



CITY OF KIRKLAND
City Manager's Office
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MEMORANDUM

To: Kurt Triplett, City Manager
From: Marilynne Beard, Deputy City Manager
Date: January 9, 2014
Subject: KIRKLAND 2035 UPDATE #9

RECOMMENDATION:

City Council receives an update on recent and upcoming public outreach and communication efforts related to the Kirkland 2035 plan updates.

BACKGROUND DISCUSSION:

This report is the ninth in a series of monthly updates to keep City Council and the public informed about the results of recent public involvement activities and upcoming opportunities to get involved.

Community Vision

At the previous update, the City Council was updated on the visioning process and was able to view the cumulative "wordle" that represented the major themes emerging from the process. Since that time, Planning staff has been reviewing and synthesizing notes from all of the visioning sessions. The final visioning session was held on January 15 with the Finn Hill Neighborhood Association. The Planning Commission reviewed the draft vision statement at its January 9 meeting and the City Council will receive an update in February. Although public outreach activities were largely suspended over the holiday season, progress continues on the development of major plans.

Neighborhood Plans

One important new effort that was put in motion over the past month is a neighborhood plan update process that will begin in January and February. In 2009, the Planning Department budget was reduced, eliminating staff time dedicated to neighborhood plan updates. The Planning Commission had discussed alternative ways to approach neighborhood plans that were less staff-intensive and a memo with options was forwarded to the City Council (Attachment A). The Kirkland Alliance of Neighborhoods discussed the neighborhood planning process at their January 2013 meeting (Attachment B) and the City Council had a similar discussion at its February 2013 retreat (Attachment C). However, the process of redefining the neighborhood plan process was not resolved.

In the meantime, the City Council had received numerous inquiries as to when the neighborhood plan process would resume. In an effort to keep the neighborhoods engaged, the City Manager proposed that some form of a neighborhood plan update be undertaken as

part of the overall Comprehensive Plan update. In order to accomplish the public outreach component of this effort, the City engaged the services of EnviroIssues to help plan and implement the process. The following outline describes the proposed process.

Four meetings will be held in January and February with four follow-up meetings to be held later in the spring. Each meeting would combine adjacent neighborhoods. The following neighborhood groupings were developed based on their geographic proximity and common business districts.

North	Finn Hill, Juanita, Evergreen Hill (Kingsgate)
Central	Moss Bay, Market, Norkirk, Highlands
South	Houghton, Everest, Lakeview
East	North Rose Hill, South Rose Hill, Bridle Trails, Totem Lake

The north group was combined because they are almost entirely in the 2011 annexation area and do not presently have neighborhood plans.

A large group session for all participants will be held where staff will provide a high level overview of history and purpose of neighborhood plans, a summary of public input received on the City's Comprehensive Plan update so far and an overview of how subarea plans (e.g. neighborhood and business district plans) relate to the citywide Comprehensive Plan.

Following the general session, participants will break into neighborhood groups in separate rooms. Each neighborhood will have a facilitator who will lead the discussion. Participants will have been asked to read their existing neighborhood plan prior to the meeting. A staff person will provide a brief overview of the existing plan and discuss anticipated growth and what that might mean for residents and businesses. Discussion items will include:

- A quick "neighborhood values" future visioning exercise including a discussion about adjacent neighborhood business districts
- A comparison of future vision to existing plan
- Validation of sections that still fit
- Identification of issues that need to be considered or updated with consideration to how they align with the larger community vision
- Agreement on potential changes

For **new neighborhoods in the 2011 annexed areas**, a neighborhood plan framework will be developed rather than a complete neighborhood plan. The discussion will focus on the elements of neighborhood plans (participants from these areas will be asked to read an existing neighborhood plan from another area to get an idea of the content). The facilitator will then lead the group through a series of questions that will identify key characteristics that residents and businesses in the neighborhood believe describe their neighborhood and issues that should be addressed in establishing an initial neighborhood plan framework. The primary purpose is to capture characteristics the new neighborhoods wish to preserve as well as those they wish to change and forward those elements on to the Planning Commission and the Council.

Planning staff will be in attendance to listen and will be provided with transcribed meeting notes. From these notes, staff anticipates identifying different categories of changes:

- Amendments that can be made now and adopted with the Comprehensive Plan Update
- Proposed amendments or issues that need further study and that would be scheduled into the Planning Work Program
- Issues that may be addressed through another process or project (e.g. CIP)
- Proposed amendments that are not feasible as proposed

Planning staff will then prepare a summary of the input from the meeting with a discussion about what can be done now versus what needs further study and why.

A second meeting with the same groups will be held in the spring where the results of their analysis will be presented and further discussion, clarification and refinement can take place. All of the input will be forwarded to the Planning Commission and City Council, including recommended amendments that could be adopted at the time the Comprehensive Plan is adopted.

