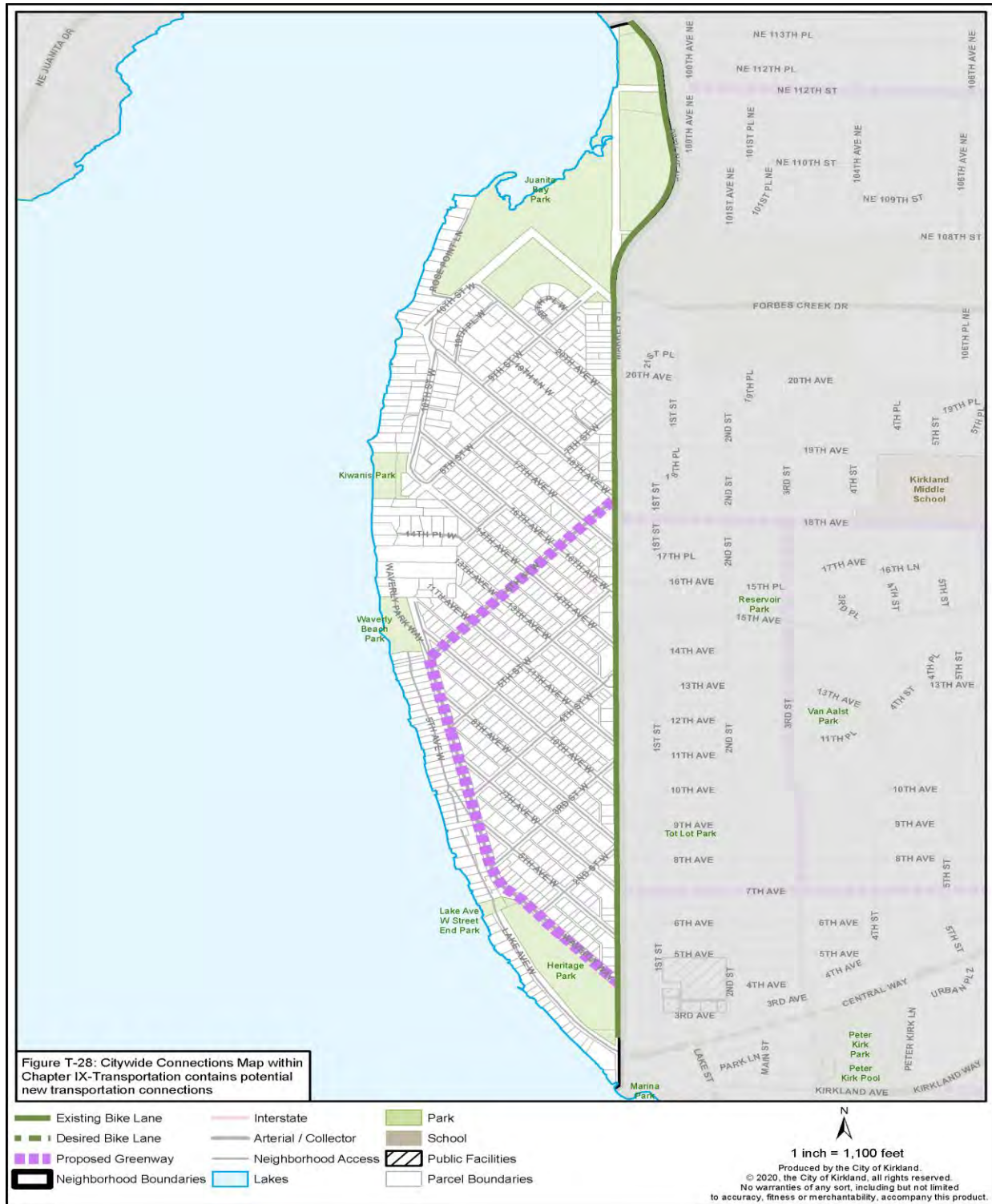


Figure M-7: Market Bicycle System

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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 West Street End Park). Some parks also protect sensitive and natural areas. ~~Residents and members of the broader~~ The community ~~often comment that the~~ deems the parks and open spaces in the neighborhood ~~are as~~ key features that make this neighborhood and Kirkland enjoyable and vibrant.

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

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



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Waverly Beach Park



Lake Avenue West Street End Park

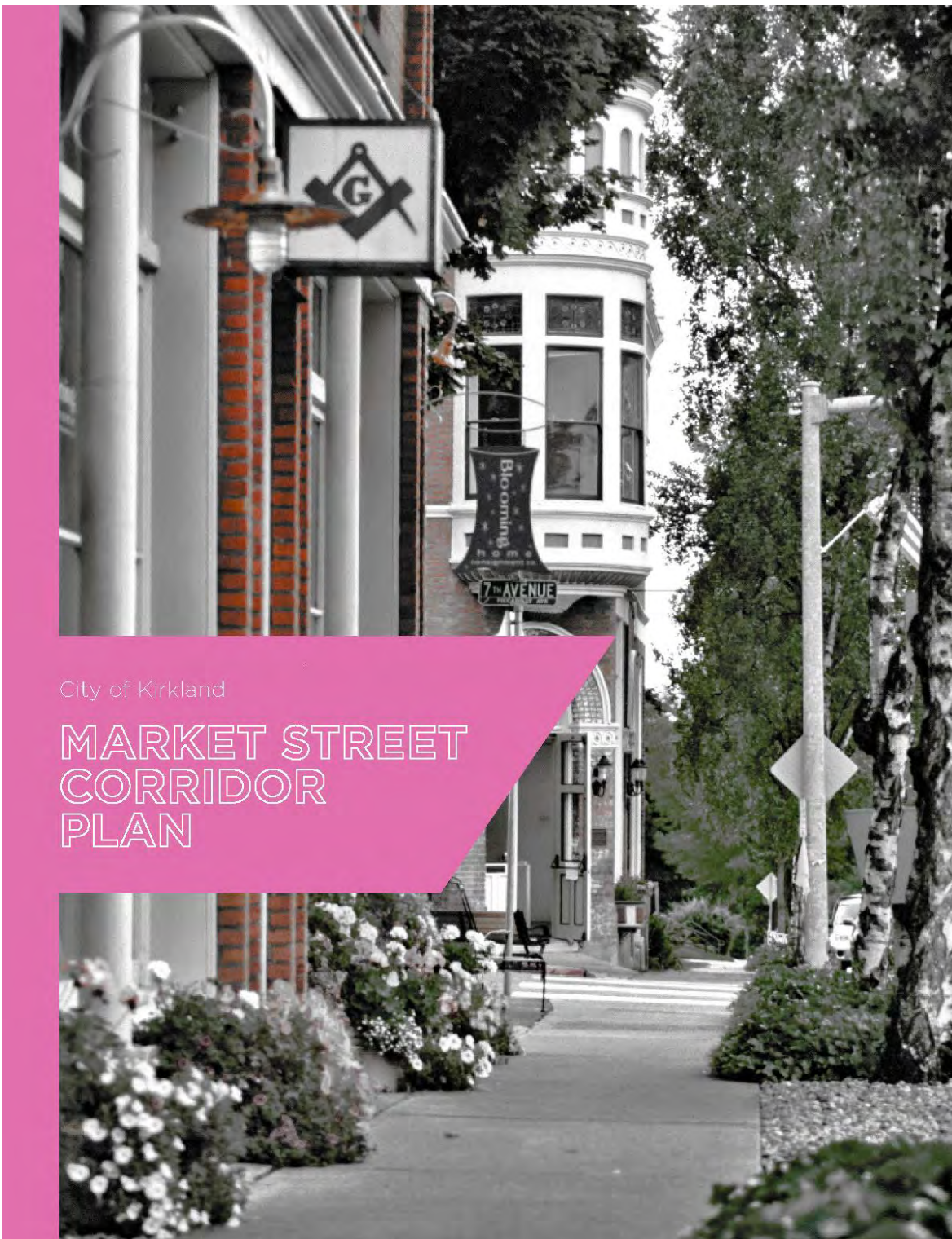
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9. PRIORITIES

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

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



The Kirkland Comprehensive Plan is current through Ordinance 4864, passed December 12, 2023.

Attachment 13 - Market Street Corridor Plan_Draft Amendments

1. OVERVIEW

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

The Market Street Corridor is an eclectic, attractive, and economically healthy area that includes a mix of small-scale office and retail uses, along with various housing types. A few commercial buildings provide convenient retail shopping and services for nearby residents, employees, 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 Citywide and regional bicycle, bus, ~~truck~~, and automobile-vehicular traffic. Local neighbors depend on the Market Street Corridor as a connection between the Market and Norkirk Neighborhoods and to the Central Business District. During commute periods, ~~residents and guests experience~~ challenges exist accessing Market Street to and from the surrounding neighborhoods. Still visible today is the mix of historic 1890s buildings at the intersection of Market Street and 7th Avenue that represent the original town center that is a focal point for Kirkland's earlier history.



The Market Street Corridor Commute

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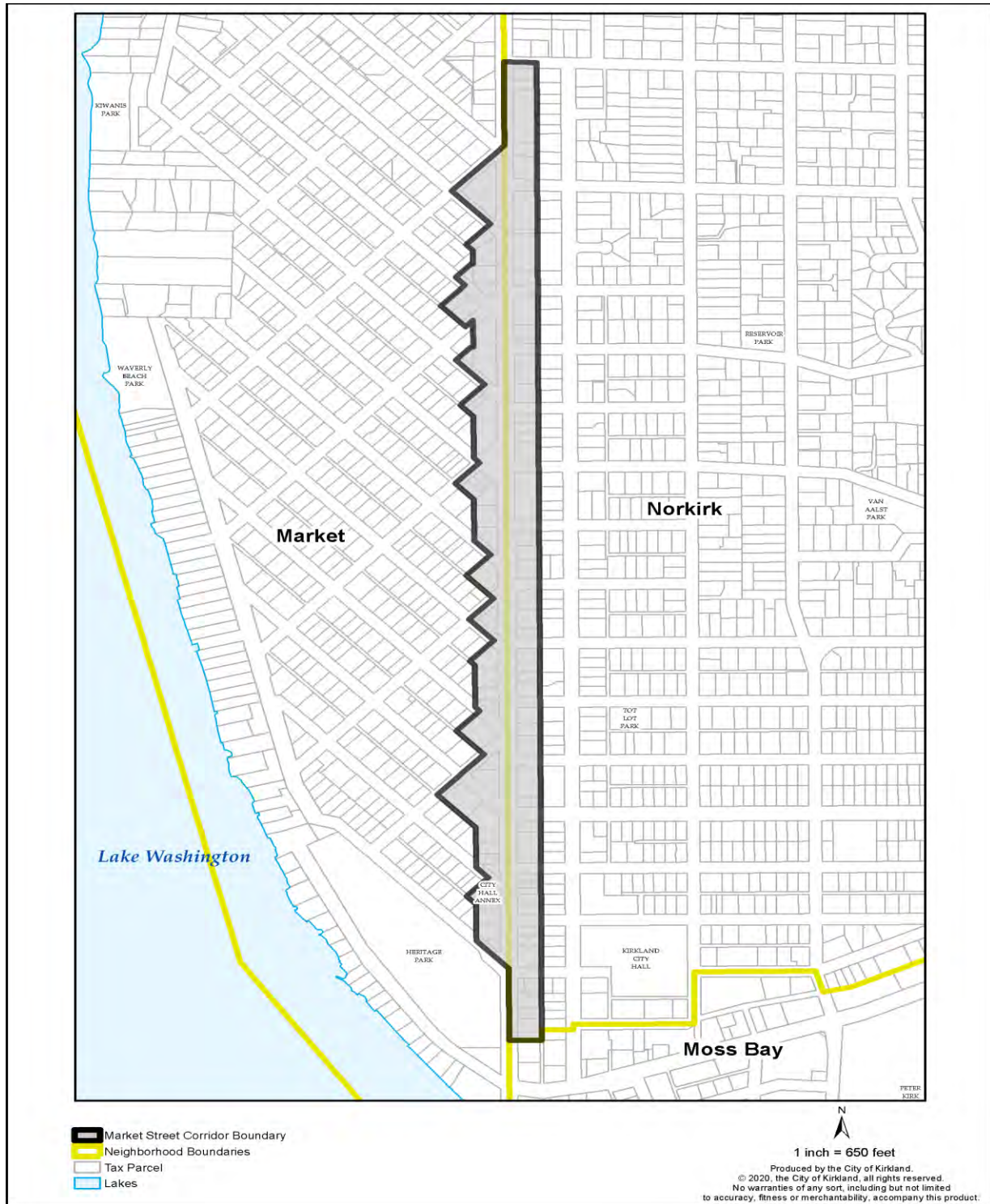


Figure MS-1: Market Street Corridor Boundary

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2. VISION STATEMENT

The following vision statement is a description of the character and qualities of the Market Street Corridor at a future time when the goals and policy direction expressed in this chapter are realized.

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 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-inviting~~ mix of housing types, neighborhood-oriented commercial, and retail uses.
- Retail establishments are small and, to be viable as businesses, likely serve the larger community as well as the surrounding neighborhood.
- Architectural and site design standards ensure buildings are spaced, set back, scaled, and designed to ~~attractively~~ blend seamlessly with the surrounding residential neighborhoods as well as the historic district at the intersection of 7th Avenue and Market Street.
- Commercial uses are limited to those that minimize potential noise, light, odor and traffic impacts ~~adjacent~~ to nearby residential uses.

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Preserve Sequoia Tree at 17th and Market

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3. HISTORICAL CONTEXT

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

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.

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 nearby 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 Street and Waverly Way. The cluster of historic properties at the intersection of Market Street and 7th Avenue forms 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 Land Use~~ Element Chapter of the Comprehensive Plan ~~features tables and figures Table CC-1 which 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, as well as~~ the locations of those resources. Refer to those tables for more information about the historic features along the corridor and in the Market and Norkirk Neighborhoods. Figure MS-3 shows the location of the historic features along the corridor. Attention must also be given to landmarks and locations that can help illustrate the history of the area prior to white settlement.

Policy MS-2:

Provide incentives to encourage retention of identified buildings of historic significance.

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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.

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 community members to have a link with the history of this significant area of Kirkland. Attention should be given to celebrating the neighborhood's history in an inclusive way, to help residents and visitors understand the history of the area prior to white settlement.



The Peter Kirk Building at 620 Market Street

The Kirkland Comprehensive Plan is current through Ordinance 4864, passed December 12, 2023.

4. LAND USE

Policy MS-4:

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

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

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).



Office Development on Market Street



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Neighborhood Shopping Area

~~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.~~

The neighborhood-oriented businesses located on the west side of Market Street, north of 14th Avenue West provide 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 buffer the commercial uses onsite from the adjoining residential uses.

Policy MS-5:

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

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

Policy MS-6:

Restrict the development of new commercial and large scale ~~multifamily-residential development structures~~ to locations within the limited boundaries and land use districts designated for the Market Street Corridor.

Larger scale ~~multifamily-residential~~ and commercial development should remain in designated areas within the Market Street Corridor and not extend into the 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).



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Multifamily Development on Market Street

~~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 lower-intensity housing.~~

~~Policy MS-8:-~~

~~Appropriate building height for the corridor is up to two to three stories — two stories in general, and three stories in the neighborhood shopping and service nodes described in Policy MS-4. 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 is appropriate as a transition to adjacent lower-intensity residential uses, to reflect topographical change in the neighborhood, and to encourage below-grade parking areas.~~

Policy MS-9:

Conduct a study of the parking requirements in the Market Street Corridor to encourage more small neighborhood commercial uses such as retail, office, or restaurant uses while minimizing potential adverse impacts to adjacent 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 identify code amendments and incentives that could help foster viable neighborhood-serving commercial uses along the corridor. Areas for further study could include parking requirements, building height, lot area coverage, building setbacks, and design requirements. Any code amendments should be designed to enhance the aesthetics and walkability-mobility of the neighborhood.

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Parking along Market Street Corridor

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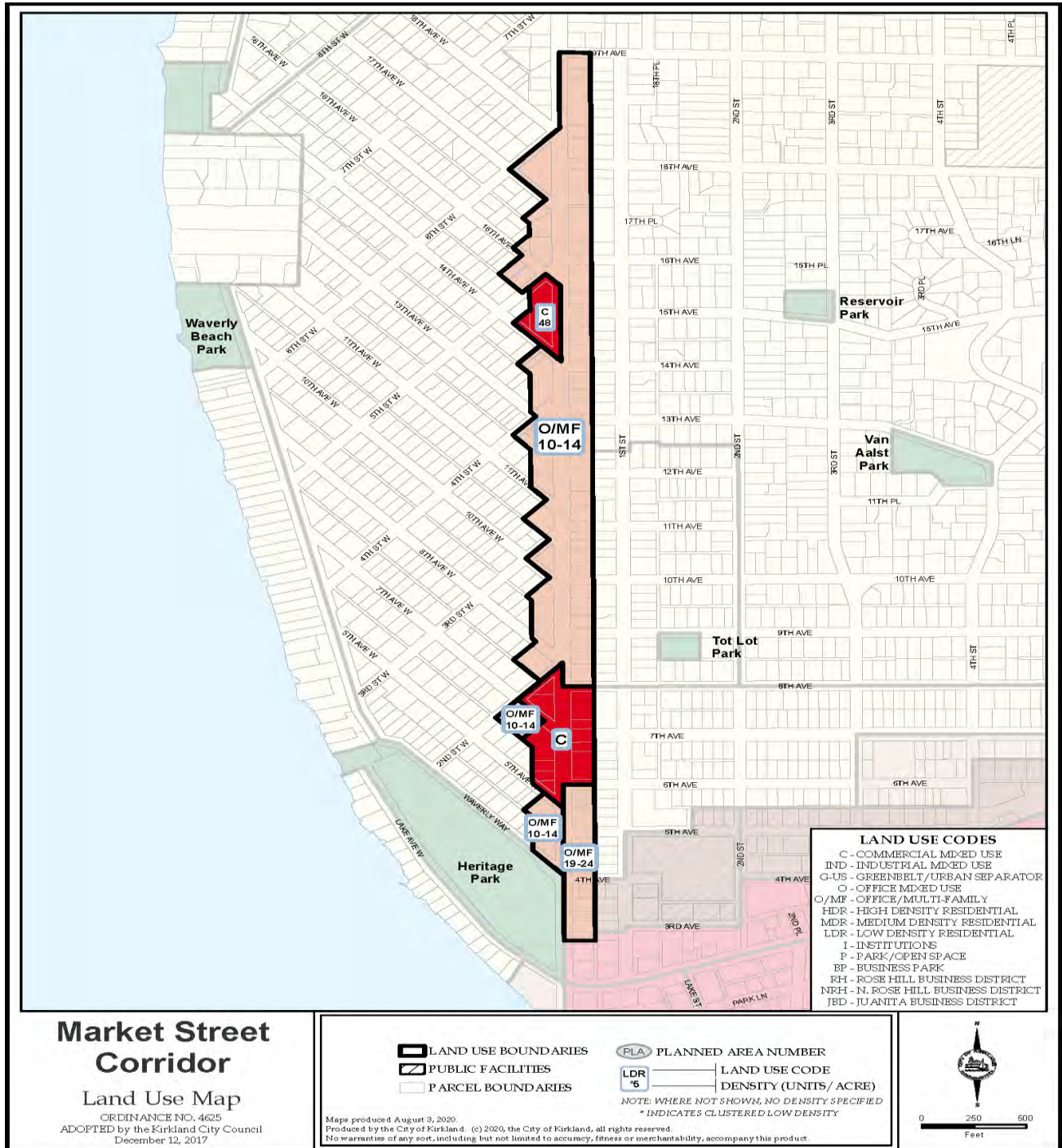


Figure MS-2: Market Street Corridor Land Use [Staff note: Corridor land use map will be updated to reflect the citywide Land Use map being amended in the Land Use Element.]

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Policy MS-10:

~~Maintain and enhance the character~~ *Remain mindful* of the historic *structures at the* intersection at 7th Avenue and Market Street *as redevelopment occurs.*

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.



Intersection of 7th Avenue and Market Street

Policy MS-11:

Utilize design review to administer building and site design standards for commercial and multi-unit family 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 multi-unit family 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.

Policy MS-12:

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

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

Policy MS-13:

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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 primarily residential areas and the commercial and multifamily residential uses along Market Street.~~

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

Policy MS-15:

Orient buildings toward Market Street.

Commercial and ~~multifamily larger-scale residential~~ development that is oriented toward Market Street with reduced setbacks will reduce potential adverse impacts on adjacent ~~lower intensity~~ residential neighborhoods.

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 neighborhoods to retain and maintain. In addition to the environmental and functional benefits they provide to reduce stormwater runoff, maintain tree canopy, buffer between travel lanes, and shade, the trees provide an aesthetic parkway boulevard that is unique to the neighborhood and provides a pleasant walking experience for pedestrians.



Dibble Office Building

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Figure MS-3: Market Street Corridor Urban Design Features

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5. TRANSPORTATION

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

Policy MS-18:

Promote transportation improvements that adequately support the existing and planned land uses in the Market Street Corridor and the adjoining neighborhoods.

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

Policy MS-19:

Incorporate measures that will allow for safe 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.

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Pedestrian amenities

Policy MS-20:

Encourage the use of ~~nonmotorized~~ active transportation modes by providing facilities for pedestrians, wheelchairs 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 depending on King County Metro service changes in the early 2020s intended to 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.

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Bus shelter on Market Street

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XV.M. Norkirk Neighborhood



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Attachment 14 - Norkirk Neighborhood Plan_Draft Amendments

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

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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.

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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.



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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

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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

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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

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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.

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

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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 Element.

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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.

