

- a. 2044 Comprehensive Plan Continued Public Hearing: Kingsgate Neighborhood Plan Update, File No. CAM23-00555;

2044 Comprehensive Plan Continued Public Hearing: General Neighborhood Plan Amendments, File No. CAM22-00032

2023-2024 Par Mac – Totem Lake Community-Initiated Amendment Request, File No. CAM22-00873

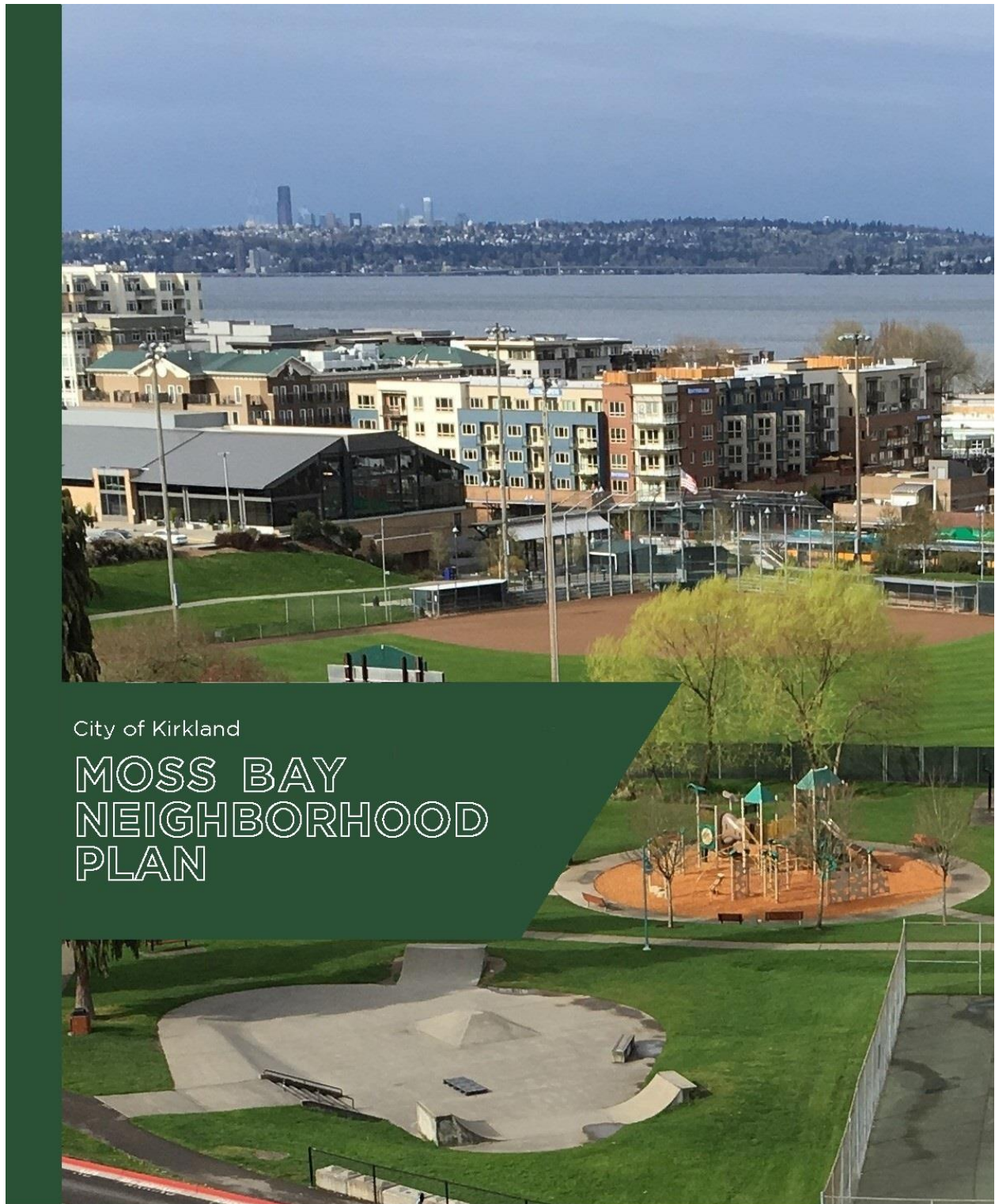
Address: Purpose: Receive written public testimony until July 11, 2024, and continue the public hearings for all Neighborhood Plans except for the Juanita Neighborhood Plan (the PC previously completed their deliberation on this chapter at the May 23, 2024 meeting).

The PC and community should note that the record remains open for written testimony to be submitted until the PC begins deliberations, but no further spoken testimony will be accepting during the July 11 PC meeting.

Action: Staff Contact:

XV.D. Moss Bay **AmendedOrd. 4864**

Print Layout (PDF)



City of Kirkland

MOSS BAY NEIGHBORHOOD PLAN

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

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

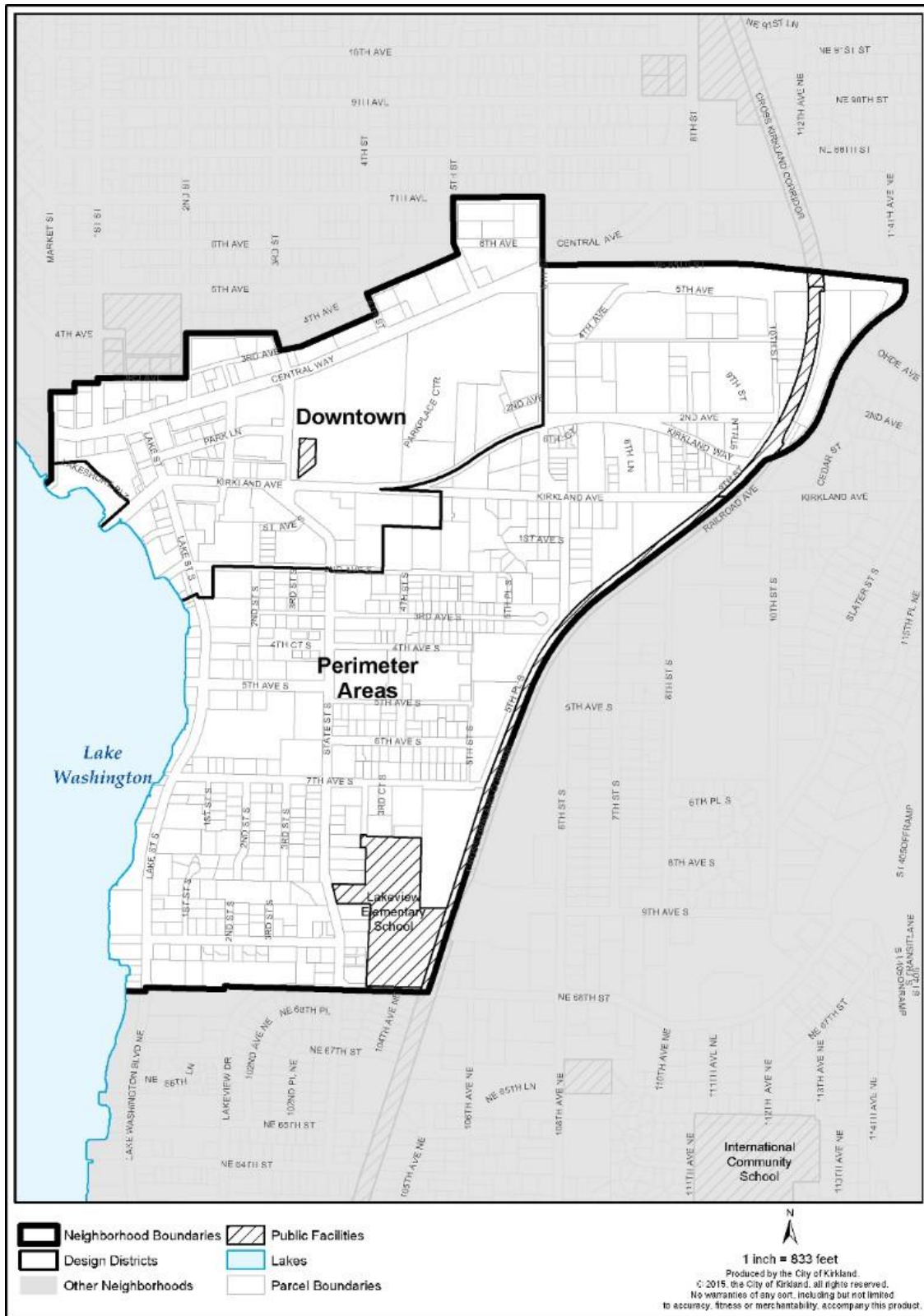
In terms of land use, the Moss Bay Neighborhood is Kirkland's most complex area. Situated on the shores of Lake Washington, the area contains a wide variety of land uses, including Downtown retail businesses, industrial activities, offices, well established ~~single-family~~ areas of single-unit detached 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~~ designated 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 by PSRC in 2023. By ~~2035~~ 2044, 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.

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 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

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 that is easy to navigate by way of walking and rolling. 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 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.

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.

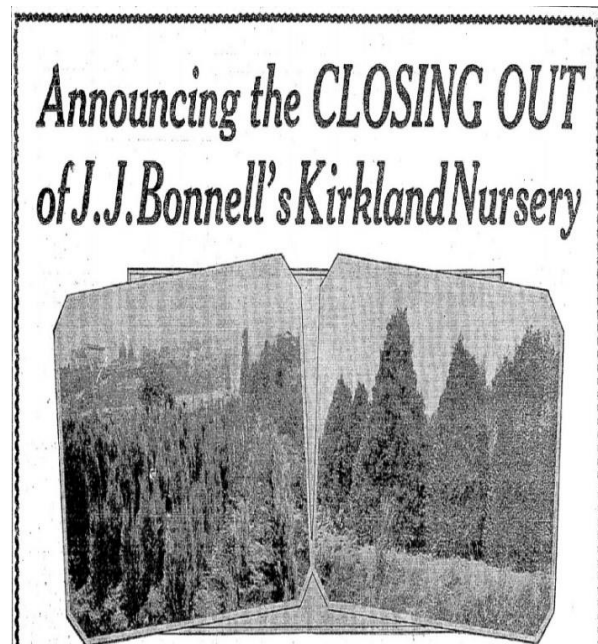
It was during the Burke & Farrar era that Kirkland experienced its first boom. With the Lake Washington Ship Canal and the lowering of Lake Washington in sight, Kirkland's earliest businessmen set up shop on the lake shore with their buildings balanced on pilings over the lake. Burke & Farrar had their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



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.

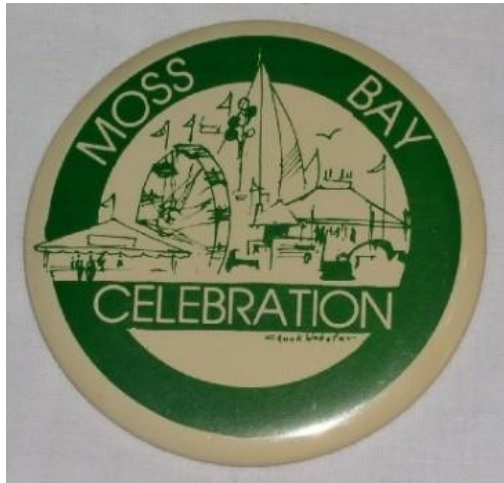


During WWII, the Kirkland Marine Construction Company, also known as the Wooden Boat Factory, had the largest government contract to build Picket Boats for the U.S. Coast Guard. The boatyard is now the David Brink Park.



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.

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.

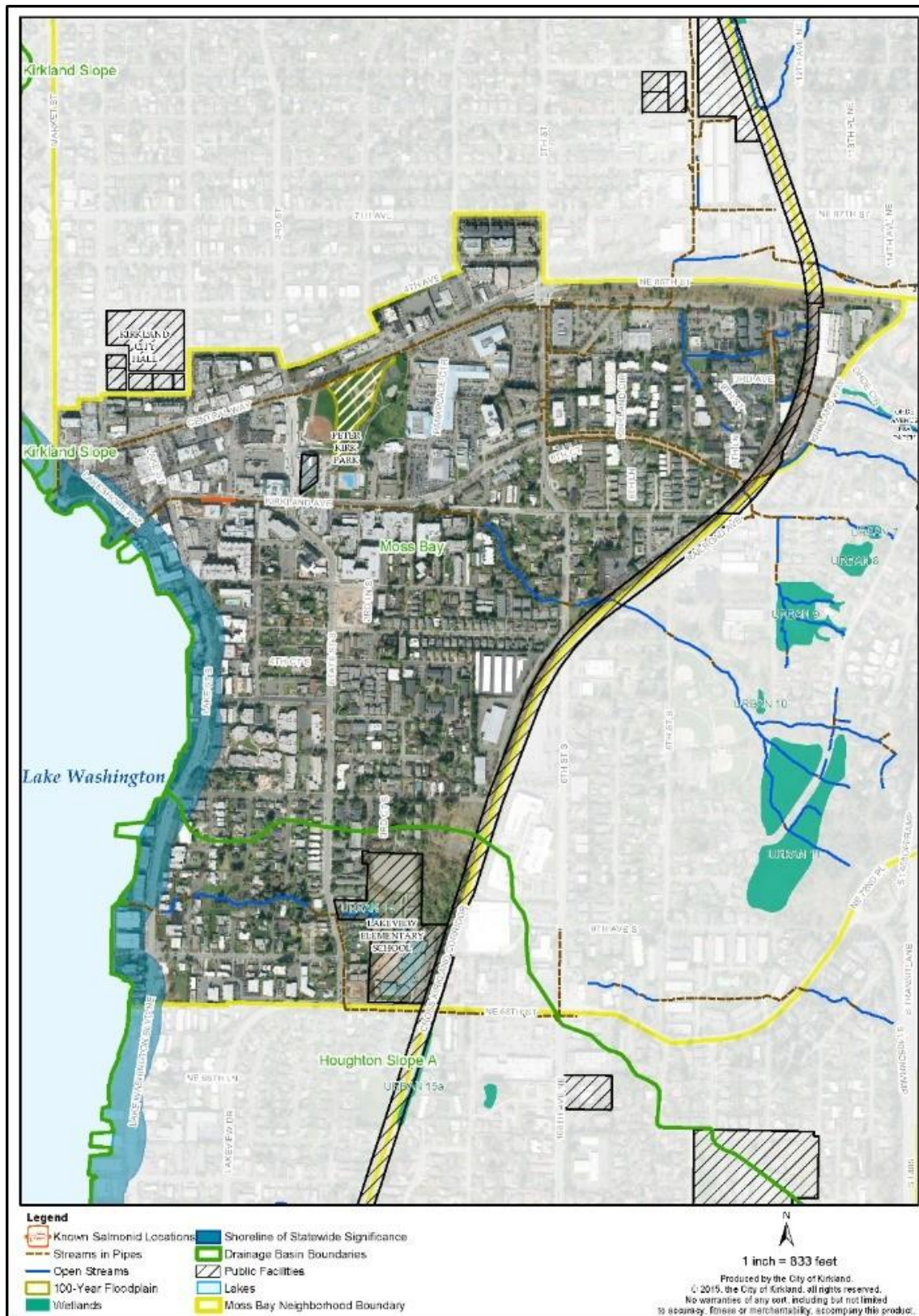
Policy MB-6:

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.

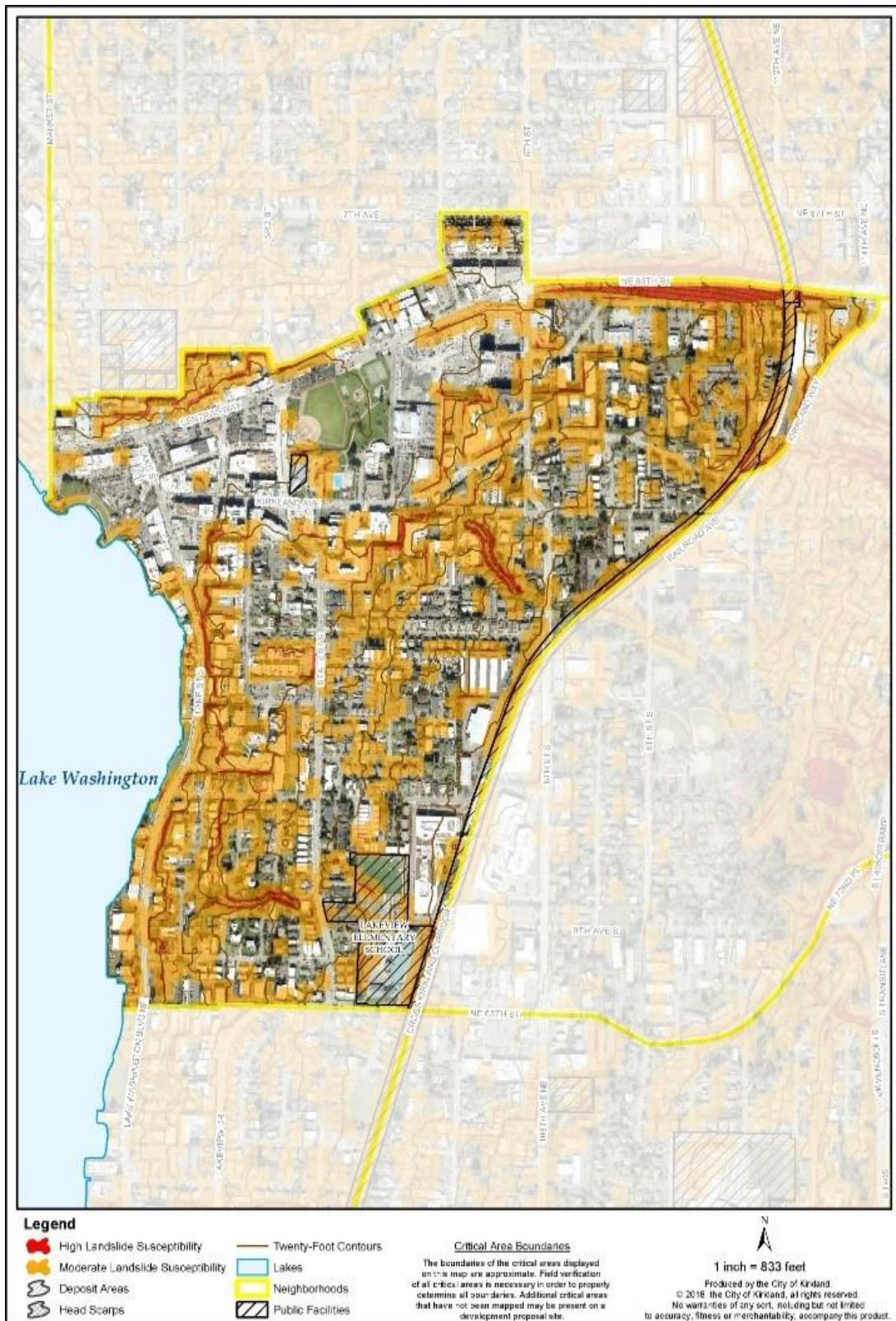


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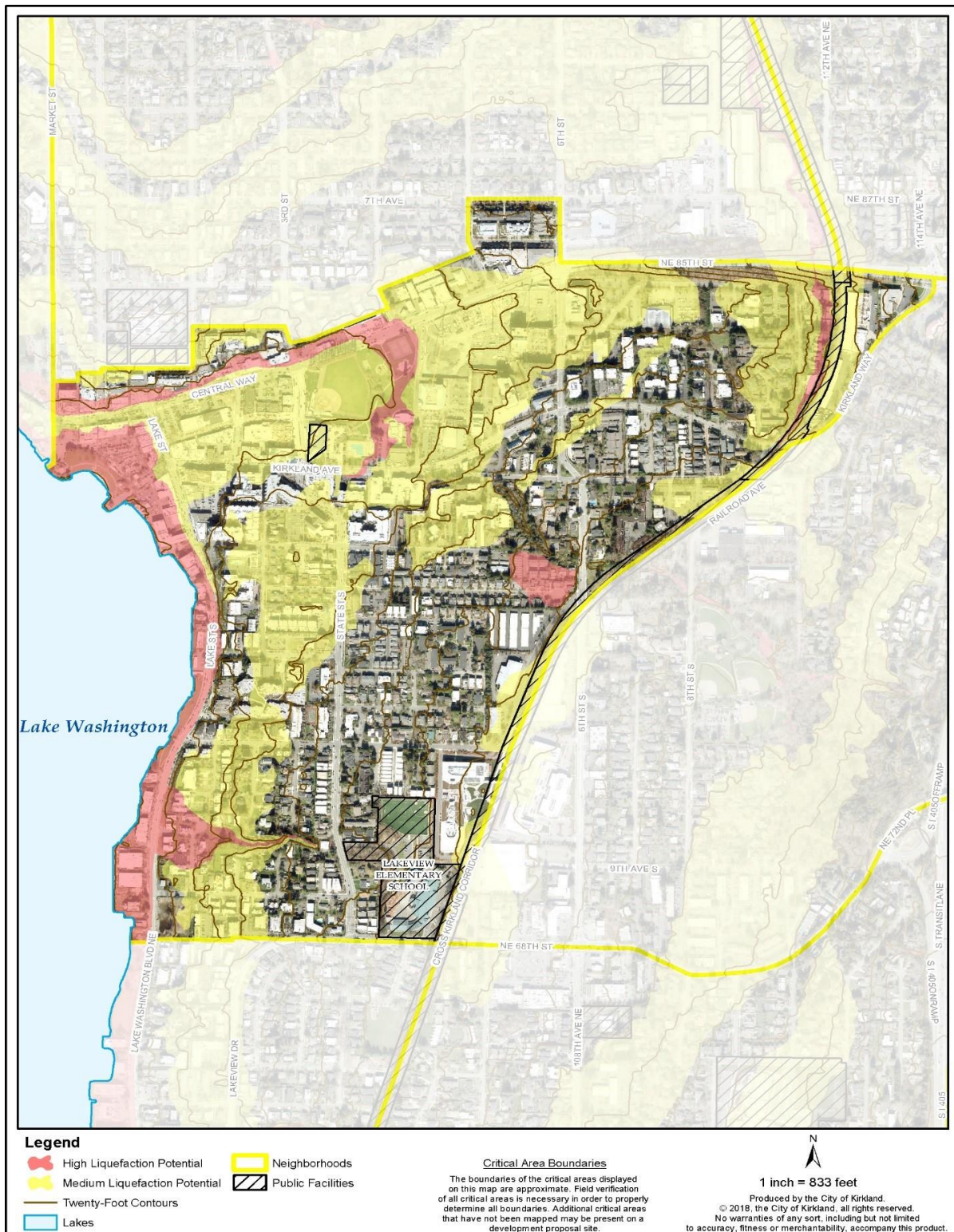
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Figure MB-2 Moss Bay Wetlands, Streams, and Lakes



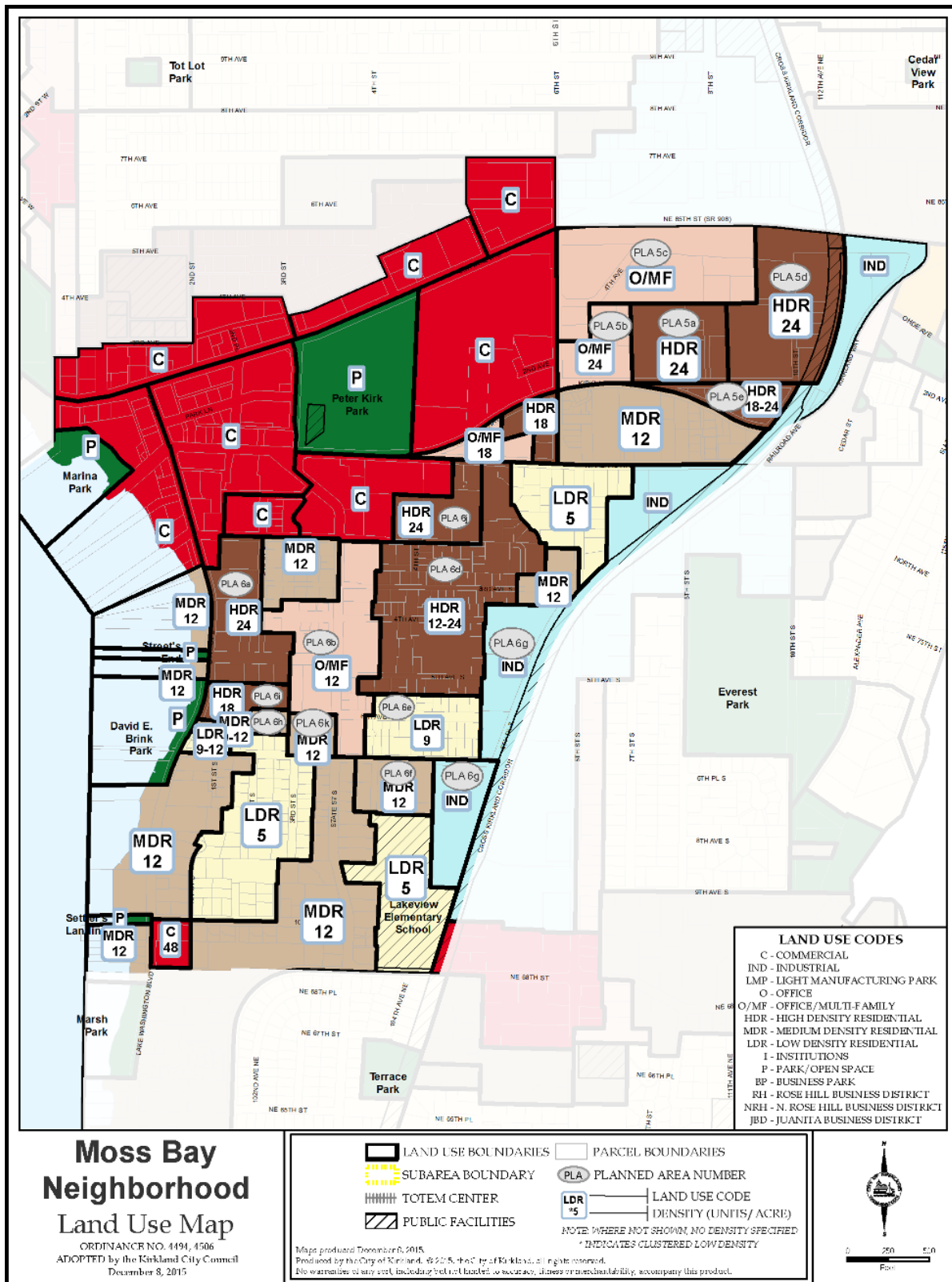
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Figure MB-3a: Moss Bay Landslide Susceptibility



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

Figure MB-3b: Moss Bay Liquefaction Potential



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Figure MB-4: Moss Bay Area Land Use

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.

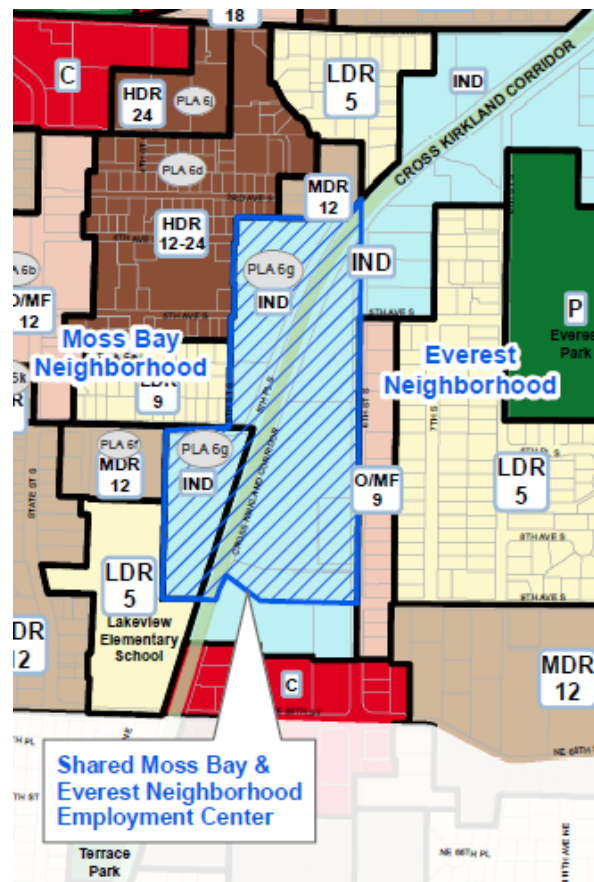
As described in Land Use Element Policy LU-5.5, the Moss Bay neighborhood is part of the Greater Downtown Urban Center as designated in the King County Countywide Planning Policies, and the Greater Downtown Regional Growth Center as designated by PSRC (see Land Use Element Figure LU-2 for Urban Center 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 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 96.645.5 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 unit ~~credits~~ comprise at least 15% of the total activity unit ~~credits~~ and current residential activity unit ~~credits~~ comprise at least 15% of the total activity unit ~~credits~~. Currently in 2035, approximately 35 ~~6~~ percent of the activity units in the Greater Downtown Urban Center ~~are would be~~ residential, and

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:

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.

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.

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

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.

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

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

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.

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.

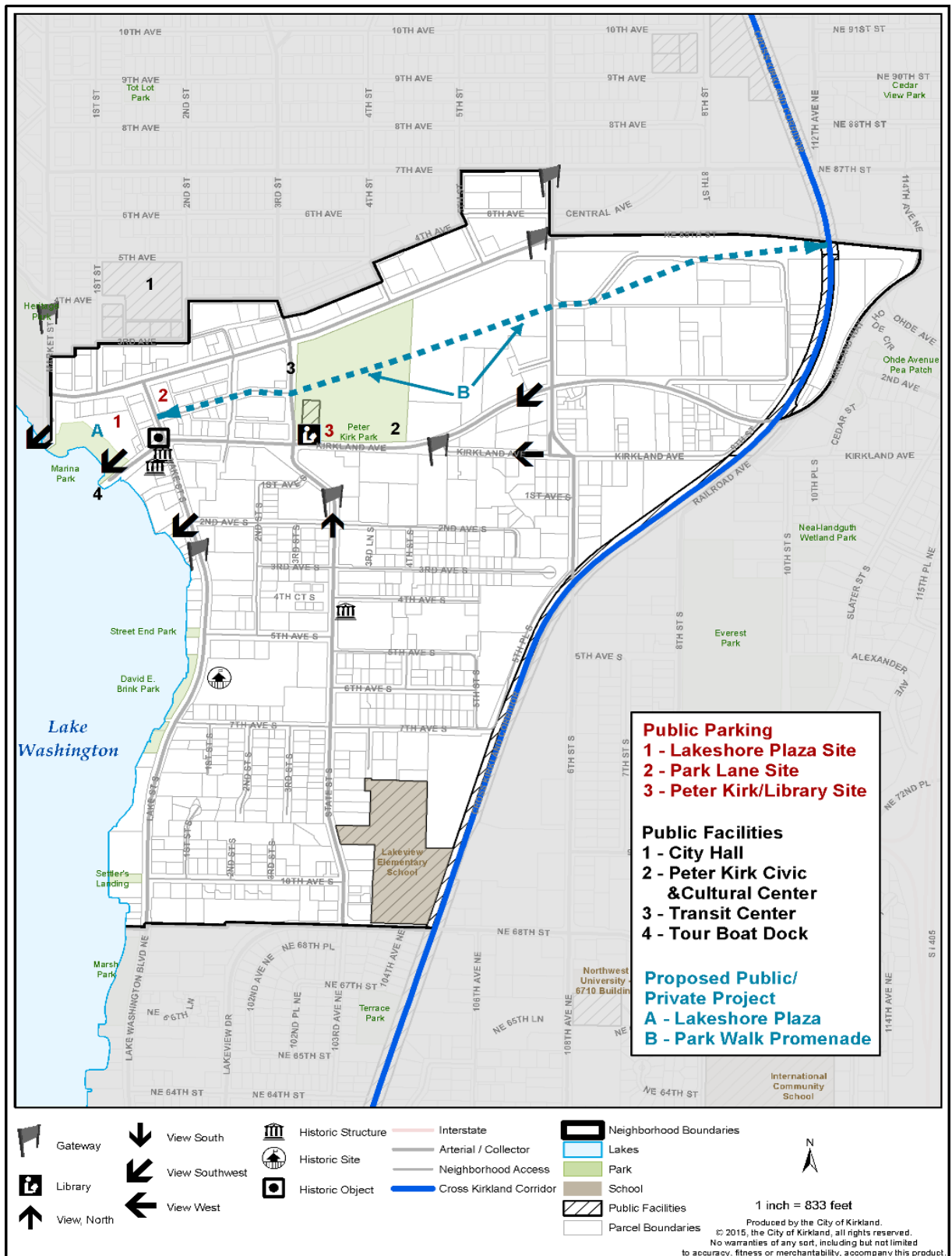
Convenience to the pedestrian will be enhanced by improving the directness and ease of pedestrian routes. “Shortcuts” between streets, or even between buildings, can link pedestrian routes over large distances where vehicles cannot circulate. Bicycle routes including building proposed greenways can also be helpful in creating safe routes for ~~cyclists~~ active transportation and care should be taken so ~~cyclists 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.



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

Figure MB-5: Moss Bay Urban Design Features



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. [In 2023, after considering findings from the Future of Park Lane case study, City Council opted to defer the study of any permanent closure of Park Lane to vehicle traffic until such a time that a robust community engagement process can be undertaken to better understand a wholistic community vision for the future of the Downtown Kirkland area.](#) Data and observations from the Evenings program, [the Future of Park Lane study](#), along with other pilot projects that seek to repurpose street space for people, should be evaluated [in conjunction with community and property owner involvement](#) to consider other similar temporary and permanent programs in the future.