Staff presented the proposed format and groupings to neighborhood leaders at two meetings held within the past two months. They were supportive of the process, provided input on timing and venues and agreed to assist with outreach to encourage neighborhood attendance. A citywide postcard mailing is planned to announce the meetings and list serv announcements will also be used. Invitations to local businesses, property owners and developers will be sent to encourage their participation in the appropriate neighborhood discussions. EnviroIssues has provided text for web updates, media releases, email notifications, and blog and list serv entries. A sample of the postcard mailer is included as Attachment D.

It is not expected that a complete set of updated neighborhood plans will emerge from the process. However, it should provide an opportunity for neighborhoods to identify issues of concern for their neighborhood that they would like to see addressed. Staff will use the previous discussions about neighborhood planning and the input received at these sessions to prepare a recommended approach to future neighborhood plan updates that meet those interests after the Comprehensive Plan update is completed in the spring of 2015.

Kirkland Ideas Forum

Staff has monitored and updated content on the Kirkland ideas forum. Recent topics included the Transportation Master Plan and the City's vision. The diversity of opinions expressed on Ideas Forum is interesting because it is often reflective of the larger community's views – some of which are in harmony and some that are conflicting but that highlight the important choices that the City Council and community will have to make. Attachment E includes a series of excerpts from the Ideas Forum that highlight the diverse perspectives, solutions and opportunities to educate the community.

Recent and Upcoming Events

Since the last Kirkland 2035 update in November, the City Council adopted the Totem Lake Park Master Plan, approved additional funding for Kirkland 2035 outreach (December 10) to do the Neighborhood Plan updates, and received an update on the Transportation Master Plan (January 7). On February 4, the City Council is scheduled to receive an update on the Cross Kirkland Corridor Master Plan and the Juanita Drive Corridor Master Plan.

Later in February staff is planning an event (date, time and location to be determined) to meet with the public about the draft Parks, Recreation and Open Space Plan (PROS Plan) and the Cross Kirkland Corridor Master Plan. The format will involve rotating presentations (each presented more than once) on each topic and an open house format for participants to see displays of the proposals and to interact with staff.

The City Council's joint meeting with the Planning Commission scheduled for March 4 will provide an opportunity for the Commission and Council to discuss the status of the Comprehensive Plan update.

The Council is scheduled to review the draft PROS Plan at its April 1 study session and receive an update on the Transportation Master Plan at their April 15 study session. In late April, a third Community Planning Day will be held. By this point, significant progress should have been made on most of the plans and projects under the Kirkland 2035 umbrella so that the public can see the impact of their earlier involvement on the proposed plans and projects.

In May, the City Council is scheduled to receive an update on the Surface Water Master Plan, adopt the PROS Plan (May 6) and review the Cross Kirkland Corridor Master Plan (May 20) prior to its adoption in June.

The schedule for Kirkland 2035 reviews and deliverables is dynamic and subject to change. Many variables impact the schedule including the need to process and incorporate public input, the availability of consultant deliverables and other events that may divert staff, advisory committee or Council attention from the larger planning processes. It is hoped that the continuing Kirkland 2035 updates will keep the City Council abreast of the progress that is being made on all fronts.



Improving Subarea Plans

Planning & Community Development

January, 2012

Improving Subarea Plan Updates

1. The Problem

The Kirkland Comprehensive Plan contains twelve neighborhood plans and two corridor plans. With the recent annexation, two new neighborhoods were added and another neighborhood was expanded, resulting in sixteen areas for which plans potentially need to be prepared and maintained. A map of the neighborhood boundaries is attached. With current resources and other priorities, keeping the plans up to date will be a significant challenge. Consequently, it would be desirable to find a way to either speed up the cycle of neighborhood plan updates or find alternatives to neighborhood planning.

2. Purpose of Neighborhood Plans

Kirkland has prepared neighborhood plans since 1977. The plans have enabled the City to examine and plan for issues at a localized scale, addressing the unique characteristics of different parts of the City. Land use policies and regulations have been developed at a very fine geographic scale.

In addition, the neighborhood plans have encouraged greater citizen participation and involvement in the planning process.

These objectives remain valid today; although localized planning need not be done at the scale of recognized neighborhoods. In acknowledgement of this, the remainder of this paper will use the term subareas, which may or may not coincide with neighborhoods.

3. Outcomes of Neighborhood Plans

Neighborhood plans address a broad variety of conditions, ranging from high density mixed use business districts to low density residential areas. The update process is an opportunity to comprehensively review issues within a localized geographic area. The neighborhood planning process also provides an opportunity to review private amendment requests within the context of a broader area.

Often new ideas emerge over the course of the plan update process that were not anticipated in the initial stages of the plan update.

