

XV.N. Highlands Neighborhood

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



City of Kirkland

HIGHLANDS NEIGHBORHOOD PLAN



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

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.

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

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.

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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.



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.

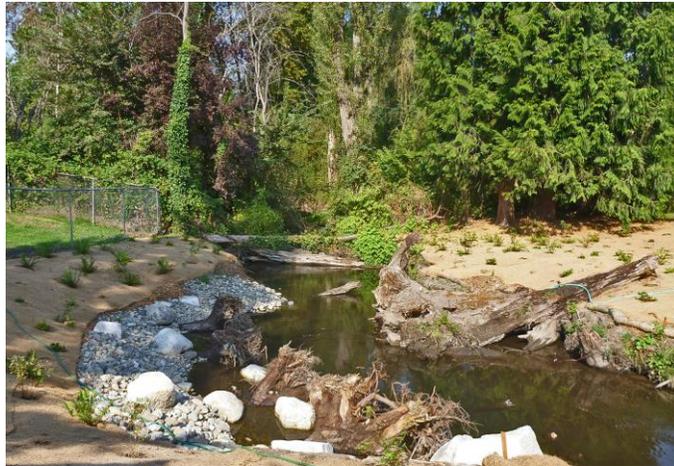
If there are historic places and features identified in the future, including those associated with the Duwamish People, they should be commemorated with signs or markers to help celebrate the history of the neighborhood. Attention should be given to celebrating the neighborhood's history in an inclusive way, including by helping ~~residents and visitors~~the community understand the history of the area prior to white settlement.