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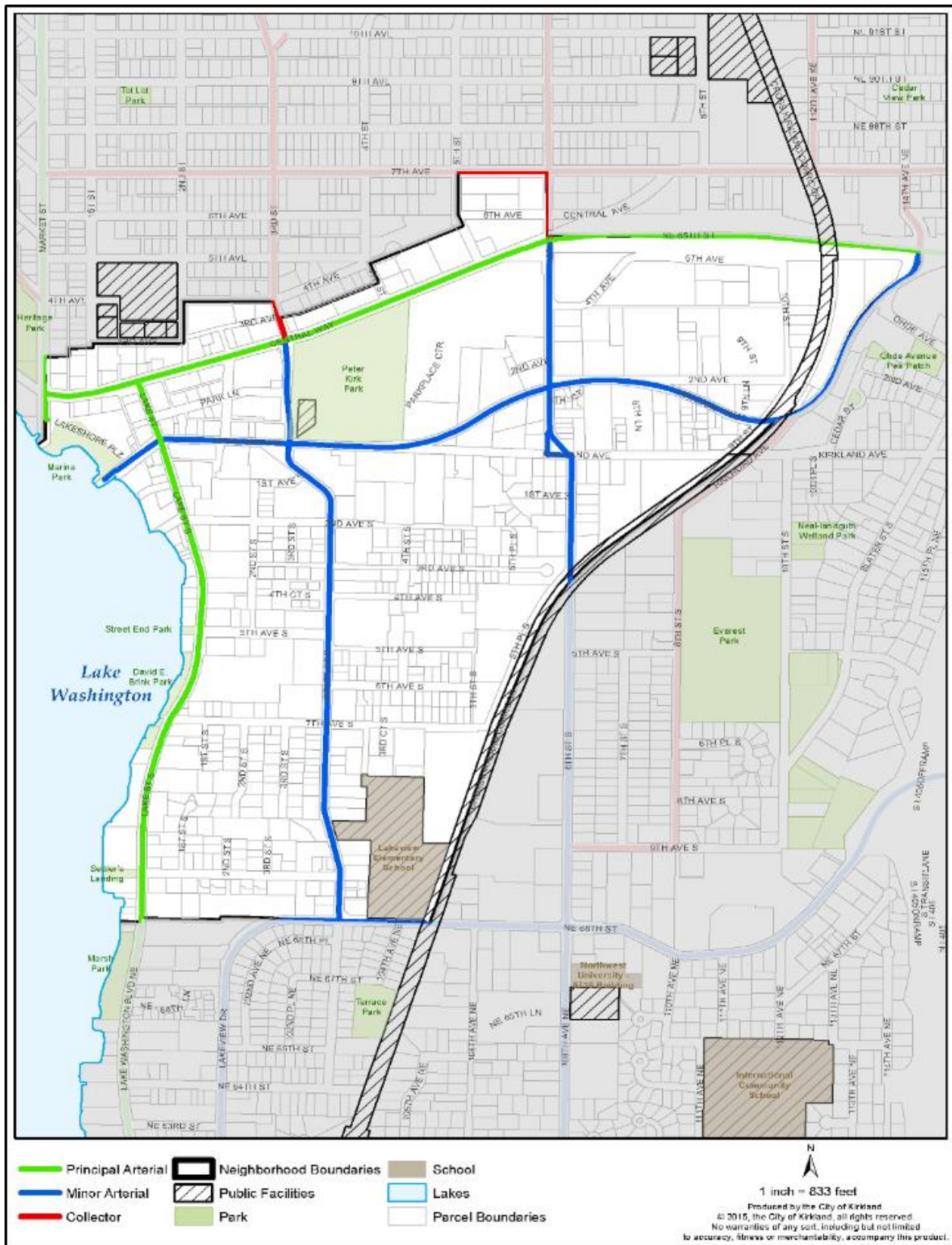
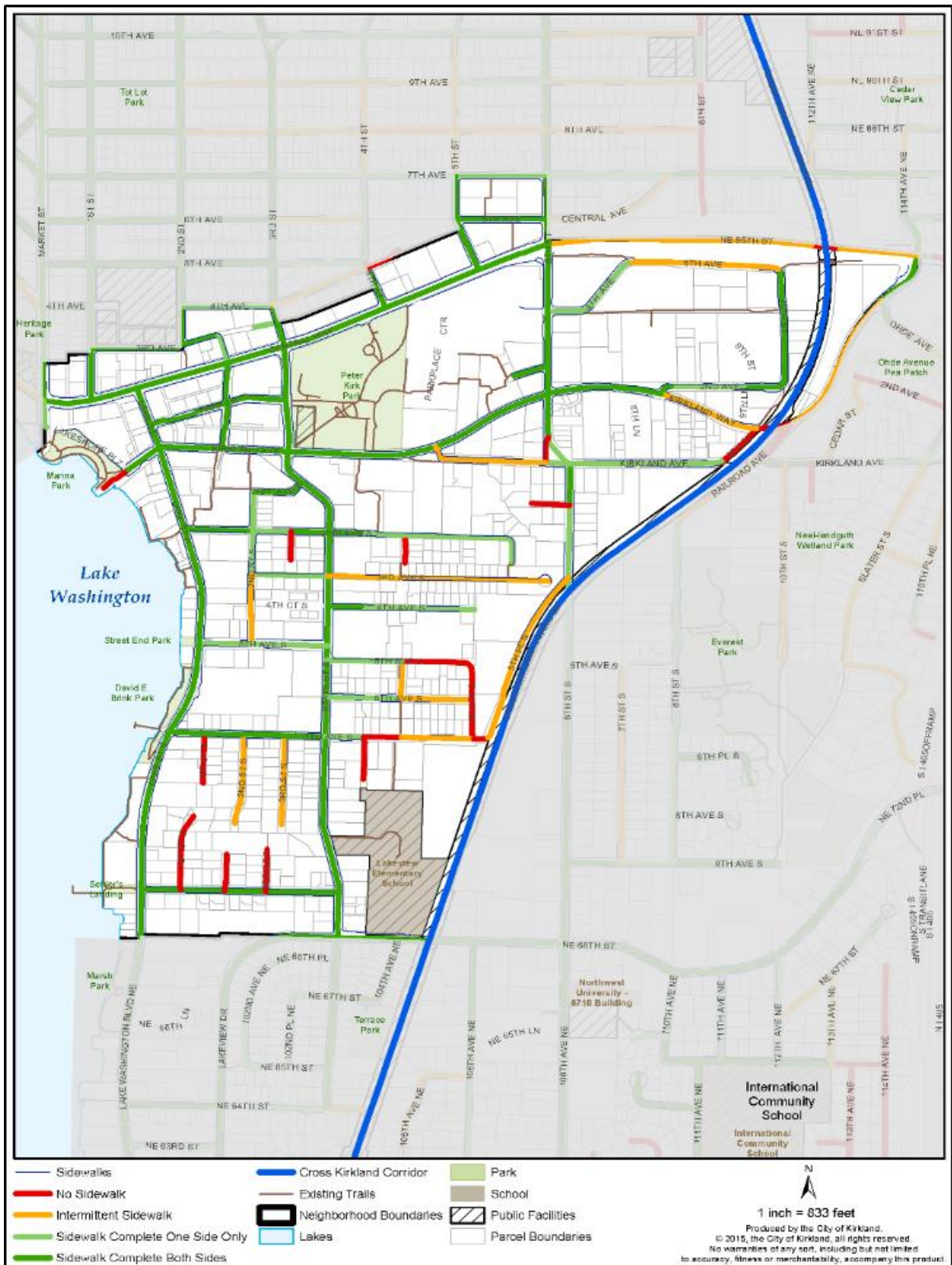


Figure MB-6: Moss Bay Street Classifications



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Figure MB-7: Moss Bay Pedestrian System

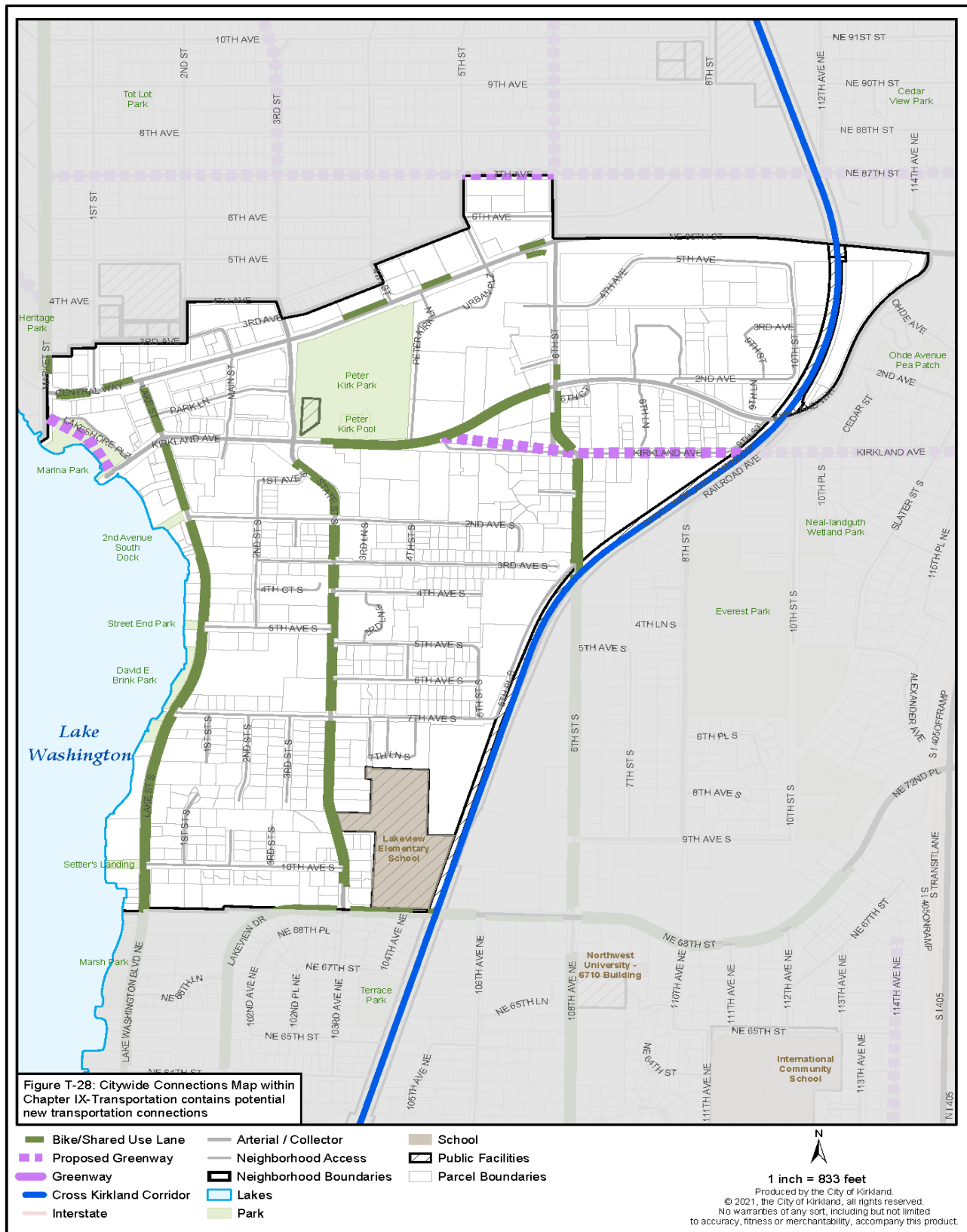


Figure MB-8: Moss Bay Bicycle System

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.

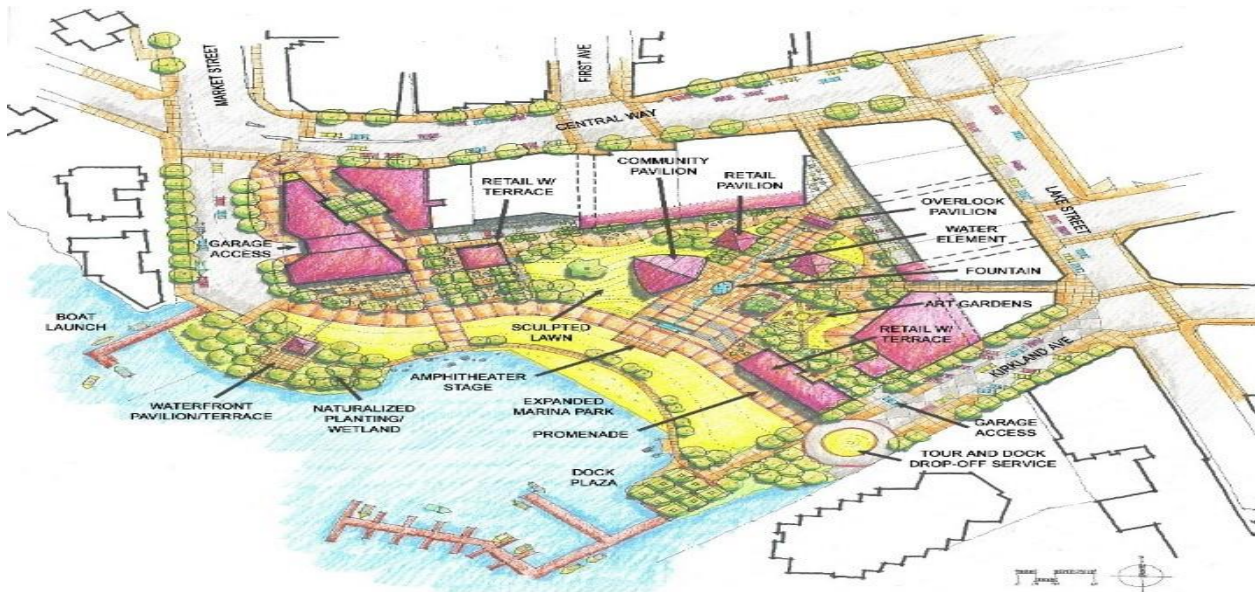


Figure MB-9: Lakeshore Plaza at Marina Park Concept Sketch

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.

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.



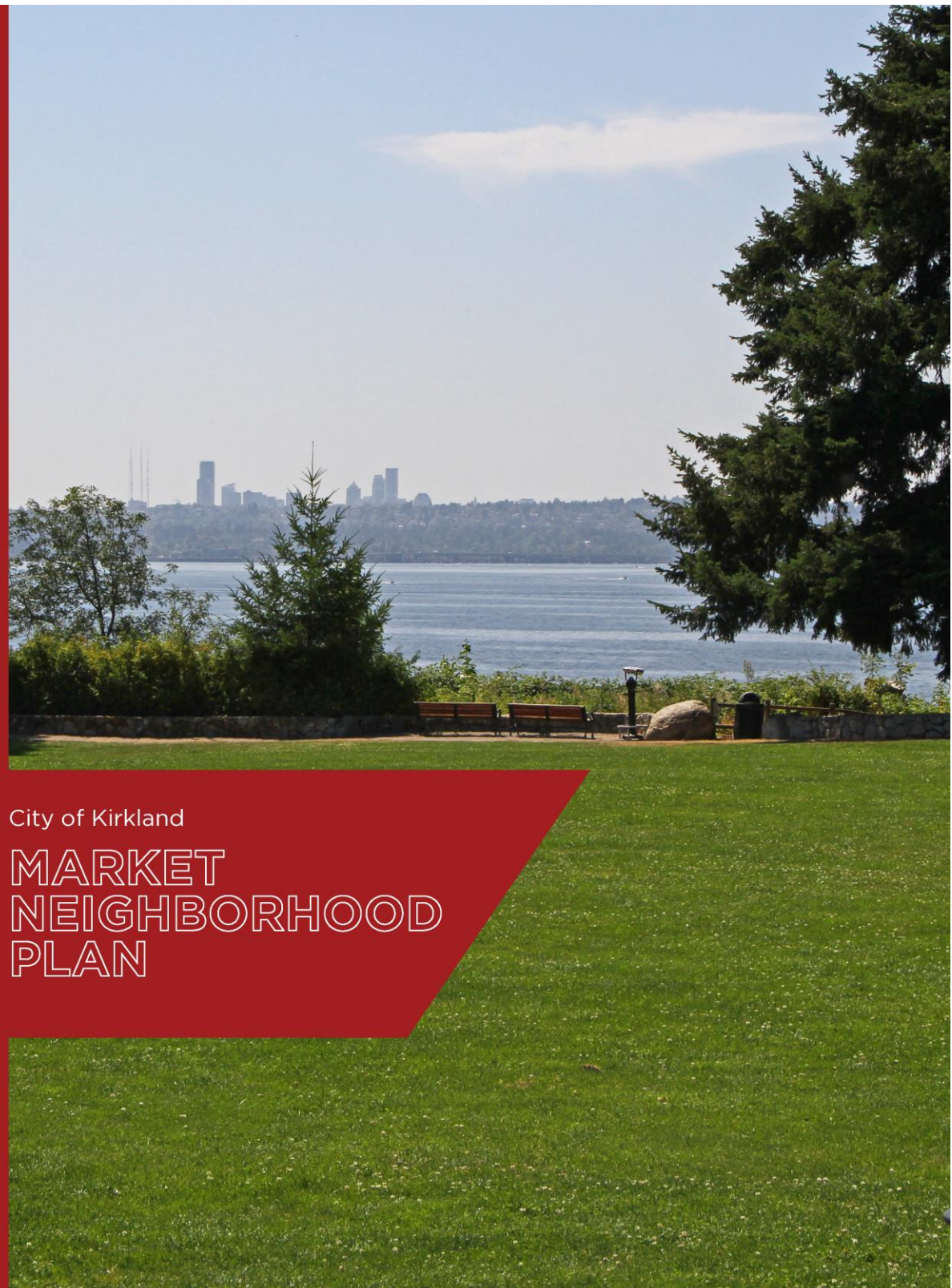
Policy MB-39:

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.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.

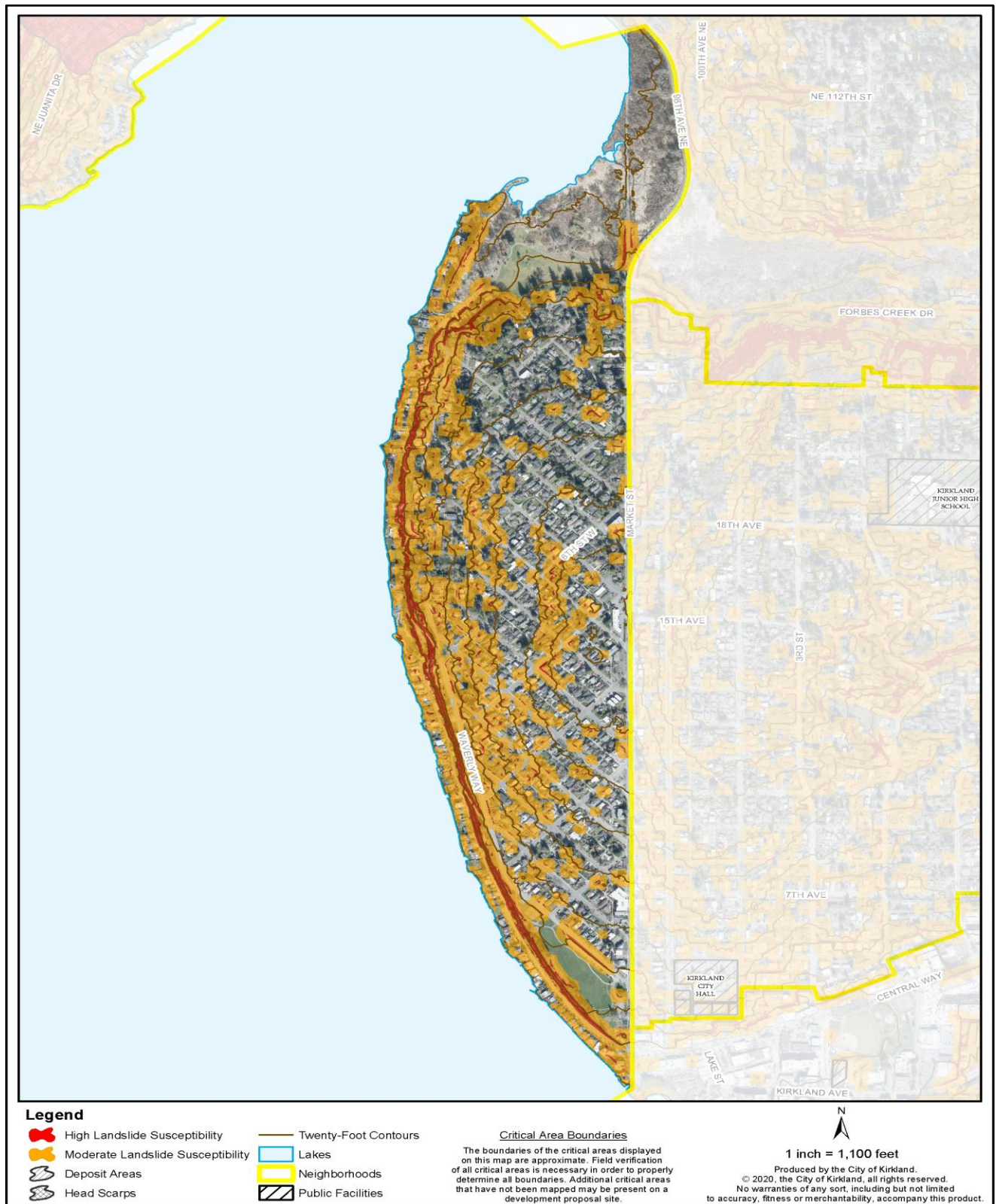
Policy M-7:

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.

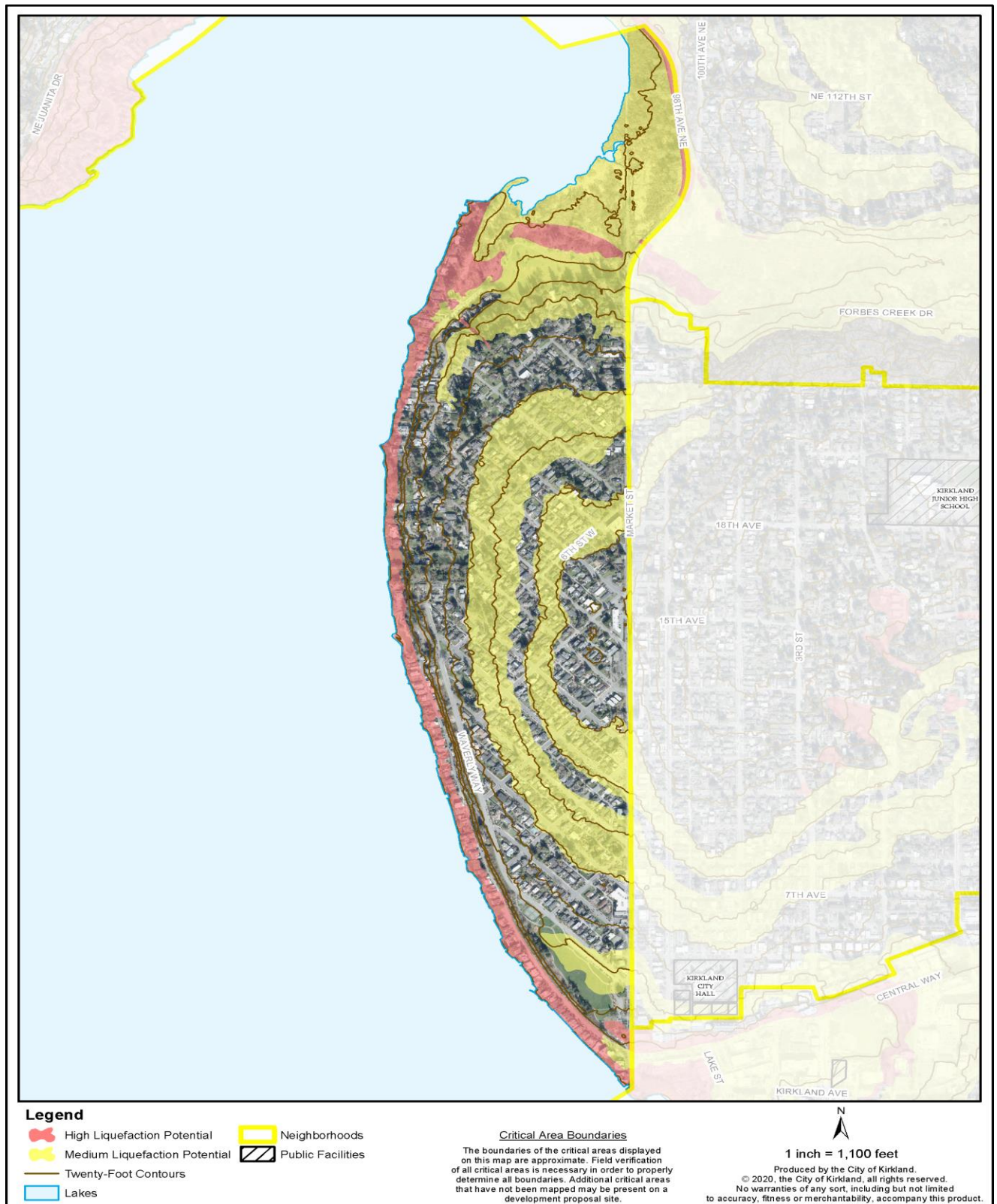


Viewpoint at Juanita Bay Park



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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

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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 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.

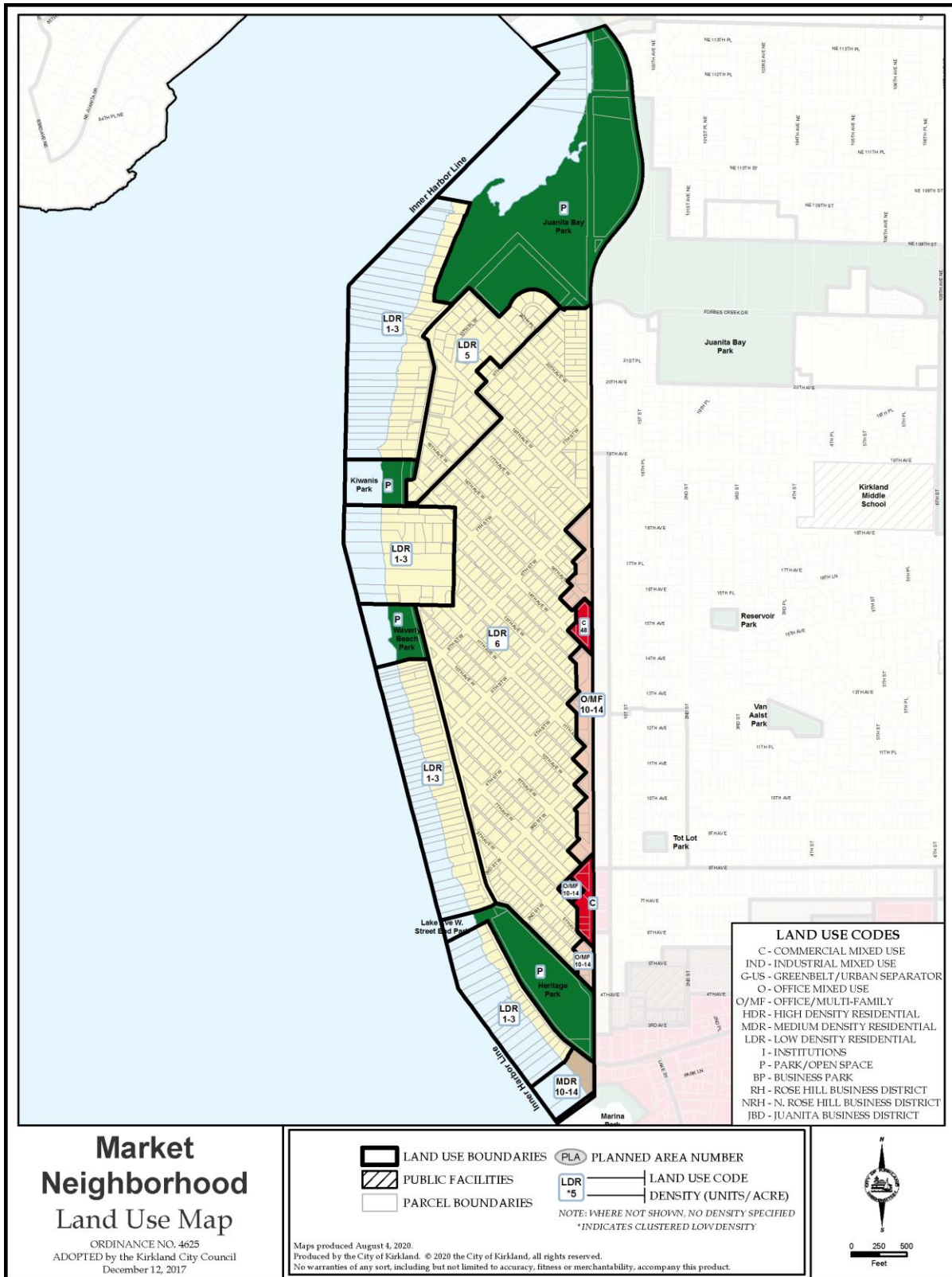
The Market Neighborhood contains an increasing number of ADUs that provide smaller housing options at a more moderate cost. Other smaller housing types, such as duplexes, triplexes, and cottages, are allowed in low-density-all lower-density residential areas per the Kirkland Zoning Code. These other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

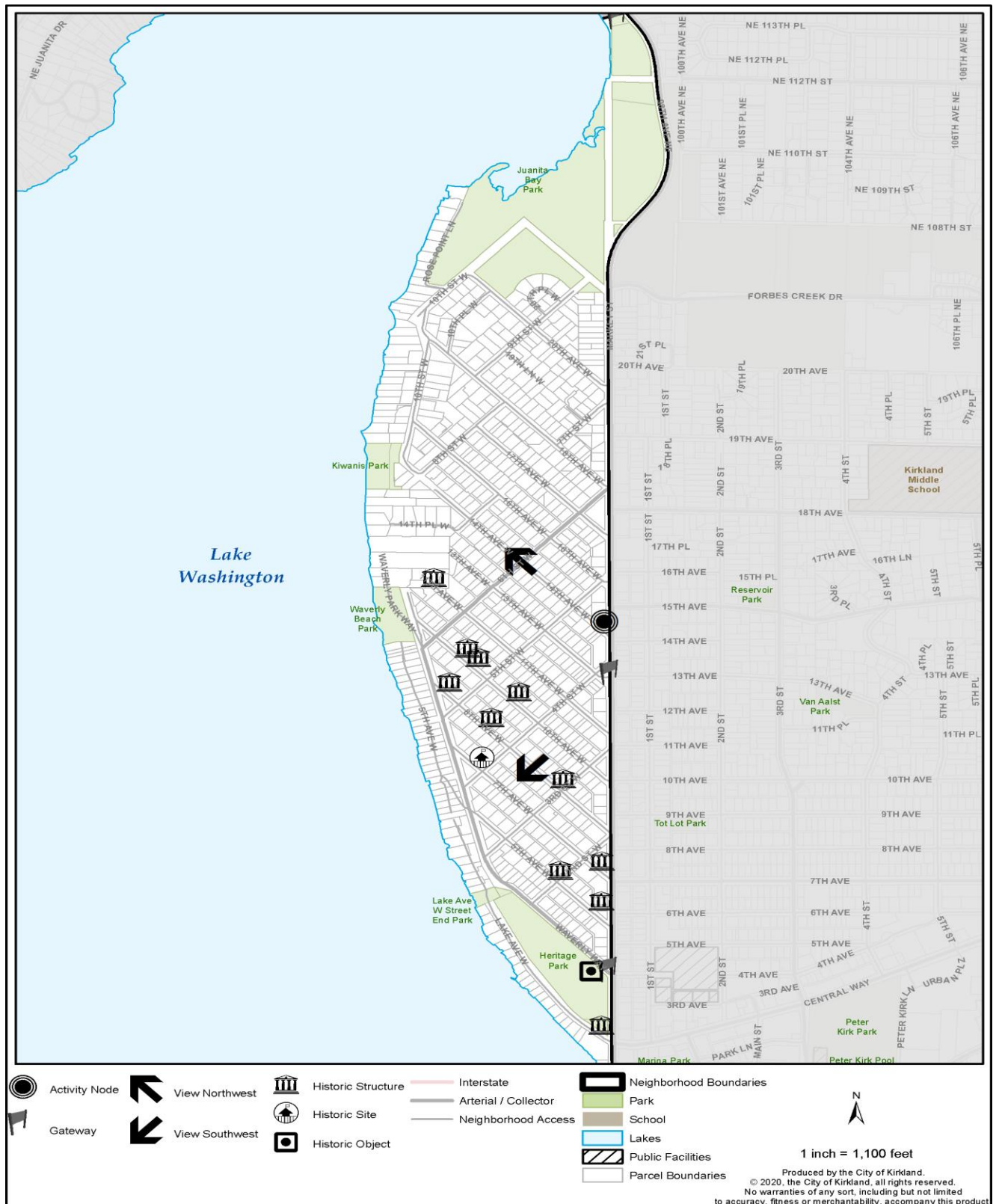
Policy M-14:

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.

