



CITY OF KIRKLAND
Planning and Community Development Department
123 Fifth Avenue, Kirkland, WA 98033 425.587.3225
www.kirklandwa.gov



MEMORANDUM

Date: September 25, 2014

To: Kurt Triplett, City Manager

From: Teresa Swan, Project Manager
Jeremy McMahan, Planning Supervisor, AICP
Paul Stewart, Deputy Director, AICP
Eric Shields, Planning Director, AICP

This memo addresses the following Comprehensive Plan Update topics: File No. CAM13-00465, #9

- Status of Comprehensive Plan Update
- Presentation on 10 Minute Neighborhood analysis

I. RECOMMENDATION

- Review status of the Comprehensive Plan Update, including key changes to the General, Land Use, Housing and Economic Development Elements; and
- Receive a presentation on the 10 Minute Neighborhood analysis.

II. STATUS OF COMPREHENSIVE PLAN UPDATE

The following topics are addressed below:

- A. Review of Status of Revisions to the Element Chapters
- B. Neighborhood Plan Updates
- C. Citizen Amendment Requests
- D. Growth Alternatives for Environmental Impact Statement

A. Review of Element Chapters

The Comprehensive Plan Update began with the Kirkland 2035 Visioning Conversations. The events were held between September 2013 and January 2014. Comments from the visioning program were used to formulate the new [Vision Statement and Guiding Principles](#) that the Council reviewed on [February 21, 2014](#).

1. Status of Element Review

Since preparing the Vision Statement and Guiding Principles, the Planning Commission has been reviewing several of the "element" chapters. Below is a summary of what the Planning Commission has completed and what it will review in the coming months:

- Completed drafts: Land Use, Housing, Economic Development and General Elements
- In process: Public Services, Utilities, Natural Environment and Transportation Elements
- Coming months: Community Character, Human Services, Parks, Recreation and Open Space, Introduction and Capital Facilities Elements

Until the Parks, Open Space and Recreation Plan (PROS Plan) and the Transportation Master Plan are adopted, review of the Park Element and the Transportation Element cannot be completed. We hope to be done with review of the elements by February 2015.

2. State, Regional and County Policies Mandates and Other Considerations

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

- The State Department of Commerce's [Comprehensive Checklist](#) for GMA statutory requirements adopted since 2003;
- Puget Sound Regional Council's [Vision 2040](#) and [Transportation 2040 as well as the Growing Transit Communities Strategy](#); and
- King County 2012 [Countywide Planning Policies](#).

The Planning Commission is also considering the comments from the 2035 Visioning Conversations, neighborhood meetings, Business Roundtable, Greater Kirkland Chamber of Commerce meetings, and annual meeting of the commercial real estate brokers. Also under consideration are the [City Council Goals](#), [Smart Growth Principles](#) and [Sustainable Principles](#). In addition, the latest annexation area is being considered in review of the existing and new policies.

3. Community Council Review

On September 22, 2014, the Houghton Community Council reviewed the completed draft elements. HCC members had one comment on the Land Use Element, expressing a concern about changing the designation of the Houghton commercial area from "neighborhood center" to "urban mixed use village." The Planning Commission will consider this comment at a future meeting.

4. Purpose of Each Element Chapter and Summary of Key Changes

A summary of the **purpose** and the **key changes** to the draft General, Land Use, Housing and Economic Development Elements are provided below. Further changes may be made after Citizen Amendment Requests and other neighborhood plan updates are completed or where noted in the table.

Overall, the Planning Commission did not have major policies changes to the existing element chapters.

