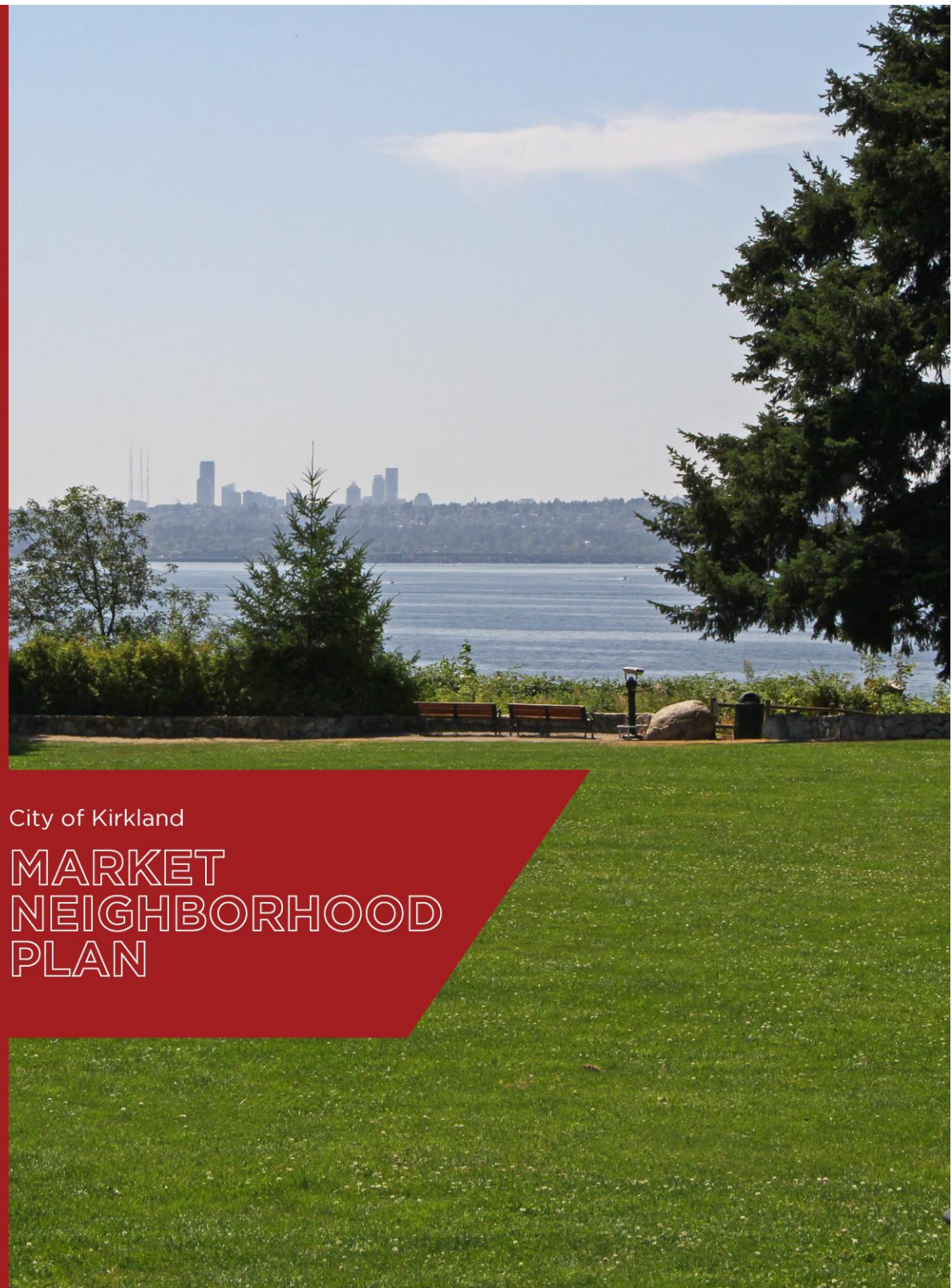


XV.K. Market Neighborhood

[Print Layout \(PDF\)](#)



City of Kirkland

MARKET NEIGHBORHOOD PLAN

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

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. The adjoining Market Street Corridor consists of commercial uses and denser residential Commercial and multifamily uses are located along the Market Street Corridor south of 18th Avenue West.