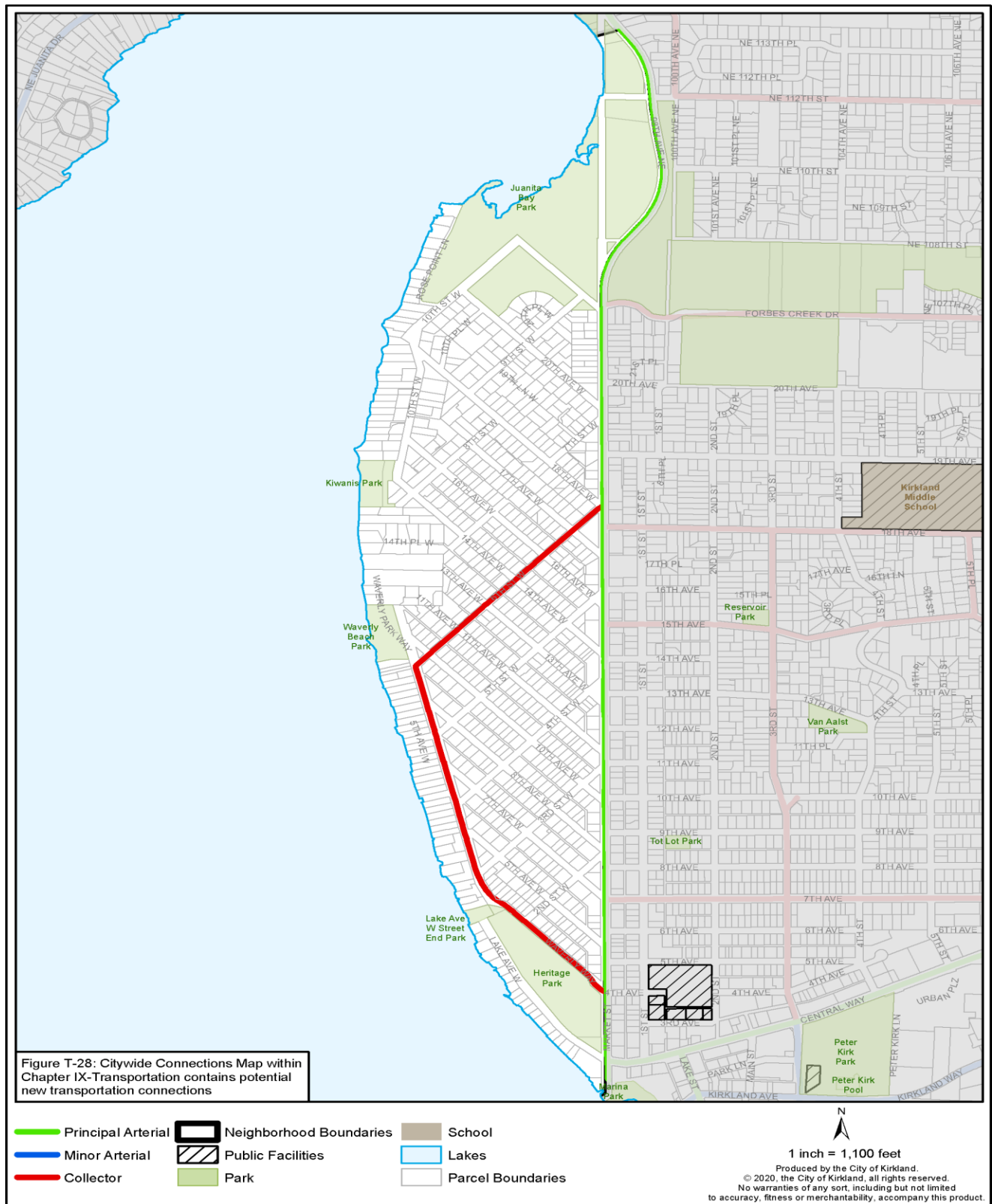
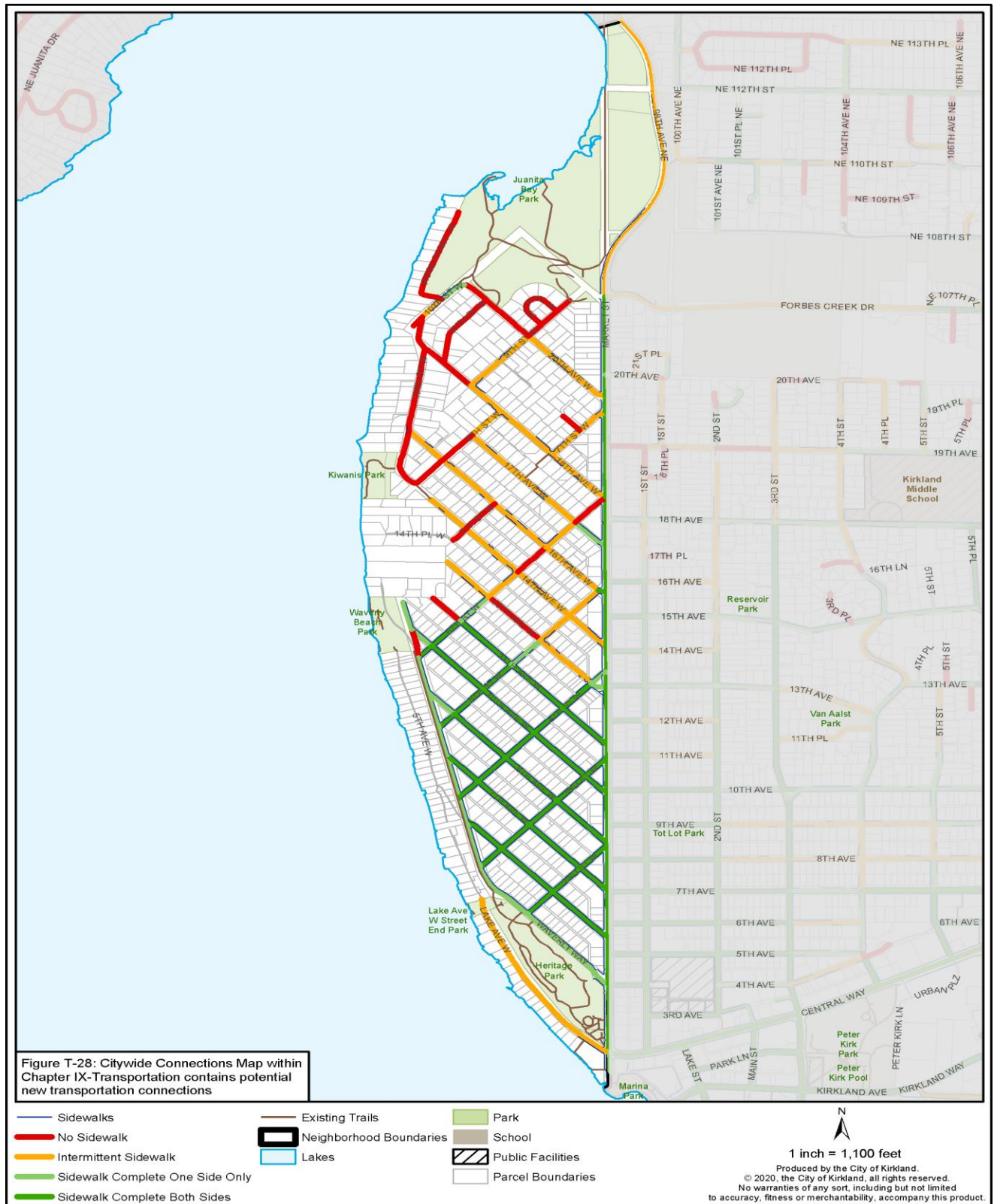


Figure M-5: Market Street Classifications



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

Figure M-6: Market Pedestrian System

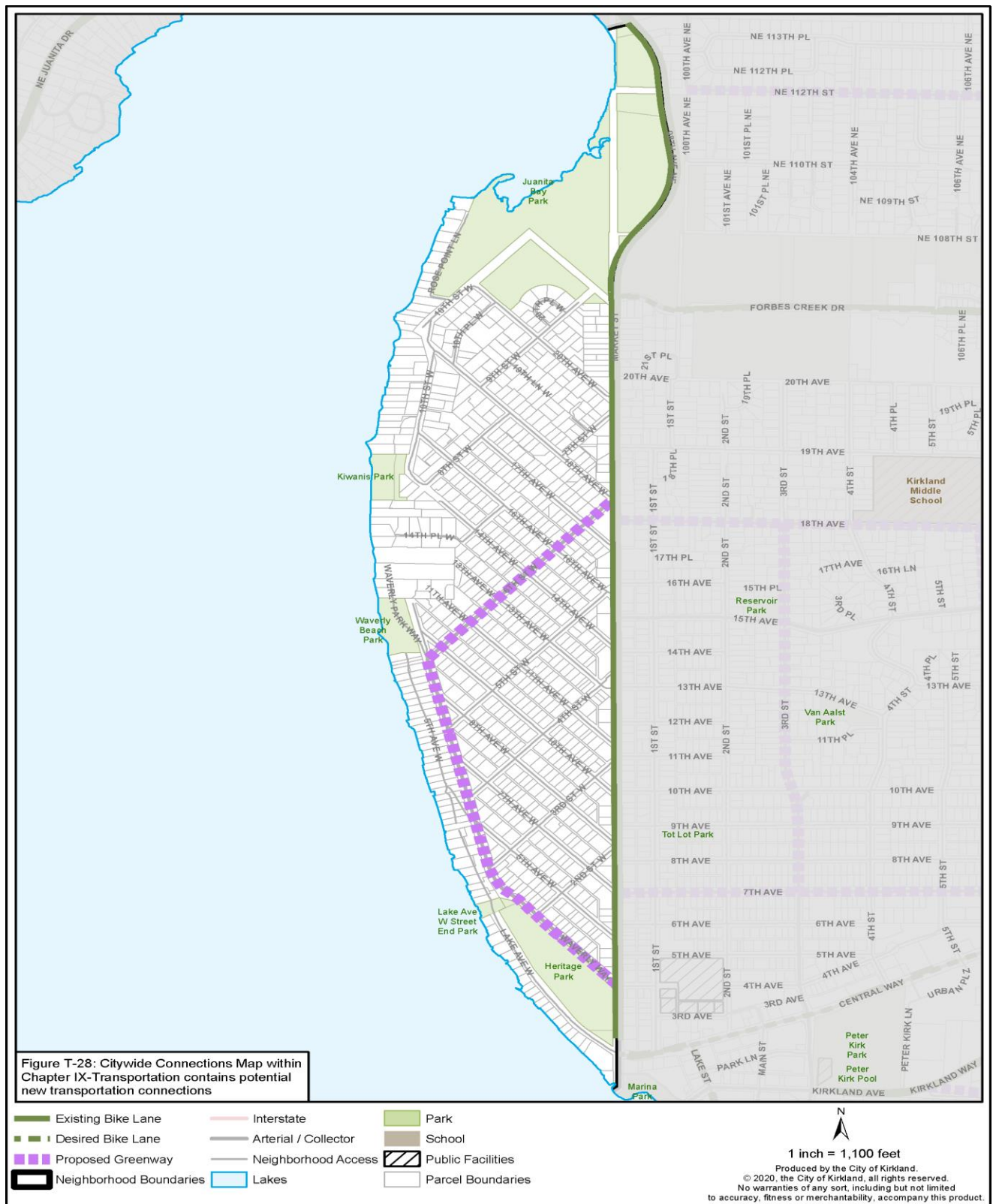


Figure M-7: Market Bicycle System

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 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

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.

XV.N. Highlands Neighborhood

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



City of Kirkland

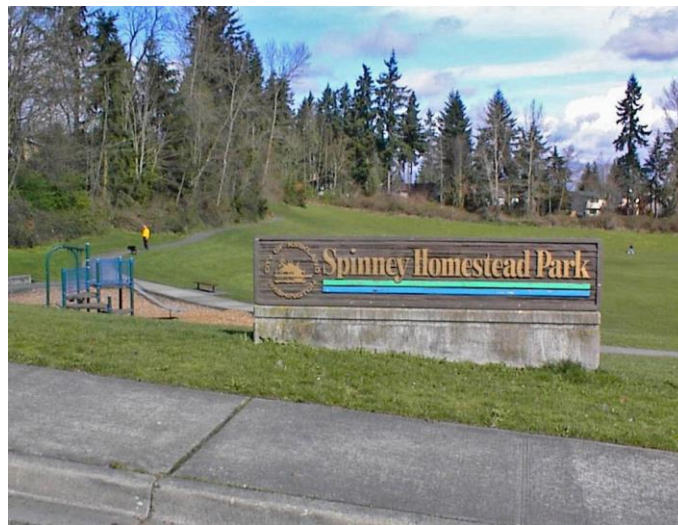
HIGHLANDS NEIGHBORHOOD PLAN



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.



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 CharacterLand 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:

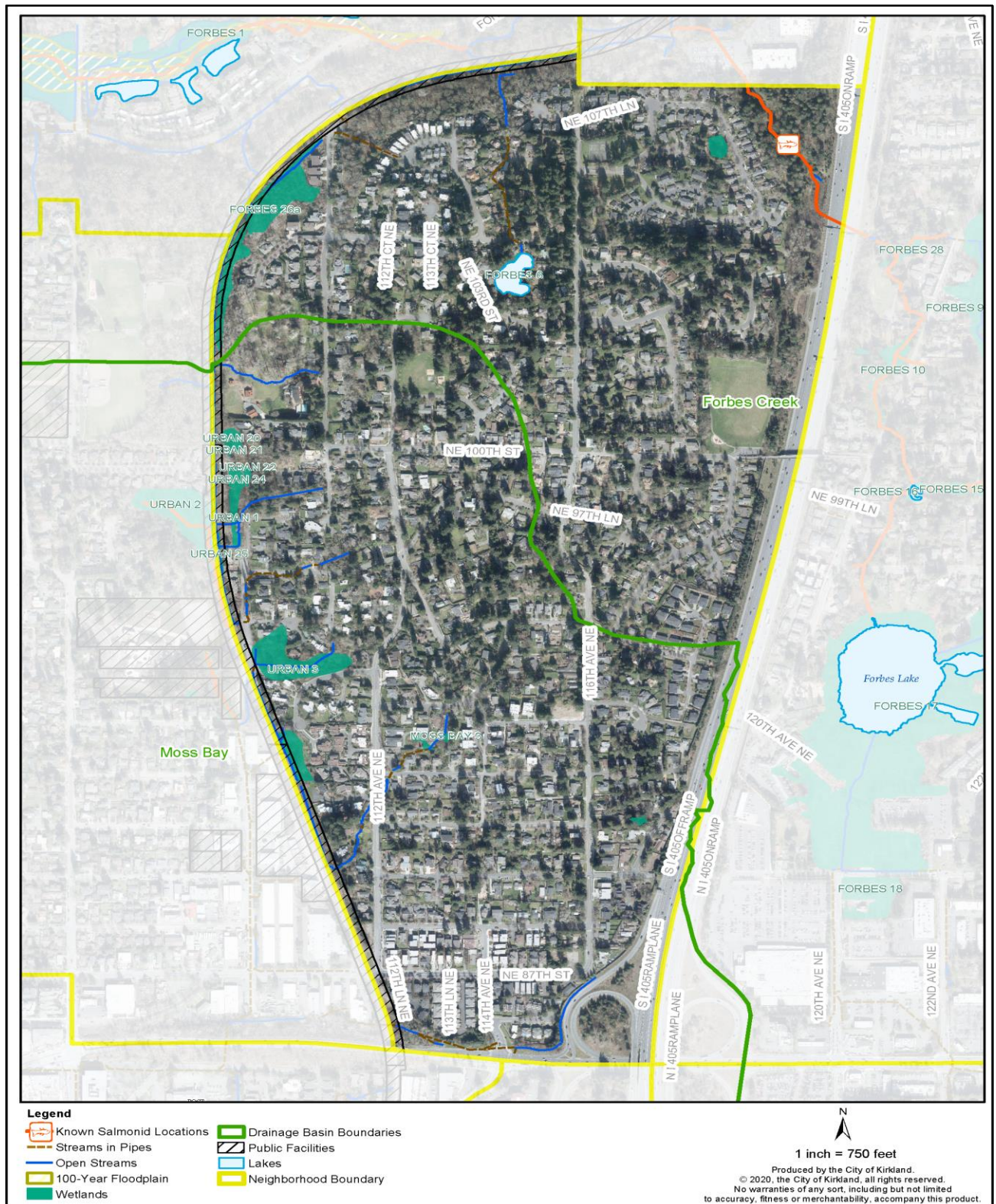
Develop viewpoints and interpretive information where appropriate on property around streams and wetlands if protection of the natural features can be reasonably ensured.

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.



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

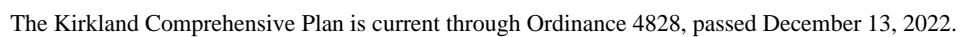
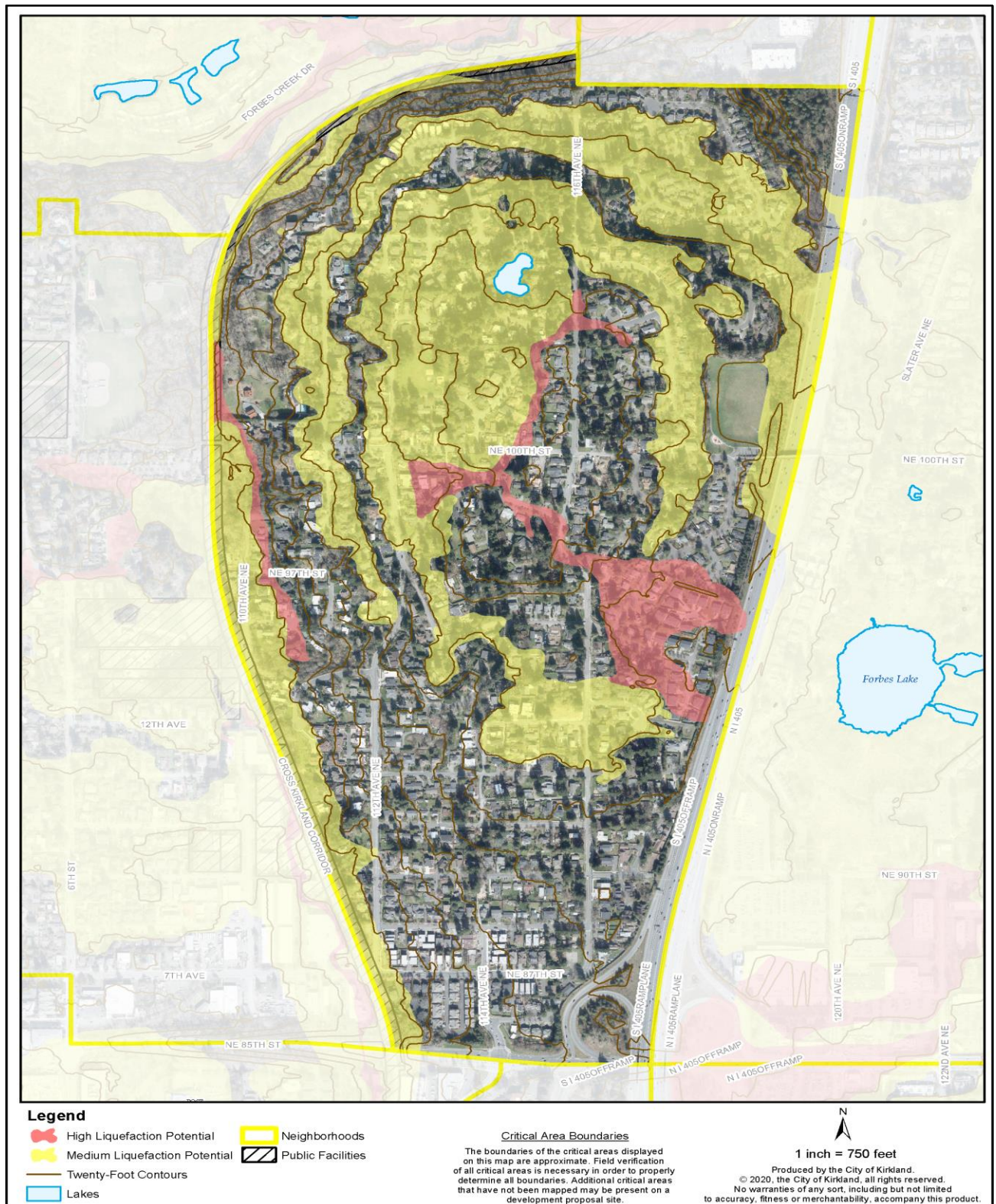


Figure H-2a: Highlands Landslide Susceptibility



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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 to 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-multifamily~~ ~~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.

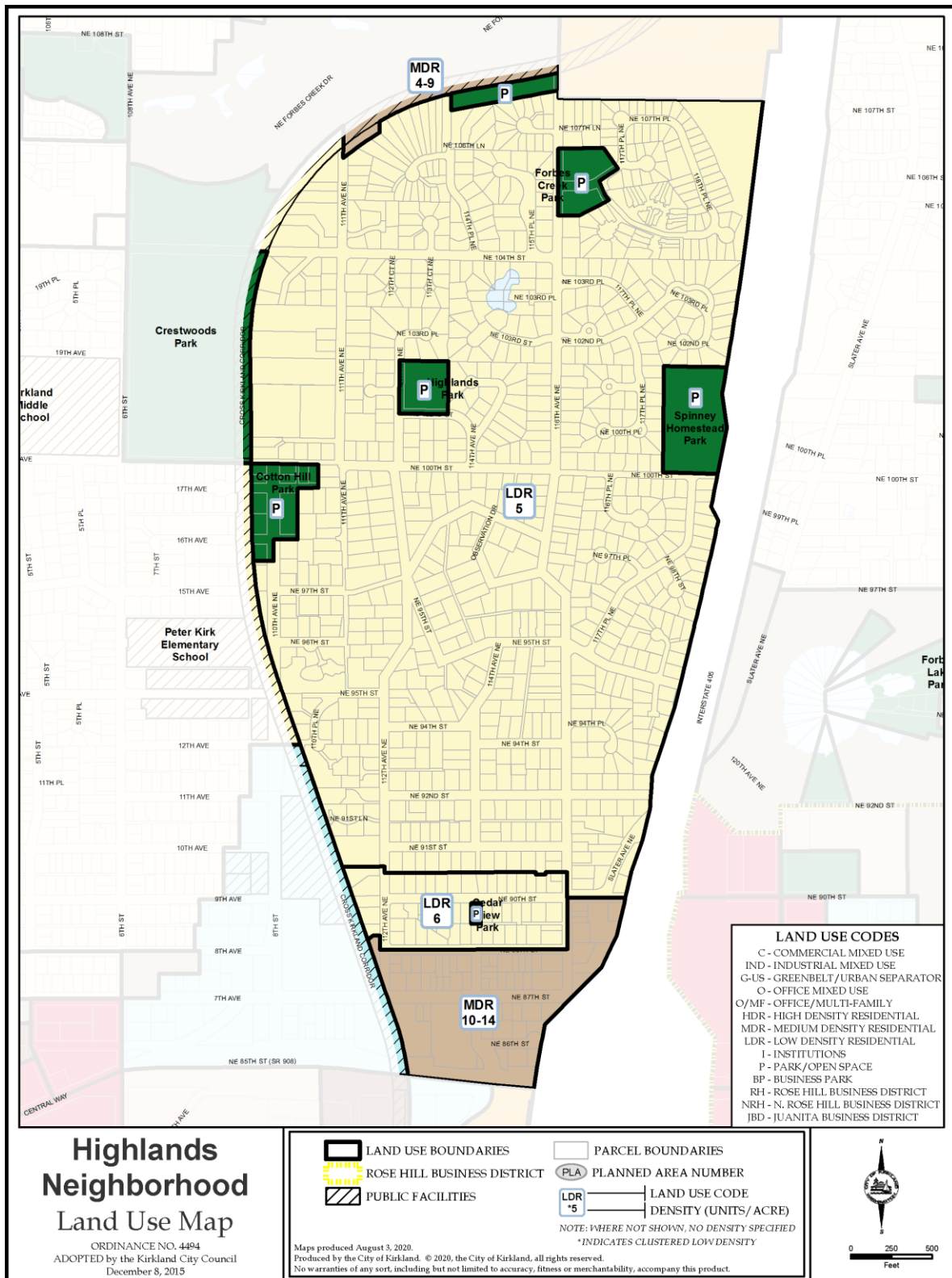
Policy H-14:

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.

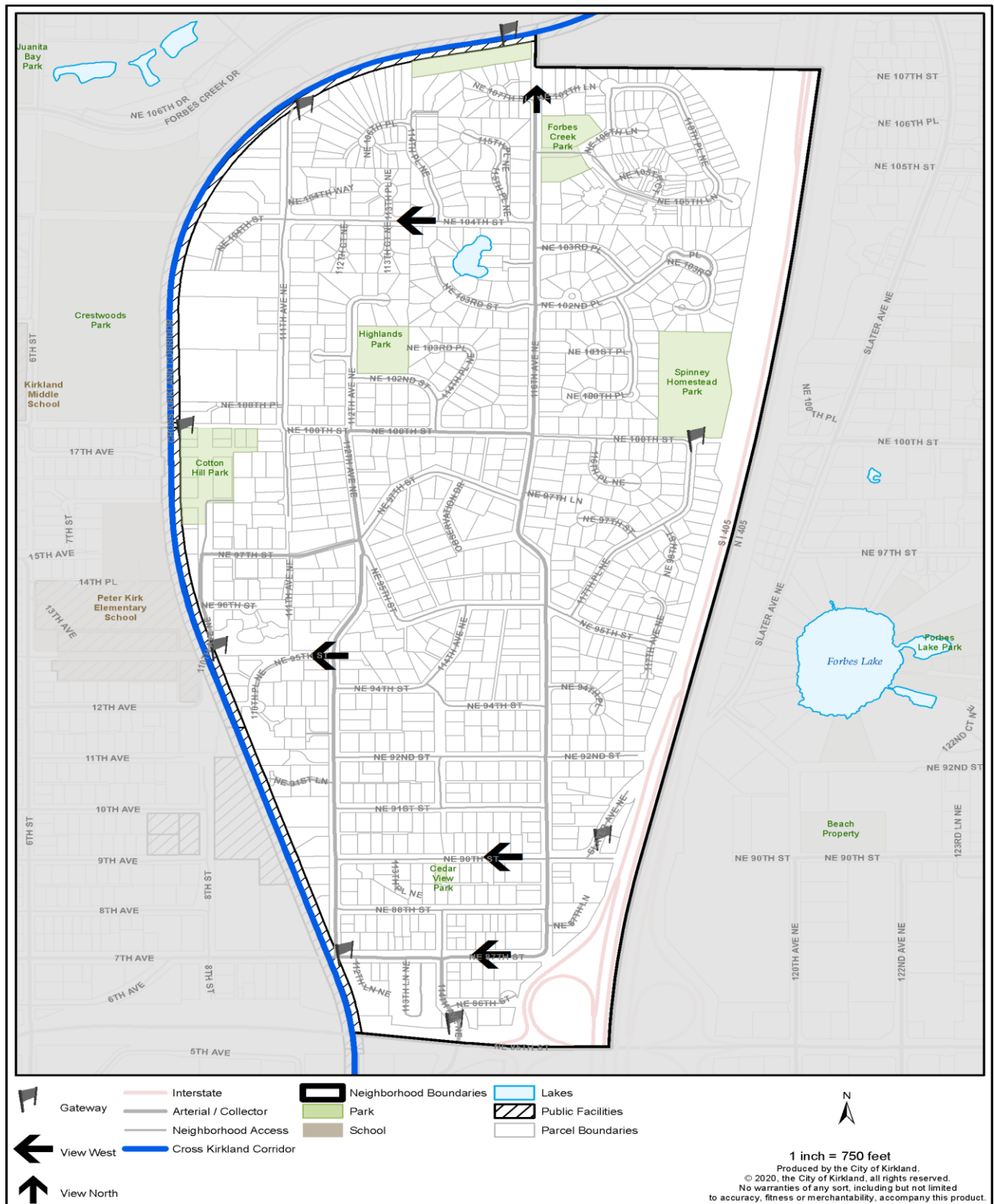
Policy H-17:

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

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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

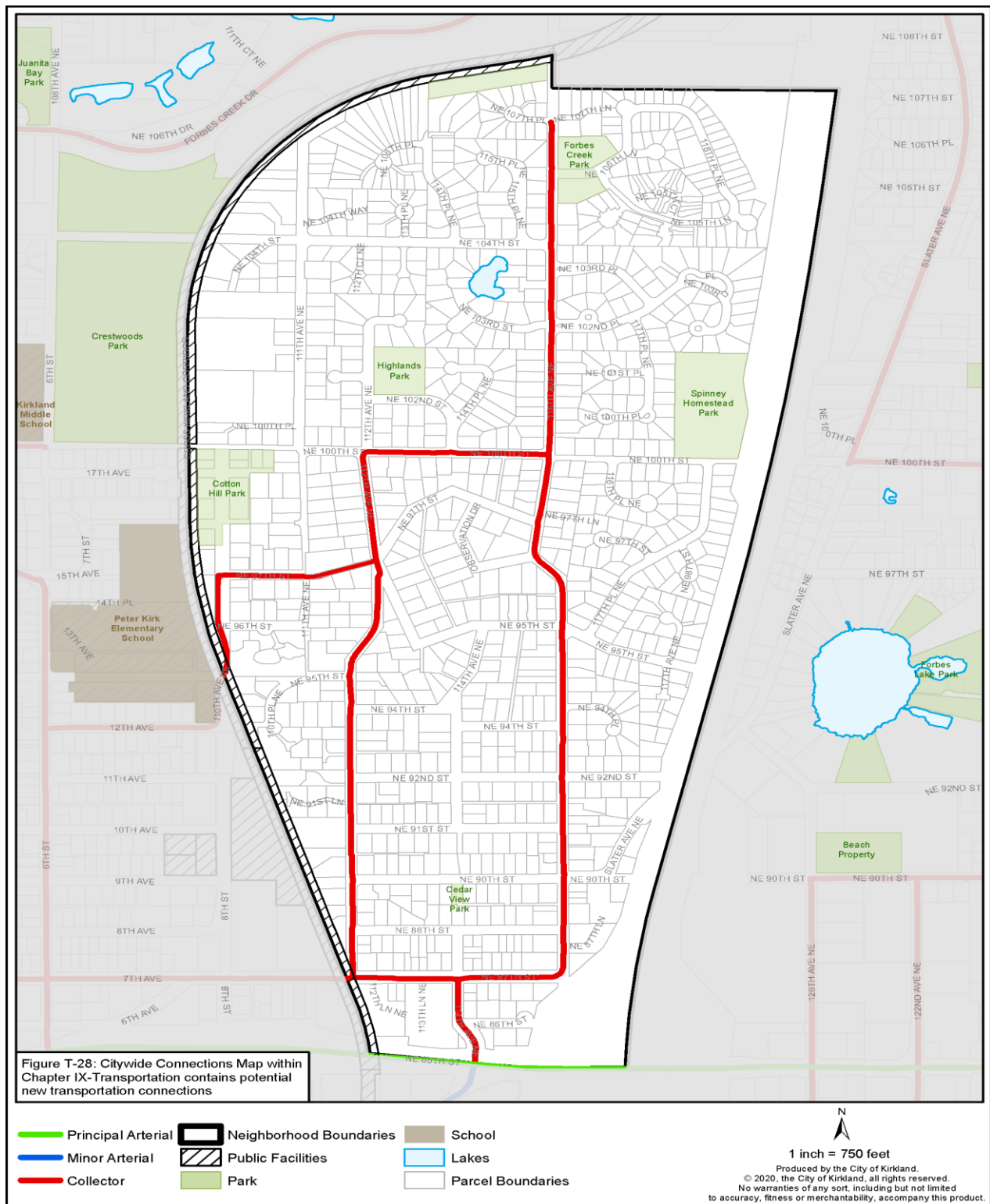
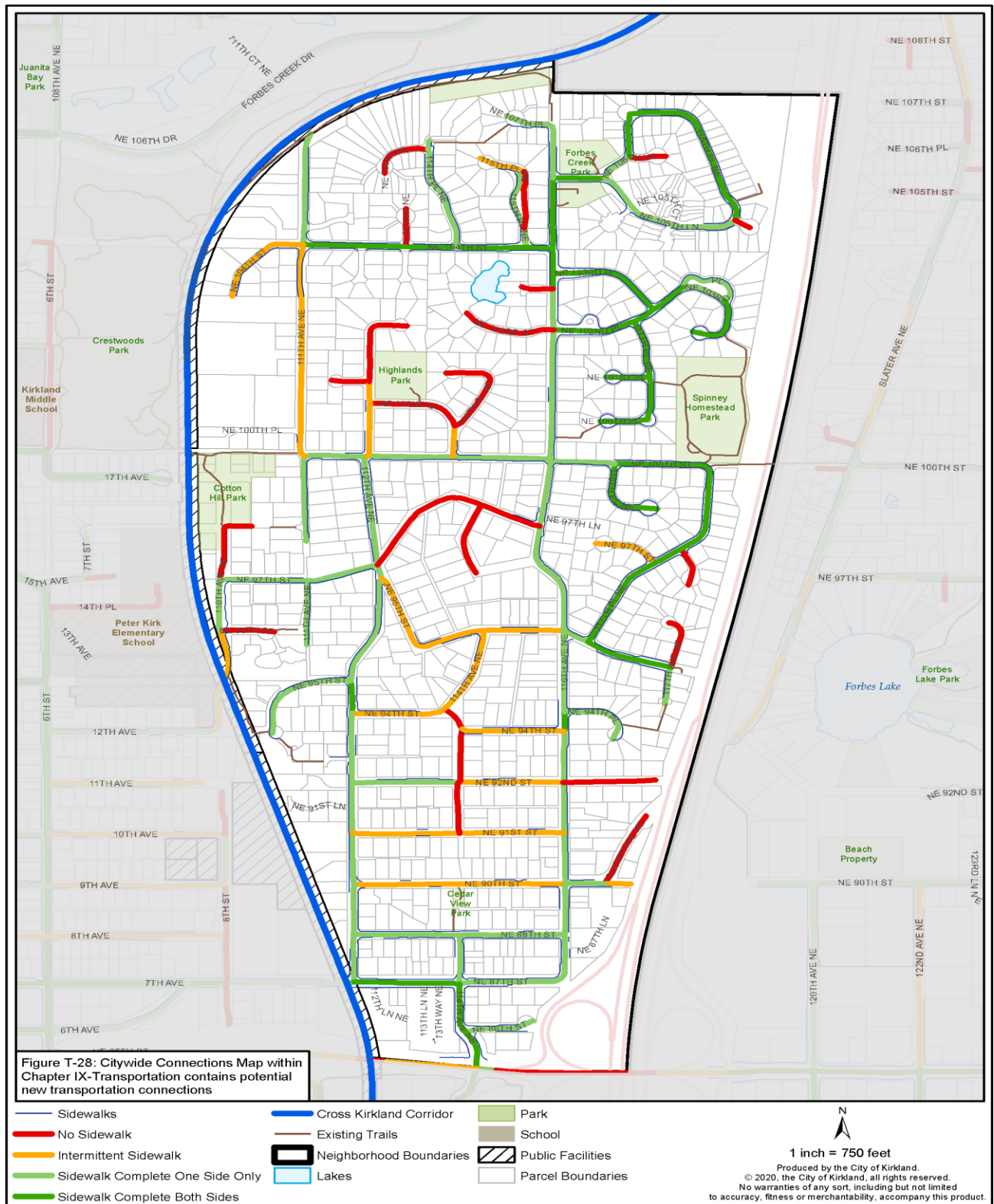


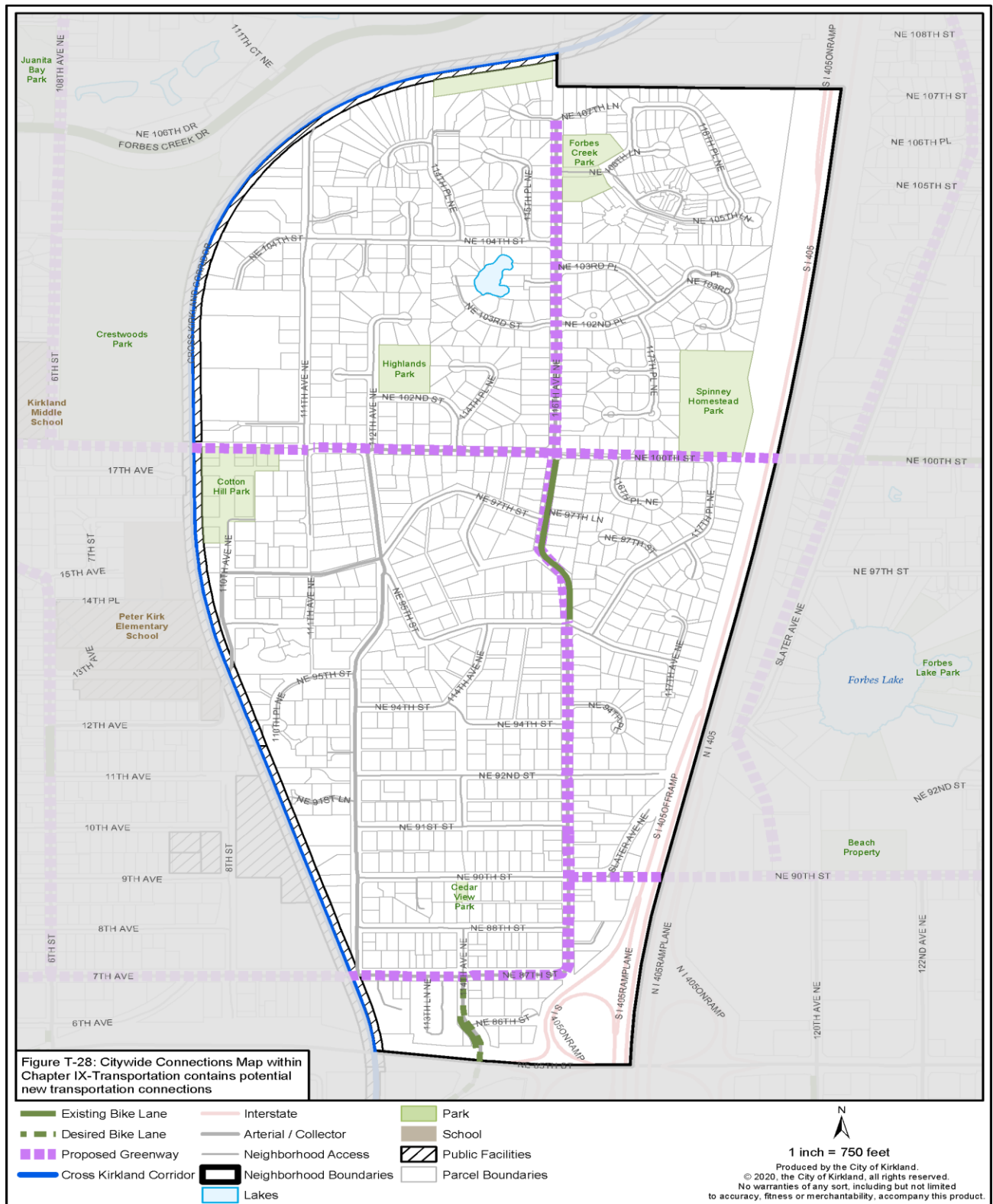
Figure H-5: Highlands Street Classifications

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

Figure H-6: Highlands Street Pedestrian System



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

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

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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.