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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

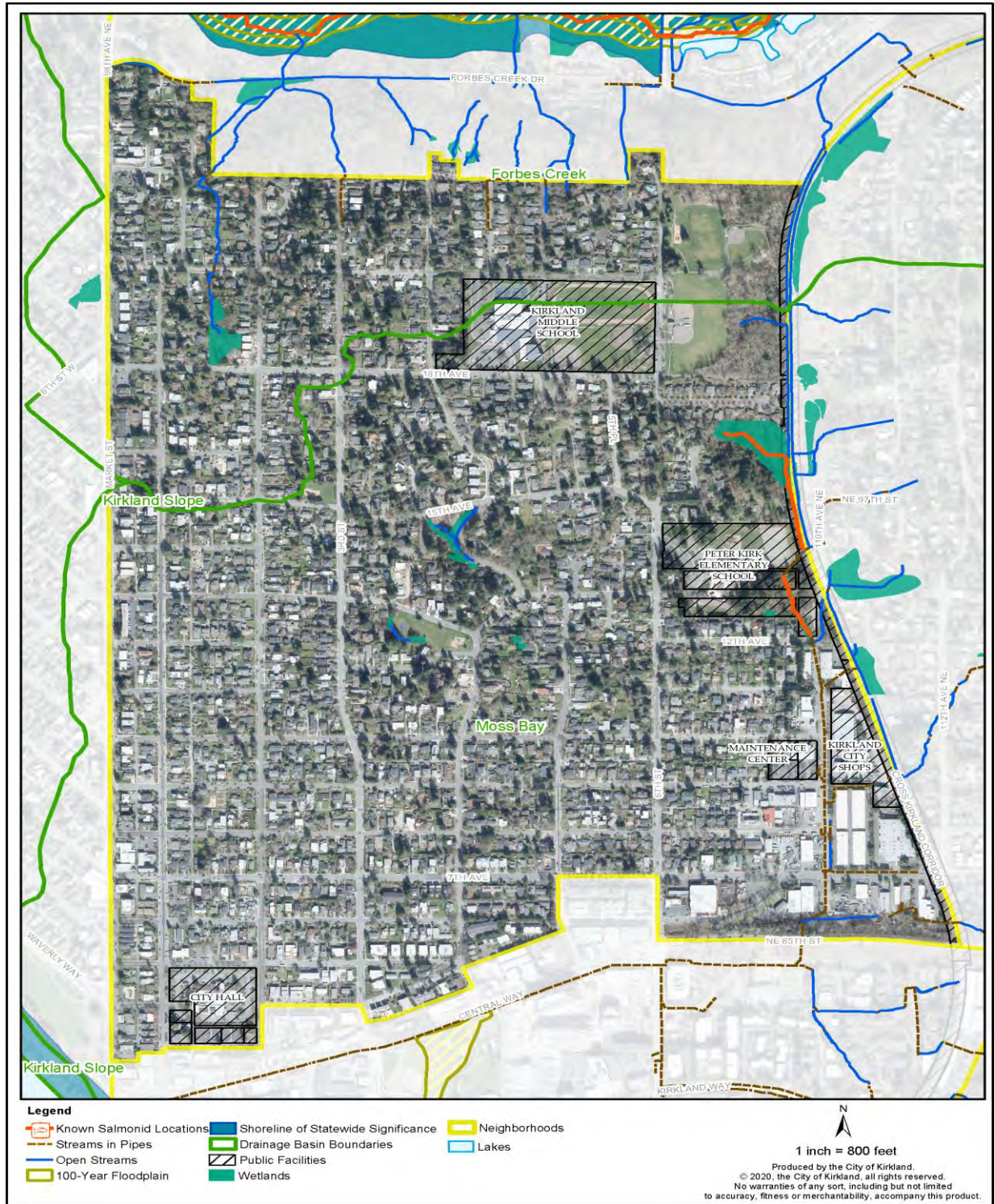


Figure N-1: Norkirk Wetlands, Streams, and Lakes

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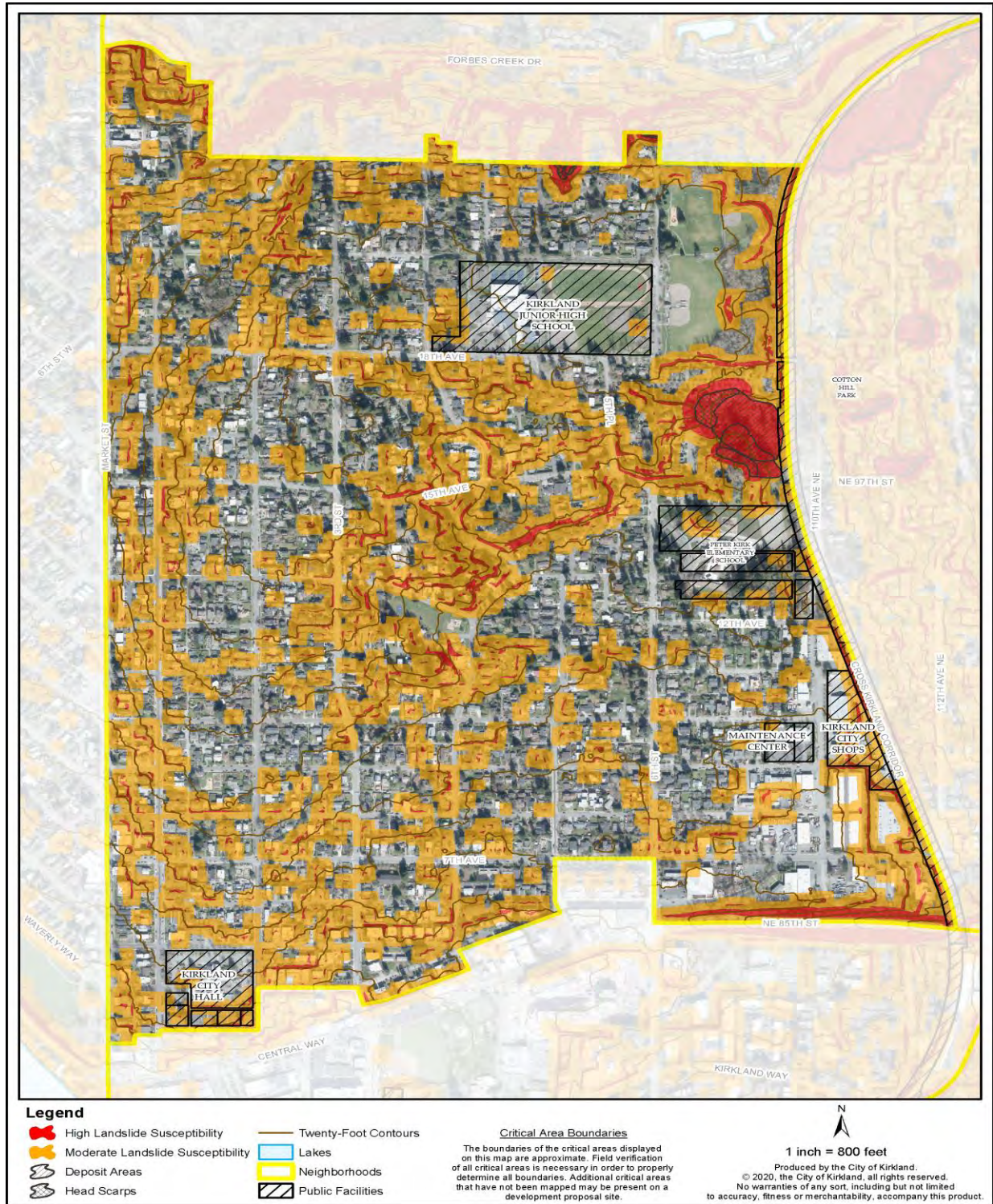


Figure N-2a: Norkirk Landslide Susceptibility

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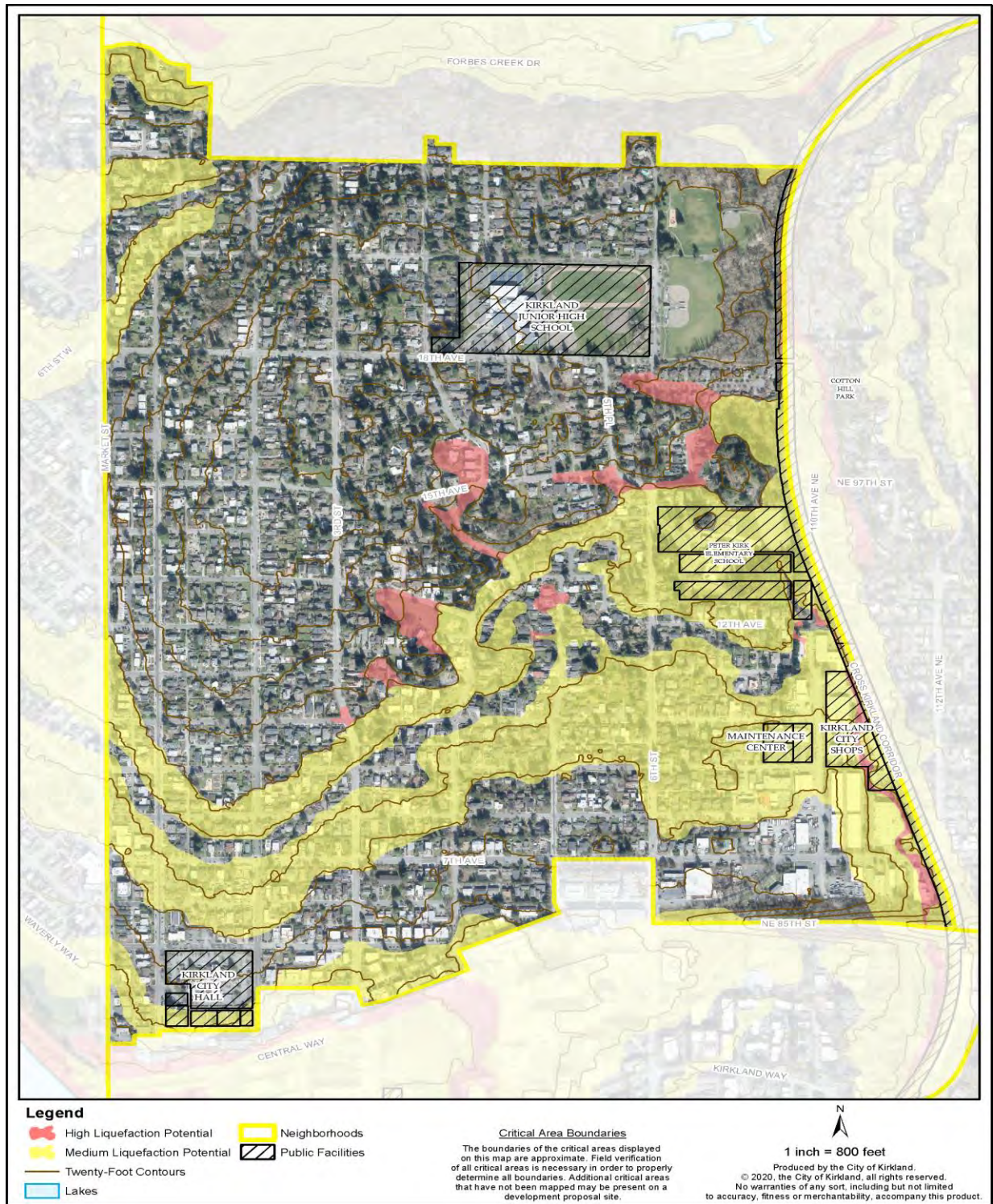


Figure N-2b: Norkirk Liquefaction Potential

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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

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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.



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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.

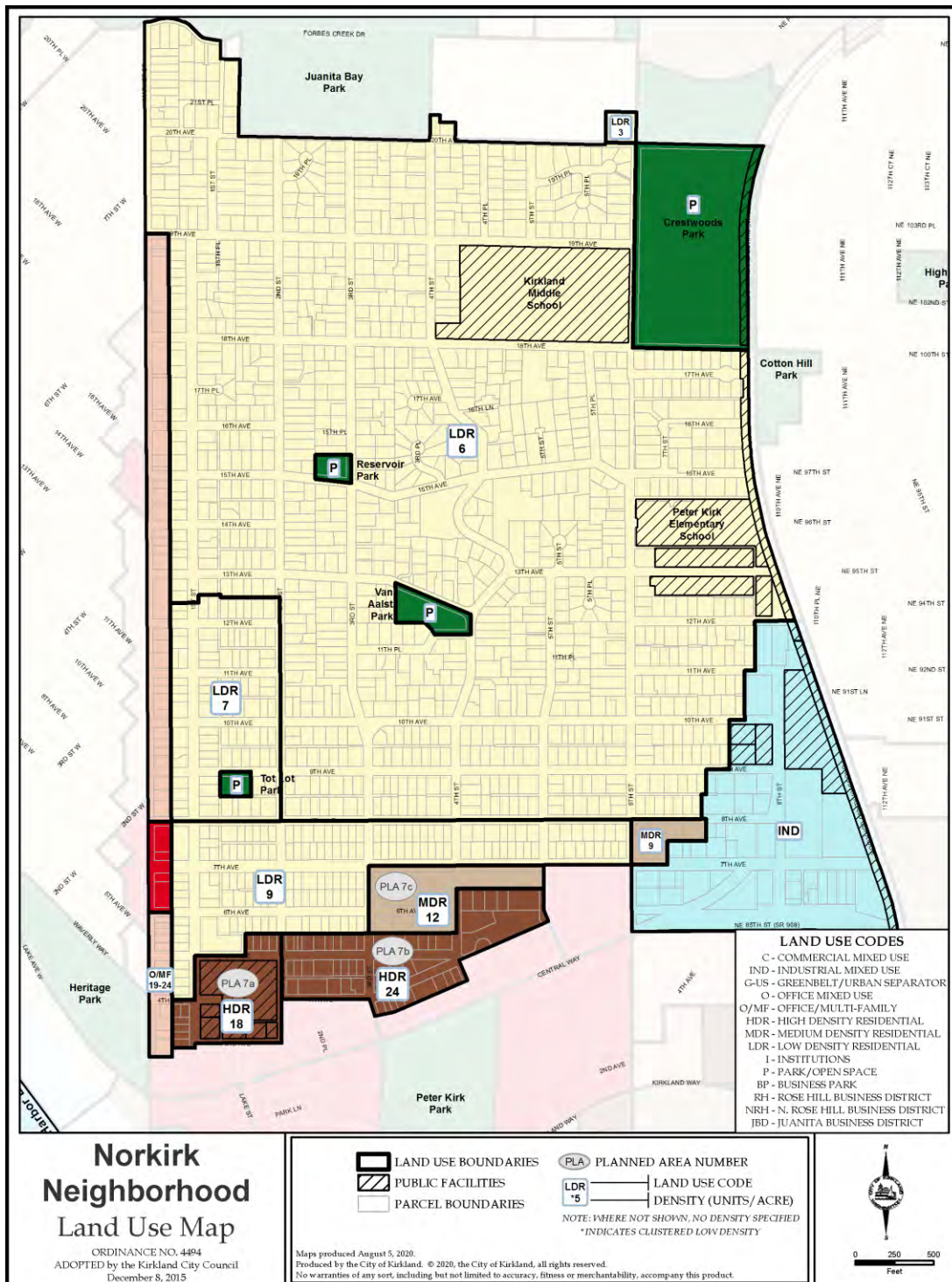


Figure N-3: Norkirk Land Use Map [Staff note: Neighborhood land use map will be updated to reflect the citywide Land Use map being amended in the Land Use Element.]

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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~~er 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

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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

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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 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 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.

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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 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.



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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.

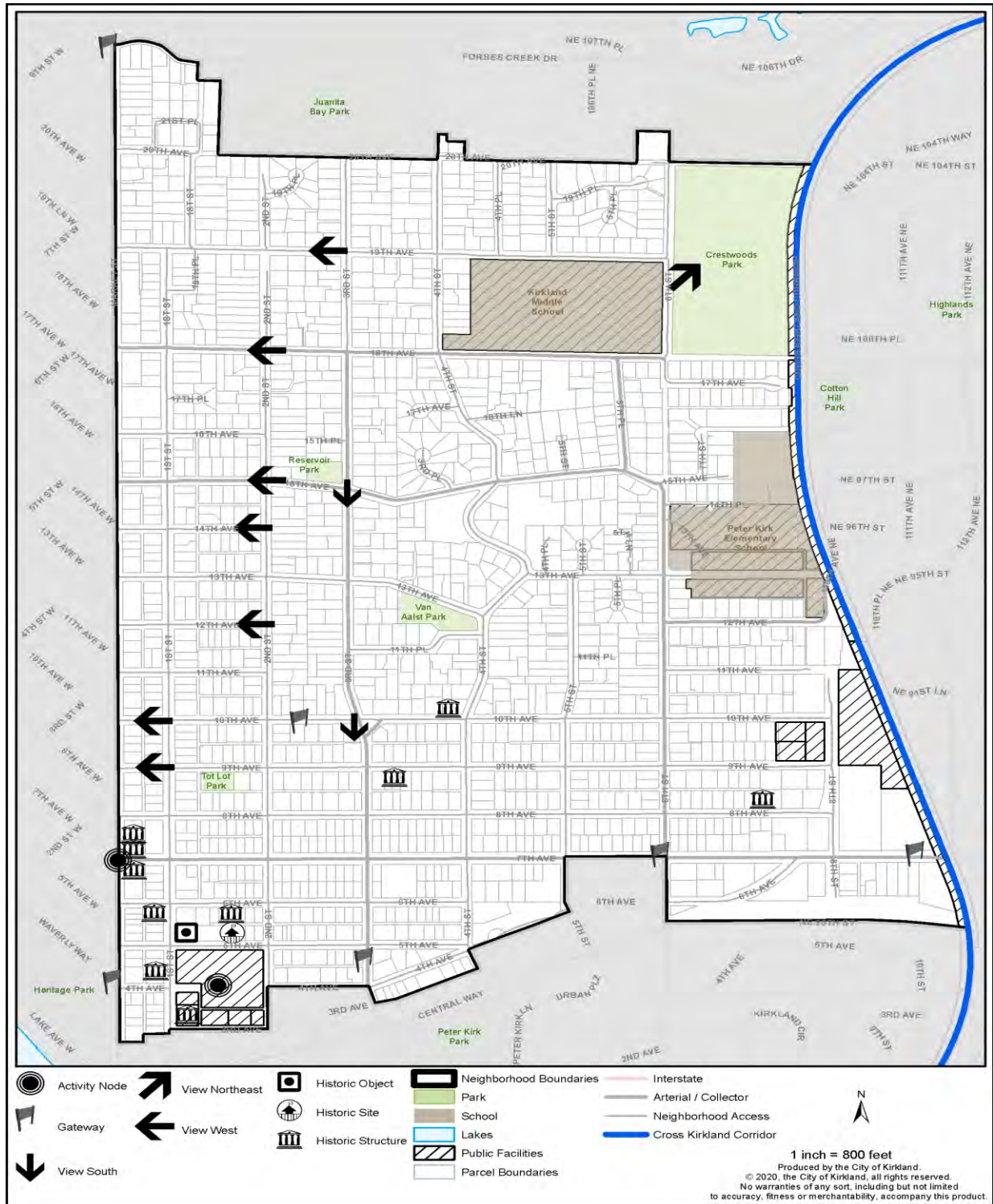


Figure N-4: Norkirk Urban Design Features

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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 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

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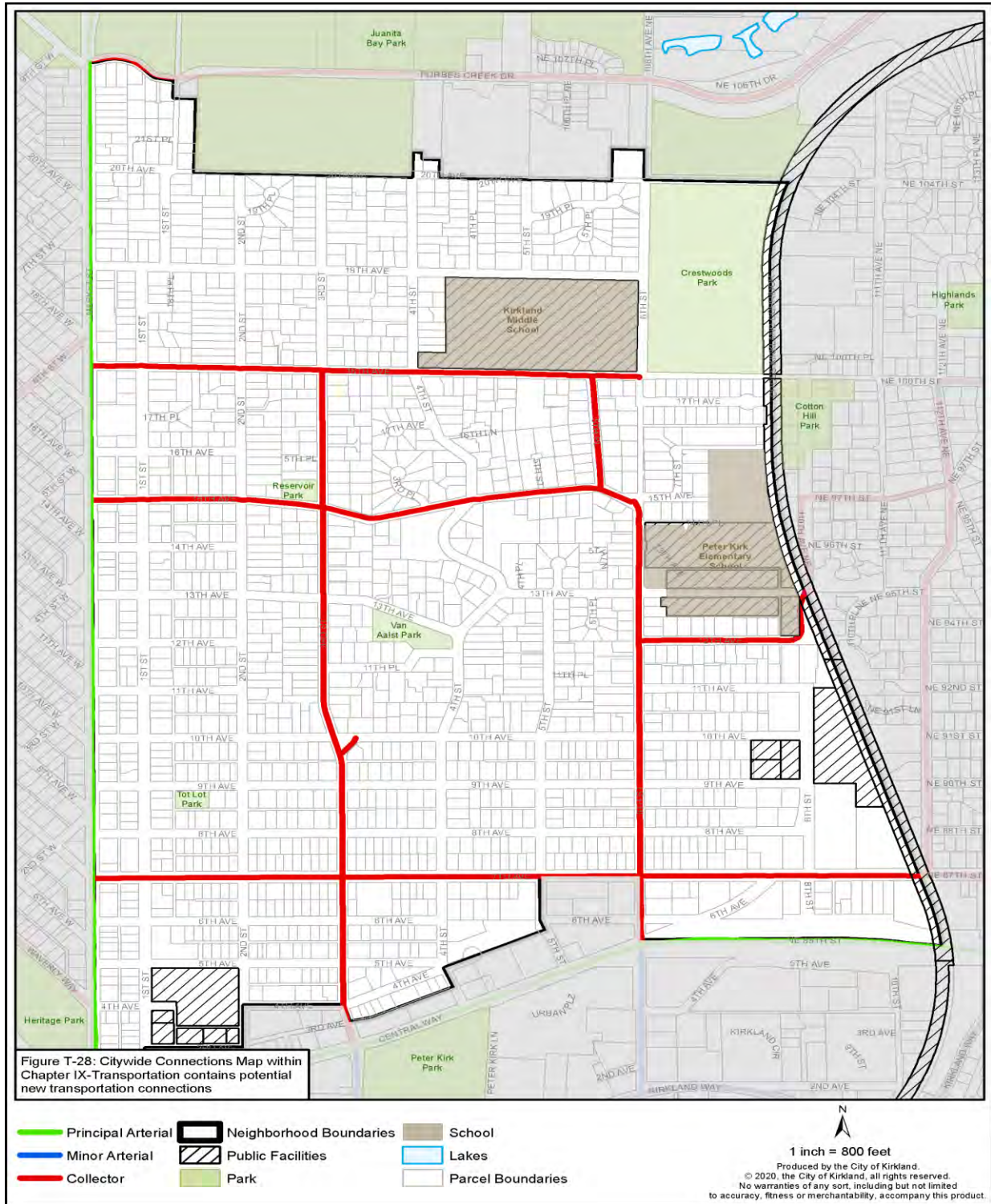


Figure N-5: Norkirk Street Classifications

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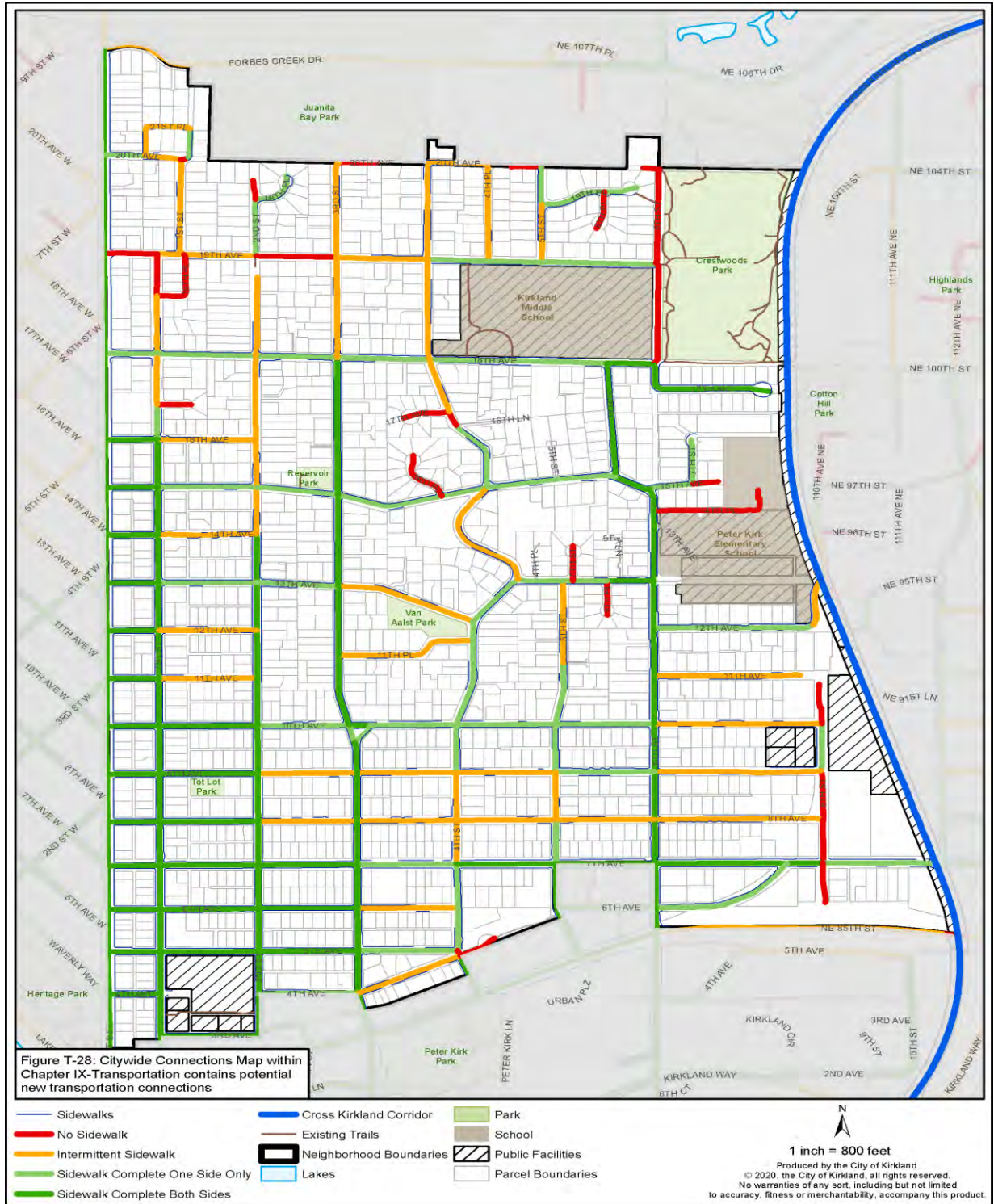