Market Neighborhood

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~~ acknowledge 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 ~~public and private~~ westerly views abound along the neighborhood's topography that slopes down to the lake. Routes for ~~bicycles and pedestrians~~ walking and rolling 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

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 Tabb 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 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

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

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

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 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.

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.

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.



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

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

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.

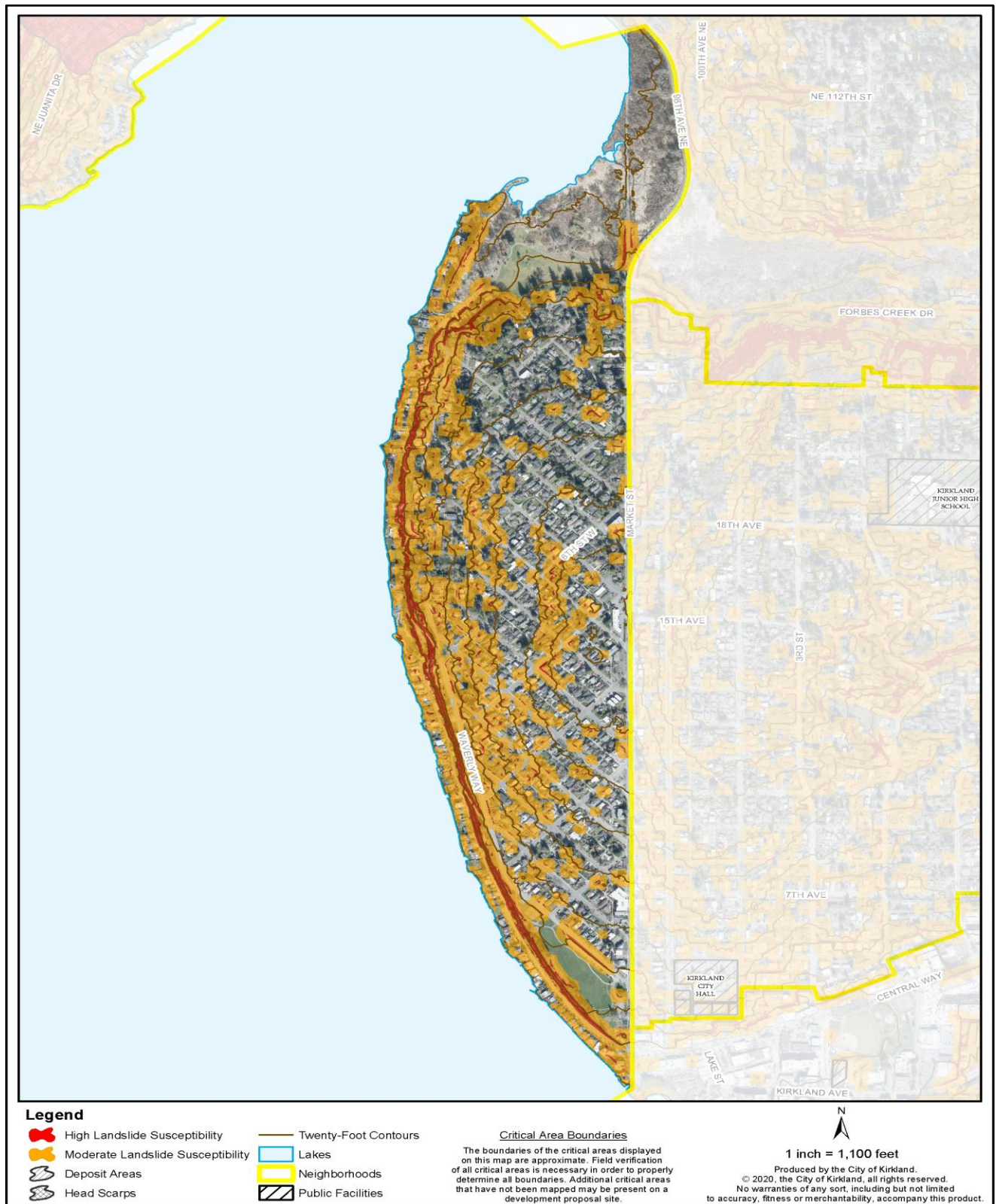
Policy M-7:

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.