Summary of 2035 Kirkland Comprehensive Plan Update

Comprehensive Plan Element Chapter	Purpose of Chapter and Summary of Draft Revisions (key revisions are bolded)
<p>Revisions Common to all Chapters</p>	<p>Updated text to reflect 2035 planning horizon, new information and minor editorial changes to provide clarity and reduce length of the Plan. Similar or redundant goals are combined. Reorganization of some sections is done for better flow of ideas.</p>
<p>General Draft Track changes Draft Accepted changes</p> <p>Reviewed by the Planning Commission on August 14, 2014</p>	<p>Chapter addresses plan applicability and consistency, intergovernmental coordination, citizen participation, plan amendment.</p> <p>Revisions add required new VISION 2040 Regional Planning Statement that shows how Kirkland addresses the multicounty planning policies and conforms to the planning requirements in the Growth Management Act and the Countywide policies. Adds text to clarify that the Plan is the basis of the development regulations but is not a regulatory document itself. Added to the list of ways to provide public participation is the internet – webpages, listservs, blogs and forums.</p> <p>Revised section on neighborhood plans updates stating that updates will occur as time allows and priorities dictate. <i>As discussions continue around the timing of neighborhood plan updates, this section may go through further revisions.</i></p>
<p>Land Use Draft Track changes Draft Accepted changes</p> <p>Reviewed by the Planning Commission on June 12, 2014</p>	<p>Chapter promotes a balanced and complete community by retaining the community’s character and quality of life, while accommodating growth and minimizing traffic congestion and service delivery costs.</p> <p>Goals and policies acknowledge GMA objectives and growth targets, link land use and transportation, protect and enhance residential neighborhoods, guide growth of Kirkland’s diverse commercial and mixed use areas, set priorities for open space and resource protection, and address the need for essential public facilities and government facilities.</p> <p>New policies support land use patterns that promote public health (LU-2.4), encourage factoring availability of transit into decisions about future growth (LU-3.4), encourage land uses that are complementary with the Cross Kirkland Corridor (LU-3.8), update and clarify definitions and guidance for commercial and mixed use areas (LU-5.3 – 5.6), emphasize the importance of streets and the CKC as parts of Kirkland’s open space network (LU-6.3), and emphasize natural resource protection (LU-7.1 and 7.2).</p>

	<i>Study and discussion will continue on the policy of future uses in the LIT zones along with changes suggested through the neighborhood plan review and CAR processes.</i>
<p>Housing Draft Track changes Draft Accepted changes</p> <p>Reviewed by the Planning Commission on August 14, 2014</p>	<p>Chapter supports the preservation of neighborhood quality while improving housing opportunities for all residents. Neighborhood quality is promoted through the application of performance standards where infill development occurs. It promotes adequate supply and variety of densities and housing types and addresses special needs housing as well as housing affordable at every income level.</p> <p>The chapter was reorganized to separate housing diversity and capacity policies from affordable and special needs policies. Revised policy to reflect change in Countywide Planning Policies (CPP) for addressing the city’s proportionate share of countywide housing needs of very low-, low-, and moderate income households (H 3.1). A revised policy addresses homelessness (H 3.7) and new policies support senior housing needs (H 3.9) and fair housing as required by the CPP (H 3.11).</p>
<p>Economic Development Draft Track changes Draft Accepted changes</p> <p>Reviewed by the Planning Commission on August 28, 2014</p>	<p>The chapter promotes a sustainable and resilient economy, a diverse tax base, access to job opportunities and provision of local goods and services. It addresses policies related to tourism, retention and recruitment of businesses that provide living wage jobs, and maintaining a positive business climate.</p> <p>Several new policies were added to encourage:</p> <ul style="list-style-type: none"> • small, startup, local enterprises (ED 1.8) • businesses that produce locally grown food (ED 3.4) • business development along the Cross Kirkland Corridor (ED 4.4) • businesses that produce products and services that support resource, conservation and environmental stewardship, encourage environmental responsible business practices (ED 5.1, 5.2) • incorporating social equity practice in all sectors of the economy (ED 5.3) • City helps facilitate remediation of contaminated sites (ED 5.5) • Schools, educational entities and businesses to provide job training (ED 6.2)

B. Neighborhood Plan Updates

The City held meetings with residents and businesses within each neighborhood in January and February 2014 and then again in May and June 2014 to solicit comments on the neighborhood plans. Staff is now reviewing all of the existing neighborhood plans to (see Attachment 1 – handout):

- **Respond to comments** received at neighborhood update meetings that are not already addressed in citywide Elements of the Comprehensive Plan or other citywide plan, such as the PROS Plan, Transportation Master Plan or Surface Water Master Plan.

- **Make minor clean-up** of outdated text and maps, such as:
 - Reflect existing conditions and update factual information
 - Delete or revise text where existing Zoning Code regulations address development standards i.e. landscape buffers adjacent to single family uses, parking lot landscaping and perimeter buffering for future development or where properties have already developed
 - Provide a standardized set of maps in all of the plans.

The intent is not to overhaul goals and policies.