Figure N-6: Norkirk Pedestrian System

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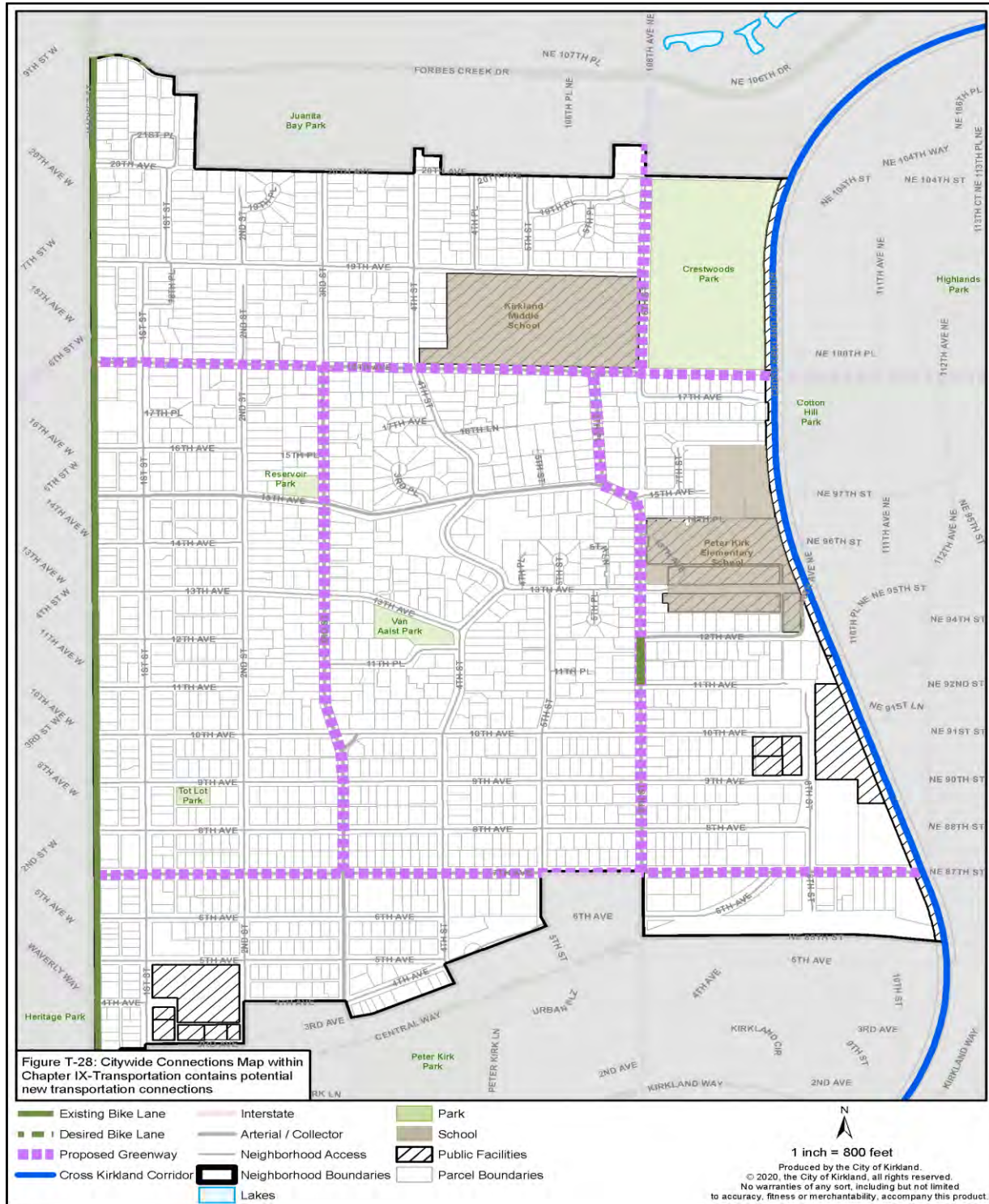


Figure N-7: Norkirk Bicycle System

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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.

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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

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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.

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Play equipment at Peter Kirk Elementary

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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

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XV.N. Highlands Neighborhood



City of Kirkland

**HIGHLANDS
NEIGHBORHOOD
PLAN**

The Kirkland Comprehensive Plan is current through Ordinance 4828, passed December 13, 2022.

Attachment 15 - Highlands Neighborhood Plan_Draft Amendments

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



Spinney Homestead Park in Highlands Neighborhood

Attachment 15 - Highlands Neighborhood Plan_Draft Amendments

2. VISION STATEMENT

The following vision statement is a description of the character and qualities of the Highlands Neighborhood at a future time when the goals and policy direction expressed in this neighborhood plan are realized. The following vision statement reflects how community members envision the Highlands Neighborhood in the future and will work to achieve this vision using this document as a guide.

The Highlands Neighborhood is an ideal residential neighborhood close to the downtown that values its quality of life and limited vehicular access. As infill of the neighborhood occurs, a variety of housing types and styles will provide for a changing and diverse population, responding to the needs of individuals and young families and allowing people to continue living here long after children leave home. Higher-intensity multifamily residential housing development in the southern portion of the neighborhood, adjoining the I-405/NE 85th Street freeway interchange, along with Accessory Dwelling Units (ADUs), and other types of compact 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, biking and rolling 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.



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.

These community connections strengthen the social fabric of the neighborhood.

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3. HISTORICAL CONTEXT

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

Prior to 1800s

[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.](#)

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

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

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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.



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

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.

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.

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100th Street Pedestrian Bridge over I-405

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 Land Use](#) 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.

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

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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 through H-2b below show the critical areas within the Highlands Neighborhood. See the [Natural Environment Sustainability, Climate and 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.



Forbes Creek Habitat Improvement

Policy H-4:

Undertake measures identified in the Surface Water ~~Master~~ Strategic 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.

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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 Neighborhood should be evaluated and considered during implementation of the Cross Kirkland Master Plan.

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

Policy H-6:

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

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

Policy H-7:

Protect exceptional trees and groves of trees.

In the Highlands Neighborhood, protecting, enhancing, and retaining healthy trees and vegetation are key values and contribute to the quality of life. The City promotes retention of the Citywide tree canopy, [significant-regulated](#) trees, and groves of trees on private property consistent with zoning regulations. While a municipal exceptional tree program is not currently in place, the neighborhood supports voluntary efforts to encourage preservation of exceptional trees. Exceptional 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.

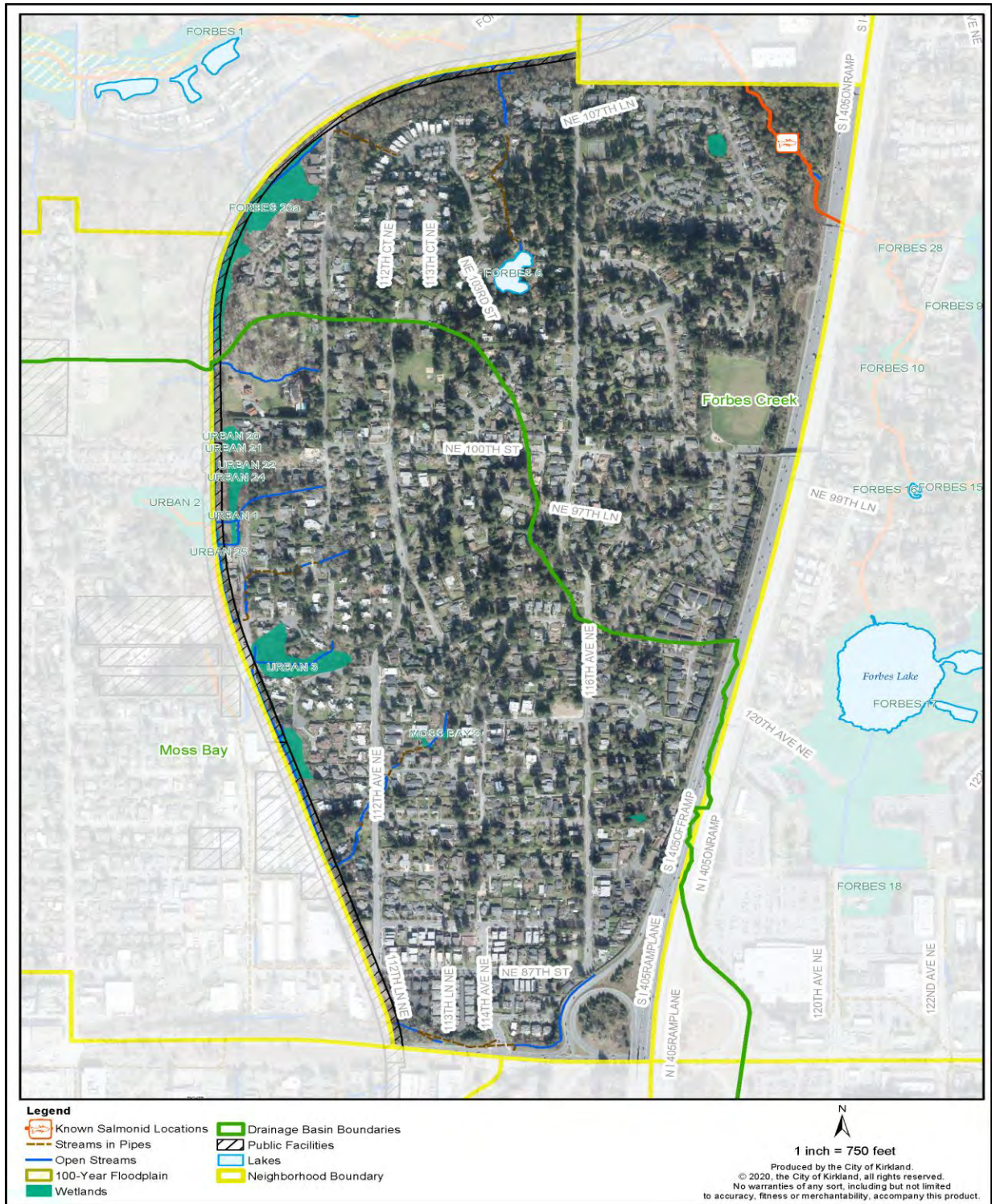


Figure H-1: Highlands Wetlands, Streams, and Lakes

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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.



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

Geologically Hazardous Areas

As shown in Figures H-2a and H-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 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.

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5. LAND USE



Houses in Highlands

Highlands is a well-established neighborhood with ~~lower intensity~~ residential uses of low intensity on the north side transitioning to higher-intensity uses (including small apartment buildings and townhouses) on the south side. The land use comprises only residential, parks and open space uses, and there are no commercial areas or schools located within Highlands (See Figure H-3).

Policy H-11:

Retain and enhance the residential ~~character opportunities~~ of the neighborhood while accommodating more compact new housing so that residents can age in place and the neighborhood can accommodate generational shifts in housing needs.

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

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An example of a detached accessory dwelling unit

Policy H-12:

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 is in proportion with 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.

Policy H-13:

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

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

Policy H-14:

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

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

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Multifamily-Larger-scale residential developmenthousing can provide the public benefits of housing choice and affordability to current and future Highlands residents.

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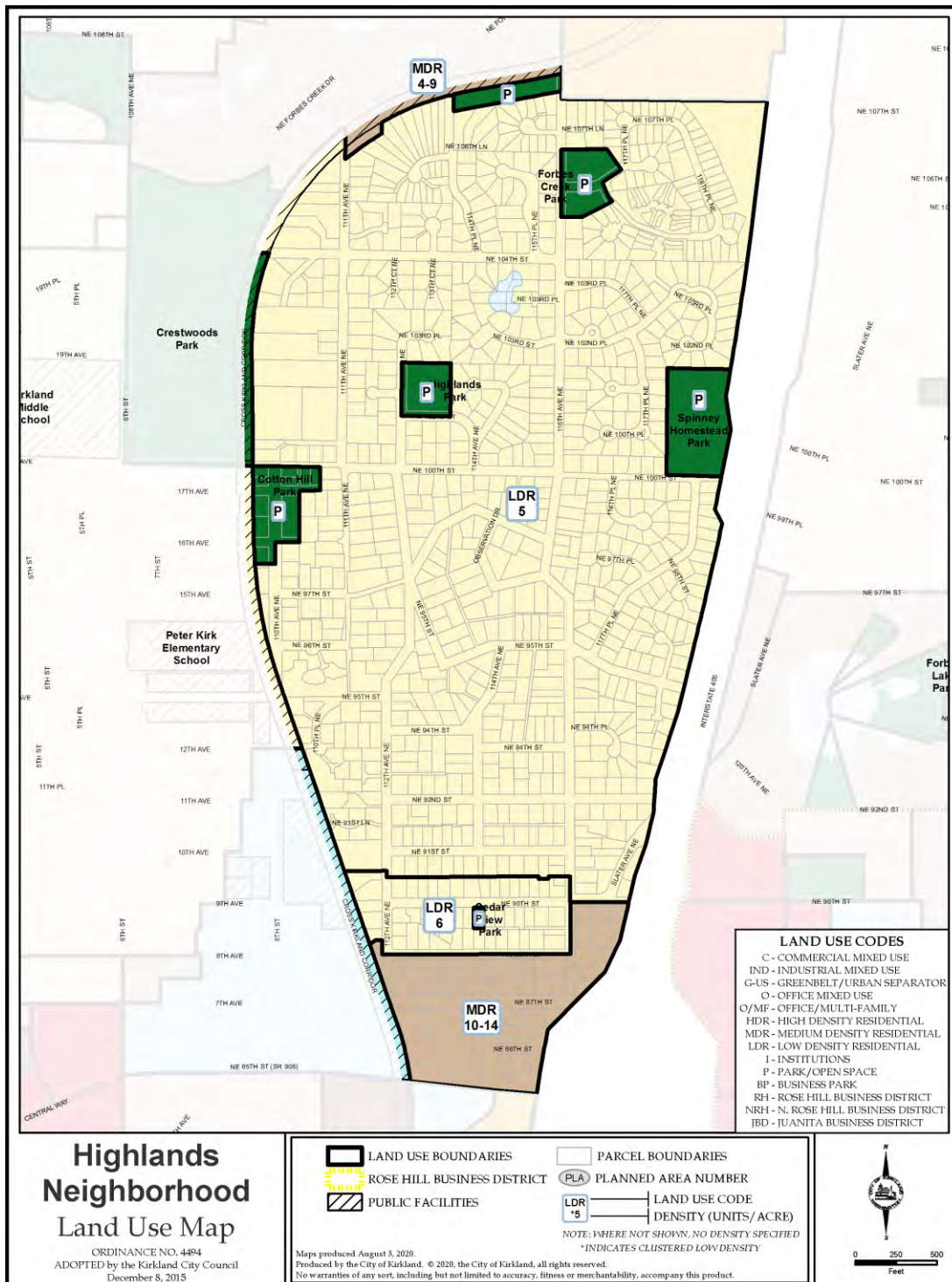


Figure H-3: Highlands Land Use Map [Staff note: Neighborhood land use map will be updated to reflect the citywide Land Use map being amended in the Land Use Element.]

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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-4).

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 community members. One means of this may be the undergrounding of utilities.

Policy H-16:

Provide streetscape, gateway and public art improvements in the neighborhood that contribute to enhanced visual quality and a sense of ~~neighborhood identity~~ community connection.

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-4. Two neighborhood association kiosks, located near the entrance points to the neighborhood at 112th Avenue NE and 110th Avenue NE, may also benefit from additional landscaping.

Policy H-17:

Provide streetscape enhancement of pedestrian lighting and landscaping along NE 87th Street between the Cross Kirkland Corridor and 116th Avenue NE.

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



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

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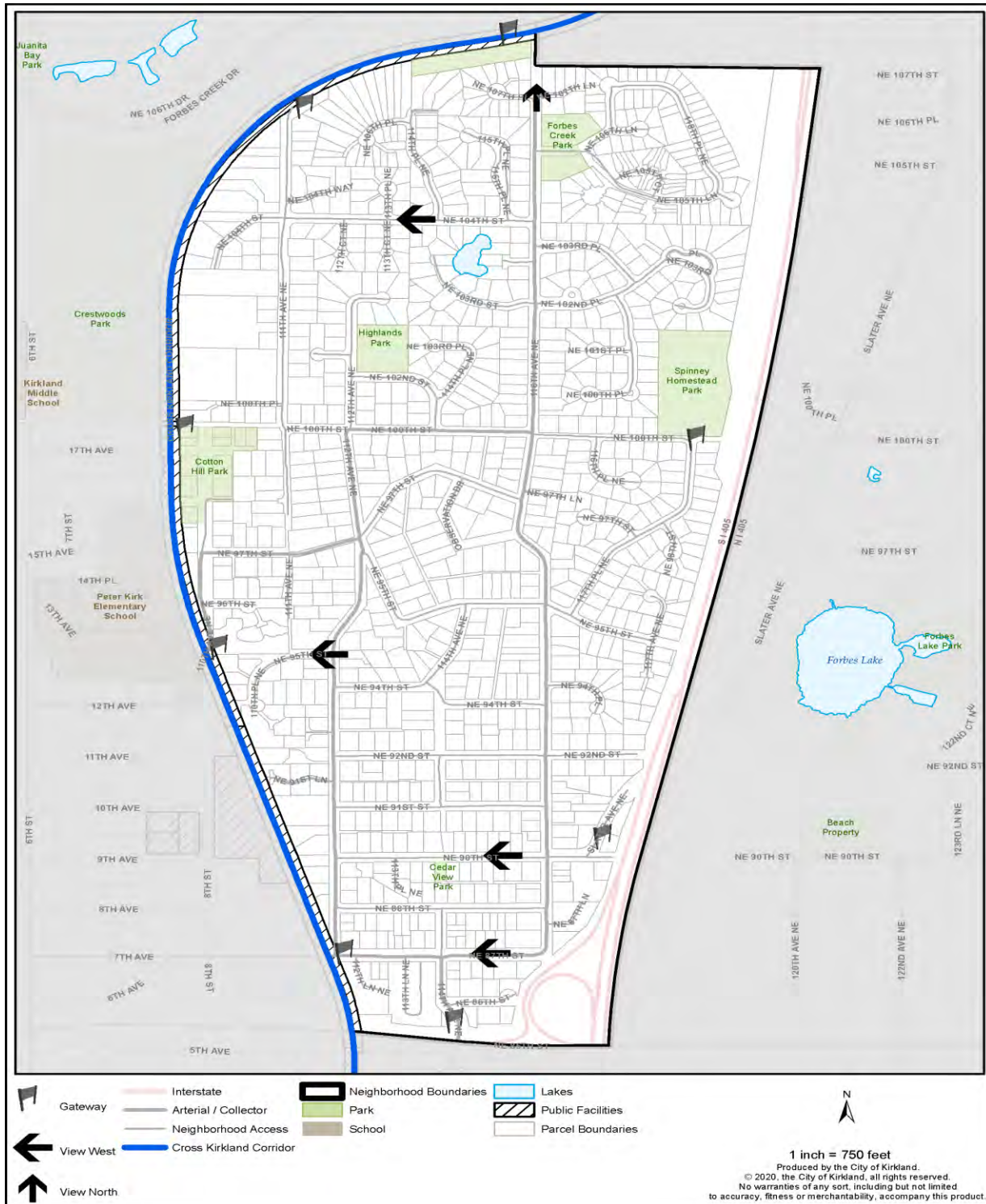


Figure H-4: Highlands Urban Design Features

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7. TRANSPORTATION

TRANSIT

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

The Cross Kirkland Corridor provides a north/south multi-use corridor through Kirkland and to surrounding cities. In the near term it is used as a multi-use modal 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-5. Street classifications are described in the Transportation Element Chapter of the Comprehensive Plan and Kirkland Zoning Code.



The Cross Kirkland Corridor at 110th Street

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.

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

Policy H-18:

Maintain limited vehicular access to and from the neighborhood and provide road improvements as needed.

Policy H-19:

Manage traffic impacts within the neighborhood to enhance neighborhood mobility and provide for more equitable distribution of traffic on neighborhood streets.

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

Policy H-20:

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

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

PEDESTRIAN/BICYCLE CIRCULATION

The 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. 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 and NE 87th Street will connect with the bike system in adjacent neighborhoods.

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 and roll routes.

Bicycles are permitted on all City streets.

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NE 100th Street Emergency/~~Nonmotorized~~ Nonvehicular Overpass

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.

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 [and roll](#) 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, [equitable and accessible](#) bicycle and pedestrian infrastructure be improved to meet the need for vehicle and nonmotorized access into the neighborhood, and connections to the CKC and BRT Station.

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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 emergency and ~~nonmotorized-nonvehicular~~ overpass at NE 100th Street provides a connection between the Highlands and North Rose Hill Neighborhoods.

Provide a ~~nonmotorized-nonvehicular~~ 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 on 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.



116th Avenue NE

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-nonvehicular~~ connections within Highlands and to adjacent areas are important to community members.

Policy H-24:

Support development of the Cross Kirkland Corridor as a pedestrian and bicycle corridor.