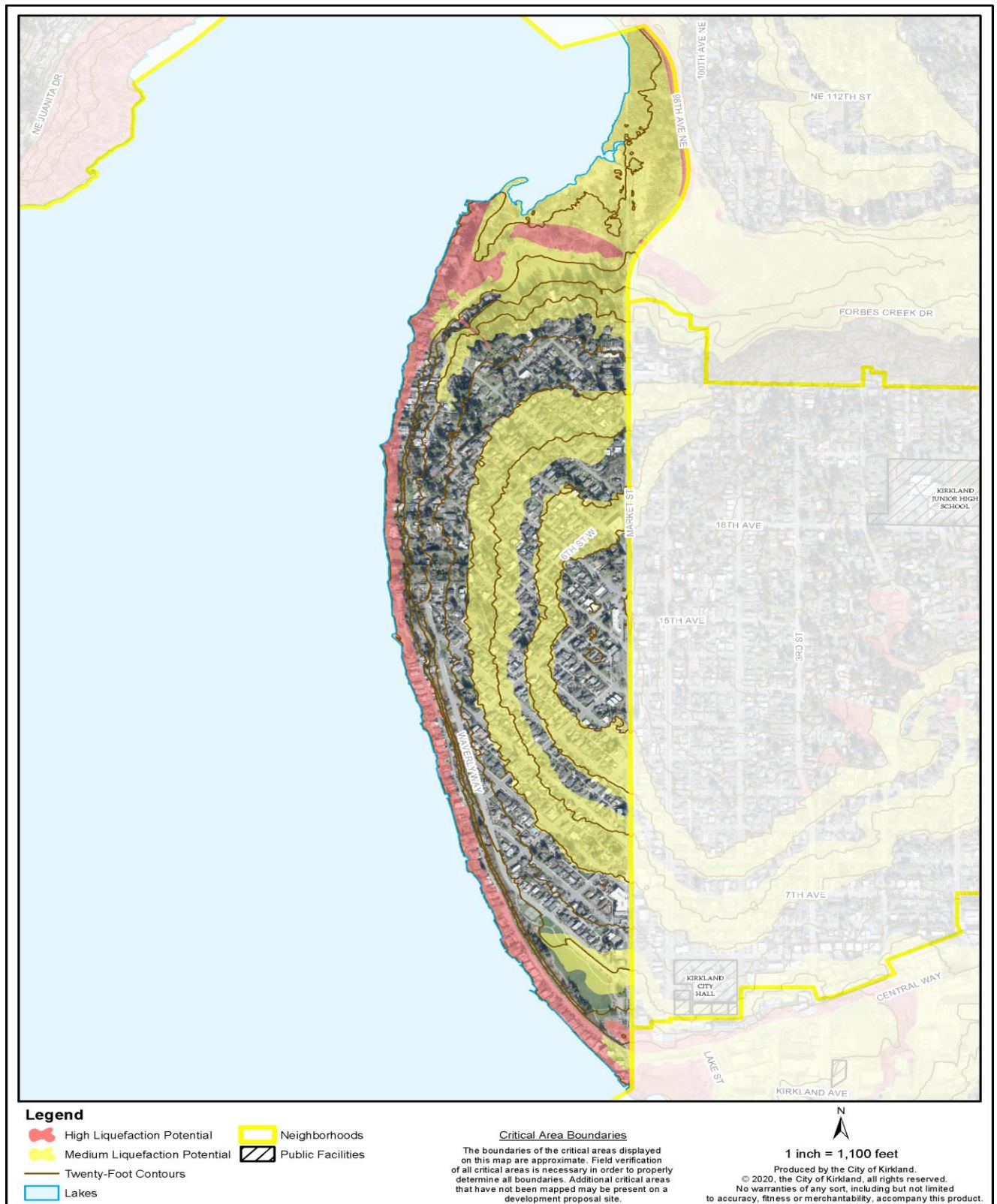


Viewpoint at Juanita Bay Park



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

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

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.