- **Juanita** (North and South) neighborhood plan will be reorganized and combined into one neighborhood (based on feedback at meetings).
- **Totem Lake Neighborhood Plan update** includes the reformatting of the Plan and the study of key issues, such as possible changes to the district's boundaries and permitted uses in its light industrial areas. Six citizen amendment requests for changes to permitted uses or development standards within Totem Lake will be studied as part of this update.
- **Each plan will include draft recommendations** for the **citizen amendment request** based on direction from Planning Commission

Staff will meet with the **neighborhood associations** to present the draft changes. Then staff will give the neighborhood associations an opportunity to provide comments on the draft changes over several weeks. The Planning Commission will review the draft changes after the neighborhood comments are received.

C. Citizen Amendment Requests

On July 15, 2014, the City Council directed the Planning Commission to study the [20 Citizen Amendment Requests](#) (CAR) selected out of over 30 that were submitted. The Planning Commission will study of these CARs in fall 2014 and winter 2015.

D. Growth Alternatives for the Environmental Impact Statement (EIS)

The City's consultants will begin work on the EIS for the Comprehensive Plan Update next month with completion by next spring 2015 or when the Draft Plan is done.

1. What is an EIS?

An EIS is an informational document to inform decision making. The EIS will:

- Evaluate the potential impacts associated with growth occurring under the updated Comprehensive Plan
- Test multiple plan alternatives to evaluate the range of potential impacts
- Examine impacts on a variety of topic areas, including land use patterns, housing and employment, natural environment, transportation, public services and utilities

2. How are the Alternatives identified?

- Alternatives show multiple ways to accomplish the goal of meeting our assigned growth targets
- Not every possible alternative needs to be tested
- Must include a "No Action" alternative (existing plan and regulations) that serves as a baseline for a comparisons of the alternatives
- Must evaluate at least two additional alternatives
- Alternatives reflect land studies that the City will be considering in Totem Lake and the LIT zones, the Citizen Amendment requests and changes to the Parkplace plan.
- The final Comprehensive Plan must be within the range of the alternatives that are evaluated

3. Alternatives and Growth Targets (see Attachment 2)

Kirkland has enough capacity to meet both its housing and employment targets. Both Alternatives will test the same level of growth:

- 8,361 new housing units
- 22,435 new jobs

The Growth Alternatives represent somewhat **different ways to distribute growth** throughout the City.

4. Summary of Alternatives

- No Action: Adopted land use plans, policies and development regulations
- Growth Alternative 1: Focus future growth in major development centers (Totem Lake and CBD)
- Growth Alternative 2: Most growth in major centers, but some portion of future development distributed to neighborhood centers and industrial areas

Most growth must still planned to be in Totem Lake to meet growth criteria as a designated Urban Center.

The **Citizen Amendment Requests** (see Section C above) will be evaluated with both Alternatives 1 and 2.

Growth Patterns for Totem Lake

Under all alternatives, Totem Lake would be the primary growth center.

- No Action: Focused on office and industrial development, with commercial and residential per adopted plans and zoning.
- Growth Alternative 1: A mix of commercial, office, and industrial with slightly higher housing & employment than No Action.
- Growth Alternative 2: Slightly less housing and employment than No Action.

Growth Patterns: CBD Subareas

- CBD 5A (Parkplace)

- ◆ No Action: 1.8 million sq. ft. of office and retail, per previously approved plan.
- ◆ Alternatives 1 & 2: Anticipated revised Parkplace plan with moderate decrease in office use and moderate increase in residential.
- CBD 5 (MRM CAR)
 - ◆ No Action: Office/commercial mix per adopted plans – low rise office.
 - ◆ Alternative 1: Greater office with increased building heights.
 - ◆ Alternative 2: Greater residential with increased building heights (the CAR proposal).

Growth Patterns: Neighborhood Centers

Neighborhood Centers will receive varying levels and types of growth by alternative.

- No Action: Moderate increase in commercial and residential development. Redevelopment up to 3 stories. This is what is allowed under current code.
- Growth Alternative 1: No redevelopment. Centers remain at 1 story retail. (Testing this alternative because it is uncertain that multi-story redevelopment is likely to occur under existing zoning.)
- Growth Alternative 2: More growth directed to neighborhood centers. Growth weighted to residential development at 4-5 stories.

Growth Patterns: Light Industrial Technology

- No Action: Office development per adopted plans and zoning. No new industrial development.
- Growth Alternative 1: Similar to No Action.
- Growth Alternative 2: Mix of office, retail, residential in Norkirk LIT. No new industrial uses. Mix of retail, hotel and office in North Rose Hill LIT.

