CITY OF KIRKLAND
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MEMORANDUM

To: Kurt Triplett, City Manager

From: Marilynne Beard, Deputy City Manager

Date: March 6, 2014

Subject: KIRKLAND 2035 PUBLIC INVOLVEMENT #11

RECOMMENDATION:

City Council receives an update on public involvement activities and progress on plan updates related to Kirkland 2035 initiatives and reviews proposed edits to the draft vision statement and guiding principles.

BACKGROUND DISCUSSION:

This is the eleventh in a series of updates to the City Council about Kirkland 2035 initiatives.

Recent Activities

Neighborhood Plan Updates

Four neighborhood plan meetings were held in January and February with nearly 300 residents and businesses participating. A recap of each meeting including all of the transcribed comments is included as Attachment A to this memo. The Planning staff is now reviewing all of the notes and identifying how they can be addressed through the Comprehensive Plan Update, another plan update (e.g. Transportation Master Plan or Parks, Recreation and Open Space) or through another City process or service.

Residents were also invited to provide comments online if they were unable to attend their neighborhood meeting. The online comments will be folded into the transcribed comments from the meetings.

The second series of meetings will be held in May and June where staff will have an opportunity to describe when and how comments from the first series of meetings might be addressed. Follow-up discussions needed to clarify earlier comments and to reconcile conflicting comments will take place. The objective is to engage the neighborhoods in clarifying their vision and to gauge neighborhood consensus about major themes. There will also be an opportunity for the neighborhoods with common business districts to meet as one group to discuss comments that were provided about their business districts.

The tentative schedule and locations are:

Date	Neighborhoods	Location
Tuesday, May 13	Houghton, Everest, Lakeview	City Hall
Wednesday, June 4	S Rose Hill, N Rose Hill, Bridle Trails, Totem Lake	Lake Washington High School
Thursday, June 5	Highlands, Norkirk, Market, Moss Bay	City Hall
Tuesday, June 10	Finn Hill, Juanita, Kingsgate/Evergreen Hill	To be determined

Staff is currently developing a plan to advertise the meetings and to attract new participants.

Cross Kirkland Corridor and PROS

On February 27, a community forum was held focusing on the Cross Kirkland Corridor master plan and the Parks, Recreation and Open Space (PROS) plan. Approximately 55 participants attended two informational sessions on the CKC that were followed by a question and answer period. Participant comments were recorded with common themes centered around historical features, art and transit on the corridor.

The second Cross Kirkland Corridor brown bag lunch session was held on February 24.
A monthly newsletter is distributed to streamline the communications and assure updates get out to the public on a regular basis. The next issue is scheduled to be posted the week of March 10.

An update on the interim trail project was provided at the February 18 City Council meeting. The project is scheduled to begin in late Spring and be completed by October.

Comprehensive Plan Update

At the February 21 City Council retreat, staff provided an update on the Comprehensive Plan update and shared the draft vision statement and guiding principles. The City Council made several changes to the vision statement which was subsequently discussed with the Transportation Commission. The Commission suggested additional changes and staff also worked on the vision statement. One of the changes suggested by staff was reinserting the word "green" in the vision since it was one of the most frequently-used word mentioned by community members that participated in the visioning exercise. Two versions of the vision statement and guideline principles are attached for Council reviews. The first reflects the Council's updates and the staff updates. The second is a strike and edit version of the Transportation Commission's edits. Staff is seeking direction from the Council about the revisions.

On March 4, the City Council held its annual joint meeting with the Planning Commission where the progress on the Comprehensive Plan was discussed as well as the 2014 Planning work program.

Upcoming K2035 Activities

On April 1, the City Council is scheduled to receive an update on the Juanita Corridor study and the Cross Kirkland Corridor Master Plan.

The third planning day event will be held on Saturday, April 26 at City Hall. The event, which will be called Community Future Day, will focus on how the public's input from previous events was used to shape the draft plans. The theme is based on "Your Voice is being heard. Your Vision is being captured. Your Future is in focus." Displays will be available on all of the major plans and projects still in the study or implementation phase. Participants will be invited to participate in a prioritization exercise where they will be able to allocate dollars across plans and project categories. The purpose of the exercise is to educate the community about the challenge of allocating limited resources to community needs and to gain a sense of participants support for various improvements. The event will be publicized through a citywide postcard mailer, list serv announcements, posters and media releases. Additional details about the event will be presented at the April 15 K2035 update.

Attachment A

Neighborhood Planning Workshop #1
Everest, Houghton, & Lakeview
Meeting Summary
January 28, 2014

Background
The City of Kirkland is hosting a series of four neighborhood planning workshops during the months of January and February. These workshops are designed to help neighborhoods identify issues with their existing plans (or principles for new plans) as part of the City's Comprehensive Plan update process. The City hosted the first workshop on January 28, 2014 at Kirkland City Hall (123 5th Ave) from 6:00 to 8:30 pm. The neighborhoods at this first meeting included Everest, Houghton and Lakeview. These neighborhoods share common boundaries and business districts. **Approximately 50 people** attended the workshop. Prior to the workshop, neighbors were encouraged to read their neighborhood plans and come prepared with questions and suggestions.

Welcome & introduction
Penny Mabie (facilitator) welcomed attendees to the meeting, reviewed the agenda, and discussed the format of the workshop. She noted that the purpose of the meeting was to give neighbors the opportunity to review their existing neighborhood plans and identify potential changes they would like to see before the plans are integrated into the updated Comprehensive Plan. Penny explained that following the full group session, there would be three focused break-out sessions organized by neighborhood.

Penny then introduced Jon Pascal (Planning Commission Chair for the City of Kirkland) who would be providing additional information about the purpose of the workshops. Building on Penny's introduction, Jon reiterated the purpose of the workshops is to explore neighbors' input and feedback about their neighborhood plans in the context of the City's Comprehensive Plan update. Jon asked how many attendees had read their neighborhood plans and a significant number raised their hands. Jon used this opportunity to get attendees thinking about what was missing from their neighborhood plans, what was great about their neighborhoods, and what they thought their neighborhoods needed. With these questions in mind, Jon reminded the audience about the value of their input.

Presentation
Penny introduced Eric Shields (City of Kirkland, Director of Planning). Eric gave a PowerPoint presentation that outlined the following:

- Background and purpose of the City's Comprehensive Plan update.
- Elements included in the Comprehensive Plan and how they affect urban development decisions, levels of service for public facilities, and zoning and development regulations.
- How the Comprehensive Plan integrates with Neighborhood plans and regulations.

- How the Comprehensive Plan evolves over time as a result of updates every eight years and annual planning and zoning amendments. The Planning Commission oversees this process and there are many opportunities for public involvement.
- Future 2035 growth targets for housing and employment, including 8,360 housing units and 22,430 jobs. Kirkland is also projected to experience an increase in population of 13,000 people to 94,000 by 2035. Kirkland has enough capacity with current zoning to meet both the housing and jobs growth targets.
- Questions related to the above targets and population growth:
    - What is our community image?
    - Where should new growth occur?
    - What types of jobs and businesses do we want?
    - How will we move from here to there? What are our future transportation options?
    - What kind of housing will be planned for?
- The ongoing process to evaluate the existing City-wide Vision statement and Framework goals.
- Major themes gleaned from the Visioning process. Kirkland residents envision their city to be Green, Walkable, Vibrant, Livable, Sustainable, Accessible, Sustainable, Friendly, and Healthy.
- What is in a neighborhood plan? Most neighborhood plans include a vision statement, specific goals, and policies related to topics ranging from historical context to urban design.
- How neighborhood plans fit into the Comprehensive Plan by planning for issues unique to neighborhoods such as transition areas, redevelopment sites, and pedestrian trails or other capital improvements.
- The neighborhood plan update process, which includes the first set of meetings in January and February 2014, are designed to engage neighborhoods and assess their plans. The second set of meetings in May and June 2014 are designed to report the results of the first set of meetings.
- Next steps include asking neighbors to attend Community Planning Day on April 26, 2014; the second set of neighborhood meetings in May and June 2014; opportunities to engage with various Planning Commission studies in 2014; and other ways for community members stay involved in the Comprehensive Plan update.

Question and answer session

Penny opened the discussion so that neighbors could ask City staff questions about the workshops, neighborhood planning, and the Comprehensive Plan. Comments and questions covered a range of topics, and are provided below. Answers to questions by City staff are noted in italics.

Why is Kirkland required to grow 9% faster than Bellevue?

Kirkland has a designated urban growth center at Totem Lake. Cities with urban growth centers have growth target numbers that are higher than cities without these types of centers. The largest cities, Bellevue and Seattle, are regional growth centers, and are expected to accommodate the highest levels of growth.

Who decided what Kirkland's growth targets would be?

The decision was based on a regional plan to prevent growth into rural areas and concentrate growth in urban areas. Ultimately, the decision was made by the King County Council.

What is the difference between a private amendment and spot zoning?

Spot zoning occurs if a City zones a piece of property differently from adjacent properties with no justification for the difference. Private amendment requests, or PARs, are applications submitted by private property owners to change the comprehensive plan and zoning designations of their properties. During the consideration of a PAR, the City looks at the conditions of the property and analyzes if there are unique conditions or whether the request should be expanded to include other nearby properties.

How are Comprehensive Plan amendments made and information transmitted to neighbors and the larger public?

PARs are considered through a two step process that requires review by the City Council and Planning Commission. The first step is determining whether there is an interest in allowing the proposed amendment to be given further consideration. If yes, it's put into a queue for consideration and there is a in-depth discussion about the issue. The public is encouraged to participate at the study sessions and public hearing before the Planning Commission. The City Council makes the final decision.

Are private amendment requests in-line with the Comprehensive Plan?

If it's a private amendment then it's not in-line with the specific Comprehensive Plan designation for the property, hence the desire for the amendment. However, to be approved, the amendment needs to be in-line with the broader Comprehensive Plan's goals and policies.

Does Kirkland have capacity to meet the housing and jobs growth targets or just the housing targets? How did you determine capacity?

Kirkland has capacity to meet both the housing and jobs growth targets with its current zoning. There were two types of methodologies and analyses used to determine capacity. In *one method, which was applied city-wide, we looked at whether a piece of property was less than 50% of value, deeming it likely to be redeveloped. We also looked at density per property. The other method was used as an alternative only for Totem Lake, which is a designated Urban Center. With the alternative method, if the current density is 25% or less than what is planned, then there is capacity.*

Is there an opportunity to rework the Everest and Houghton plans and have a shared discussion with neighborhoods about our shared business district?

It is not the intent of the City to make changes to the comprehensive plan and zoning designations for the business district without involving both neighborhoods, since the district is divided between the two neighborhoods.. Depending on what comes out of the breakout sessions, we will report back out in May or June regarding a potential course of action.

What is Kirkland's obligation in terms of the capacity for jobs and seeking to bring those jobs here?

The City of Kirkland is not likely to reach the target growth for jobs, nor is it obligated to reach those targets. However, the City is obligated to plan in a way that will allow the City to meet the target. If jobs come, the City needs to be prepared for that growth. With that said, the City can't control the market place.

Do we have to market the city to people and jobs?

We are not required to. We do have an economic development person that looks at these issues and does do some marketing.

Will the city incorporate finance and the environment into the Comprehensive Plan?

Yes.

Will you be working with regional partners?

Yes, but we don't have a specific plan of action at this time.

Does the City of Kirkland have affordable housing obligations?

Yes, affordable housing is a major consideration in our plans. We are obligated to try and reach targets for affordable housing.

The target for jobs is much larger than the housing target, whereas the existing numbers are balanced, why is that?