Wildlife habitat at Juanita Bay Park

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

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 properties have accessory dwelling units (attached and detached) and cottage-style development. These smaller housing options, along with duplexes and triplexes, provide diverse living options. ~~A growing number of homes have accessory dwelling units (ADUs) that provide a more compact living option.~~ 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. This trend has presented challenges to providing a range of housing sizes at increased levels of affordability within the neighborhood.

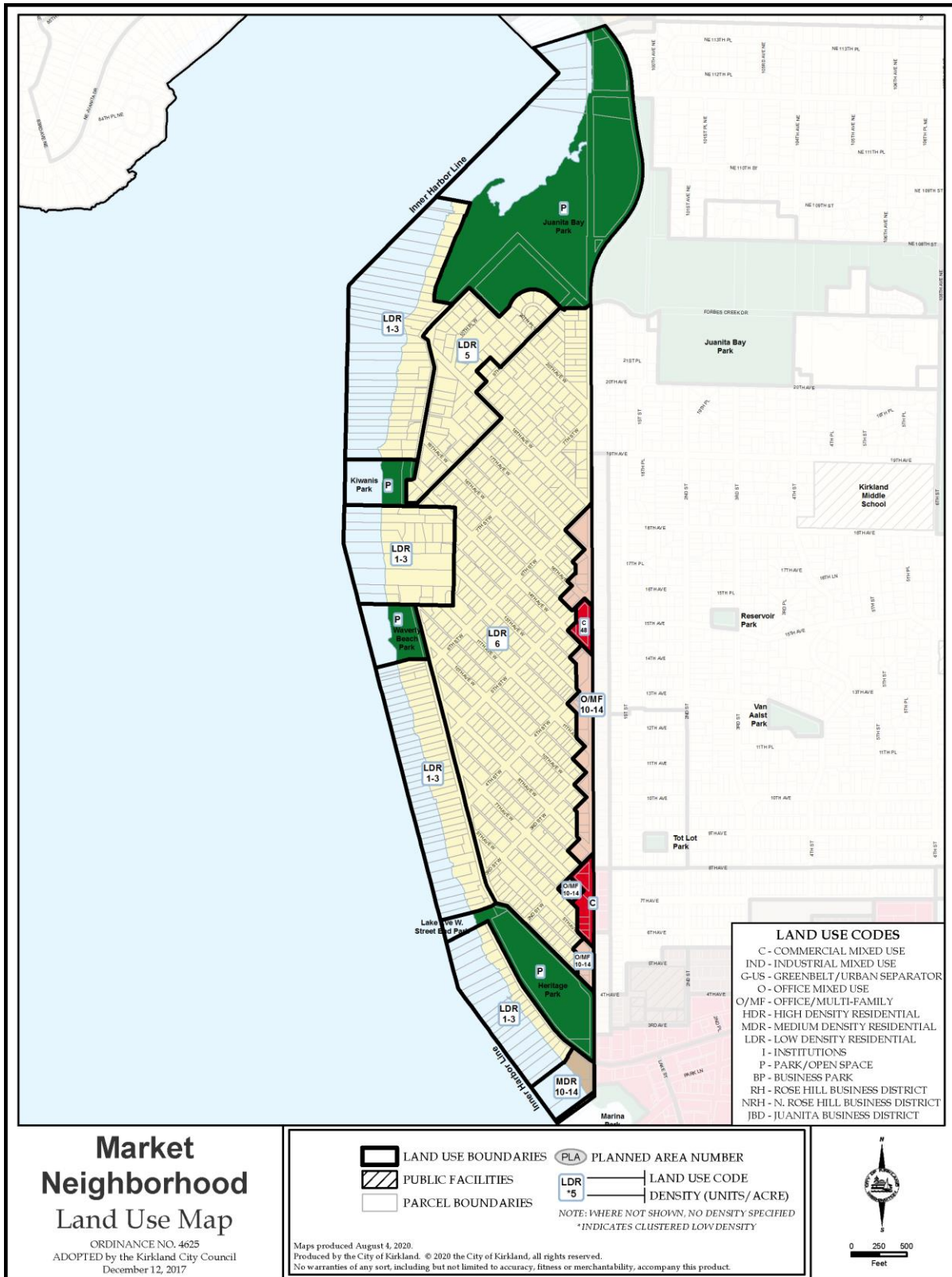
The Market Neighborhood contains an increasing number of ADUs that provide smaller housing options at a more moderate cost. Other smaller housing types, such as duplexes, triplexes, and cottages, are allowed in low-density-all lower-density residential areas per the Kirkland Zoning Code. These other 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 (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



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

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.]