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 Plan to protect stream buffers and the ecological functions of streams, lakes, wetlands, and wildlife corridors and promote fish passage.

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

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

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

Policy H-5:

Opportunities to improve the function and quality of wetland and stream segments adjacent to the Cross Kirkland Corridor within the Highlands 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:

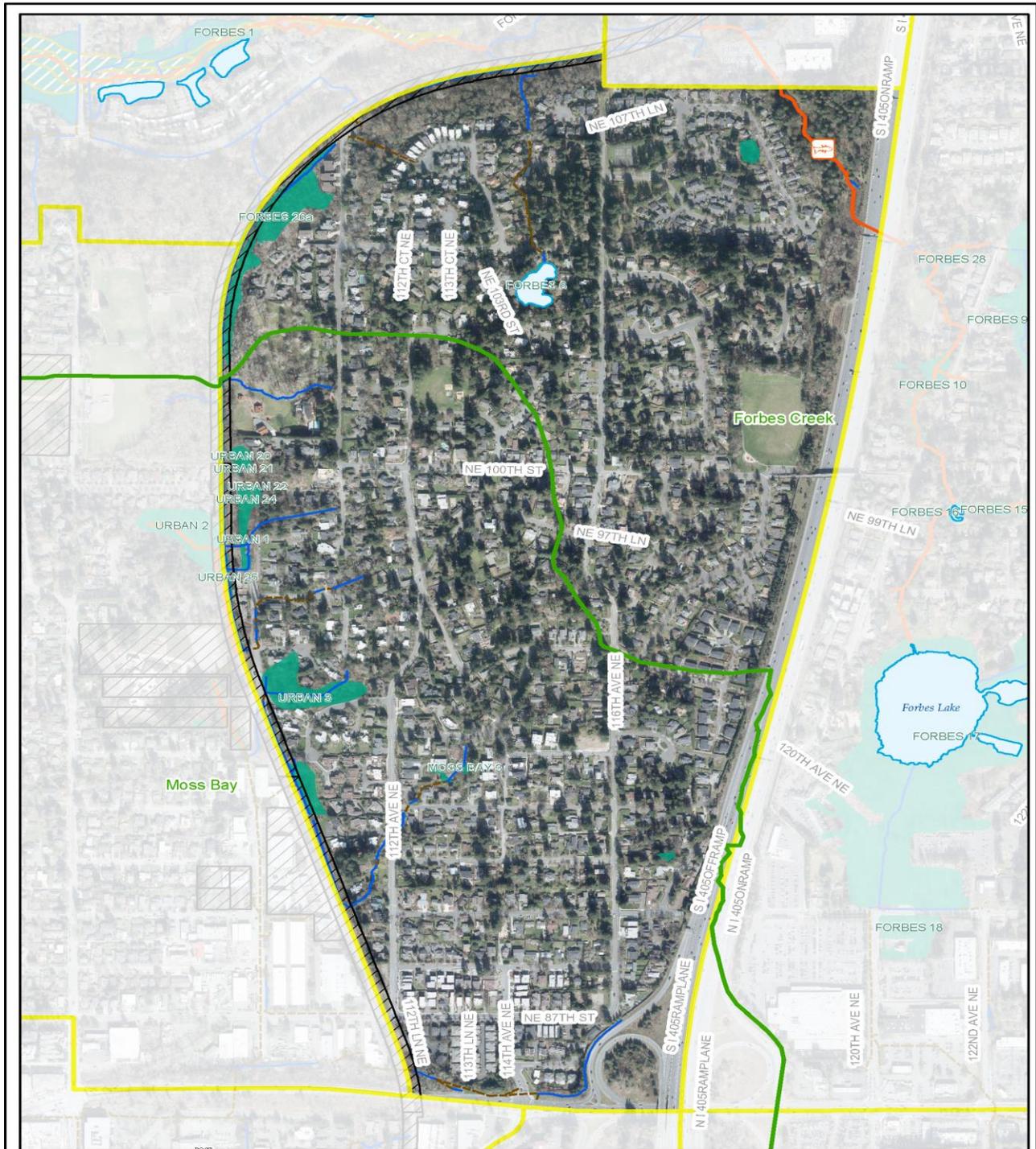
Develop viewpoints and interpretive information where appropriate on property around streams and wetlands if protection of the natural features can be reasonably ensured.