It's because the jobs are targeted for the Totem Lake Urban Center.

Why are Houghton and Everest meeting separately when we have so much in common?

For this round, we wanted to hear from each neighborhood individually. We may accommodate that situation in our next round of meetings and bring both neighborhoods together.

In terms of the Houghton business district, the future change showed a lot of bikes and walking. What concerns me is there will be two markets, one in Houghton and one in Everest and one will come and one will go away.

That is a great question to discuss in the breakout session.

Given the City of Kirkland has the highest density for its size in the area, what if we decide we don't want the projected growth?

If the City decides not to try and achieve the growth targets, that action could ultimately affect the revenue we receive from the State.

Is it unfair that our city is taking more future growth than other cities?

That's hard to say. The City will have to look at the numbers and see. One option would be to go back and try and change the targets if we think they are unfair.

Subsequent to the meeting, I reviewed the growth targets for other nearby cities and Kirkland's target are actually much less than Bellevue and somewhat less than Redmond and Renton, both of which have designated urban centers.

Don't we have the capacity for growth?

Yes.

Why do we need the Comp Plan to allow more density?

The Plan doesn't have to allow more density to comply with the Growth Management Act, that's a judgment for the future. We are required to look at the current plan and make changes for what we'd like the future of the city to be.

Who controls the growth rate in the city?

The total amount of growth is based on growth targets. The real-estate market decides the rate of growth.

Does the plan count Google's growth as part of the current job number or is it in the future target?

The existing Google development is not counted toward future growth. The project under construction is.

What's the reason behind this growth?

Growth is a regional phenomenon. Due to economic growth in the Puget Sound region, the four counties of King, Snohomish, Pierce and Kitsap are expected to add 1.5 million more people by the year 2040. Kirkland is expected to absorb a share of the growth and our growth target was based on the fact that we have an urban center.

Why do we have an urban center?

The city nominated Totem Lake to be an urban center.

Why did the city make that nomination?

Transportation, specifically the ability to extend high capacity transit to Kirkland, is one reason.

The audience then broke up into their respective break-out session groups to have neighborhood-specific discussions.

Central Houghton Neighborhood break-out session
Dennis Sandstrom (Facilitator)
Angela Ruggeri (City of Kirkland, Senior Planner)

The facilitator welcomed the group, went over ground rules and introduced the City planner who gave an overview of the neighborhood plan and anticipated growth statistics. The facilitator then led the group in a discussion about neighborhood values and visioning and comparing the current plan to their vision. The Central Houghton discussion primarily focused on maintaining the current level of density. The specifics of the group's discussion are below:

Central Houghton Vision Discussion

- Well-maintained streets
- Diversity (age, ethnicity, etc.) as well as housing and economic diversity
- Many modes of transportation
- Mass transit and shuttles connecting other modes of transit to communities
- Freedom to do what they want with their property
- No change in size and less density
- More green areas in the neighborhood
- No above-ground power lines
- Energy and transportation sustainability
- Want it easy to get around the neighborhood and city
- Better views around corners
- Better and more street lighting
- Improved management of peak travel
- Better coordination between schools and the community

Plan Updates Discussion

- Establish or maintain a family and community-based business district
- Community space should be connected with Cross Kirkland Corridor
- Consider new gateways to the community
- The transitions between high and low density areas should be more gradual
- Add public art

- Highlight local history
- Enhance home business opportunities
- Maintain public views in major corridors
- Evaluate the balance and local street levels of service with the business district and community
- Limit density
- Reduce traffic on Northeast 108th Street and + Northeast 68th Street
- Don't mess with parks although consider small park improvement trails
- Make sure plan considers Northwest University's growth
- Ask that all developers have neighborhood response for their projects
- Multi-level buildings along Northeast 68th Street (homes, schools, etc.)
- Northeast 108th Street should be treated as a boulevard
- No cars in certain areas
- Business center should stay the same size
- Better parking management
- Property owners should maintain their sidewalks

Email comments were also received

- Email Comment: Feedback on the draft Houghton Neighborhood Plan Policy CH-5.3 and its organizational comments are below, indented after the relevant sentences:

A review of transportation impacts should be done for all new development in the Neighborhood Center.
HCC: Transportation improvements should be designed to handle additional traffic from the Neighborhood Center and to respect the integrity of the surrounding neighborhood.
PC: The PC suggested a rewrite of previous sentence to say: Transportation system improvements should be designed to encourage traffic to use existing arterials and to include traffic calming devices on neighborhood streets. Alternate modes of transportation should also be considered.

The above two paragraphs differ drastically in their intent and in their predictable outcomes:
HCC says, "do whatever it takes to handle the enormous additional traffic.
PC says, "try to deal with that traffic with "existing arterials" and other weak-kneed methods, which will clearly be inadequate to handle that enormous increase! (We already have speed bumps on 106th, which is the only possible bypass of 108th. Can you imagine speed bumps directly on 108th or 68th?? -

there would be riots!) And regarding "alternative transportation modes" (read: walking and biking) - in an aging community like Houghton, that would have virtually no effect."
Houghton Advisory Group: supports the Planning Commission wording for Policy CH-5.3. We Disagree!

Neighborhood Planning Workshop #2
Highlands, Market, Moss Bay, & Norkirk
Meeting Summary
January 30, 2014

Background
The City of Kirkland is hosting a series of four neighborhood planning workshops during the months of January and February. These workshops are designed to help neighborhoods identify issues with their existing plans (or principles for new plans) as part of the City's Comprehensive Plan update process. The City hosted the second workshop on January 30, 2014 at Kirkland City Hall (123 5th Ave) from 6:00 to 8:30 pm. The neighborhoods at this second meeting included Highlands, Market, Moss Bay, and Norkirk. These neighborhoods share common boundaries and business districts. **Approximately 60 people attended** the workshop. Prior to the workshop, neighbors were encouraged to read their neighborhood plans and come prepared with questions and suggestions.

Welcome & introduction
Penny Mabie (facilitator) welcomed attendees to the meeting, reviewed the agenda, and discussed the format of the workshop. She noted that the purpose of the meeting was to give neighbors the opportunity to review their existing neighborhood plans and identify potential changes they would like to see before the plans are integrated into the updated Comprehensive Plan. Penny explained that following the full group session, there would be four focused break-out sessions organized by neighborhood.

Penny then introduced Jon Pascal (Planning Commission Chair for the City of Kirkland) who would be providing additional information about the purpose of the workshops as well as the Planning Commission's role in the workshops. The Planning Commission is a group of volunteers tasked to deliver an updated Comprehensive Plan for the Kirkland City Council's consideration. Then building on Penny's introduction, Jon reiterated the purpose of the workshops is to explore neighbors' input and feedback about their neighborhood plans in the context of the City's Comprehensive Plan update. Jon asked how many attendees had read their neighborhood plans and a number of participants raised their hands. Jon used this opportunity to get attendees thinking about what was missing from their neighborhood plans, what was great about their neighborhoods, and what they thought their neighborhoods needed. With these questions in mind, Jon reminded the audience about the value of their input.

Presentation
Penny introduced Eric Shields (City of Kirkland, Director of Planning). Eric gave a PowerPoint presentation that outlined the following:

- Background and purpose of the City's Comprehensive Plan update.
- Elements included in the Comprehensive Plan and how they affect urban development decisions, levels of service for public facilities, and zoning and development regulations.
- How the Comprehensive Plan integrates with Neighborhood plans and regulations.
- How the Comprehensive Plan evolves over time as a result of updates every eight years and annual planning and zoning amendments. The Planning Commission oversees this process and there are many opportunities for public involvement.
- The City of Kirkland's growth targets in relation to other cities in the region. The graphic displayed how growth targets for each city are based on a hierarchy of growth centers located in each city.
- Future 2035 growth targets for housing and employment, including 8,360 housing units and 22,430 jobs. Kirkland is also projected to experience an increase in population of 13,000 people to 94,000 by 2035. Kirkland has enough capacity with current zoning to meet both the housing and jobs growth targets.
- Questions related to the above targets and population growth:
    - What is our community image?
    - Where should new growth occur?
    - What types of jobs and businesses do we want?
    - How will we move from here to there? What are our future transportation options?
    - What kind of housing will we plan for?
- The ongoing process to evaluate the existing City-wide Vision statement and Framework goals.
- Major themes gleaned from the Visioning process. Kirkland residents envision their city to be Green, Walkable, Vibrant, Livable, Sustainable, Accessible, Sustainable, Friendly, and Healthy.
- What is in a neighborhood plan? Most neighborhood plans include a vision statement, specific goals, and policies related to topics ranging from historical context to urban design.
- How neighborhood plans fit into the Comprehensive Plan by planning for issues unique to neighborhoods such as transition areas, redevelopment sites, and pedestrian trails or other capital improvements.
- The neighborhood plan update process, which includes the first set of meetings in January and February 2014, are designed to engage neighborhoods and assess their plans. The second set of meetings in May and June 2014 are designed to report the results of the first set of meetings.
- Next steps include asking neighbors to attend Community Planning Day on April 26, 2014; the second set of neighborhood meetings in May and June 2014; opportunities to engage with various Planning Commission studies in 2014; and other ways for community members to stay involved in the Comprehensive Plan update.

Question and answer session

Comments and questions covered a range of topics, and are provided below. Answers to questions by City staff are noted in italics.

The ratio of employment to housing in growth targets seems higher for Kirkland than other cities, why is that?

> *The City of Kirkland does not know the answer to that question.*

Who sets the growth targets?

> *Growth targets are set by the King County Council and ratified by a super majority of cities in King County.*

Why are we planning for 2035 as opposed to addressing immediate needs?

> *The purpose of these workshops is to prepare us for 2035 but if immediate changes are needed, we will consider those as well.*

I'm concerned about commercial land uses being converted to residential because Kirkland needs more businesses. Why does the City Council feel Kirkland is a residential city?

> *That is a great question to discuss within the neighborhood groups.*

Is there an update on Park Place?

> *Park Place was recently sold to Prudential Insurance which is now the sole owner of the property. They have informed us that they are taking some time to think about what to do with the property. There's an existing approved Master Plan which is the binding document that outlines Park Place's approved uses. If Prudential decides they want to do something different than what is in the current plan, they will have to discuss that with the City and look to develop a new Master Plan for the property.*

Did City policies contribute to TouchStone's decision to sell Park Place to Prudential Insurance?

> *As far as we know, the approved Master Plan for Park Place was in accordance with TouchStone's development desires.*

The audience then broke up into their respective break-out session groups to have neighborhood-specific discussions.

Highlands Neighborhood break-out session
Dennis Sandstrom (Facilitator)
Eric Shields (City of Kirkland, Director of Planning)

The facilitator welcomed the group, went over ground rules and had everyone introduce themselves. The facilitator then led the group in a discussion about neighborhood values and visioning. The City planner then walked through the questions and concerns sent in advance of the meeting by neighborhood leaders (see below), and provided initial responses to each. The specifics of the group's discussion are below:

Highlands Vision Discussion

- Physical divisions between cars and bikes
- More crosswalks and sidewalks
- Transit coupled with the Cross Kirkland Crossing
- Multiplex movie theaters and shops
- Indoor sports complexes
- Cottages, affordable housing, cafés and business districts with small shops (maybe in the south end of Kirkland)

Plan Updates Discussion

- Concerned about habitat loss
- Concerned about I-405 noise
- Need more local transit options to connect to the regional transit system
- Need more dog parks
- Keep parks

Email comments were also received

- Email Comment: The Highlands Board respectfully requests city responses to the following questions regarding our comprehensive plan.