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

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

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

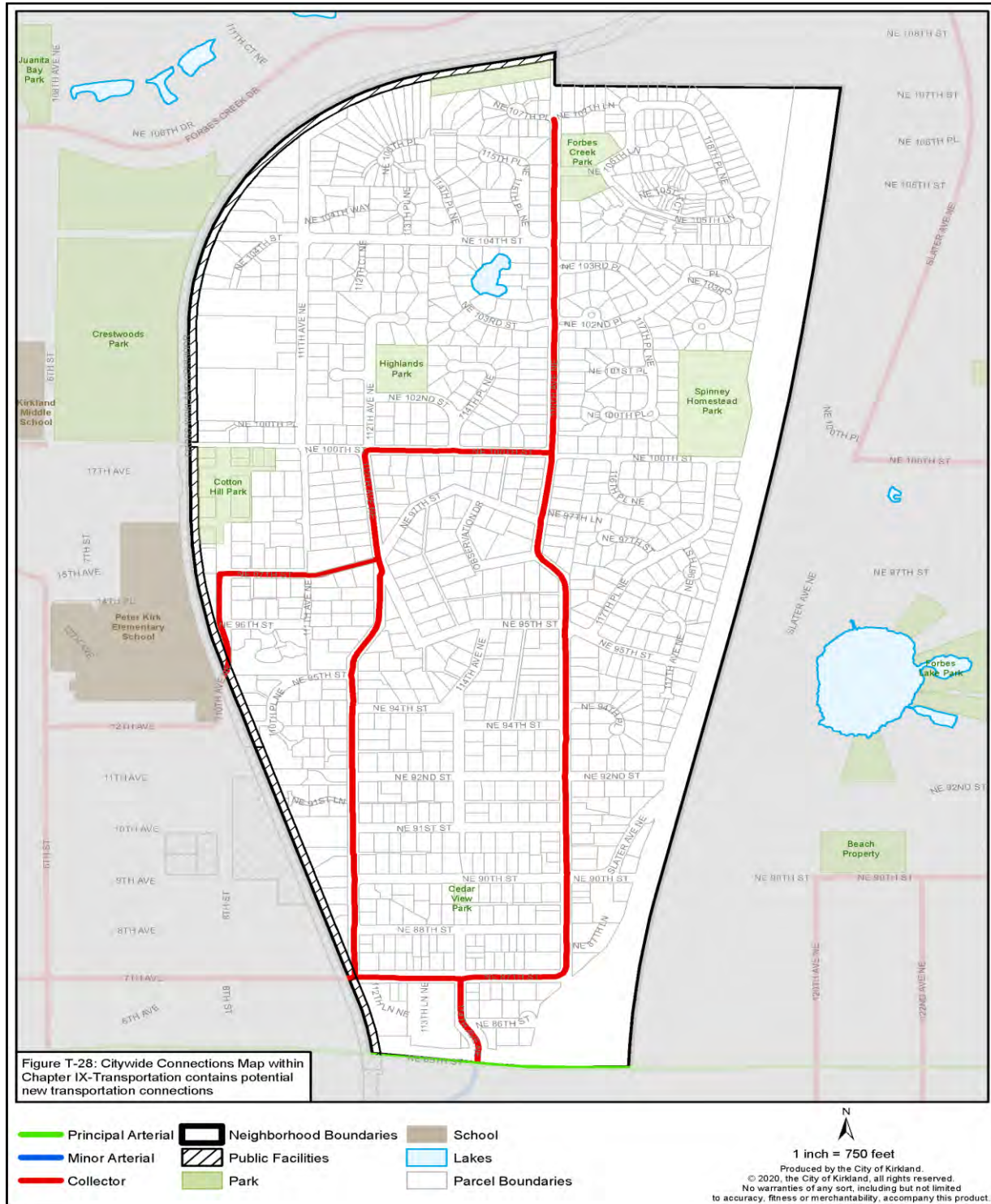


Figure H-5: Highlands Street Classifications

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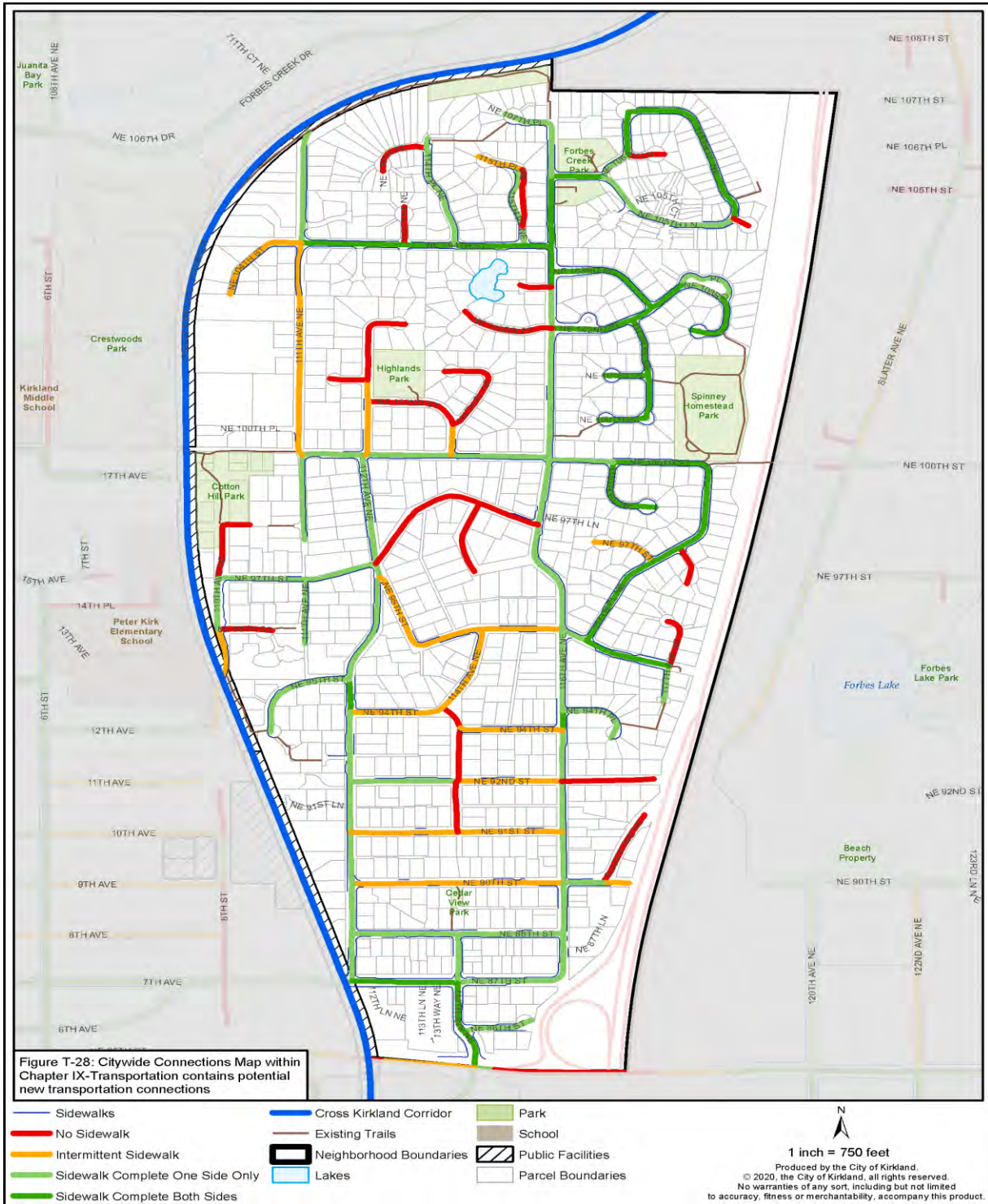


Figure H-6: Highlands Street Pedestrian System

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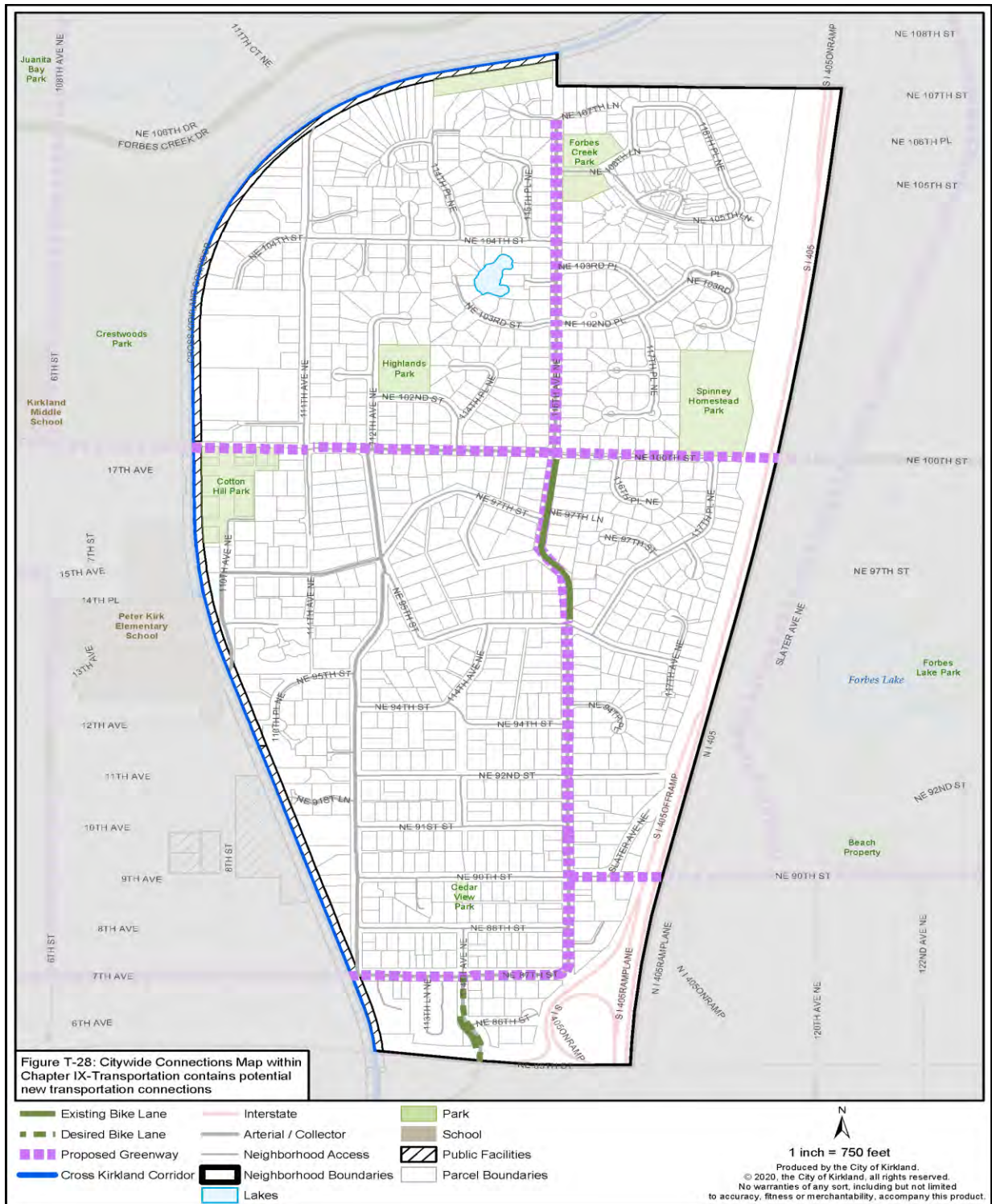


Figure H-7: Highlands Bicycle System

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8. OPEN SPACE/PARKS

Within Highlands, there are six parks and open space opportunities dispersed throughout the neighborhood: Forbes Creek Park, Cotton Hill Park, Spinney Homestead Park, Highlands Park, Cedar View Park, and open space located north of the Highland Creste development along the CKC. These parks and open spaces offer the benefits of passive and active recreation and serve a vital role in protecting critical areas and ~~nonmotorized~~ opportunities for [active transportation](#) 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 describe the facilities and planned improvements at each park.

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 [formal](#) 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 [the neighborhood residents and guests](#). See the Parks, Recreation and Open Space (PROS) Plan for further details.



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New playground facilities at Highlands Park



Highlands Trails

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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-22). While emergency access is supported by the neighborhood, general vehicular access is not.

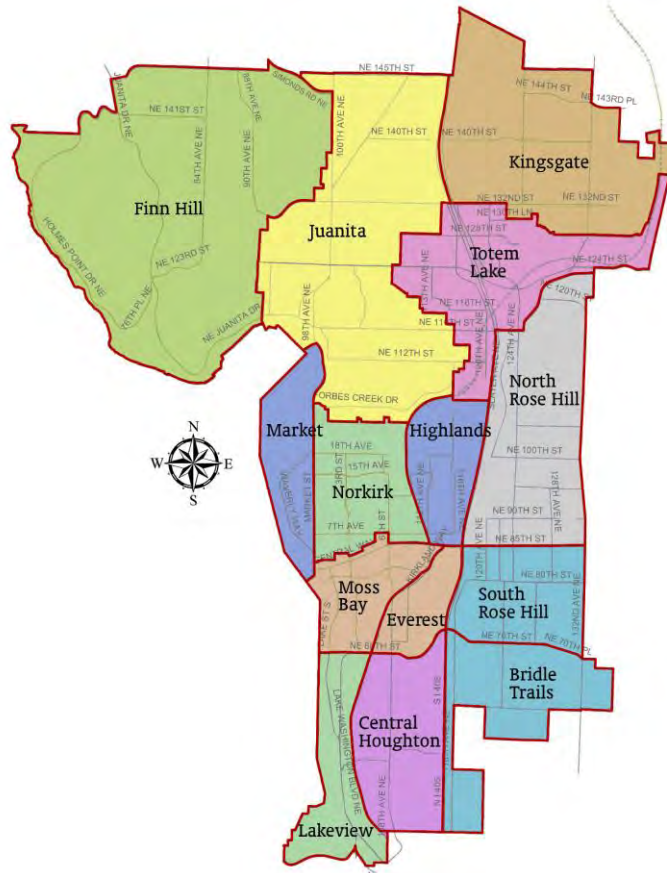


Fire Station 21 on 98th Ave. NE and Forbes Creek Drive

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.

Attachment 16 - Finn Hill Neighborhood Plan_Draft Amendments

XV.P. Finn Hill Neighborhood



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Overview

In collaboration with the City of Kirkland, the U.W. Green Futures Lab (GFL) worked with Finn Hill residents and the Finn Hill Neighborhood Alliance (FHNA) to develop a neighborhood plan. This is the first neighborhood plan for Finn Hill following annexation to Kirkland in 2011.

Preparation of the Finn Hill Neighborhood Plan involved a comprehensive, two-year-long process that included public events, online surveys, development of alternatives by residents, and feedback on priorities, goals and policies from the neighborhood. The public outreach activities and involvement of City commissions have guided development of this Plan.

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1. Vision Statement

The following ~~Vision statement~~ Statement is a description of the character and qualities of the Finn Hill Neighborhood at a future time when the goals and policy direction expressed in this neighborhood plan are realized, ~~reflects how residents envision the Finn Hill Neighborhood and was written based on an extensive public outreach process held in February and March 2016:~~

Finn Hill is a predominantly residential, heavily treed and picturesque neighborhood overlooking Lake Washington. Rising to a height of 535 feet above sea level, with ravines and steep slopes on its flanks, Finn Hill is bounded by Lake Washington to the south and west, NE 145th Street to the north, and the Juanita Neighborhood to the east. Access to the neighborhood is limited to three main entry points: Juanita Drive provides access to the southern and western portions of the hill, and Simonds Road/NE 145th Street and NE 132nd/90th Streets provide the northern east/west access to Finn Hill.

Two mixed-use neighborhood commercial centers located on Juanita Drive, Finn Hill Neighborhood Center and Holmes Point Residential Market (Inglewood and Holmes Point), provide retail amenities and ~~multifamily-increased opportunities for~~ housing in the neighborhood.

Finn Hill residents feel very strongly about the unique setting of their neighborhood. Parks and natural areas are the stars of Finn Hill and are considered high-value resources that provide important wildlife and recreation connections. There is a deep affinity with, and a desire to care for, the natural environment, parks, open space, tree canopy, and Lake Washington. ~~Residents~~ Community members take pride in their history of participating in fundraising campaigns, work parties, and planning activities focused on protecting the neighborhood's woodlands, streams and parks. Preserving or improving natural open space connectivity wherever possible is a major goal for ~~the~~ Finn Hill ~~residents~~ neighborhood and is supported by many, and received overwhelming support through the public outreach process. Finn Hill is encompassed by many steep slopes that ~~residents recognize~~ must be protected or developed carefully to prevent landslides and erosion.

In keeping with the desire to preserve natural areas, Finn Hill residents seek to ~~keep density low in single-family~~ preserve existing residential areas. ~~Although~~ Finn Hill residents understand the need to accommodate newcomers to the neighborhood, ~~they are especially concerned and with that understanding comes concern~~ about the consequences ~~from of additional density~~ more development such as ~~undesirable changes to the character of~~ impacts to the established ~~parts of the~~ neighborhoods, loss of tree canopy, and increased traffic congestion.

~~Multifamily~~ More intensive residential development should be located adjacent to neighborhood commercial zones in order to ~~avoid conflicts with low density areas and~~ concentrate ~~residential densities~~ more neighbors in areas that will support public transit. The improvement or redevelopment of existing commercial centers, rather than expanding commercial areas, ~~makes more sense~~ is preferred in the context of Finn Hill. The Finn Hill Neighborhood Center (Inglewood commercial area) in particular has strong potential for redevelopment and residents expressed a desire to see the amenities here updated and diversified. The Inglewood shopping center could support the inclusion of ~~more multifamily or diverse~~ a wider variety of housing in and adjacent to the center, particularly if doing so would justify additional transit services for the neighborhood.

Transportation around and through Finn Hill is currently car-centric. The existing trails and bike networks are much enjoyed and need further improvement. There is also a need for better connectivity up and down hills and towards key facilities such as schools, parks, and shopping centers. Forming a safe network of sidewalks and trails where walking is facilitated and comfortable is a major goal for Finn Hill. There are also concerns about traffic congestion during commute hours on key roads in Finn Hill, particularly Juanita Drive, which is the main north-south

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thoroughfare through the neighborhood. Finn Hill residents support exploring alternative public transit solutions to reduce the need for residents to use their personal cars, especially during heavy commute periods.

Overall, residents want to preserve the existing ~~character~~ features of the neighborhood while planning for the future.

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2. Guiding Neighborhood Values

Finn Hill residents' vision for their neighborhood's future seeks to balance the preservation and enhancement of its natural environment with the challenges of accommodating regional growth. Ideas and values about parks and the natural environment are closely related to issues concerning land use and transportation. Since the Finn Hill Neighborhood Plan must be implemented through a series of goals and policies, this section is meant to lay out the guiding values and ideas that connect the goals and policies between and within chapters and provide a basis for the rest of the neighborhood plan.

Value 1: Promote human and wildlife connectivity through multifunctional, interconnected green spaces.

Neighborhood parks and green spaces should be connected into a continuous loop of woodland and trails. Key functions for these spaces include providing wildlife habitat, preserving forest canopy, protecting critical areas (including steep slopes), providing ~~hiking and walking~~ active and passive recreation opportunities, and providing opportunities for biking that does not conflict with pedestrians. Ideally, the woodlands and trails would create a pervasive sense of connection with the natural environment. Additionally, they would support a broad, neighborhood-wide network of pedestrian sidewalks, paths, and bikeways that would knit Finn Hill's two commercial areas more closely with the neighborhood.

Value 2: Provide a consistent land use pattern that supports the neighborhood's ~~desire to retain its low density character~~ housing, retail, and service needs.

A range of low-density single-family zoning exists ~~from four to eight dwelling units per acre, or equivalent to RSA-4 to RSA-8 zoning in the neighborhood~~. A patchwork of zoning districts exists where lower ~~density residential intensity~~ intensity surrounds smaller islands of higher ~~single-family density residential intensity~~ intensity zones. The neighborhood's residential zoning should minimize small pockets of zoning that ~~allow residential development at densities and in forms that are inconsistent with surrounding homes~~ are inconsistent with one another. As part of the neighborhood planning process, and depending on the topography, environmentally critical areas, existing street network and surrounding development, changes in land use ~~to lower or higher density may~~ be appropriate to provide a more consistent land use pattern. (See Land Use Section 6 for additional discussion).

Value 3: Protect critical areas and preserve tree canopy cover and wildlife habitat to maintain the natural environment.

For critical areas including landslide hazard areas, the neighborhood should examine regulatory options for increased protection of these areas and connecting them to the broader green space network citywide (see Value 1, above). These include:

- a. Regulating development on geological hazard areas and streams and wetlands;
- b. Zoning approaches such as encouraging clustering of lots or structures to reduce impacts on slopes and retain more trees;
- c. Requiring protective covenants or open space easements to protect critical areas; and
- d. Purchasing property containing critical areas.

See Section 4, Natural Environment, for more discussion.

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Value 4: Develop the neighborhood commercial districts into pedestrian-oriented villages that are human in scale, provide needed services and gathering places within walking distance of residential, support transit options, are developed with sensitivity to the neighborhood's environmental and traffic concerns, and maintain-improve the neighborhood's character/design.

This value complements Neighborhood Value 2 above and is based on the principles of the "10-minute walkable neighborhoods" concept discussed in the Land Use Element of the Comprehensive Plan. This concept emphasizes accessibility and walkable destinations, and it has already been implemented in other neighborhoods of Kirkland. ~~Finn Hill residents have expressed an openness to considering~~Consideration of denser multifamily more intensive residential development near existing commercial districts in order to diversify residential housing choices (including affordable housing and housing for seniors), enhance shopping amenities, and improve transit options should be explored.

Value 5: New development in the neighborhood should be in keeping with the neighborhood's vision of preserving and enhancing Finn Hill's natural environment.

Land use changes and development review decisions should reflect the vision statement and the goals and policies of the neighborhood plan.

Residential and commercial development applications should be evaluated carefully with regard to their impact on transportation in and out of the neighborhood. They should particularly be evaluated in regard to commute congestion, their impact on the neighborhood's tree canopy, and their impact on surface water quality and flow management.



Denny Fest Summer Event

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3. Historical Context

Prior to European settlement, Douglas fir, western hemlock and western red cedar forests dominated Kirkland and Finn Hill. Fire was the major disturbance in the ecosystem, after which both understory shrubs and canopy trees would regenerate.¹

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.

~~Just south of Finn Hill at the mouth of Juanita Creek was a settlement of the Duwamish tribe called *TUHB tuh-byook'w*. It was occupied by members of the Duwamish tribe and was part of a larger group of settlements on the eastern shore of Lake Washington in what is now Kirkland.² These settlements were abandoned in the mid- to late-19th century after the Duwamish ceded 54,000 acres of land under the 1855 Treaty of Point Elliott.³~~

Early European settlers of Finn Hill were predominantly of Finnish descent. The first families settled in 1896; some of the 55 families in the area include the Reinikainen (later changed to Raine), Norman, Mielonen, Peltonen, Lindquist, Jarvi, Salmonson, and Haapa families.⁴ The Finnish language was spoken. Families would share Finnish-style bathhouses heated with wood. At one time there were three halls for community dances, plays, and other programs.

As elsewhere in Kirkland, these early settlers first logged the area, then burned and pulled out the massive stumps left behind to prepare the land for agriculture. The Woodins Logging Co. had a tramway to take the logs from the top of the hill to Juanita Bay. Fruit, dairy, and vegetables were among the crops grown.

The Inglewood neighborhood — now part of Finn Hill and the area of Finn Hill's largest commercial development — was first platted and named by L.A. Wold in 1888.⁵ In the 1970s Paul Kirk designed a unique subdivision into 21 circular one-acre lots surrounded by common open space in the southeast area of Finn Hill.

O.O. Denny Park is named for Orion Denny, son of Seattle founder Arthur Denny. The property was Orion's country estate and his widow willed it to the City of Seattle. The property was later used as a summer camp for kids before becoming open to the public as a park.