As an outcome of previous neighborhood plan updates, the following innovative ideas have been adopted by the City:

- **A new vision for a mixed use, pedestrian oriented mini urban village for the Yarrow Bay Business District (Lakeview Neighborhood Plan).**
- **Creative flexible development standards for clustering and smaller lots for the South Houghton slope area (Lakeview Neighborhood Plan)**
- **Small lot allowances and historic preservation incentives (Market and Norkirk plans)**
- **Increased height and development intensity (Totem Lake and NE 85th Street Corridor Plan).**

Following the completion of the Lakeview and Central Houghton Neighborhood Plans staff noted the following observations on what worked well and what didn't with these two updates. These plans didn't follow the typical process since the Houghton Community Council (HCC) took the lead on the updates.

What Worked Well

- Having the HCC take the lead.
- Joint meetings and public hearing with the Planning Commission (PC) and HCC.
- Joint transmittal memo on recommendations from the PC and HCC.
- Heritage Society drafting the historic section.
- Getting comments from the Parks Board and Transportation Commission.
- Combining topics for Lakeview and Central Houghton (e.g. small lot provisions)

What Didn't Work as Well

- Advisory group process (selection of members, the time it takes, confusion on role and participation, the number of meetings, frustration with the process). Many participants quit coming to meetings.
- Neighborhood University (holding this event in the beginning was somewhat confusing).
- Sending out a final action postcard (confusing and not cost-effective).
- Waiting to do the Houghton Business District

4. How Often Should Subarea Plans Be Updated?

In order to consider ways to improve subarea planning, it would be helpful to identify the desired frequency for examining localized land use issues and updating subarea plans.

The current status of neighborhood and corridor plans is shown below by the date the plans were most recently updated:

2011:	Lakeview and Central Houghton;
2007:	Market, Norkirk and Market Corridor;
2005:	Highlands
2003:	North Rose Hill
2002	Totem Lake (some amendments in 2008 & 2009)
2001:	NE 85 th St.
1991:	South Rose Hill (partial update)
1990:	North/ South Juanita
1989:	Moss Bay (CBD updated more recently)
1988:	Everest
1986:	Bridle Trails
No plans:	Finn Hill, Kingsgate and recently annexed portion of North Juanita

In accordance with the Growth Management Act, major updates of the Comprehensive Plan must be done every eight years, at which time the plan must address growth issues over the subsequent 20 year period. Other plan updates are allowed on an annual basis.

An ambitious goal for subarea plan updates would be to have each plan reviewed during the eight year period between major Comprehensive Plan updates. This really amounts to reviewing plans on a six year cycle, since the major Plan updates typically take two years and dominate the attention of the Planning Commission and staff during that time. With fourteen neighborhood plans and two corridor plans, this would equate to updating an average of about three of the existing neighborhood/ corridor plans per year.

A less ambitious goal would be to strive to review all subarea plans over the course of two major Comprehensive Plan update cycles or once every sixteen years. With this schedule, however, most of the plans would be out of date well before their next scheduled update.

Another option would be to establish different update schedules for different areas. Areas experiencing greater growth pressures, business districts for example, typically need to be updated more often. Consequently, high growth areas could be assigned more frequent updates.

5. Staff Resources

One of the variables that has a significant effect on how often neighborhood plans can be updated is the number of staff able to be assigned to neighborhood plans. Over the past two years, there has been 1.5 – 2.0 FTE of project planner time focused on neighborhood plans. During this time, two neighborhood plans were rewritten. However, the availability of staff is affected from year to year by competing tasks, their relative priorities, and funding levels. A copy of the most recently adopted Planning Work Program is attached.

6. Public Participation

A major reason that neighborhood plans take as long to update as they do is the public participation process. Recent plan updates included the following participation elements:

- one or more kick off meetings;
- appointment of an advisory committee, with several months of committee meetings;
- several study session meetings of the Planning Commission (and where applicable the Houghton Community Council), particularly early in the process to help set direction and then again following the work of the advisory committee to review and approve the final plan;
- presentations at neighborhood meetings
- mailouts and information handouts
- posting of public notice signs
- web page listing
- listserv messages
- One or more public workshops or open houses
- One or more public hearings before the PC or HCC

Ways to streamline the process without shortchanging the opportunity for the public to influence the outcome of the plan may be explored. Some ideas include:

- Use an up-front scoping process, that narrows the topics under review;
- Eliminate the use of advisory committees, instead use focused outreach to interest groups, such as neighborhood associations and businesses;
- Use facilitated public workshops that focus input on key questions.
- Use on line surveys or web based tools

Public meetings are inherently time intensive. They must be scheduled well in advance and there needs to be adequate time between meetings for preparation, follow-up and adequate public notice. Unless there are very few issues of substance or a significant change in the process, it's unlikely that a plan update could be completed in less than a year and half or two years.

7. Scope of Issues Considered in Subarea Plans

One way of reducing the time it takes to complete subarea plan updates would be to limit the scope of issues addressed. The update could start with a scoping process to narrow down the range of issues that will be under review. Land use, streets, walkways and parks are typically the biggest issues. Topics that are adequately covered by citywide policies could be eliminated.