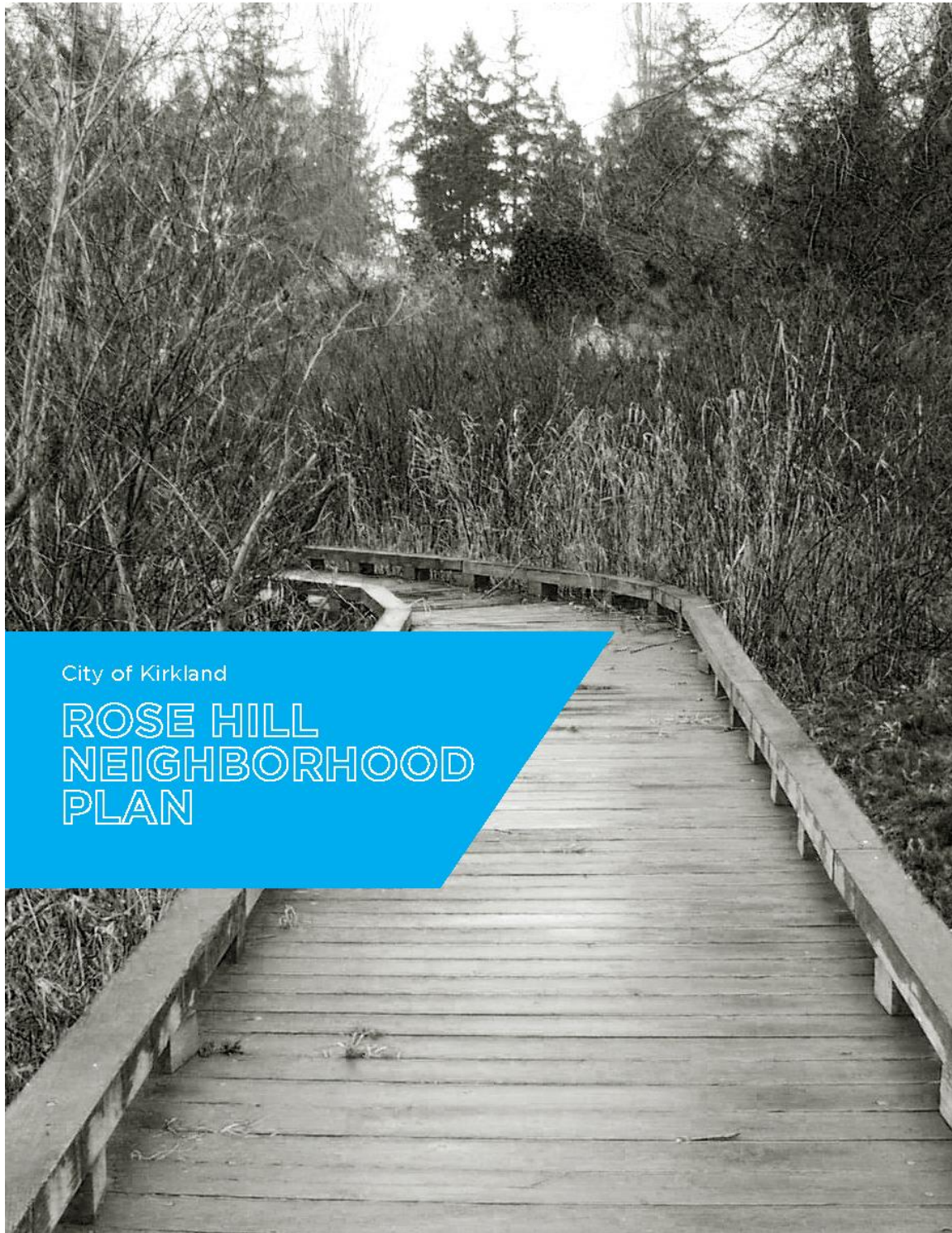


Fire Station 21 on 98th Ave. NE and Forbes Creek Drive

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.

XV.F. Rose Hill Neighborhood

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



City of Kirkland

ROSE HILL NEIGHBORHOOD PLAN

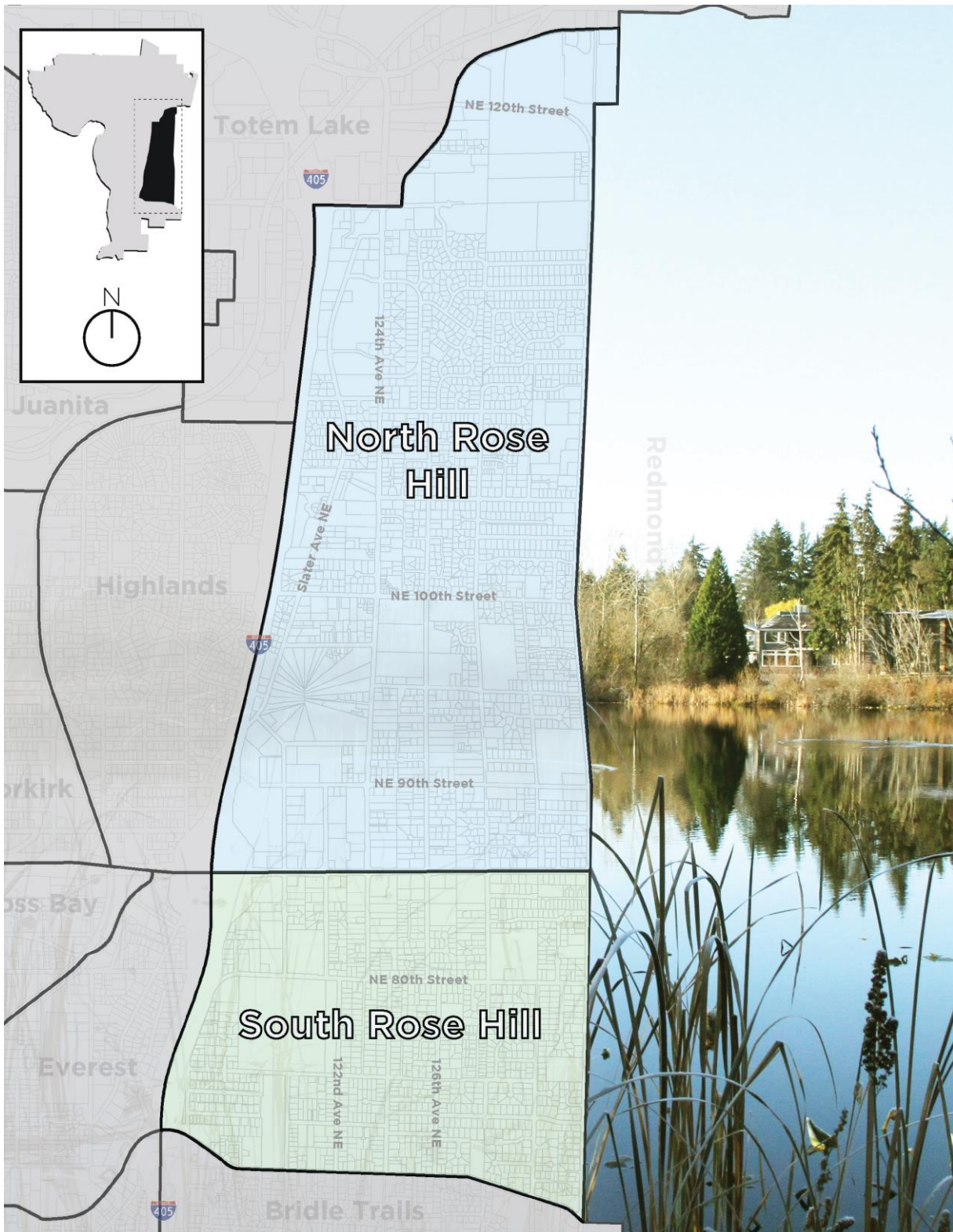
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1. OVERVIEW

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.



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2. VISION STATEMENT

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, rollable, 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.

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.

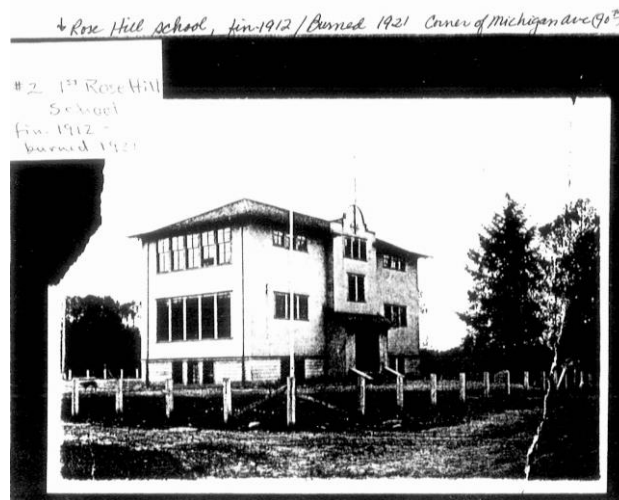
Policy RH 1:

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Encourage preservation of structures, features and locations that reflect the neighborhood's heritage.

Policy RH 2:

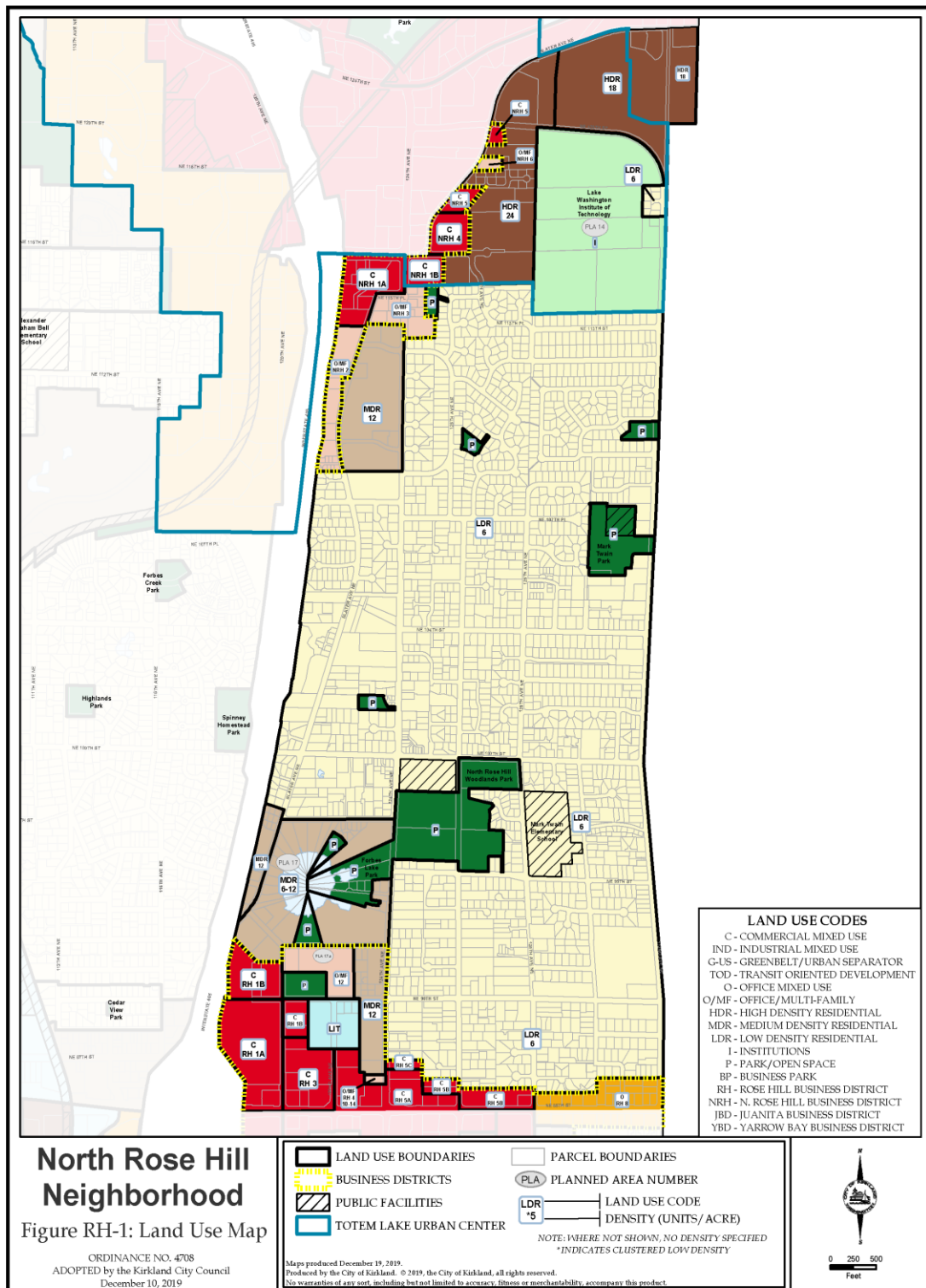
Provide markers and interpretive information at historic sites throughout Rose Hill.



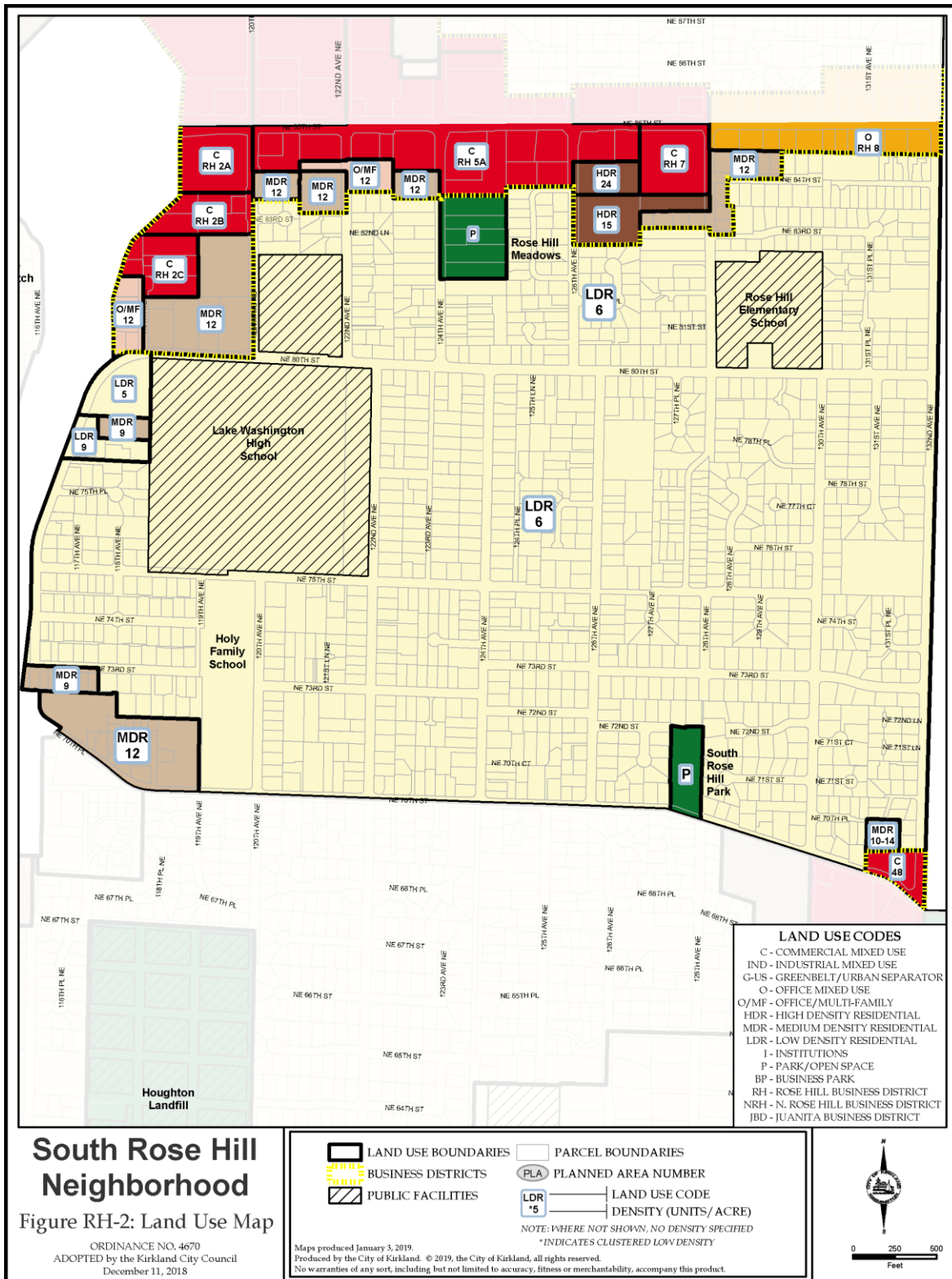
Rose Hill School 1912

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.



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

Residential

[Staff note: Neighborhood land use maps 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~~ contributes to the unique characteristics of the neighborhoods and supports the needs of ~~residents~~ existing 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~~ three-unit homes, accessory dwelling units, clustered and small lot ~~single-family-detached~~ housing are among other ~~appropriate lower density~~ housing types that contribute to a diverse housing stock.

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.



Promote innovative housing typologies that ~~promote~~ support 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:

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

Incorporate building height and scale transitions and vegetative buffers between ~~multifamily and detached single-family homes~~ different residential intensities to ensure cohesive design across the neighborhood and encourage greenspace with new development. ~~compatibility with existing neighborhood character~~.

~~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.



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 walking and rolling, 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

- 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:

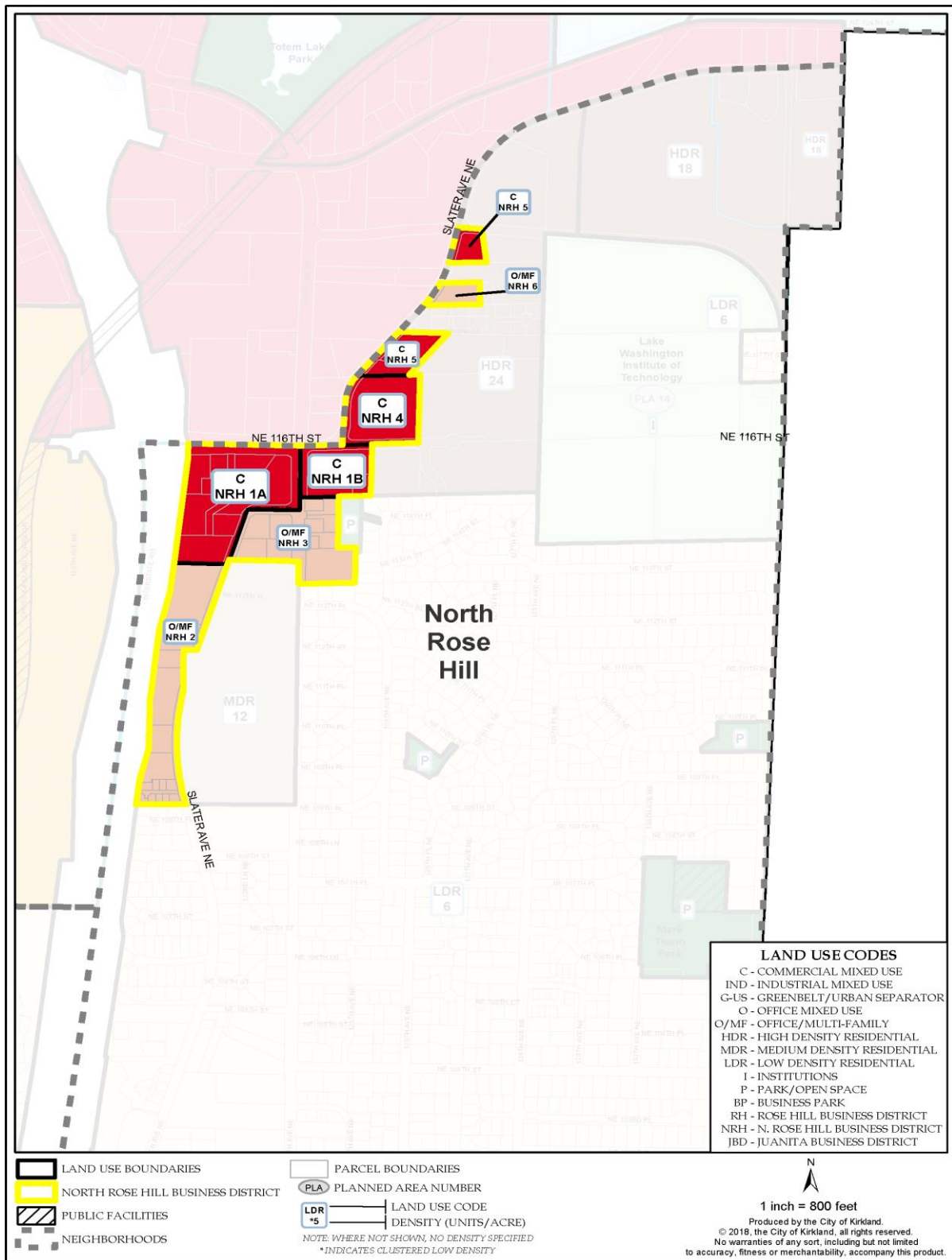
Ensure that the types of commercial uses allowed in the North Rose Hill Business District are compatible with its mixed-use residential/commercial focus.

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.



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

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.]

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.



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

Slater 116

NE 85th St Station Area / Rose Hill Business District

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 establishes appropriate intensities, scales, and mixes of uses in primarily residential and commercial ~~has maintained the line between single-family residential areas, multifamily residential areas, and adjacent office/retail/commercial areas.~~

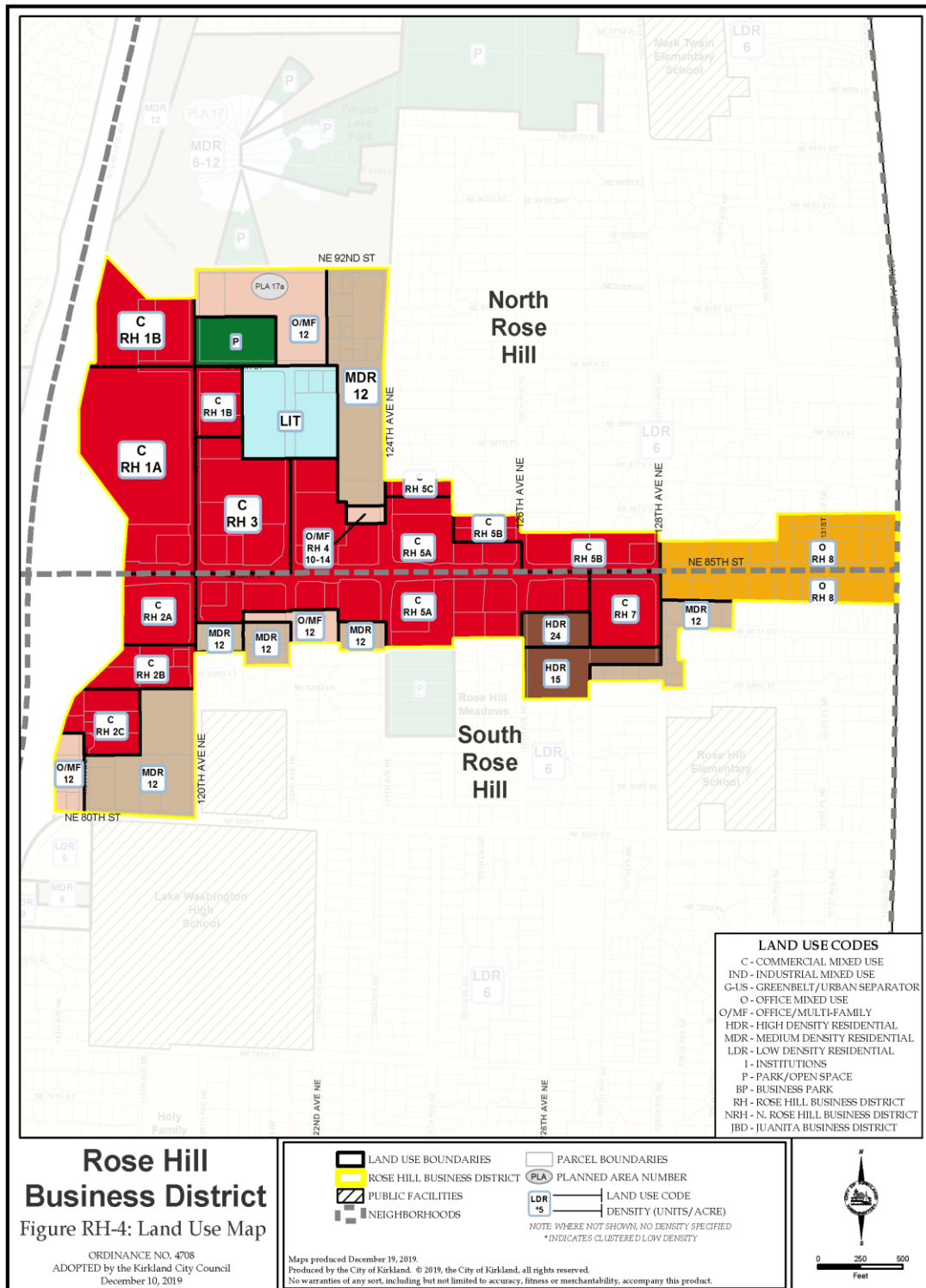
NE 85th Street itself continues to serve as a primary transportation link between Kirkland, Redmond, and the reconfigured I-405/NE 85th Street interchange with a Sound Transit station. Modifications to NE 85th Street have improved its ability to be used by pedestrians and transit, while maintaining or 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.



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.



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

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

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 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:~~

~~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:~~

~~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.~~
- ~~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:

~~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.



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 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:

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

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

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.

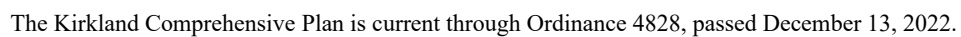
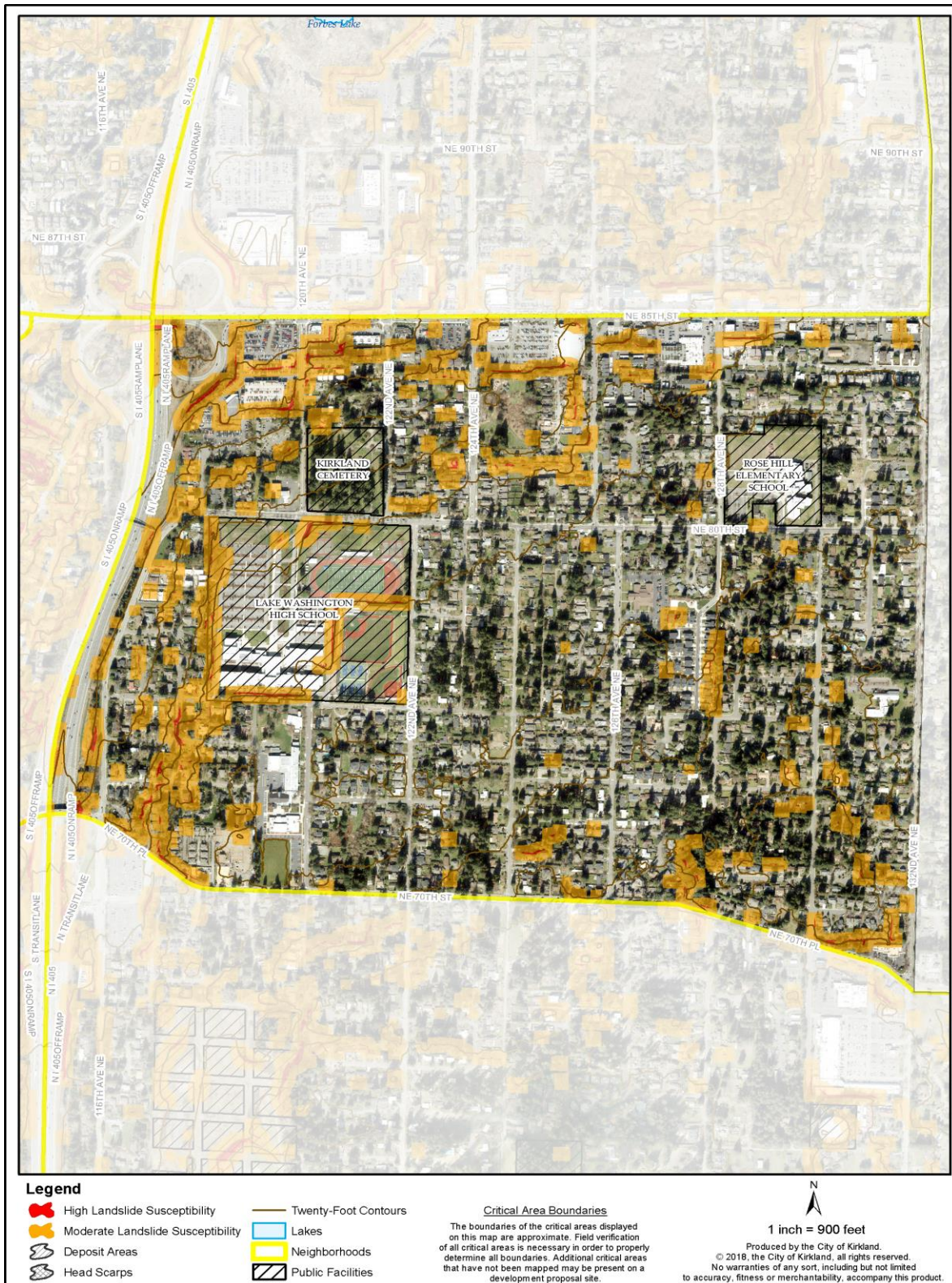


Figure RH-5: North Rose Hill Landslide Susceptibility



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Figure RH-6: South Rose Hill Landslide Susceptibility

