



CITY OF KIRKLAND
Planning and Community Development Department
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MEMORANDUM

Date: February 6, 2014

To: Kurt Triplett, City Manager

From: Teresa Swan, Senior Planning
Paul Stewart, AICP, Deputy Planning Director
Eric Shields, AICP, Director

Subject: COMPREHENSIVE PLAN UPDATE, CAM13-00465, SUB-FILE #9

I. RECOMMENDATION

Staff recommends that the City Council reviews the following and provides comments where noted:

- Data Collection: **Development Capacity Analysis, Draft Community Profile and ARCH Housing Needs Analysis.**
- Draft **Vision Statement** and new draft **Guiding Principles** (replacing the existing Vision Statement and Framework Goals). *Council to provide comments.*
- Review of the **Element Chapters** and Plan Update **Schedule.** *Council to provide any comments on issues for the Land Use Element and the Economic Development Element.*
- Summary of the **neighborhood plan meetings.**
- Preliminary land use topic areas to be part of a **growth alternative** concept addressed in the Environmental Impact Statement. *Council to provide comments.*

II. DATA COLLECTION

In 2013, staff worked on the following data collection and analysis needed to be completed for the Comprehensive Plan Update.

Development Capacity Analysis and Chart

Over the past year, the Geographic Information Systems (GIS) and Planning Departments have been working on the development capacity analysis to determine if the City will meet its 20 year housing and employment growth targets allocated by the King County Countywide Planning Policies. The **Development Capacity Analysis report** (see Attachment 1) provides the methodology and data used to determine if Kirkland can meet its allocated growth targets. The analysis looked at the City's existing

planned land use and zoning, and current vacant and redevelopable properties. The results of the analysis are documented in the **Development Capacity Chart** (see Attachment 2) and include a breakdown by neighborhood. Based on the analysis and data, the City can meet its 20 year targets as adjusted for the planning period of 2013-2035 which are:

Housing Targets: 8,361 units

Employment Targets: 22,435 jobs

This means that the City does not need to change its Land Use Map/Zoning Map or development regulations in order to meet its housing and employment targets. However, there may be other reasons to look at land use changes, such as promoting growth adjacent to transit centers and transit corridors; encouraging more mixed use and pedestrian friendly development; or changes that complement the Cross Kirkland Corridor.

Community Profile and ARCH Housing Needs Analysis

The GIS and Planning and Community Development Departments have prepared an update of the 2004 Community Profile. The new draft 2013 Kirkland Community Profile provides the best available baseline population, demographic, housing, employment, land use data and historical trends for Kirkland and, in many cases, compares to King County, Seattle and five other Eastside cities. Due to the length of the document, Staff has provided a link to the draft [Community Profile](#). Attachment 3 is a summary of the key findings in the Community Profile largely from the 2010 U.S. Census information. Some of the information is reflected in tables and text in the Introduction, Land Use, Housing and Economic Development Elements of the Comprehensive Plan update.

Over the next few months, Planning staff will add a section on existing transportation conditions, include some additional maps and make some minor revisions. Also, we will add information from the 2006-2011 Buildable Lands report for Kirkland that is now being prepared. The report summarizes the number of new dwelling units, total square footage of new non-residential space, number of new lots created through subdivisions and other information that tracks progress toward achieving the growth targets.

A Regional Coalition for Housing (ARCH) has provided the City with a memo describing the results of the housing needs assessment prepared for East King County and member Eastside cities. The purpose of the December 18, 2013 [Housing Analysis](#) is to provide consistent data and analysis to member cities to assist in the updates of local comprehensive plans. Section II of the assessment is specific to Kirkland and describes existing housing supply, housing demand and demographic information that will be useful in preparation for the update of the Housing Element. It may be of interest to the Council to have a briefing on the Housing Assessment from ARCH.

III. 2035 VISIONING CONVERSATIONS

The Kirkland 2035 Visioning Conversations were held in October and November 2013 with Finn Hill Association holding their conversation in January 2014. Over 700 people attended the 19 visioning exercise events.

The community visioning events started with a **presentation** to provide background information and context on the Comprehensive Plan Update. A brief **visioning video**, narrated by City Manager Kurt Triplett followed. A Wordle exercise was done as a warm-up to the group discussions in which each participant wrote down one word that represented what they wanted Kirkland to be in the year 2035. Participants were then seated around tables with different **topic discussions** that included land use, economic development, transportation, housing, community character and environmental stewardship. The visioning questions addressed the Plan's key elements.

The most common words (shown in the largest font size) reflected in the cumulative **Wordle** through the Finn Hill neighborhood association meeting (see Attachment 4) are in the following order:

1. Green
2. Vibrant, Walkable Livable
3. Accessible and Sustainable
4. Friendly and Healthy
5. Connected, Progressive, Natural and Unique

Staff recorded all of the Kirkland 2035 Conversation comments made during the discussion groups and summarized them into main themes (see Attachment 5) by topic areas (land use, economic development, transportation, housing, community character and environmental stewardship) in the order of most common comments.

As discussed below, staff and the Planning Commission used the cumulative Wordle and the main themes as a basis for preparing a revised Vision Statement and new Guiding Principles.

IV. DRAFT VISION STATEMENT AND DRAFT NEW GUIDING PRINCIPLES

The Chair of the Planning Commission has been invited to present the Planning Commission's draft Vision Statement and draft new Guiding Principles. Other Planning Commissioners have also been invited to attend and respond to comments or questions.

With completion of the community visioning phase, the Planning Commission was ready to move forward with review of the Comprehensive Plan Update. They began with review of the Vision Statement and Framework Goals Chapter that sets the foundation for the remaining Element Chapters of the Plan.

The existing [Vision Statement](#) is a two-page verbal description of Kirkland in the year 2022 that summarizes the desired characteristics for our community planning and

development efforts. The existing Vision Statement is also a descriptive narrative of the 17 [Framework Goals](#) that follow. The Framework Goals restate the goals and policies found in the general Element Chapters. They both reflect the same key planning themes and both are overly long.

The City Council asked staff to reduce the length of both the Zoning Code and Comprehensive Plan by consolidating information and looking for ways to be more succinct. Over the years both documents have continued to grow in length. Surveying other local city vision statements and overarching framework goals or principles as a comparison, the statements, framework goals and principles are brief.

Vision Statement

On December 12, 2013, the Planning Commission reviewed the cumulative Wordle (see Attachment 4) and main themes (see Attachment 5) from the Kirkland 2035 Vision Conversations and gave staff direction to prepare a shortened **Vision Statement** based on the Kirkland 2035 Visioning Conversations. The objective was to create an easily readable, to the point, and clear Vision Statement.

On January 9, 2014, staff presented the Planning Commission with a shortened Vision Statement. The Planning Commission made some minor changes to staff's draft and agreed on the revised draft Vision Statement found below. If you compare the revised Vision Statement with the existing [Vision Statement](#), you will find generally similar themes with the exception of the new terms "green" and "sustainable." Another difference is that the new statement doesn't make a reference to Kirkland as a community with a "small town feel." Commission members felt the city is becoming more urban.

Revised Draft Vision Statement

Our vision is for Kirkland to be the most livable city in America. Kirkland is a vibrant, attractive and desirable place to live, work and play. We honor our rich heritage while embracing the future. Safe, walkable, bikeable and friendly neighborhoods are connected to thriving business districts, employment centers, schools, parks and our scenic waterfront. Diverse and affordable housing is available throughout the city. Convenient transit service provides a viable alternative to driving. As a green community, we value our natural environment and strive to be a model sustainable city. Civic engagement, innovation and diversity are highly valued. We are respectful, fair, and inclusive.

Attachment 6 is a **public comment email** on the Draft Vision Statement. Karen Story suggests that "most livable city" be changed to "one of the most livable cities." She also asks in what ways we are respectful, fair and inclusive (employment, housing, other?).

****Staff recommends that the City Council review the draft vision statement and provide guidance for desired revisions.***

Guiding Principles

On December 12, 2013, the Planning Commission directed staff to delete and/or combine many of the existing **Framework Goals** and have them reflect the comments from the Kirkland 2035 Visioning Conversations. Several Planning Commissioners suggested that the Framework Goals be more visionary and action oriented.

On January 9, 2014, staff suggested that the Framework Goals be replaced with aspirational community principles reflective of the Kirkland 2035 Visioning Conversations. The existing 17 Framework Goals are a restatement of what is already addressed in the goals and policies found in the individual elements so these overarching goals could be replaced with more general guiding principles.

With one minor change to the staff draft, Planning Commission agreed on the nine Guiding Principles formulated around three main themes as found below:

**New Draft Guiding Principles
(to replace Framework Goals)**

I. Livable

Quality of life: *well-maintained neighborhoods, public safety, parks, open space and recreational facilities, lake access, community gathering places and activities, excellent schools, access to services, and healthy life choices.*

Diverse and Affordable: *residential neighborhoods and business districts for a variety of incomes, ages and life styles.*

Community Design: *High quality and attractive architectural design and landscaping, and preservation of historic buildings and sites.*

II. Sustainable

Ecological: *natural systems and built structures that protect habitats, create a healthy environment, and promote energy efficiency.*

Economic: *a vibrant economy offering choices in jobs, stores, services and entertainment.*

Social: *basic health and human services that fulfill the needs of all people without regard to income, age, race, gender or ability.*

III. Connected

Sense of Community: *community involvement in government, schools, civic events and social service programs that creates a sense of belonging through shared values.*

Accessible: *walkable and bikeable neighborhoods within short distance to nearby destinations used on a daily basis, an interconnected system of well-maintained and safe roads, bike and pedestrian paths across the entire city and convenient access to transit.*

Technology: *reliable, efficient and complete systems for residents and businesses to be connected, informed and involved.*

****Staff recommends that City Council discuss the revised draft Vision Statement and new Guiding Principles to see if they agree with the new shortened approach, the themes addressed and specifics of the text.***

V. REVIEW OF THE ELEMENT CHAPTERS

The Planning Commission has completed its review of the Vision Statement and Framework Goals Chapter and has now begun its review of the remaining Elements Chapter, starting with the Land Use Element. Following the Land Use Element, the Planning Commission will review the Economic Development, Housing and Natural Environment Elements and then move onto the other Element Chapters.

As part of its review of the 14 Element Chapters, the Planning Commission must consider the requirements of the [GMA Comprehensive Plan Update](#) for consistency with:

- The State Department of Commerce's [Comprehensive Checklist](#) for GMA statutory requirements adopted since 2003;
- Puget Sound Regional Council's [Vision 2040](#) and [Transportation 2040](#); and
- King County [Countywide Planning Policies](#)

The Planning Commission will also consider the comments from the 2035 Visioning Conversations and the neighborhood plan meetings, the [City Council Goals](#), Smart Growth Principles (see Attachment 7) and other planning principles. In addition, the latest annexation area will be considered in review of the existing policies and any new policies.

The approach for the Planning Commission's review of the Element Chapters in the Plan is to allocate three to four meetings over three months for each of the more complex elements that involve policy issues (Land Use, Transportation, Economic Development, and Housing) and two to three meetings over two months for the less complex elements (Natural Environment, Parks, Public Services, Utilities, and Human Services). Review of several elements would occur at the same time.

Land Use Element

On [February 13, 2014](#), the staff presented a summary of the existing Land Use Element (see Attachment 8) and a list of key policy issues to the Planning Commission. The Planning Commission provided feedback that will allow staff to begin the updates. It should be noted that the updates to the Land Use Element will be an iterative process as the City progresses on the following parallel processes:

- Neighborhood Plan discussions
- Public input
- Industrial Lands Study
- EIS analysis of growth alternatives

Economic Development Element

The Planning Commission is scheduled to discuss in Economic Development Element in March 2014. A summary of the element is provided in Attachment 9. To gain a sense of potential key issues or questions that should be studied with the Element Chapter, City planning and the economic development staff conducted the following outreach activities with the business community:

- Met with the City Council Planning and Economic Development Committee to brief them on the update process and discuss potential study issues.
- Attended the Kirkland Business Roundtable on January 22, 2014, to lead a panel discussion and instant polling exercise with attendees to respond to a series of questions related to the existing goals and policies in the element such as *What is the City's role in Economic Development?* Approximately 35 people attended the meeting. Here are the results of the [polling](#) including the questions from the Kirkland Business Roundtable.
- Met with the Kirkland Chamber of Commerce Policy Committee on February 3, 2014, to brief them on the existing element, discuss implementation strategies completed or in progress since the last major Comprehensive Plan Update in 2004 and facilitated a discussion on questions related to the element. The Committee will provide input on the existing element and ideas for potential changes.

Any potential changes to this element will be closely coordinated with the results of the Industrial Lands Study, Totem Lake Neighborhood Plan update, and the Land Use and Transportation Chapter Elements.

****Staff recommends that City Council provide staff with any issues that they want to be studied as part of the update of the Economic Development Element.***

Transportation Element

The Transportation Commission, the Public Works Department and the City's consulting firm of Fehr and Peers are working on the Transportation Master Plan (TMP). Revisions to the Transportation Element will follow from the TMP. The Planning Commission will work closely with the Transportation Commission and the Public Works Department on the revisions to the Transportation Element. As a starting point, on February 13, 2014, the Public Works Department and the chair of the Transportation Commission presented the work done so far on the TMP to the Planning Commission.

VI. COMPREHENSIVE PLAN UPDATE SCHEDULE

Staff has developed a general overall **timeline** (see Attachment 10) for the Plan Update that began in the summer of 2013 and will end in the late spring of 2015.

Below is the **schedule** for review the elements, amendments to the neighborhood plans and potential Zoning Code amendments in preparation of the Draft Plan (schedule is subject to change):

2014

Element Chapter	PC Review	CC	HCC	Trans C	Parks B
Vision/Framework Goals	Dec-Jan	Feb	Feb	Feb	March
Land Use (and Growth Alternatives/G.A.)	Feb-April	April	April	April	
Economic Development	April-June		June		
Natural Environment	April-June		June		
Housing	April-June		June		
Parks	June		July		July
Community Character	June-July		Aug		
Introduction	June-July		Aug		
General	June-July		Aug		
Human Services	July-Aug		Sept		
Public Services	Sept-Oct		Oct		
Utilities	Sept-Oct		Oct		
Transportation	Aug-Oct	Oct	Sept-Oct	Sept	
Capital Facilities	Sept-Oct	Oct	Oct	Sept	
Totem Lake Plan	Jan-Oct	Oct	N/A		
Neighborhood Plan edits	March-Oct	April check in	Aug-Sept		
Code Amendments	April-Oct		Sept-Oct		

Below is a **description of the overall process** for development and approval of the Plan Update:

- Staff prepares issue papers for each element.
- Planning Commission discusses the issues and then provides direction to staff.
- Staff prepares draft revisions to each element and Planning Commission provides comments.
- Staff prepares any applicable Zoning Code amendments for Planning Commission and Houghton Community Council review.
- Joint meeting with the Planning Commission and Transportation Commission on Transportation Element.
- Houghton Community Council reviews draft revisions from the Planning Commission.
- Check-ins with City Council on Vision Statement/Framework Goals, Land Use and Transportation Elements. EIS land use alternatives, neighborhood association issues and other policy issues.
- Staff prepares final drafts of each element based on City Council, Planning Commission and Houghton Community Council direction. This becomes the Draft Plan.
- Once the Draft Plan and Draft Environmental Impact Statement are issued, public comments are accepted on the documents. Planning Commission and Houghton Community Council hold hearings on the Draft Plan and the SEPA Official (Planning Director) holds hearing on the Draft EIS.
- Planning Commission and Houghton Community Council make recommendations on Draft Plan and applicable Zoning Code amendments.