  Note: The comp plan document was adopted prior to acquisition of the CKC. The document should be updated to reflect that the corridor is no longer a railroad, and is now owned by the city.

  Policy H-1.1: Provide markers and interpretive information at historic sites.
  Who pays for this?
  Where can we find the Kirkland Heritage Society inventory that was done in 1999?

Policy H-2.1: Undertake measures to protect stream buffers and the ecological functions of streams, lakes, wetlands, and wildlife corridors and promote fish passage.
How should the neighborhood proceed in doing this? What exactly should we do?

The feasibility of relocating the stream out of the railroad ditches upstream of Peter Kirk Elementary school and moving it farther away from the railroad into a more natural channel with native vegetation and reintroduction of cutthroat trout into the stream are opportunities worth investigating.
Can this be incorporated into the CKC master plan?

Policy H-2.2: Develop viewpoints and interpretive information where appropriate on property around streams and wetlands if protection of the natural features can be reasonably ensured.
When appropriate, the placement of interpretive information and viewpoints will be determined at time of development on private property or through public efforts on City-owned land.
How can we learn about developments in sensitive areas? Is this item on the city permit checklist for new developments?

Policy H-3.1: Enhance and protect the tree canopy.
We're familiar with numerous instances where tree companies have removed trees without asking whether the property owner has a permit. Has the city considered requiring tree companies to verify that the property owner has a permit, and to fine the tree company if they don't comply? It's easier to train a few tree companies than it is to ensure that all Kirkland residents know about the tree rules.

Ivy is killing many neighborhood trees. Holly is also a problem. The neighborhood wants to encourage people to remove holly and ivy. Our requests would carry more weight if they came from the city, either via a letter on city letterhead, or a city policy. Who can we work with to discuss such an initiative?

Policy H-3.2: Encourage the preservation and proper management of trees adjoining I-405 and the railroad.
Change "railroad" to Cross Kirkland Corridor.
How can we influence trees on the 405 corridor? Is this a city role or a neighborhood role?

Policy H-4.1: Encourage clustered development on slopes with high or moderate landslide or erosion hazards.
Is this city policy? Is it embedded in zoning codes? Is the neighborhood responsible for keeping an eye on this?

Goal H-6: Promote and retain the residential character of the neighborhood and encourage a variety of housing styles and types to serve a diverse population.

We are concerned about the decreasing availability of affordable housing, as older homes are replaced by large, expensive ones. How can the city and the neighborhood encourage affordable housing?

Policy H-6.2: Allow innovative residential development styles when specific public benefits are demonstrated.
What does this specifically mean? (Cottage housing? Other?)

Policy H-6.3: Encourage medium-density multifamily development as a transition between low-density residential areas in Highlands and more intensive land use development to the west and south of the neighborhood.
This does not appear to be reflected in the zoning for the west side of our neighborhood. Does this make sense along the CKC?

Policy H-10.1: Enhance and maintain pedestrian and bicycle infrastructure within the Highlands neighborhood, especially on routes to schools and activity nodes.
Who pays for this and decides priorities? The pedestrian walkway on 112th Ave NE at NE 87th St. was built with neighborhood grant money some years ago. It is not being maintained (many of the reflectors that separate pedestrians from cars are missing). We believe this walkway is an essential route to downtown (an "activity node"). It's also a primary connector to the CKC. How can we get funding to replace the reflectors?

Figure H-8 Highlands Pedestrian System This map needs to be updated to reflect current trails and walkways. Who can update it?

Policy H-11.1: Explore the possibility of a neighborhood gathering place.
What is the status of the Spinney Park master plan? Is there a picnic shelter in the plan?

Policy H-12.1: Provide enhanced emergency service (fire and police) through possible access across the railroad right-of-way at 111th Avenue NE to improve response time.
Is this still on the table? Why must there be two teams on site?

Policy H-16.1: Establish building and site design standards that apply to all new, expanded, or remodeled multifamily buildings consistent with City-wide policies.
How can we get input into these standards? The new homes at 11417 NE 87th St are massive. So are the new (single family) homes at 9412 112th Ave NE.

Why is this policy for multi-family only? Should it apply to all home construction?

- Email Comment:

I was sent a list of the goals for the neighborhood I have lived in for 30 years now, and I agree with all of them, and like this one (along with others):

Goal H-6: Promote and retain the residential character of the neighborhood and encourage a variety of housing styles and types to serve a diverse population.

This one is not currently happening - the development that is currently occurring is all overly large house with no yards (postage stamp yard) for only the very rich - like they are all priced in the close to million dollar range - we are very rapidly losing our ramblers worth about $400,000 - to these mega homes - two put in the place of one, all trees wiped out to do so. and the city says this is ok..... why???? and not the vision for this neighborhood at all. When I complained about wiping out all affordable housing I was told apartments are the affordable housing - *really???* Nothing between million dollar houses and apartments?, really? Where does that young family who is doing well live? they cannot get the million dollar house *yet*, but why should they be in an apartment, why not the stepping block of the $400,000 little rambler that you give permits to bulldoze down daily - when those ramblers and the 300 year old trees located on the same lot are all gone, they are gone. Kirkland only for the very rich - or apartment dwellers is not my vision nor a Kirkland I would want to live in. But I guess that is the cities vision, *and it is not a good one.* I would like to really see goal H-6 worked on a bit harder. How about you make the demolition permits really, really expensive and hard to get unless the house is uninhabitable. How about that?? *Slow the contractors down just a bit anyway.*

My vision for Kirkland and my neighborhood *is the diverse housing* - preserving the older (smaller) ramblers for younger families (not needy if they can afford $400,000), but why should they not have a home instead of an apartment?? My vision is a Kirkland with a mix of people and *not just the very rich*, and my vision of Kirkland is the one I know - with many old growth trees still about *(but going away at a current very fast rate, unless you the city stops this)*.

Thank you for considering my comments,

Market Neighborhood break-out session
Penny Mabie (Facilitator)
Janice Coogan (City of Kirkland, Senior Planner)

The facilitator welcomed the group, went over ground rules and introduced the City planner who gave an overview of the neighborhood plan and anticipated growth statistics. The facilitator then led the group in a discussion about neighborhood values and visioning as well as an exercise in comparing the current plan to their vision. The specifics of the group's discussion are below:

Market Neighborhood Vision

- Children walking safely
- Small businesses
- Market street corridor is a beautiful corridor with vibrant businesses
- Neighborhood related businesses
- No marijuana shops
- Better pedestrian transition from Juanita Bay Park to Juanita Village
- Existing zoning limits the long term sustainability to make Market Street more attractive (example, the zoning that limits the building height and Horizontal Façade Requirements (HFR) make it impossible to redevelop).
- Market St. is two lanes limiting neighborhood impacts
- More solar and underground power utilities
- No bikes on Market Street (safety concerns with them coming down the hill)
- Better maintained parks
- Retain historic structures and keep homes and businesses as they currently are
- A variety of architectural styles
- Connected sidewalks on major streets but only where that configuration makes sense; not every street needs a sidewalk
- Keep biking prominent and better-protected on streets for peaceful co-existence
- Better lighting for walking down towards Waverly Way
- More roundabouts to slow down cars in the neighborhood especially on 16th Ave W and Waverly W
- Repaired sidewalks
- Need a walking trail from Heritage to Juanita Park and also extend it to Juanita Beach Park

- Fewer cars on Market Street
- Less cut-through through neighborhood streets

Neighborhood Plan Updates Discussion

- Give up on making developers build sidewalks, instead have city take responsibility for making complete pathways and maintain, possibly through taxation
- Increase neighborhood lighting but facing downward; avoid harsh LED lighting
- New developments pay fees in lieu of sidewalk to support
- Don't allow marijuana operations on Market Street
- Clean up brush, weeds, and change plants to be natural on west side of Heritage Park
- Revegetate the west slope of Waverly Way to lower vegetation because that would requires less maintenance and help stabilize the slope
- Provide a stop light on 18th Avenue by the Chinese restaurant to help with traffic congestion on Market Street. It will safely slow down traffic turning onto Market Street.
- A discussion about how to improve Market Street Corridor included the following points:
    - *Make sure Market Street Corridor (MSC) zoning is purposeful enough to accomplish neighborhood goals including change the Horizontal Façade Regulations
    - MSC goals and policies seem to advance pushing businesses back off street and screening them; but that does not seem consistent with what's in neighborhood plan
    - Bring the buildings closer to the street with overhangs, walkways etc., Zero lot lines are more in keeping with the historical context
    - *We like the idea of zero lot lines if it means developers will redevelop
    - * Put the green buffer in the back of commercial buildings to provide transition from commercial to residential
    - Market Street is not pedestrian friendly
    - Provide roundabouts or other traffic calming methods to slow down fast traffic
    - Commuter traffic is increasing as people try to avoid I-405 and SR 520
    - Slow down Market Street and improve access to I-405
    - Don't make Market Street so slow it pushes traffic into the neighborhood
- Direct people to Cross Kirkland Corridor transit as it develops traffic

- Provide incentives to preserve existing affordable housing, disincentivize developers interested in building to setbacks. For example, provide more incentives for smaller ramblers and change floor area ratios FARs that are too big
- Have higher FAR on smaller lots and lower FAR on bigger lots.
- Don’t devalue property via regulations
- *Consider a transition to allow smaller lots between commercial and residential zones specifically along Market Street corridors
- Market Street is a priority

* Statements with asterisks were generally agreed upon by most if not all participants.

Moss Bay Neighborhood break-out session
Daniel Brody (Facilitator)
Jeremy McMahan (City of Kirkland, Planning Supervisor)

The facilitator welcomed the group, went over ground rules and introduced the City planner who gave an overview of the neighborhood plan and anticipated growth statistics. The facilitator then led the group in a discussion about neighborhood values and visioning as well as an exercise in comparing the current plan to their vision. The group discussion focused on increasing pedestrian walkability and connectivity and encouraging more businesses and business space in Kirkland. The group indicated their current neighborhood plan seemed able to get their neighborhood to their vision. They did suggest several areas for the City to review the plan. The specifics of the group's discussion are below:

Neighborhood Vision Discussion

- Ensure that parks have bathrooms
- Access to a year-round indoor swimming pool
- Wide mix of retail stores in the downtown area, such as grocery and hardware stores
- Move big retail stores downtown so we don't have to go to Bellevue or Redmond
- Desire to ensure that those who live in Kirkland can both shop and work in Kirkland without having to go to other cities
- Prevent zoning that would allow for additional office space to be converted into residential areas
- Identify ways to encourage small/local businesses to thrive in Kirkland
- Identify ways to encourage above average jobs, such as technology jobs, in Kirkland
- Historical buildings with defined character are listed for protection
- Increase vegetation and green areas along sidewalks
- Sidewalks are lit at night for improved pedestrian visibility
- Sidewalks are well maintained for all types of uses, including wheelchairs
- Pursue efforts to make Kirkland more sustainable
- Pedestrian safety is improved and a key consideration in planning
- Increase in gathering spaces that people can use for events, such as parks, courtyards, and plazas
- Transit options that get us where we want to go in a sustainable way
- Increase the walking connectivity throughout neighborhood
- Provide better pedestrian corridors that are integrated with businesses