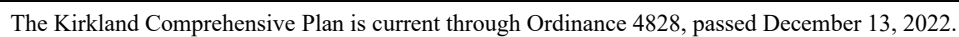
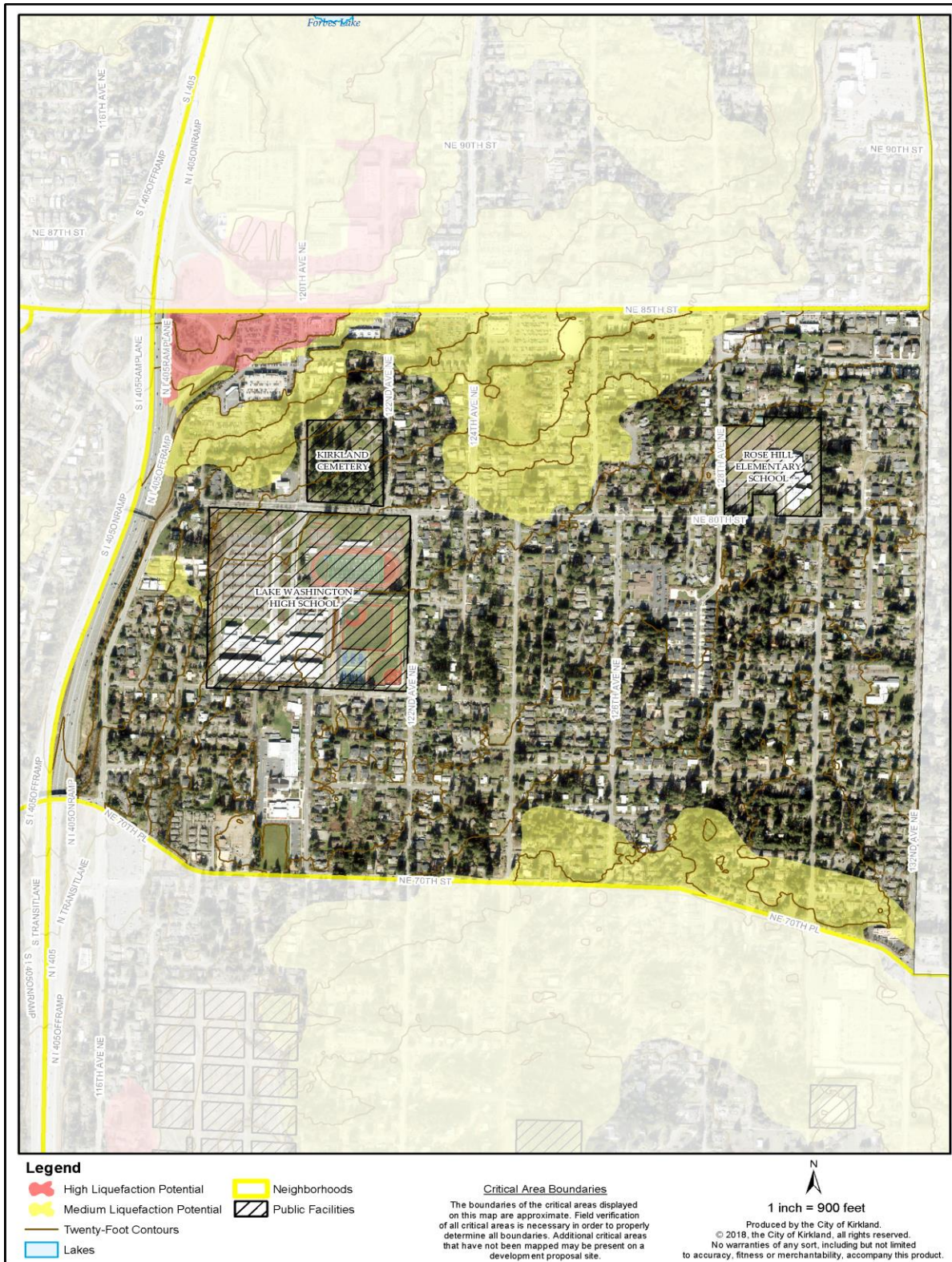
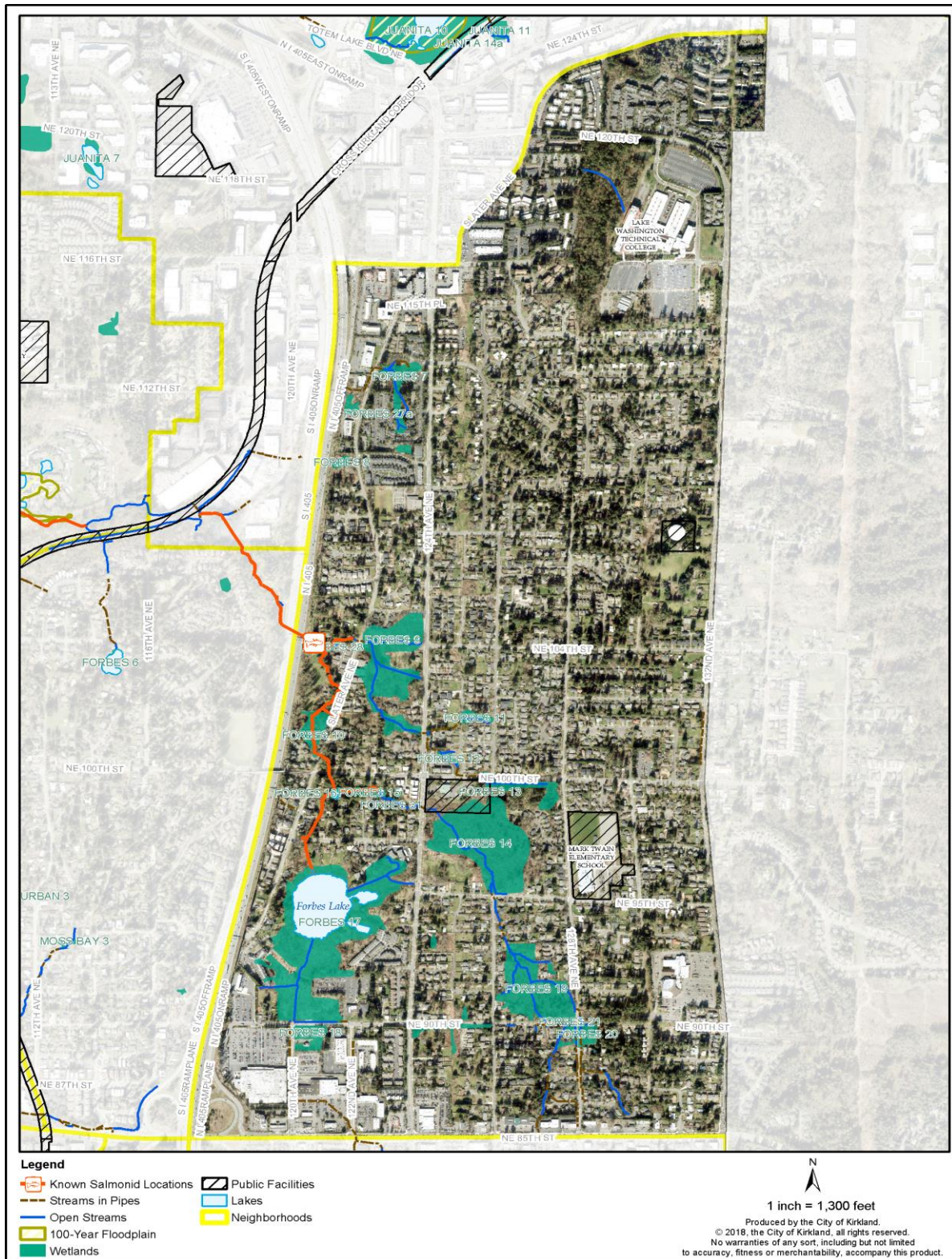


Figure RH-7: North Rose Hill Liquefaction Potential



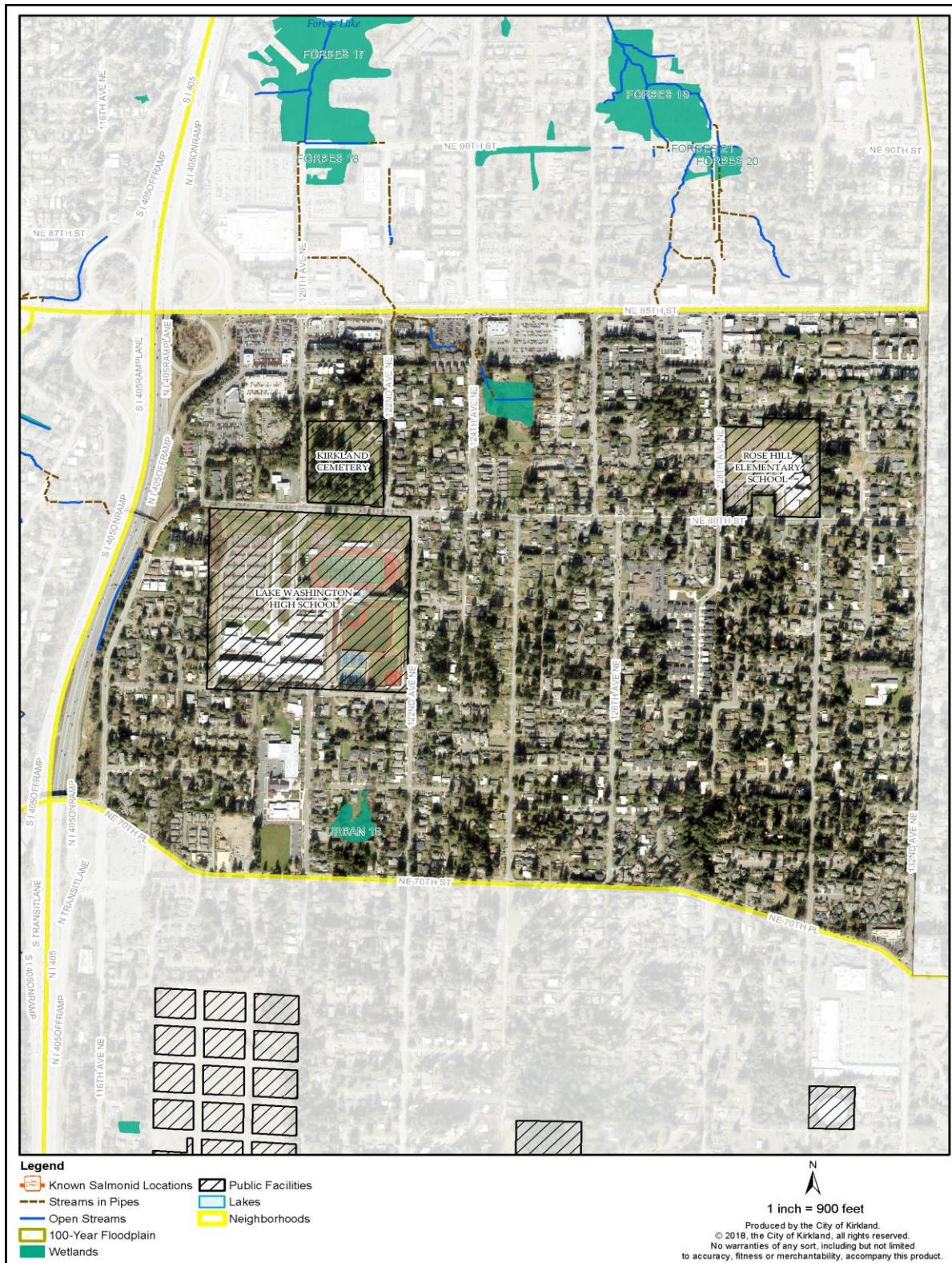
The Kirkland Comprehensive Plan is current through Ordinance 4828, passed December 13, 2022.

Figure RH-8: South Rose Hill Liquefaction Potential



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

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

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/>

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.

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~~-75th 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.

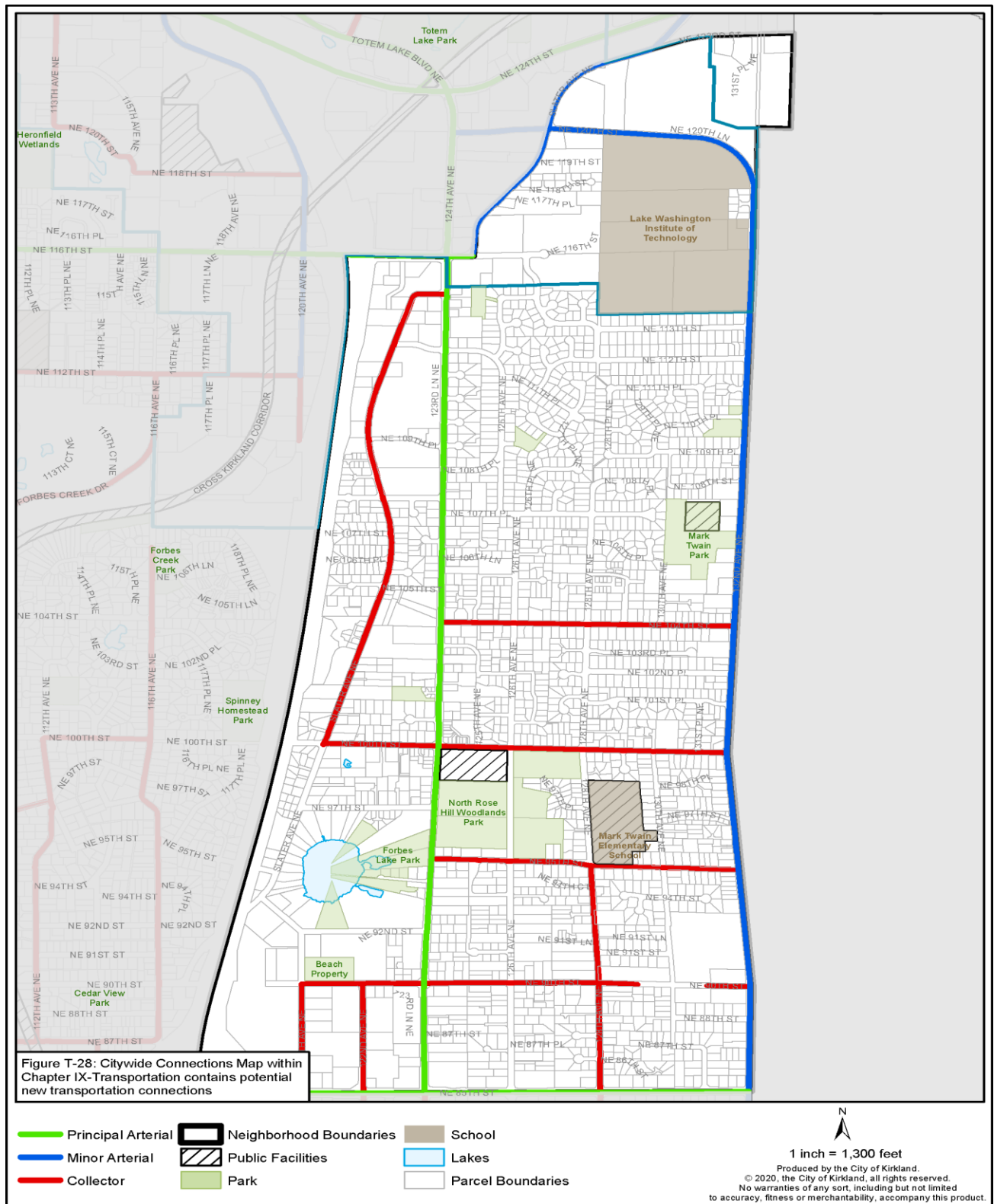
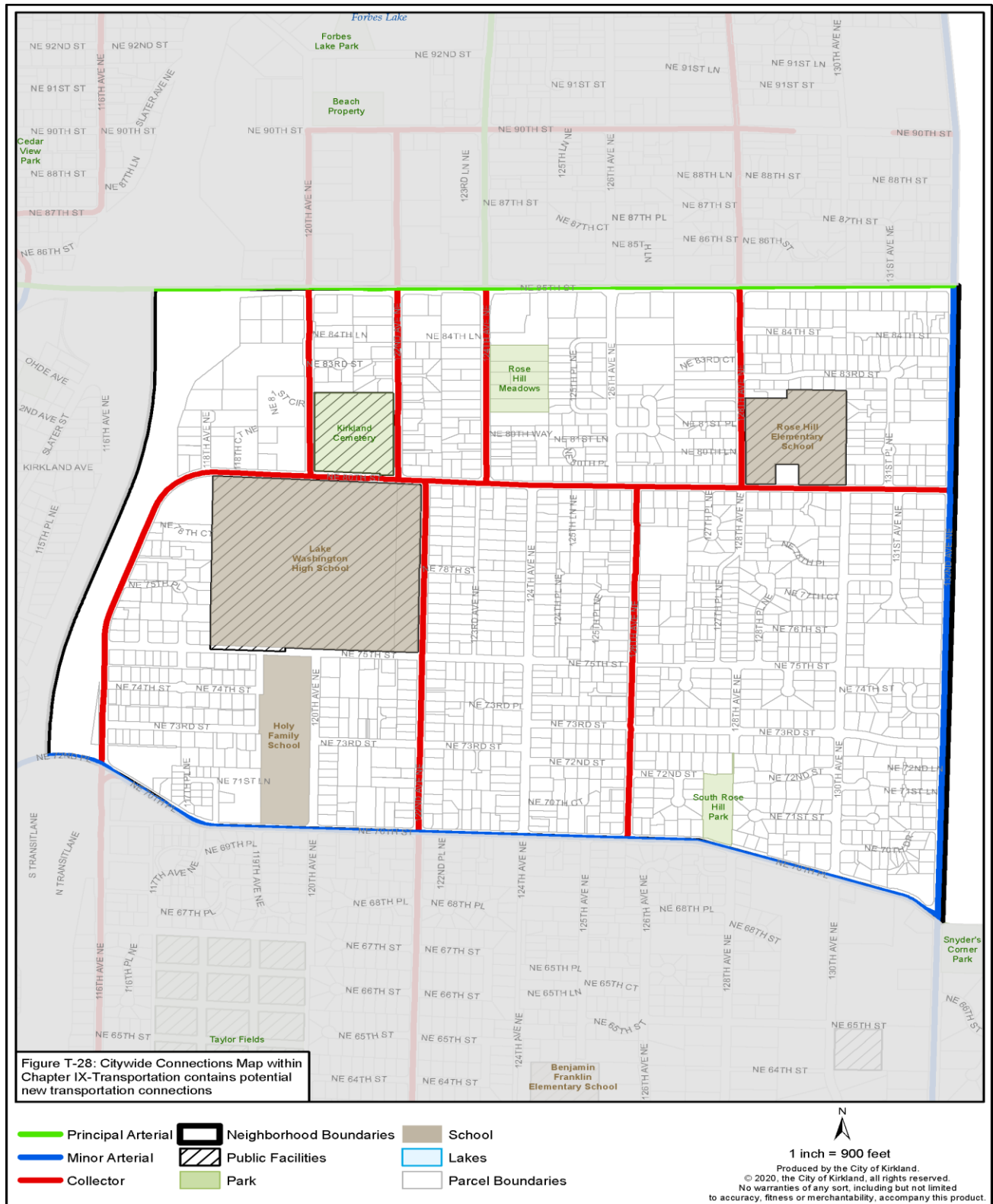


Figure RH-11: North Rose Hill Street Classifications



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

Figure RH-12: South Rose Hill Street Classifications

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.

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

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

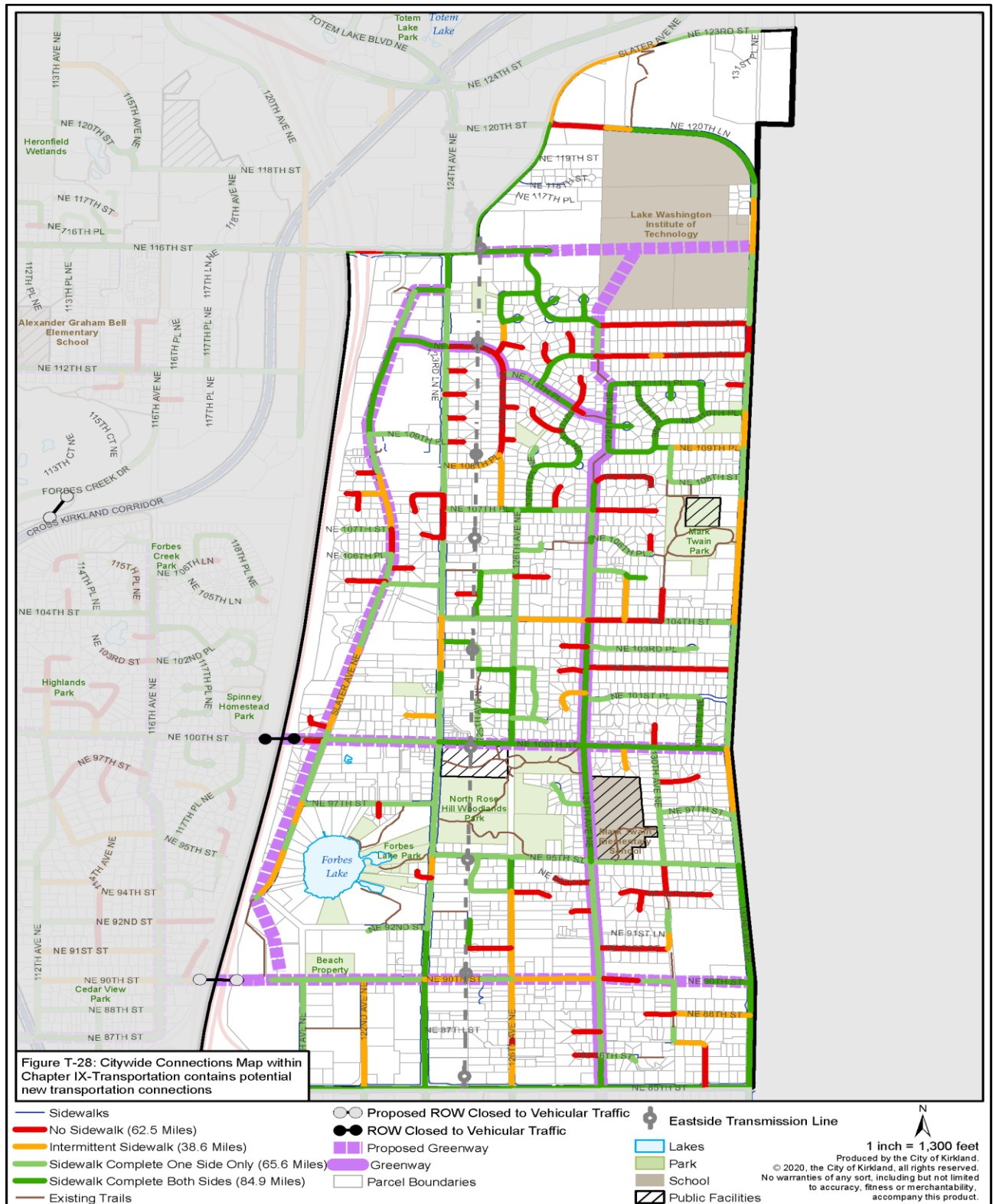
Policy RH 72:

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.

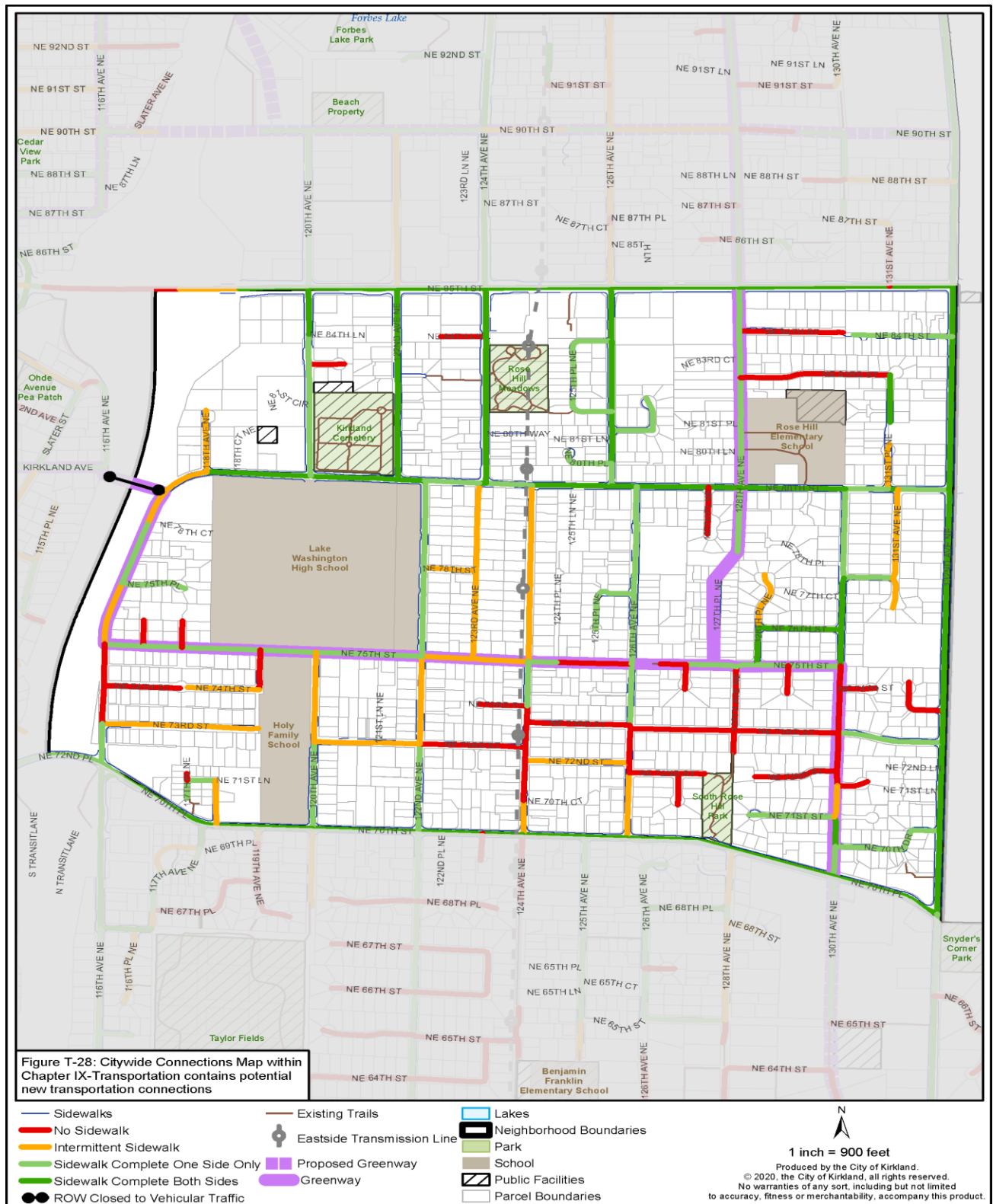
Policy RH 73:

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.



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Figure RH-13: North Rose Hill Pedestrian System



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

Figure RH-14: South Rose Hill Pedestrian System

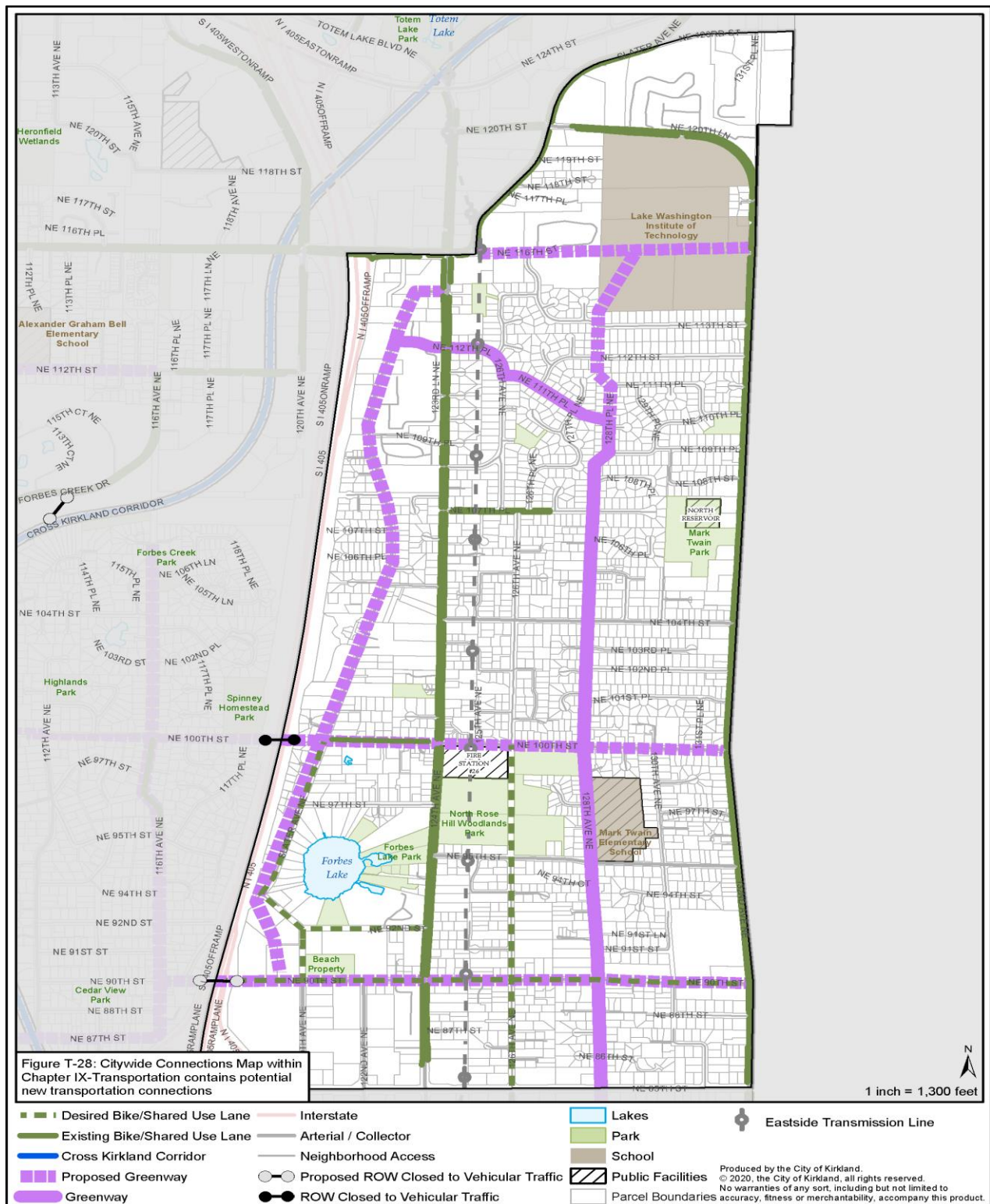
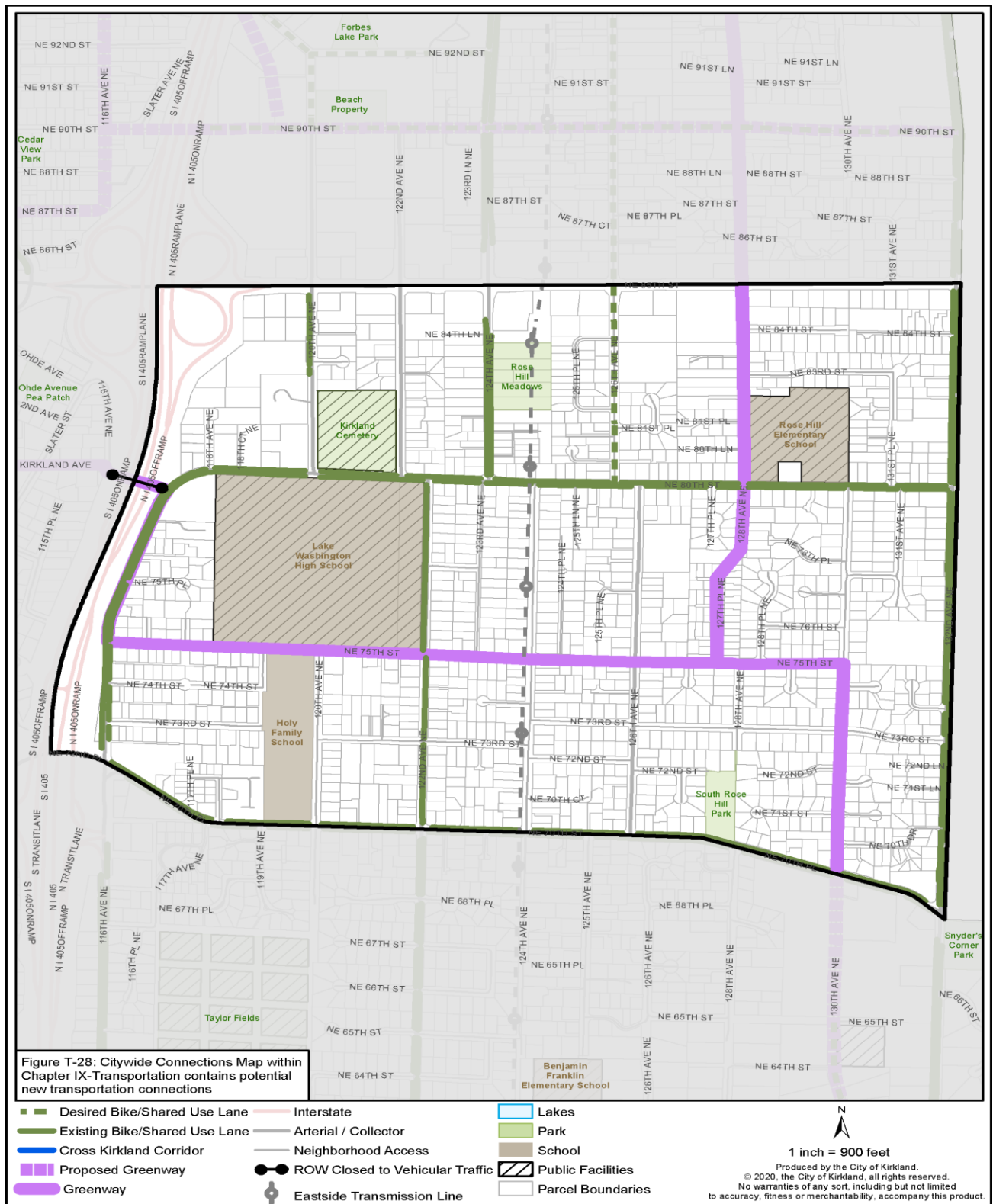


Figure RH-15: North Rose Hill Bicycle System

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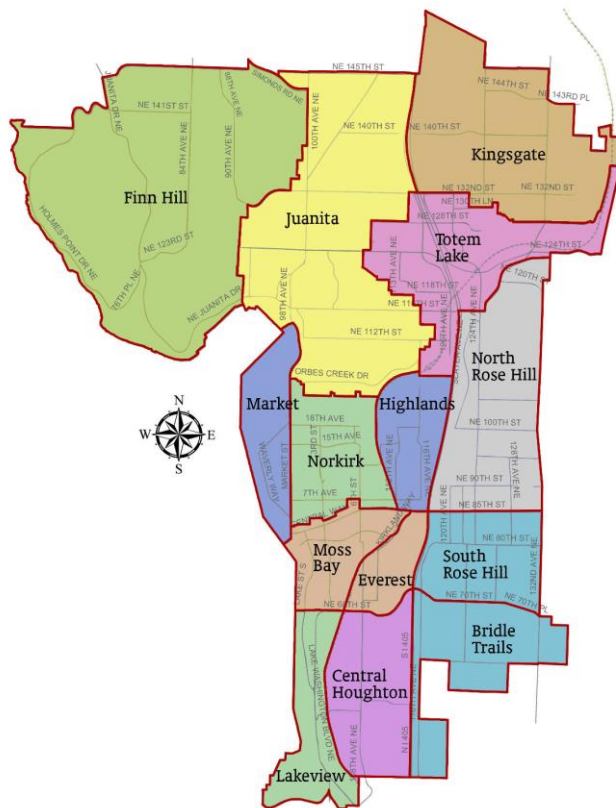
Figure RH-16: South Rose Hill Bicycle System

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.