- Final EIS is prepared that responds to comments on the Draft EIS and may include revisions to the Draft Plan.
- Planning Commission and Houghton Community Council review public comments addressed in Final EIS and make recommendations on Final Draft Plan to City Council.
- City Council considers Final Draft Plan and applicable Zoning Code amendments.

One task that may impact our ability to meet the above schedule is the update of **neighborhood plans**. We will need to consider carefully the extent and scope of any changes to the neighborhood plans that can be done with the Comprehensive Plan Update. The State GMA requires revisions to the neighborhood plans be consistent with goals and policies in the citywide elements. Also, availability of the Planning Commission's meeting schedule is another issue that could affect the schedule. In 2014, the Planning Commission will also be reviewing amendments on miscellaneous code amendments, CKC development regulations, parking standards and marijuana regulations.

The State deadline for completion of the Comprehensive Plan Update is **June 30, 2015**, which may be extended provided that a jurisdiction has made progress on the Plan Update.

VII. NEIGHBORHOOD PLAN MEETINGS

The City held a series of four meetings in January and February 2014 with the community to discuss any concerns about the adopted neighborhood plans and for the annexation area, vision for their neighborhood and what they would like to see in a neighborhood plan. The format of the meetings included a staff presentation on what is a neighborhood plan and what is its relationship to the Element Chapters of the Plan and the development regulations, followed by break out groups to discuss each adopted neighborhood plan or future plan.

The following meetings were held:

- January 28: Houghton, Everest, Lakeview
- January 30: Moss Bay, Market, Norkirk and Highlands
- February 11: North and South Rose Hill, Bridle Trails and Totem Lake
- February 19: Juanita, Finn Hill and Kingsgate/Evergreen Hill

At the retreat, staff will report out how the meetings were received, the general nature of the comments and the number of people who attended.

Staff will review the comments over the next month and then categorize them as:

- Potential neighborhood plan amendment to be considered as part of Comprehensive Plan Update;
- Potential amendments to be considered for a future Planning work program, CIP project or other City project;
- Issues already addressed in the Plan, current development codes, CIP or City policy; and

- Amendments that are not feasible or desirable.

Both the City Council and the Planning Commission will have an opportunity to review the list of comments and how staff categorizes the comments from the neighborhood meetings and then provide direction to staff. Between mid-May and mid-June, staff will report back to the neighborhood associations.

VIII. GROWTH ALTERNATIVE IN ENVIRONMENTAL IMPACT STATEMENT

An Environmental Impact Statement will be prepared for the Comprehensive Plan Update. The EIS will evaluate impacts of the Plan Update.

The current land use plan with existing zoning will serve as the baseline or “no action alternative”. The City will contract for professional consulting services to assist in the preparation of the EIS. Preliminarily, staff has identified four conceptual land use issues to be studied in the EIS as a **growth alternative** concept to the “no action alternative”:

1. Neighborhood Business Centers: Consider certain of these centers for more intensive development. Except those in the newly annexed areas, these centers are serviced by major bus routes that provide frequent all day service and have bike lanes and sidewalks nearby. Other than Juanita Village, these centers are currently developed with one story buildings and surface parking lots.
2. 6th Street LIT and Totem Lake: Consider a broader range of uses in certain identified areas to respond to current and future market trends. A consultant is currently preparing the Industrial Lands Study to consider policy issues for these areas (see discussion on the Totem Lake Business District Update later on the agenda). The study is attentively scheduled for review by the City Council on March 3, 2014. Once the City Council provides direction following the study, staff will refine the scope of this part of the growth alternative concept in the EIS (see Attachment 11 – maps of areas listed below):
 - Area 1 – 6th Street LIT (Light Industrial Technology zoned area east and west of Cross Kirkland Corridor/CKC)
 - Area 2 – Totem Lake’s Parmac area (TL 10B-TL 10E)
 - Area 3 – -Totem Lake’s TL 7 and TL 9A
 - a. TL7 – north of NE 124th Street and south of CKC
 - b. TL 7 – east of 132nd Place NE and north of CKC
 - c. TL 9A
 - d. Cross Kirkland Corridor: Look at the properties along the corridor to determine if any changes should be made to the permitted uses, intensities and densities to encourage uses that support and promote use of the corridor.

- e. Near transit stations and along transit corridors: Consider increases in intensities and densities that support transit ridership.

These four topic issues could make up the growth alternative studied in the EIS. The environmental impacts of potential changes to these four study areas need to be assessed if amendments are proposed. The Plan Update EIS would be an appropriate and timely environmental document to assess those impacts. Scoping will be done to identify potential issues to be addressed with the EIS.

****Staff recommends that City Council discuss the potential topics for a growth alternative concept to be studied in the EIS and provide comments to staff.***

Attachment 1: Development Capacity Analysis

Attachment 2: Development Capacity Chart

Attachment 3: Community Profile Summary

Attachment 4: Cumulative Wordle from the 2035 Visioning Conversation

Attachment 5: Main Themes from the Kirkland 2035 Visioning Conversations

Attachment 6: Karen Story email dated 2/2/2014 concerning the Draft Vision Statement

Attachment 7: Smart Growth Principles

Attachment 8: Summary of Land Use Element

Attachment 9: Summary of Economic Development Element

Attachment 10: Comprehensive Plan Update Timeline

Attachment 11: Study area maps



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Development Capacity Analysis
02/06/2014

Under the Growth Management Act, Kirkland is required to plan for 20 year housing and employment growth targets allocated by the King County Countywide Planning Policies. The City must document that the Comprehensive Plan and development regulations allow the targets to be met. This development capacity analysis, prepared by the City's Geographic Information System (GIS) and Planning Departments, provides the methodology and data used to determine that Kirkland can meet its allocated growth targets.

Growth Targets

Kirkland has been assigned housing and employment growth targets through the King County Countywide Planning Policies (CPP's). The Growth Management Act requires the City to plan to accommodate the targets. The assigned targets per the CPP's are for the period 2006-2031. Since a significant portion of that period has passed and since the 20 year planning period of the Comprehensive Plan extends beyond 2031 to 2035, the assigned targets have been adjusted to reflect the period 2013- 2035. The adjustment involved extending the targets for three years by an amount equal to the average growth rate represented by the targets and subtracting the growth that already occurred between 2006 and 2012. The resulting targets are:

Housing Target: 8,361 units
Employment Target: 22,435 jobs

Summary of Analysis

The land capacity analysis documented by the Development Capacity Chart (see Attachment 2) shows that the City has more than enough capacity to accommodate the growth targets:

Housing Capacity: 9,516 housing units
Employment Capacity: 22,944 jobs

Furthermore, using an alternative methodology developed by King County for designated Urban Centers, additional capacity was calculated for the Totem Lake Neighborhood. This resulted in the following city-wide capacity:

Housing Capacity: 15,831 housing units
Employment Capacity: 51,758 jobs

Methodology

The capacity analysis was prepared as a computer program using the City's Geographic Information System and was based largely on King County Assessor's data (updated where errors were found). Following is a summary of the inputs used in the analysis:

- Certain parcels were entirely eliminated from consideration, for example:
 - Parks and public lands;
 - Access and utility tracts;
 - Churches;
 - Condominium developments, regardless of density;
 - Parcels less than 2500 SF;
 - Parcels with a width < 25 ft.
 - Parcels completely contained in wetlands and stream buffers; and
 - Developed waterfront parcels

- Remaining parcels were divided into three categories:
 - Vacant – parcels with no existing development;

 - Redevelopable – parcels that are developed at less than the full zoned potential and which are considered likely to redevelop.
 - In mixed use zones, redevelopability is determined by the value of improvements relative to the value of the land. Parcels are categorized as redevelopable if the assessed improvement value is <50% of land value. For example, a parcel with a land value of \$1,000,000 would be considered to be redevelopable only if the improvement value is less than \$500,000.
However, for the Totem Lake zones, an alternative methodology, developed by King County for Urban Centers, was also used. In this alternative, property is considered redevelopable if the intensity of existing development is less than or equal to 25% of the development intensity allowed by the zoning. As noted previously, this alternative yields a far greater capacity.
 - Single family parcels were redeveloped regardless of improvement value if the parcel is large enough to be subdivided into three or more lots. Properties large enough to be divided into two lots were only redeveloped if the improvement value is <50% of land value.
 - Multi-family parcels were only redeveloped if existing density is \leq 60% of the zoned density, regardless of improvement and land value. Properties with condominiums were not redeveloped regardless of density;

 - Developed – currently developed and not likely to redevelop.

- For each zoning district, a likely level of development was established based on zoning regulations and recent development history. The development levels are expressed in floor area ratios (for nonresidential uses), units/acre (for multifamily and some single family residential) and minimum lot sizes (for other single family). For redevelopable parcels, the existing development was subtracted from the total new development to determine the net new development;

ATTACHMENT 1

- Density was reduced on all parcels with mapped environmentally sensitive areas and buffers;
- For single family zones, lands with slopes >25% were eliminated before calculating the potential for subdivision;
- Prior to calculating the capacity for each parcel, the parcel size was reduced to account for estimated average right of way dedications and land acquisition for parks or other public facilities: 5% for single family parcels, 2% for all others.
- To account for the likelihood that not all potentially redevelopable land will be made available for redevelopment due to “market factors”, the number of vacant parcels was reduced by 5% and the number of redevelopable parcels was reduced by 10%.
- Employees were calculated as follows:
 - For office and commercial (retail) uses, employees were calculated assuming: 4 employees/ 1000 SF for office uses, and 2 employees/ 1000 SF for commercial uses. No parcels were developed with industrial uses since office uses are the typical form of new development in industrial zones.
 - For institutional uses (Evergreen Health, Lake Washington Institute of Technology and Northwest University), employees were determined based on conversations with the institutions.
 - For home based businesses, employees were calculated based on the current number of employees reported in home occupation business license applications as a ratio to existing housing units.

Allocating Growth to Transportation Analysis Zones

After calculating capacity, it was necessary to allocate growth to Transportation Analysis Zones (TAZs). TAZs are small geographical areas best suited to analyzing traffic. Since capacity is calculated at the parcel level, it is a simple matter to aggregate capacity from parcels to TAZs. However, rather than assume that development in 2035 will occur at capacity levels, for planning purposes it is assumed that growth will occur at target levels. Therefore, in distributing growth to TAZs it was also necessary to adjust the capacity figures to target levels. The process used included the following steps:

- The capacity figures used were those derived from the more conservative methodology common to all neighborhoods, rather than the special methodology for Totem Lake;
- The capacity figures were reduced by 5% to account for presumed vacancies. This resulted in 704 more dwelling units and 585 fewer jobs than the targets;
- The 704 excess dwelling units were removed to TAZs proportionately to TAZ capacity;
- The entire 585 jobs shortage was added to TAZs in Totem Lake since the special capacity methodology for Totem Lake showed excess capacity there.

City of Kirkland Development Capacity (01/14/2014)

Neighborhoods	COMERCIAL (SqFt)	OFFICE (SqFt)	INDUSTRIAL (SqFt)	INSTITUTION (New Employee)	RESIDENTIAL SF DU	RESIDENTIAL MF DU	MRKT COMERCIAL	MRKT OFFICE	MRKT INDUSTRIAL	MRKT SF	MRKT MF	New Employee	Employee with 5% Vacancy	New Units (SF)	New Units (MF)	New HH (Total)	HH with 5% Vacancy
Bridle Trails	-5,369	0	0		120	171	-4,832	0	0	108	153	7	6	108	153	261	247
Central Houghton	2,604	3,907	0	43	108	22	2,473	3,516	0	103	21	70	68	97	21	118	112
Everest	2,388	367,785	-136,038		23	213	2,150	331,743	-122,434	21	191	1,137	1,080	21	191	212	201
Finn Hill	1,963	31,747	0		866	132	1,865	29,067	0	785	120	181	171	785	120	905	859
Highlands	0	0	0		52	20	0	0	0	46	18	4	3	46	18	64	60
Kingsgate	36,660	-6,025	0		385	568	32,994	-5,423	0	349	511	103	97	349	511	860	817
Lakeview	138,831	245,897	0		18	786	125,615	221,419	0	15	731	1,187	1,127	15	731	746	720
Market	310	44,285	0		34	44	279	40,035	0	29	39	164	155	29	39	68	64
Moss Bay	300,231	1,604,732	-28,532		1	1,405	300,656	1,580,272	-25,679	1	1,264	6,964	6,615	1	1,264	1,265	1201
Norkirk	-11,026	212,029	-24,061		75	-23	-9,923	190,042	21,655	68	-21	710	674	68	-21	47	44
North Juanita	26,241	124,912	-10,628		127	547	23,616	112,421	-9,565	114	491	521	494	114	491	605	574
North Rose Hill	36,899	603,174	-48,740	110	281	385	33,209	544,029	-43,866	253	346	2,318	2,207	253	346	599	569
South Juanita	523	79,444	0		192	429	497	71,786	0	172	407	327	310	172	407	579	559
South Rose Hill	458	173,653	0		151	167	412	156,287	0	135	150	644	611	135	150	285	270
Totem Lake	577,578	1,709,597	-40,138	1,112	0	3,185	551,772	1,562,354	-33,479	0	2,902	8,607	8,232	0	2,902	2,902	2768
Total	1,108,291	5,195,137	-288,137	1,265	2,433	8,051	1,060,783	4,837,549	-213,368	2,199	7,323	22,944	21,850	2,193	7,323	9,516	9065

	Housing Units	Employment
Kirkland Growth Targets:	8,361	22,435

Totem Lake Alternative*

Totem Lake (Alt)	830,202	9,852,833	-948,405	1,112	0	10,202	779,133	8,891,266	-850,919	0	9,217	37,421	35,605	0	9,217	9,217	8767
Total (Alt)	1,360,915	13,338,373	-1,196,404	1,265	2,433	15,068	1,288,144	12,166,461	-1,030,808	2,199	13,638	51,758	49,223	2,193	13,638	15,831	15,064

*In consideration of Totem Lake's designation as an Urban Center, in this alternative version, TLBD parcels are classified as redevelopable if the amount of existing development is less than 25% of the maximum permitted development.