As Seattle was preparing for the 1962 World's Fair, and the 10,000,000 people who would be coming to experience it, the Evergreen Point Floating Bridge was completed to connect Kirkland to Seattle. This led to a sharp increase in the population of communities on the Eastside, including Kirkland and Finn Hill.

Today, ~~single-family~~ residential uses has have replaced farms and agriculture. Finn Hill was annexed into Kirkland in 2011.

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The Benjamin Reinikainen family, circa 1908, the first family to build on Finn Hill (east of Lake Washington).

Photo from the Barrie and Raine/Snow Collections.

¹ Halpern, C. B., & Spies, T. A. (1995). Plant species diversity in natural and managed forests of the Pacific Northwest. *Ecological Applications*, 5(4), 913-934.

² ~~Coast Salish Villages of Puget Sound. Located at: http://coastsalishmap.org/new_page_6.htm.~~

³ ~~Viltos Rowe, Irene. *Waste Not, Want Not—The Native American Way*.~~

⁴ Kirkland Heritage Society records; Radford, Barbara. What's in a Name located at: <http://finnhillalliance.org/2013/12/whats-in-a-name-2/>.

⁵ Majors, H. M. (1975). *Exploring Washington*. Van Winkle Publishing Company.

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4. Natural Environment

The goals and policies herein build on the citywide Comprehensive Plan Environment Element policies. What is unique about the Finn Hill Neighborhood is the amount of forested hills, natural stream corridors and shoreline areas concentrated within the City of Kirkland, which is reflected in the neighborhood's vision statement on protecting the local natural environment.

During the development of the Finn Hill Neighborhood Plan, the following priorities were emphasized through community outreach exercises:

- ' Conserve the natural environment, including tree canopy, wildlife habitat, streams, and wetlands.

Restrict and enforce development standards to protect critical areas, including streams, wetlands, and steep slopes susceptible to erosion and landslide hazards.

Provide wildlife corridors and recreational connectivity.

Ensure development standards protect the natural environment and forested neighborhood character.

Goal FH-1: Protect and enhance Finn Hill Neighborhood's natural environment.

Protect and enhance the natural environment by retaining native topography, tree canopy, and stream and wildlife corridors, which are key to stabilizing steep slopes, controlling storm water, and preserving the ecosystem of the neighborhood character.

Goal FH-2: Require new development to preserve and protect ecosystem functions.

Compliance with the Zoning Code regulations regarding tree retention, critical areas, and geologic hazardous areas is necessary to ensure that new development, redevelopment and land surface modification meet neighborhood expectations and relevant goals and policies.

Trees and Forest Ecosystems

Goal FH-3: Maintain a healthy, sustainable urban forest through the protection and restoration of native trees, vegetation, and soil.

To protect Finn Hill's neighborhood character and natural environment, concern for existing and future urban tree canopy coverage (UTC) emerged as a neighborhood priority. The benefits associated with protecting Finn Hill's tree canopy include:

- ' High tree canopy coverage contributes to lower storm water runoff volumes, lower peak stream flows and fewer flooding incidents.

Protecting native vegetation reduces soil erosion, preventing sediment and other pollutants from entering streams and Lake Washington.

Preserving continuous tree canopy is important for maintaining wildlife habitat and providing wildlife corridors.

Protecting native trees and vegetation helps to protect soil ecosystems. In return, soils and the communities of microorganisms that they support are important in supporting healthy native trees and vegetation.

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Policy FH-3.1: Preserve and restore tree canopy throughout the neighborhood.

Maintaining tree canopy is a priority for the entire Finn Hill Neighborhood. See section below regarding the Holmes Point Overlay area (HPO), where a tree canopy goal for the area is established to help preserve steep slopes, soil, vegetation and trees through designated protected natural areas. Other Zoning Code regulations require that open space covenants and easements be recorded on property to protect critical areas and slopes, in conjunction with strong development standards described in Policies FH-3.2, FH-4.6 and FH-4.9.

Preserving forest canopy and ecosystem function is also achieved through public purchase of land. Implementation of many of the strategies in the Kirkland Urban Forestry Strategic Management Plan also works toward achieving this policy.

Policy FH-3.2: Establish-Maintain regulations to protect trees during development, particularly large native trees and groves, and require restoration of trees, vegetation and soil impacted by development.

Strengthening tree retention regulations is a major concern of the Finn Hill community-residents. The majority of residents support more stringent limits on tree removal, including the need for enforcement of adopted regulations. Residents want protection of existing trees, retention of tree canopy and restoration of impacted areas.

Protecting mature trees is important for the aforementioned reasons, as larger trees substantially improve air quality, mitigate storm water, reduce heat island temperatures, sequester more carbon, offer diverse wildlife habitat opportunities and contribute to ~~neighborhood character~~ the vibrancy of Finn Hill. Emphasis should be on retaining and replanting native tree species such as Douglas fir, vine maple and madrone trees.

The City should improve and enforce regulations which may result in amending Chapter 70 KZC, Holmes Point Overlay, and Chapter 95 KZC, Tree Management and Required Landscaping regulations.

Policy FH-3.3: Protect soil quality during development.

Protecting and enhancing soil quality focus not just on characteristics such as nutrient availability, but also focus on soil biological activity, organic matter content, water infiltration, and soil structure. Therefore native soils should be kept intact as much as possible, preventing soil compaction, erosion and removal during construction activities. Soil quality can be protected by (1) reducing the allowable clearing and grading areas; (2) limiting disturbance to native soils during construction; (3) applying protective layers of mulch blankets over soils where heavy equipment access is required; (4) complying with erosion control requirements; and (5) salvaging and storing native topsoil for

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reapplication to the site. Low impact development techniques and soil requirements for planting new native trees and vegetation are encouraged in the Zoning Code to implement this policy.

In addition to these policies that address tree protection, the policies in the Holmes Point Overlay section below are also relevant.

Streams, Wetlands, and Shorelines

Finn Hill contains many streams, particularly along the western edge of Lake Washington's shoreline, and a number of wetlands (See Figure FH-4.1). The residents of Finn Hill feel strongly that streams, wetlands and the Lake Washington shoreline habitat should be protected and restored. These values are consistent with adopted policies in the Environment and Shoreline Area Elements of the Comprehensive Plan, regulations in Chapter 90 KZC, Critical Areas: Wetlands, Streams, Minor Lakes, Fish and Wildlife Habitat Conservation Areas, and Frequently Flooded Areas; Chapter 83 KZC, Shoreline Management, and City-sponsored volunteer restoration programs.

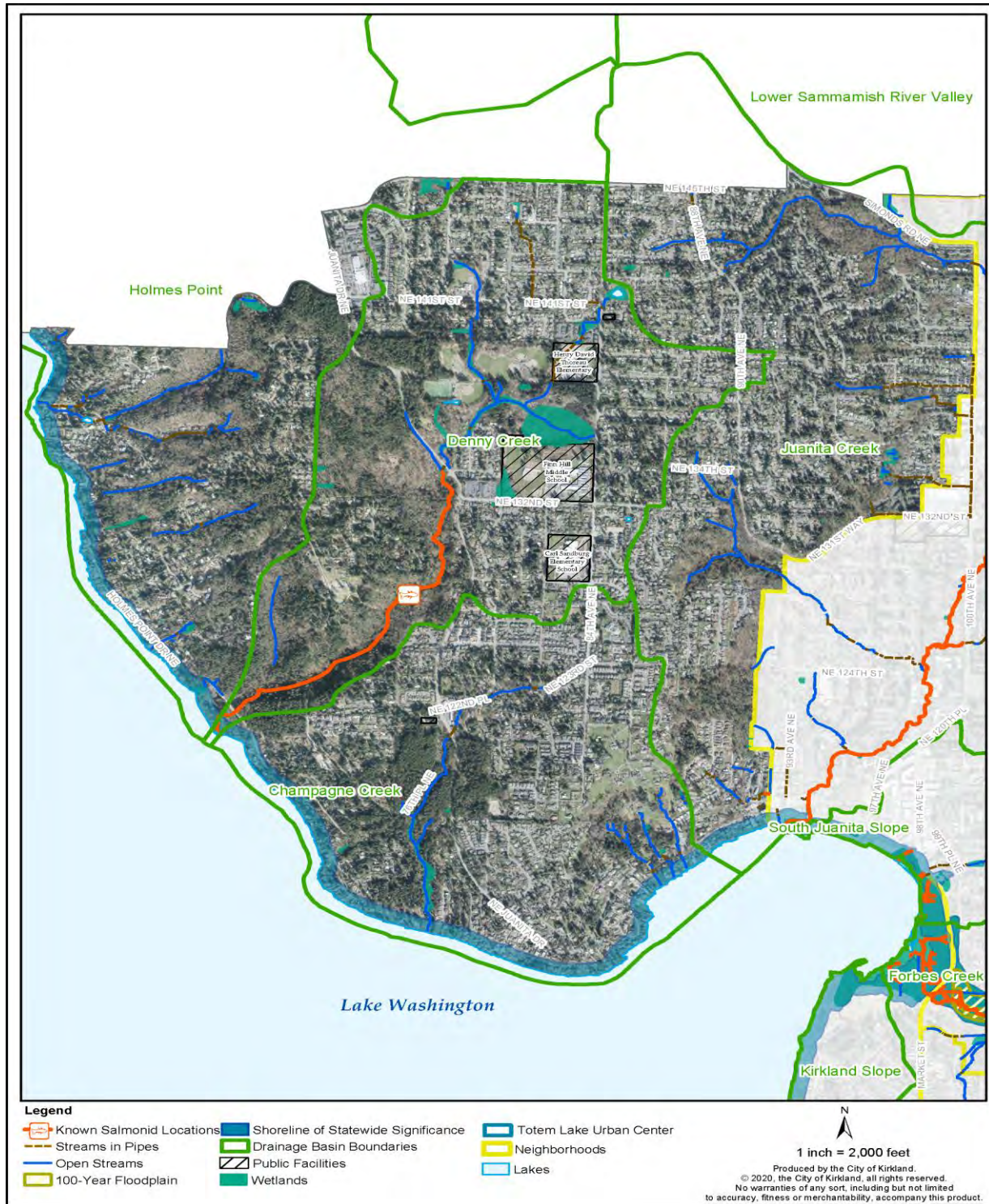


Figure FH-4.1: Finn Hill Wetlands, Streams, and Lakes

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Goal FH-4: Preserve and restore streams, wetlands and shorelines and protect their biological integrity, including in-stream and adjacent riparian habitat.

Policy FH-4.1: Encourage public and private property owners to protect and enhance streams, wetlands, and buffers for wildlife habitat and corridors.

The 2014 Surface Water Master Plan includes an inventory conducted for Finn Hill prior to annexation which describes techniques property owners and the community can do to improve streams and wetlands, including:

- Removing trash debris from streams and wetlands.
- Removing structures or barriers to improve fish passage.
- Restoring stream channels and buffers to improve habitat.
- Monitoring streams and wetlands for invasive species.
- Adding woody debris to streams.
- Removing invasive species from buffers and planting with native vegetation.
- Educating residents about stream bacterial loads caused by pet waste.

The neighborhood, in cooperation with the City's Green Kirkland Partnership program, can help restore streams, wetlands and forested areas. The Finn Hill ~~Neighborhood Alliance in~~community, in cooperation with the City and neighborhood groups, can disseminate information encouraging property maintenance that will preserve and enhance the quality of neighborhood streams and wetlands.

Policy FH-4.2: Work with public and private property owners on education and compliance with shoreline regulations and to enhance shoreline habitat along Lake Washington.

Development located within the jurisdiction of the Shoreline Management Act must comply with the state and local shoreline regulations in Chapter 83 KZC. Kirkland is a Green Shores™ for Homes (GSH) pilot city. GSH is a voluntary incentive-based program designed specifically for shoreline properties. Other shoreline habitat policies for Kirkland are contained in the Shoreline Area Chapter of the Comprehensive Plan and the Parks, Recreation and Open Space (PROS) plan.

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Surface Water

Unmanaged surface water contributes to environmental degradation through reduction in water quality, erosion of ravines and streams, and flash flooding. Preventing and minimizing these adverse impacts are important to the Finn Hill Neighborhood. Implementing Low Impact Development (LID), which encourages infiltrating surface water on site, and other techniques to reduce surface water volume and pollution, are the main approaches for addressing surface water. LID techniques improve water quality by filtering surface water before entering Lake Washington.

City policy and regulatory documents that address these issues are the Surface Water Master Plan (SWMP), Chapter 15.52 KMC and Chapter 90 KZC, Critical Areas: Wetlands, Streams, Minor Lakes, Fish and Wildlife Habitat Conservation Areas, and Frequently Flooded Areas. The SWMP includes an inventory of surface water issues in Finn Hill that should be implemented as resources are available. Policy FH-4.1 above lists several techniques that property owners can do to improve stream corridors.

Policy FH-4.3: Use natural storm water solutions to protect fish and other aquatic organisms (e.g., low impact development reducing runoff from impervious surface area).

~~Residents support use~~ Use of low impact development (LID) techniques such as rain gardens, pervious paving, cisterns, land conservation, green roofs, bio-swales, infiltration systems such as trenches and drywells, and other forms of bioretention, curb extensions, cascades, and porous gutters are encouraged.

Policy FH-4.4: Educate property owners and residents to prevent point and nonpoint source pollution to improve water quality in local streams and Lake Washington.

The City together with the Finn Hill Neighborhood Alliance and other community groups should provide educational awareness and enforcement programs to help prevent point and nonpoint source pollution.

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Policy FH-4.5: Conduct retrofit planning for existing conditions with the goal of improving hydrology and water quality consistent with the Surface Water Master Plan.

Retrofit planning is the development of storm water flow control and water quality treatment facilities to serve existing development that does not currently have such facilities, or that has facilities designed to old or out-of-date standards. Facilities can be either decentralized small ones that serve individual streets or buildings, or regional large facilities that serve multiple buildings and streets.

Slopes and Geologically Hazardous Areas

Finn Hill's topography includes many steep slopes and stream corridor ravines, particularly on the east, south, and west edges of the neighborhood (see Figure FH-4.2a: Finn Hill Landslide Susceptibility). These geologically hazardous areas and ravines are susceptible to erosion and landslides, particularly if disturbed and existing vegetation is removed. Soils susceptible to seismic hazards (including liquefaction) are generally located in areas containing wetlands (see Figure FH-4.2b: Finn Hill Liquefaction Potential).



3-Dimensional Model of Finn Hill Topography

Source: U.W. Green Futures Lab

Chapter 85 KZC, Critical Areas: Geologically Hazardous Areas, establishes the regulations applied to development on property containing geologically hazardous areas. In Seismic and Landslide Hazard Areas, development activity is subject to increased scrutiny and must comply with regulations to control erosion contained in KMC Title 15, along with Chapter 70 KZC, Zoning Code Holmes Point Overlay; Chapter 95 KZC, Tree Management and Landscaping; and the critical area regulations for wetland and streams in Chapter 90 KZC.



Figure FH-4.2a: Finn Hill Landslide Susceptibility

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Figure FH-4.2b: Finn Hill Liquefaction Potential

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Policy FH-4.6: Protect moderate and high landslide areas by limiting development and maintaining existing vegetation.

Controlling erosion and preventing landslides is a desired goal expressed by Finn Hill residents.

~~Consistent with the regulations for property containing geologically hazardous soils in the City's codes, standards for limiting development on steep slopes should include:~~

~~—Conduct slope stability and structural analysis to minimize damage to life and property.~~

~~—Retain steep slopes in a natural condition through the creation of greenbelt easements.~~

~~—Locate development away from steep slope areas and drainage courses to preserve significant groupings of native trees and vegetation. Flexibility in lot size, clustering of housing units and placement of proposed improvements may be necessary to achieve this.~~

~~—Restrict lot coverage to retain vegetation and consider policies controlling setbacks.~~

~~—Control surface water runoff at predevelopment levels.~~

~~—Retain watercourses and wetlands in a natural state.~~

~~—Retain native trees and vegetation to the maximum extent.~~

Holmes Point Overlay

The Holmes Point Overlay (HPO) area is generally located west of Juanita Drive (see Figure FH-4.3). The HPO is dominated by the largest area of sensitive environmental features in the City, including stream corridors, steep slopes greater than 40 percent, and slopes susceptible to moderate and high landslide and erosion hazards.

The Holmes Point Overlay zone is a regulatory overlay with the purpose of providing increased environmental and tree protection in the Holmes Point area. The HPO regulations have existed in King County since 1999 and were carried over to Chapter 70 KZC with the 2011 annexation.

The intent of the HPO overlay is to limit the amount of site disturbance on lots in order to protect vegetation, tree cover and wildlife, retain natural topography, protect potentially geohazardous slopes, reduce ~~visual potential~~ impacts of development, and ~~maintain advance the community-nature-oriented character~~ priorities of the community. The HPO regulations limit maximum lot coverage and provide greater tree retention requirements beyond what is allowed outside the HPO, and require a portion of the lot to be designated for tree and vegetation retention in perpetuity as a Protected Natural Area (PNA).

Policy FH-4.7: Protect, enhance and restore trees in the HPO with a tree canopy goal of 60 percent.

Tree and canopy protection is a significant concern of ~~Finn Hill residents~~ the neighborhood. The environmental conditions in the HPO area mentioned above justify a higher level of tree retention in order to help maintain a tree canopy of 60 percent within the Holmes Point Overlay zone compared to the tree canopy goal for the rest of the City at 40 percent (see Environment Element of the Comprehensive Plan).

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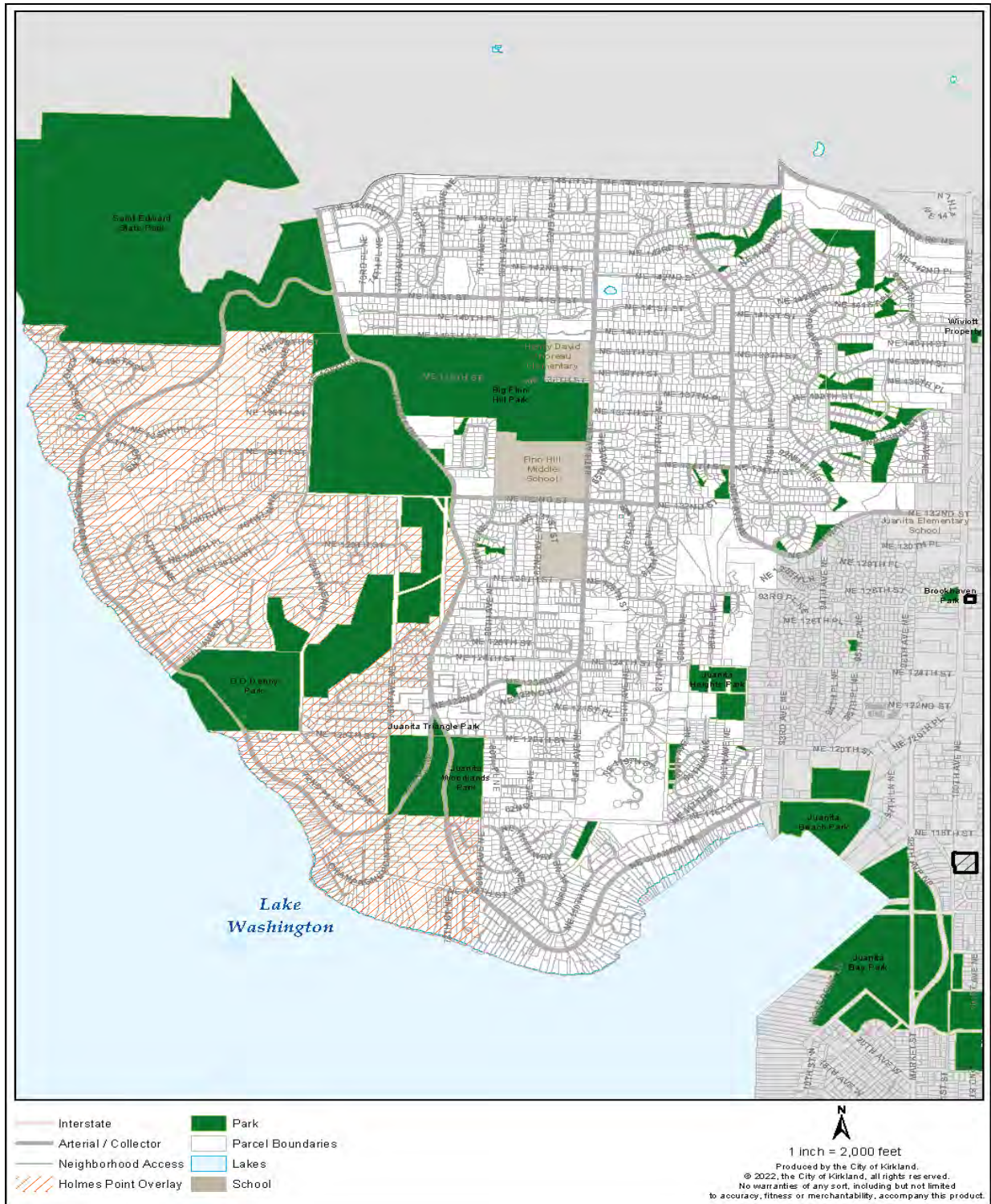


Figure FH-4.3: Holmes Point Overlay

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Policy FH-4.8: Strengthen the regulations and enforcement of the Holmes Point Overlay (HPO).

To meet the canopy goal, the neighborhood supports clarifying and strengthening the HPO regulations. ~~Concerns are that during the development review process a greater number of trees are removed than the intent of the HPO regulations allows.~~ Because of environmental, topography or constraints of development such as location of vehicular access or utilities, the number of lots or residential density allowed by zoning may not be achievable in all cases. Balancing the intent of the HPO policies and regulations for greater retention of trees and natural areas with property rights and the underlying zoning density will be necessary in order to meet the neighborhood goals and policies.

Policy FH-4.9: Limit site disturbance and retain trees and native vegetation on slopes to avoid or minimize damage to life and property.

Because of the natural constraints of the HPO area discussed above, development in the HPO area should be subject to the ~~following~~ development standards and as contained in Chapter 70 KZC, Holmes Point Overlay Zone; Chapter 85 KZC, Critical Areas: Geologically Hazardous Areas; and Chapter 90 KZC, Critical Areas: Wetlands, Streams, Minor Lakes, Fish and Wildlife Habitat Conservation Areas, and Frequently Flooded Areas.

~~Limit the amount of site disturbance.~~

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- ~~—Limit the amount of impervious surface or lot coverage.~~
- ~~—Retain a percentage of lot in open space.~~
- ~~—Retain trees and natural vegetation and soils to a greater extent than outside the HPO.~~
- ~~—Preserve and protect natural areas in perpetuity within an easement recorded on the property.~~
- ~~—Provide supplemental replanting of native vegetation, evergreen trees and soil enhancement.~~
- ~~—Cluster lots, limit site disturbance and locate vehicular access away from the steepest slopes.~~
- ~~—Prepare geotechnical report and slope stability analysis.~~
- ~~—Retain and enhance watercourses.~~

~~Review and approve short plats and subdivisions with integrated development plans so that the amount of site disturbance for locating structures, utilities, access and tree retention/removal is determined prior to beginning construction.~~

~~*Policy FH-4.10: Encourage clustering development away from slopes susceptible to moderate and high landslide potential to retain natural topography, vegetation and avoid damage to life and property.*~~

~~Clustering of development away from slopes should be a priority during development review to retain topography, trees, and vegetation and minimize disturbance to moderate and high landslide hazard slopes. A qualified geotechnical engineer or engineering geologist may make other recommendations to be implemented during the permit review and construction phases of development.~~

~~*Policy FH-4.11: Conduct a neighborhood education program on the importance of tree retention, planting of native vegetation and HPO regulations.*~~

Educational programs for property owners, developers, and tree removal companies on topics such as tree maintenance and HPO code requirements would encourage stewardship of the urban forest and citizen awareness of violations to help achieve the goals of the HPO. Property owners could also be encouraged to increase planting native vegetation and trees. The City and neighborhood should partner together to conduct educational programs to support the intent of the HPO regulations.