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.

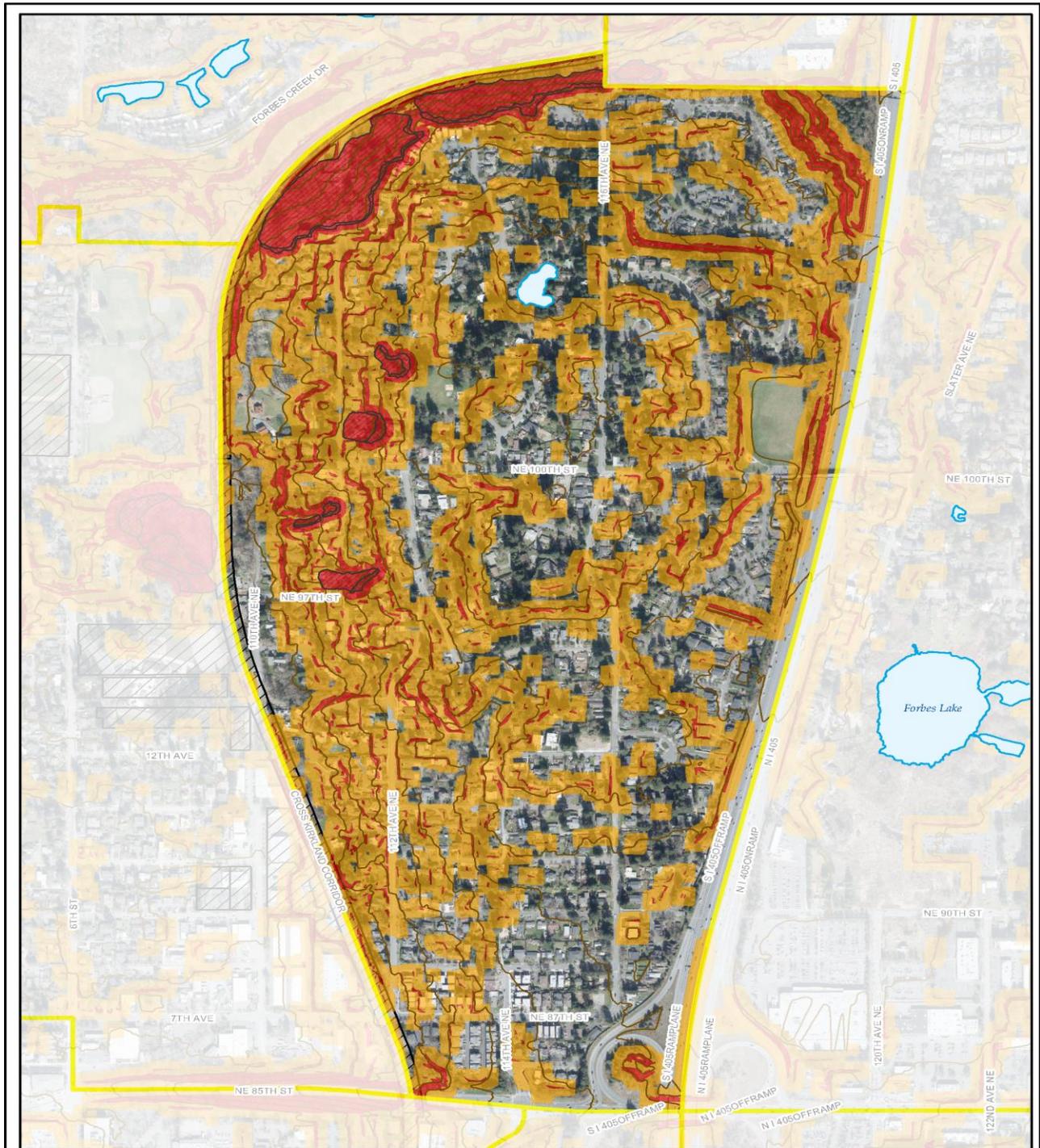


- Legend**
-  Known Salmonid Locations
 -  Streams in Pipes
 -  Open Streams
 -  100-Year Floodplain
 -  Wetlands
 -  Drainage Basin Boundaries
 -  Public Facilities
 -  Lakes
 -  Neighborhood Boundary


 1 inch = 750 feet
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Figure H-1: Highlands Wetlands, Streams, and Lakes



Legend

-  High Landslide Susceptibility
-  Moderate Landslide Susceptibility
-  Deposit Areas
-  Head Scarps
-  Twenty-Foot Contours
-  Lakes
-  Neighborhoods
-  Public Facilities