Kirkland At A Glance

- **Incorporated:** 1905
- **City government:** City council/city manager; 544 permanent staff (December 2013)
- **Area:** 17.81 square miles (June, 2011)
- **Population:** 81,730 (April, 2013)
- **Rank:** thirteenth largest municipality in Washington State; sixth largest in King County (2013)
- **Miles of streets, highways:** approximately 300 miles (includes private streets and some driveways)
- **Elevation range:** ~15' to ~535' above sea level
- **Real property parcels:** approximately 24,200
- **Neighborhoods:** Fifteen, represented by thirteen neighborhood associations
- **Single family zoning:** 53% of city (2013)
- **Multifamily housing zoning:** 9% of city (2013)
- **Commercial/office/industrial/institutional zoning:** 10% (2013)
- **Parks/open space:** 8% of city (2013)
- **Right of way:** 20% of city (2013)

Demographics

- **Population growth:** 1,354 (1920); 8,451 (1960); 48,787 (2010); 81,730 (2013)
- **Minority population:** 10,095 (2010); 21% of total population
- **Median age:** 37.5 (2010)
- **Junior and senior population:** 9,155 less than age 18; 5,299 65 and older (2010)
- **Households:** 22,445 total; 12,014 family, 10,431 non-family (2010)
- **Average household size:** 2.15 (2010)
- **Median household income:** \$87,005 (2010-2012 average)
- **Households below poverty level:** 1,262; 6% of total (2010)

Economy

- **Property assessed valuation:** \$4.9 billion (2000); \$11 billion (2010); \$13.9 billion (2013)
- **Largest employer:** Evergreen Healthcare; 2,603 employees (2013)
- **Total employment:** 30,942 (2010)
- **Employment target:** 22,435 jobs (2013 - 2035) (CPP'S)
- **Future employment forecasts:** 47,363 jobs (2020); 58,721 jobs (2030) (PSRC)
- **Employment growth capacity:** 22,944 additional (2035)
- **Employee distribution:** Average 2,100 jobs/neighborhood; Totem Lake Neighborhood 12,000 jobs; Highlands Neighborhood 100 jobs
- **Kirkland residents who work in Kirkland:** 28,573 (2010)
- **Number of business licenses:** 4,688 (May, 2013)
- **Home business licenses:** 1,972 (May, 2013)
- **City government revenues:** \$97.7 million (2012)
- **Sales tax generated:** \$14.8 million (2012)
- **City permit valuation:** \$41 million (2011)
- **Office vacancy rate:** 8.2% (2012)

Housing

- **Housing units:** 37,221 (2013)
- **Housing unit growth:** 51% increase from 1990 to 2013
- **Housing growth targets:** 8,361 (2013 - 2035) (CPP'S)
- **Housing unit growth capacity:** 9,516 additional
- **Housing unit types:** 21,068 single family, 16,067 multifamily (2013)
- **Median rent:** \$1,345 (2010)
- **Rental vacancy rate:** 3.6% (2010)
- **Average home price:** \$403,313 (2012)
- **Household occupation:** owner-occupied 12,813; renter-occupied 9,632 (2010)
- **Rental expenditure:** 25% of renters spend more than 30% of income on housing
- **Mortgage expenditure:** 30% of owners spend more than 35% of income on housing
- **Households in poverty:** 457 family households and 805 other households (2010)
- **Residential density (range by neighborhood):** Moss Bay Neighborhood 25 units/acre (highest); Bridle Trails Neighborhood 2.6 units/acre (lowest)

Resources

- City of Kirkland (WA). 2013. 2005. 2004 *Community Profile*.
- State of Washington Office of Financial Management (Forecasting Division). 2013. *2013 Population Trends*.
- Puget Sound Regional Council. 2013. *Regional Centers Monitoring Report*.
- Puget Sound Regional Council. 2009. *VISION 2040*.
- <http://www.census.gov/hhes/www/income/data/historical/dollars.html>
- http://www.bls.gov/data/inflation_calculator.htm
- A Regional Coalition For Housing. 2011. *Housing 101: East King County*.

For a copy of the full 2013 *Community Profile* go to: <http://www.kirklandwa.gov/communityProfile2013>.

Accessible
Desirable
Livable

Waterfront-centric
Multi-generations
Peaceful
Affordable
Convenience
Balanced-Living
Trees
Clean
Charming
Parks
Downtown
Lifestyle
Personality
Taxes
Millennial
Close-Knit
Bikes
Cleaner
Mobile
Village

Walkable
Vibrant
Urban
Waterfront

Portland
Bullet-proof
Encompassing
Asphalt-jungle
Neighborhoods
Affordable-housing
Village-within-a-city
Quaint
Dense
Modern
Bike
Safe
Self-sustaining
Balance
Balanced
Density
Vital
Development
Environmentally-friendly
Kumbayah
Entertaining
Non-bigoted
Recreational
View

Connected
Diverse

Green
Relaxing
Treeless
Cohesive

Progressive

Family
Sustainability
Cohesiveness
Public-transportation
Planned
Futuristic
Destination
Energetic
Connection
Less-traffic
Inclusive
No-Affordable-Home
Economics
Constant
Attractive
Mixed-Use
Homey
Marina
Optimized

Community
Beautiful
Viable

Open
Artistic
Sunshine
Human-scale
Subway-Transit
Self-contained
Uncluttered
Open-Space
Garden-city
Greenacious
Expansion
Fun
Quieter
Lakeview
Exceptional
Vacation-destination
Healthy
Friendly
Thriving
Sustainable
Small
Exciting
Big
Natural
High-Tech
Dynamic
Pleasant
Traffic
Anti-Bellevue
Diversified
Proximity
Innovative
Pedestrian
Differential
Interconnected
Versatile
Golden-triangle
Welcoming
More-parks
Much-envied
Extension
Movement
Stay-the-same
Gorgeous
Connections
Autonomous
Bright
Resilient
Transit



VISIONING THEMES FOR KIRKLAND 2035 CONVERSATIONS

Thru 1/15/14

Land Use

• General

- Plan land use around **transit**, light rail, mass transit and transportation centers & consider traffic impacts when planning (14)
- **Balance growth** while maintaining natural environment and sustainability (13)
 - **Live close to work**
 - Allow greater density in areas near **transit** and transportation centers and **walkable** areas
- **Transitions** between commercial and residential important (10)
- Require adequate **parking** for businesses (7)
- **Diversity of housing** and innovative housing (5)
- **Meet growth** with current zoning; keep growth in scale with neighborhood (4)
- Value **single family home** neighborhoods (4)
- Increase **small businesses and home businesses** (3)
- **Focus growth** in mixed use centers but establish transit before development (2)
- Encourage shopping areas within **walking distance** of home (1)
- **Disperse growth** to all around city (2)
- **Concentrated and vertical** to retain open space (2)
- Add housing in **light industrial** areas (1)
- Keep areas zoned for **horses** (1)
- **Focus growth** in CBD and Totem Lake (1)
- **Buildings not too tall** (over 3 stories) in Fill Hill and don't impact traffic (1)
- Concentrate **big box growth** along major arterials and not in neighborhoods (1)
- **Transform strip malls** into mixed use urban villages like U-Village (1)
- **Redevelop parking lot** at QFC center on Juanita Drive in north Finn Hill (1)
- **Look to other cities** on how to handle density (Carmel, Cal; Boston Commons, open space between buildings, European villages) (1)

• Totem Lake

- **Concentrate growth** for both housing and jobs (12)
- Improve **traffic flow and pedestrian connections** (12)
- Design like **Juanita Village** near transit, smaller housing units, anchor store (8)
- Add major **recreation facilities**, movie theater, condos, apartments around the lake (8)
- Will become the **city center** (7)
- Connections to **CKC** (3)
- Develop **Totem Lake Master Plan** (3)
- Maintain **industrial uses** (2)
- **Buildings** should be increased to 30-40 stories (1)

- Add **public investments** to help redevelop area (1)
- Provide **circular bus** around Totem Lake (1)
- Add **dining opportunities** around Evergreen Hospital (1)
- Redevelop **Totem Lake West** (QFC and Value Village) (1)
- Increase **stores** around hotels (1)
- **Downtown**
 - Maintain quality of Downtown with **lower buildings**; water related activities, restaurants, farmers markets, entertainment, and historic buildings (8)
 - Redevelop **Park Place like University Village** with larger grocery store, offices, condos, theater (live, work, play) (5)
 - Increase **diversity of businesses** (3)
 - Rename **Central Business District to Waterfront District** (1)
 - **Paint** buildings in bright colors like Portofino (1)
- **Disperse growth in neighborhood business districts**
 - Focus growth in series of concentrated **mixed use villages** in commercial areas in each neighborhood appropriate in scale (23)
 - Each neighborhood district should have **basic goods and services**, such as grocery stores and be walkable and transit available, small urban areas (20)
 - **Pedestrian connections** to neighborhood centers important (10)
 - Allow **increased density in commercial centers** so existing residential densities surrounding the centers can stay same density as now. (9)
 - **Bridle Trails shopping center** – some owners encourage redevelopment (7)
 - Shopping centers need to be balanced with **jobs and services** (5)
 - Storefronts on the street to create a more **pedestrian friendly** atmosphere (4)
 - Incentives for **grocery stores** to stay or locate (4)
 - **Major industries** should be in concentrated area; not neighborhood centers (3)
 - **No big box**, more smaller stores (3)
 - **Houghton shopping center**- redevelop to allow to go up (3)
 - Juanita could allow **taller buildings** (1)
 - **Increase height of shopping centers** where 1 story increase to 3 stories with retail/office on ground floor and residential above like Juanita Village (1)
 - Provide more background on the **existing and growth projections** for the city and each neighborhood that is helpful to orient residents (1)
 - Add growth to **CBD and Houghton** where existing amenities are like transit and sidewalks (1)
- **Role of Cross Kirkland Corridor (CKC)**
 - CKC connections to **business and neighborhood centers** throughout the city, including CBD (8)
 - **Housing** along trail (4)
 - **Multi modal transportation** route for bikes, pedestrian and light rail (3)
 - **Events use and restaurants** locate along or near trail (2)
 - Connect to **regional trails** (1)
 - Need **parking** by trail (1)

Transportation

- **Bike and pedestrian walkways** separated from traffic lanes, lighting for safety, complete connected routes throughout city, including along NE 85th Street and I-520, handicap accessible (65)
- **Improve transportation options:** bike, pedestrian, regional and local bus service, CKC providing bike/ped/rail (36)
- More **bus service** both in frequency and routes, covered bus shelters, transit centers at business centers, better signage for routes and times, more bike friendly buses, Metro routes to schools (33)
- Offer **other transportation options:** Seattle ferry, water taxi, light rail, including across I-520 and inner city shuttle (31)
- Mixed use development to reduce trips to local shopping centers, **land use that supports transit**, and density bonus for development near transit centers (25)
- **Provide adequate parking** (10)
- **Cars:** incentives for driving small cars, such as smaller lanes for smaller vehicles and free parking, and more electric charging stations, and infrastructure for alternative fuel vehicles (9)
- **Seniors and disabled:** more convenient modes, more transit, good access, ride share, subsidize taxis, volunteer pick-up services, more marked control sidewalks, increase ADA ramps (8)
- Improve **connectivity** between east and west sides of city and to Totem Lake area (I-405 a barrier) (7)
- **Bike** racks in all business districts, rent a bike program (3)
- Traffic strategies for **locally congested areas**, such as tolling Lake Wash Blvd and Market St (3)
- Improve street connectivity for autos (3)
- Install traffic circles for **traffic calming** in residential neighborhoods (2)
- **CBD:** no car zones and parking to support local businesses and tourism (2)
- Limit **speed limit** to 35 mpg (1)
- Remove **Juanita Dr.** as major arterial and **make 84th Ave as main arterial** (1)
- Coordinate with regional/state/national **transportation policy** (1)
- **No cul-de-sacs**, only through streets (1)

Housing

- **Diversity of housing types:** ADUs (more flexibility in regulations, some private covenants do not allow), small homes on small lots (i.e. cottage housing with shared open space), single room occupancy with shared area, boarding houses, duplex, triplex, houseboats (FYI-not allowed currently), work/live housing, one story housing (45)
- **Affordable housing:**
 - middle and low income: seniors, disabled (accessible), first time homeowners, teachers, etc. (11)
 - locate affordable housing near transit, services and entertainment (11)
 - require % of affordable and mix with market rate housing (but one says to not require in high end areas with views or waterfront – “they have earned the perk to not have affordable housing nearby”) (9)

ATTACHMENT 5

- gentrification reduces affordability so incentivize retaining existing housing stock (5)
- have affordable and market rate housing look the same (2)
- senior housing near transit (1)
- limit property tax levies that will affect seniors (1)
- **Urban mixed use villages** in neighborhood business districts (many in Houghton oppose due to traffic). Many like Juanita Village but some don't want it near them. Include affordable (9)
- **High density** with open space, around SR520, CKC and near public transportation hubs (7)
- Some said that **cottage housing** not in single family neighborhoods but on edges as transition to higher density, do not like large homes on small lots or prefer townhouses rather than tall apartments (6)
- More **density around parks** for close access to open space (5)
- **Retain some low density single family** areas for families with kids (5)
- Neighborhood corners as **gathering places** or "third places" (4)
- Housing allowed in **industrial zones** (3)
- **CBD**: taller buildings with separation for privacy away from waterfront and limit to 2 stories near waterfront for public views (3)
- More **rental stock housing** (2)
- **Bridle Trails**: support redevelopment and innovative project (2)
- **Market St**: allow 3-4 stories because of transit line (1)
- Use natural building materials and **fire safe** (1)
- No **mixed use** zoning in residential (1)

Economic Development

- **Types of businesses to be encouraged:**
 - Higher paying jobs such as high technology, medical, aerospace (13)
 - Greater range of retail stores that provide products for residents and attract shoppers outside Kirkland (8)
 - Mix of jobs including larger businesses (7)
 - Live and work in Kirkland to reduce traffic (7)
 - Home businesses (6)
 - Industrial and light industrial businesses in commercial centers (5)
 - Connect Lake Washington Technical College graduates with local businesses in medical and auto industry (5)
 - Innovative small scale businesses (5)
 - Retain auto dealers and think creatively how to accommodate them (2)
 - Arts jobs (2)
 - International firms that are part of regional focus (2)
 - Small local businesses (1)
 - Niche markets (e.g. bakeries) (1)
 - Cottage industries (1)
 - Reuse industrial buildings (1)
- **Neighborhood commercial districts** need to include:

ATTACHMENT 5

- Contain grocery stores, restaurants, clothing shops, hardware, bookstore, variety shops; no big box in smaller neighborhood centers (12)
- Walkable in design and located within walking distance of home (8)
- Mixed use designed like Juanita Village or Redmond Town Center (8)
- Employment that allows walk, bike or use transit to work (6)
- Bridle Trails- majority comments would like to see this redeveloped if it does not result in traffic and parking congestion and it is designed to fit into neighborhood (5)
- Public green open spaces for gathering (3)
- Entertainment and dining for young adults (2)
- Finn Hill needs a local shopping center like Lake Forest Park and to attract people from the south (1)
- Redevelop old Albertson's site in Juanita and QFC in Finn Hill as urban villages (1)
- Retain current zoning in Finn Hill (1)
- **Totem Lake:** improve vehicular and pedestrian access and infrastructure, increase hotels and restaurants, more cross overs at I-405, allow taller buildings, allow big box stores (14)
- Kirkland's role in the Puget Sound economy is **incubator for small startup** businesses (6)
- **Downtown:** provide greater diversity of shops and services and more retail (other than nail salons; hair stylists) (6)
- **Development of Cross Kirkland Corridor** will be a catalyst for economic development: (4)
 - Located or accessible along corridor: restaurants, housing, schools, parks, neighborhoods (7)
 - Quick multi modal access to and from CBD and Totem Lake (4)
 - Share with light rail in the future (1)
 - Connect with regional trail system (1)
 - Recreational facility for residents and employees (1)
 - People mover or trolley car on CKC (1)
- Economy that provides long term **fiscally sustainable** and maintains **environmental resources** (3)
- Focus growth in **two epicenters:** Downtown is the living room; Totem Lake is the family room and the CKC connects the two centers (2)
- Consider **traffic impacts** and location of high to low density jobs (1)
- 5-8 stories **downtown** (1)
- Jobs on lakefront **serviced by ferry** (1)
- Redevelop **Finn Hill QFC shopping center** with shops, jobs and residential (PCC and other grocery stores), gathering places and library (1)