- Accommodate livable housing and ensure affordability for living downtown
- The Cross Kirkland Corridor is paved and usable
- Maintain the character of downtown Kirkland
- Extend green areas between buildings and street with some setbacks
- Futuristic transportation options including eco-friendly ways to get from place to place
- Increase connectivity between the lake to Park Place and provide more gathering places
- No big box stores to preserve identity
- Accommodate people who cannot afford million dollar homes, maybe without parking
- Create a business friendly climate where businesses can succeed, no anti-business government
- Better north to south and east to west pedestrian corridors
- More multi-story buildings with commercial and housing so people can walk
- Tax structure difficult for small businesses, for example the B&O tax. We need an income tax
- Can't take 6,600 new employees in restaurants and hair salons
- More balance in providing places for businesses in business district
- Preserve character of downtown and Moss Bay

Plan Updates Discussion

- Overall the current neighborhood plan is well thought out and can get us to our vision
- We need to make sure the City lives up to the plan we've created – how can we make sure this happens?
- Adjust the plan to encourage development of business/office space in the business district over new housing developments. Perhaps a policy where sites large enough to accommodate 12,000 square feet or more are held for office development.
- Ensure proper sidewalk maintenance, especially along 6th St and pedestrian improvements on 85th
- Encourage the development of retail in association with good pedestrian paths
- Encourage the development of the Lakeshore Plaza
- Review areas where sidewalks are needed and add major pedestrian connections
- Improve sidewalk safety so they are walkable by the elderly
- Ensure the plan calls for additional community spaces (ex. Crossroads mall)

- Add to the plan policies to ensure better access and connection to the Cross Kirkland Corridor throughout its length, we want to see multiple access points
- Review if the plan can restrict more salons from being developed
- Address parking issues along 6th Street and buffer sidewalks
- Allow residential to increase heights without amenities and keep synergy
- Improve connectivity from Moss Bay to Cross Kirkland Corridor

Other Issues

- Kirkland needs to ensure that it has a sustainable tax structure
- The transition from Redmond to Kirkland needs to be reviewed for pedestrian and street improvements
- Upset about the potential re-zoning in the CBD5 from office space to residential and allow development of eight stories

Norkirk Neighborhood break-out session
Kerri Franklin (Facilitator)
Paul Stewart (City of Kirkland, Planning and Community Development, Deputy Director)

The facilitator welcomed the group, went over ground rules and introduced the City planner who gave an overview of the neighborhood plan and anticipated growth statistics. The facilitator then led the group in a discussion about neighborhood values and visioning as well as an exercise in comparing the current plan to their vision. The specifics of the group's discussion are below:

Norkirk Vision Discussion

- Connected sidewalks
- Safe biking and walking routes
- Trees
- Small 12-foot trees
- Scenic views
- Groundwater bioswales
- Cafes people can walk to on sidewalks
- Safer connections to the Cross Kirkland Corridor
- Safe streets and neighborhoods with no vagrants
- Maintaining Canary as a historic museum near 8th Ave between 8th and 9th Street
- Vibrant businesses on Market Street
- Cafes, offices and shops
- The neighborhood "humming with life"
- Residential units on top of business units
- We do not want 10 to 20 pot shops in our neighborhood
- A new Peter Kirk elementary
- Less cars
- Light rail down Market Street
- Maintain social diversity but solve homeless problem, don't push the problem elsewhere
- Natural features in parks
- Low fences
- Lots of walking
- Attractive businesses in the industrial district

- Maintain neighborhood services
- Space for gardens
- P-Patches
- Larger yards
- Parking to support Cross Kirkland Corridor
- Ingress and egress on Cross Kirkland Corridor
- Make the Cross Kirkland Corridor safe for multiple uses including pedestrians and bikes
- Preserve the historic character in our neighborhood
- Excellent maintenance of infrastructure including sidewalks, roads, and roundabouts

Neighborhood Plan Updates Discussion

- Put a theatre at Park Place
- Develop Park Place development because we use it. There's vibrant neighborhood services there and it's where we shop
- Complete sidewalks on "safe walk to school routes" between 4th Avenue and 18th Avenue
- Make 19th Avenue safe
- Change zoning to preserve the daylight plains like Palo Alto
- No large houses on small lots because the foot print of the house is too big and leaves no room for a yard
- Limit variances but be consistent
- Enforce zoning codes and regulations
- Developers can only use one exception from Floor Area Ratio (FAR)
- Protect groundwater using bioswales and rain gardens
- Provide for density for:
    - Businesses
    - Market Street (historic district)
    - Industrial areas
    - The Canary building
- Provide for parking
- Promote walkability
- Social character equals a magnet that attracts density

- Provide cottage-like developments
- Improve traffic on Market Street because it's a parking lot
- Provide better sidewalks on Market Street
- Maintain high density in high density areas
- Keep FAR as is
- Develop the Cross Kirkland Corridor Plan
- Increase lighting on 7th Avenue to improve safety
- Crosswalks
- The 236 bus route should run more often
- Provide light rail on Market Street
- Provide additional transit
- Keep zoning as is with no zoning creep into neighborhoods

Neighborhood Planning Workshop #3
North Rose Hill, South Rose Hill, Bridle Trails, & Totem Lake
Meeting Summary
February 11, 2014

Background
The City of Kirkland is hosting a series of four neighborhood planning workshops during the months of January and February. These workshops are designed to help neighborhoods identify issues with their existing plans (or foundations for new plans) as part of the City's Comprehensive Plan update process. The City hosted the third workshop on February 11, 2014 at Northwest University (5520 108th Ave NE) from 6:00 to 8:30 pm. The neighborhoods at this third meeting included North Rose Hill, South Rose Hill, Bridle Trails, and Totem Lake. These neighborhoods share common boundaries and business districts. **Approximately 26 people attended** the workshop. Prior to the workshop, neighbors were encouraged to read their neighborhood plans and come prepared with questions and suggestions.

Welcome & introduction
Penny Mabie (facilitator) welcomed attendees to the meeting, reviewed the agenda, and discussed the format of the workshop. She noted that the purpose of the meeting was to give neighbors the opportunity to review their existing neighborhood plans and identify potential changes they would like to see before the plans are integrated into the updated Comprehensive Plan. Penny explained that following the full group session, there would be two to three focused break-out sessions organized by neighborhood, or a combination of neighborhoods. South Rose Hill and Bridle trails elected to be combined into one break-out session because they work together on several neighborhood issues.

Penny then introduced C. Ray Allshouse from the City of Kirkland Planning Commission. C. Ray introduced himself and expressed that the Planning Commission views these workshops and everyone's participation as valuable. He went on to say the Planning Commission is their advocate to plead the case for neighborhood planning to the City of Kirkland City Council.

Presentation
Penny introduced Eric Shields (City of Kirkland, Director of Planning). Eric gave a PowerPoint presentation that outlined the following:

- Background and purpose of the City's Comprehensive Plan update.
- Elements included in the Comprehensive Plan and how they affect urban development decisions, levels of service for public facilities, and zoning and development regulations.
- How the Comprehensive Plan integrates with Neighborhood plans and regulations.

- How the Comprehensive Plan evolves over time as a result of updates every eight years and annual planning and zoning amendments. The Planning Commission oversees this process and there are many opportunities for public involvement.
- The City of Kirkland's growth targets in relation to other cities in the region. The graphic displayed how growth targets for each city are based on a hierarchy of growth centers located in each city.
- Future 2035 growth targets for housing and employment, including 8,360 housing units and 22,430 jobs. Kirkland is also projected to experience an increase in population of 13,000 people to 94,000 by 2035. Kirkland has enough capacity with current zoning to meet both the housing and jobs growth targets. The City needs to plan to accept a particular amount of growth if it comes, not make the growth happen.
- Questions related to the above targets and population growth:
    - What is our community image?
    - Where should new growth occur?
    - What types of jobs and businesses do we want?
    - How will we move from here to there? What are our future transportation options?
    - What kind of housing will we plan for?
- The ongoing process to evaluate the existing City-wide Vision statement and Framework goals.
- Major themes gleaned from the Visioning process. Kirkland residents envision their city to be Green, Walkable, Vibrant, Livable, Sustainable, Accessible, Sustainable, Friendly, and Healthy.
- What is in a neighborhood plan? Most neighborhood plans include a vision statement, specific goals and policies related to topics ranging from historical context to urban design.
- How neighborhood plans fit into the Comprehensive Plan by planning for issues unique to neighborhoods such as transition areas, redevelopment sites, and pedestrian trails or other capital improvements.
- The neighborhood plan update process, which includes the first set of meetings in January and February 2014, are designed to engage neighborhoods and assess their plans. The second set of meetings in May and June 2014 are designed to report the results of the first set of meetings.
- Next steps include asking neighbors to attend Community Planning Day on April 26, 2014; the second set of neighborhood meetings in May and June 2014; opportunities to engage with various Planning Commission studies in 2014; and other ways for community members to stay involved in the Comprehensive Plan update.

Question and answer session

Comments and questions covered a range of topics, and are provided below. Answers to questions by City staff are noted in italics.

What are the dates for the growth targets?

King County's published target date for the growth targets is 2031. We've adjusted the County's calculations so that it's a 20 year target and the base year is 2013. We are making our targets for 2035.

If the Planning Commission oversees the process, define what oversees means?

The Planning Commission doesn't have decision making authority; however they provide week to week oversight of what is going on with the Comprehensive Plan update's progress. The Planning Commission reports their progress to the City Council who ultimately makes any final decisions on Comprehensive Plan updates.

Where does the City Manager fit into all of this?

The City Manager has discussions with the City Council and the City Manager reports back to Planning staff about what the City Council is thinking and the direction they are going.

Does the current zoning support the growth target numbers?

Yes.

Will zoning changes come out of this planning process?

Yes, they could, if we want to change what we currently have. With that said, any proposed changes will be evaluated with the goals of the Comprehensive Plan in mind. The Planning Commission decides what the long term value for the city is and the City Council ultimately decides what changes will be made.

Would the 22,000 additional jobs impact City services?

That's something we'll be looking at. We look at fiscal impacts as part of the Plan update process.

Is more public transportation planned to be a part of Kirkland's growth.

Yes, however Kirkland is constrained with what we can do as far as transportation because other agencies (Sound Transit and King County Metro) are responsible for providing public transit.

How many people live and work in Kirkland?

20% of Kirkland residents live and work in Kirkland. In that number is a high percentage of home-based jobs. There are about 1,500 home-based businesses in Kirkland.

Of the 8,361 projected housing units, how many are multi-units?

> *The projections don't distinguish the housing type; however current zoning can accommodate 60-70% multi-unit housing. These units could be condos or apartments. Note that most of the housing capacity we have is in the business districts.*

How are cities supposed to achieve the growth targets set in the Growth Management Act?

> *The Growth Management Act does not require the achievement of growth; it requires cities to plan for growth.*

Is Kirkland under a threat for planning for growth? What happens if the city doesn't comply with the Growth Management Act?

> *Cities are responsible for developing plans that will meet the growth targets. If a city is non-compliant, they could be reported to the Growth Hearings Board. They will decide if a city is in compliance. If Kirkland is deemed non-compliant and refuses to make corrections to get into compliance, receipt of some state funds can be denied. As an example, Park Place planning at one point was not in compliance and Housing Trust Fund money was held up until the city came into compliance.*

Is the City of Kirkland required to build 8,361 units?

> *The City does not provide housing units. The City provides the zoning to make it possible for real estate developers to build supply to meet those targets.*

How do you factor in feasibility when it comes to targets?

> *We completed an analysis of current zoning and in that analysis we factored in such things as wetlands and streams. If a piece of land is valued at 50% or less than its improvement value than we deemed it likely to be re-developed. We also subtracted for right-of-way dedications. The instructions for a capacity analysis are on the City's website and it might be informative to take a look at that.*

How many more housing units can the City of Kirkland accommodate for housing than what the targets state?

> *About 9,500.*

Do you have a plan to cut my property in half?