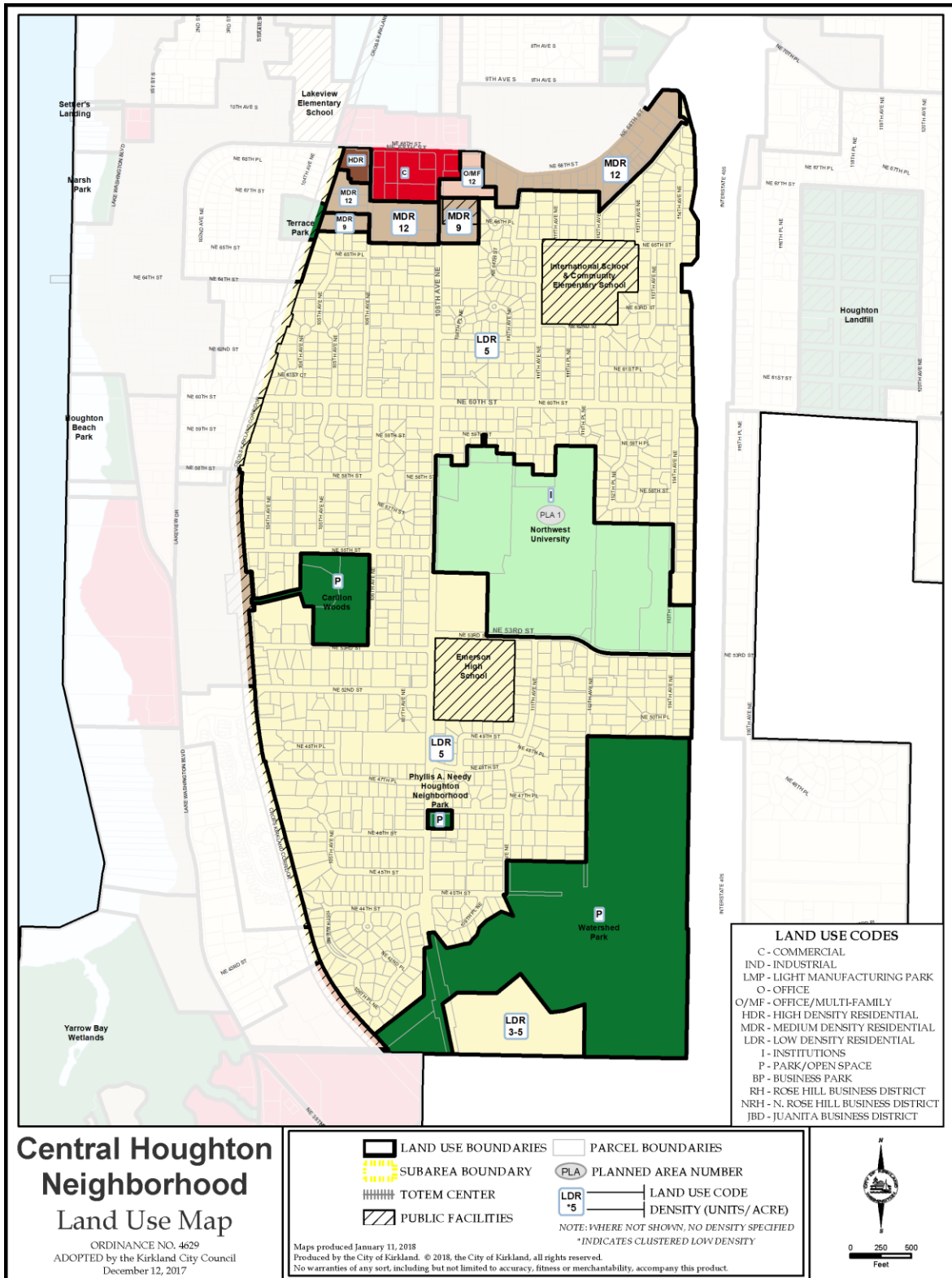
2. Vision Statement

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 life~~ residential 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.]

~~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~~ cherishes ~~es 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 ~~youngest~~ youth ~~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.

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.

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 60over 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.



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.

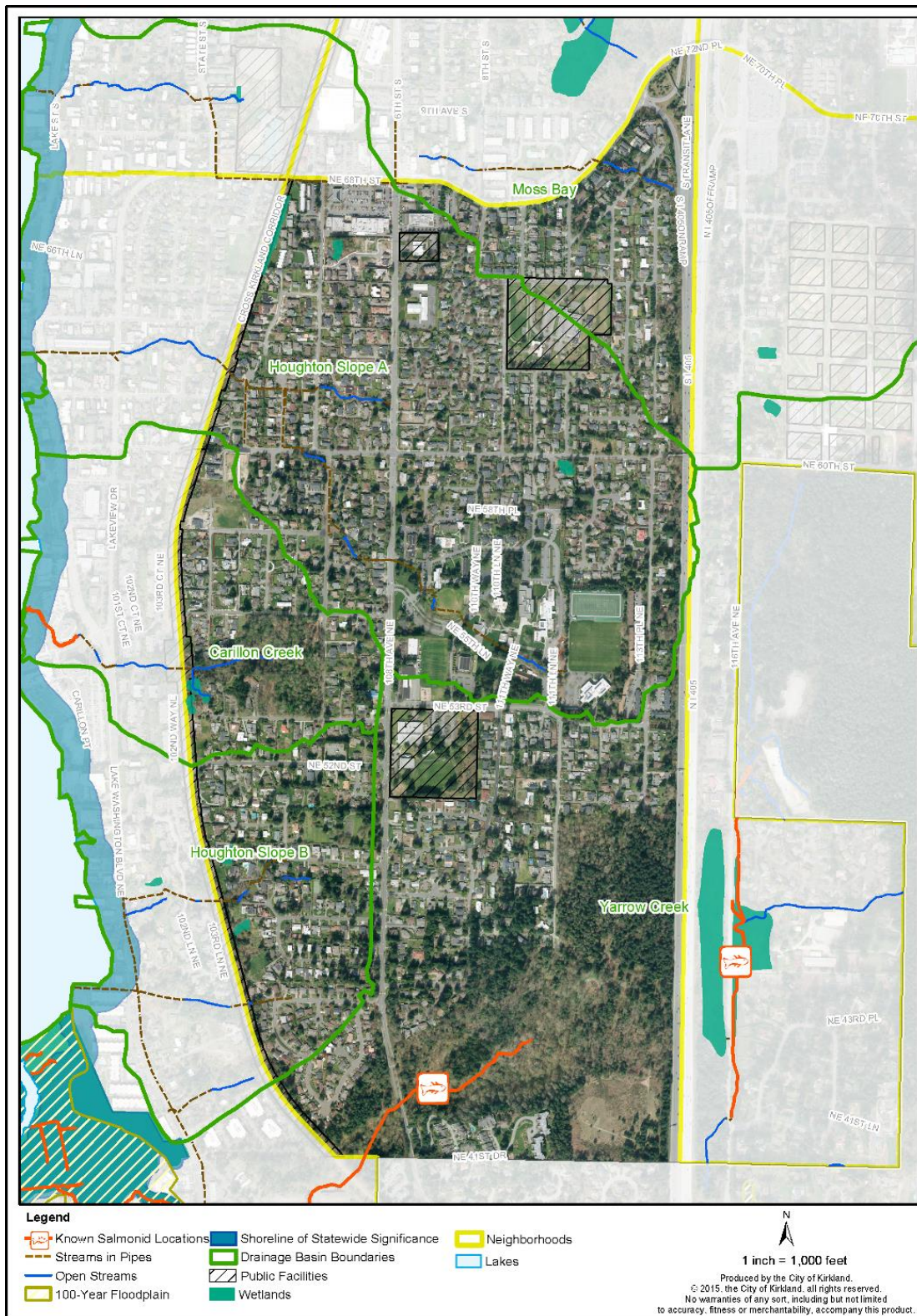
Goal CH-1: Encourage preservation of structures, sites and objects of historical significance in the Central Houghton Neighborhood.

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.

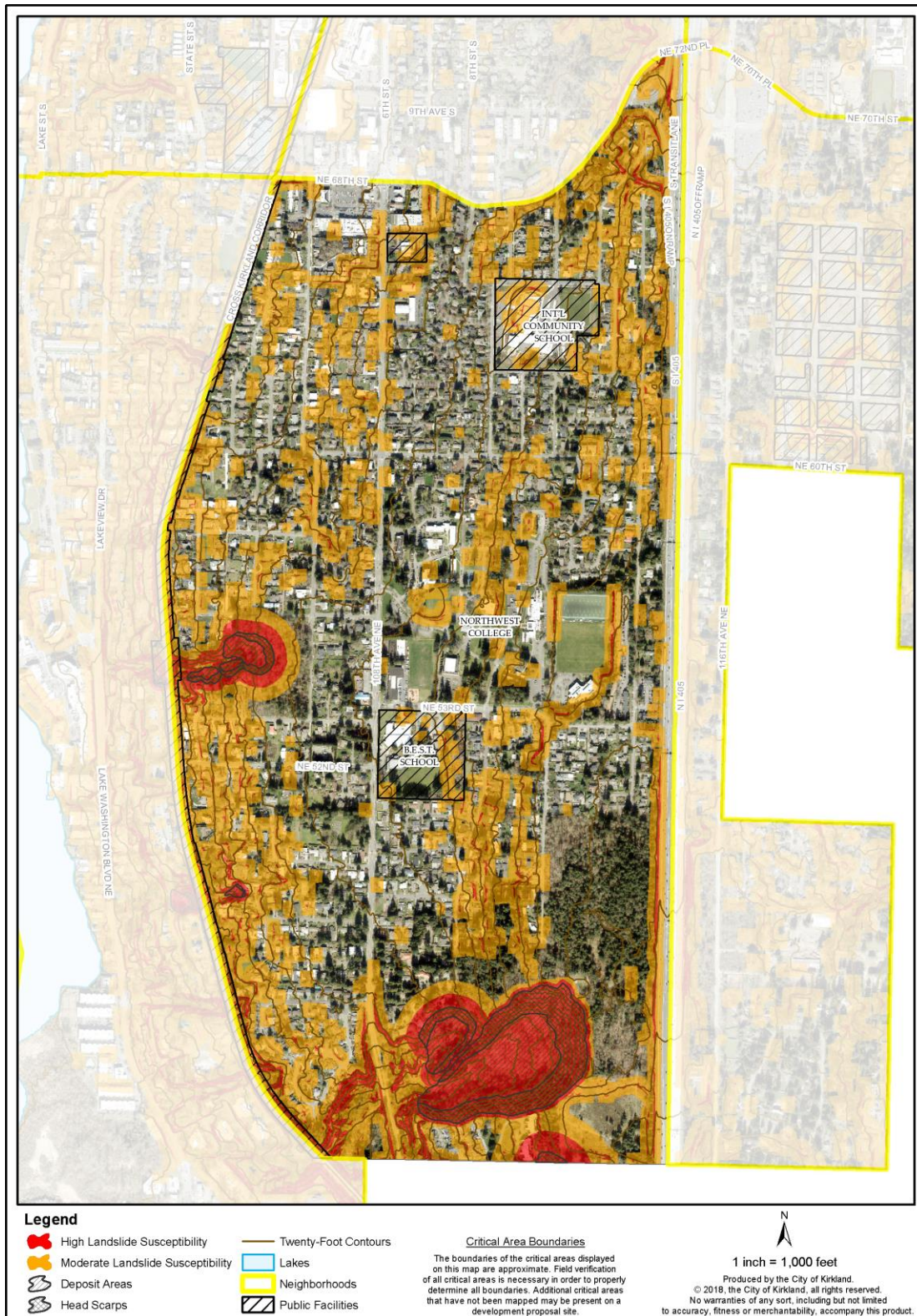
Policy CH-1.2: Provide directional signs, markers and interpretive information at structures, buildings, sites or objects of historical significance.

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

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/or~~ 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 the neighborhood while accommodating compatible infill development and redevelopment.*~~

~~Policy CH-3.1: Retain the predominantly detached single-family housing style in the Central Houghton Neighborhood.~~

~~Central Houghton is a well-established neighborhood that has predominantly low-density (five to six dwelling units per acre) traditional single-family residential development. The land use transitions from lower-density residential to medium- and high-density multifamily 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 through compatible infill development and redevelopment.~~

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

~~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 medium- and high-density multifamily more intense residential and commercial development in the northern portion of the neighborhood near NE 68th Street. A mix of housing styles types and sizes is important to the neighborhood's character.~~

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 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.

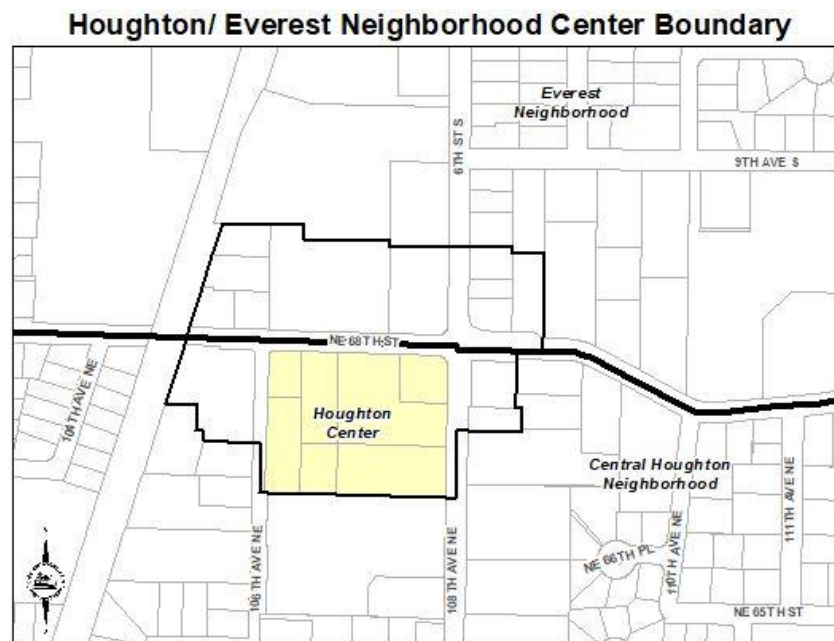
Policy CH-4.3: The residential ~~land areas~~ south of NE 68th Street and surrounding the Houghton/Everest Neighborhood Center area ~~is are~~ suitable for medium to high residential ~~densities intensities~~ (see ~~MDR, HDR~~ and ~~O/MF~~ land use designations on Figure CH-1).

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.



Goal CH-5: Promote a strong and vibrant Neighborhood Center with a mix of commercial, public, 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).

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~~included in new development.

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.

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.

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.



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.



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.

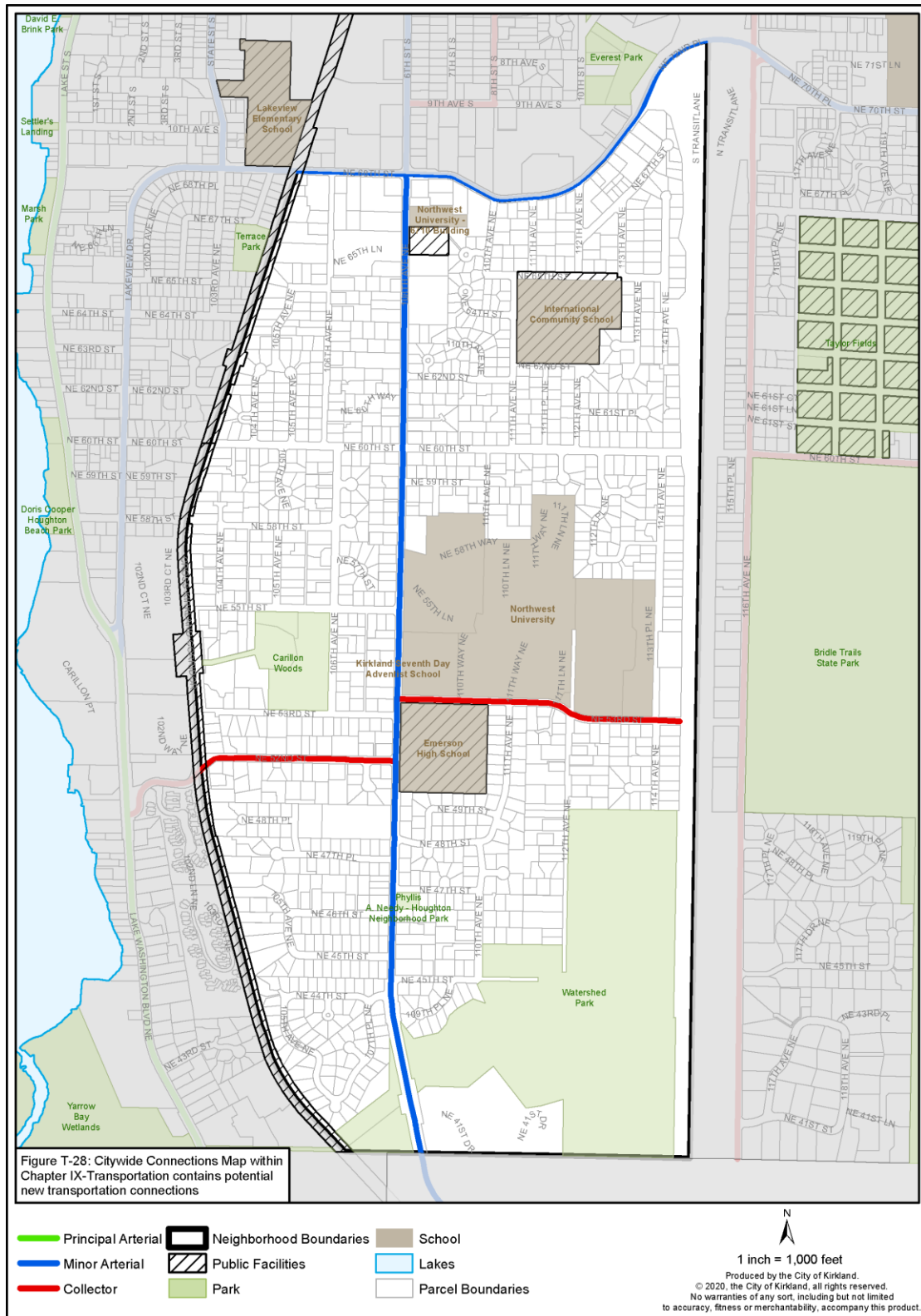
Traffic routing can have a great impact on the surrounding neighborhood. Primary access to the University should continue to be off of 108th Avenue NE.

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.

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~~ in evening hours, and ~~minimizing-mitigating~~ glare from commercial lighting.



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

Figure CH-4: Central Houghton Street Classifications

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 safe mobility along 108th Avenue NE as a ~~major~~ primary vehicle, transit, pedestrian and bicycle corridor through the neighborhood.

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, safety,~~ 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.

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.

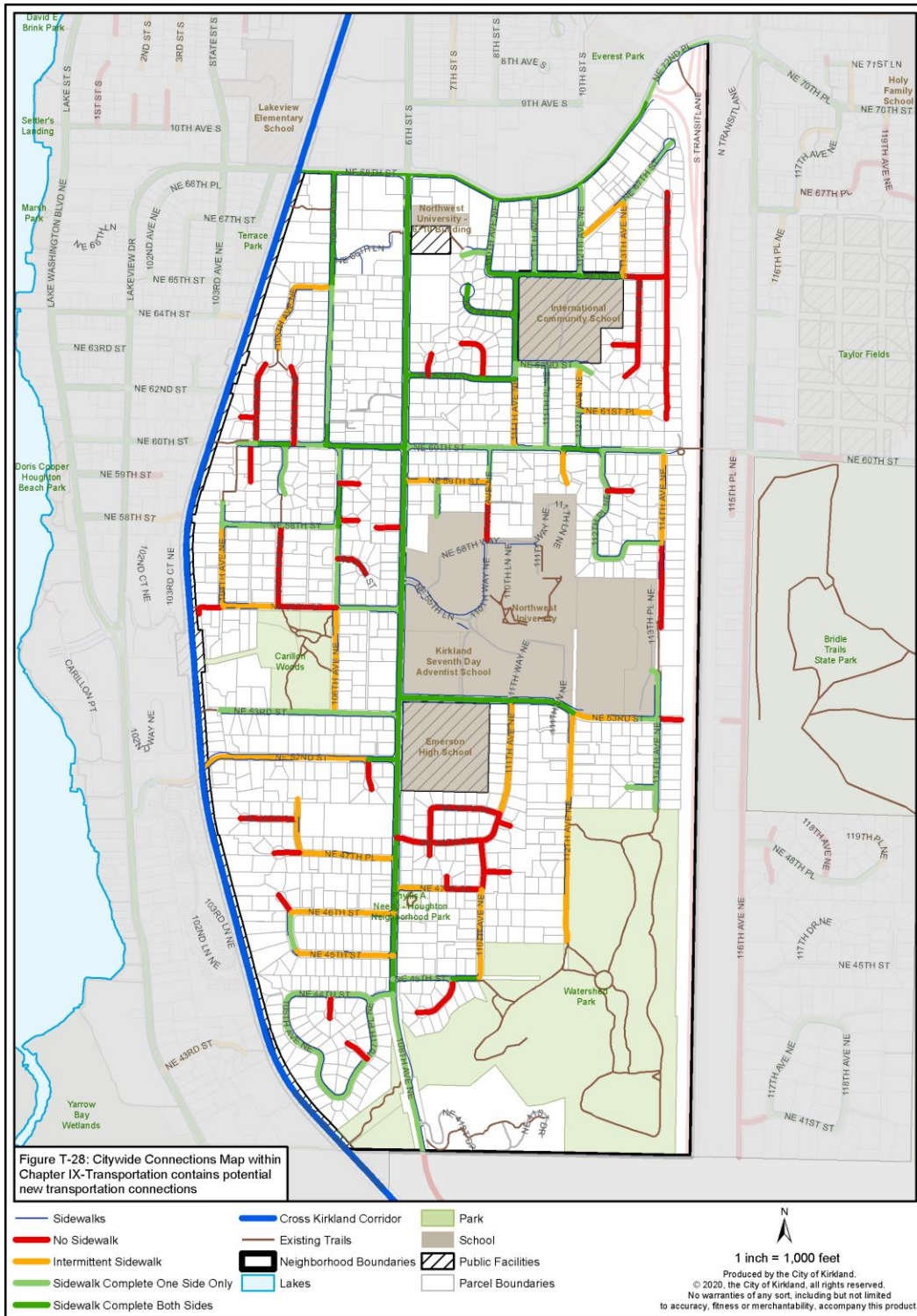


Figure CH-5: Central Houghton Pedestrian System

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

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.~~

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.

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.

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.

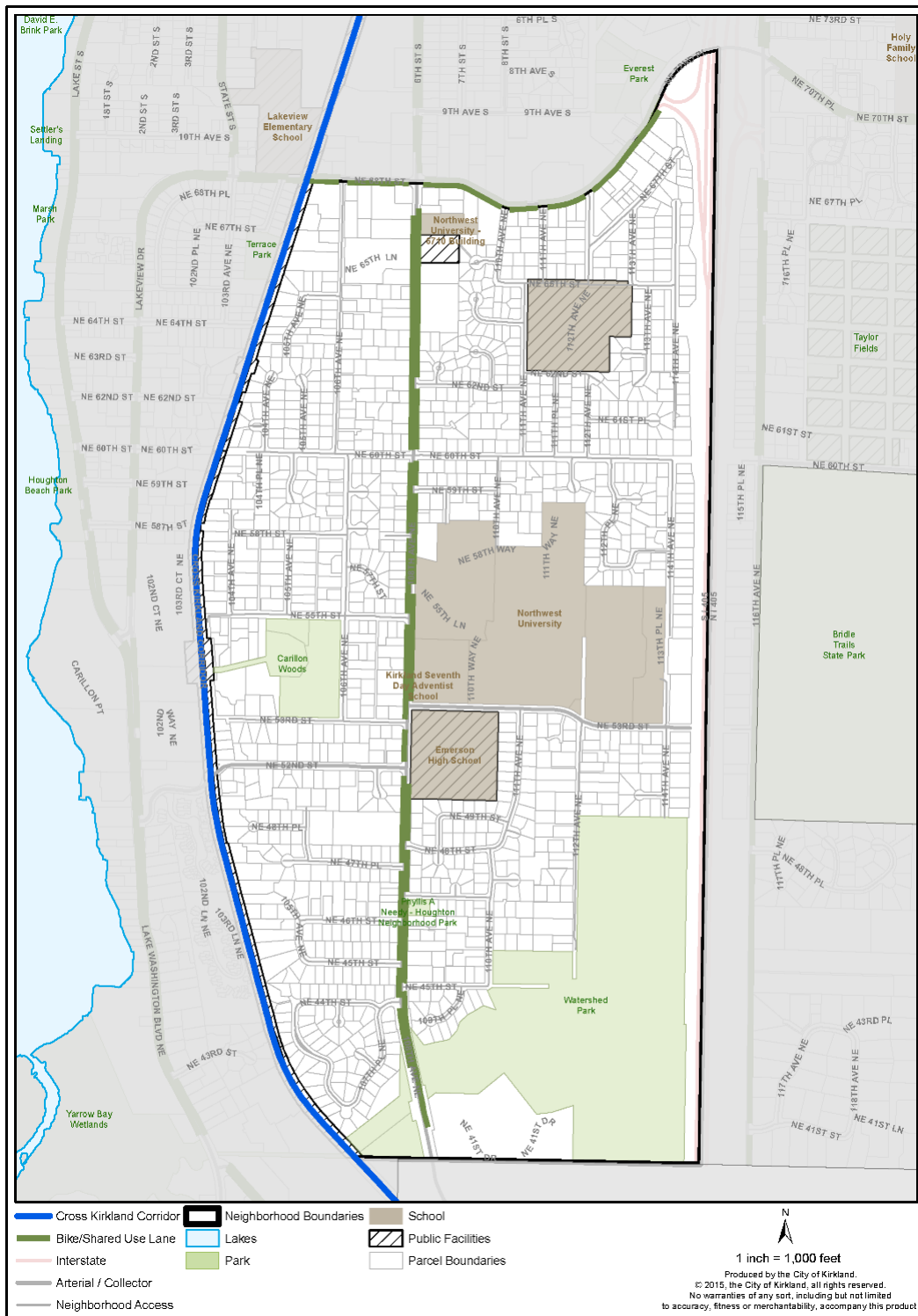


Figure CH-6: Central Houghton Bicycle System

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

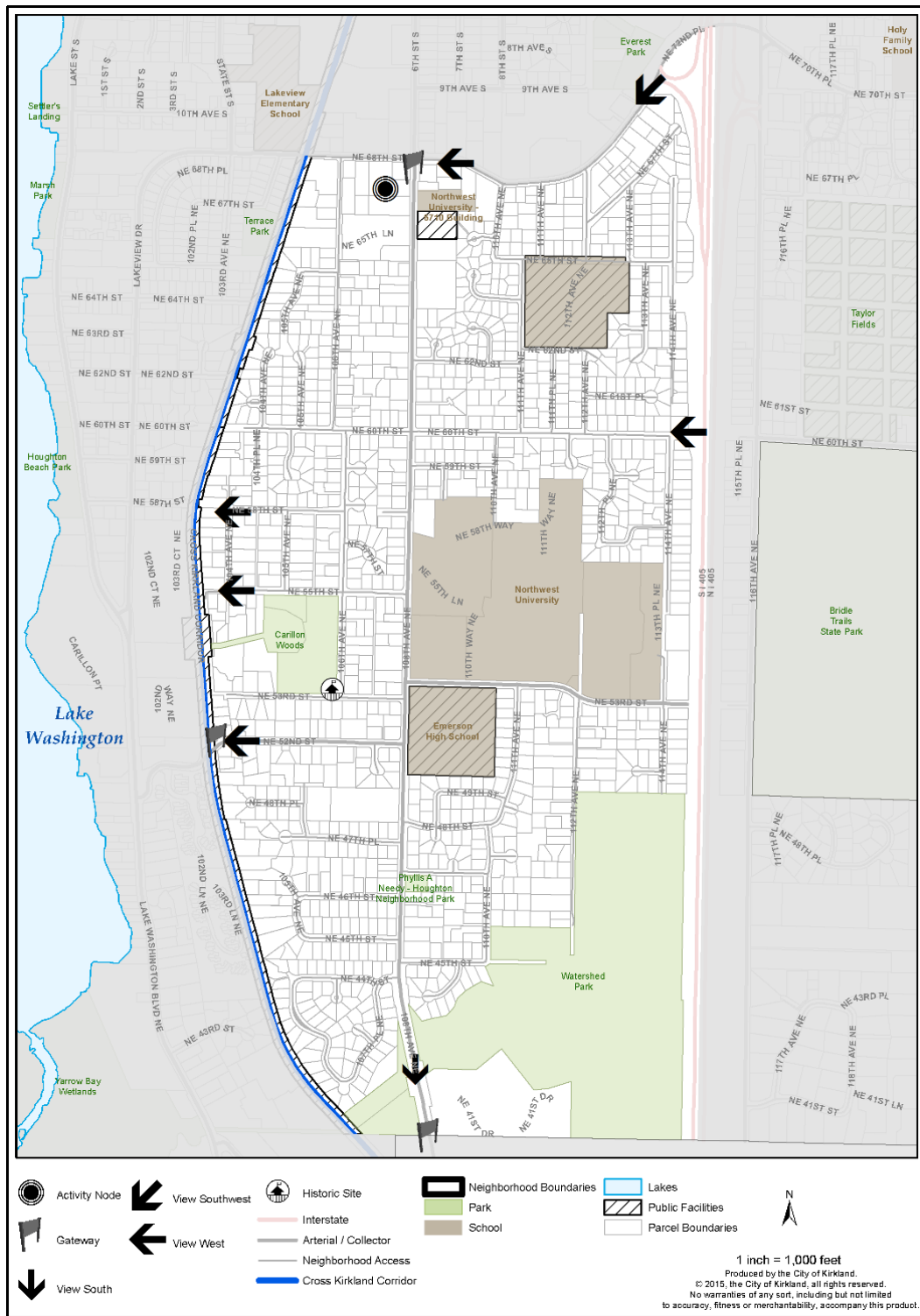


Figure CH-7: Central Houghton Urban Design Features

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

XV.L. Market Street Corridor

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



City of Kirkland

MARKET STREET CORRIDOR PLAN



1. OVERVIEW

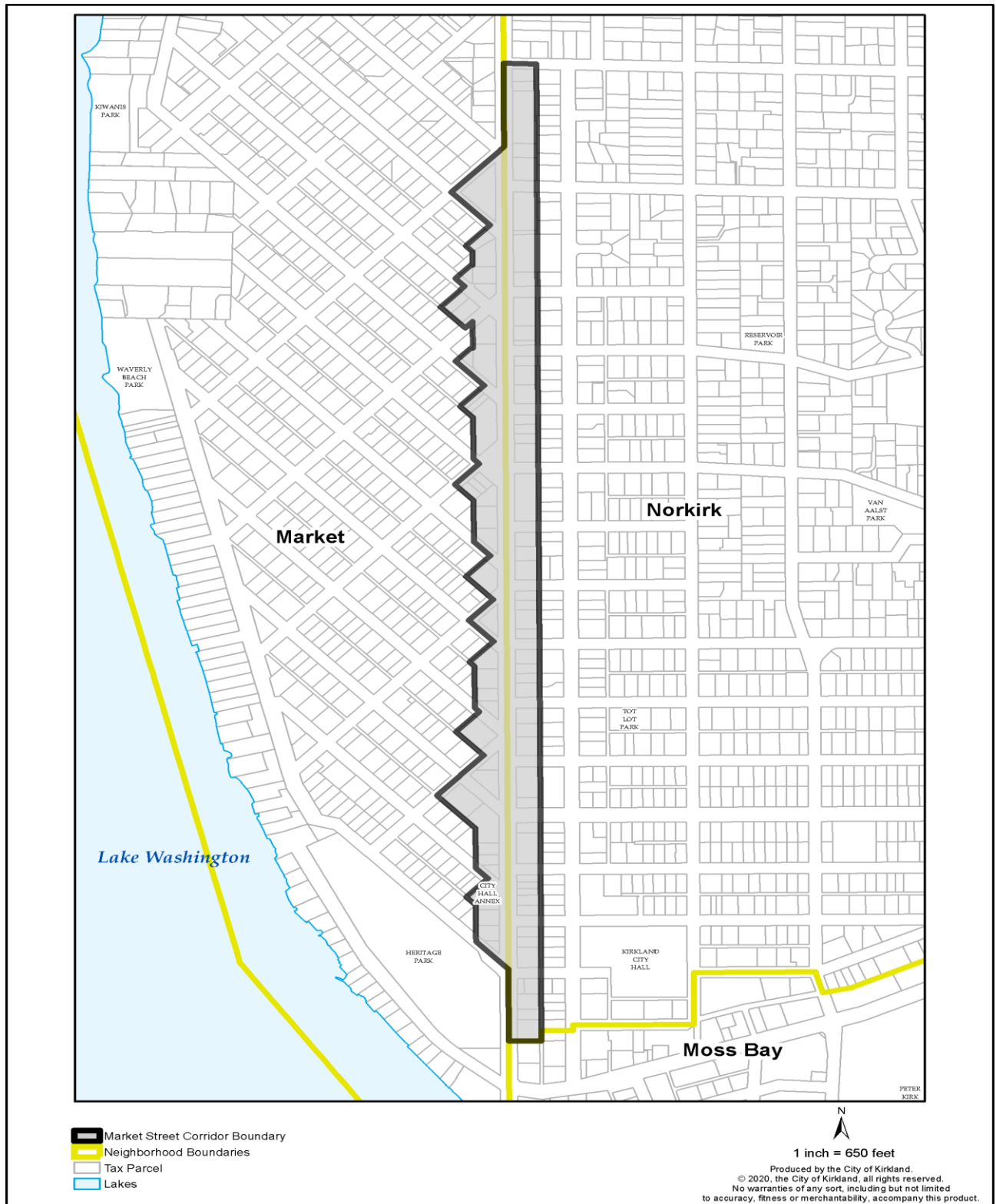
The Market Street Corridor is centered around Market Street and includes properties along the eastern border of the Market Neighborhood and the western border of the Norkirk Neighborhood.

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



The Kirkland Comprehensive Plan is current through Ordinance 4864, passed December 12, 2023.

Figure MS-1: Market Street Corridor Boundary

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.



Preserve Sequoia Tree at 17th and Market

The Kirkland Comprehensive Plan is current through Ordinance 4864, passed December 12, 2023.

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-identify 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.

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

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



The Kirkland Comprehensive Plan is current through Ordinance 4864, passed December 12, 2023.

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).



Multifamily Development on Market Street

Policy MS-7:

The Kirkland Comprehensive Plan is current through Ordinance 4864, passed December 12, 2023.

~~Maintain~~ ~~Enhance neighborhood compatibility through site~~ design standards and/or guidelines 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 development of different scales. ~~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.