Community Character (What defines small town feel)

- **Small town concept** has to do with attractive design techniques:
 - Community gathering places, parks and open spaces (16)
 - Streets are human scale in design, wide sidewalks, safe with lighted crosswalks; with outdoor planters and street furniture. Some streets are pedestrian only; closed to cars (8)
 - Use buffer zones as transitions between housing and commercial such as trees; lower buildings (4)

ATTACHMENT 5

- Building height is 2-3 (some say low rise is 5-6) stories with upper story setbacks and setbacks from the street for open space, trees and sustainably built (4)
- Quality signs (size, lighting, placement) (1)
- No big box stores in neighborhoods (1)
- **Walkable** with pedestrian and bicycle connections to transit (13)
- **Downtown Kirkland** has a small town feel with its lakefront, art galleries, and nightlife. Balance small town feel to not inhibit growth and jobs in the Downtown and reduce tax revenue. Increase parking. (13)
- **Active lifestyle and recreation options** close to home (11)
- People feel **safe** (9)
- Neighborhood commercial areas are updated and are a **collection of villages** with their unique feel and character (9)
- Mix of **generations of people**, welcoming to families and economic diversity (8)
- Accommodate **housing** for living, working and walking to shops and services (6)
- Kirkland **small city**; not small town (4)
- **Amenities**, shops and services are within short walking, biking or driving distance (4)
- Reduced car use and **increased transportation options** (4)
- **Arts and culture** is the base theme throughout our entire city (4)
- Totem Lake contains **taller buildings** (2)
- **People living downtown** maintains community character (2)
- Relaxed **police department** (1)
- **City Hall** is responsive to citizens (1)
- Hometown **growing carefully** and incremental growth - we have time (1)

Natural Environment and Sustainability

- **Sustainable** means activity level below impact level, use local resources, use resources wisely (water, energy), fiscal and environmental resources, emergency preparedness (17)
- Strive to be best **green city** in WA!
 - incentives for building green, solar, and alternative energy etc. (10)
 - recycling: more education in parks, condos, etc., better recycling signage in city parks, city wide recycling at maintenance center, loss of transfer station will hurt recycling (8)
 - more trees and maintain tree canopy (6)
 - obtain and preserve open spaces (4)
 - require rain gardens with new development (3)
 - encourage smart buildings with use of solar, reuse water, low impact development and energy efficiency (3)
 - use green building products (2)
 - however, green buildings have low level of lighting that is not suitable for seniors (1)
 - reduce plastic bags and bottle use (1)
 - require materials recycled before demolition allowed (1)
 - easier way to dispose of hazardous waste (1)
 - composting available at condo projects (1)
 - use transfer development rights to retain natural areas (1)
 - use photo film instead of solar panels as in Japan (1)

- tax credits to incentivize development (1)
- Provide **pea patches** for urban agriculture (4)
- **Critical areas:**
 - strengthen regulations to protect critical areas (3)
 - funding for property owners to stabilize and rehabilitate stream banks and other critical areas (2)
 - preserve and enhance lakes and streams (1)
- **Surface and ground water**
 - reduce flooding with more pervious surfaces (3)
 - encourage water to be kept on site and not drain off (2)
 - consider water table level with new development (1)
- Have City Parks and Storm Water departments coordinate projects for better management of water issues (1)
- **Flexible codes** to reflect new technology (1)
- Plan and control growth based on **watershed approach** (1)
- Encourage **native vegetation** (1)
- Do our part not to **pollute** (1)

Parks

- Indoor **community meeting places, multi-use community center** in North Rose Hill or Totem Lake (8)
- Increase **park and open spaces** as population grows and homes get smaller (7)
- Use parks for **concerts and activities** to keep people here (3)
- Increase **bike and pedestrian paths**, open up easements for these uses (2)
- Classes for **healthy activities**, senior classes offered in the daytime (2)
- More **playgrounds** (1)
- Better job encouraging **recycling in parks** (1)
- **View corridors** for natural habitat (1)
- **Houghton Transfer Station:** recreational park and botanical garden (1)
- **CKC:** provide restrooms, some say keep rails (1)
- Master plan for **Snyder's Corner** in Bridle Trails that accommodates equestrian uses and provides signage (1)
- Ensure funds for **park maintenance** (1)
- **Nature centers** at schools and parks v(1)

Capital Facilities/Public Services/Human Services

- Limit "big ideas" to what "small taxes" will support (1)
- Can young people afford our future vision?
- Encourage adult education – especially languages (1)
- Provide kiosk and culture events to raise awareness of multi-cultures (1)
- Provide free Wi-Fi and fiber technology (1)
- Provide activities and facilities for Youth (1)

Totem Lake

- **Concentrate** future job and housing growth in Totem Lake (10)
- Encourage redevelopment of **Totem Lake Mall** with: (7)
 - Mixed use development (residential and commercial) designed like University Village or Redmond Town Center (6)
 - Anchor stores like Target along with smaller stores (5)
 - Parking garage with green roof (2)
 - Pedestrian connections to transit center and Evergreen Hospital (1)
 - Green open spaces, public gathering spaces and landscaped maze or labyrinth for children and adults, large landscaped bedding (1)
 - Glass roof above retail to allow for outdoor eating (1)
- Develop **Totem Lake Park Master Plan** while keeping with the natural environment functions of the lake (5)
 - Integrate access to the Cross Kirkland Corridor (6)
 - Open up the view to the lake (4)
 - Add complete boardwalk surrounding the lake (1)
 - Add housing surrounding lake (1)
- Build a **recreation complex** with library annex, pool, ball fields, outdoor entertainment venue (6)
- Buildings could be **increased in height** to 30-40 stories (4)
- Add a **mixed use transit oriented** development at Totem Lake Transit Center and Kingsgate park and ride (3)
- Economic development strategy: collaborate between Lake Washington Institute of Technology and Evergreen Hospital for **health care jobs** (2)
- **West of Evergreen Hospital** add mixed use residential/office/retail (2)
- **Parmac:** add office, retail and housing (2)
- Improve **public infrastructure** to help redevelopment and attractiveness of area to draw people and businesses from the Eastside (1)

From: Karen Story [<mailto:karen@tinyisland.com>]
Sent: Sunday, February 02, 2014 7:59 PM
To: Kirkland2035
Subject: Draft visioning statement comments

Here are my comments regarding the draft visioning statement:

Our vision is for Kirkland to be the most livable city in America. **[Is it necessary or realistic to be the best? Isn't that pretty subjective anyway? Many cities are great places, and I think it's good that America has a variety of liveable cities - something for everyone. I'd rather see something like "...for Kirkland to be one of the most liveable cities".]**

We are respectful, fair, and inclusive.**[In what ways: employment, housing, other?]**

Thanks!
Karen



City of Kirkland Planning and Community Development Department

September 2013

Over the next two years Kirkland will be updating its Comprehensive Plan to reflect how the City should accommodate growth over the next twenty years. This paper looks at future trends that may affect Kirkland and how "**Smart Growth Principles**" can be used to respond to these trends to help create the type of community we may want.

What are Smart Growth Principles?

Like the State's Growth Management Act, the term "Smart Growth" is an urban planning concept that advocates focusing growth in compact livable communities to avoid sprawl.

"Smart Growth Principles" were developed in the early 1990's as an outcome of the [Smart Growth Network](#) founded by the U.S. [Environmental Protection Agency \(EPA\)](#). The Network is made up of a consortium of 30 national organizations of government, business and civic organizations that promote smart growth and offer resources to help communities. For more information and resources, see page 6 of this document.

According to the Smart Growth Network, "*Smart Growth Principles can be considered best practices or tools that communities can use to grow in ways that support economic development and jobs; create strong neighborhoods with a range of housing, commercial, and transportation options; and achieve healthy communities that provide families with a clean environment.*"

In 2006, the Smart Growth Network looked at the key characteristics that make successful communities and developed the following 10 basic principles:

1. Mix land uses together
2. Take advantage of compact building design
3. Create a range of housing opportunities and choices
4. Create walkable neighborhoods
5. Foster distinctive, attractive communities with a strong sense of place
6. Preserve open space, farmland, natural beauty, and critical environmental areas
7. Strengthen and direct development towards existing communities
8. Provide a variety of transportation choices
9. Make development decisions predictable, fair, and cost effective
10. Encourage community and stakeholder collaboration in development decisions

Smart growth is an alternative to [urban sprawl](#), [traffic congestion](#), [disconnected neighborhoods](#), and [urban decay](#). Its principles challenge old assumptions in urban planning, such as low density development, automobile focus and separating land uses.

KIRKLAND
2035 | YOUR VOICE.
YOUR VISION.
YOUR FUTURE.

COMPREHENSIVE PLAN UPDATE



*“The Benefits of **Smart Growth** Planning Principles”*

The Smart Growth Network developed a series of [implementation guidelines](#). These guidelines can be used as a checklist to determine how consistent Kirkland’s Comprehensive Plan goals, policies and development standards measure up to these principles.

How will our growth targets and future trends affect Kirkland?

The [Growth Management Act \(GMA\)](#) requires that cities plan for growth within a 20 year period. In 2011 Kirkland added 30,000 people with the Juanita/Finn Hill/ Kingsgate annexation. Today Kirkland’s population is 81,730. By our “target year” of 2035, Kirkland is expected to have 13,000 new residents for a total population of 94,000. Kirkland’s growth targets between the year 2013 and 2035 are 8,361 new housing units and 22,435 new jobs. The new residents will need housing and access to transportation, schools, shops and services, parks and entertainment. How and where should we accommodate these new housing units and employment?

How can Kirkland implement Smart Growth Principles to respond to these changes?

The following summarizes the trends we may see and how the City can apply Smart Growth Principles in planning for Kirkland’s future.

1. MIX LAND USES TOGETHER

Smart Growth Principles encourage mixing uses such as residential and retail in new developments or buildings on the same property. Redevelopment and new growth should be targeted to existing commercial areas that are close to transit and transportation hubs. A good example of this is Juanita Village located at NE 116th ST and 100th Avenue in the Juanita Neighborhood. As a result, the following benefits to the Kirkland community can be attained:



Juanita Village Mixed- Use Development

- Results in more efficient use of land
- Allows a variety of housing types and densities
- Reduces distances between housing, workplaces, retail businesses, and other destinations
- Encourages more compact development
- Strengthens neighborhood character
- Promotes pedestrian and bicycle friendly environments
- Provides opportunities to walk to services and jobs

Existing goals and policies in the [Kirkland Comprehensive Plan](#) reflect many of these Principles, such as promoting mixed-use residential and commercial development, buildings designed with the pedestrian in mind (pedestrian oriented development), walkable neighborhoods and [complete streets](#).



*“The Benefits of **Smart Growth** Planning Principles”*

2. TAKE ADVANTAGE OF COMPACT BUILDING DESIGN

As Kirkland grows we know there will be a decrease in availability of usable, undeveloped land. The cost of land will continue to increase. How the land is used most efficiently while balancing development with preservation of open space and natural areas will be a challenge. Planning for well designed, compact, mixed use development will be essential in making this work.

Young and older segments of our population will be attracted to smaller and more affordable housing options within close proximity to neighborhood shopping areas and transit. A young, educated workforce is attracted to living in denser urban areas with lively commercial districts, recreation, entertainment and good transit availability. The trend is for communities to be designed where all ages can work, live, attend school, shop, and play in an area compact enough to allow walking to most destinations.

Well designed, development with amenities that include “people places,” such as open space plazas, coffee shops, theaters, public art and vibrant commercial communities provide a strong sense of place.

There are economic development advantages to compact development. Businesses do better in strong business districts that provide goods and services directly to nearby residents. Refurbished outdated malls and commercial centers to incorporate a mix of uses and improve walkability should be encouraged.

3. CREATE A RANGE OF HOUSING OPPORTUNITIES AND CHOICES

Life expectancy is increasing (by about two years from 2000 to 2009.) By 2030, one in five Americans will be elderly. A greater proportion of seniors will have different needs from younger residents such as physical limitations for getting around town and desire smaller housing options. The cost of housing is increasing, at the same time, the size of housing and household size is decreasing.

Kirkland has become more diverse. As people of different cultural backgrounds and a broader range of income levels play a greater role in our community, there is a need for diverse housing types and both ownership and rental options. King County reflects a trend across the US toward more renting and less home ownership.

Encouraging housing choices such multi-generational housing, extended family housing, residential suites (very small apartments), backyard cottages, accessory dwelling units, senior housing, and smaller housing will be necessary accommodate people’s needs and desires.



Mixed- Use Development in Downtown



Cottage Housing Project

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*“The Benefits of **Smart Growth** Planning Principles”*

To respond to these trends and to increase the amount of affordable housing in Kirkland, Zoning Code regulations require 10% of residential units (4 or more) to be affordable in commercial and multi-family zones. The City also provides incentives for building additional units and allows for a variety of housing types such as cottage housing, small lot single family homes and accessory dwelling units.

4. CREATE WALKABLE NEIGHBORHOODS

The nationwide increase in obesity rates suggests a need to encourage healthier lifestyles that include healthy food, exercise, and increased walking as a primary mode of transportation. As the City grows it will be important to provide many non-motorized transportation options, such as bike trails, pathways and sidewalks, and to encourage design of developments geared to the pedestrian rather than auto-oriented places.

Adding pedestrian improvements to create walkable

neighborhoods reduces the use of automobiles, improves air quality, reduces noise, makes streets safer for pedestrians, and improves social interaction. Kirkland has been recognized as one of the top ten walkable communities in the country by the *Wall Street Journal*.



Lakeview Neighborhood Walk Route Sign

5. FOSTER DISTINCTIVE, ATTRACTIVE COMMUNITIES WITH A STRONG SENSE OF PLACE

Attractive, well designed communities with lively neighborhoods create distinctive unique places that attract new residents and businesses. In Kirkland many of the neighborhood and business districts require design review to ensure development is well designed, contains open spaces, has superior landscaping and reflects *the character of the surrounding neighborhood*.

6. PRESERVE OPEN SPACE, FARMLAND, NATURAL BEAUTY, AND CRITICAL ENVIRONMENTAL AREAS

Global climate change is generating more frequent extreme weather, damaging human-built structures and the natural environment. This trend cannot be ignored as Kirkland may experience increased flooding along streams and in the roadways and wind damage from storms. Finite world energy resources and the expense of developing new energy sources will increase the cost of running businesses, homes and automobiles.