Wildlife Habitat

~~Finn Hill residents greatly value the~~The fish, plants, and wildlife that live in the neighborhood are highly valued and strongly support exists for protecting and restoring wildlife habitat. Wildlife habitat areas provide food, protective cover, nesting and breeding areas, and corridors for movement for native plants, fish, or wildlife, including but not limited to threatened, endangered, migratory and priority species. There are several known eagles' nests located on the west side of Finn Hill above Lake Washington as well as herons, owls, pileated woodpeckers, and coyotes in the neighborhood.

Historically, Finn Hill was blanketed with a dense conifer forest, including Douglas fir, western red cedar, and western hemlock. Forest fires were frequent occurrences resulting in a patchwork of conifer forest and burned areas dominated by native shrub species, including vine maple, huckleberry, salal, and Oregon grape. While it is

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impossible to return to these conditions, an ideal urban forest provides wildlife habitat and corridors that reflect the habitat requirements of key species.

Previous sections Slopes and Geologically Hazardous Areas, Trees and Forest Ecosystems, and Streams, Wetlands, and Shorelines build on the policies below. The funding policy identified in Policy FH-3.1 will be instrumental in setting aside land for wildlife habitat. In addition, the Green Loop discussed in Section 5 (Parks and Open Space) provides an opportunity to improve, connect, and protect wildlife corridors.

Finn Hill already contains a number of protected open space and natural areas (See Figure FH-4.3). These are managed by multiple governmental bodies, including City of Kirkland, City of Seattle, and King County. The continued preservation of these protected areas will require cooperation between Finn Hill residents and these entities.

Policy FH-4.12: Promote and educate the public about wildlife and backyard habitat, in conjunction with Kirkland's designation as a certified Community Wildlife Habitat by the National Wildlife Federation.

Additional opportunities for improving wildlife habitat that could be explored include encouraging safe snag tree retention on private property, shadier riparian areas, and pollinator corridors.

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5. Parks and Open Space

Finn Hill includes 389 acres of parks and open space (38 percent of the city's park land). Finn Hill contains parks owned by several different public agencies (Figure FH-5.1). These include a portion of St. Edward State Park, Big Finn Hill Park, and O.O. Denny Park. Other neighborhood recreational facilities that are not always publicly accessible include school facilities with outdoor sports fields and indoor gymnasiums.

~~Finn Hill residents place a high value on parks and preserving natural areas (discussed in Section 4, Natural Environment).~~ Priorities discussed in this chapter are open space conservation, desired improvements to existing parks, expansion of park land, creating a Green Loop Corridor, pedestrian and bike trails, and improved access to Lake Washington.

Green Loop Corridor

Goal FH-5: Establish a Green Loop Corridor that circles the neighborhood connecting parks, open spaces, pedestrian trails, wildlife corridors and natural areas, as shown in Figure FH-5.1.

The neighborhood desires a Green Loop Corridor that could link current parks, open spaces, forested areas, natural areas, and pedestrian trail and street systems to promote active recreation and environmental preservation in Finn Hill. Figure FH-5.2 shows the location for the priority segments of the Corridor that should be established first.



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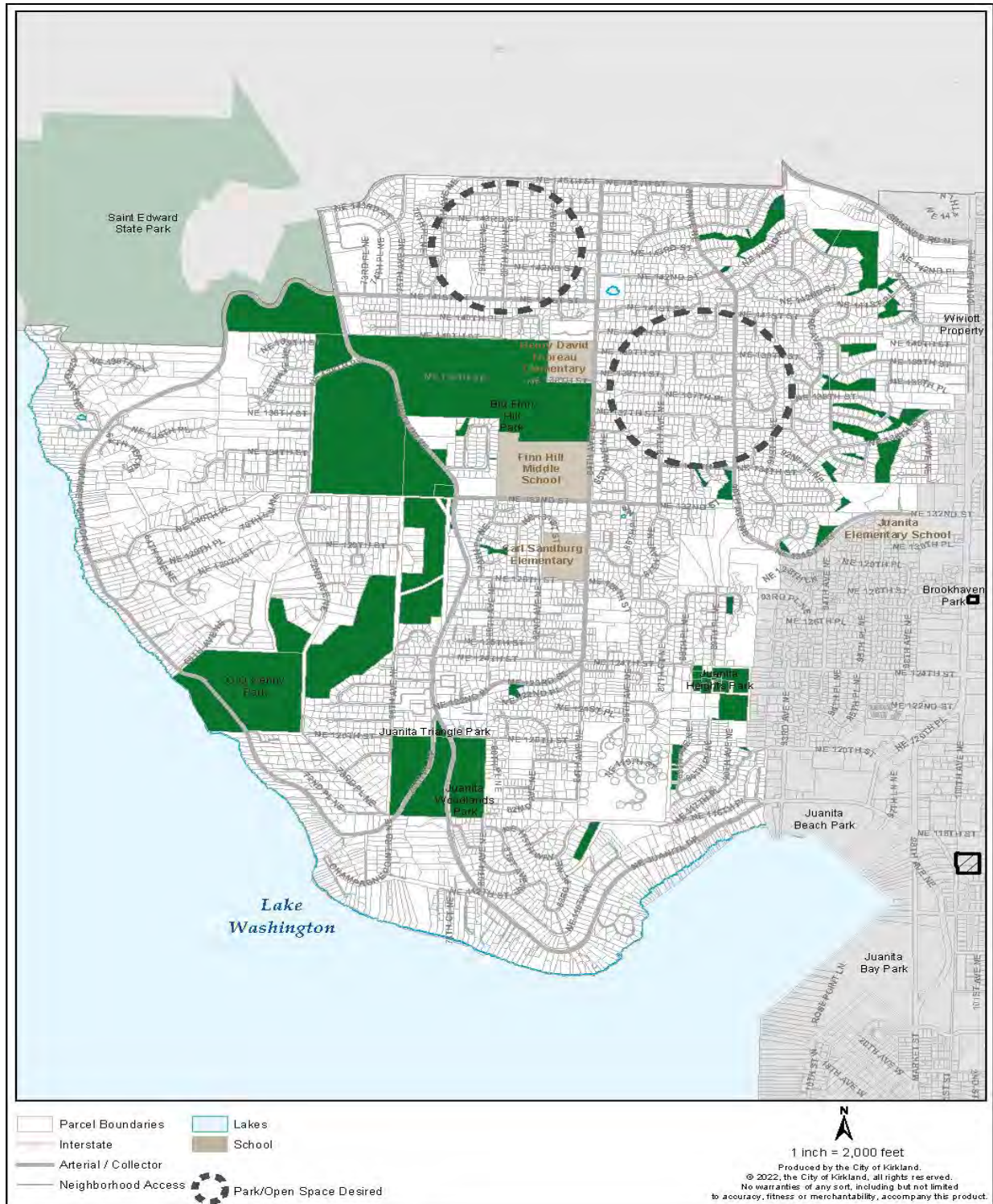


Figure FH-5.1: Finn Hill Parks and Open Space

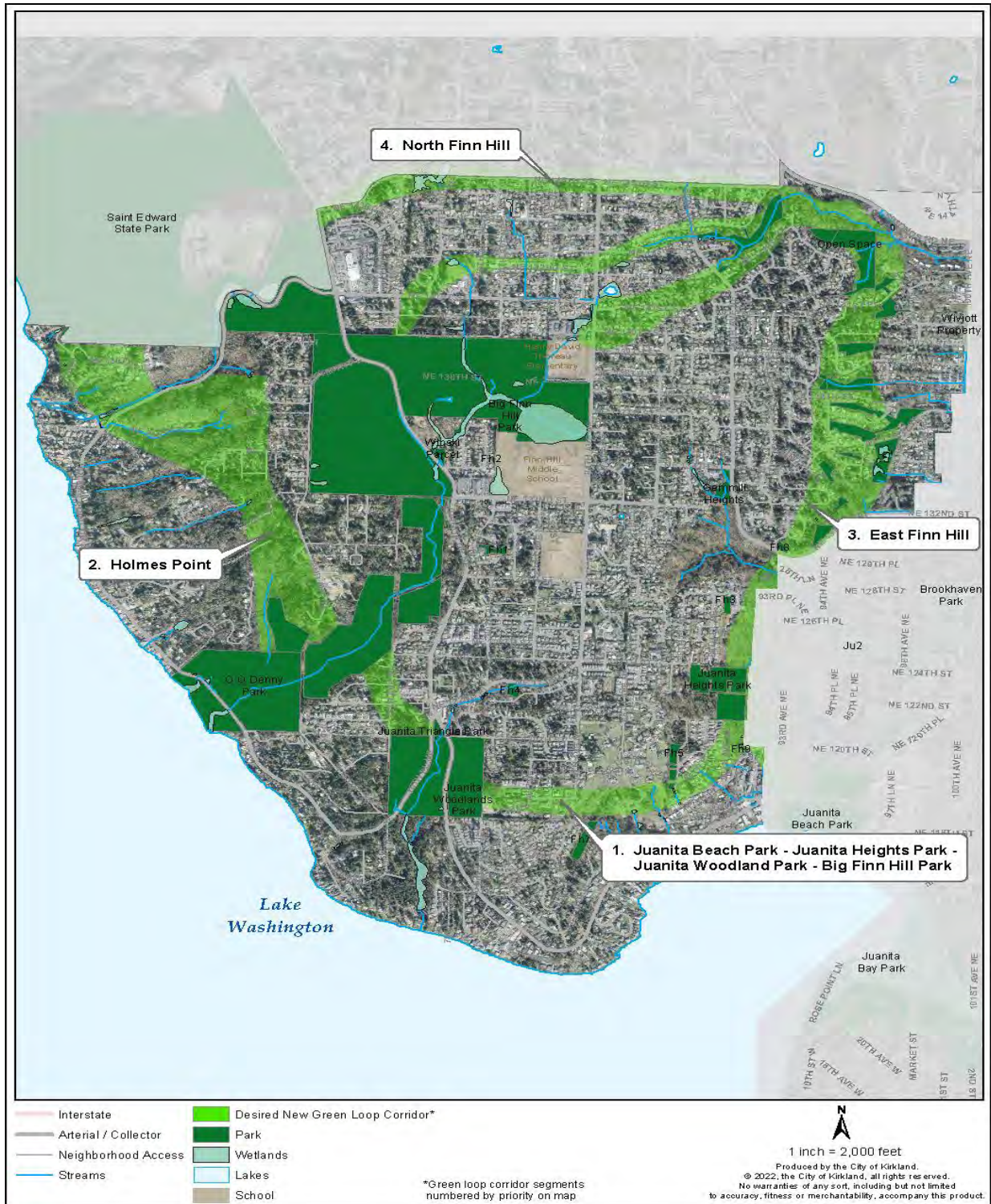


Figure FH-5.2: Green Loop Corridor and Development Priorities

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The Green Loop Corridor concept promotes policies in the Kirkland Parks, Recreation and Open Space Plan (PROS Plan) of creating a Finn Hill Connection greenway and connections to the Lakes to Locks Water Trail.

Policy FH-5.1: Develop a Master Plan for the Green Loop Corridor using a public review process under the direction of the Park Board that:

' Includes the location, design and functions for the different segments.

Promotes uses that meet the diverse needs of people for recreation, including walking, hiking, wildlife viewing, dog walking, and other forms of recreation.

Prioritizes the segment of the loop connecting the Lake Washington shoreline to the top of Finn Hill, Juanita Beach Park to Juanita Heights, Juanita Woodlands and Big Finn Hill Park (see Figure FH-5.2 for priority locations).

Maintains and promotes retention of native vegetation and trees in natural areas, wildlife protection, stream and fish protection.

Encourages public and private restoration efforts to remove invasive plant species and plant native herbaceous plants, shrubs, and trees.

Policy FH-5.2: Through the development review process, secure public easements or greenbelt easements to provide public access and preserve natural areas within the Corridor.

It will be necessary to obtain public access easements over private property to connect the Corridor together with public parks, open space and public rights-of-way. One way to do this would be to obtain public access easements as part of the development review and approval process of a short plat or subdivision application in order to link pedestrian connections within the Corridor.

Funding mechanisms could also be explored for acquisition of land, trails or easements needed to create improvements within the Green Loop Corridor such as through the Capital Improvement Program, grants or donations from nonprofit organizations. For example, development impact fees could be set aside for the acquisition of green space needed to create the Green Loop Corridor.



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Parks

Residents of Finn Hill desire improvements to the existing parks, acquisition of land for parks, new or improved signage, new activities, maintenance and preservation. The Parks, Recreation, and Open Space (PROS) plan identifies some of the same desired improvements requested during the public outreach for this neighborhood plan. As not all parks in Finn Hill are owned by the City of Kirkland, the City and the neighborhood should engage King County and the State in a public planning process for the development and improvement of all the parks in Finn Hill.

Goal FH-6: Improve existing parks and open spaces, strengthen local connections with nature and promote neighborhood parks.

Policy FH-6.1: Consider and implement facility improvements to existing City owned parks and help facilitate improvements to non-City owned parks in coordination with other agencies.

The neighborhood has identified desired improvements to the following parks:

At Big Finn Hill Park: community gardens or P-patches, dog parks, and addressing conflicts between biking and walking user groups.

At Juanita Heights Park: provide improved signage and wayfinding for public access, and move the park entrance to NE 124th Street.

At O.O. Denny Park: new picnic and BBQ facilities, swimming facilities, and improved connectivity to Big Finn Hill Park. Shoreline and forest restoration plan, pest management strategy.

At Juanita Triangle Park and Juanita Woodlands Park: improved signage and wayfinding.

Finn Hill Middle School: Potential City-School Wetland Partnership (PROS Plan).



Policy FH-6.2: Preserve significant natural areas for recreation, for residents to connect with nature, and for habitat protection at all parks, including:

At Juanita Heights Park: Explore potential expansion to preserve and protect existing forest and provide trail connectivity, explore land acquisition and/or public easements to ensure connectivity to Juanita Beach, and explore purchase of vacant lots on steep slopes (see Figure FH-5.3).

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At O.O. Denny Park: Enhance shoreline natural areas by removing hard shoreline structures and creating soft vegetated shorelines to improve ecological functions.

Explore options for preservation at other parks.

Policy FH-6.3: Promote a variety of uses in parks, including walking and rolling trails, children's playgrounds, social gathering areas, off-leash dog areas and natural preservation.

As master development plans (formerly referenced as master plans) are developed for the various parks and open spaces within Finn Hill, the activities and improvements listed above should be considered.

Policy FH-6.4: Pursue acquisition of land and improvements for parks and open space as opportunities become available.

As property becomes available, the City and other organizations should look for new park opportunities and expansion of existing parks and open space. Areas acquired for public parks and open space preservation could also support the Finn Hill Neighborhood's desire to protect native tree canopy (see Natural Environment Policies FH-4.2, streams and wetlands, FH-4.3 wildlife preservation, FH-4.5 for hiking trails).

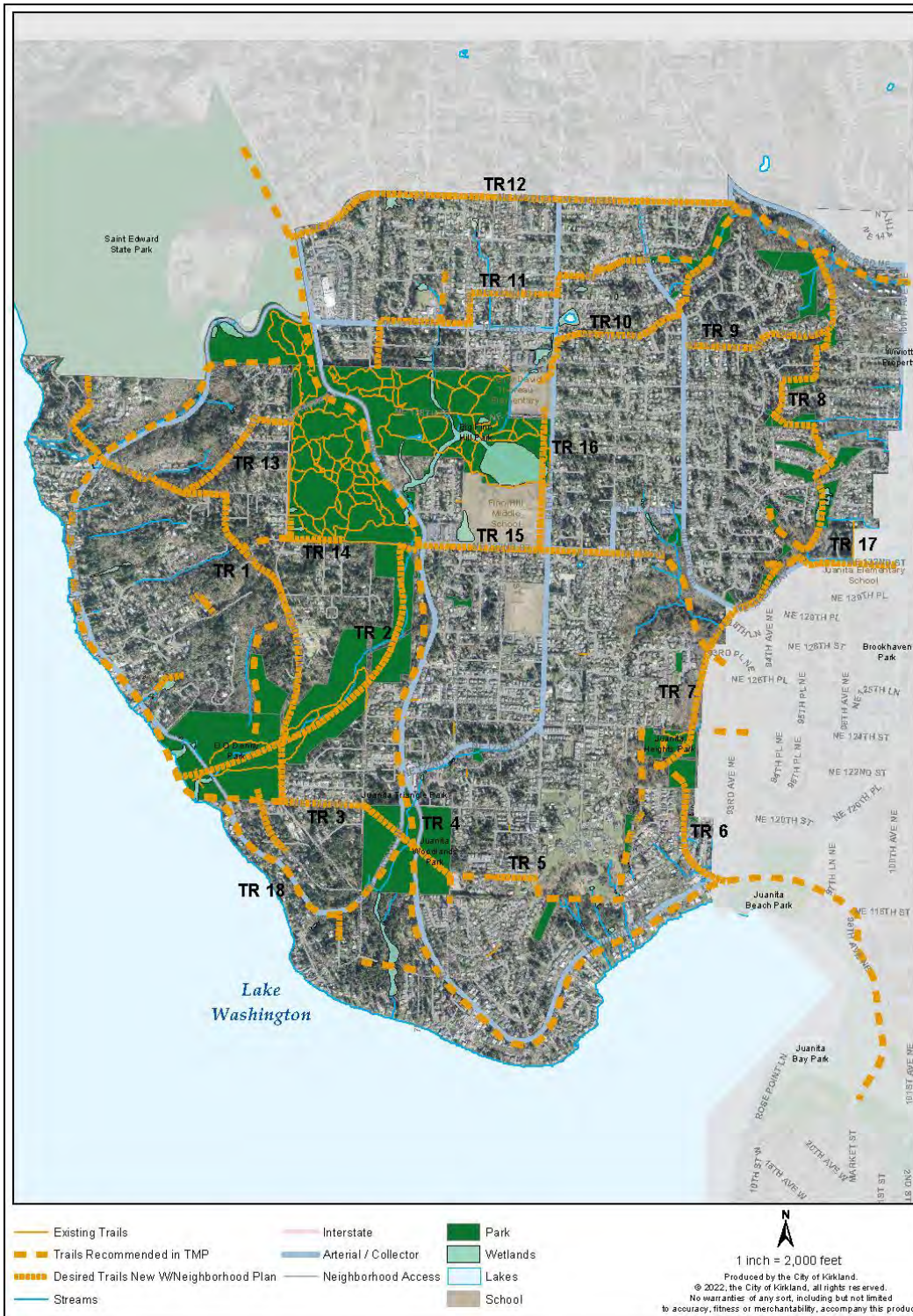


Figure FH-5.3: Finn Hill Trail System

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Policy FH-6.5: Create smaller active neighborhood parks in the northeastern quadrant of Finn Hill.

The Kirkland PROS Plan indicates a level of service guideline of a park within a quarter mile of each household. Finn Hill residents desire new neighborhood parks in the northeast part of Finn Hill, where small parks within walkable distance are missing (see Figure FH-5.1).

Trails for Bikes and Pedestrians

~~Pedestrian and bicycle pathways~~ Pathways for walking, biking and rolling provide an important transportation function within the parks and open space system. While there is an extensive pedestrian trail system in Finn Hill, it is generally limited to parks. As reflected in the Vision Statement, Transportation and Mobility section and Green Corridor section above, Finn Hill residents would like to create and/or enhance trail connections within the neighborhood.

Goal FH-7: Expand the walking, hiking, and cycling trail system and connect detached parts of the neighborhood and parks with a focus on accessibility for all abilities.

Figure FH-5.3 shows the existing trail system and desired extensions that could be developed for recreational use in addition to ~~nonmotorized nonvehicular~~ pedestrian and bike systems.

Policy FH-7.1: Create and enhance pedestrian trail connections:

- ' Between Juanita Beach, Juanita Heights, O.O. Denny and Big Finn Hill Parks and Saint Edward State Park.

Between areas of the neighborhood that are isolated or disconnected, including Hermosa Vista and Goat Hill.

Connect with trail systems outside of the neighborhood.

Policy FH-7.2: Partner with local utilities, public agencies, and private landowners to secure trail easements and access for trail connections.

As discussed in Policy FH-5.2, public access easements will need to be acquired for both the Green Corridor Loop system and for trail connections.

Lake Washington Shoreline Access

There is a strong community desire for more publicly accessible waterfront areas, including for small nonmotorized watercraft. Existing public shoreline access is limited to O.O. Denny Park. Street ends with potential for public access could be improved.

Policy FH-7.3: Improve public street ends to provide lake viewing and public access to Lake Washington in compliance with the Shoreline Master Plan.

Consistent with other shoreline areas of the city, public right-of-way street ends in Finn Hill should be improved to allow public pedestrian and nonmotorized access to Lake Washington.

Policy FH-7.4: Restore public shorelines on Lake Washington to improve habitat, hydrology, and recreational opportunities.

Public parks and open space located along the shoreline should be restored with soft armoring techniques and native plants consistent with the policies contained in the Shoreline Area Element of the Comprehensive Plan.