> *No.*

Given that Puget Sound Energy (PSE) is planning to add power, how much of their planning is predicated on these planning numbers and where does PSE fit into these plans?

The City can't speak to how PSE does their planning. We do not know what projections they are using.

The Puget Sound Regional Council (PSRC) forecasts growth for the region. King County takes that regional forecast and allocates it down to the cities. At this point is where regional forecasts become plans.

Why are Bothell's targets so low?

Bothell is in two counties, so the numbers you see for Bothell only represent King County's numbers.

We are a community with a lot of transportation issues. Why don't we get more housing and less employment?

These are the targets we've been given by King County. Most of the employment targets are in zones that allow housing. There could be more of a demand for housing than jobs.

The audience then broke up into their respective break-out session groups to have neighborhood-specific discussions.

North Rose Hill Neighborhood break-out session
Dennis Sandstrom (Facilitator)
Joan Lieberman Brill (City of Kirkland, Senior Planner)

The facilitator welcomed the group, went over ground rules and introduced the City planner who gave an overview of the neighborhood plan and anticipated growth statistics. The facilitator then led the group in a discussion about neighborhood values and visioning as well as an exercise in comparing the current plan to their vision. The specifics of the group's discussion are below:

North Rose Hill Neighborhood Vision Discussion

- Implement the NE 85th Street plan
- Aesthetic design for new and old development
- Provide an affordable housing option with a mix of 30%, 50% and 100% income levels
- How does the boundary adjustment of Totem Lake affect this neighborhood? If the housing and employment targets will be required to be met in a smaller geographical area if the North Rose Hill Business District and Lake WA Technical College is subtracted from the NRH neighborhood, we aren't supportive of this idea. Answer: No – targets are citywide not neighborhood by neighborhood.
- Honor decisions made in the neighborhood plan
- Provide a safe connection between North Rose Hill Woodland and Forbes Lake Parks
- Consider multiple innovative development options for various lots

Plan Updates Discussion

- Sidewalks, street lights and neighborhood trails and bike paths
- Consider more people will mean more traffic mitigation
- Consider central small business area
- Turn the open space parcels in the northern section of the neighborhood into active parks
- Identify potential in new plan
- Keep the Lake Washington Technical College in the neighborhood

South Rose Hill/Bridle Trails Neighborhood break-out session
Penny Mabie and Kerri Franklin (Facilitators)
Janice Coogan (City of Kirkland, Senior Planner)

The facilitator welcomed the group, went over ground rules and had everyone introduce themselves. The City planner gave an overview of the neighborhood plan and anticipated growth statistics. The facilitator then led the group in a discussion about neighborhood values and visioning. The specifics of the group's discussion are below:

South Rose Hill/Bridle Trails Vision Discussion

- New houses
- Smaller lots
- Big houses overlooking smaller houses
- More traffic
- Electric cars
- Fewer yards
- More trees
- Northeast 85th Street as a neighborhood center
- Transfer station still there
- Neighborhood shuttle buses
- The redevelopment of Bridle Trails neighborhood center
- Kids on bikes
- Concerts at the old transfer station site
- Revitalized and vibrant Bridle Trails Shopping Center
- Botanical garden or dog park at Snyder's Corner
- A clean area near the transfer station
- Better north-south and east-west pedestrian coordination
- Bridle Trails shopping is a- Transit Oriented Development (TOD)
- Pockets of space for horses
- Safe access to horse trails
- Bike trails along 116th Avenue to Bellevue
- Separate bike access to NE 85th Street

- No bikes on NE 85th Street, put them on NE 70th Street instead
- Lewis property is acquired for a park
- An extra wide sidewalk on NE 70th Street to allow for multi-use traffic

Plan Updates Discussion

- Change the Plan to allow stacked multifamily housing, specifically areas near the Bridle Trails shopping center
- Keep low density zoning
- Keep things consistent between RS7.2 and RSx7.2 zoning near Lee Johnson
- Protect residents who have horses by not rezoning
- Keep height limits on mixed-use buildings in the Bridle Trails shopping center; we're concerned with increased parking and traffic
- Address the concerns about water runoff at radio tower housing site
- Enforce the equestrian overlay requirements
- Consider the aging septic systems – it might be a problem in 20 – 25 years
- Explore new technologies to stay up to date
- Reclaim NE 80th Street in South Rose Hill as a neighborhood access street not an arterial
- Plan for pedestrian and bike crossing across I-405
- Connect bike lanes to Bellevue along 116th Avenue to increase safety on sidewalks, etc
- Consider bike and pedestrian infrastructure in Bridle Trails and South Rose Hill to improve access and safety
- Coordinate with the Park Department to implement the approved non-motorized plan
- Emphasize "traffic calming" primarily in South Rose Hill (maybe no speed bumps)
- Enforce the rule of no garbage trucks on NE 132nd Street and NE 60th Street because it scares horses

Additional neighborhood discussion topics

Bridle Trails Shopping Center

- Keep commercial buildings elsewhere such as downtown
- Have walkable commercial areas but make it neighborhood use retail
- A grocery store could serve a large area extending almost to Redmond but be aware of tension of bringing in more traffic

- Address the water runoff from the Bridle Trails neighborhood center
- Increase tree canopy both in South Rose Hill and Bridle Trails
- Plan for future Houghton Park and Ride redevelopment by working with King County and State Department of Transportation
- Concerned about water runoff from large building footprints on small lots including South Rose Hill and Bridle Trails

King County Transfer Station

- It's no longer there and it's environmentally OK
- Possibly use as an equestrian area but concerned over crossing major road
- Maybe build a park in the space
- Expand the area for recreational use by building ball fields to the north
- Provide pedestrian and bike use through the area

Totem Lake Neighborhood break-out session
Daniel Brody (Facilitator)
Dorian Collins (City of Kirkland, Senior Planner)

The facilitator welcomed the group, went over ground rules and introduced the City planner who gave an overview of the neighborhood plan and anticipated growth statistics. The facilitator then led the group in a discussion about neighborhood values and visioning as well as an exercise in comparing the current plan to their vision. The specifics of the group's discussion are below:

Totem Lake Neighborhood Vision Discussion

- "Green" islands in built environment
- A vibrant community tied with businesses
- Increased visual elements (wayfinding etc.) to express the community identity
- Congestion and noise highlights the need for bike and pedestrian infrastructure
- NE 124th Street at I-405 is divisive for pedestrians – create better connections for pedestrians such as bridges, etc.
- Lighted streets
- Separate traffic at the redeveloped mall with cars below ground and inviting space above ground
- Walkability for all uses and keep things pretty
- The possibility for people to age in place here in the community by keeping multiple generations together through mixed use development
- Affordable housing for seniors
- Increased transit and the discouragement of auto use
- Multi-use development with well planned look and design that follow design guidelines
- Housing above retail plus green areas (min-parks within developments)
- Connected green areas to be walkable
- A redeveloped mall with relaxed coffee shops etc.
- Think about the concepts of walkability versus car lots – make the space (car dealership) look better with green space

Neighborhood Plan Updates Discussion

- Provide more roads if Totem Lake starts to become another Tukwila

- Increase the number of lanes on 120th Avenue NE versus traffic calming measures
- Build a pedestrian handicap accessible overpass bridge over 120th Avenue to connect
- Create a plan for neighborhood road and traffic impacts and calming that does not create too much noise
- I-405 interchange north of NE 132nd Street area is the right thing. When will that be a reality?
- Improve circulation and do not simplify the traffic with calming measures as opposed to widening the roadway
- Even if controversial, provide new or more roads
- Provide more transit to handle the increased density
- Characterize industrial area differently, for example office space in light industrial areas
- Provide more parking if there are increases in office buildings
- If there is required office space increase (functional space) this means more bathrooms and parking. Consider growth needs and parking garages
- Provide safe parking in high density areas

Neighborhood Planning Workshop #4
Evergreen Hill, Finn Hill, & Juanita
Meeting Summary
February 19, 2014

Background
The City of Kirkland is hosting a series of four neighborhood planning workshops during the months of January and February. These workshops are designed to help neighborhoods identify issues with their existing plans (or principles for new plans) as part of the City's Comprehensive Plan update process. The City hosted the fourth workshop on February 19, 2014 at the LDS Kirkland Stake center (7910 NE 132nd Street) from 6:00 to 8:30 pm. The neighborhoods at this fourth meeting included Kingsgate (Evergreen Hill), Finn Hill, and Juanita (North and South Juanita.) These neighborhoods share common boundaries and business districts. **Approximately 85 people attended** the workshop.

Welcome & introduction
Penny Mabie (facilitator) welcomed attendees to the meeting, reviewed the agenda, and discussed the format of the workshop. She noted that the purpose of the meeting was to inform neighbors about neighborhood plans in the context of the Comprehensive Plan as well as provide new neighborhoods the opportunity to add information to the Comprehensive Plan about their respective neighborhood's vision and values. Penny noted that while the North and South Juanita neighborhoods are now considered the same neighborhood association (Juanita), the South Juanita neighborhood already has a neighborhood plan in the Comprehensive Plan (the neighborhood should discuss to combine the north and south Juanita neighborhood boundaries into the name Juanita). Also, Finn Hill and Kingsgate (Evergreen Hill) will need to develop a neighborhood plan. Penny explained that following the full group session, there would be three focused break-out sessions organized by neighborhood.

Penny then introduced Jon Pascal (Planning Commission Chair for the City of Kirkland) who would be providing additional information about the purpose of the workshops as well as the Planning Commission's role in the workshops. The Planning Commission is a group of volunteers tasked to deliver an updated Comprehensive Plan for the Kirkland City Council's consideration. Given most neighborhoods at this workshop were annexed into Kirkland and do not currently have a neighborhood plan, Jon explained the purpose of this workshop is to explore neighbors' input and feedback about what they might consider in a neighborhood plan within the context of the City's Comprehensive Plan update. Jon noted that over 50% of Kirkland's population is represented by the three neighborhoods in attendance and that the Planning Commission had already received some input from Finn Hill and Evergreen Hill about what they would like to see in future neighborhood and city plans.

Jon went on to ask attendees to think about what they thought should go into a typical neighborhood plan including what they thought was great about their neighborhoods as well as what they thought their neighborhoods needed. With these ideas in mind, Jon reminded the audience about the value of their input.

Presentation

Penny introduced Eric Shields (City of Kirkland, Director of Planning). Eric gave a PowerPoint presentation that outlined the following:

- Background and purpose of the City's Comprehensive Plan update.
- Elements included in the Comprehensive Plan and how they affect urban development decisions, levels of service for public facilities, and zoning and development regulations.
- How the Comprehensive Plan integrates with Neighborhood plans and regulations.
- How the Comprehensive Plan evolves over time as a result of updates every eight years and annual planning and zoning amendments. The Planning Commission oversees this process and there are many opportunities for public involvement.
- Future 2035 growth targets for housing and employment, including 8,360 housing units and 22,430 jobs. Kirkland is also projected to experience an increase in population of 13,000 people to 94,000 by 2035. Kirkland has enough capacity with current zoning to meet both the housing and jobs growth targets.
- The City of Kirkland's growth targets in relation to other cities in the region. The graphic displayed how growth targets for each city are based on a hierarchy of growth centers located in each city.
- Questions related to the above targets and population growth:
    - What is our community image?
    - Where should new growth occur?
    - What types of jobs and businesses do we want?
    - How will we move from here to there? What are our future transportation options?
    - What kind of housing will be plan for?
- The ongoing process to evaluate the existing City-wide Vision statement and Framework goals.
- Major themes gleaned from the Visioning process. Kirkland residents envision their city to be Green, Walkable, Vibrant, Livable, Sustainable, Accessible, Sustainable, Friendly, and Healthy.
- What is in a neighborhood plan? Most neighborhood plans include a vision statement, specific goals, and policies related to topics ranging from historical context to urban design.
- How neighborhood plans fit into the Comprehensive Plan by planning for issues unique to neighborhoods such as transition areas, redevelopment sites, and pedestrian trails or other capital improvements.