Example of shoreline replacement of bulkhead with soft shoreline

Use of all sources of energy, but especially non-renewable sources, negatively impacts our environment. In the future there will be a greater emphasis on green building design and sustainable strategies to reduce greenhouse gas emissions.

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“The Benefits of Smart Growth Planning Principles”

Balancing new development with protecting and enhancing critical areas and shoreline areas will be necessary to retain open space, surface water systems and habitat. Low impact development techniques where rainwater is collected, stored or recharged on-site helps reduce flooding and improves water quality. It will be necessary for us to consider how our natural environment is connected as one system and designed into the built environment through sustainable building practices.

In Kirkland we have adopted development standards and implemented programs to encourage sustainable and green building practices. The City is also exploring the use of “transfer of development rights” in the Totem Lake Business District whereby undeveloped land in King County is preserved while increasing development potential. We should continue to support shoreline restoration and initiatives to return Kirkland’s Lake Washington shoreline to a more natural state that can more readily handle increased stress from climate change.

7. STRENGTHEN AND DIRECT DEVELOPMENT TOWARDS EXISTING COMMUNITIES

Smart growth promotes directing growth to areas already served by infrastructure, such as roads, sewer and water. This approach is more cost effective and maintains the value of public and private investment. It is a more efficient use of land and infrastructure, can provide a stronger tax base, and promotes opportunities for jobs close to housing.

8. PROVIDE A VARIETY OF TRANSPORTATION CHOICES

Given our regional growth and Kirkland’s attraction as a place to live and grow a business, and with easy access to I-405 and SR 520, traffic will increase. Congestion on the roadways drives the need for more alternatives to car travel, as well as the need to improve the efficiency and safety of the roads we have. Traveling long distances to work and home reduces the quality of life, adds to the costs of fuel and makes it less sustainable for the environment.

Managing growth in Kirkland to keep work, home, shopping, and entertainment close to home should be encouraged. Over the years we have seen expansion of the Kirkland transit centers in Downtown, Totem Lake and at the South Kirkland Park and Ride, but we will need to look at new opportunities.

Alternatives to automobiles, such as bicycle paths, pleasant and safe pedestrian corridors, and convenient transit centers will be necessary. Recent acquisition of the Cross Kirkland Corridor (old railroad tracks) gives Kirkland a great opportunity to create a significant bicycle/pedestrian route through the city and to connect with other communities.



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9. MAKE DEVELOPMENT DECISIONS PREDICTABLE, FAIR, AND COST EFFECTIVE

Balancing the fiscal resources of operating a city with the services that residents and businesses expect will require the City to continue to look at greater efficiencies. Time is money for businesses and development. The City strives to improve permit review processes, and to address timing and regulatory amendments to make development decisions predictable, fair, and cost-effective. The City can also look at creating incentives to encourage use of Smart Growth Principles in the design of projects. For example the City has an expedited permit review process for projects for green buildings.

10. ENCOURAGE COMMUNITY AND STAKEHOLDER COLLABORATION IN DEVELOPMENT DECISIONS

Public engagement in the planning and development review process makes for stronger communities because it brings a variety of interests into the discussion and people are invested in the outcome. Early engagement in the process is the best way to influence the decisions that are made by the City Council, Boards and Commissions. For example the City encourages developers to meet with neighbors prior to submittal of an application and to listen and incorporate resident concerns into a proposal.



Community Planning Day Summer 2013

In early 2013, the City launched an extensive comprehensive public involvement campaign, [“Kirkland 2035: Your Voice. Your vision. Your Future.”](#) The purpose is to engage community members in the update process of the Comprehensive Plan and to involve them in the development and update of other long-range plans like the Cross Kirkland Corridor Master Plan, Transportation Master Plan and Park Master Plan. The City will continue to explore innovative approaches to involve the community due to the importance of these plans and ensure that participation is meaningful.

Sources

- Wikipedia entry: http://en.wikipedia.org/wiki/Smart_growth
- American Planning Association - Planning and Community Health Research Center: <http://www.planning.org/nationalcenters/health/mixedusedevelopment.htm>
- *Livable New York Resource Manual*. <http://www.aging.ny.gov/LivableNY/ResourceManual/Index.cfm>
- 11I.2.g Paul Beyer, Director of Smart Growth · Governor's Smart Growth Cabinet, Albany, NY

Additional Resources

For additional information about Smart Growth see the following websites:

- American Planning Association www.planning.org
- U.S. Environmental Protection Agency www.epa.gov
- Smart Growth Organization www.smartgrowth.org

Existing Land Use Goals and Policies

Growth Management

Goal LU-1: Manage community growth and redevelopment to ensure:

- An orderly pattern of land use;
- A balanced and complete community;
- Maintenance and improvement of the City's existing character; and
- Protection of environmentally sensitive areas.

Policy LU-1.1: Tailor development regulations to fit unique circumstances.

Policy LU-1.2: Create logical boundaries between land use districts that take into account such considerations as existing land uses, access, property lines, topographic conditions, and natural features.

Policy LU-1.3: Encourage attractive site and building design that is compatible in scale and in character with existing or planned development.

Policy LU-1.4: Create an effective transition between different land uses and housing types.

Policy LU-1.5: Regulate land use and development in environmentally sensitive areas to ensure environmental quality and avoid unnecessary public and private costs.

Goal LU-2: Promote a compact land use pattern in Kirkland to:

- Support a multimodal transportation system;
- Minimize energy and service costs;
- Conserve land, water, and natural resources; and
- Efficient use of land to accommodate Kirkland's share of the regionally adopted 20-year population and employment targets.

Policy LU-2.1: Support a range of development densities in Kirkland, recognizing environmental constraints and community character.

Policy LU-2.2: Use land efficiently, facilitate infill development or redevelopment, and, where appropriate, preserve options for future development.

Policy LU-2.3: Ensure an adequate supply of housing units and commercial floorspace to meet the required growth targets through efficient use of land.

Land Use/Transportation Linkages

Goal LU-3: Provide a land use pattern that promotes mobility and access to goods and services.

Policy LU-3.1: Provide employment opportunities and shops and services within walking or bicycling distance of home.

Policy LU-3.2: Encourage residential development within commercial areas.

Policy LU-3.3: Consider housing, offices, shops, and services at or near the park and ride lots.

Policy LU-3.4: Provide easy access for industrial development from arterials or freeways. Avoid industrial access through residential areas.

Policy LU-3.5: Incorporate features in new development projects which support transit and nonmotorized travel as alternatives to the single-occupant vehicle.

Policy LU-3.6: Encourage vehicular and nonmotorized connections between adjacent properties.

Residential Land Uses

Goal LU-4: Protect and enhance the character, quality, and function of existing residential neighborhoods while accommodating the City's growth targets.

Policy LU-4.1: Maintain and enhance Kirkland's single-family residential character.

Policy LU-4.2: Locate the most dense residential areas close to shops and services and transportation hubs.

Policy LU-4.3: Continue to allow for new residential growth throughout the community, consistent with the basic pattern of land use in the City.

Policy LU-4.4: Consider neighborhood character and integrity when determining the extent and type of land use changes.

Commercial Land Uses

Goal LU-5: Plan for a hierarchy of commercial development areas serving neighborhood, community, and/or regional needs.

Policy LU-5.1: Reflect the following principles in development standards and land use plans for commercial areas:

Urban Design

- Create lively and attractive districts with a human scale.
- Support a mix of retail, office, and residential uses in multistory structures.
- Create effective transitions between commercial area and surrounding residential neighborhood.
- Protect residential areas from excessive noise, exterior lighting, glare, visual nuisances, and other conditions which detract from the quality of the living environment.

Access

- Encourage multimodal transportation options, especially during peak traffic periods.
- Promote an intensity and density of land uses sufficient to support effective transit and pedestrian activity.
- Promote a street pattern that provides through connections, pedestrian accessibility and vehicular access.
- Encourage pedestrian travel to and within the commercial area by providing:
 - Safe and attractive walkways;
 - Close groupings of stores and offices;
 - Structured and underground parking to reduce walking distances and provide overhead weather protection; and
 - Placement of off-street surface parking to the back or to the side of buildings to maximize pedestrian access from the sidewalk(s).
 - Promote non-SOV travel by reducing total parking area where transit service is frequent.

Policy LU-5.2: Maintain and strengthen existing commercial areas by focusing economic development within them and establishing development guidelines.

Policy LU-5.3: Maintain and enhance Kirkland's Central Business District (CBD) as a regional Activity Area, reflecting the following principles in development standards and land use plans:

- Create a compact area to support a transit center and promote pedestrian activity.
- Promote a mix of uses, including retail, office and housing.
- Encourage uses that will provide both daytime and evening activities.
- Support civic, cultural, and entertainment activities.
- Provide sufficient public open space and recreational opportunities.
- Enhance, and provide access to, the waterfront.

Policy LU-5.4: Support Totem Lake's development as an Urban Center with a diverse pattern of land uses.

- Recognize Totem Center, the area around Totem Lake Mall and Evergreen Healthcare Medical Center, as the "core" district where the highest densities and intensities of land use are focused.
- Create a compact area to support the planned transit center and promote pedestrian activity.
- Encourage uses which will provide both daytime and evening activities.
- Provide sufficient public open space and recreational opportunities.
- Enhance the natural condition and function of Totem Lake.
- Promote superior urban design throughout the Urban Center through standards that address human and architectural scale and design. Through coordination of improvements in the public realm, affirm and create a "sense of identity" for the Totem Lake Urban Center. Ensure that the built environment enhances and contributes to a highly successful pedestrian environment, particularly in Totem Center, where connections between business, transit and the living environment are key to establishing a vibrant community. The Design Guidelines for Totem Lake Neighborhood and the Pedestrian Oriented Design Guidelines provide specific direction for this area.
- Provide an interconnected street system for pedestrian and vehicular access.

Policy LU-5.5: Enhance and strengthen the commercial viability of the Rose Hill Business District by implementing the NE 85th Street Subarea Plan.

Policy LU-5.6: Encourage increased residential capacity in the North Rose Hill Business District (NRHBD) to help meet housing needs.

- Encourage mixed-use commercial/residential development.
- Promote a broad range of uses as an extension of the Totem Lake Urban Center.
- Provide a transition to the residential core in the North Rose Hill neighborhood.

Policy LU-5.7: Emphasize new office development with a complementary mix of supporting uses in the Business District at the Yarrow Bay interchange area.

Policy LU-5.8: Promote development within the Bridle Trails, Houghton/Everest, and Juanita Neighborhood Centers that becomes part of the neighborhood in the way it looks and in the functions it serves.

Policy LU-5.9: Allow small markets in residential areas where identified in the neighborhood plan, subject to the following development and design standards:

- Locate small-scale neighborhood retail and personal services where local economic demand and local citizen acceptance are demonstrated.
- Provide the minimum amount of off-street parking necessary to serve market customers.
- Ensure that building design is compatible with the neighborhood in size, scale, and character.

Goal LU-6: Provide opportunities for a variety of employment.

Policy LU-6.1: Provide opportunities for light industrial and high technology uses.

Policy LU-6.2: Encourage and support locations for businesses providing primary jobs in Kirkland.

Open Space, Recreation and Resource Protection

Goal LU-7: Establish a coordinated and connected system of open space throughout the City that:

- Preserves natural systems,
- Protects wildlife habitat and corridors,
- Provides land for recreation, and
- Preserves natural landforms and scenic areas.

Policy LU-7.1: Preserve and enhance the natural and aesthetic qualities of shoreline areas while allowing reasonable development to meet the needs of the City and its residents.

Policy LU-7.2: Promote public access to the shoreline where it is not in conflict with preserving environmentally sensitive areas or protecting significant wildlife habitat.

Policy LU-7.3: Distribute parks and open spaces throughout the City, but particularly focus new facilities in areas of the City facing the greatest population growth, in areas where facilities are deficient, and/or in areas where connections of the open space network could be made.

Policy LU-7.4: Work with adjacent jurisdictions and State, federal, and tribal governments to identify and protect open space networks to be preserved within and around Kirkland.

Policy LU-7.5: Preserve urban separators (permanent low-density lands which protect environmentally sensitive areas and create open space corridors within and between urban areas), including Lake Washington, Bridle Trails State Park, and St. Edward's State Park.

Essential Public Facilities, Government Facilities and Community Facilities

Goal LU-8: The City should maintain criteria, regulations and procedures that allow for the siting of essential public facilities as well as government and community facilities.

Policy LU-8.1: Work cooperatively with King County, the State and/or other cities to site essential public facilities.

Policy LU-8.2: Consider the following in siting essential public facilities:

- Accessibility to the people served;
- Public involvement;
- Protection of neighborhoods;
- Preservation of natural resources;
- The cost-effectiveness of service delivery;
- Location near transit and mixed-use centers; and
- The goals and policies of the City's Comprehensive Plan.

Policy LU-8.3: Design essential public facilities as well as government and community facilities to reduce incompatibility with adjacent land uses.



Economic Development Element Summary

Existing Element

The [Economic Development Element](#) establishes the goals, policies for striving to create a strong Kirkland economy that will enhance the City's character, quality of life and to provide the revenue sources to ensure public services. The Element contains a description of existing economic conditions, economic related data from the Community Profile, future growth targets, trends, and capacity discussion. The last major rewrite of the Element was adopted in December 2004.

The economic strategy includes three key objectives:

- Diversify our tax base
- Provide job opportunities
- Provide goods and services to the community

To accomplish this, the Element policies support:

- Maintaining attractive residential neighborhoods and a healthy natural environment
- Growing a diverse economy with a variety of businesses
- Promoting a positive business climate
- Strengthening our retail shopping areas with:
 - Specialty retail in the Downtown
 - Destination retail in Totem Lake
 - Local goods and services in our neighborhood commercial areas
 - Attractive commercial and mixed use development

For more information about the Comprehensive Plan update process visit the [Kirkland 2035 webpage](#). To submit written comments or if you have questions contact:

Janice Coogan, Senior Planner Planning and Community Development, jcoogan@kirklandwa.gov
425-587-3257 or

Ellen Miller Wolfe, Economic Development Manager, City Manager's Office, emiller-wolfe@kirklandwa.gov
425-587-3014

Existing Economic Development Goals and Policies Summary

Goal ED-1: Foster a strong and diverse economy consistent with community values, goals and policies.

Policies support:

1. Businesses retention and recruitment
2. High wage jobs

ATTACHMENT 9

3. A diversity of businesses that provide goods and services
4. Strengthen the tax base (diversity of sales tax generators)
5. Businesses that import sales tax; high technology and startup companies, wholesale, manufacturing, contracting, arts, tourism and recreation
6. Clusters of complementary businesses
7. Balance of jobs and housing
8. Home based businesses

Goal ED-2: Promote a positive business climate.

Policies support:

1. Business contribution to community to provide public revenue to provide services, facilities and community amenities.
2. City contribution to community is providing business retention program and strives to provide good customer service.
3. A tax and regulatory environment that is responsive and timely
4. Creative, innovative and entrepreneurial businesses in the arts, culture, living wage employers
5. Work with the Chamber of Commerce and evaluate the economic effects before making policy and land use decisions
6. Partnerships between business, educational organizations and job training for a skilled work force
7. Incentives for business attraction such as development agreements; job recruitment; tax deferrals or credits; County sponsored industrial bonds; regional sponsored low interest loans or grants; infrastructure improvements; special taxing districts; expediting permitting and regulatory incentives

Goal ED-3: Strengthen the unique role and economic success of Kirkland's commercial areas.