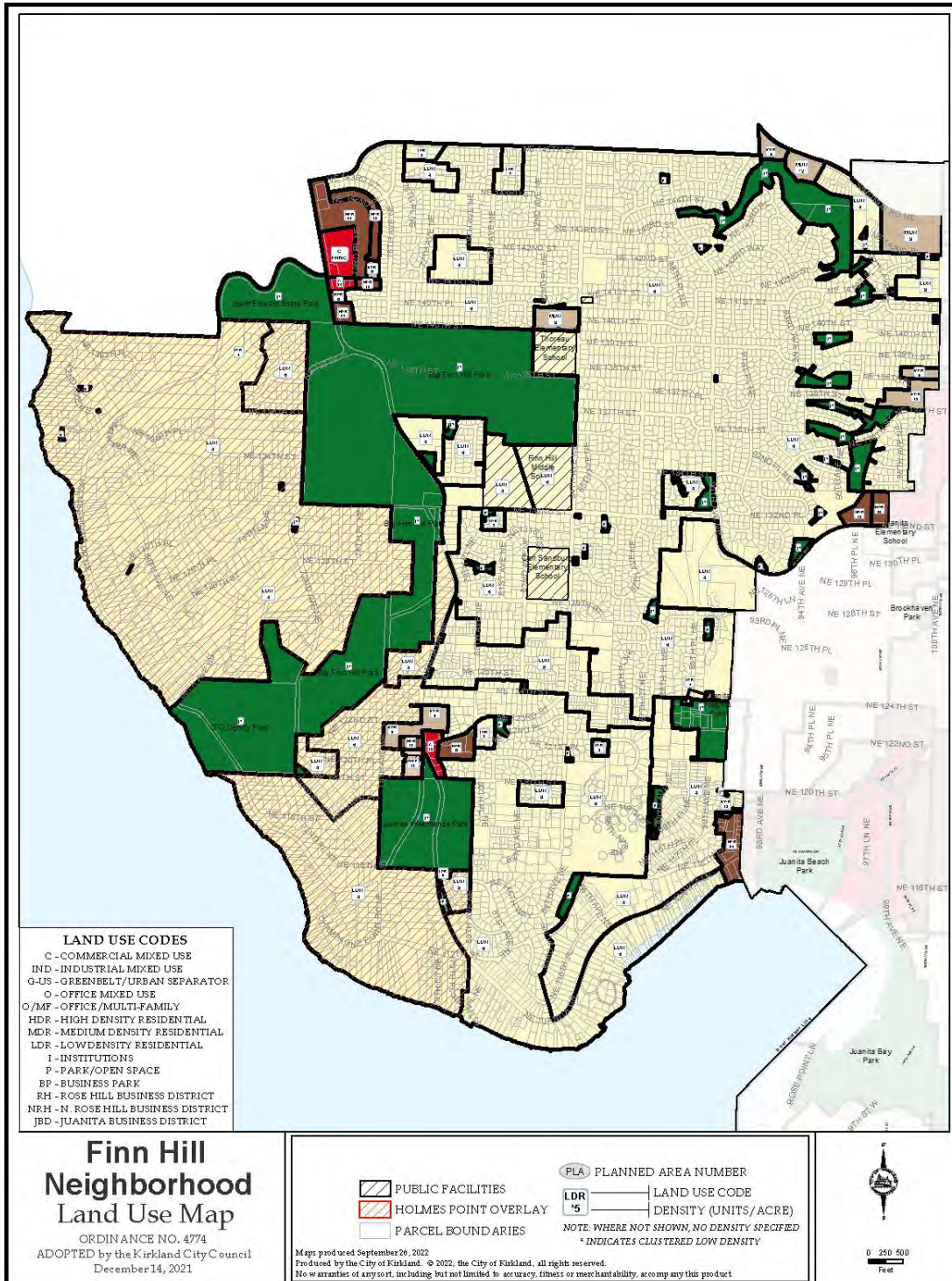


Figure FH-6.1: Finn Hill Land Use Map [Staff note: Neighborhood land use map will be updated to reflect the citywide Land Use map being amended in the Land Use Element.]

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6. Land Use

Prior to the annexation of Finn Hill into the City of Kirkland in 2011, King County zoning allowed a broad range of residential densities resulting ~~in a patchwork of~~ in inconsistent land use districts and islands of higher ~~single-family intensity residential development density~~ surrounded by ~~lower density less intensive~~ development patterns in some areas constrained by critical areas such as steep slopes, stream corridors and ravines. Figure FH-6.1 shows the land use districts map for Finn Hill. Approximately three percent of the land is zoned for ~~multifamily moderate to high intensity residential use~~, and 80 percent zoned ~~as low density intensity~~ residential.

~~The neighborhood plan process provided an opportunity to evaluate the~~ land use patterns, zoning district boundaries and residential density ~~to should~~ be consistent with the Land Use Element and other policies in the Comprehensive Plan. ~~In some areas a lower density or higher density is more appropriate. Land use and zoning changes were based on a variety of factors, including the existing density of development within each zone, surrounding development pattern, accessibility and street network, topography and proximity to commercial services.~~ The neighborhood is supportive of the “10-minute walkable neighborhood” concept. This concept emphasizes that areas considered for an increase in ~~density residential intensity~~ should be ~~near walkable within short distances of~~ destinations such as retail, services, schools and parks.

~~Low-Density Single-Family Residential~~

Finn Hill Neighborhood contains a range of ~~single family housing~~ densities types and intensities. The existing land use pattern is generally the same as designated by King County prior to annexation. As new and infill development occurs, streets, sidewalks and utilities are being brought up to City standards.

~~The Finn Hill community emphasized maintaining the low density residential character and natural environment of the neighborhood as a priority. Those neighborhood values for Finn Hill residents are noted in the Vision Statement and are reflected in the following goal.~~

Goal FH-8: Retain the ~~residential character of the neighborhood's ability to provide access to safe, accessible housing regardless of age or ability, while preserving the~~ natural environment and tree canopy ~~while accommodating new development.~~

Policy FH-8.1: Limit development in environmentally sensitive or geologically hazardous areas, and minimize loss of native vegetation and tree canopy coverage.

~~The Finn Hill community supports~~ limitations to development in environmentally critical areas in order to mitigate disruption to wildlife, ~~retain retention of tree canopy as much as possible~~, and ~~conserve conservation of~~ land for open space and parks are central to the growth strategy of Finn Hill. Development policies and standards are also discussed in Section 4, Natural Environment. Regulations may restrict or reduce allowed residential ~~density development~~, especially in environmentally critical areas, steep slopes or the Holmes Point Overlay zone. Mechanisms to encourage preservation (e.g., greenbelt easements) are also discussed in Section 4, Natural Environment, and Section 5, Parks and Open Space.

Policy FH-8.2: Establish a logical development pattern with zoning district boundaries that take into account existing and planned land uses, ~~vehicular~~ access, property lines, topographic conditions, and natural features.

This policy seeks to ~~address the patchwork of zoning in Finn Hill and to minimize islands reduce inconsistency of~~ zoning districts ~~surrounded by lower density areas in the neighborhood. In general, for most of Finn Hill's relatively flat land with a connected street network, the appropriate~~ Appropriate zoning is low density residential intensities should be evaluated in conjunction with the environmental restrictions of the neighborhood. with a range of six to

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~~eight dwelling units per acre (LDR 6-8; equivalent RSA 6 and RSA 8 zones). Some islands of low density RSA 8 zoning are surrounded by lower density zoning. For many areas located on steep slopes containing streams, wetlands, geologically hazardous areas, and large forested areas, the density is lower in order to provide added environmental protection (LDR 4 or equivalent RSA 4 zone).~~



~~The Holmes Point Overlay area requires a higher level of environmental protection (discussed in Section 4, Natural Environment) and therefore, there was neighborhood support to reduce residential density from what was in place at the time of annexation.~~

Policy FH-8.3: Allow alternative housing options that are compatible with ~~surrounding development~~ the needs of a diverse community.

A variety of housing styles provides housing choices for people ~~of~~ various abilities, backgrounds, stages of life and family living situations. Consistent with Citywide policies in the Land Use and Housing Elements, clustered housing, accessory dwelling units, cottage, carriage, and two/three unit homes should be encouraged in ~~low density zones~~ all less intensive residential areas.

~~Multifamily Residential~~

A range of ~~medium (MDR) and moderate to high density (HDR) multifamily intensity residential zones (five to 24 dwelling units per acre) exists (comparable zoning RMA 5.0, RMA 3.6, RMA 1.8, RMA 2.4) along major streets and surrounding the two commercial areas. Medium density~~ More intensity is appropriate on the perimeter of ~~low density~~ residential areas with access to major streets. High ~~intensity density~~ residential is appropriate within and adjacent to the two mixed-use commercial areas where residential units have access to major streets, good, services, and potential for increased transit service.

Goal FH-9: ~~Medium and high density~~ More intensive residential development is ~~appropriate~~ encouraged adjacent to the two commercial areas.

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~~Residents of Finn Hill support focusing medium and high more density residential zoning/development~~ around commercial areas is consistent with the City of Kirkland's Land Use Element, "10-minute walkable neighborhood concept," and ~~to~~ enhances commercial amenities and transit options.

Policy FH-9.1: Encourage development of affordable housing in ~~multifamily areas with more residential intensity~~ and within mixed-use commercial areas.

Affordable housing is best located when mixed with market-rate ~~multifamily~~ housing units and in areas with good access to transit, employment and shopping. As redevelopment occurs in the mixed-use commercial centers, affordable housing is encouraged consistent with Citywide policies and regulations. In addition, opportunities for affordable housing should also be considered and encouraged in ~~single-family areas~~ with single detached homes.

Commercial Areas

Goal FH-10: Encourage neighborhood commercial areas to be mixed-use, pedestrian-oriented gathering places, and support the commercial needs of the neighborhood.

Finn Hill currently has two Neighborhood Business commercial areas designated by the Land Use Element (See Figure FH-6.1).

The larger commercial area in north Finn Hill is designated as the Finn Hill Neighborhood Center (known as the Inglewood shopping area). Appropriate uses for the Finn Hill Neighborhood Center are a mix of commercial uses, including office, retail, restaurants, hotels, and business services serving neighborhood and subregional markets, along with ~~multifamily~~multiunit/multi-use housing. Grocery stores should remain a high priority for this location. Architectural and site design should be pedestrian oriented, in scale with the surrounding residential neighborhood, and provide effective transition techniques between commercial uses and surrounding residential neighborhoods.

The southern commercial area is designated as the Holmes Point Residential Market in the Land Use Element. This area is appropriate for commercial uses to serve the local neighborhood and residential units above or behind commercial and office uses. Like the Finn Hill Neighborhood Center discussed above, new development should be pedestrian oriented and in scale with the surrounding residential area.

The intent of neighborhood business centers is to provide gathering places or central focal points with goods and services for residents within a 10-minute walking, biking or rolling radius. Design review is required to ensure attractive site and building design that is compatible in scale and function, as well as character with complementary of the surrounding neighborhood.

In multiple community workshops and surveys, Finn Hill residents identified that they would like better access to local commercial areas and amenities, as currently they need to travel outside Finn Hill for basic amenities. Additionally, there are insufficient connections (pedestrian, bike, car, and transit) between commercial areas and the surrounding neighborhood. Targeting new development to the two existing commercial areas was preferred to creating additional commercial zones.

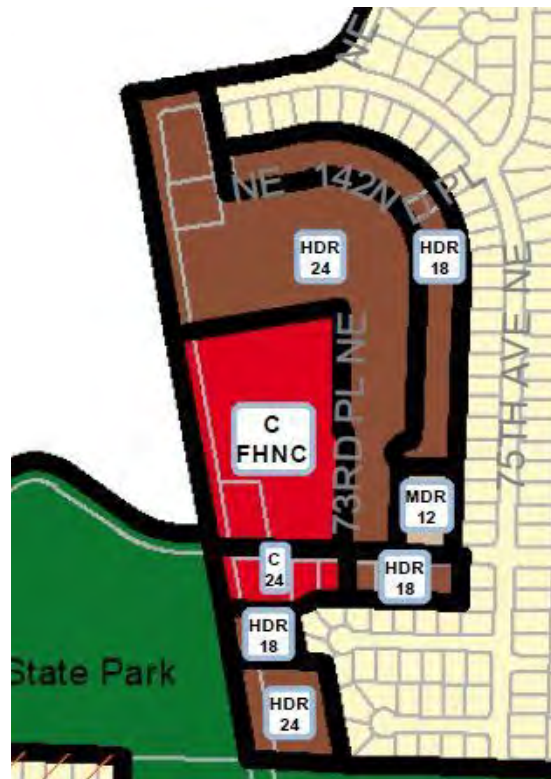
The community identified restaurants, cafes, pubs, and locally owned retail stores as desired types of businesses. The community also expressed that future development should accommodate expanded transit services and alternative modes of transportation in order to mitigate for increased traffic congestion, increased housing density, and environmental degradation (see Section 7, Transportation and Mobility). Policies for each of the commercial areas and general urban design goals were developed based on these values.

Finn Hill Neighborhood Commercial Center

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The Finn Hill Neighborhood Center is currently a one-story strip-mall style commercial development surrounded by two-story townhomes and offices to the south. Current uses include a grocery store, restaurants, a gas station, and a coffee stand along with one-story office buildings. ~~Finn Hill residents believe that t~~The Finn Hill Neighborhood Center is an underutilized resource ~~that is poorly is in need of more connections eonnected~~ to the surrounding neighborhood. ~~There are presently~~ ~~(no public transit routes that come to the site and poor pedestrian and bike access via trails and sidewalks).~~ Additionally, traffic congestion in and around the area ~~is a major concern affects many.~~

Policy FH-10.1: Encourage the Finn Hill Neighborhood Center to be a mixed-use pedestrian-oriented neighborhood commercial area with improved public amenities, public transit, access for bicyclists walking biking and rolling trips, trails, and sidewalk connections. Allow mixed use up to five stories if properties are consolidated, project includes a grocery store, public plazas, affordable housing, green building and sustainable site standards.



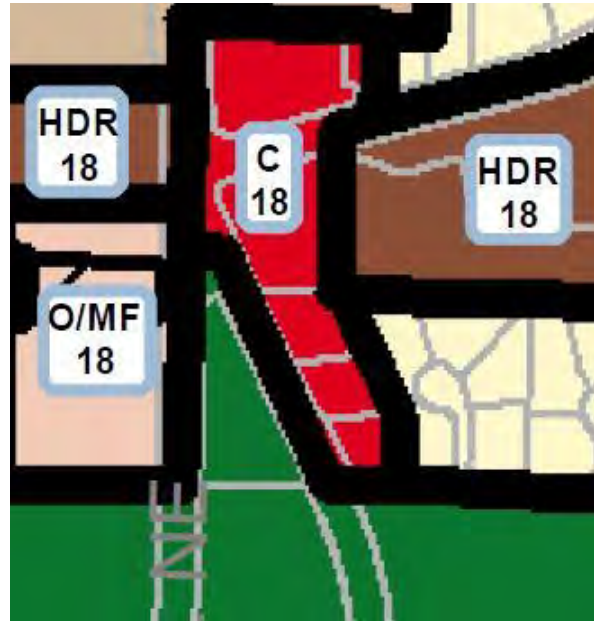
Should redevelopment occur north of NE 141st Street, the Finn Hill Neighborhood Center (FHNC) is envisioned as a pedestrian-oriented mixed-use development consisting of residential and commercial buildings, open space plazas, grocery store, small neighborhood retail stores, wine bars or pubs and improved transit service. Building heights of three to five stories are appropriate. To encourage redevelopment, five stories should be allowed if properties are consolidated, uses include a grocery store, the project includes public plazas, affordable housing, green building and sustainable site standards. Design Guidelines for Pedestrian Oriented Business Districts should be used with attention to architectural scale, massing and upper story step backs, and pedestrian connections.

South of NE 141st Street are several small parcels containing general and medical office uses. These parcels shall remain as Neighborhood Business.

Holmes Point Residential Market Commercial Area

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The Holmes Point Residential Market area is currently a one-story strip-mall style commercial development surrounded by ~~multifamily and single-family~~ housing of varied intensities. Current amenities include a restaurant and gas stations. An office use is across the street to the west. Finn Hill residents feel that it is an The underutilized resource that lacks public transit access, connections for ~~bicyelists~~ active transportation, and including connections for pedestrians with trails and sidewalks. Traffic congestion in and around the area is a major concern of the community, particularly on Juanita Drive and NE 122nd Place.



Holmes Point Residential Market is shown in red

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Policy FH-10.2: Encourage the Holmes Point Residential Market area to be a neighborhood commercial area with improved amenities, public transit, connections for walking, bikebiking and rolling-connections, and trail/sidewalk connections.

Although smaller in scale than the Finn Hill Neighborhood Center, the Holmes Point Residential Market area is envisioned as a more energetic commercial development with small-scale neighborhood services and restaurants supported by the surrounding multifamily and low density residential neighborhood. Appropriate building height is up to three stories subject to the Design Guidelines for Pedestrian Oriented Business Districts.

Urban Design Principles:

Figure FH-6.2 shows the urban design assets in the neighborhood. These include views of Lake Washington and the Olympic and Cascade Mountains and the approximate locations for gateway features and activity nodes.

Goal FH-11: Enhance the urban design of Finn Hill commercial areas to strengthen neighborhood identity and create places for people to gather.

Policy FH-11.1: Promote the use of pedestrian-oriented design techniques as described in the Design Guidelines for Pedestrian Oriented Business Districts, and the Design Regulations in Chapter 92 of the Kirkland Zoning Code.

The following design principles for the two commercial areas are based on community input and feedback from multiple community outreach events:

Structures:

~~— Commercial areas should include mixed-use buildings with housing or office over retail.~~

~~— Building scale should be sensitive to the surrounding neighborhood context, reflecting the neighborhood identity.~~

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- ~~—Promote high quality site design and streetscape improvements that identify Finn Hill as unique from other commercial districts, such as the use of decorative pedestrian street lighting.~~
- ~~—Create effective transitions between commercial areas and surrounding residential areas.~~
- ~~—Buildings that are pedestrian oriented in design should be located such that sidewalks may be activated with activities.~~

~~Streets and Connectivity:~~

- ~~—Commercial area streets should be multi-modal and include on-street parking and underground parking.~~
- ~~—Encourage pedestrian connections between uses on a site and adjacent properties.~~
- ~~—Minimize the obtrusive visual nature of parking lots by orienting them to the back or side of buildings or within parking structures and perimeter landscaping.~~

~~Amenities:~~

- ~~—Public spaces that include gathering places or plazas with seating options.~~
- ~~—Develop gateway features to strengthen the identity of the neighborhood (such as gateway signs, landscaping or art feature; see Figure FH-6.2).~~
- ~~—Provide bicycle and pedestrian amenities, including directional signage.~~

~~Sustainability:~~

- ~~—Green building techniques such as green walls, green roofs, native plants, storm water cells, tree retention, permeable paving should be installed.~~
- ~~—Renewable energy should be employed in the commercial areas, particularly solar.~~

~~Public Art:~~

- ~~—Public art, such as sculptures, environmental art, architectural art, and community engagement, should be used where possible to add character to the commercial areas.~~

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Figure FH-6.2: Urban Design Features

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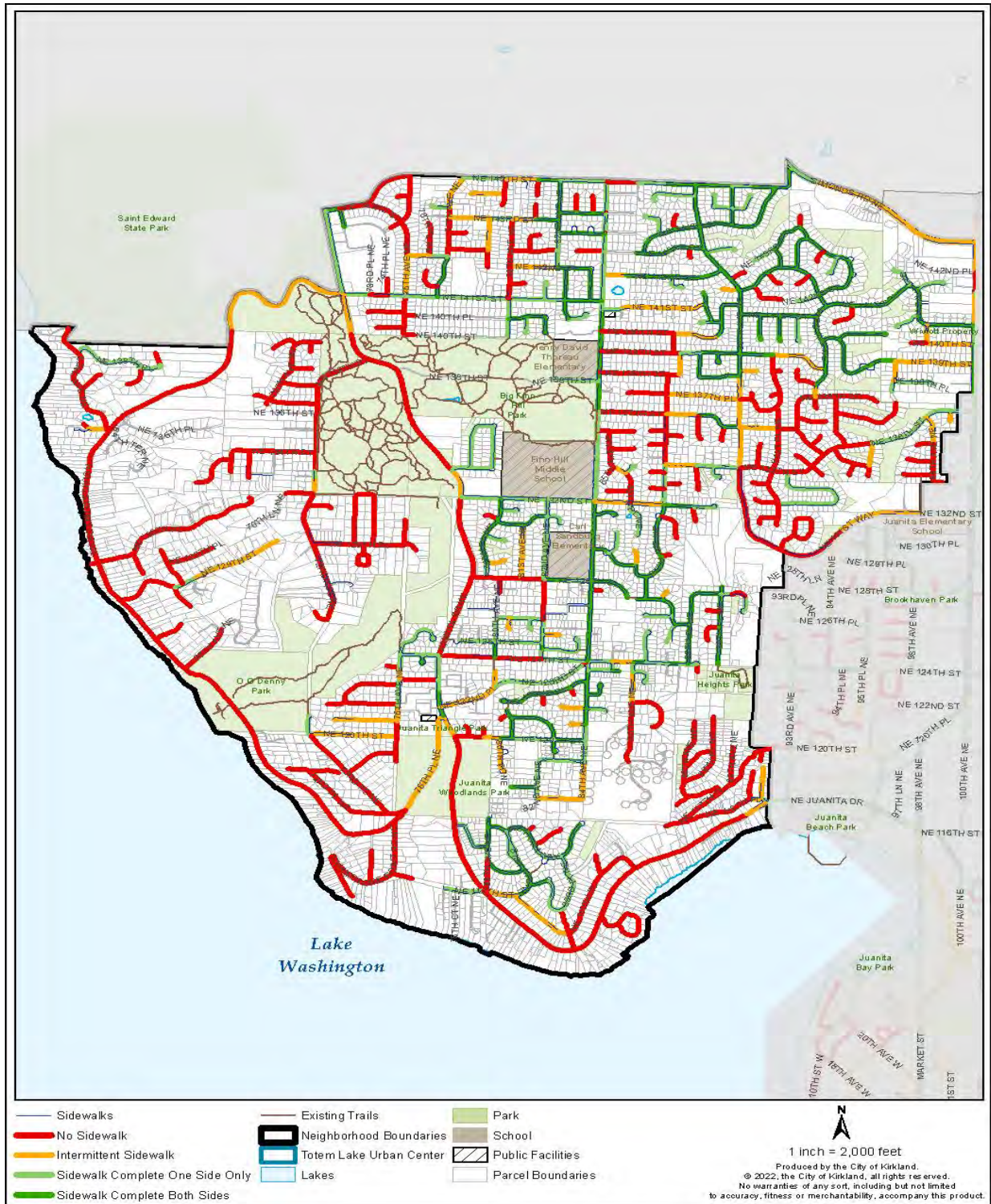


Figure FH-7.1: Finn Hill Pedestrian System

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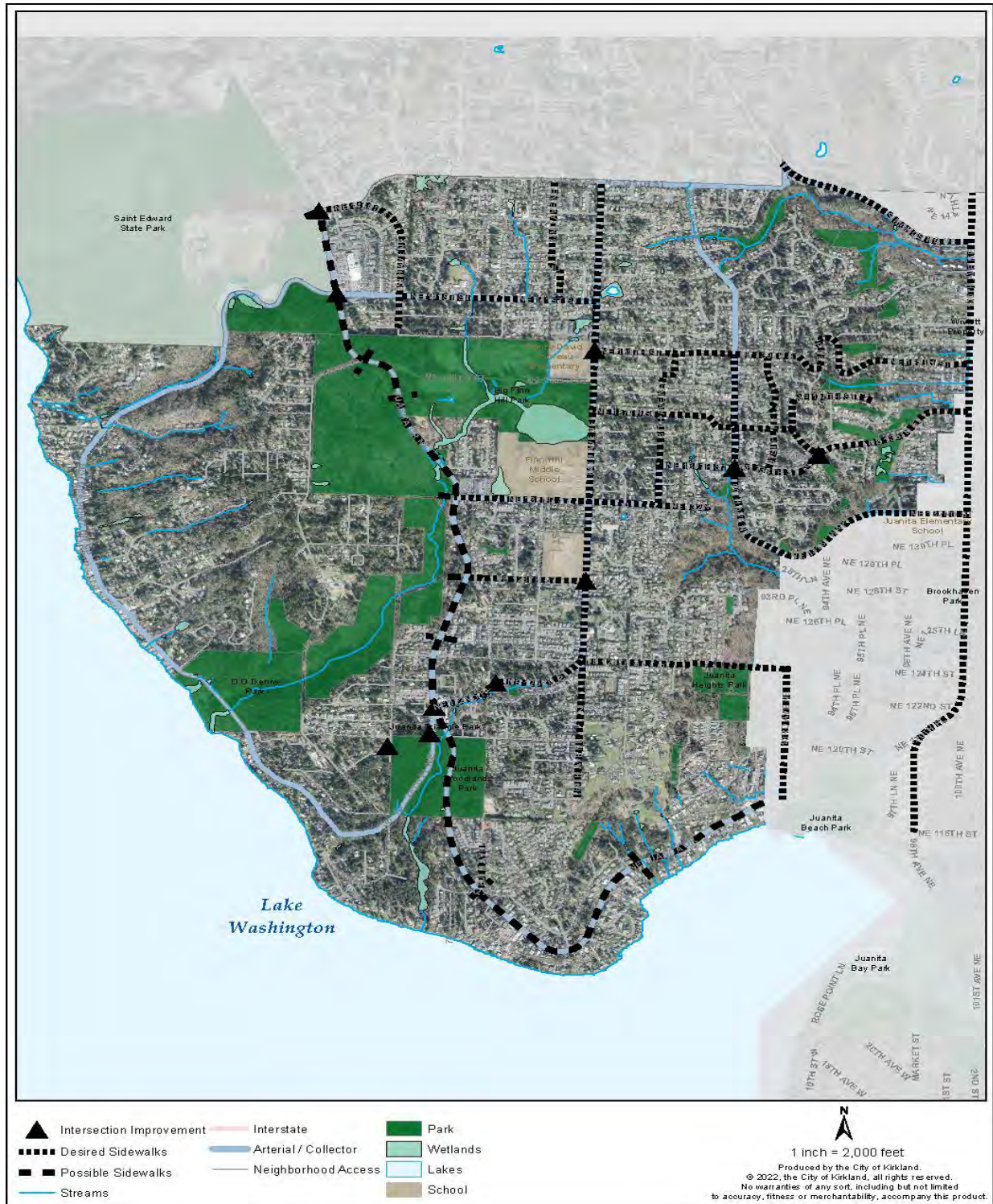


Figure FH-7.2: Finn Hill Priority Sidewalks and Intersection Improvements

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7. Transportation and Mobility

The vision for the Finn Hill Neighborhood transportation system is to provide safe, comfortable, and efficient circulation for people who walk, ride bicycles or other mobility devices, drive cars and ride transit within the neighborhood. During the neighborhood plan public participation process, residents emphasized the importance of improving the existing trails and bike network, particularly the connectivity to key destinations (schools, shopping center, etc.). Other ~~comments expressed are neighborhood transportation issues are~~ covered in the Citywide Transportation Element, such as: implement Complete Streets, low impact development techniques along streets to handle surface water, coordinate land use with transportation and transit policies, and prioritize sidewalks on school walk routes.