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 ~~supportive of~~ 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.

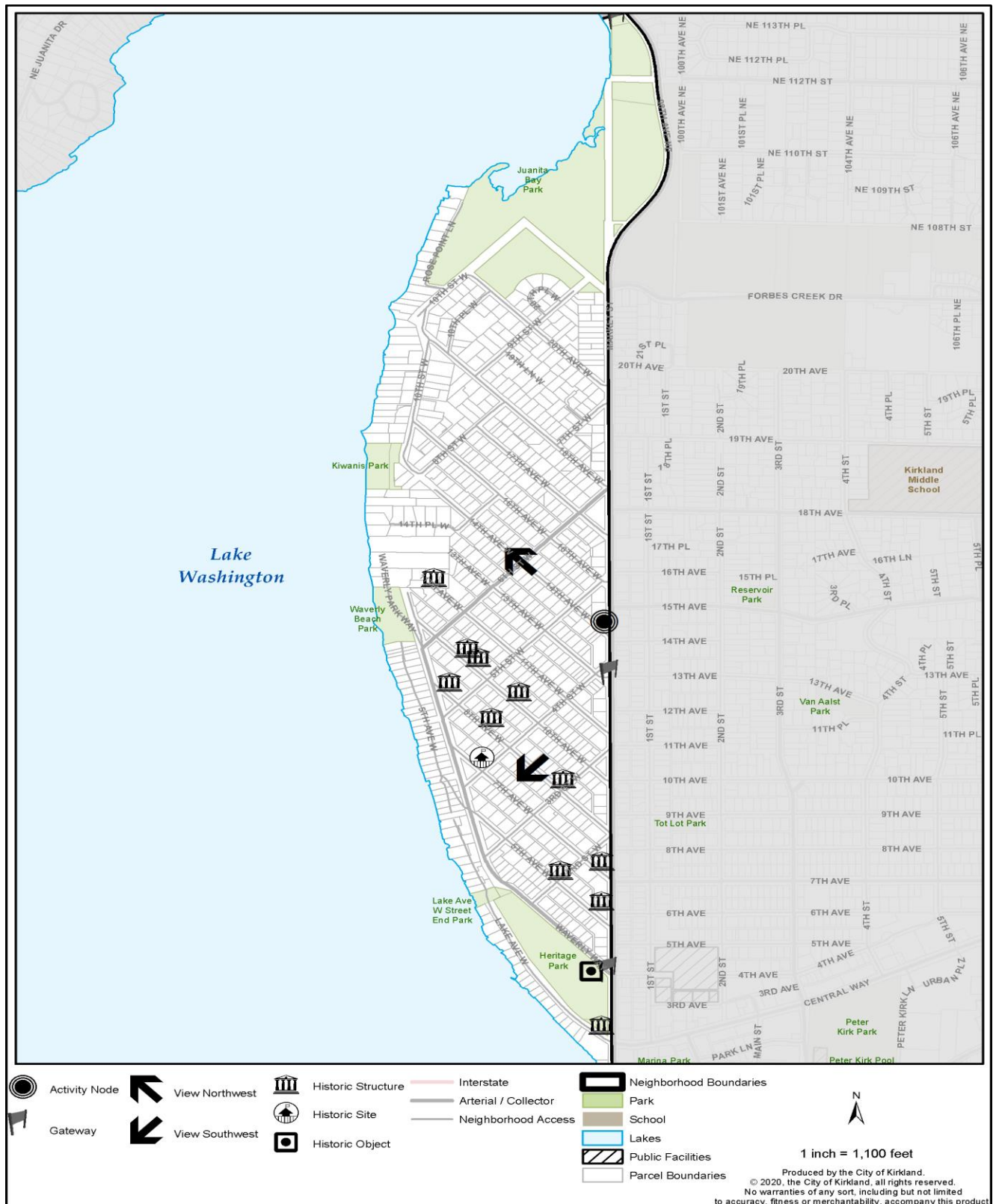
Policy M-14:

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.