Policies support:

1. Economic success within commercial districts and recognize each have their role consistent with the Land Use Element
2. Development and operation of businesses in a manner that minimizes impacts on surrounding development and respects the natural environment
3. Infill and redevelopment of existing commercial areas consistent with the role of each area (to maintain land use capacity; discourage expansion of commercial area boundaries).
4. Development standards that promote attractive commercial areas such as design standards, gateways, signs, public spaces,
5. Mixed use development within commercial areas

Goal ED-4: Develop and implement economic development strategies that reflect the role of Kirkland businesses in the regional economy.

Policies support:

1. Promote Kirkland as a place to do business by responding to international, national and regional trends, providing excellent government customer service, positive business climate, and sufficient infrastructure

2. Collaborate with other cities, agencies to enhance economic growth on the Eastside

Goal ED-5: Provide the infrastructure and public facilities to support economic activity and growth.

Policies support:

1. Build and maintain infrastructure systems for utilities, transportation, and telecommunications for the business community
2. Strong circulation linkages to and within commercial areas
3. Regional infrastructure initiatives that will enhance economic development opportunities

Goal ED-6: Foster collaborative partnerships among community interest groups to achieve Kirkland's desired economic goals

Policies support:

1. Collaborate with business organizations and community stakeholder to ensure a prosperous economy
2. Partnerships of diverse community representatives to develop and implement economic development strategies

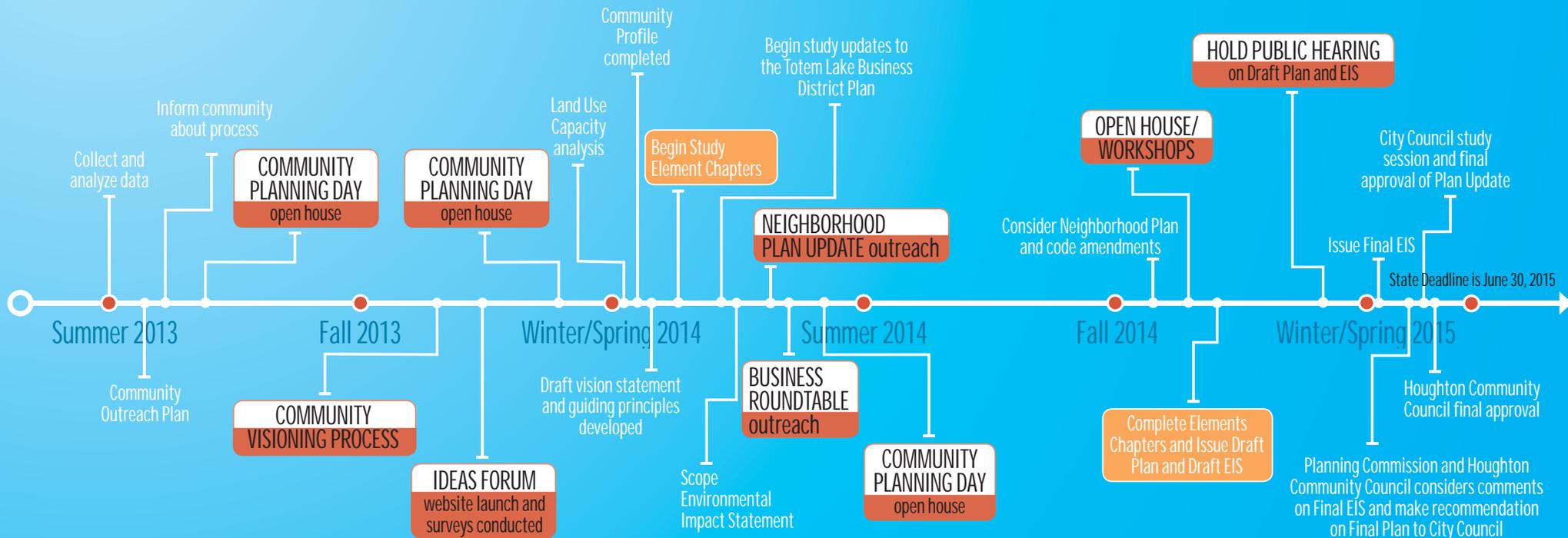
Goal ED-7: Recognize Kirkland's artistic, cultural, historic and recreational resources as important contributors to economic vitality.

Policies support:

1. Businesses and organizations involved in the arts, historic preservation and civic activities

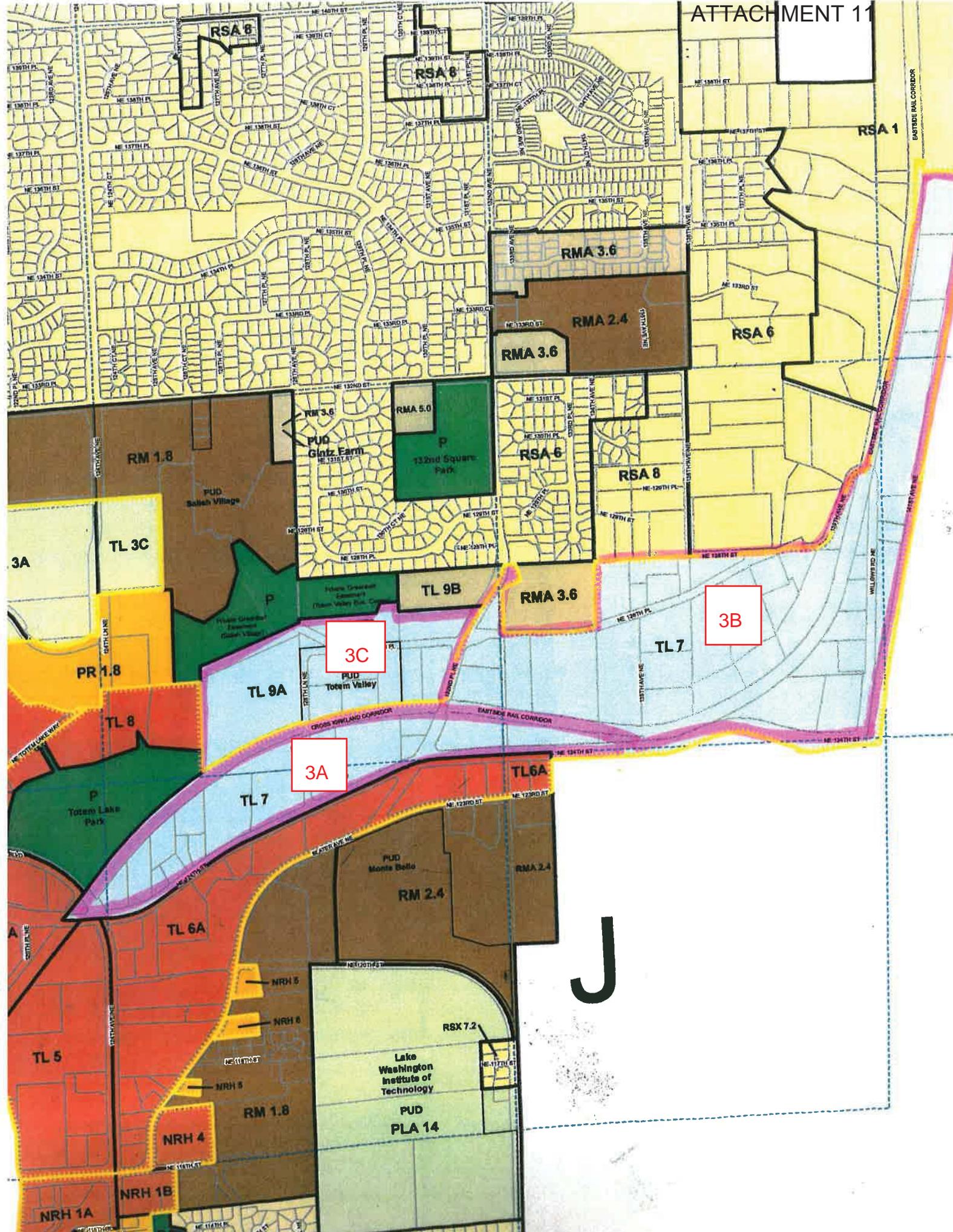
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OPPORTUNITIES TO GET INVOLVED

- Visit www.kirklandwa.gov/kirkland2035 for basic and detailed information
- Share your ideas at www.ideasforum.kirklandwa.gov.
- Participate in public involvement opportunities, in person and online
- Encourage your neighbors, coworkers, business to get involved in their city's future
- Subscribe to receive updates on plans on the Kirkland 2035 webpage
- Express your ideas by attending City Council, Planning Commission, Transportation Commission and Park Board meetings
- Attend your neighborhood association meetings when city officials are presenting
- Provide comments on draft plans and on environmental studies
- Email kirkland2035@kirklandwa.gov or call 425-587-3001 with specific questions



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MEMORANDUM

Date: February 11, 2014

To: Kurt Triplett, City Manager

From: Dorian Collins, AICP Senior Planner
Eric Shields, AICP Planning Director

Subject: TOTEM LAKE PLAN UPDATE (FILE CAM13-00465, #4)

I. RECOMMENDATION

Staff recommends that the City Council review the approach and scope for the update of the Totem Lake Neighborhood Chapter of the Comprehensive Plan, and discuss the following issues:

- Potential for changes to vision for Parmac area
- Changes to neighborhood boundaries

II. TOTEM LAKE PLAN UPDATE

The Totem Lake Plan will be updated as part of the Comprehensive Plan update. Amendments to the Totem Lake plan are necessary for a variety of reasons. In some cases, amendments were identified during the study of Zoning Code changes for Totem Lake in 2012, when either the Planning Commission or City Council expressed interest in exploring additional changes which were not consistent with policies contained in the current Comprehensive Plan (see [Current Version - Totem Lake Neighborhood Plan](#)). In other cases, amendments are necessary due to changes intended to implement objectives of other studies, such as the Cross Kirkland Corridor or the Totem Lake Park Master Plan. Additional changes needed to ensure the neighborhood plan is consistent with the updated Comprehensive Plan will also be included in the effort. Maps of the Totem Lake Neighborhood and Urban Center are included in Attachments 1-3.

Public Outreach

Involvement from the general community, as well as targeted involvement with property owners, businesses and residents is included in the neighborhood plan update. Outreach events to the larger community to date have included the Business Roundtable and Community Planning Day in October.

In January, the Planning Commission considered and discussed the planned scope for the Totem Lake Plan update. The Commission confirmed that the scope included the range of issues they expect to be important in planning for the neighborhood's future.

At the Council retreat, staff can provide reports on outreach activities that have occurred in February:

- Totem Lake Conversations (February 10th) - Staff briefed the group on the scope for the Totem Lake Neighborhood Plan update, and identified additional issues of concern or interest suggested by those in attendance to be added for study.
- Neighborhood Plan Update meeting (February 11th) with residents of Totem Lake
- Focus group meeting on the topic of the city's industrial lands, with emphasis on the Parmac area (February 12th). The meeting is part of the tasks included in the Industrial Study, discussed below. The goal of the meeting is to hear about the forces behind location choices, investment goals, and local factors influencing development decisions. Participants will include property owners, developers and representatives from industries not currently in the area. Discussions will also include how the Cross Kirkland Corridor may affect the area, and the subject of transitional uses within these areas (see Attachment 4, zones TL 10C-TL 10E in Parmac area).

Scope of Totem Lake Neighborhood Plan Update

The types of changes anticipated to be made to the Totem Lake Plan include:

1. Amendments to incorporate changes to ensure consistency with the update of the Comprehensive Plan, such as transportation improvements and capacity updates.
2. Amendments to address land use and density changes identified through issues discussions on topics identified in Attachment 5.
3. Amendments to reflect changes since the last neighborhood plan update in 2002 and direction from related studies and efforts:
 - Transfer of Development Rights (TDR) (Study is underway)
 - Totem Lake Park Master Plan (Approved in December, 2013)
 - Industrial Lands Study (to be completed in February/March, 2014)
 - Urban Design and Amenities Study (will seek funding for 2015)
 - Cross Kirkland Corridor study (additional regulations to be considered by the Planning Commission in February)
 - Transportation Master Plan
 - Urban Land Institute Study (2011)
4. Amendments specifically recommended during the 2012 Totem Lake code amendment process, such as the study of the approach to requirements for new road and pedestrian grids on private properties, possible changes to neighborhood

boundaries, revisiting the appropriateness of the defined Housing Incentive Areas, and the inclusion of an Urban Design and Amenities plan into the neighborhood plan.

5. Amendments to extend the planning horizon to the year 2035.
6. Amendments to improve neighborhood plan format and other needed changes.

A detailed list of preliminary issues identified for this study is included in Attachment 5. The issues are grouped by topic as well as by area (district-wide and zone-specific).

The key issues identified for study at this point by staff are:

- **Vision for Parmac and industrial/commercial areas in TL 7** (future of light industrial (warehousing, light manufacturing, distribution, etc.), interim or appropriate uses, redevelopment potential), auto sales (identify auto district?)
- **Neighborhood/business district boundaries** (potential boundary expansions and reductions to Totem Lake Neighborhood)
- **Transportation** (transit and land use, new road connections, internal road grid requirements)
- **Cross Kirkland Corridor** (appropriate or potential land uses along CKC, design, incentives)
- **Existing regulations – FAR and height limits** (FAR caps outside of Totem Center, incentives for residential use)
- **Opportunity sites** (larger ownerships, incentives, barriers to redevelopment)
- **Urban design and amenities plan for district** (wayfinding, place making, streetscape design)

Issues - Council Discussion

Staff recommends that Council consider discussing two issues to provide early direction to staff that will be helpful as the study moves forward.

1. Vision for Parmac Area

A study of the city's three largest areas zoned for or containing industrial uses (manufacturing, warehouse, etc.) is underway. The areas include the 6th Street South corridor, the Parmac area (south of NE 116th Street, east of I-405), and lands located on the north side of NE 124th Street, east of 124th Avenue NE. The intent of the study is to assist the City in evaluating current conditions and market influences in the industrially zoned areas and to assess the City's policy options for moving forward.

The two areas located in Totem Lake, Parmac and areas along NE 124th Street, are of interest for this Plan update. The Totem Lake Plan provides a specific vision for the Parmac area in particular, and the outcome of the Industrial Lands study may help to either support the likelihood of this vision being realized in the future, or to provide information indicating that achieving the vision may be either unlikely or beyond the horizon year for this Plan update.

The existing vision for Parmac expressed in existing Comprehensive Plan policies calls for a transition from industrial and warehouse uses to office and business park. Far greater development intensity is anticipated, with building heights up to 80 feet allowed in many parts of the area. While older, existing industrial uses are allowed to remain, the expanded provisions for redevelopment are expected to support the area's evolution to a vital office and high technology business community. Policies and regulations call for attention to streetscape improvements and building design to ensure that the district presents a high-end professional image, consistent with the quality seen elsewhere in Kirkland and nearby business districts.