- The neighborhood plan update process, which includes the first set of meetings in January and February 2014, are designed to engage neighborhoods and assess their plans. The second set of meetings in May and June 2014 are designed to report the results of the first set of meetings.
- Next steps include asking neighbors to attend Community Planning Day on April 26, 2014; the second set of neighborhood meetings in May and June 2014; opportunities to engage with various Planning Commission studies in 2014; and other ways for community members to stay involved in the Comprehensive Plan update.

Question and answer session

Comments and questions covered a range of topics, and are provided below. Answers to questions by City staff are noted in italics.

Has the City Council or planning group allocated the population growth target of 13,000 to the different neighborhoods?

> *No, there are not specific neighborhood targets. As we go through the Comprehensive Plan update process, we need to ask ourselves where the best locations are for that growth to occur. One of the things we thought was important is the linkage between growth and transportation and trying to make sure growth goes in places that are best equipped to handle transportation because that's going to be a big challenge for the City.*

What are the origins of growth management; is it a mandate from the State, Federal government, etc.?

> *The Growth Management Act (GMA) didn't come from the Federal government; it came from the State Legislature in the late 1980s. There was a lot of concern and anxiety because it was a time of rapid urban growth and urban sprawl eating up farm and resource lands. After discussions over two sessions and a citizens' initiative, the legislature determined that we needed to deal with the growth and established the Growth Management Act. While the act came from the State Legislature, implementing it also involves layers of government between cities and the State. The Puget Sound Regional Council (PSRC) puts together a plan for the Puget Sound region (King, Pierce, Snohomish, and Kitsap counties) and each County has a County-wide plan. As Kirkland does its planning, one of the things we need to do is make sure we are consistent with those efforts as well. In a nutshell, the act is about protecting rural and resource lands from urban sprawl and targeting areas for the highest growth into urban centers including Totem Lake where the growth can be better served by mass public transit.*

Do you have numbers for people leaving Kirkland?

> *No, but we've never known the population to go down. There was possibly population loss during the Boeing bust in the late 1970s and early 1980s.*

Why are developers not waiting until the plans are updated before deciding what to do in terms of development, plus I'm concerned about developers getting permits to build over ravines?

> *Every permit that gets issued goes through review by several different City departments, including planning. In Kirkland, there are requirements for setbacks from such things as streams and buffers. There shouldn't be any development approved near those buffers, including streams.*

Does spot zoning or expedited zoning conflict with the comprehensive plan? Is there public process associated?

> *Almost any zoning changes must first go through the public hearing process before going to the Planning Commission. The Commission is just finishing up with a package of zoning code amendments and those will be going on to the City Council. There is a process by which very minor changes with no substantive policy change can go straight to the City Council; but all zoning code changes need to go through the City Council.*

When looking at increased population and jobs, how is the City looking at, or taking into account, transportation impacts?

> *The City has done a study under the existing zoning throughout the city where there are properties that are likely to be developed based on their land to improvement values. This formula, and the zoning that is in place, raises the question, which parcels are likely to be redeveloped in the next 20 years and to what density will they be developed? We take that information, normalize it to our targets, and give that to our transportation department. They use the information to project traffic flows from that target and understand potential impacts to the transportation network. That works help predict where the worse traffic problems are likely to occur in the future.*

Do we have the power to change zoning based on our community input?

> *Current zoning is not unchangeable, although the City Council will ultimately decide whether zoning will be changed. As a reminder, we don't have to upzone at all to meet our targets. There may be places where upzoning is a desirable thing to do. Ultimately the City Council has the responsibility and authority to change the zoning with due process (public hearings, citizen input, Planning Commission review and recommendations, etc).*

If the 20 year plan serves as a foundation for future decisions for existing Kirkland, is there not a Comprehensive Plan for the annexed neighborhoods?

> *Yes, there is a Comprehensive Plan for the annexation neighborhoods. When the City of Kirkland annexed your neighborhoods, we adopted King County's zoning.. There are, though, no*

neighborhood plans which focus on the finer points of the neighborhoods. The neighborhood plan would inform what the zoning and the Comprehensive Plan for the larger city should be. We'd like to get input from you on what should go into your neighborhood plan because the neighborhood plan is your opportunity to inform the Comprehensive Plan.

What about developments underway, is there an opportunity to stop those that do not fit into the Comprehensive Plan?

Not really, most are already vested since they have already applied for applications/permits and have the ability to move forward under the zoning that is in place now. The City Council could adopt a development moratorium, but short of that we can't stop them.

Did Kirkland's zoning rules come from King County and has Kirkland looked at doing something to determine whether something should be changed?

We did a review prior to annexation and the City Council decided to use King County's zoning rules. We did have to translate some King County rules into our code and make small changes, but we made no density changes.

Is there a way to predict demographics for the population growth targets and how those demographics might influences where some growth and shrinkage will occur?

That is something the City is looking at. We do see changes in demographics. The average household size is decreasing with fewer people living in each household. Younger generations have a desire for different types of housing than older generations. The City is paying attention to that and is part of a consortium of cities on the eastside called ARCH (A Regional Coalition for Housing). We have a Housing Needs Analysis the ARCH organization has prepared for the eastside and Kirkland.

How do you capture the unintended consequences when you upzone and are those impacts taken into account?

Yes, we do look at the impacts and consider them as part of any upzone decision.

As density increases, what is the City doing to protect greenbelt areas?

The City is going through a Parks, Recreation and Open Space planning process which includes identifying park and open space needs throughout the city. There are also opportunities associated with new development, where we could require areas to be left undeveloped.

The audience then broke up into their respective break-out session groups to have neighborhood-specific discussions.

Kingsgate (Evergreen Hill) Neighborhood break-out session
Kerri Franklin (Facilitator)
Paul Stewart (City of Kirkland, Deputy Director)

The facilitator welcomed the group, went over ground rules and had everyone introduce themselves. The facilitator then led the group in a discussion about neighborhood values and visioning. The City planner then walked through the questions and concerns sent in advance of the meeting by neighborhood leaders (see below), and provided initial responses to each. The specifics of the group's discussion are below:

Kingsgate/Evergreen Hill Vision Discussion

- Limit changes by maintaining low density
- More public parks
- Small neighborhoods
- The ability to walk to playgrounds and picnic area
- Being active by walking places
- Less rush hour traffic with the use of HOV lanes, zero emissions and "flying cars"
- Gridlock if Totem Lake is overdeveloped from NE 124th Street to NE 132nd Street
- Elementary schools people can walk to
- Complete sidewalks
- Pedestrian and bicycle connections to other neighborhoods such as the Cross Kirkland Corridor (CKC) and Red Hook
- Trees
- Birds
- Community gathering spaces such as the Kingsgate Plaza
- Neighborhood businesses
- Redevelopment of the Kingsgate Neighborhood Center
- The goal of a walkable community
- Neighborhood service such as coffee shops, grocery stores, gyms, etc.

What should be in Kingsgate/Evergreen Hill's Neighborhood Plan Discussion

- Roads in and out of new development at NE 136th Street and NE 128th Street
  Roadway safety measures
- Bigger roads

- More Sidewalks
- Better connection between roads
- A system or infrastructure for walking and biking
- Buy the Cross Kirkland Corridor to continue from Slater Avenue north to keep it going
- Review the RS8 zoning taking a critical look at new development in RS8 area if possible
- Address the cut through traffic issue
- Re-examine the option of extending Willows Road through to the wineries
- For safety, provide traffic calming on NE 140th Street and NE 119th Street to keep speeds down
- Address the NE 132th Street west-bound capacity issue; there's heavy traffic in that area
- Improve pedestrian safety measures between NE 144 Street and NE 119th Street between shopping centers by providing better street lighting or pedestrian boulevard
    1. One option could be to provide crosswalk lights like the ones found in downtown Kirkland
- To improve safety for kids and families, supply a pedestrian crossing at the library
- Keep the gathering space and outdoor public area at the King County Kingsgate library
- Consider acquiring the Kingsgate 5 Park
- Consider acquiring the Hazen Hills Park (Hazen Hills is looking at possibly donating it to the City)
- Explore the opportunity for a community center at Kingsgate 5 and old fire station
- Solve the problem of fire response times by providing a station on the eastside of I-405 and cooperating with the City of Woodinville to build the station
- Provide a pedestrian and bicycle bridge at NE 140th Street to cross I-405; this could be an emergency response bridge but likely to be expensive
- The above bridge could connect to parks such as Kingsgate Park
- If there's an Aquatic Center at South Norway Hill Park consider the following:
    1. Provide ample parking
    - The Aquatic Center could accomplish the neighborhood center idea
    - The Aquatic Center should account for traffic impacts
    - There could be positive impacts for the Kingsgate center
    - A pedestrian bridge could provide great access to the Aquatic Center
- The Department of Transportation staging area north of Kingsgate Park could be purchased and added to Kingsgate Park
- Make Kingsgate Park a little less dangerous (shady)

    - Improve signage that is more welcoming to Girl Scouts and less welcoming to “long-term residents”
    - Clean up the park by bringing in native plants and remove non-native plants
    - Provide informal parks that have a forest park feel; something people can use for urban hikes (Kingsgate Park)
- Connect greenbelt corridors in the Kingsgate areas
- Provide accessible public transportation such as more frequent busses, busses that run later in the day and busses that go places other than downtown
- Provide public transportation that have pedestrian and bicycle corridors to transit stations and more bus shelters

Kingsgate or Evergreen Hill Name Discussion

- This topic should be brought up in a larger conversation
- Some people identify with Kingsgate
- The name should be distinctive to the neighborhood
- Kingsgate is half the area of Kirkland but a quarter of the population
- The name needs to be community oriented
- Kingsgate has a lot of home owners associations (HOA) and not all people in the community live in one of the Kingsgate HOAs
- The name Kingsgate belongs to more than just the HOAs, it also applies to the library, shopping center, ice arena, etc.
- Should the neighborhood association lead this conversation and work with the City to get the word out?
- Look at the work the neighborhood committee has done as they’ve had this discussion before
- The goal of the Evergreen Hill name was to be inclusive of the whole community
- Ask the City to help with creating an online forum to continue this discussion

Finn Hill Neighborhood break-out session
Penny Mabie (Facilitator) and Dennis Sandstrom
Eric Shields (City of Kirkland, Director of Planning)

The facilitator welcomed the group, went over ground rules and introduced the City planner who gave an overview of the neighborhood plan and anticipated growth statistics. The facilitator then led the group in a discussion about neighborhood values and visioning as well as an exercise in comparing the current plan to their vision. The specifics of the group's discussion are below:

Finn Hill Neighborhood Vision

- Keep the neighborhood as-is
- Lots of pedestrians and sidewalks
- Salmon spawning
- Singing birds
- Bike lanes
- Underground trains
- Pocket parks
- No power lines
- Different distributions of food
- Mom and pop neighborhood shops
- Better public transit (buses)
- Less urban noise (traffic, etc)
- More senior support services
- No deterioration of community and neighborhood
- More trees and green space creating a dense canopy
- More noise pollution due to planes and I-405
- Less trees to keep views
- Safe habitat and crossings for animals
- Cohesive neighborhood and community identity
- Outdoor areas for businesses, which would equate to more gathering spaces
- Parks with large group facilities
- Less traffic