Critical Area Boundaries

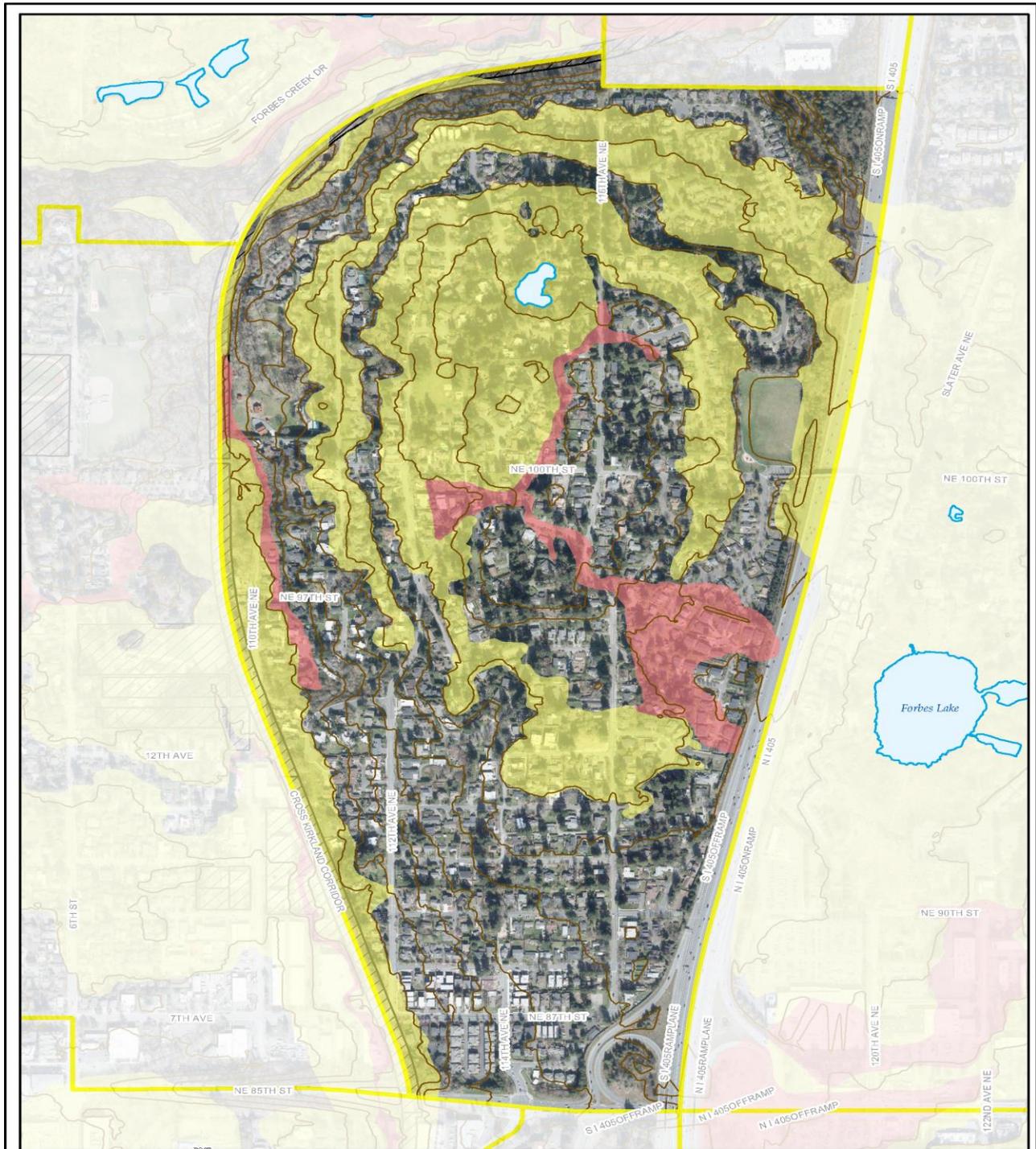
The boundaries of the critical areas displayed on this map are approximate. Field verification of all critical areas is necessary in order to properly determine all boundaries. Additional critical areas that have not been mapped may be present on a development proposal site.



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Figure H-2a: Highlands Landslide Susceptibility



- Legend**
- High Liquefaction Potential
 - Medium Liquefaction Potential
 - Twenty-Foot Contours
 - Lakes
 - Neighborhoods
 - Public Facilities

Critical Area Boundaries
 The boundaries of the critical areas displayed on this map are approximate. Field verification of all critical areas is necessary in order to properly determine all boundaries. Additional critical areas that have not been mapped may be present on a development proposal site.


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Figure H-2b: Highlands Liquefaction Potential

Policy H-8:

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

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



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 towith the existing residential ~~character~~ identity of the neighborhood.



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.



Multifamily-Larger-scale residential development housing 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.]

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.