Although this may save some amount of time, the most difficult and time consuming issues to address during the sub area plan updates are land use issues – which are at the inherently at the heart of the plans.

It should also be noted that if there are to be any land use changes, it is important to incorporate any rezoned and code regulations concurrently with the plan update. This does add additional time and notice requirements. However, it is inherently more efficient do it at the time of the sub area plan rather than delaying to a future date following plan adoption.

8. Simplify and Standardize the Subarea Plan Format

Another idea would be to restructure sub area plans into a shortened format. For example, rather than having the plans list of a series of goals and policies, they could be oriented around a series of maps with a succinct text explanation of items identified on the maps. The key maps would be land use map, which would be broken up to highlight specific areas or districts within the neighborhood. Here's one idea:

<u>Page</u>	<u>Topic</u>
1	Overview and Vision
2	History
3	Natural Features Map and Text
4	Land Use Map – overview of entire sub area
5- 9	Land Use Districts – maps highlighting specific districts with descriptive text
10	Public Facilities (transportation, parks, etc.)
11	Public Facilities text – desired improvements
12	Urban Design

9. Geographic Scope of Planning Areas

Plan for Larger Geographic Areas Rather than preparing a plan for each neighborhood, one idea would be to prepare subarea plans for logical groupings of neighborhoods. This could involve a single plan for each subarea, or multiple neighborhood plans updated as part of a single subarea planning process. Following are two alternative approaches to subareas.

a. **Four subareas:**

- Finn Hill, Juanita,
- Kingsgate, Totem Lake
- North Rose Hill, NE 85th St. Corridor, South Rose Hill, Bridle Trails
- Market, Market Corridor, Norkirk, Highlands, Moss Bay, Everest, Lakeview, Central Houghton

b. **Six subareas:**

- Finn Hill
- Juanita
- Kingsgate, Totem Lake
- North Rose Hill, NE 85th St. Corridor, South Rose Hill, Bridle Trails
- Market, Norkirk, Highlands, Market Corridor, Moss Bay
- Everest, Lakeview, Central Houghton

Business District Focus Another idea would be to focus detailed planning on the geographic areas where the majority of growth and development is anticipated – primarily in and adjacent to business districts. This could involve eliminating neighborhood plans altogether, except for the portions that address the business districts and other areas of higher intensity development (which are typically adjacent to business districts). This would result in thirteen or fourteen business district plans, which could be organized in groups to update over a six year cycle.

Alternatively, subarea plans would continue to cover all areas within a subarea, but updates would be limited to the geographic area within and immediately surrounding the business districts.

Eliminate Neighborhood Plans A more radical idea would be to eliminate neighborhood and subarea plans altogether. With this alternative, the Comprehensive Plan would consist entirely of the general elements focused on specific topics - for example, Land Use, Economic Development, Transportation, etc. The Comprehensive Land Use Map would continue to show land use designations at whatever level of detail is necessary, but there would be much less background about the rationale for the designations at specific locations or the specific policies pertaining to each area. While this would simplify the Plan, it could diminish its effectiveness. In addition, with this approach we'd no longer be systematically reviewing planning issues and engaging the community at a focused geographic level.

10. Plan Update Schedule

The most recent schedule (January, 2011) of neighborhood plan updates is attached.

As noted above, the following neighborhood plans have been completed in the past ten years and are in relatively good shape: North Rose Hill, NE 85th St., Market, Norkirk, Highlands, Lakeview, and Central Houghton.

We have a window of only a year before work on the major Comprehensive Plan update begins. The update will likely take up to two years beginning in early to mid 2013 and culminating by mid 2015. We've tentatively planned for the update to include an examination of planned land use for Totem Lake as called for in the Totem Lake Action Plan. Staff time needed for the update will

reduce and possibly eliminate the time available for sub area planning, but until we fully develop a scope of work and prioritize other potential work tasks, it's hard to know for sure.

Consequently, the most immediate question is where do we focus our attention in the next year or so? Options include the following:

- **Prepare plans for the new annexation neighborhoods.** Due to the geographic scope of the annexation area together with the time limitation, this may need to be a shorter plan (or plans) compared with those that we've done in the past, but this would provide an opportunity to implement a new format that can be used for all sub areas, as discussed above. In addition, the geographic scope of the plan(s) would match the selected subarea organization for future plans.
- **Update the most out of date neighborhood plans in the pre-annexation City.** The next neighborhood on the update list is the South Rose Hill/Bridle Trails plan. If this option is selected, we would need to consider if or how the plan would be integrated into a larger subarea. In both of the examples provided above, South Rose Hill and Bridle Trails would be combined into a single subarea with North Rose Hill and the NE 85th St. Corridor. It would be very ambitious to complete a new plan for such a large subarea in the limited time available. Furthermore, the North Rose Hill and NE 85th St. Corridor plans are not as out of date and in need of updating as South Rose Hill and Bridle Trails.