Parking along Market Street Corridor

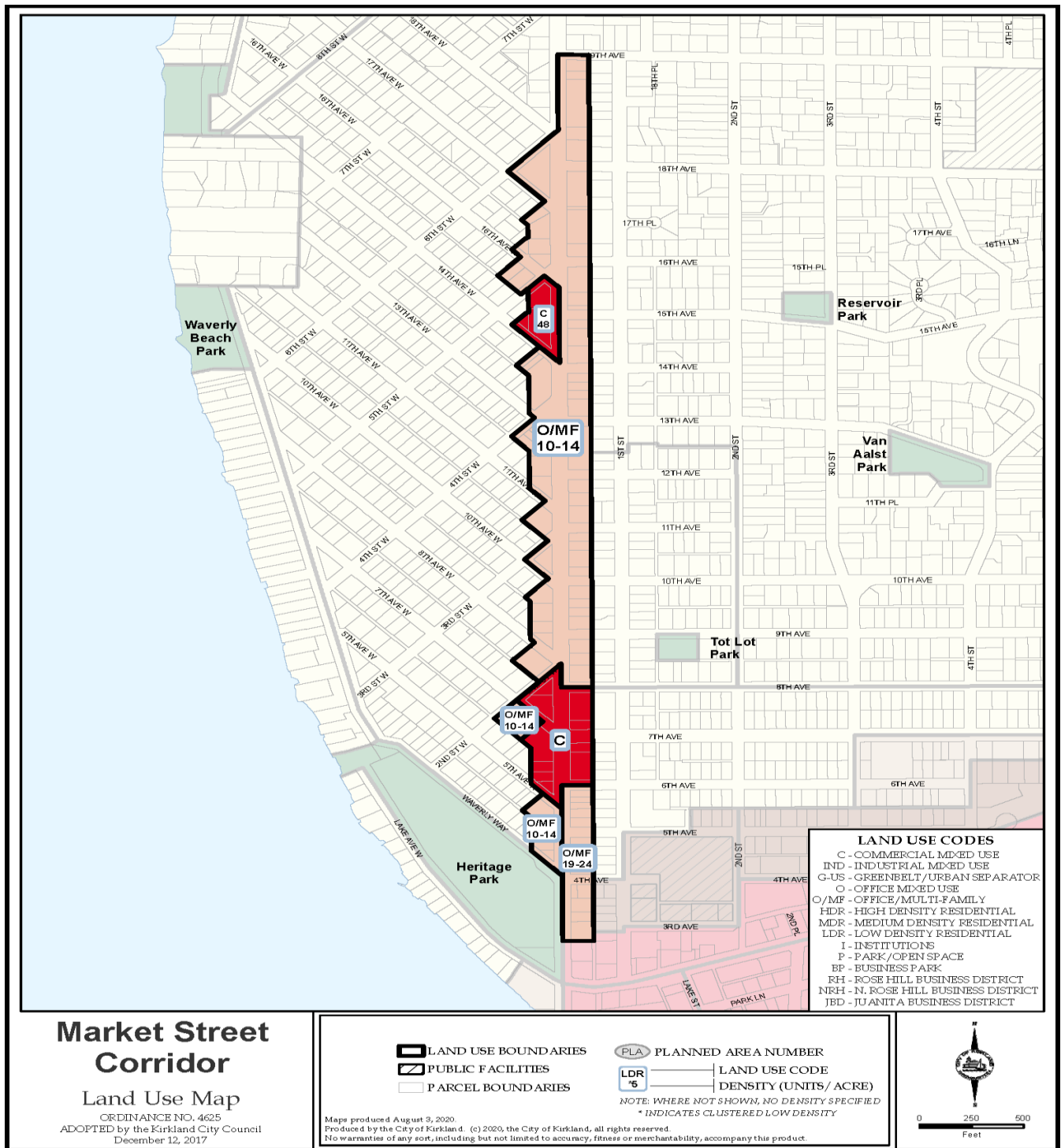


Figure MS-2: Market Street Corridor Land Use [Staff note: Neighborhood land use map will be updated to reflect the citywide Land Use map being amended in the Land Use Element.]

The Kirkland Comprehensive Plan is current through Ordinance 4864, passed December 12, 2023.

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.

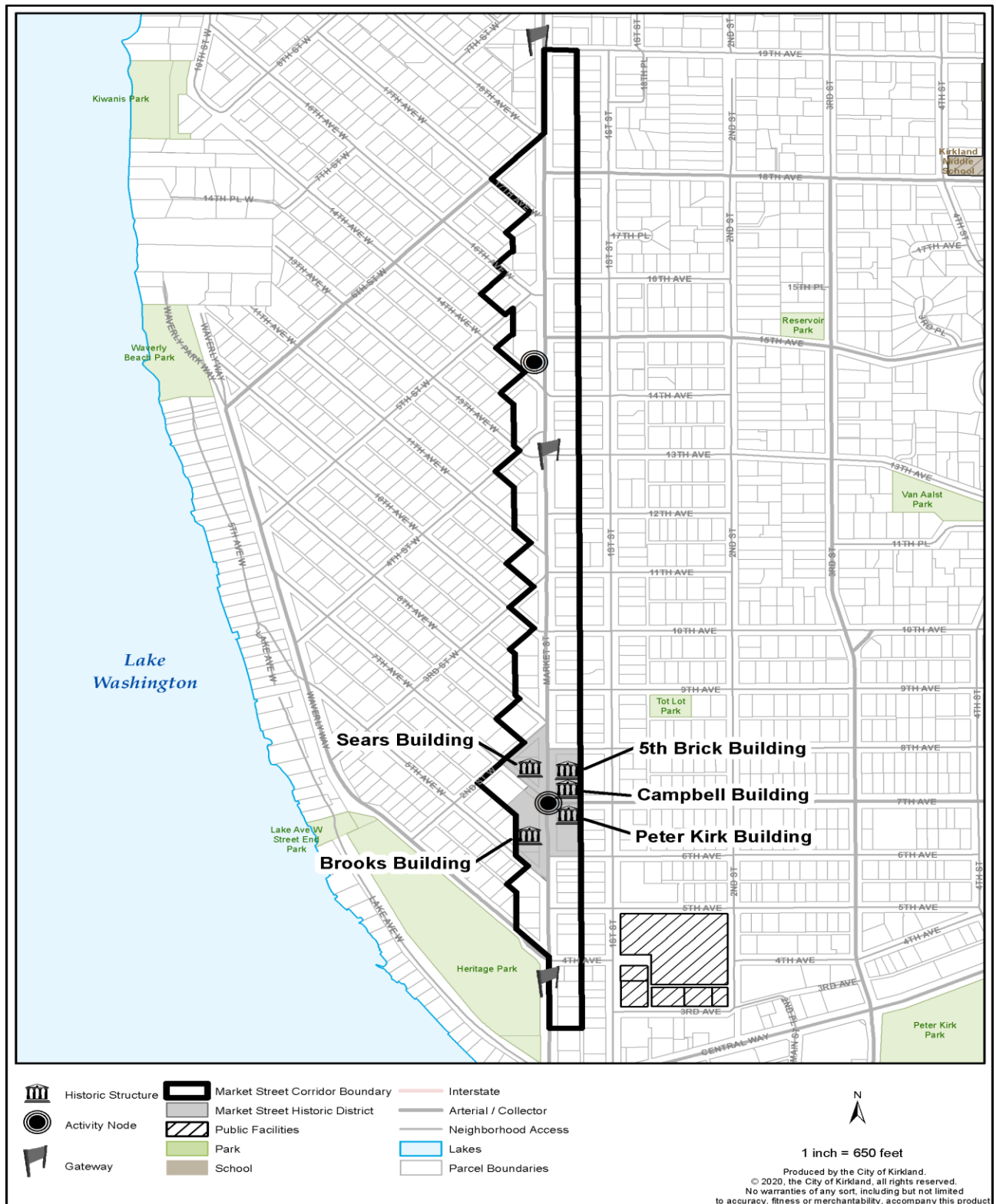
Policy MS-16:

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



The Kirkland Comprehensive Plan is current through Ordinance 4864, passed December 12, 2023.

Figure MS-3: Market Street Corridor Urban Design Features

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.



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.



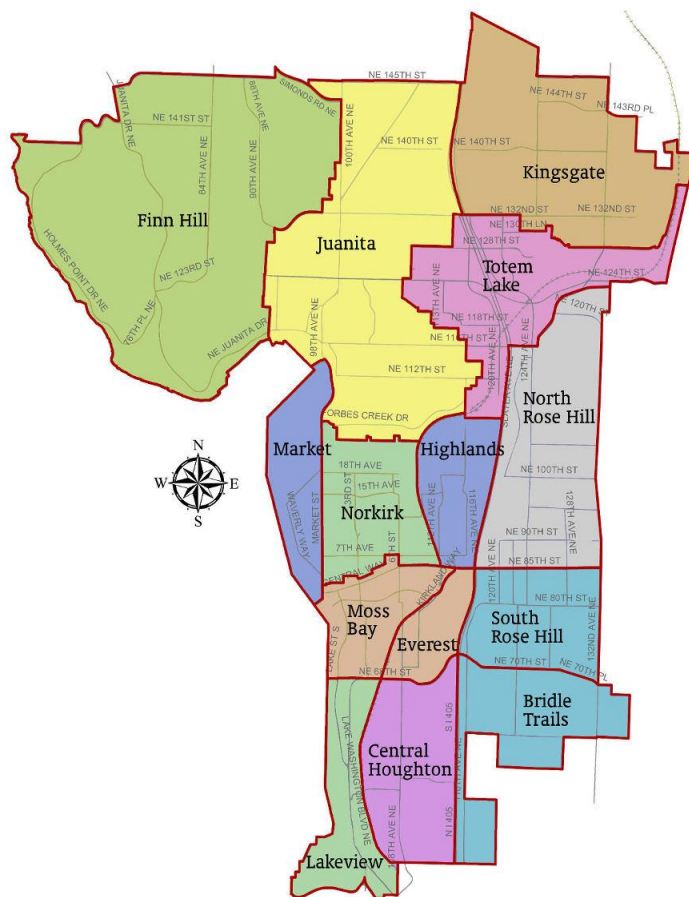
Bus shelter on Market Street

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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 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

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.

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).

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.

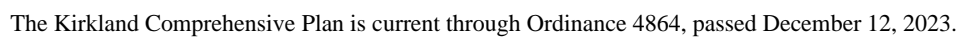


Figure TL-1: Totem Lake Business District and Urban Center Boundaries

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.



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.

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.

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 ~~2035-2044~~ as shown below:

	Existing (2014)	Planned (2035)	<u>Existing (2024)</u>	<u>Planned (2044)</u>
Residents	4,680	8,678		
Dwelling Units	2,943	5,457	<u>5,021</u>	<u>7,147</u>
Residential Density (units/gross acre)	3.50	6.49	<u>5.96</u>	<u>8.49</u>
Employees	14,806	20,602	<u>14,877</u>	<u>22,418</u>
Employee Density (jobs/gross acre)	17.60	24.49	<u>17.67</u>	<u>26.63</u>

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~~ 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.

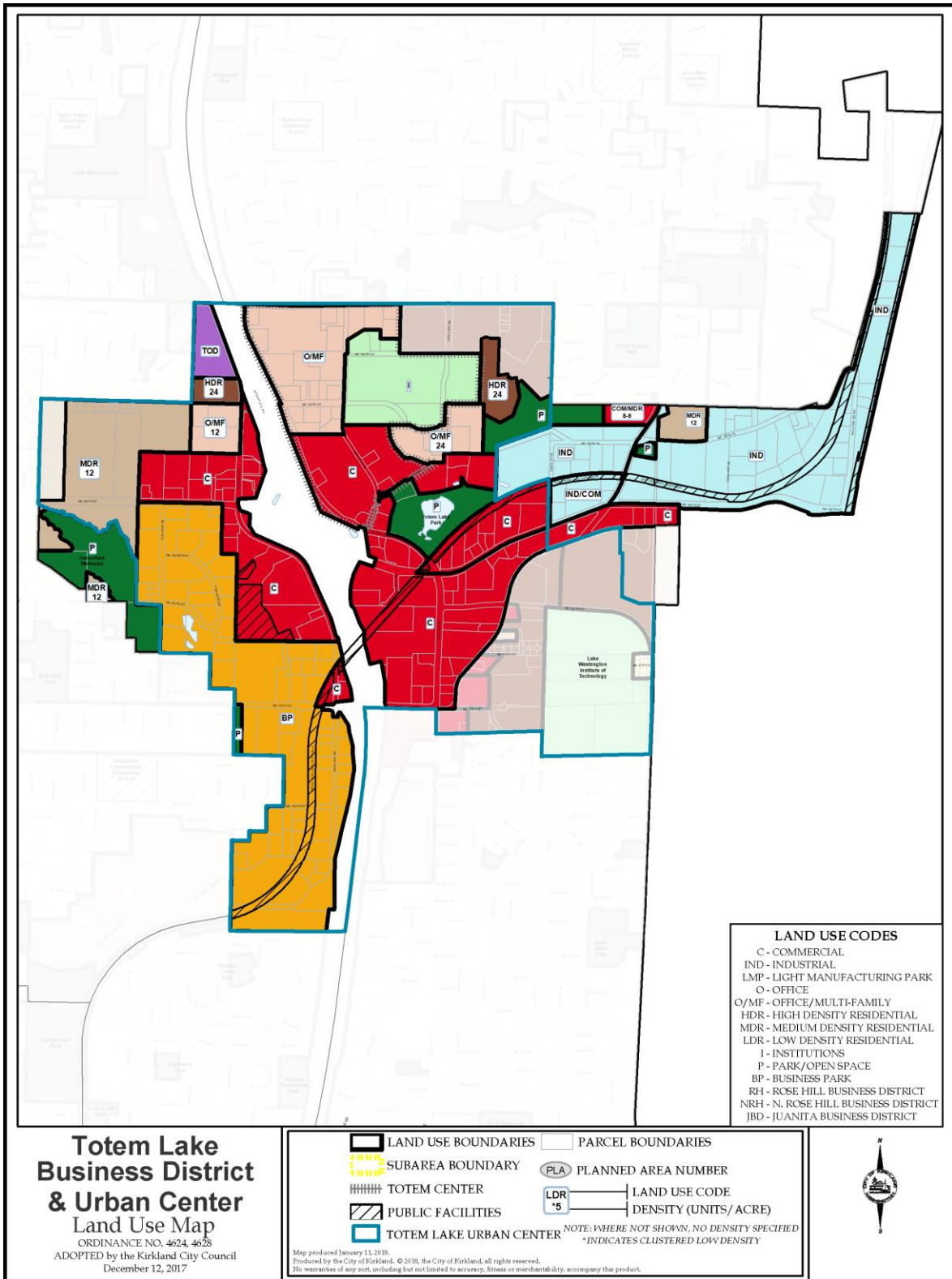
In 2013, the City studied the feasibility of developing a Transfer of Development Rights (TDR) program within the Totem Lake Urban Center, as a possible additional technique to support the vision for higher levels and densities of population, housing employment and activity within the Center (see Glossary, 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.

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).



The Kirkland Comprehensive Plan is current through Ordinance 4864, passed December 12, 2023.

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.]

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.



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.



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.

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.

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.

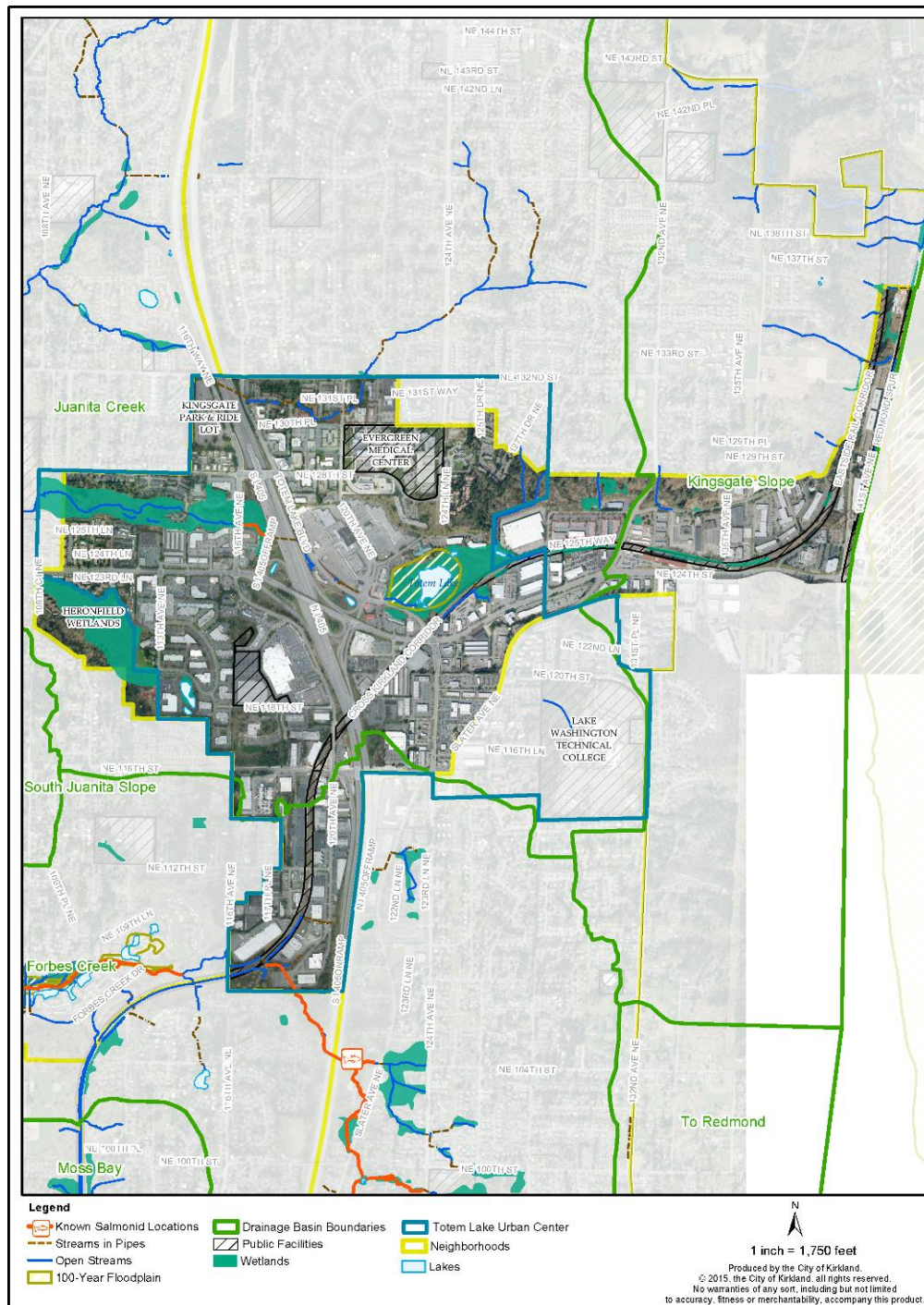


Figure TL-3: Totem Lake Wetlands, Streams, and Lakes

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 have~~ 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 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.

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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.

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

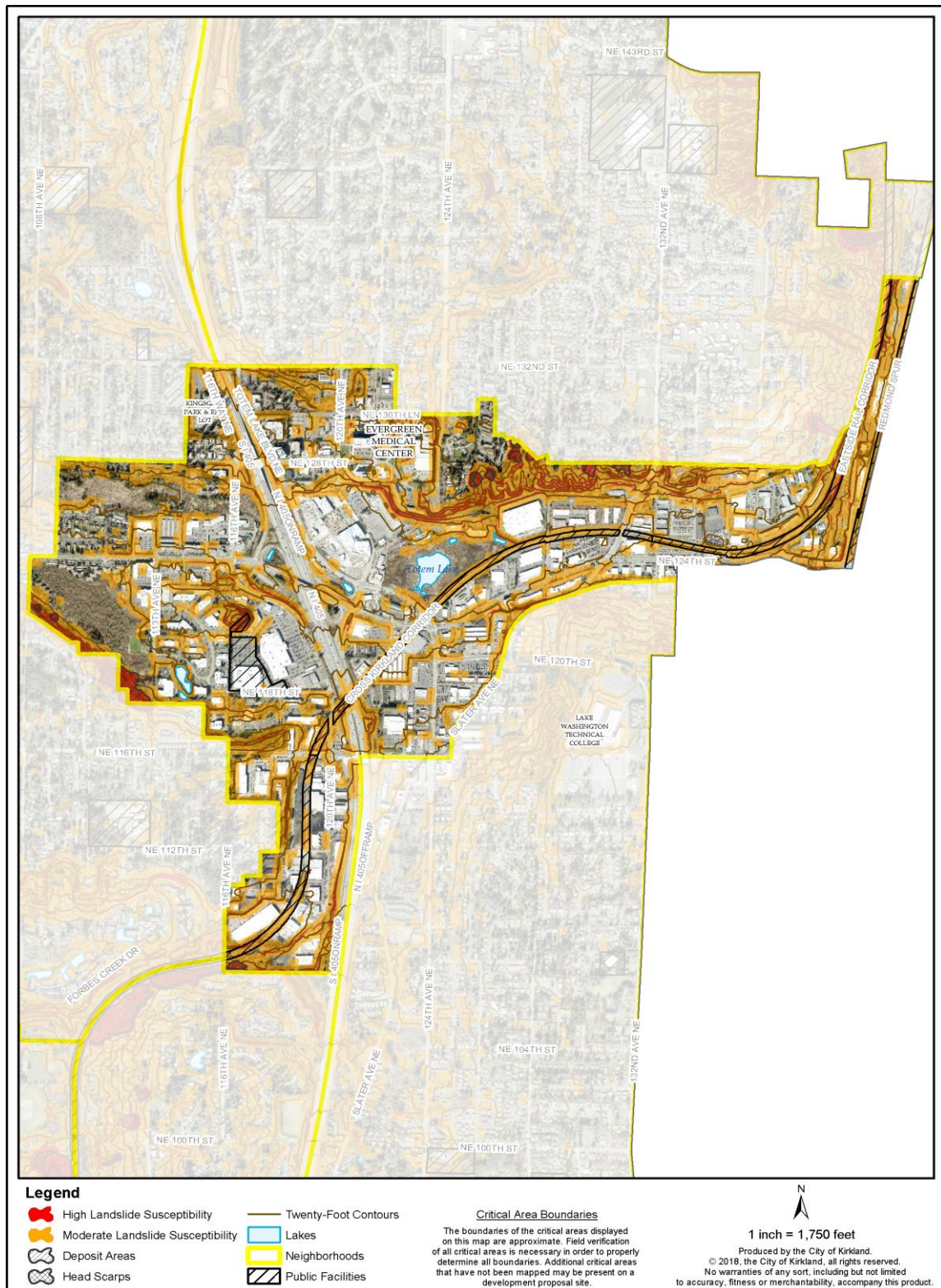
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ridge along NE 116th Street and the hillside northeast of Totem Lake (Figure TL-4a), should retain vegetative cover to the maximum extent possible.

Goal TL-9: Acquire and develop community facilities, such as a neighborhood park and community center.

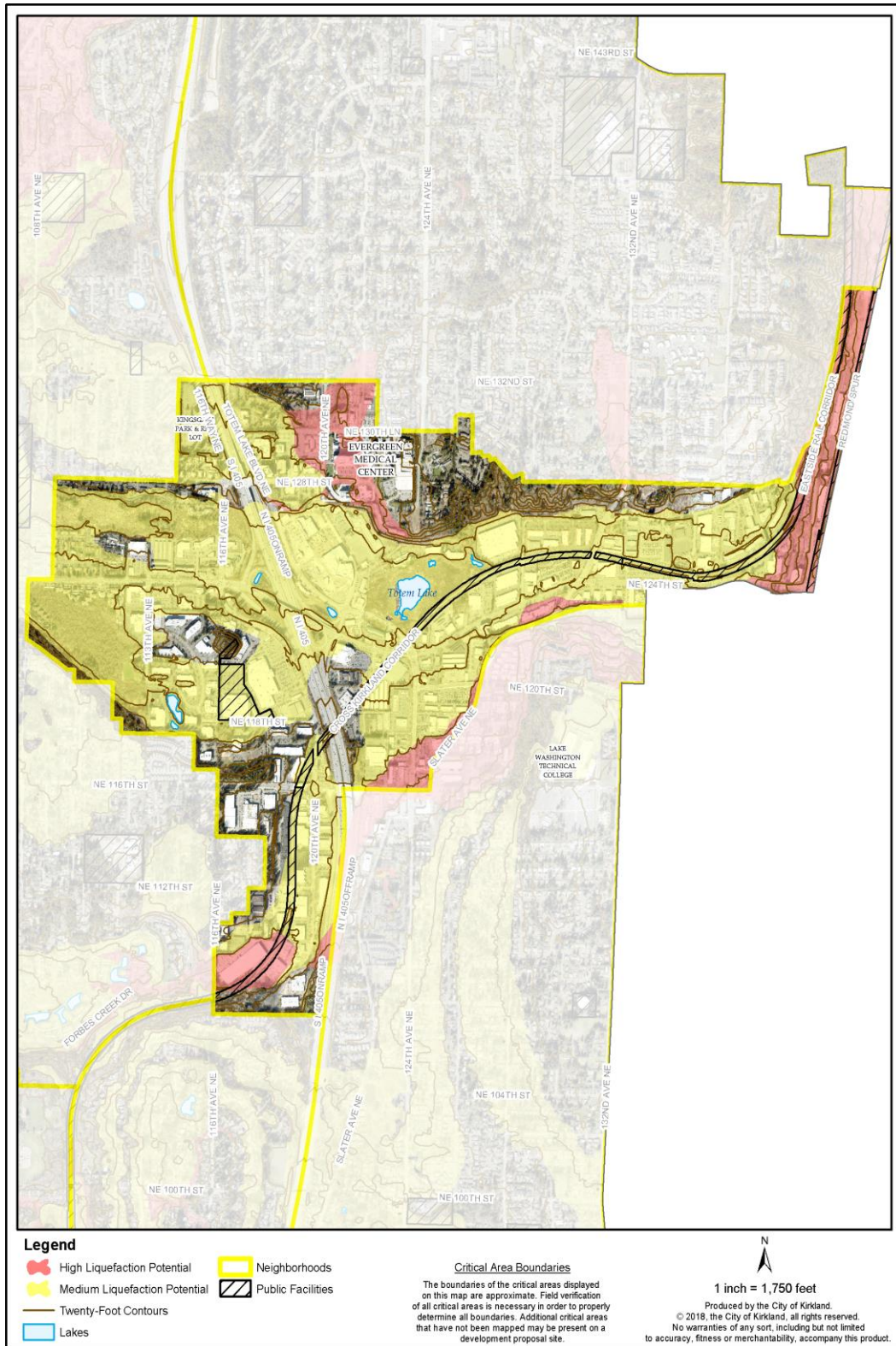
Policy TL-9.1: Establish an open space network.

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

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.

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.

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.

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

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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).

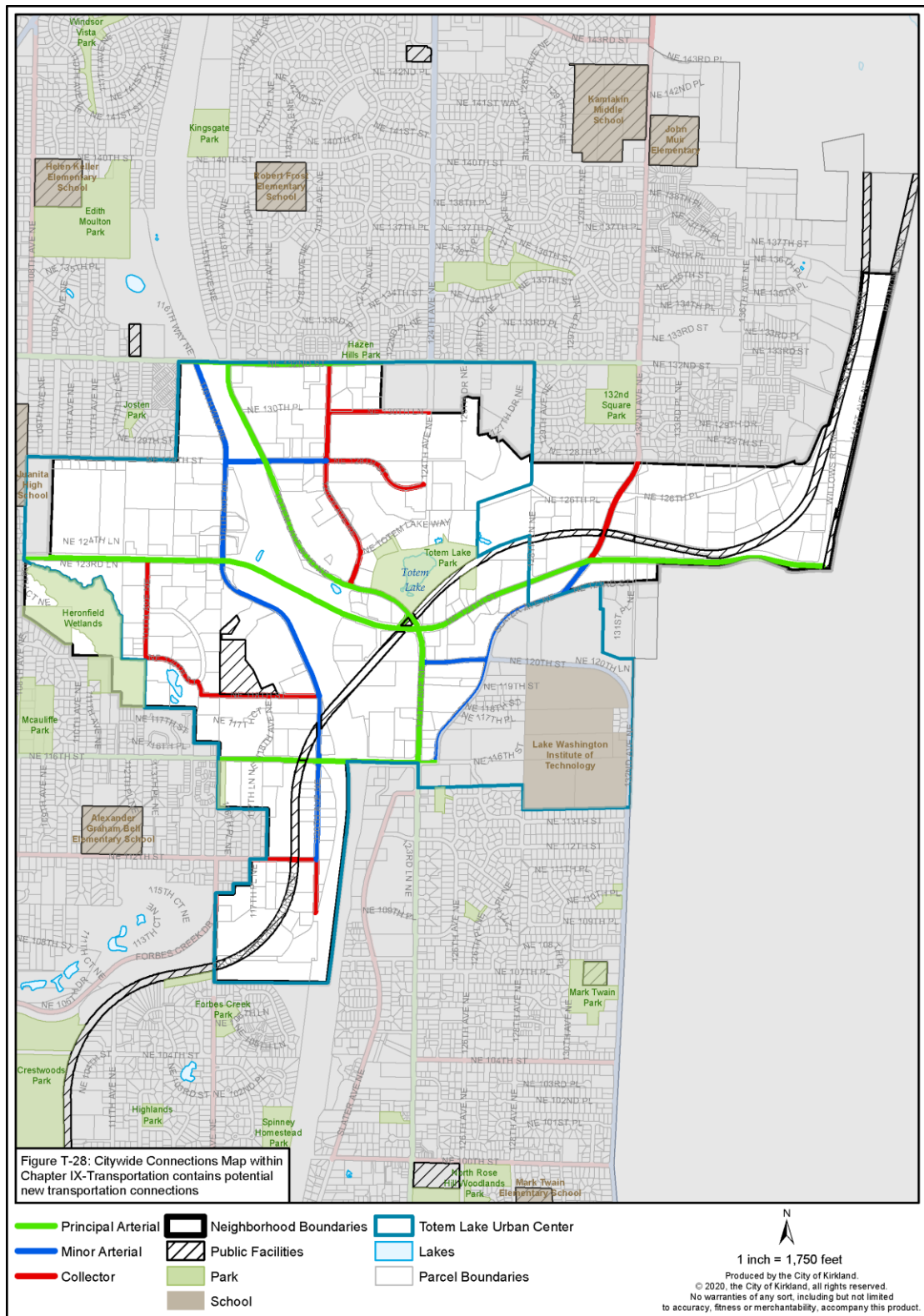
Policy TL-13.1: Maximize efficiency of the existing transportation network.

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

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](#).

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).

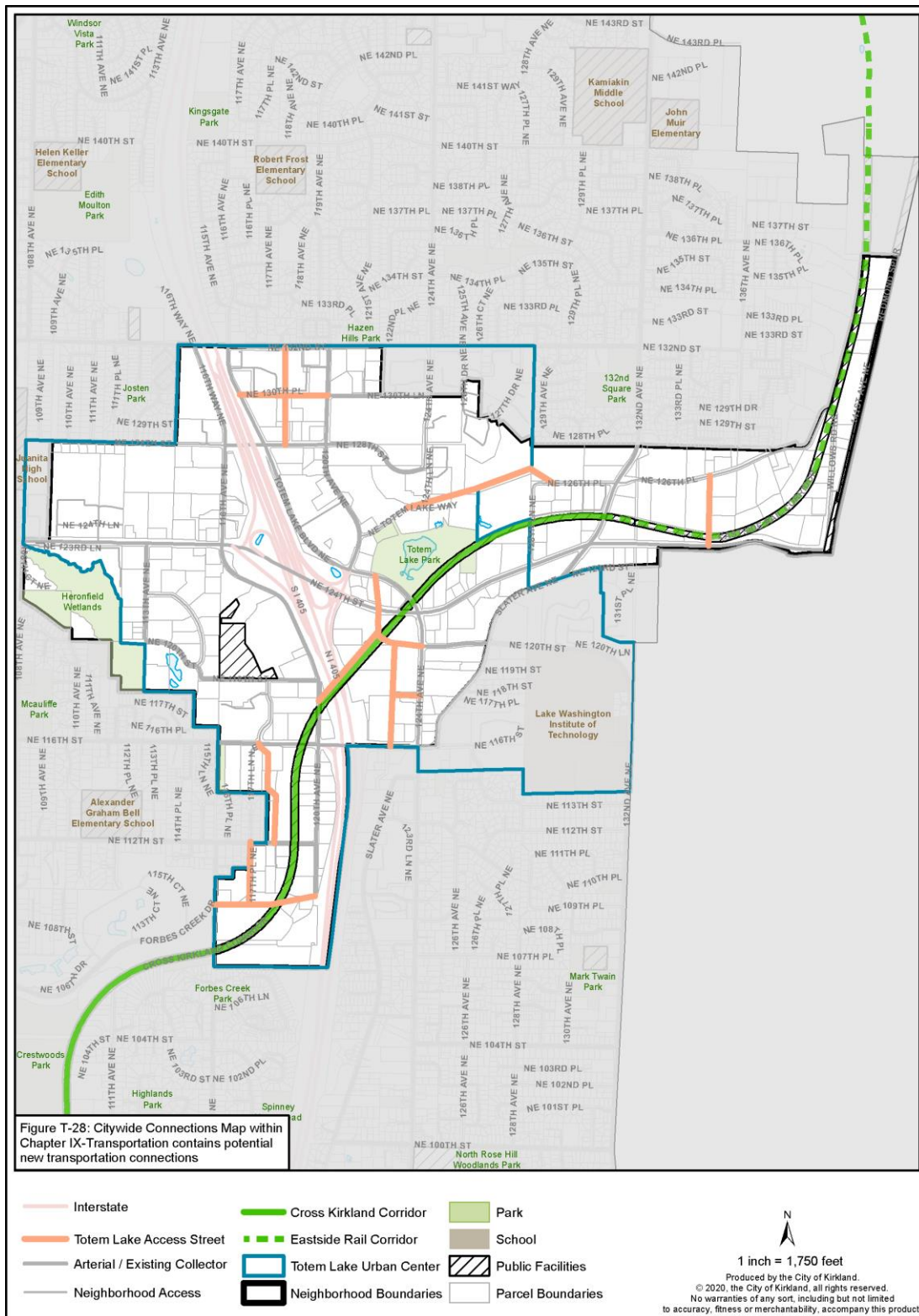
The Totem Lake Business District needs many ~~nonmotorized-active transportation~~ improvements, as identified in the City's Active Transportation Plan. These include safe and appropriately scaled ~~nonmotorized-pedestrian and active mobility~~ access to connect neighborhoods, and activity and urban 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.

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.