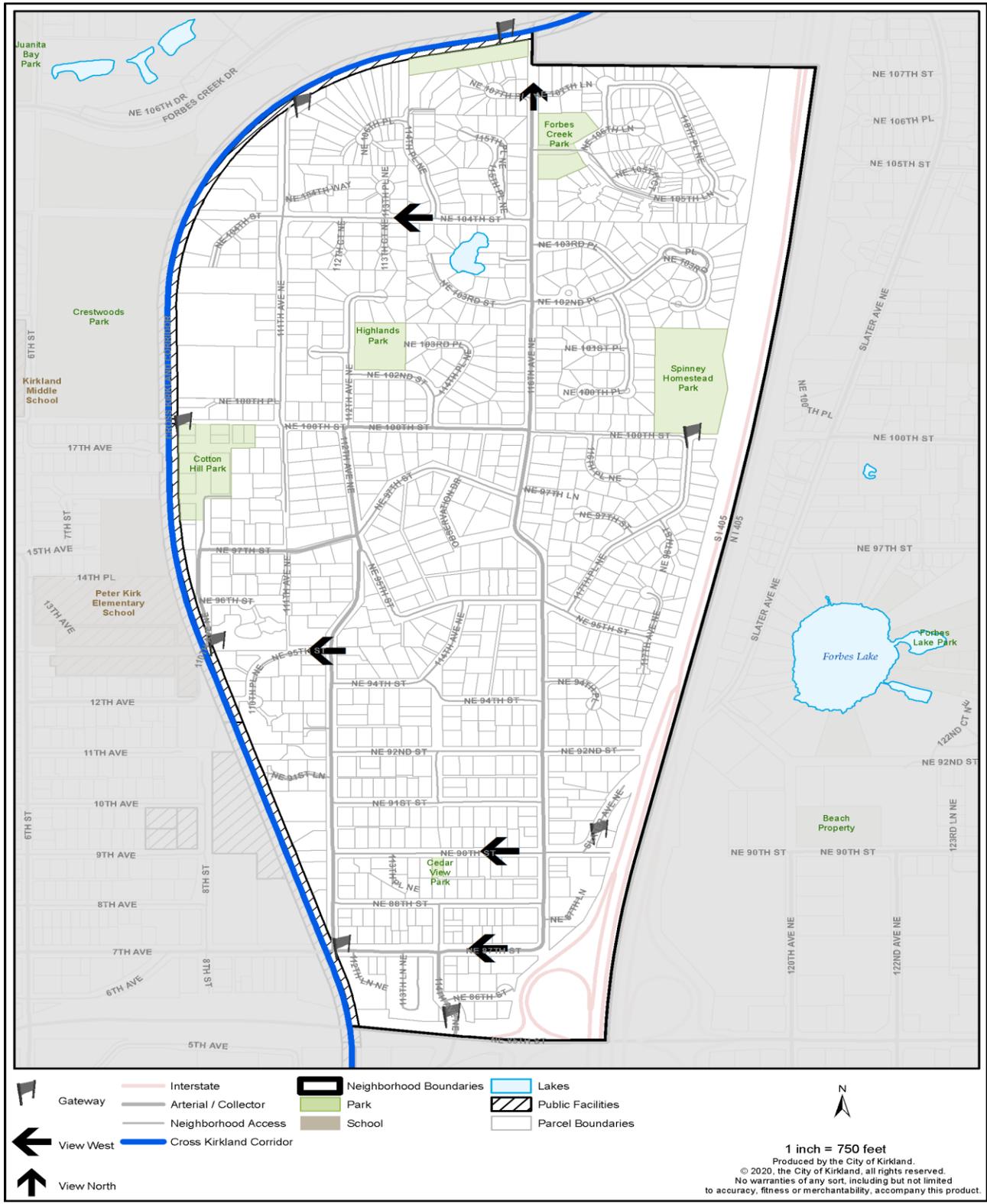
Policy H-17:

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

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.

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.

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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~~ Walking and rolling 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.



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. 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.