While the Industrial Lands study is not yet complete, early findings reported by the consultants indicate that the vision for Parmac may be challenging to achieve in the near term, or approximately 20 years. It appears that time and regional growth will likely be the key factors in realizing new office growth until tenants looking to locate in competitive areas in Bellevue, Redmond and more desirable areas of Kirkland are priced out. The consultants estimate that this will take time, given the volume of pipeline office space coming on line.

The consultants also suggest that in many cases, companies choosing to locate in industrial buildings may not actually be industrial users, or may be converting to other uses due to the low cost of occupancy. In Parmac, more recreational and "libational" users are opting to locate there. While these uses may not be likely to preclude the realization of the planned vision for the area, other uses such as vehicle sales and mini-warehouses may. The issue of transitional uses that should be allowed in Parmac and other industrial areas is being considered in the study. The focus group and additional work underway will help to complete the picture of these areas being developed within the study.

In the event that the Industrial Study confirms that the existing vision for Parmac may be unrealistic within the next ten years or more, should the vision for Parmac be revised to acknowledge this? The interim ordinance approved for the Cross Kirkland Corridor allows for restaurants and taverns to locate in the area, without requiring that they be accessory to a primary use as previously required. The ordinance also allows for expanded floor area to be devoted to retail sales within manufacturing, wholesale trade, high tech and other uses. Should these changes be made in revised permanent regulations? Should the Plan Update include studying the expansion of provisions for residential use in the area?

A Council study session on the topic of the Industrial Lands study is planned for March 4th.

2. Neighborhood/Business District Boundaries

The map in Attachment 6 indicates the boundaries (white line) of the Totem Lake Neighborhood, as adopted in the Totem Lake Neighborhood Plan, and the boundaries (blue line) of the Totem Lake Urban Center, as designated by the Growth Management Planning Council. In several areas, the boundaries do not coincide and portions of the Urban Center are in fact in the North Rose Hill Neighborhood. These differences are largely due to decisions made when the City proposed that Totem Lake be designated as an Urban Center, and the variations were necessary to ensure that the area met the criteria set forth in the Countywide Planning Policies. Furthermore, there are additional areas in the North Rose Hill and the Juanita Neighborhoods that are functionally part of the Totem Lake business district.

In considering the possible changes to the boundaries of the Totem Lake Neighborhood discussed below, staff suggests that an alternative option to more clearly incorporate and define those areas that function as part of the business district would be to delineate a "Totem Lake Business District". This approach would simplify planning in an effective and coordinated way for future land use, transportation improvements and urban design enhancements in this important area. This could either be an overlay, as is used in the NE 85th Street Subarea and Market Street Corridor, where the boundary extends into areas that remain within other neighborhood plans, or it could be an expanded Totem Lake neighborhood, re-named as the Totem Lake Business District. In considering the three areas noted in red on Attachment 6, the Totem Lake Business District would include Areas 1 and 2, and exclude Area 3.

Council discussion regarding these areas would be helpful to staff in proceeding with studying possible boundary changes.

- **Area 1: Land within the North Rose Hill Neighborhood, east of Slater Avenue and south of NE 116th Street**

This area contains the Lake Washington Institute of Technology, significant numbers of multifamily units west of Slater, and a portion of the North Rose Hill Business District, south of NE 116th Street. The recently developed Slater 116 mixed use project lies within this area. With the exception of the Technical College and land west of 124th Avenue NE, this area already lies within the Urban Center boundaries.

Should this area be brought into the Totem Lake Neighborhood (and/or Totem Lake Business District), to allow for more coordinated planning along both sides of NE 116th Street, and to potentially allow greater focus on the land use and transit relationships between the college, higher density residential areas and North Rose Hill commercial area within the Totem Lake business district?

- **Area 2: Kingsgate Park and Ride, at I-405 and NE 132nd Street**

The Kingsgate Park and Ride, under the ownership of WSDOT, provides 502 parking spaces. The Park and Ride is linked to Sound Transit express buses via a pedestrian connection to the in-line transit stops on the overpass at the NE 128th Street, as well as King County Metro busses at the Park and Ride and the Totem Lake Transit Center. Its proximity to transit and the higher densities and services located and planned for the core of Totem Lake make it a viable candidate for transit oriented development, as was developed at the South Kirkland Park and Ride.

Should this site be incorporated into the Totem Lake Neighborhood (and/or Totem Lake Business District) to allow for consideration of the site as a location for transit oriented development?

- **Area 3: Heronfield and other wetland areas**

The Heronfield wetland, estimated to be about 24 acres in size, lies within the Totem Lake Neighborhood and Urban Center. Another large wetland area also exists on parcels north of NE 124th Street.

Should the neighborhood boundary be adjusted to place these wetlands in the adjacent South and North Juanita neighborhoods, where they would not be located within a business district?

Next Steps

The Industrial Lands study will be completed by the end of February, and a presentation to the City Council on the findings of the study is planned for March 4th. The Transfer of Development Rights (TDR) study is also almost complete, and will be discussed with the Planning and Economic Development committee at their meeting on March 10th. Possible action by Council on draft Comprehensive Plan goals and zoning regulations related to a TDR program is scheduled for the May 20th City Council meeting.

The Planning Commission will continue to study the complete list of Totem Lake issues (Attachment 5) throughout the summer, with the goal of developing a recommendation to City Council for amendments to the Totem Lake Neighborhood Plan and the Zoning Code by October of 2014.

Attachment 1: Totem Lake – Aerial Map

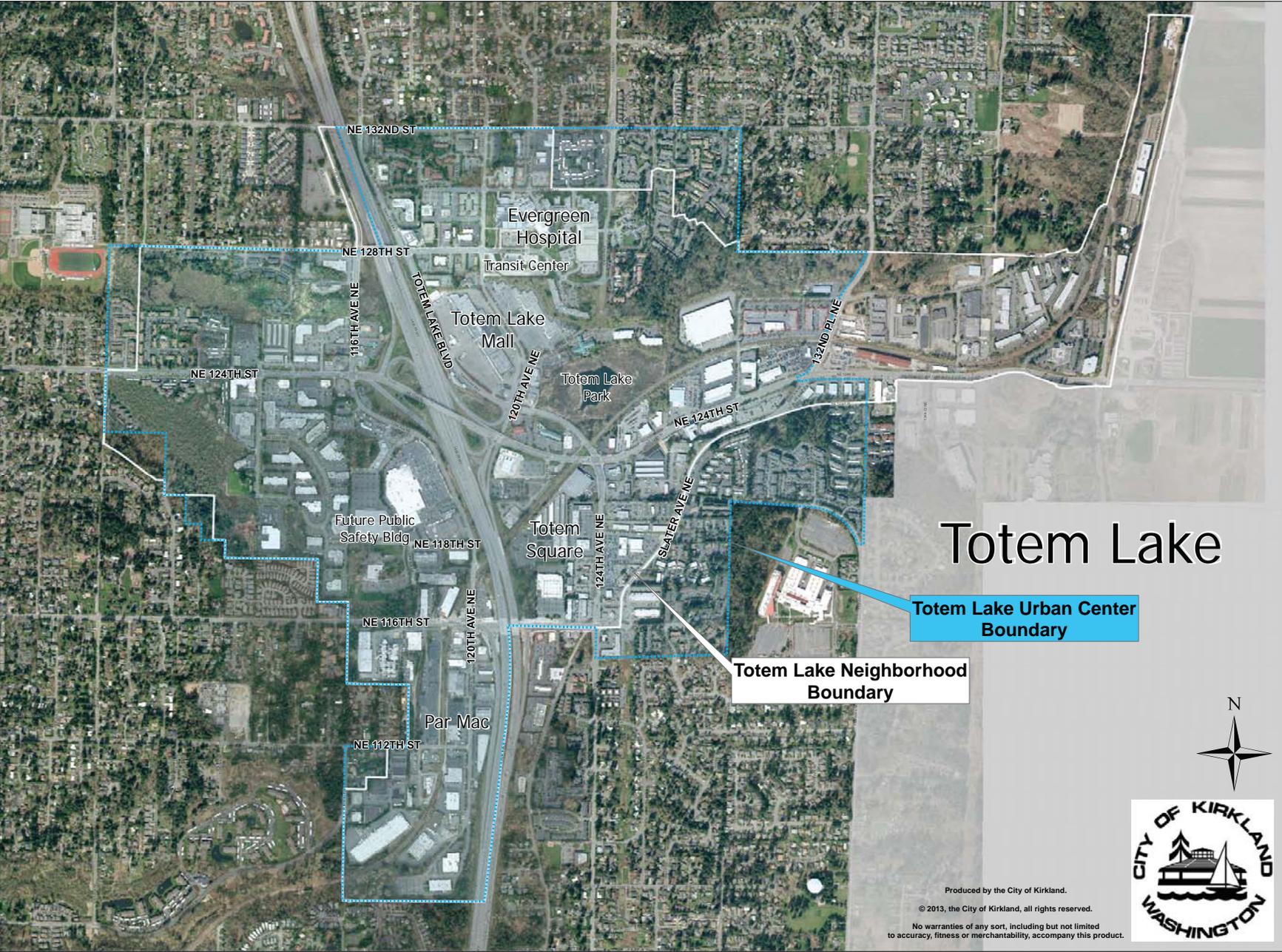
Attachment 2: Totem Lake Neighborhood – Zoning Map

Attachment 3: Totem Lake Neighborhood – Land Use Map

Attachment 4: Map of Parmac Area

Attachment 5: Totem Lake Update – Study Issues

Attachment 6: Totem Lake Boundaries – Discussion Map



Totem Lake

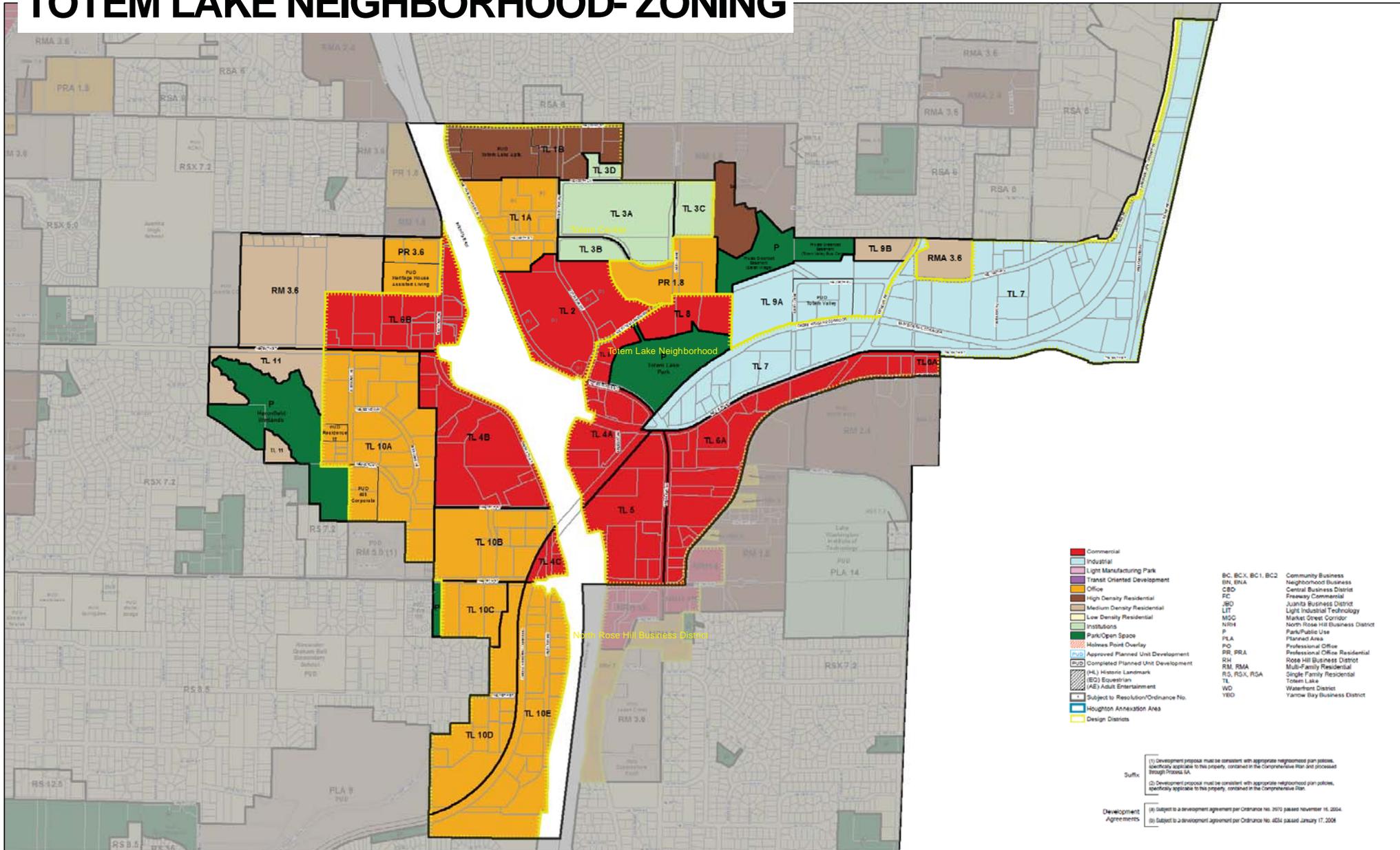
Totem Lake Urban Center Boundary

Totem Lake Neighborhood Boundary



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TOTEM LAKE NEIGHBORHOOD- ZONING



- Commercial
- Industrial
- Light Manufacturing Park
- Transit Oriented Development
- Office
- High Density Residential
- Medium Density Residential
- Low Density Residential
- Institutions
- Park/Open Space
- Holmes Point Overlay
- Approved Planned Unit Development
- Completed Planned Unit Development
- Historic Landmark
- Equestrian
- Adult Entertainment
- Subject to Resolution/Ordinance No.
- Houghton Annexation Area
- Design Districts
- BC, BCX, BC1, BC2 Community Business
- BN, BNA Neighborhood Business
- CBD Central Business District
- FC Freeway Commercial
- JBD Juniper Business District
- LIT Light Industrial Technology
- MSG Market Street Corridor
- NBH North Rose Hill Business District
- P Park/Public Use
- PLA Planned Area
- PO Professional Office
- PR, PRA Professional Office Residential
- RH Rose Hill Business District
- RM, RMA Multi-Family Residential
- RS, RSX, RSA Single Family Residential
- TL Totem Lake
- WD Waterfront District
- YBD Yarrow Bay Business District

(1) Development proposal must be consistent with appropriate neighborhood plan policies, specifically applicable to this property, contained in the Comprehensive Plan and processed through Process 1A.

(2) Development proposal must be consistent with appropriate neighborhood plan policies, specifically applicable to this property, contained in the Comprehensive Plan.

(3) Subject to a development agreement per Ordinance No. 2010 passed November 16, 2004.

(4) Subject to a development agreement per Ordinance No. 4234 passed January 17, 2008.