Other candidate pre-annexation neighborhoods with out of date plans include Moss Bay and Everest.

- **Focus on planning for targeted business districts.** In this option we could prepare the plans for one or more of the following districts:
 - Houghton Business District, as called for in the recently adopted Houghton Neighborhood Plan
 - Bridle Trails
 - Annexation neighborhood business districts



Kirkl and Alliance of Neighborhoods

Wednesday, January 9, 2013

Input on Neighborhood Plans and the Planning Process

NEIGHBORHOOD PLANS (*the product*)

What is the value of a neighborhood plan:

- Predictability about a piece of property
- Vision of the future over a defined time period
- Focus on future
- Knowing where density is going to go
- Protection for the neighborhood
- Understanding your neighborhood in the context of wider community and adjacent neighborhoods
- Acknowledgement that neighborhoods are distinct and so are plans
- Useable at neighborhood level by residents
- Clear statement of objectives over time
- Having goals for the neighborhood
- Relevance to me – relates to my neighborhood

Opportunities for improvement:

- Write the plan so everyone can understand
- The plan should provide predictability but also acknowledge and respond to change
- Provide consistency between the Comprehensive Plan, Neighborhood Plans, and the zoning code.
- Perhaps the Plan should be more visionary and less burdened with details – concise and easily digestible
- Need an agreed upon "life" of each Neighborhood Plan (20 years is too long – 5 year is too short) and stick to it

NEIGHBORHOOD PLANNING (*the process*)

What we like:

- Starting with an overall vision and identification of key values – helps direct the process and bring everyone together
- Starting with big picture
- Discussion of values helps bring everyone together and helps get to solutions
- Lots of staff support
- Ability to provide input into the process
- Meetings with businesses, schools, church groups, and other community members that aren't typically at their neighborhood meetings
- Include current status in each meeting plan (i.e. where we have been, where we are, and where we are going in the)
- Consider using former Planning Commissioners to volunteer their expertise to various projects
- Learning about the future and deciding how we want things to change
- Understanding of where we are today, what development pressures will come to bear (growth) and what we can do to absorb growth and still maintain important neighborhood character based on local values
- New neighborhood (Finn Hill) is looking forward to in a Neighborhood Planning Process:
 - Understanding today's zoning (what's on the books now)
 - Understanding what Finn Hill has to absorb for their part of density

- Discover how the density can be absorbed into strategic places that can enhance their overall values and preserve the parks – etc.
 - Learn about public services and other elements of the plan
 - Looking for win/win alignments with growth and their mission
 - Define what the residents/Finn Hill Neighborhood can do to help
- New neighborhood (Evergreen Hill) is looking forward to a Neighborhood Planning Process:
 - Most of Evergreen Hill is already developed so it may be more difficult creating interest in participating in the planning process in this area
 - Where will the parks come from (1/2 mile radius goal)
 - What happens to the private parks and all of the Homeowners Associations –
 - How can we get people involved and engaged in becoming a Neighborhood Association rather than many separate homeowners associations

Opportunities for improvement:

Timeline and Process

- Too many meetings, process is too long, and feels bureaucratic
- Hard to get continuity in membership as most people can't commit this much time (1.5 years for Houghton called fast track. When asked to raise hands - no one in the room said they could commit that much time if the Neighborhood Planning process came to their neighborhood)
- Every 20 years may be too long – couldn't we have a check in every X years?
- Try breaking up the plan into different sections and invite people to participate in the section they are most interested in (let them decide when to jump in and exit)
- Make assumptions known about density and growth for 5, 10 and 15 years out
- Speed up the education pieces and reduce the level of detail so the timeline can be reduced
- Save tough issues to the end – process can be consumed by conflict with private amendments and zone changes on one or two parcels
- Hold meetings in the evening so people who work can participate
- Very important that there be a representative and an alternate from each neighborhood involved in the Comprehensive Planning process and that either the representative or the alternate be a KAN rep for the neighborhood (so that information can flow).
- KAN is uniquely qualified to assume role of "translator" for our neighborhoods in the Comprehensive Planning Process
- KAN can and should understand and interpret Comp Plan process for our neighborhood and likewise, interpret and act on the opinions and reactions from our neighbors
- More people may participate if the process wasn't so long

Communication

- Use language that everyone understands – speak in non-planner terms
- Use email
- Keep messages short and sweet – like twitter with links for more information
- Create a step by step process (handbook) on what the Neighborhood Planning Process is and how it works so people not involved know what it is and how it works
- Make the information relevant to "me"
- How will decisions impact the people (what does it mean)
- Relate specifics of the plan to what it means to the neighborhood (4 floors of housing looks like this)