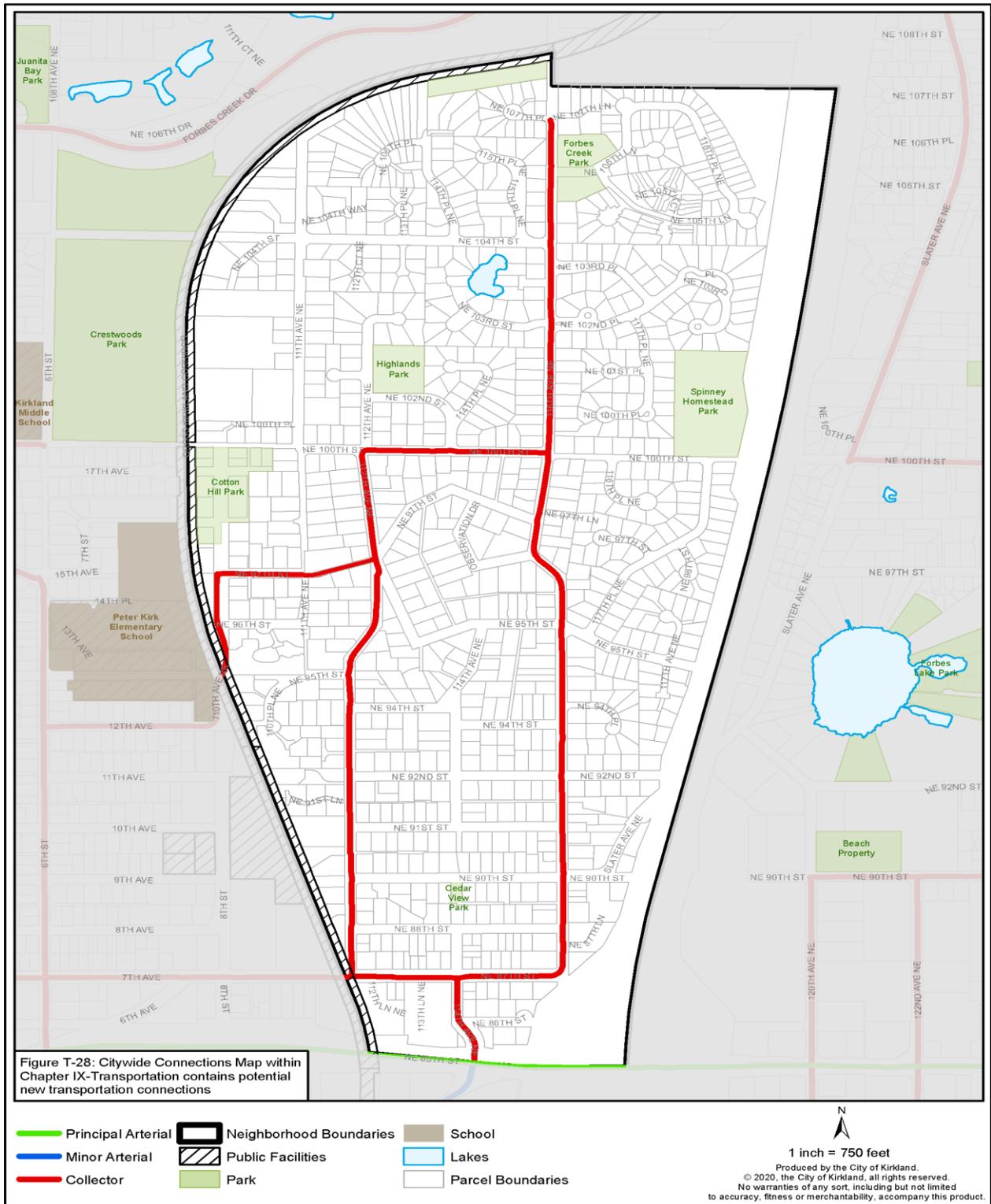
The Cross Kirkland Corridor Master Plan and Transportation Element of the Comprehensive Plan describe how the corridor should be developed as a multimodal transportation corridor for pedestrians, bicycles, utilities and potential transit. The corridor is part of a larger regional bicycle and pedestrian trail network to link neighborhoods within