The transportation and mobility goals in this chapter are intended to make public transit, walking and/or riding a bicycle an attractive safe, convenient options for most residents in the neighborhood. Investments in the neighborhood should also be prioritized in order to support these options. The City's Transportation Element will guide the implementation of these goals as well as the Capital Improvement Plan (CIP). References to transportation policies in the Transportation Element are included throughout this chapter.

This chapter addresses primarily circulation in the public right-of-way. Recreational trails and the Green Corridor Loop are discussed in Section 6, Parks and Open Space.

Sidewalks, Intersections, and Pedestrian Mobility throughout the Finn Hill Neighborhood

Throughout the neighborhood plan public outreach process, Finn Hill residents expressed concerns regarding the lack of safe sidewalk connections to important neighborhood assets, including: schools, parks, transit stops, and other public destinations. The 2016 status of sidewalk completion in Finn Hill is shown in Figure FH-7.1.

As the neighborhood grows over time, sidewalks should be brought up to City standards and connections to neighborhood assets should be prioritized. Residents identified a network of sidewalks and intersections that they felt are a high priority for improvement in the neighborhood (Figure FH-7.2).

Goal FH-12: Form a safe multimodal network of sidewalks, trails, bikeways and crosswalks where walking and eyeling-rolling are the first choice for many trips.

Goal FH-13: Create and improve sidewalk connections to schools and destinations throughout the neighborhood.

Policy FH-13.1: Establish safe and comfortable pedestrian crossings on major arterials.

~~Finn Hill residents are concerned about the safety of new and existing pedestrian facilities throughout the neighborhood. Residents support i~~Installing crosswalks, signage, safety refuge islands, signals, flashing lights and flags at intersections; improved lighting; sidewalks along major arterials, separation travel modes (e.g., raised curbs) where other forms of nonmotorized nonvehicular and motorized vehicular transportation may cause safety concerns for pedestrians and is a priority for the neighborhood, as an effort to addressing sight distance issues.

Policy FH-13.2: Prioritize designated school walk routes for pedestrian improvements.

Citywide priorities encourage children to walk to school and to complete a sidewalk network on all school walk routes. Consistent with this Citywide policy, completing a network of sidewalk systems and other public improvements on school walk routes within the neighborhood is desired.

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Policy FH-13.3: Prioritize pedestrian pathways to neighborhood destinations (parks, public transit, and commercial areas) to improve and encourage pedestrian connections to amenities.

Finn Hill residents identified a number of critical neighborhood pedestrian connections, such as connections between 84th Avenue and the Hermosa Vista development and Goat Hill area, and improving pedestrian access to parks, public transit, commercial areas and the shoreline (See Figure FH-7.2). Removing barriers to pedestrian pathways by providing connections through cul-de-sacs and dead-end streets is also desired.

Policy FH-13.4: Along streets, provide pedestrian amenities such as crosswalks, sidewalks, street trees, lighting and street furniture to encourage walking, biking and rolling, provide informal gathering places and enhance the pedestrian experience.

Providing the pedestrian amenities suggested in this policy make walking-active transportation more enjoyable and safe, especially around destinations such as commercial areas, parks and schools.

Vehicular Circulation

Figure FH-7.3 shows the major vehicular circulation routes throughout the Finn Hill Neighborhood and street classifications. As part of the neighborhood plan outreach process, ~~Finn Hill residents are~~ the community is concerned about traffic congestion in the neighborhood, particularly as there are a limited number of arterials and entry points into the neighborhood. Two key concerns regarding vehicular traffic emerged from community outreach: congestion and safety. At the same time there are areas of Finn Hill with underdeveloped streets. Improvements to these are necessary to enhance vehicular circulation and emergency access.

Commuter traffic on Juanita Drive is a major concern as it is the main north-south route through the neighborhood and a key entry point to the neighborhood. Ongoing development in Finn Hill and surrounding areas is intensifying commute congestion issues. To address these issues, ~~residents would like to focus~~ should focus toward encouraging neighborhood trips with more efficient alternative modes of transportation. Through the Neighborhood Traffic Control program techniques can be implemented to minimize commuter cut-through traffic on internal neighborhood streets.

Goal FH-14: Implement a more efficient, safe and sustainable transportation system.

Policy FH-14.1: Prioritize improvements which encourage transit use, carpools, bicycle use and more sustainable forms of transportation which minimize our impact on the environment.

This policy reflects ~~resident's priorities~~ a community priority to provide a multimodal transportation system over time in Finn Hill.

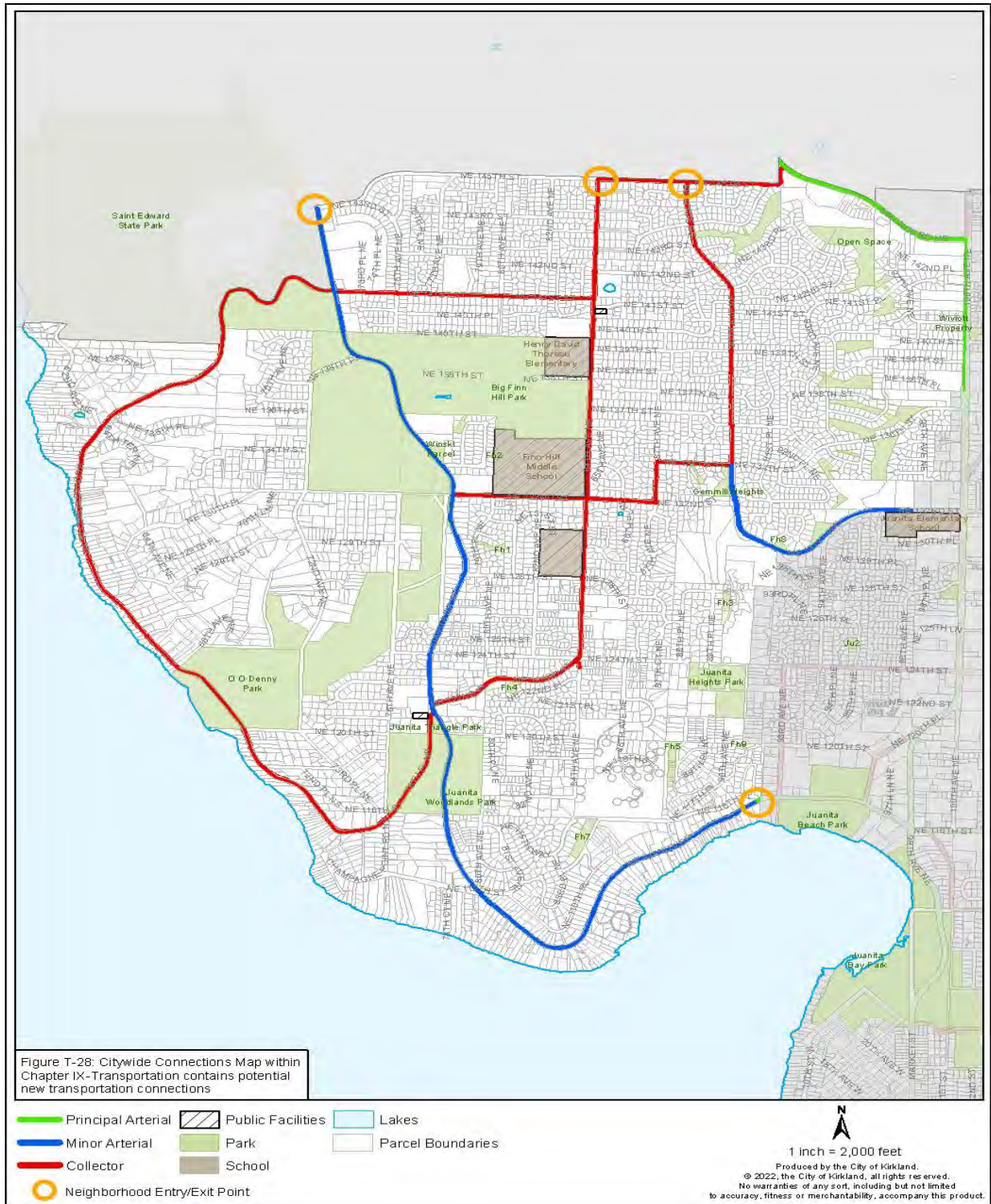


Figure FH-7.3: Finn Hill Street Classifications

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Policy FH-14.2: Conduct studies to determine the design standards for the following streets:

- Residential streets within the Holmes Point Overlay area
- Holmes Point Drive corridor
- NE 131st Way/90th Avenue NE corridor

~~Finn Hill residents would like the character of the~~ The neighborhood's physical and community features to should influence the design of pedestrian and street facilities that are built. For example, some ~~residents~~ feel sidewalks may not be appropriate for all areas and that "walking lanes" may be more appropriate for areas of the neighborhood with a more rural character. Developing the design standards for the streets should be created through a public involvement process. The standards should consider alternative designs for streets consistent with the City's Complete Streets Ordinance, such as the type of sidewalks, whether on-street parking is allowed, lighting, vegetation, pedestrian amenities, topographic or critical area constraints, tree retention, ~~neighborhood character~~, all while providing emergency vehicular access. The presence of physical constraints such as steep topography, critical areas or to retain trees in a particular location may also require modification to city standards for right-of-way improvements.

Policy FH-14.3: Minimize direct access to Juanita Drive to enhance safety and efficiency of circulation.

Because of topographic constraints and the speed of vehicular traffic, access to Juanita Drive should be limited. If driveways to Juanita Drive must be provided, they should be separated by ~~at least 300 feet~~ an appropriate wherever possible. New driveways should be located so that future development can meet this standard and/or use a shared driveway. Access easements to allow for shared access to Juanita Drive and/or interior connections to side streets should be provided. As access to side streets becomes available, driveways to Juanita Drive should be closed where possible.

Policy FH-14.4: Discourage regional and bypass traffic in residential neighborhoods.

Residents' safety concerns focused on problems with speeding and ensuring that neighborhood streets are safe for ~~multiple~~ all forms of transportation. Traffic calming strategies could be developed to discourage regional traffic from using residential neighborhood streets.

Policy FH-14.5: Minimize cut-through traffic and reduce speeding through residential neighborhoods in coordination with City's Neighborhood Traffic Control program.

Evaluate traffic patterns and volumes in the neighborhood to minimize cut-through traffic and speeding in order to support the existing Neighborhood Traffic Control Program.

Bicycle Facilities

Bicycle-supportive facilities provide recreational opportunities and alternative transportation options. Desired improvements for bicyclists include providing protected bike facilities on arterials and collectors, as well as providing safe crossings on Juanita Drive. Finn Hill residents are interested in bicycle routes that connect to parks and other key destinations within the neighborhood and region (See Figure FH-7.4).

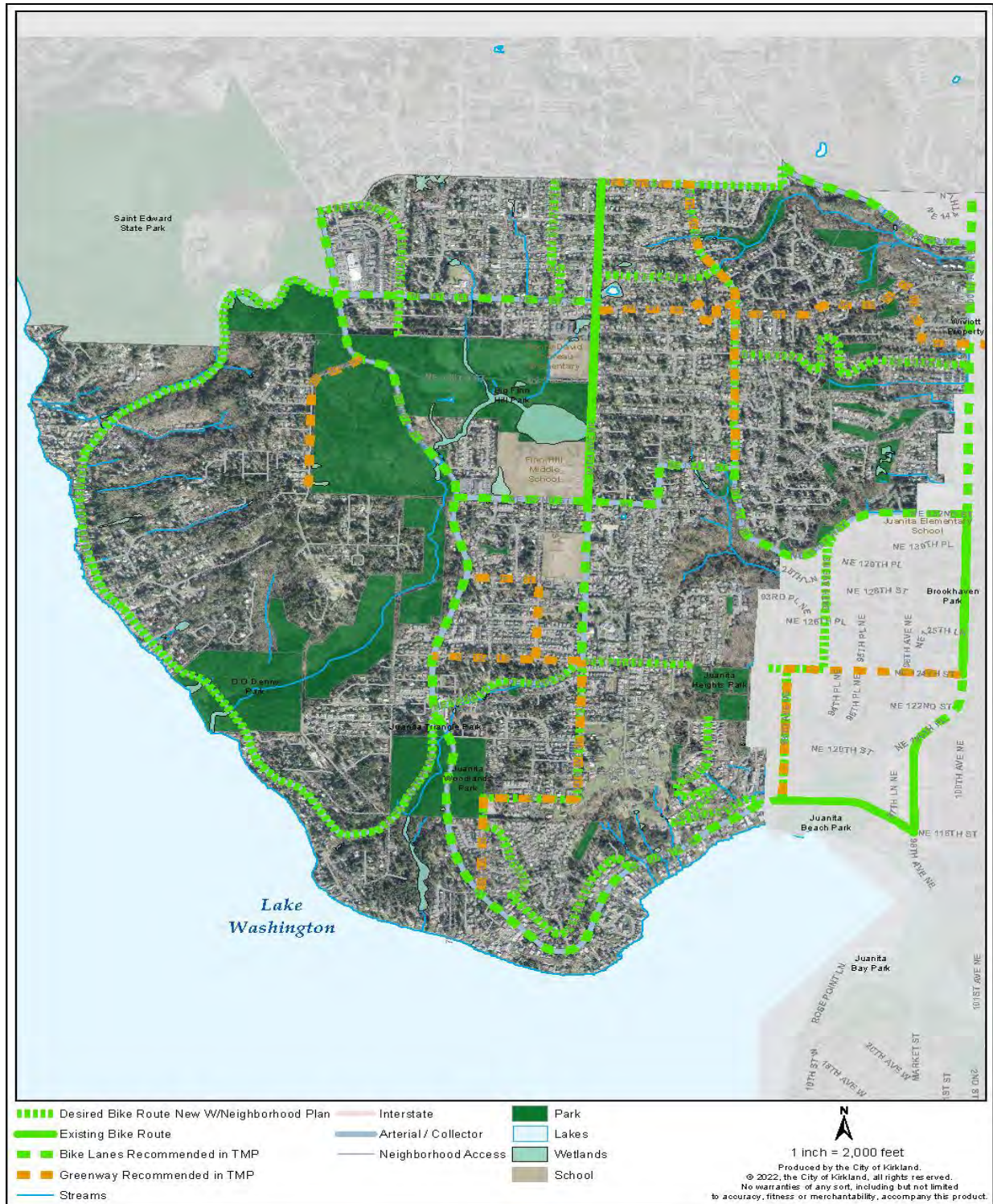


Figure FH-7.4: Finn Hill Priority Bike Routes

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Goal FH-15: Expand safe and comfortable bicycle connections throughout the neighborhood and to surrounding areas.

Safety, user friendliness, and connectivity are key concerns that residents have regarding Finn Hill's bicycle routes and facilities. Safe bicycle access within and through the neighborhood is a high priority. Approaches to address safety include creating separated bicycle lanes (including painted buffers and physical separation) and implementing neighborhood greenways on residential streets that are connected to bicycle facilities on major arterials. The implementation of these policies can be monitored under the performance measures and action items in the Transportation Element of the Comprehensive Plan.

Policy FH-15.1: Improve bicycle connections to destinations within the neighborhood (parks, transit facilities, schools, and shopping areas) and to trail systems outside of Finn Hill.

Similar to providing pedestrian trails and sidewalks discussed above, a priority for the neighborhood is to provide a bicycle system to be able to travel throughout the neighborhood to key destinations. Providing safe bicycle and intersection facilities to allow ~~children and parents to~~ travel to and from school, reducing vehicle traffic around schools and neighborhood, is a high priority.

Policy FH-15.2: Establish neighborhood greenways throughout the neighborhood.

Neighborhood greenways are designated residential streets, generally off main arterials, with low volumes of vehicular traffic and low speeds, where people who walk and bike are given priority.

Policy FH-15.3: Determine the needs of commuter and recreational bike rider groups.

The ~~Finn Hill residents have~~**neighborhood has** identified two different types of bicycle routes and facilities: commuter and recreational bicycle facilities. These facilities may require specific bicycle amenities (e.g., repair stations, directional signs) along existing and proposed routes to support ridership.

Residents would like to improve the connectivity of Finn Hill's bicycle routes within the neighborhood and to the broader trail network. Bicycle facilities should connect to parks and amenities within Finn Hill. Bike facilities should also connect to other regional trail systems outside of Finn Hill (Lake Washington Loop Trail, Burke Gilman, Cross Kirkland Corridor, and Sammamish River Trail). Incorporating the pedestrian and bicycle connections and facility needs for Finn Hill in the Active Transportation Plan is a priority. The City should explore ways to expedite improvements.

Policy FH-15.4: Explore public pedestrian and bicycle easements across properties to complete the trail system.

During the development review process, there may be opportunities to acquire public access easements across private property to provide pedestrian and bike trail connections to pedestrian and bicycle networks.

Transit Service

The Finn Hill Neighborhood is served by public transit in the northwest corner via King County Metro bus route 234. Finn Hill residents expressed interest in a more extensive neighborhood transit system (See Figure FH-7.5). Additional transit options may benefit the community by assisting the aging population, increasing connectivity to transit hubs, and providing alternative transit services for commuters.

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The current ~~low density~~ land use and development pattern in the Finn Hill Neighborhood makes it difficult to sustain additional fixed-route transit service because the ridership is lower than many other transit routes operated by King County Metro Transit. The City of Kirkland will continue to advocate for better transit solutions for the neighborhood. This includes new approaches to transit that do not rely on fixed bus routes, such as King County Metro's Neighborhood Connections program which provides small-scale flexible transit programs.

Goal FH-16: Prioritize investments in the neighborhood toward increasing public transit options.

Considering the low ~~density intensity residential~~ land use pattern, the City should support alternative transit options. Pedestrian and bicycle networks linked to neighborhood destinations such as commercial areas, parks and schools support transit use. Providing transit amenities, such as frequent service, inviting bus shelters, and bus stops in key safe neighborhood activity areas with easy pedestrian access, encourages more transit use.

Policy FH-16.1: Work with transit agencies and other providers to connect transit within Finn Hill's two commercial areas to surrounding transit centers outside the neighborhood.

The City and King County Metro should prioritize and coordinate infrastructure and needed density to support increased transit service to the two commercial areas in Finn Hill. The commercial areas serve as focal points for the neighborhood providing goods and services, are surrounded by higher density residential housing and nearby parks and located along a major north/south corridor.

Policy FH-16.2: Explore alternative modes of transportation or research transit service options suitable for lower ~~density intensity residential~~ areas of the neighborhood (e.g., shuttles, car shares, vanpools).

In ~~lower density~~ areas with fewer homes which are not sufficient to support transit service, alternative modes of transit service, ride shares, or shuttles should be explored to link people together with commercial areas, schools, and parks.

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8. Public Services and Utilities

Water, sewer, and storm drainage services and facilities are adequate for existing and foreseeable future developments in the Finn Hill Neighborhood. There are segments of the street network system that are not open, paved or up to City standards. If not included in the Capital Improvement Program, new development is required to install and upgrade water, sewer service and streets as a condition of development and to meet storm water requirements. The goals and policies contained in the Utilities, Capital Facilities and Public Services Elements of the Comprehensive Plan and Northshore Utility District Comprehensive Plans provide the general framework for these services and facilities.

Goal FH-17: Provide public and private utility services for the neighborhood.

Policy FH-17.1: Provide emergency services (fire and police) to the Finn Hill Neighborhood at levels enhanced beyond those provided prior to annexation in 2011.

The City provides emergency services to fire and medical emergencies, fire prevention, and public education and participates in regional specialized response for hazardous materials, technical rescue and paramedic services.

The City conducted a Standard of Coverage and Deployment Plan and Fire Strategic Plan to evaluate response services for fire suppression, emergency medical services and specialty situations. The study identified the need for a new dual fire station number 24 to serve the northern areas of the City, including Finn Hill Neighborhood. The new station 24 will be located in the north part of the City and is due to be completed by 2019.

~~*Policy FH 17.2: Provide potable water, sanitary sewer and surface water management facilities to new and existing development in accordance with the Northshore Utility District Water and Sanitary Sewer Comprehensive Plans, the Kirkland Surface Water Master Plan, Kirkland Municipal Code, and adopted Kirkland Surface Water Design Manual requirements.*~~

~~The Northshore Utility District provides water services to the Finn Hill Neighborhood. As a member of the Cascade Water Alliance, both the City of Kirkland and Northshore Utility District purchase their water supply from Seattle Public Utilities, which gets it from the Tolt River watershed, with occasional supply from the Cedar River watershed.~~

~~The Northshore Utility District provides sewer service to residents in Finn Hill.~~

~~See Section 4, Natural Environment, Surface Water, for more information on storm water management policies and protection of stream corridors and Lake Washington.~~

~~Puget Sound Energy (PSE) provides the Kirkland area with electricity and natural gas.~~

~~*Policy FH 17.3: Encourage undergrounding of overhead utilities.*~~

~~Undergrounding overhead utilities is encouraged to improve views and aesthetics of an area by removing visual clutter.~~