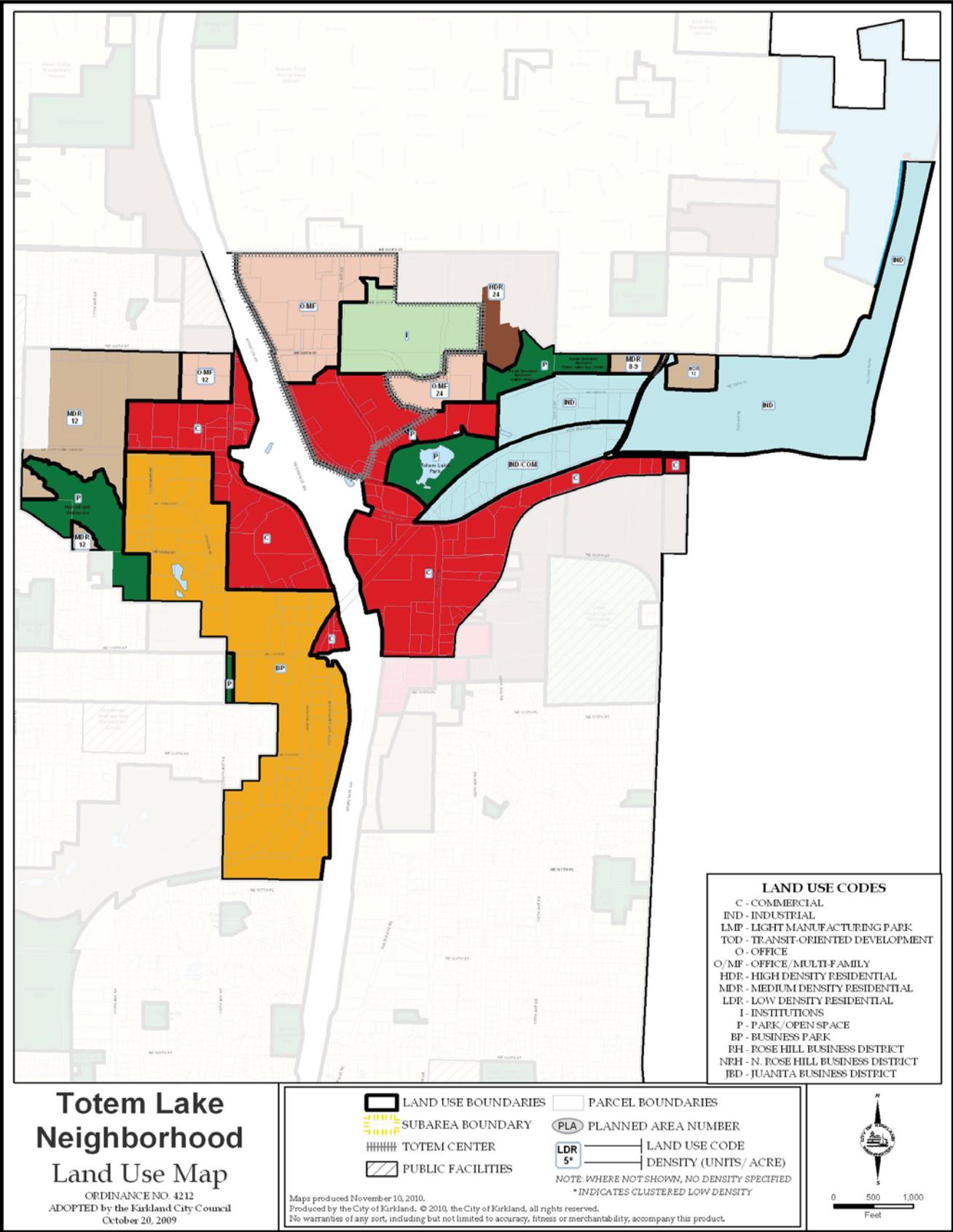


Figure TL-3: Totem Lake – Land Use

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Totem Lake Business District Update Study Issues				
I. District-wide Issues	Questions and Possible Policy Changes	Input from other studies?ⁱ	Private Request?	Identified through 2012 Code Amend Process?
a. Industrial/Business Park				
Industrial and business park areas	General changes to vision and policy for TL industrial areas, including Parmac (see also TL 10, TL 7, TL 9)	Yes (TDR, LI, CKC)		Yes
b. Transportation				
Study road and pedestrian grids and explore additional access options	Are connections identified still appropriate? Is approach to require ded/imp still correct? (see also TL 5, TL 1, TL 6B) Potential new access: <ul style="list-style-type: none"> • NE 126th Way • Under I-405 at CKC • NE 132nd St Interchange • NE 120th (TL 5) Others?	Yes (TMP, CKC)		Yes
Update status of transportation projects	NE 132 nd Street Figure TL 8, Chart (pg. XV.H-33-34)	Yes (TMP)		Yes
Study transit service/relationship to land use	Review land use and densities/proximity to transit access <ul style="list-style-type: none"> • Metro • Sound Transit 	Yes (TMP)		Yes
c. Boundary Changes and Regional Issues				
Neighborhood Boundary Changes	Possible TL Neighborhood boundary changes to include: <ul style="list-style-type: none"> • Include Lake Wash Technical College • Include Kingsgate P&R • Adjust boundary at southwest corner of neighborhood • Eliminate TL 11 wetland area from neighborhood? Should a "Totem Lake Business District" be identified and			Yes

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	mapped? Coincide with neighborhood? Coincide with Urban Center?			
Urban Center Boundary and Compliance with Regional Growth Centers	Consider proposing changes to Urban Center boundaries to include annexed area and other boundary changes Review Urban Center boundary with PSRC Vision 2040 direction			
Incorporate regional direction	<ul style="list-style-type: none"> • PSRC Vision 2040 • Submit checklist ("Reporting Tool" to PSRC for Urban Center Review and incorporate transit solutions where appropriate	<ul style="list-style-type: none"> • "Growing Transit Communities • Regional Centers Monitoring Report 		
d. Auto Use				
Auto sales/dealerships	Add policies to support industry? (review regs from other cities) Limit auto storage?	Yes (TDR and LI)		
e. Tasks from Parallel Studies				
Transfer of Development Rights	Add policies and regulations in support of TDR	Yes (TDR)		
Add policies and regulations for CKC: <ul style="list-style-type: none"> • ParMac • Retail areas • Light industrial areas 	<ul style="list-style-type: none"> • Add policies to expand land use types and/or changes to regulations to support complementary uses/development • Consider incentives for trail improvements and dependent uses • Review design guidelines • Study interim regs approved by Council (2013) make permanent? 	Yes (CKC, UDA)		
f. Evaluation of Existing Policies				
FAR Limits	Evaluate existing FAR limits and consider establishing FARs to divert more intensive development to Totem Center May be used for TDR incentive	Yes (TDR)		Yes
Building height incentives for non-residential use	Should other incentives be included?	Yes (ULI)		Yes
Housing incentive areas	Are current HIAs still			Yes

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	appropriate? Eliminate? Different approach?			
Identify and create policies for specific opportunity sites	<ul style="list-style-type: none"> • Barriers to redevelopment? • Creation of Transportation Opportunity Fund?* • Areas may include: <ul style="list-style-type: none"> ○ TL 5 ○ Totem Lake Mall ○ Kingsgate P&R ○ Totem Lake Apts ○ TL 4A, 4B ○ TL 6B ○ Others? 	Yes (TDR)		Yes
g. Plan and Code Format				
Simplify and improve neighborhood plan format	<ul style="list-style-type: none"> • Restructure – consider geographic approach • Eliminate outdated text • Simplify vision statement • Update figures from Comp Plan amendments (TL 11, Land Use Matrix, H-31) 			Yes
Simplify zoning charts <i>(may not be necessary due to Code Publishing project)</i>	Consolidate regs for subareas where special regs, etc. are duplicated (e.g. merge TL 1A&B) Review for additional simplification			
h. Urban Design				
Add Urban Design and Amenities Plan (improve graphics)	<ul style="list-style-type: none"> • Improve maps, address wayfinding, place making, design for streetscape, lighting, intersections, CKC, circulation 	Yes (CKC, UW, TLPMP, UDA)		Yes
Identify specific park and plaza locations	May include: <ul style="list-style-type: none"> • TL 5 • TL 6B • Totem Lake Park • Others? 	Yes (TLPMP, UDA)		Yes
II. Area or Zone Specific Issues				
	Questions and Possible Policy Changes	Input from other studies?	Private Request?	Identified through 2012 Code Amend Process?
TL 1A, 1B	<ul style="list-style-type: none"> • Re-evaluate road grid and incentive approach 			Yes

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TL 2	<ul style="list-style-type: none"> • Interim uses for Totem Lake Mall? • Require residential in Master Plan • Add housing affordability requirement? 			
TL 3A, 3B, 3C, 3D	<ul style="list-style-type: none"> • Evergreen Hospital Campus Expansion • Update policies for EH 		Yes - EH	Yes
TL 4A, 4B, 4C	Review height limits			Yes
TL 5	<ul style="list-style-type: none"> • Evaluate road grid and approach to dedication/improvement (role as urban design element) • Evaluate existing FAR limit 	Yes (UDA, ULI, TMP)		Yes
TL 6A, 6B	Evaluate road/ped grid for 6A	Yes (UDA, TMP)		Yes
TL 7	<ul style="list-style-type: none"> • Create subareas within zone? • Study land use issues: <ul style="list-style-type: none"> ○ Limits on retail uses ○ Restriction on residential use ○ Role of industrial use ○ Role of auto dealers • Should max building height be raised? • Should an “auto district” be identified? • Should eastern portion be “business park”? 	Yes (LI, TDR)		Yes
TL 8	<ul style="list-style-type: none"> • Review policies related to connections to TL Mall and Totem Lake Park • Consider direction from Totem Lake Park study 	Yes (TLPMP)		Yes
TL 9A	<ul style="list-style-type: none"> • Should all or a portion of this zone be rezoned to TL 7, or should uses be expanded within TL 9A? • Should auto sales be allowed? • Should residential be allowed? 	Yes (LI)	Yes (Rairdon)	Yes
TL 10A, 10B, 10C, 10D, 10E	<ul style="list-style-type: none"> • Revisit ParMac vision • Should more retail uses be allowed? (particularly in TL 	Yes (CKC, TDR, LI)		Yes

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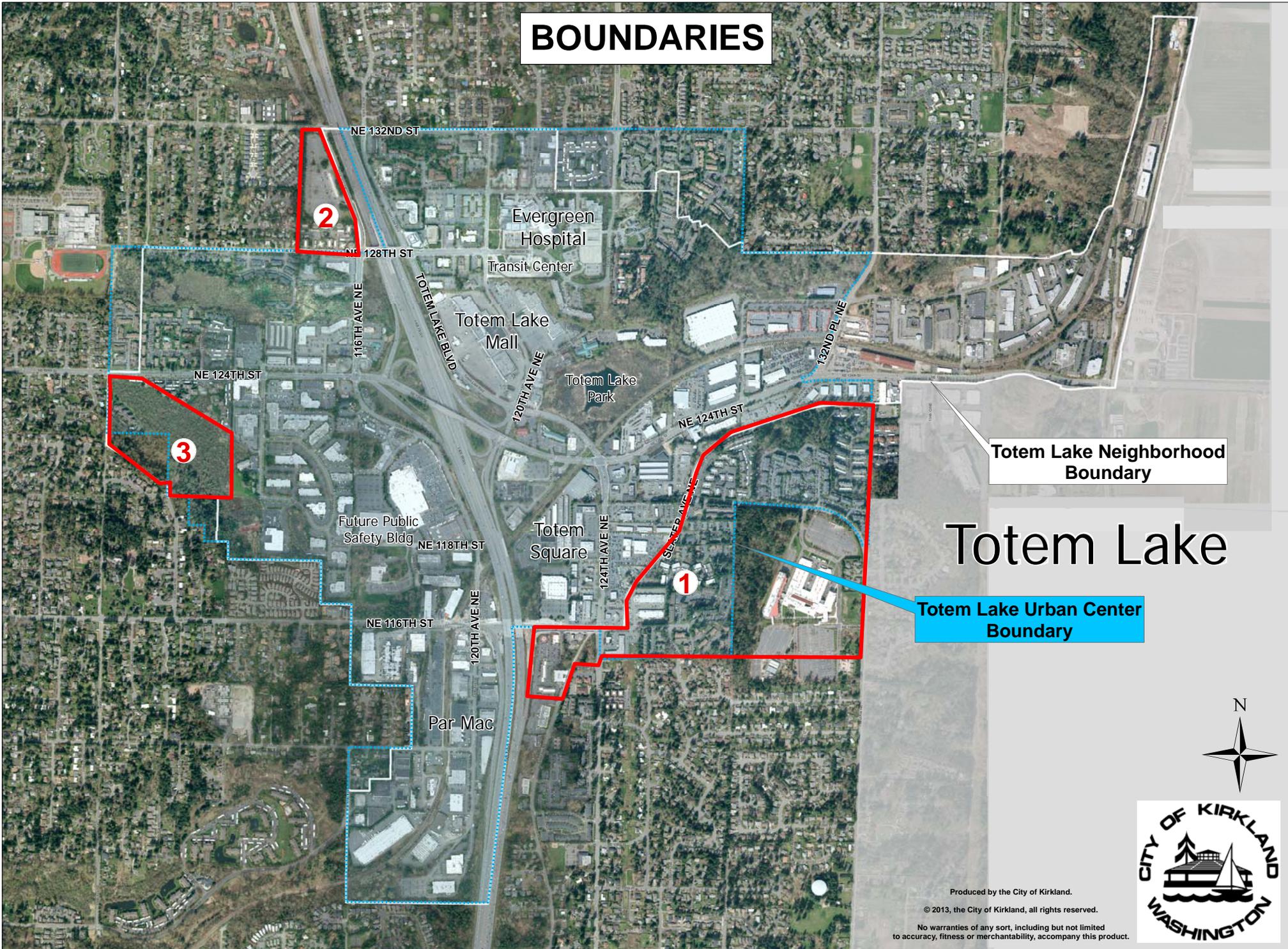
	<p>10B) and/or along 405)</p> <ul style="list-style-type: none"> • Allow free-standing restaurants in TL 10A? • Should commercial recreation and/or youth-oriented uses be explicitly permitted? • Role/impact of transitional and interim uses 			
TL 11	Consider removing from TL neighborhood and/or Urban Center			
PR 1.8 (Madison House)	Should this area be rezoned for higher density?			

ii References to parallel studies include:

- TDR – Transfer of Development Rights
- LI – Industrial Lands study
- UDA – Urban Design and Amenities study (possible funding for 2015)
- TLPMP – Totem Lake Park Master Plan study
- CKC – Cross Kirkland Corridor study
- TMP – Transportation Master Plan
- UW – Urban Design Study by Graduate Students (potential)
- ULI – 2011 ULI Technical Assistance Panel Report

***Transportation Opportunity Fund concept might involve the collection of funds (on a property or business district basis) to be used to fund transportation improvements within an identified “opportunity site”. For example, funds could be used to create a City-funded internal road grid on a parcel, potentially in exchange for additional development capacity.*

BOUNDARIES



Totem Lake Neighborhood Boundary

Totem Lake

Totem Lake Urban Center Boundary



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