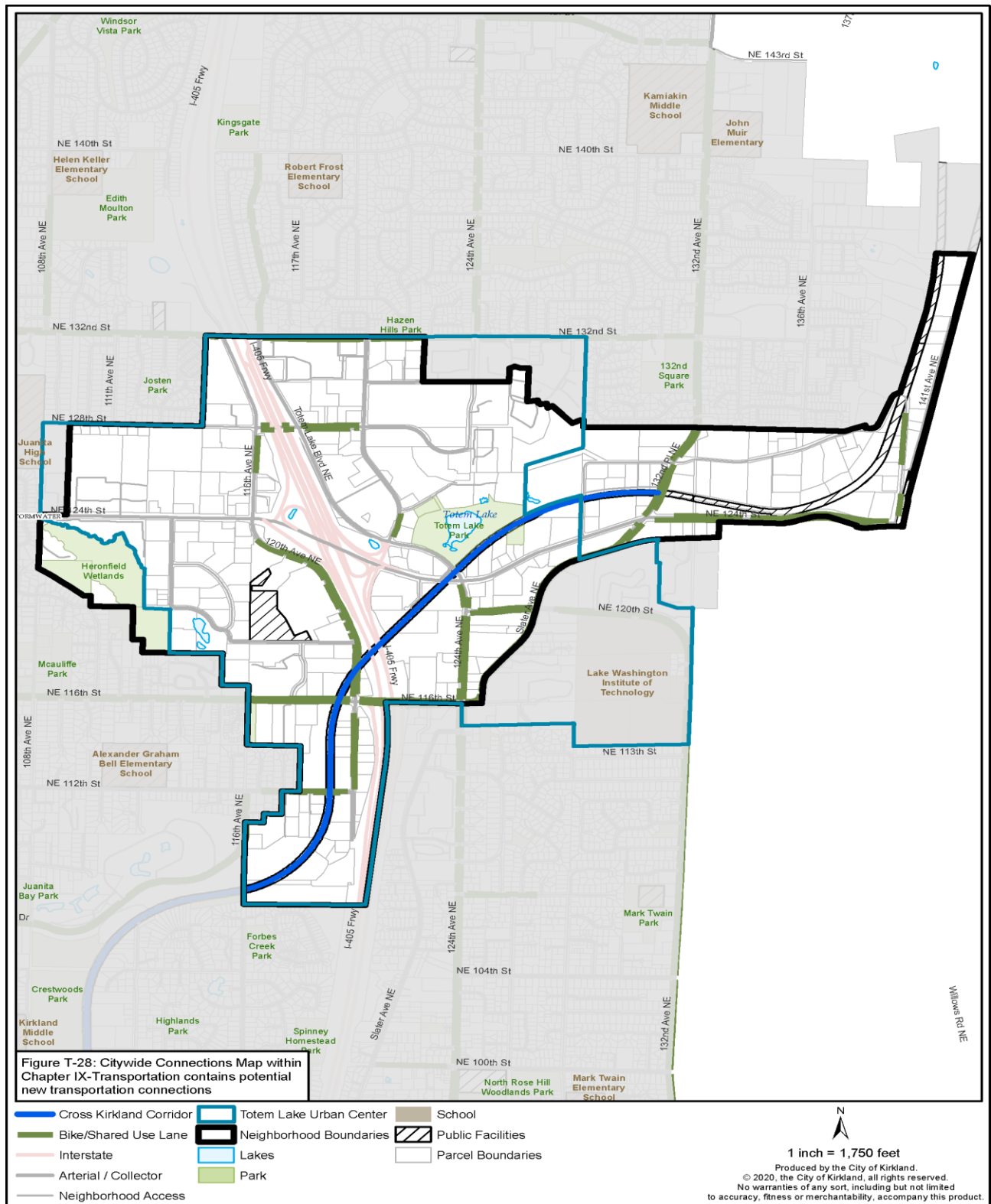
The extension of improvements to the CKC north to Woodinville would enable users of the corridor to travel seamlessly across jurisdictional borders.



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Figure TL-6: Totem Lake Planned Streets and Possible New Connections

Figure TL-7: Totem Lake Pedestrian System



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Figure TL-8: Totem Lake Bicycle System

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.

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:

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. For a mixed-use residential project on the combined parcels, 389310-0828, 389310-0829, 389310-0830 and 389310-0960 taller buildings shall be oriented away from and step down in height towards single-family residential areas.

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 2023, 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.

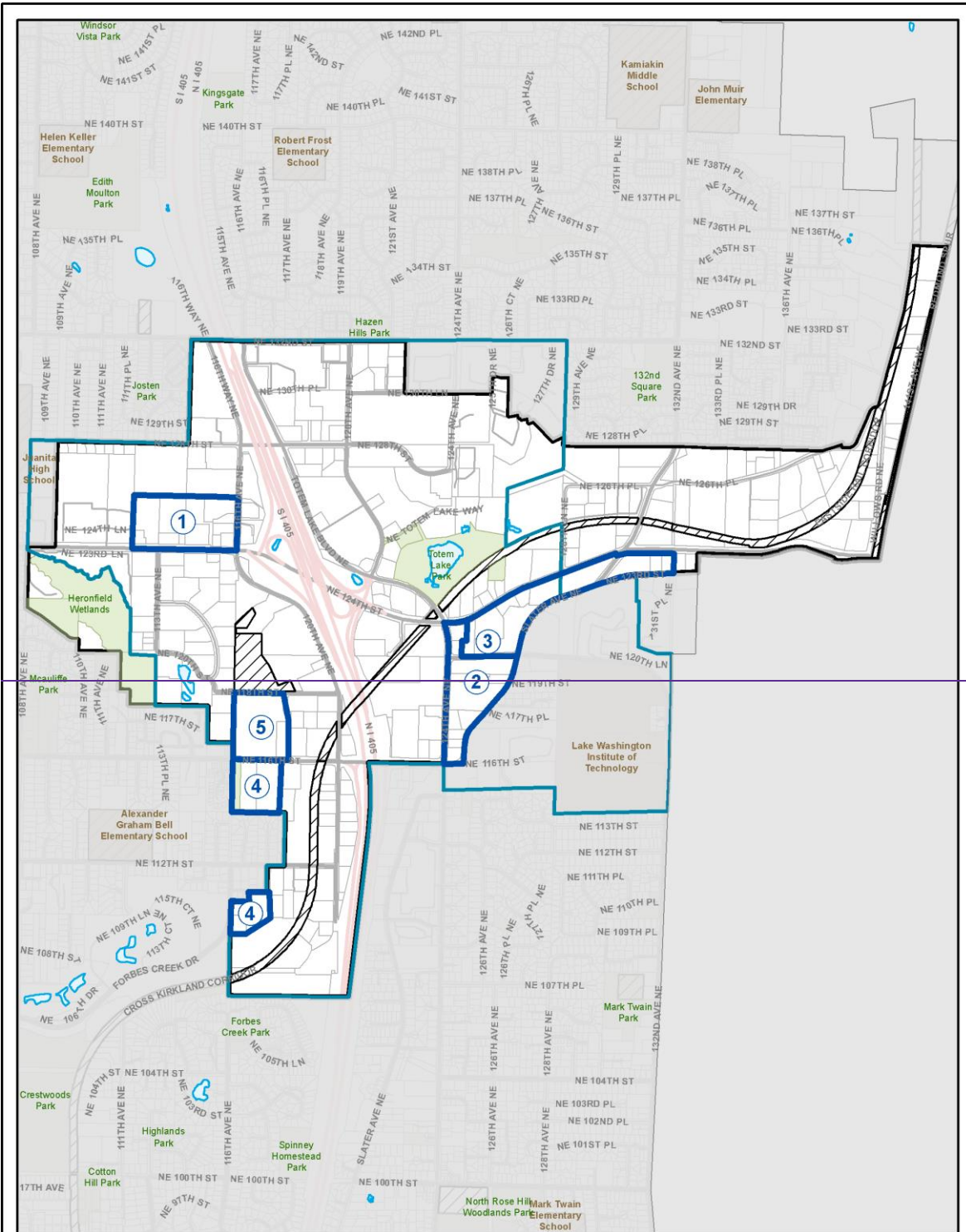
Policy TL-20.1:

Seek ways to expand development incentives, requirements and other measures to encourage development of affordable housing.



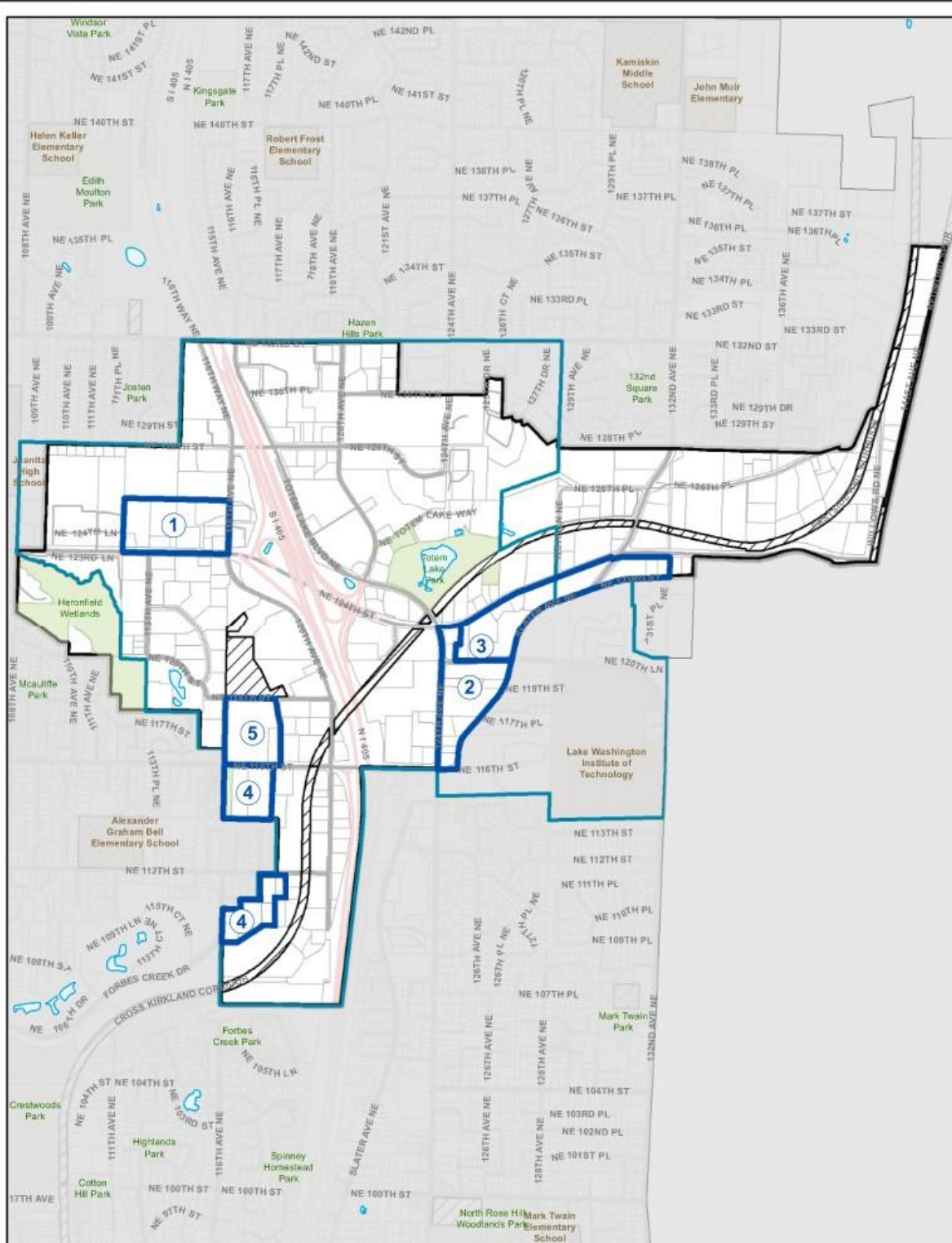
Francis Village

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1 inch = 1,750 feet

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- 1 Housing Incentive Areas
- 1 Totem Lake Urban Center
- 1 Neighborhood Boundaries
- Park
- School
- Public Facilities
- Lakes
- Parcel Boundaries



1 inch = 1,750 feet

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Figure TL-9: Totem Lake Housing Incentive Areas

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.

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

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.

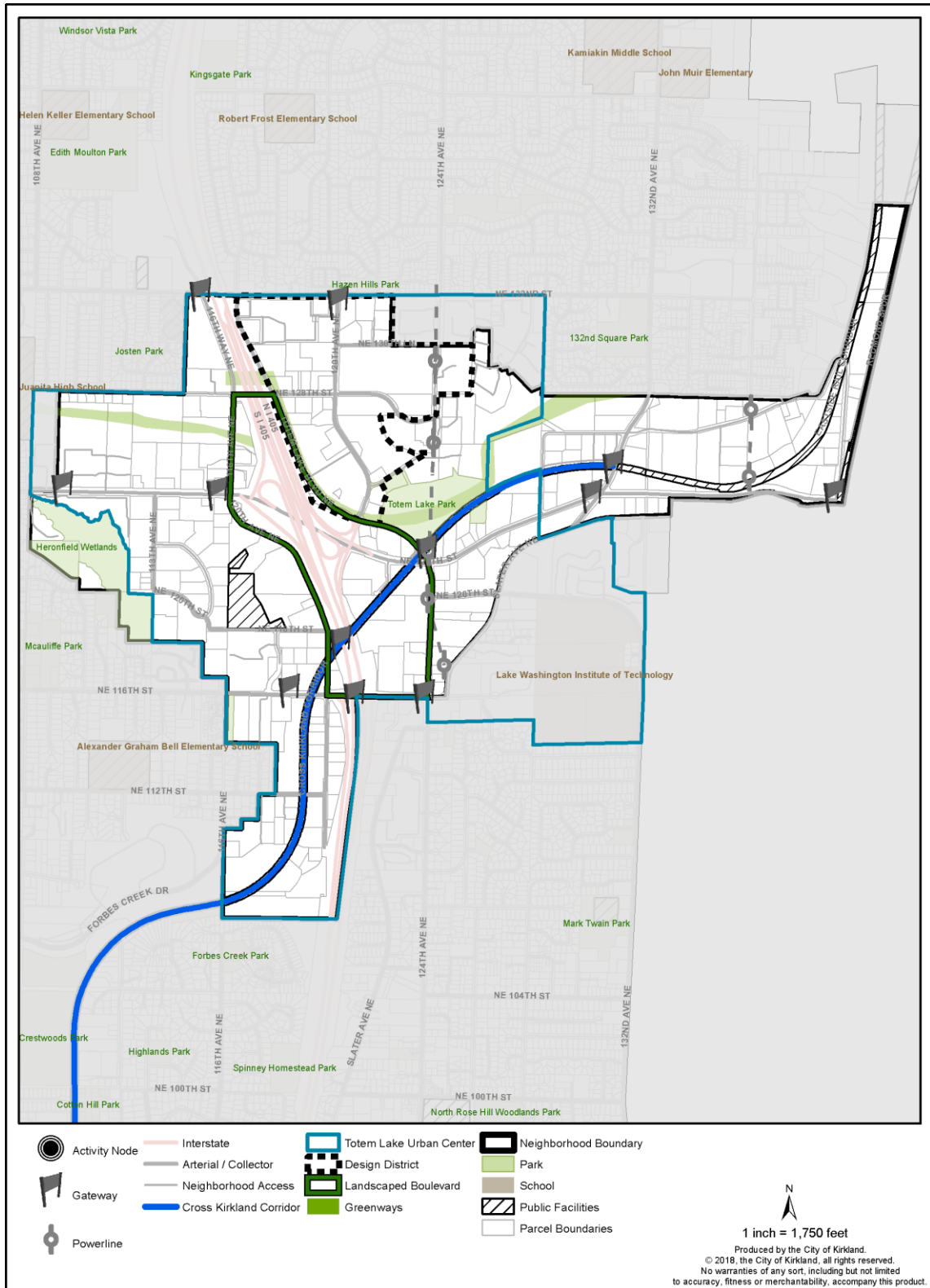
At some locations, private development should install gateway features as part of future development. In other instances, public investment in such features is necessary.

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

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.

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.

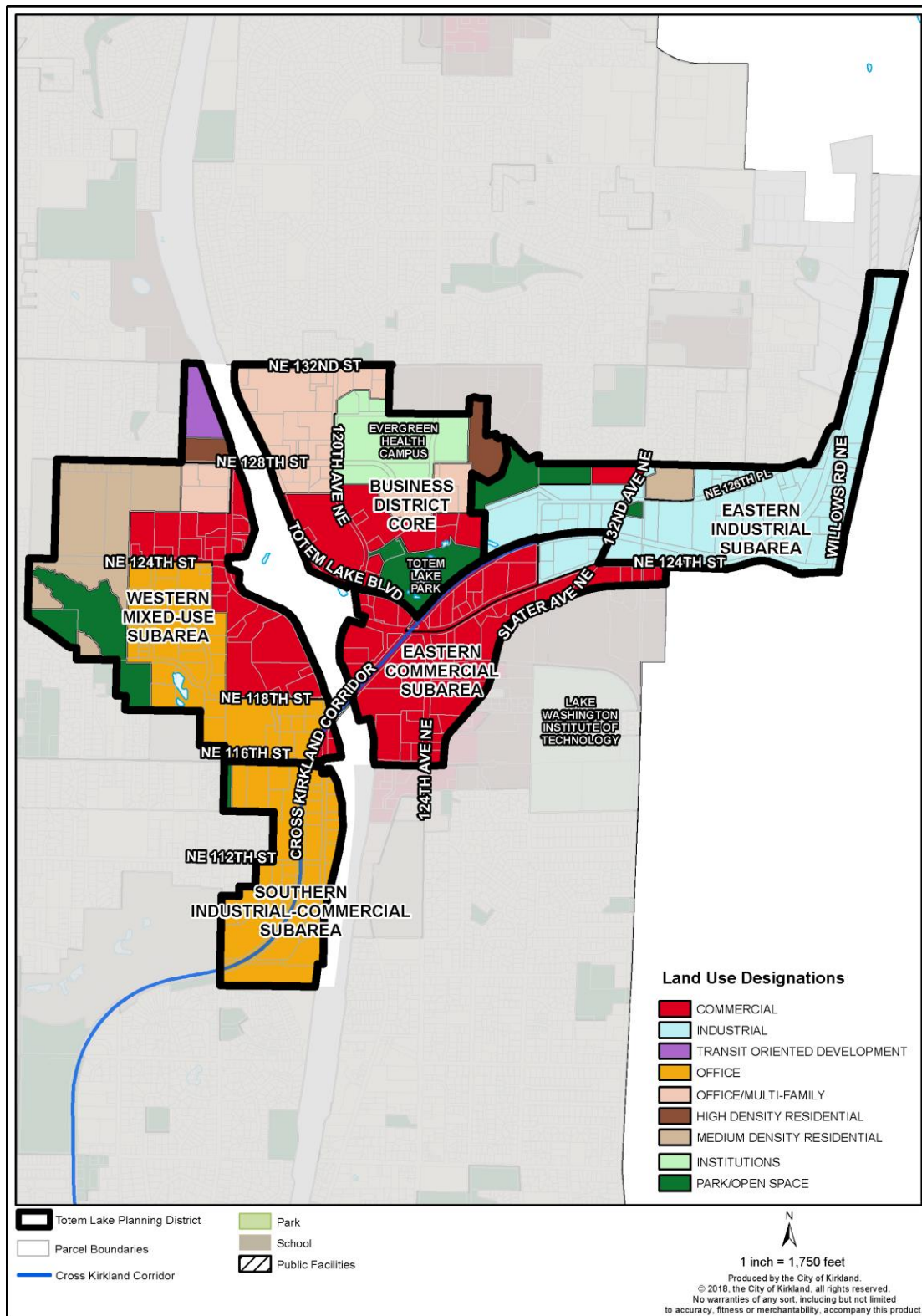
Techniques used could include limits on height, building bulk and placement, and lighting; setbacks of taller buildings away from residential neighborhoods; requirements for landscaping; noise control and other appropriate measures. Transitional regulations should include provisions for greenbelts, buffers 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.

11. Subarea Goals and Policies

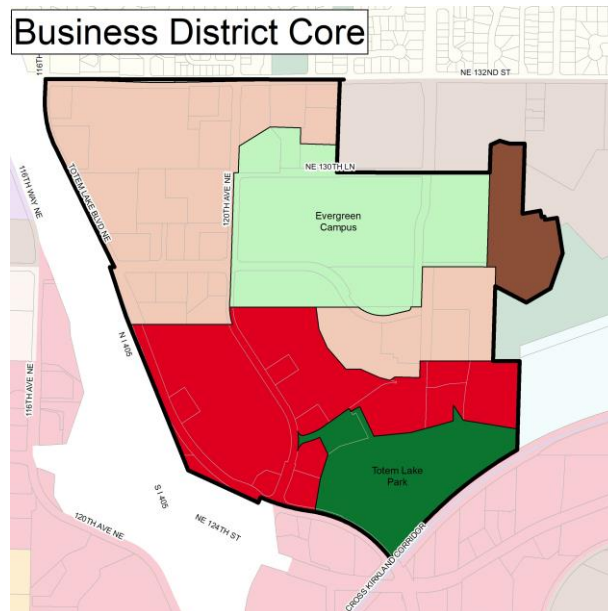
The general goals and policies in Section 3 of this plan also apply to the Totem Lake subareas, identified in Figure TL-11. The goals and policies described below are additional efforts to address unique conditions and opportunities in these areas.



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Figure TL-11: Totem Lake Subareas

Business District Core



The Business District Core is home to Evergreen Health Medical Center, the ~~Totem Lake Mall~~ Village at Totem Lake retail center, a variety of office/commercial uses, a regional transit center and Totem Lake Park. As of 2015, the core is characterized by development of low to moderate intensity. While thriving in many ways, this district has significant potential for increased activity and vitality. Policies in this plan are intended to strengthen the role of the Business District Core as the heart of the Totem Lake Urban Center, providing a thriving employment, housing, commercial, service and recreation center for the city and the region.

The location of a compact mix of land uses and employment opportunities within the core area can provide the environment for increased use of transit, and a decreased need for vehicle travel outside of the district. The policies for the Business District Core capitalize on the synergy created by existing and planned uses to create an attractive and vital community center. Ultimately, planned development in the core will contribute to the sense of community and identity for the entire Totem Lake Business District, as described in the Vision Statement.

Goal TL-26: Focus intensive growth within the core of the Totem Lake Business District.

Policy TL-26.1: Provide for increased intensity of development within the core of the Totem Lake Business District.

In the Totem Lake Business District, the most intensive commercial development is focused in the Business District Core (see inset). The Evergreen Health campus and the Totem Lake Mall play key roles in the overall health and vitality of the district, attracting a cluster of complementary and collaborative businesses.

To ensure the core is developed to urban densities, a minimum development threshold is required for new development and redevelopment within the district.

Goal TL-27: Provide a variety of high-density intensity residential uses.

Residential development in the Business District Core is provided for in the mixed-use area. Mixed-use occurs when more than one land use is within a single building or when different uses are located in separate buildings close to

each other. An important characteristic of mixed-use is that uses are in close proximity and have a good walking-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.

Policy TL-28.2: Encourage development that will bring vitality and activity during evenings and weekends.

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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.



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.~~

~~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.

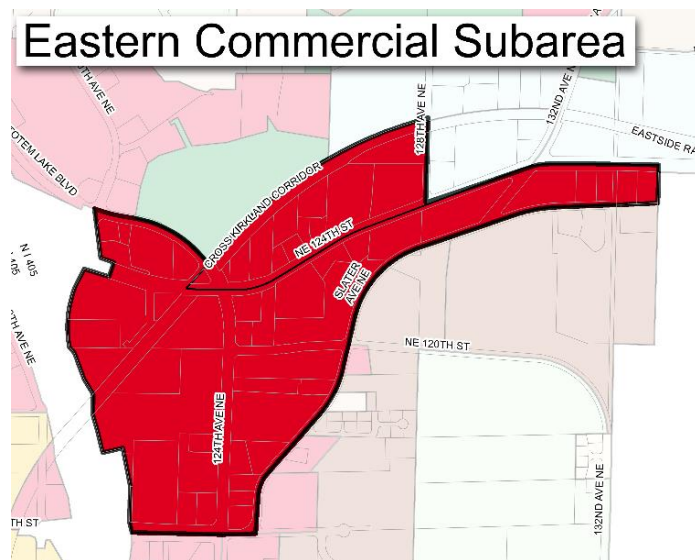
Policy TL-31.3: Provide new pedestrian connections to Totem Lake Park from businesses, residential areas, transit and the Evergreen Health campus.

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 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).

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

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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.

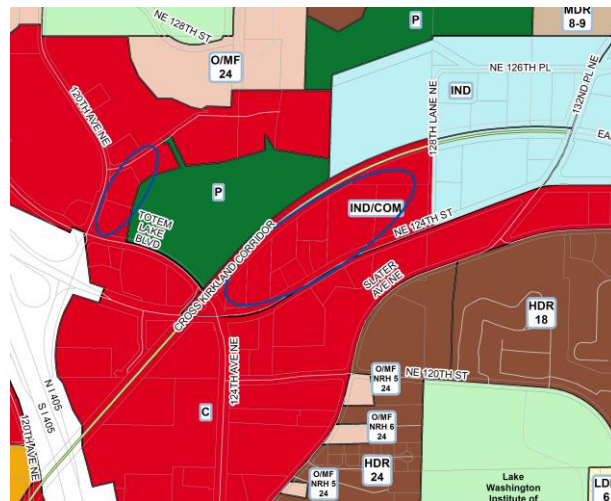
Where commercial and light industry/office uses exist between NE 124th Street and the CKC, next to Totem Lake Park, the relationship of these land uses to the corridor and lake should be considered. Building openings and connections should be consistent with the objectives of the 2013 Totem Lake Park 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).

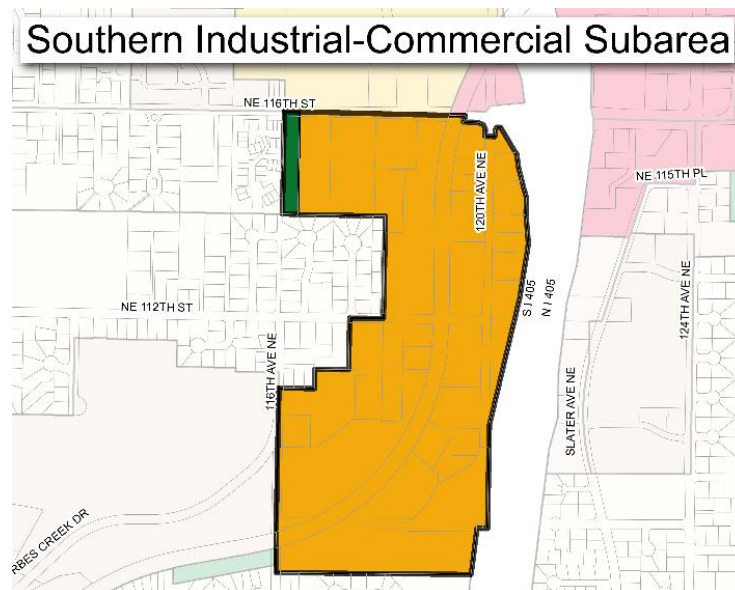
Residential use within this transitioning area is ~~appropriate-encouraged~~ where proximity to Totem Lake Park serves as an amenity for the living environment. As the transition between new mixed use and residential developments and existing light industrial uses presents a compatibility challenge, the siting and design of new buildings should be 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



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

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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.

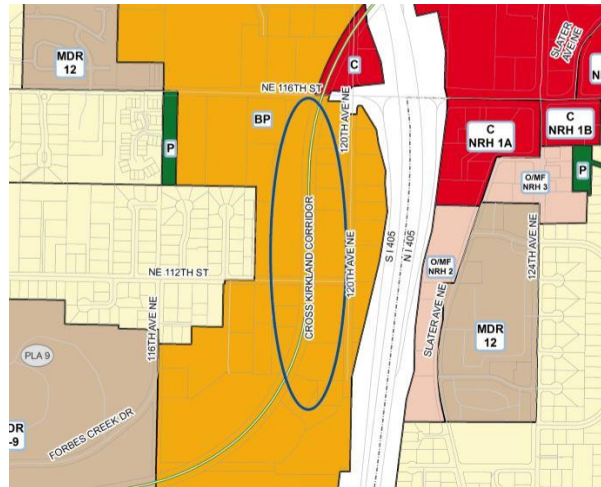
Goal TL-34: Accommodate residential use where appropriate within the subarea.

Policy TL-34.1: Accommodate residential use within the Housing Incentive Area located in this subarea.

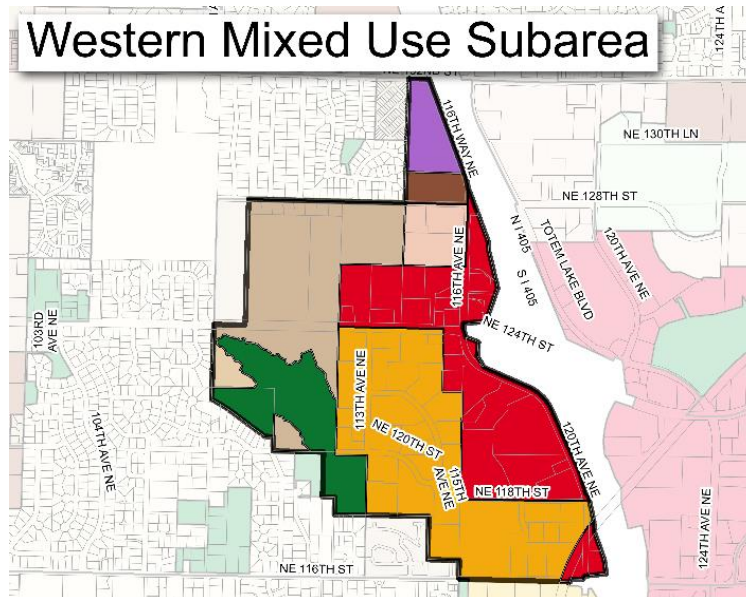
Residential use is appropriate along the perimeter of this area, as shown in Figure TL-9, where conflicts with light industry/office uses are less likely to occur.

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.



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.

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.

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.

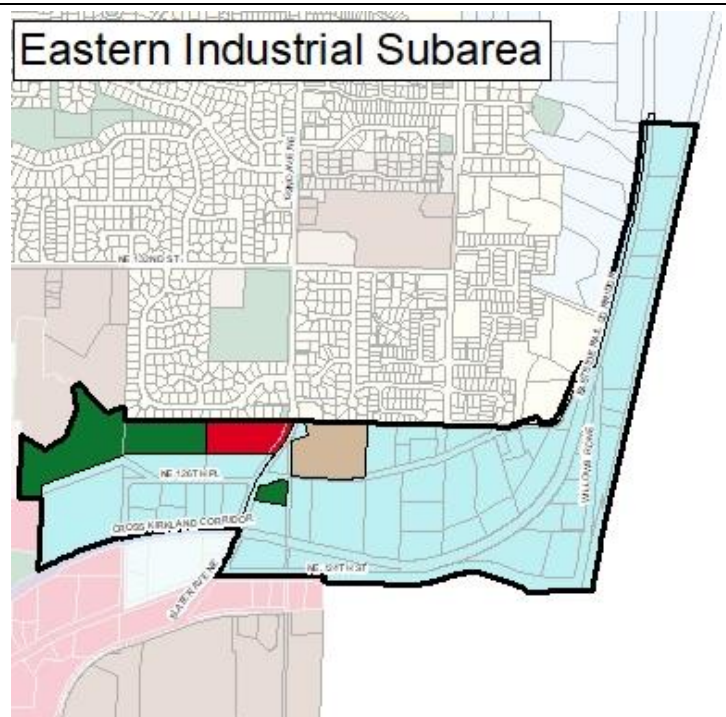
~~Establishes standards for~~Provides high-quality site and building design.

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.

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.

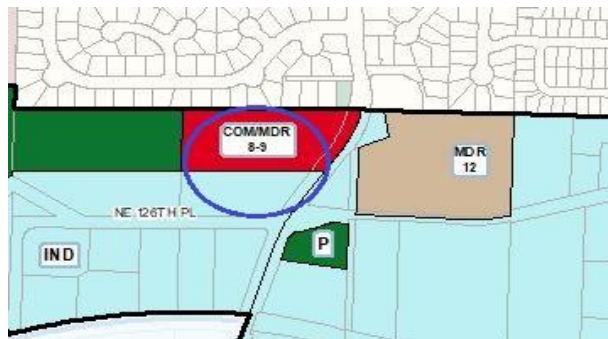
Policy TL-36.2: Development of the land north of NE 126th Place should be subject to standards to protect critical areas.

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.

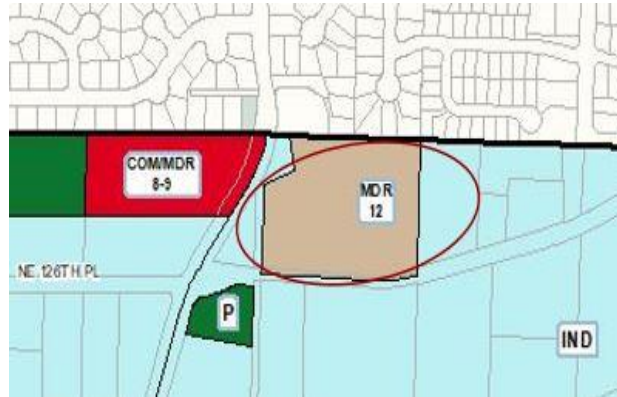


(3) Standards for nonresidential development that includes consolidation and coordination of both parcels (TL 9A and TL 9B) should ensure that impacts to critical areas are avoided. Where this is not practicable, impacts should be minimized. Mitigation may be proposed incorporating best available science 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.

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.

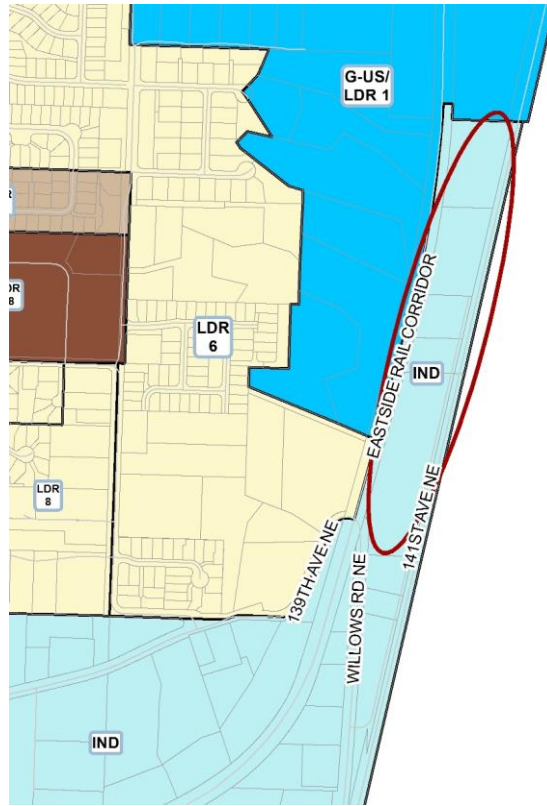
Steep slopes within High Landslide Hazard Areas, dense vegetation and wetlands exist within some areas east of 132nd Avenue NE. On these parcels, development with ~~multifamily~~ residential use may provide opportunities to avoid potential wetlands, buffers and steeper areas through the siting of units 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.



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.