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



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

Figure M-4: Market Urban Design Features

7. TRANSPORTATION

STREETS

The street network in the Market Neighborhood is in a grid pattern. Maintenance of this grid promotes neighborhood mobility and more equitable distribution of traffic on neighborhood streets. The streets that compose this grid network consist of collector and local streets and alleys, with one principal arterial (Market Street) located at the eastern boundary. Streets are described below and shown on Figure M-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 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 access to Market Street [for all modes of transportation](#) 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 those walking and rolling](#); 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 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 focus on a safe bike and pedestrian environment and including safety for vehicles](#). 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~~ provides 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.

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 for walking and rolling trips within the Market Neighborhood, especially on designated school walk routes to adjacent neighborhoods.

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



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

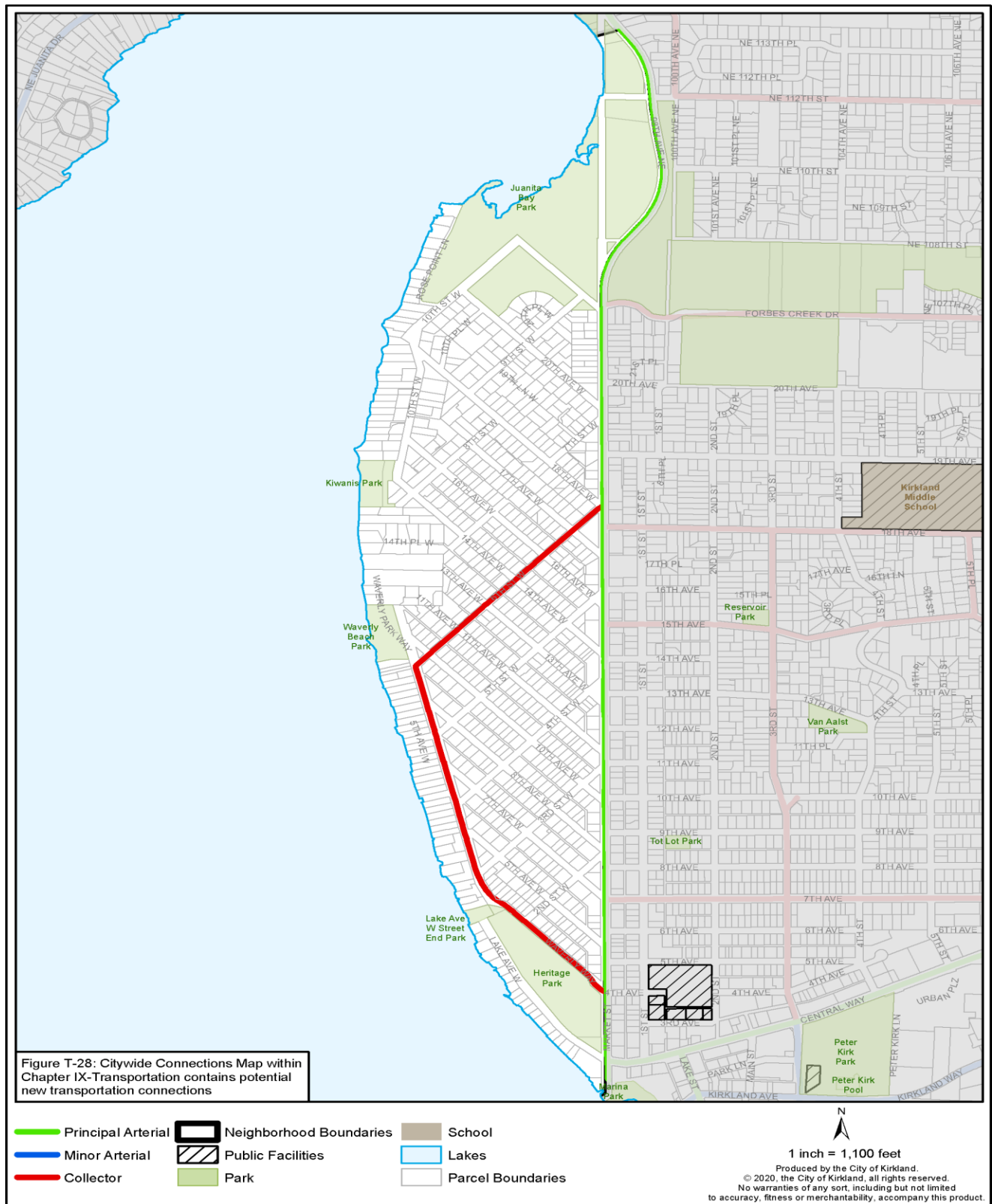
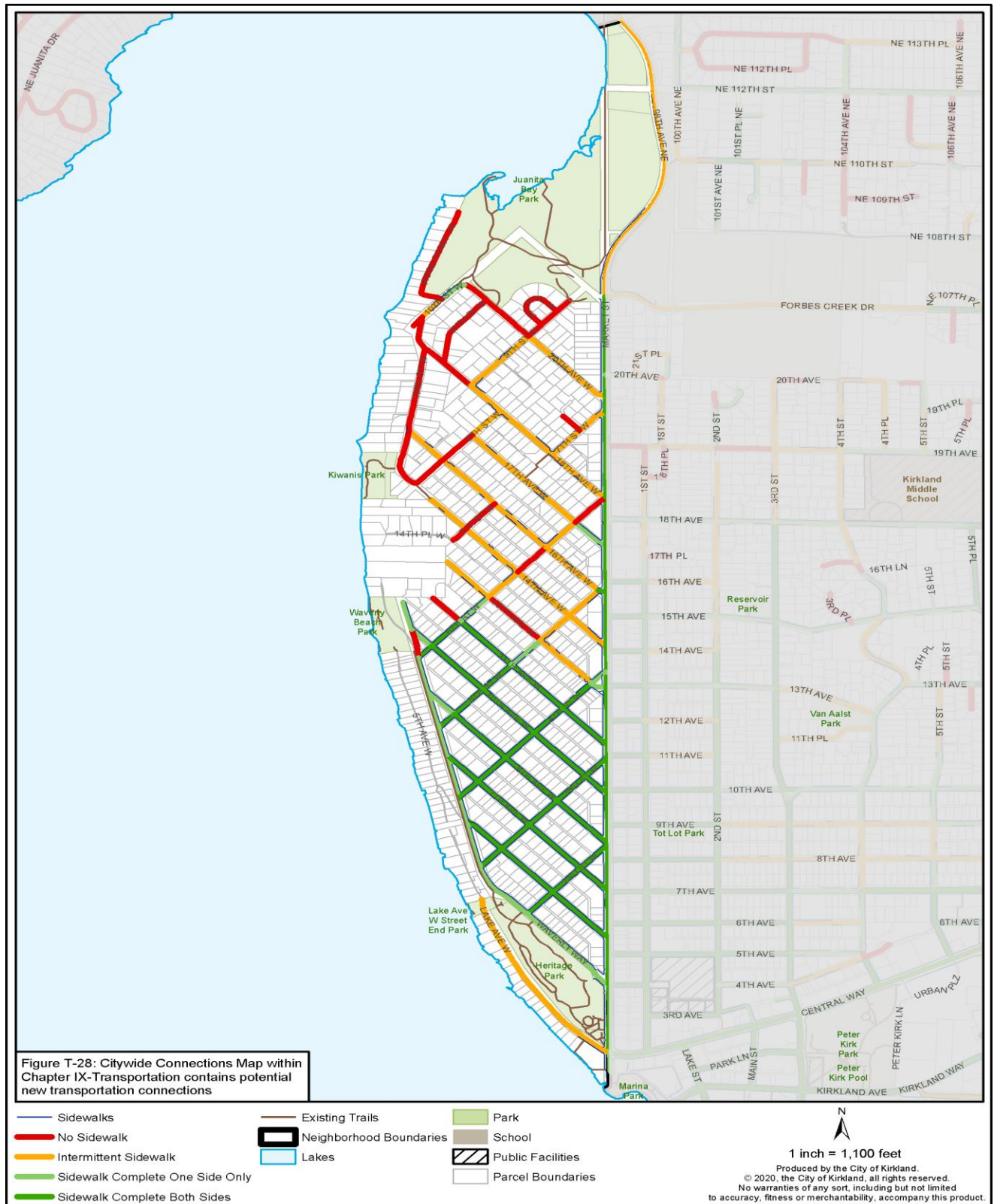
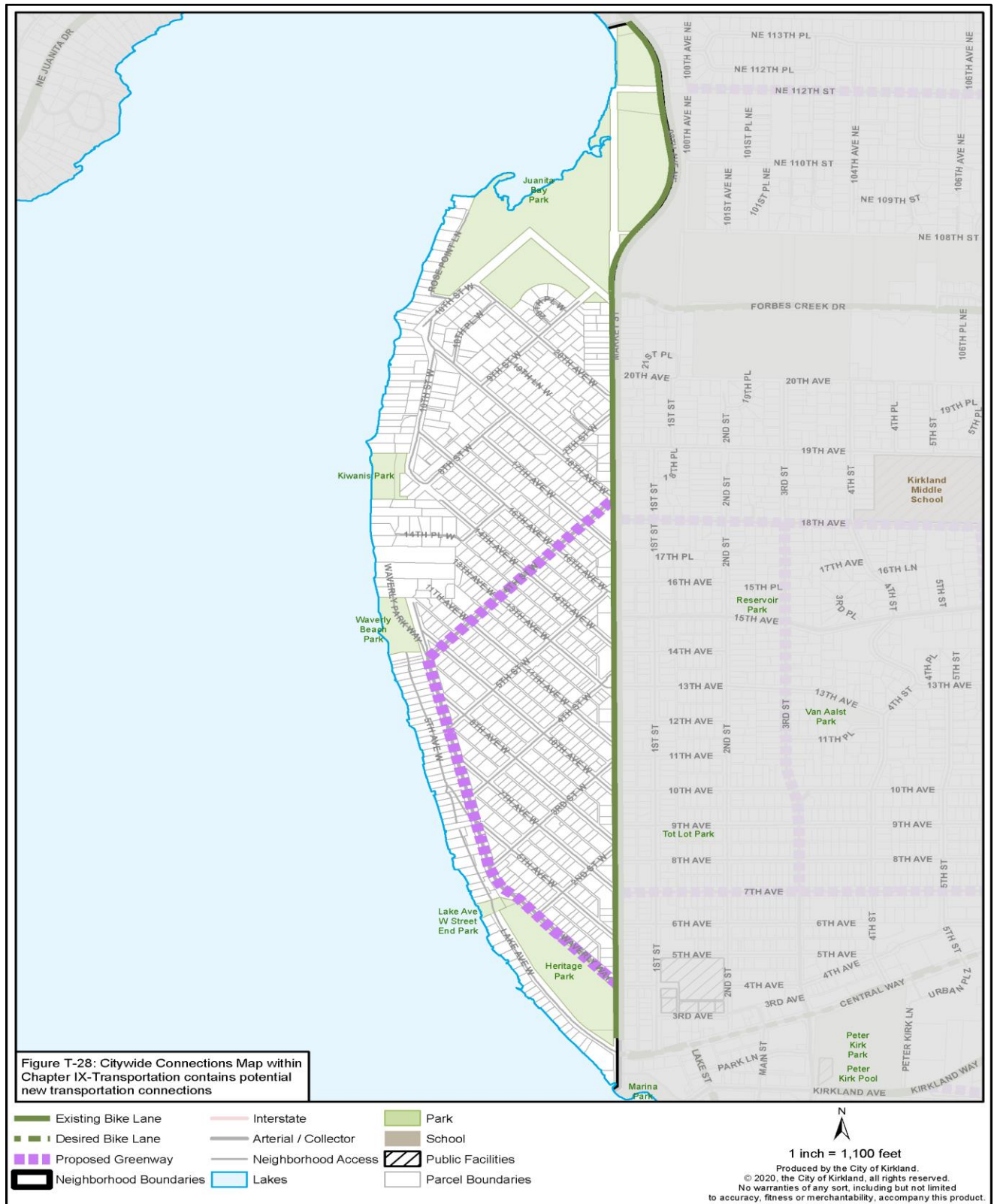


Figure M-5: Market Street Classifications



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

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 thedeems 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



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

Waverly Beach Park



Lake Avenue West Street End Park

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.