- Clearly articulate what the City's purpose of the Neighborhood Plan is and explicitly how it will be used
- Explain how the Neighborhood Plan relates to the zoning code
- Need a better way to connect the planning process/decisions with the rest of the neighborhood (who doesn't attend the meetings)

Geographical

- Look at surrounding neighborhoods across borders – impacts don't stop at boundary
- Could keep neighborhood process intact but do them simultaneously within a sub area for collaboration across neighborhood boundaries
- Like focus inward on my neighborhood only – keep this intact

Plan Changes (e.g. Private Amendment Requests)

- Mail notices to multiple people in the neighborhood if requested by the neighborhood or if they are inactive
- Change should come from the neighborhood rather than the City
- Better educate the residents to understand the plan and how to monitor it over time
- Continued education and feedback as the plan is implemented
- Want to rely on the plan – not to see it changed immediately after creation
- Follow the plan after it is adopted
- Clear process for learning about how the product/plan changes over time – create neighborhood "experts"
- Clarify if the plan is meant to be static or dynamic
- Include photos/pictures of proposed change so people better understand what is being proposed
- KAN can help neighborhoods stay on top of change
- Hot Sheet helps and can feed proposal information to the neighborhoods and KAN
- Provide feedback loop on how and why plans are changed after they have been changed (especially to neighborhoods who recently underwent the process so they better understand why)
- Make the messages more clear when they come out announcing a proposed change for the plan (people don't understand the language or importance of the message – and it gets lost or overlooked)

Council Retreat February 8-9, 2013

What is the value of a neighborhood plan?

What about the process works well?

What are the opportunities for improving the process?

Neighborhood Plans Generally

- Preserve the great things about neighborhoods and the vision
- Do we ever want to be static?
- Dynamic is good
 - Always room to improve
 - Not water or ice (static or dynamic)
- Comp Plan is an aspirational document
- Define characteristics of neighborhood plans
- Predictable

Frequency

- Math (number of neighborhoods and timeline doesn't work)
- Geographic areas—how many neighborhoods
- More often (reassurance to sub areas that we will get to them)
- Sub-regional would be great
- Must break it into pieces that we can manage
- Subareas would be the best way
 - Lakeview/CHNA/Everest
 - Not one neighborhood vs. another

General Approach

- Develop a base aspiration that can apply to all neighborhoods and start with that as a base
- Connect NP's with Council Goals and measurements
- Plans could be less specific block/block site/site without expectation – avoid disappointment
- Simplify (not block by block)
- More general—so we can respond to economic needs
- Avoid making general rules that react to a very specific situation
- Not so general so as to allow Potlatch Village again Adjacent neighborhoods
- Need input—neighborhood to neighborhood, city to city
- Make Connection across neighborhood communities
- Emphasize connection with adjacent areas
- Include education about where you are within region
- Pay close attention to transition areas -- “business buffers” and “sensitive areas”

Neighborhood Plans and Business Districts

- Need education about why Economic Development is important
- Why we need Economic Development (need education)
- Be clear that neighborhoods adjacent to business areas will be seeing density

PAR's

- Clarify property owners can petition for PAR's
- If there is change can we mitigate impacts
- Criteria to evaluate PAR
 - Work on this (solid criteria)
 - Provide assurances

Communication/Public Involvement/Process

- Process only works if people are involved
- Deep rich involvement
- Hope it will open neighborhoods up
- People don't have time
- NP's do take time—huge amount
- Takes time to work through it
- Try to reach more people
- Cycle of input -- getting back to people afterwards
- Loop back to neighborhood association on why we made "x" decision and why
- Education—maybe things they can do on their own
 - Reading
 - Video
 - Bite-sized
- Manage expectations
- Know where growth is going to happen
- People are scared, fear
- Go through different situations

Other Comments

- Communicate—it will be reviewed and changed over time
- Zoning is a challenge
- Change is a challenge
- Unpredictability is scary
 - Brings people out



HOW SHALL YOUR NEIGHBORHOOD GROW INTO OUR FUTURE?

Join us for a conversation about neighborhood planning!