- Elevated trains down freeways
- Easier parking

Neighborhood Elements Finn Hill Would Like to Preserve Discussion

- Finn Hill Park
- Wildlife
- Eastern woodlands
- Greenbelts, trees, and vegetation
- Safety for children
- Horse farm on NE 84th Street (Finn Hill meadows)
- Houses on large lots with yards and set backs
- Low density and single family homes
- Standard large lot sizes
- Mountain bike trails
- Juanita Woodlands Park
- Dark nighttime sky; less lighting
- Open space
- Good schools
- Views

Neighborhood Elements Finn Hill Would Like to Change Discussion

- Add more sidewalks
- Become leaders in low impact development (LID)
- Improve the area near the NE 100th Street and NE 132nd Street intersection
- Improve the area near QFC
    - Make it a transit hub
    - Allow residential units over business units
    - More restaurants
    - Careful designs

    - Create better access
    - Provide a pedestrian and bicycle bridge over Juanita Drive
    - Increase space planning
- The use of spot zoning
- Increase capacity for growth at arterials
- Bury power lines
- Improve cell tower aesthetics
- Do away with private streets
- Do not allow existing lots to be subdivided
- Improve architecture for business areas
- Encourage healthy forests
- Improve roads on southeast side of the neighborhood
- Recognize steep slope areas in future developments
- During snow events, provide the neighborhood with information on which roads were serviced
- Improve Denny Park by allowing children to swim and providing picnic areas
- No second homes on lots with existing homes
- Increase the number of street lights
- Interconnect trails with greenbelts
- Do not use parks for off-site stormwater management or facilities
- Plan for senior safety by providing parks and sidewalks
- Keep the neighborhoods dark at nighttime
- Review setbacks requirements to maintain neighborhood character
- Provide better code enforcement to maintain neighborhood character
- Use farm-based code
- Reduce the traffic volume on Juanita Drive; partner with other cities for trip analysis
- Improve traffic on NE 100th Street
- Provide a local shuttle bus
- Improve walkability and bike lanes throughout the neighborhood
- Provide more small businesses including coffee shops, etc
- Implement the Juanita Drive Master Plan

- Increase the number of local small parks
- Keep the grocery store in the northern part of the neighborhood
- Provide a skateboard park
- Maintain or minimize the size/scale of streets

Topics for Future Conversations

- Offering different types of sidewalks and trails
- Providing more street lights
- Balancing pedestrian and bicycle needs
- Discussing natural stormwater management
- Encouraging development in existing business areas
- Creating new, smaller areas for businesses
- Providing traffic management and new arterials
- Increasing tree canopies or views
- Providing more dog parks
- Managing growth and lot sizes

Immediate Questions

- Will Finn Hill residents continue to pay for their own street lights?
- Can the community have road closed signs during snow events?
- How can the City better manage power outages?
- What is the process for continuing participation in the neighborhood plan?
- What's the plan for sequencing lights on North Juanita Drive at SR 522?

Juanita Neighborhood break-out session
Daniel Brody (Facilitator)
Janice Coogan (City of Kirkland, Senior Planner)

The facilitator welcomed the group, went over ground rules and introduced the City planner who gave an overview of the neighborhood plan and anticipated growth statistics. The facilitator then led the group in a discussion about neighborhood values and visioning as well as an exercise in comparing the current plan to their vision. The specifics of the group's discussion are below:

Neighborhood Vision Discussion

- Edible walkways
- Reduced traffic on NE 100t Street
- More bikes separate from cars
- A lot more trees in yards along the roadway
- Trees without ivy
- Increase the number of natural areas with zoning regulations including more parks
- Civic Square with a farmers market full of people
- Birds chirping
- Reduced cars

Neighborhood Plan Changes Discussion

- Improved walkability with more sidewalks and connected neighborhoods
- Provide a Neighborhood P-Patch
- A median with vegetation along NE 100th Street between NE 132 Street and NE 145th Street
- Effective mass public transit
- Noise mitigation for traffic
- Underground wires and power lines
- Updated business districts in North Juanita
- Other Issues
- Kirkland needs to ensure that it has a sustainable tax structure
- The transition from Redmond to Kirkland needs to be reviewed for pedestrian and street improvements

- Upset about the potential re-zoning in the CBD5 from office space to residential and allow development of eight stories
    - Add a hardware store
    - Higher density like North Village
- Preserve lower density in residential areas
- Connect Juanita to the Cross Kirkland Corridor through expansion
- Provide a path along Forbes Creek connecting Juanita Bay Park and along water
- Provide a variety of housing types
- Provide more green and solar building regulations
- Encourage solar neighborhoods
- Encourage co-housing and cottage housing
    - Increase pedestrian and traffic safety
    - Provide more crosswalks
    - Reduce drive through
- Allow opportunities for people to walk to alternative transportation transit
- Improve traffic congestion near Juanita Drive and NE 116th Street
- Be more proactive and less reactive; no upzoning
- Duplicate positive urban design in the central business district to Juanita
- Preserve view corridors
- Provide clearer signage that parking is free in Juanita Village
- Improve or look at traffic Juanita Drive and Woodinville Way
- Remove graffiti
- Remove concrete triangles at intersection of 100th Ave NE and Juanita Woodinville Way
- Improve pedestrian connection near Michaels (the store) join with business district
- Add public art throughout business districts
- Business district ideas
    - Provide grocery store in Juanita Business district
    - Integrate Michaels (the store) with the rest of the district
    - Businesses should provide open space and activities like in Cross Roads
- What about pool locations?

- Provide more dog parks
- Provide more healthcare services in neighborhoods
- Provide a pedestrian path to the north where QFC is on NE 124th Street
- Neighborhoods associations can actively recruit the types of businesses we want

Should North and South Juanita Plan Together Discussion?

- Yes. Keep only one association together
- Work on growth plan together
- Add trees to parking lots and design requirements

How does Juanita Plan to Achieve its Vision Discussion?

- At North Juanita intersection and Juanita Drive and Woodinville Way make it attractable to businesses
- North Juanita business district should look to South Juanita business district for design guidelines, vision, and incentives
- Create a way to reach neighbors such as a blog people read or include something in garbage bills
- Develop a blueprint for redevelopment of business districts; for example the South Juanita neighborhood plan for Juanita Village, discusses vision, plans, incentive, and lessons learned
- Invite developers to neighborhood meetings and discuss their incentives
- For community engagement, encourage more festivals around the neighborhoods
- Focus and revise the plan for North Juanita
- Host a farmers market in the neighborhood

Emailed comments received:

Hi, Janice--

I was trying to be quiet and observe Wednesday. I liked the brainstorming mainly because we put out a lot of ideas without spending time judging.

Some ideas and concerns:

1. <u>I'd like the city to be more proactive in working with the school district</u>.

For example, one great location for a pool is right at Juanita High school again

A second example is how the school district is destroying what little neighborhood feel there is. For example, Helen Keller school used to have neighbors on school grounds before and after school, talking, connecting. It also used to have older kids playing on its covered and outside basketball courts. Now they moved the courts far from parking, out of sight, and botched design of the cover structure. They also wasted a large portion of the available, playable land.

And, most important, at 8:45 every morning, they created a traffic hazard in front of the school with people looking to drop off kids and get back out. They need a redesign of traffic flow and/or a traffic controller.

When I lived in Anchorage, they had "Community Schools". Schools were open and usable by the public for sports, meetings. They did not have the liability and attractive nuisance concerns that I think the school district now feels, though.

Anyway, the point is, there isn't anything that binds people in Juanita together more tightly than the schools, and that is steadily being separated from the city's plans.

2. On 132nd, I'd like to see the traffic lights "pulsed" in such a way that a left off Totem Lake Boulevard is actually possible at 4PM. That is, time the green on 132 so that there is somewhere for the left turners off Totem Lake Boulevard to go.

3. Resist trains in favor of buses. Trains require dedicated lines and massive up-front costs. If a route turns out to be not economical, it cannot be easily changed. Buses can go where needed, and change routes when appropriate. Also, consider substituting Metro buses for school District buses. We don't need to pay for school buses to be used 4 hours per day. You need buses with lower step-on heights for both kids and older people. Maybe added security for the kid buses would reassure nervous parents.

4. The City should regulate Internet providers to make sure access is not slowed down or website destinations restricted. Thus, Comcast can't keep me off Netflix or Hulu or other competitors.

5. City parking space dimensions and requirements should be widened slightly and turning radius depth increased. For example, the strip mall along 124th at Starbucks/Papa Murphys would be much more safe and accommodating with another 2 feet to turn in.

6. A city website to advise us of what is happening to our neighborhood--power outages (where and why, expected duration) arrests, police responses, upcoming zoning changes , meetings, community calendar,

7. Respond to tax level of new annexed area compared to what was told us before annexation--what changed so that tax level did not go down. Show all city taxes, including utilities and real estate

8. Provide a way to quickly identify houses being repossessed and give the community an avenue to voluntarily clean up the lot so we don't have trashy houses persisting in our neighborhoods.

9. Do a yellow page search to identify businesses operating in violation of zoning in residential neighborhoods and visit the site to see the impact.

10. Give us a video of what is unacceptable house and yard maintenance and what can be done as a citizen group about it.

11. Make cleanup standards for businesses in terms of gum, cigarettes and trash paper--see North side of Fred Meyer main entrance versus south side.

12. Re: Totem Lake development and Albertson's--incentivize Juanita Village type development. Small retail can move in and out quicker and more effectively than big anchor stores. Rite-Aid is considering a smaller store on 132nd.

13. On jobs, there is little available developable land, so think more in terms of "bridge Jobs" like what one might get from a 2 year certificate course like at Lk Wa Voc Tech--CNA, etc.

14. Look to get an old folks home into the area as high school and jr. college jobs

15. Resist putting the aquatic Center in Juanita Bay, We have so little parkland as it is, let's keep some nature. Put the pool in an already developed area, like Totem Lake, Kingsgate or do partnering with health clubs.

All that to say, we are a community where people work elsewhere and where there is little vacant developable land. We used to shop Totem Lake and Juanita Village, but when grocery stores moved out, those 2 areas become restaurant locations. We need actually to work with South Juanita, Totem Lake, North Rose Hill, Evergreen Hill/Kingsgate and Finn Hill to bring those neighborhoods together more.