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

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



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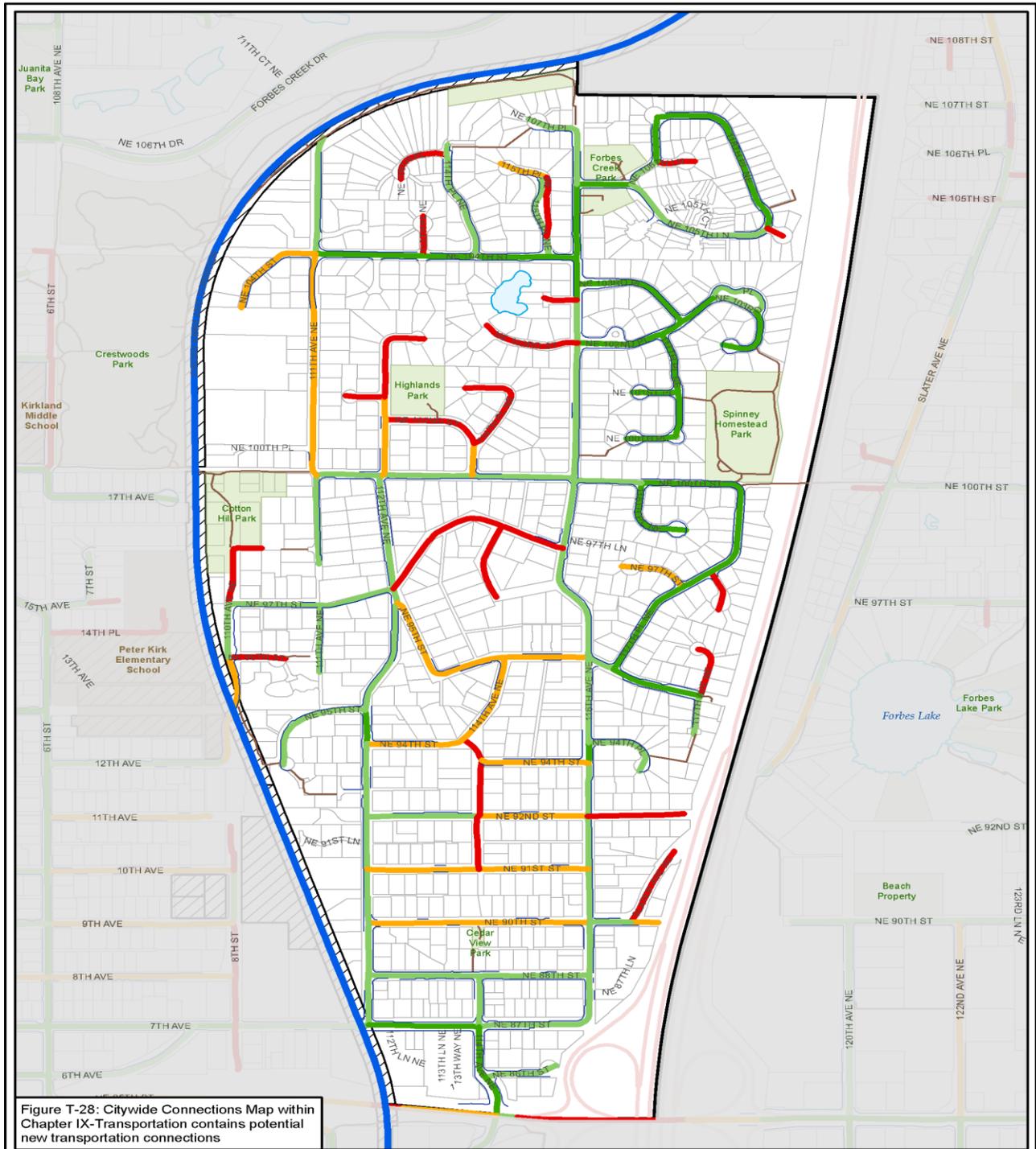