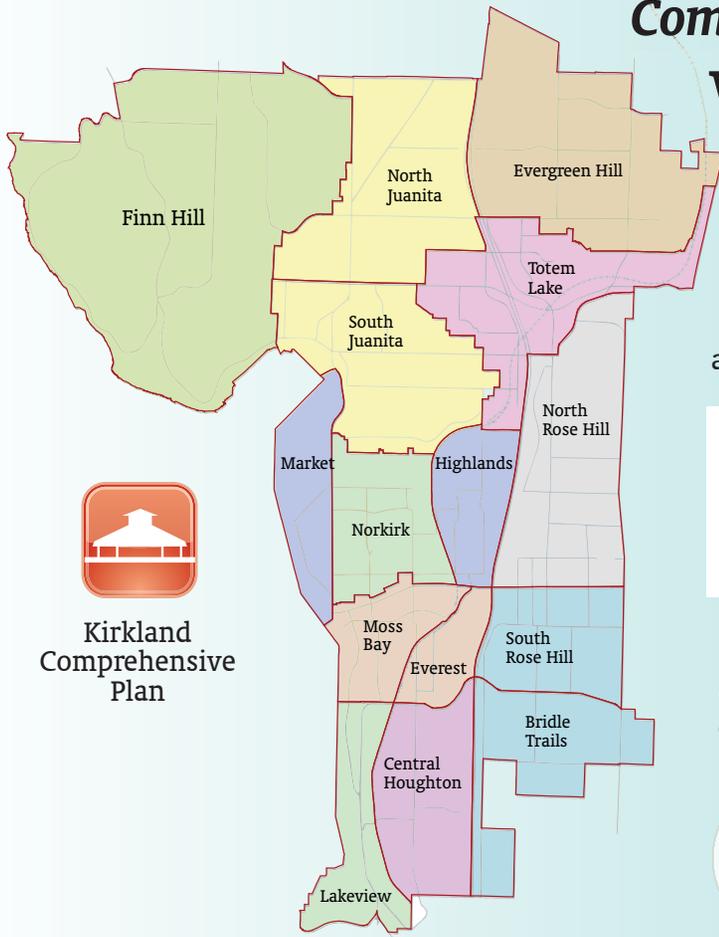
Does your neighborhood have a plan? Do you know what's in it?
 How should the business districts in or near your neighborhood grow?
 How can you find the answers to these questions?

****Please Note: All meetings are from 6:00 to 8:30 p.m. with a presentation at 6:15 p.m. followed by individual neighborhood sessions. Pizza provided!****

Come to a neighborhood planning meeting to:

- » Learn how your neighborhood plan relates to the Comprehensive Plan and the City's future
- » Talk with your neighbors and local businesses about our collective hopes for the future
- » Help make sure that your neighborhood plan reflects your neighborhood's collective vision and values
- » If you're in a 2011 annexation neighborhood, help to develop your plan

Neighborhoods	Date	Location	Time
<ul style="list-style-type: none"> » Houghton » Everest » Lakeview 	January 28	Kirkland City Hall 123 5th Avenue · Kirkland, WA	6:00 p.m. – 8:30 p.m.
<ul style="list-style-type: none"> » Moss Bay » Market » Norkirk » Highlands 	January 30	Kirkland City Hall 123 5th Avenue · Kirkland, WA	6:00 p.m. – 8:30 p.m.
<ul style="list-style-type: none"> » North Rose Hill » South Rose Hill » Bridle Trails » Totem Lake 	February 11	Northwest University 5520 108th Ave NE · Kirkland, WA Health and Sciences Center Auditorium · (HSC 104)	6:00 p.m. – 8:30 p.m.
<ul style="list-style-type: none"> » Juanita » Finn Hill » Evergreen Hill 	February 19	LDS Kirkland Stake Center 7910 NE 132nd St. · Kirkland, WA at the corner of Juanita Drive and NE 132nd Street	6:00 p.m. – 8:30 p.m.



Kirkland
Comprehensive
Plan

Come to a neighborhood planning meeting...

We've combined neighborhood associations who share common boundaries to come together along with local businesses to talk about these issues. There will also be separate sessions for each neighborhood at these meetings.

Find neighborhood plans at: <http://www.kirklandwa.gov/neighborhoods>. Click on your neighborhood to find your neighborhood's plan. Read it before the meeting and bring thoughts and ideas.

Attend the specific meeting for your neighborhood or attend them all if you want! See reverse side for meeting schedule.

For more information contact Janice Coogan,
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EXCERPTS FROM KIRKLAND IDEAS FORUM ON TRANSPORTATION IN KIRKLAND

What makes it difficult to get around Kirkland today?

The traffic congestion is a major problem and will also deter new business from coming into Kirkland. Kirkland has a "circular" traffic route mess. ... This all due to the planning and "layout" of Kirkland and the Center of Kirkland as well as the over burdened 405 corridor and the never ending construction of the new 520 bridge. all the upgrades to the 405 and 520 are all years too late and is NOT going to improve the traffic congestion and problems Kirkland has when these projects are completed way down in the future. It's too little, too late. Kirkland needs easier, more convenient, and more redundancy in regards to mass transit; light rail but especially buses and don't forget that people from Finn Hill, Kingsgate, etc. are part of Kirkland and we do a lot of car commuting because of the lack of other resources.

Commute traffic on our major arterials is really the difficulty. I object to the high volumes on NE 116th St, Market St, and NE 85th St. I believe one of the greatest problems we face is the increased densification of Kirkland. Allowing lots to be subdivided for more structures or allowing these large multi family complexes simply brings too many people into our city. It is unreasonable to allow these conditions to continue and then say "gee we have too much traffic, what should we do". We need to decide that our city population is finite and stop the density at that. Learn to live within that tax base.