Thanks for the opportunity to have input

Lakeview Neighborhood break-out session
Daniel Brody (Facilitator)
Janice Coogan (City of Kirkland, Senior Planner)

The facilitator welcomed the group, went over ground rules and introduced the City planner who gave an overview of the neighborhood plan and anticipated growth statistics. The facilitator then led the group in a discussion about neighborhood values and visioning as well as an exercise in comparing the current plan to their vision. The Lakeview discussion focused strongly on traffic impacts and pedestrian safety along Lake Washington Boulevard. Overall, they agreed that their current neighborhood plan reflected their 2035 vision, but hoped the city could review their identified points within the plan. The specifics of the group's discussion are below:

Lakeview Vision Discussion

- Increase width of sidewalks along Lake Washington Boulevard
- Ensure Lakeview is pedestrian friendly and walkable
- Hope that Lake Washington Boulevard does not increase congestion
- See traffic calming along Lake Washington Boulevard that diverts traffic onto I-405.
- Increase the amount of stop signs on Lake Washington Boulevard
- Add blinking crosswalks along Lake Washington Boulevard
- The SR 520 interchange is completed
- Prevention of long-term parking along streets
- Want to see the lake and mountains
- Maintain natural shoreline with parks that are easily accessible
- Encourage wildlife in the neighborhood
- Ensure there are ways for visitors to park and access the shoreline thoughtfully
- If an increase in density is required, ensure that new development maintains the neighborhood look and feel
- House signs and numbers are clearly designated and visible

Plan Updates Discussion

- Review sidewalk width requirements in plan, particularly for the area around the Transit center along 38th Place, south of Carillon Point
- Add encouragement to house numbers to be consistently placed for visibility, including the potential to light house numbers
- Ensure traffic calming measures are included that focus on slowing traffic speeds

- Attendees felt that the plan already allowed their 2035 vision to occur

Other Issues

- Ask that discretionary decisions by planning directors are based on neighborhood plans so that development and zoning align with the neighborhood vision

Everest neighborhood break-out session
Penny Mabie and Keri Franklin (Facilitators)
Paul Stewart (City of Kirkland, Planning and Community Development, Deputy Director)

The facilitator welcomed the group, went over ground rules and introduced the City planner who gave an overview of the neighborhood plan and anticipated growth statistics. The facilitator then led the group in a discussion about neighborhood values and visioning as well as an exercise in comparing the current plan to their vision. The Everest discussion focused mainly on traffic impacts and pedestrian safety along 6th Street. The specifics of the group's discussion are below:

Everest Vision Discussion

- Bigger trees
- More noise
- Trees and birds
- People on bikes on Cross Kirkland Corridor
- Increased property values
- Cross Kirkland Corridor – getting to the park and home safely
- More traffic
- Light rail by my house
- Houghton-Everest is a neighborhood center only two stories high.
- Wood is "attractive"
- Higher intensity use north of park
- Pre-school with kids art on display
- Preserve single-family residential
- Preserve wetlands/parks
- Preserve buffers to smooth transitions between Commercial and residential
- The current Plan represents what we like about our neighborhood and has the specifics we desire

Neighborhood Plan Updates Discussion

- Specify desired character in plan
- Walkability
- Single-family residential

- Buffers with no gridlock
- Office/commercial space stays “in character” for Houghton-Everest with a maximum two story limit
- Keep neighborhood services (e.g. Grocery, restaurants, gas station, pet store) will help make the neighborhood walkable
- Don’t turn retail into dentist space etc. In other words, things people use once or twice a year
- Control volume of traffic
- Everest is a limited area because it’s bordered by the freeway
- The Railroad Avenue trestle intersection is dangerous
- Please remove/remodel the trestle
- The intersection of Northeast 85th Street and I-405 is dangerous. Please reduce the number of accidents
- Keep building heights at 25 feet
    - Because some adjacent land use has no buffer
    - Higher heights blocks lake views, for example Google
- Retain and or preserve biking and walking view corridors
- Improve the Ode Avenue to Railroad Avenue sidewalk on Kirkland Way. This will improve walkability
- Residents want to use Kirkland not go to Bellevue. The issue is access and parking
- Kids and safety on 6th Avenue is a concern
- To improve walkability:
    - The pedestrian crossing over I-405 at the top of Kirkland Avenue has lots of kids, and some of the problems include:
        - Problems with limited sightlines. Please remove the foliage.
        - There are no lights on the street
    - Sidewalk ends in random places
    - Please repair the sidewalks
    - On the east side of 6th Street South please bury utilities and remove garbage
    - Align bus stops with crosswalks, for example at 6th Avenue South
    - Cross Kirkland Corridor crosswalks are not appropriate in some places
    - Increase lighting for safety
    - Walking up the street is not safe from 6th street to 7-11
- Manage competing use such as pedestrians, busses and cars with Google growth

- Business perspective:
    - Keep small business on 6th Street
    - 6th Street traffic is a nightmare because of freeway exits
- The 6th Street South road is terrible for motorcycles; please provide longer-lasting and better quality construction for roads and infrastructure
- Concerned more multi-family use will make traffic worse
- Look at parking on 6th Street by shopping center
- Concerned about industrial traffic
- Zone for multi-family or office not industrial
- Traffic is also an issue in “intimate” parts of the neighborhood, particularly during baseball season
- Turn the area along the industrial corridor into retail space facing the Cross Kirkland Corridor. For example, coffee shops etc.
- No neon signs in buffer facing residential area
- Transit discussion:
    - Think about the pros and cons of high-density light rail to corridor center
    - Question in-line freeway stations
    - Transit plans must address safety
    - Will light rail change and grow facility?
    - Is there pressure to support light rail
    - Are there plans to address noise impacts
    - Google brings more traffic pressure to support services
    - Have Google adopt “Microsoft Connector” System to limit traffic impacts. Could the City require this?
    - Transit, office and residential spaces needs to account for traffic impacts
- Ultimately more density equals more traffic infrastructure
- A lot of traffic goes through the neighborhood to avoid I-405
- Everest-Houghton neighbor center:
    - Must have joint discussion with Houghton before any changes occur to zoning
    - There needs to be better access from Cross Kirkland Corridor
    - There should be two story maximum height limits
    - We want retails shops to go to; for the neighborhood to use

Plan Update Priorities Discussion

A priorities list developed by pre-work of the neighborhood association was read to the group by Anna Rising. The list included the following:

SUBURBAN CHARACTER: Preserve the current suburban character of the Everest neighborhood, reserving urban zoning and development for more appropriate areas of the city.

HOUGHTON/EVEREST NEIGHBORHOOD CENTER: Before ANY zoning changes are implemented that affect the Houghton/Everest Neighborhood Center, invite Everest residents to review potential zoning changes and comment. It is important that we are part of this process, and that we are given ample time to study and provide feedback.

HOUSING: Keep the current zoning in the residential/single family areas in Everest. Any alternative housing has to be in character with current zoning.

PROTECT THE BUFFER: Protecting the buffer between single family homes and the adjoining areas with low density office or housing is a key factor in maintaining our neighborhood character. These buffers include the area along 6th St S, 68th and the area north of Everest Park between Railroad Ave and Kirkland Ave, and should continue to have height restrictions of 25 feet.

TRANSPORTATION: Transportation and transportation infrastructure remain a top concern to our residents. Incorporate measures that will allow for improved access to 6th Street S and 68th during heavy traffic periods without disrupting the general flow of traffic. Encourage and provide access to and transportation on the CKC. Identify and ameliorate safety issues at hazardous areas in Everest.

NATURAL ENVIRONMENT: Continue to protect Everest Park and the wetland areas.

One additional priority was mentioned to augment the above list:

- Add traffic

Email comments were also received:

- A number of email comments were received reiterating support for the above priorities articulated by Anna Rising on behalf of the Everest neighborhood.

- Email Comment: After reading the Everest Neighborhood Plan for 2035, I find most of it to be quite reasonable. I would ask, however, that you carefully consider the impact on quality of life in this neighborhood before you increase density, particularly around the intersection of NE 68th Street and 6th Street South. For example, a couple of years ago Kirkland "solved" (well, sort of solved) the problem of rush-hour congestion at this intersection by adding a curb lane for right-turning vehicles. Please do not unsolve this congestion problem by allowing increased density at or near this intersection. The Growth Management Act might dictate that every community must accept increased density and growth, as a way to prevent unwanted development in currently rural areas. But you need to focus on the optimum. If you increase

density and growth too much, you degrade quality of life and exacerbate social problems. I do not want that to happen in Kirkland, or anywhere else.

- Email Comment: I am a resident of the Everest Neighborhood living at xxx 8th Street South. Since I will not be able to attend the meeting at the city hall tomorrow (Tuesday) evening, I wanted to indicate that I agree with the outcome of the discussions that have gone on at the neighborhood planning meetings for Everest. I am most interested in keeping the neighborhood residential, preserving the wetlands and parks and controlling the development of the business district.

Attachment B

KIRKLAND 2035 YOUR VOICE. YOUR VISION. YOUR FUTURE.

Draft Vision Statement (02/21/2014 Revised)

Kirkland

is one of the most livable cities in America. We are a vibrant, attractive, green and welcoming place to live, work and play. Civic engagement, innovation and diversity are highly valued. We are respectful, fair, and inclusive. We honor our rich heritage while embracing the future. Safe, walkable, bikeable and friendly neighborhoods are connected to each other and to thriving activity centers, schools, parks and our scenic waterfront. Convenient transit service provides a viable alternative to driving. Diverse and affordable housing is available throughout the city. Kirkland strives to be a model, sustainable city that values preserving and enhancing our natural environment for our enjoyment and future generations.

Draft Guiding Principles (to replace Framework Goals)

Livable

Quality of life: safe and well-maintained neighborhoods with convenient access to parks, recreational facilities, the waterfront, community gathering places, excellent schools, and nearby services.

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.

Sustainable

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

Economic: a vibrant economy offering choices in jobs, businesses, services and entertainment throughout the community.

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

Connected

Sense of Community: community involvement in government, schools, civic events and volunteer activities creating a sense of belonging through shared values.

Accessible: safe and extensive systems of roads, bicycle routes, pedestrian paths, and transit corridors that interconnect neighborhoods and provide access to destinations used on a regular basis.

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

www.kirklandwa.gov/kirkland2035

Attachment C

Revised 2/24/14 with Transportation Commission's edits (see notes at end of document for their complete comments)

Draft Vision Statement

Kirkland is one of the most livable cities in America. We are a vibrant, attractive, desirable and welcoming place to live, work and play. Civic engagement, innovation and diversity are highly valued. We are respectful, fair, and inclusive. We honor our rich heritage while embracing the future. A variety of living wage jobs allow people to both live and work in Kirkland. Safe, walkable, bikeable, and friendly neighborhoods are connected to each other and to thriving mixed use activity centers, and to schools, parks and our scenic waterfront. Convenient transit service, supported by dense development, provides a viable alternative to driving. Diverse and affordable housing is available throughout the city. Kirkland strives to be a model, sustainable city that values preserving and enhancing our natural environment for our enjoyment and future generations.

Draft Guiding Principles
(to replace Framework Goals)

I. *Livable*

Quality of life: *safe and well-maintained neighborhoods with convenient access to parks, recreational facilities, the waterfront, community gathering places, excellent schools, and nearby services.*

Diverse and Affordable: ~~*residential*~~ *neighborhoods containing homes and businesses* ~~*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 and enhance habitats, create a healthy environment, address climate change and promote energy efficiency.*

Economic: *a vibrant economy offering choices in jobs, businesses, services and entertainment throughout the community.*

Social: *health and human services that fulfill the basic 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 volunteer activities creating a sense of belonging through shared values.*

Accessible: *safe,* ~~*and*~~ *well maintained, extensive systems of roads, bicycle routes, pedestrian paths,* ~~*and*~~ *transit corridors for all users that interconnect the neighborhoods and connect to the region* ~~*and provide access to destinations used on a regular basis.*~~

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

Note:

The draft revisions above reflect most of the comments from the Transportation Commission.

Other comments listed below were not reflected in the draft changes:

Guiding Principles

Under ***Livable – Diverse and Affordable:***
Transportation Commission's comment: Affordability includes low taxes based on the city government's modest spending. This comment was not included because city government is a small portion of the sales and property tax rates, and other sectors impact the affordability of living in Kirkland, including the cost of goods and services, energy, gas, etc.

Under *Connected – **Accessible:***
Transportation Commission's comment: Add the words "and other mobility options." To minimize the length of the sentence, staff thought that the list of mobility options in the sentence was adequate.

Under *Connected – **Technology:***
Transportation Commission's comment: Expand the sentence to include other uses of technology that improve the quality of life. Staff thought that the existing sentence adequately addresses the topic which is connecting people to each other, the community and the region.