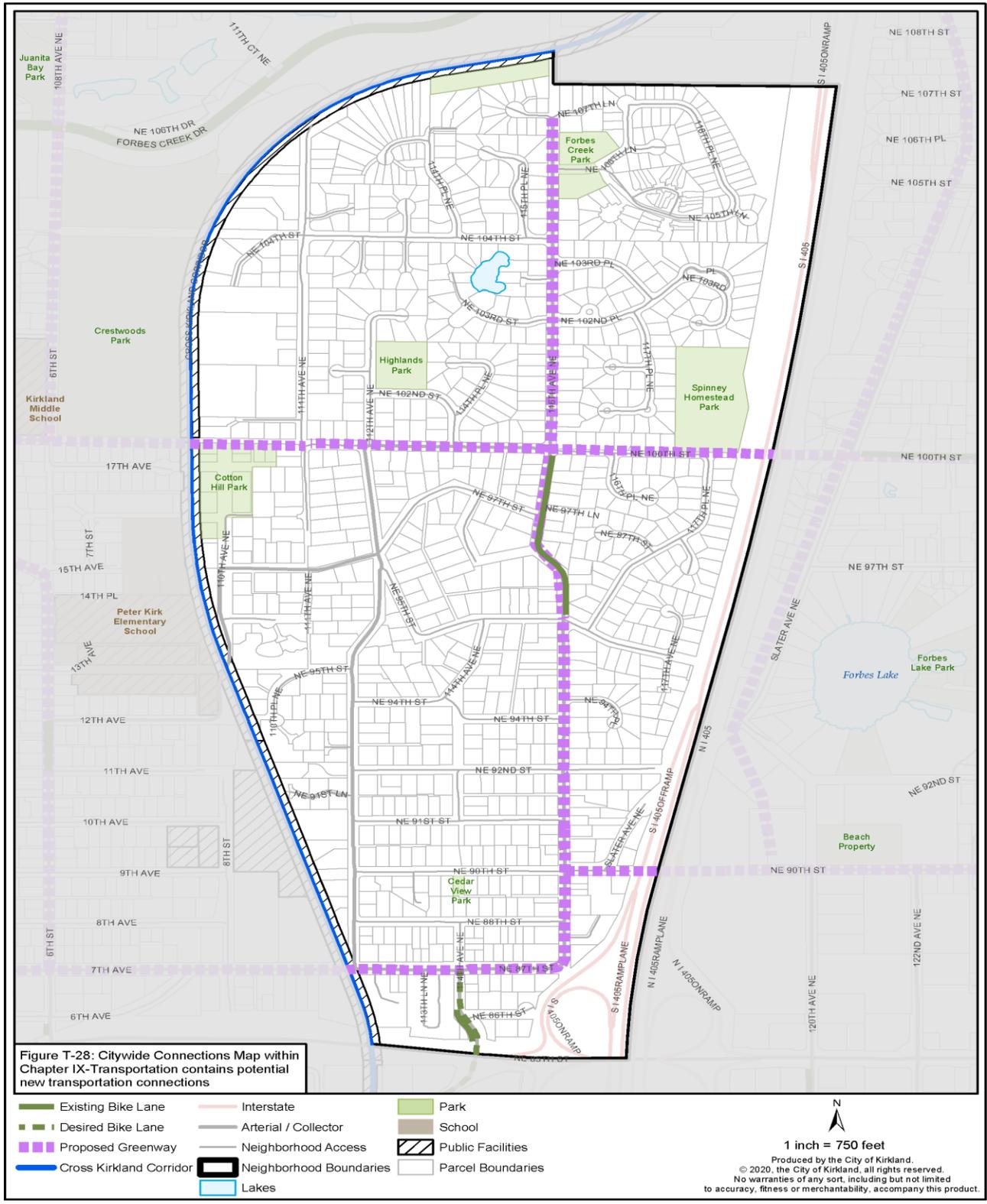
Figure T-28: Citywide Connections Map within Chapter IX-Transportation contains potential new transportation connections

- Sidewalks
- No Sidewalk
- Intermittent Sidewalk
- Sidewalk Complete One Side Only
- Sidewalk Complete Both Sides
- Cross Kirkland Corridor
- Existing Trails
- Neighborhood Boundaries
- Lakes
- Park
- School
- Public Facilities
- Parcel Boundaries

1 inch = 750 feet

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Figure H-6: Highlands Street Pedestrian System



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Figure H-7: Highlands Bicycle System

8. OPEN SPACE/PARKS

Within Highlands, there are six parks and open space opportunities dispersed throughout the neighborhood: Forbes Creek Park, Cotton Hill Park, Spinney Homestead Park, Highlands Park, Cedar View Park, and open space located north of the Highland 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 [walking and rolling](#) 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.



New playground facilities at Highlands Park



Highlands Trails

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.