No safe sidewalks that enable residents to walk from Lake St. up 85th prevents many of us from walking to do errands. Want to get us out of our cars? Make it safe for us to walk!

More traffic congestion: What are you willing to accept?

I'd rather have traffic congestion during the commute hours knowing it doesn't happen all day long than have arterials that go through neighbors (example 108th/6th Street) widened.

I am willing to accept the congestion on Lake St./LWB that occurs because of the "choke point" at Lake and Central. That actually keeps the commuter traffic down, similar to other calming devices like stop lights and speed bumps. Let's not make it easier for commuters to use our Downtown as an alternate to the freeway.

Absolutely NO more traffic congestion. Kirkland will lose current residences and potential ones including potential businesses.

First, in 2035 we should not have increased traffic, we should not try to create it. I simply will not accept any more congestion. If we agree that building more and more multi family structures and allowing the subdivision of existing lots for more single family homes brings more people to our city, then the first order of business is to stop these practices. Realize that our city needs to find a balance of population and that will become the maximum allowed. I think we all agree that the traffic in the commute hours is very disturbing now in 2013. To have a transportation system that simply relies on the alternative modes of transit, biking, and walking is not working for us. We have to realize that walking to the market is not a reasonable solution for working people, a task that would have to be accomplished daily for a family as there is only so much a person is able to carry. Bicycles are not very well equipped to allow the rider to carry much either, as well as taking transit, only just so much one can carry. Automobiles are going to continue to be our way to do errands for supplies as the current

shopping centers are in place. A focus should be placed on widening and straightening our existing major arterials. Perhaps using techniques like reverse lanes for commute hours, more flashing yellow left turn lights, flexible speed limits during commute.

Nothing would make increased traffic congestion more palatable or agreeable to me. Overbuilding + excessive mixed use + shared living spaces = decreased quality of life, increase in traffic - the essence of what makes Kirkland wonderful = Bellevue and Redmond .

Barriers to bicycling

Not having a hard, smooth surface on the CKC trail.

It seems that the City of Kirkland is wasting money on planning ways for bicyclists to get around Kirkland. There will never be very many people commuting to work until you see a much bigger presence of bikes at the elementary schools and junior high schools.

In the olden days many kids used to bike to school especially in California where I grew up. Parents didn't want to drive their kids to school everyday. Was it any safer then? ... Before the city invests in improving bike lanes and talking about bicycling as a good transportation choice they need to go to Lake Washington High School or Inglemoor High School and find out what percentage of students ride a bike to school at least twice a week. Then weigh that against the amount of students that drive a car to high school at least two days a week. If you want to spend money where it will do the most good, reconsider how much money the city spends on planning for future generations commuting by bike.

Everyone is not physically able to bike. The issue is more complex than asking why more of us don't bike. Many of us are retirees who specifically selected Kirkland to enjoy our golden years, so may I ask why I don't see a multitude of younger folks biking or walking rather than driving? I could assume when I see younger drivers that there is no physical impediment but that would be profiling. To answer your question, simply put, in my case, it's AGE!!! Put in safe sidewalks, and crosswalks and I will gladly walk to do errands.

Things preventing me from biking are weather, hills, conflict with pedestrians and vehicles. ... In a complex day to day life family's are not willing to sacrifice their free time by creating a more difficult, cold, wet, dangerous commute on bikes.

Too many projects; not enough money: What's your priority?

I wonder if people that promote the idea of a rail line actually live near the tracks. Having a train zooming behind your house could be incredibly annoying. I don't think it would make the Houghton, Everest, Lakeview and Moss Bay neighborhoods more pleasant to live in.

You want to get people out of their cars? Invest in infrastructure that supports that; sidewalks, crosswalks, bike lanes, mass transit. Make it safe to wait at bus stops in the evening or walk at night.

Skip all the light rail and commuter rail. Our geography is not that of dense places like Moscow, Paris, London or Tokyo, where mass transit works. Americans want their space, are willing to pay for that space, and will use cars to get to and from that space. Therefore we need roads - and no increase in density except in clearly defined areas perhaps amenable to buses.

A strong focus on resolving the commute traffic by road widening, reverse lanes, higher speeds allowable during commute, specific corridors that take precedent at the traffic lights allowing for more traffic to pass through, more flashing yellow lights on left turn movements.

If a rapid streetcar line is built in the Eastside Rail Corridor between Bellevue's Hospital light rail station and the Totem Lake Transfer Center, business density would increase to make the line viable. South Lake Union and Portland's Pearl District are two examples of this. It takes time, but the presence of Google in the corridor jump starts the process.

I agree that improving the freeway can be a good thing. But it doesn't help our neighborhoods when arterials that run right through them are widened. It turns them into commuter lanes and often cuts a neighborhood in half. I definitely don't want to see higher speeds during commuter times.