III. 10 MINUTE NEIGHBORHOOD ANALYSIS

In addition to the draft updates to the Land Use Element, the Planning Commission has asked staff to continue to develop a metric for the land use/transportation linkage we are calling the **10 Minute Neighborhood Analysis**. The analysis is intended to provide a tool to help the community talk about what it means to be livable, walkable, sustainable, connected, and transit-oriented (key elements of the community's 2035 vision found in the [Wordle](#)). Attachment 3 contains a brief report explaining the analysis, including a detailed technical appendix showing how the work was done and the supporting map products. Information is also available on the City's webpage at www.kirklandwa.gov/depart/planning/Topics/10_Minute_Neighborhood_Analysis.htm.

Staff has reviewed the results of the initial analysis in the series of neighborhood plan meetings conducted in the community over the course of the summer. We have found that the concept has resonated well with citizens as a tool for a dialogue about land use and transportation choices. Now that the maps have been completed, staff will work with the Planning Commission to assess existing land use patterns for housing units and employment relative to the walkability scores. Once we have that baseline, we can model the City's capacity analysis to see what Kirkland looks like in 2035 and test the EIS alternatives (for example, would more or less people live/work in walkable neighborhoods in the future).

IV. PUBLIC OUTREACH

Ongoing public outreach continues for the Comprehensive Plan Update Process that includes:

- New websites for neighborhood plans, citizen amendment requests and Totem Lake Business District update;
- Monthly bulletins to listserv participants on what is new and upcoming meetings;
- Listserv notices with every milestone, including completion of the draft Element chapters and status on review of the Citizen Amendment Requests;
- New releases;
- City Update's Special Edition in October about Kirkland 2035 mailed out to all property owners and businesses; and
- Meetings with KAN and the neighborhood associations on the status of the Plan Update and proposed revisions to the neighborhood plan.

On November 12th the City will be hosting an open house to present updates on the City's plans, including the Comprehensive Plan. The event will be from 5-7pm in City Hall.

Attachments:

Attachment 1: Handout on Neighborhood Plan Updates

Attachment 2: EIS Alternative Summary

Attachment 3: 10 Minute Neighborhood Analysis Report



Purpose of Neighborhood Plan updates to existing plans

- **Respond to comments received at neighborhood update meetings** that are not already addressed in General Elements of the Comprehensive Plan or other citywide plan such as the PROS Plan, Transportation Master Plan or Surface Water Master Plan (Comments from each neighborhood plan update meeting are available on the Kirkland 2035 website www.kirklandwa.gov/kirkland2035).
- **Minor clean up of outdated text and maps such as:**
 - Delete or revise text where existing Zoning Code regulations address development standards i.e. landscape buffers adjacent to single family uses, parking lot landscaping and perimeter buffering
 - Delete or revise text where property has developed and zoning regulations address the issues described in the plans.
 - The intent is not to overhaul goals and policies. Update maps, factual information etc.
- **Juanita** (North and South) neighborhood plan will be reorganized and combined into one neighborhood (based on feedback at meetings).
- **Each plan will include citizen amendment request recommendations** based on direction from Planning Commission.

New neighborhood plans (Finn Hill, Kingsgate)

- An outline for the plans has been designed to describe existing conditions and incorporating comments received at neighborhood plan update meetings.
- Finn Hill has requested city funds to hire a consultant or student group from U.W. to develop a plan. City staff will proceed with the existing conditions plan for now. Results from neighborhood consultant could be used for phase two plan.

Process to review proposed neighborhood plan changes/new plans with neighborhood associations

- September 11, 2014 staff will brief the Planning Commission on the scope of changes for the neighborhood plans and process to work with the neighborhood associations.
- Planners will request agenda time at upcoming fall neighborhood association meetings to present how public comments received are proposed to be addressed in the neighborhood plans and what other changes to the plans (housekeeping changes, and Citizen Amendment Requests) are proposed.
- Associations will have a time for review and submit comments or meet with planners to discuss neighborhood plans.

Citizen Amendment Requests

- July 10, 2014 Planning Commission reviewed 31 Citizen Amendment Request (CAR's) applications.
- July 15, 2014 City Council decided the CARs that should be studied in the Comprehensive Plan update process. 19 CARs were recommended for study, 10 were not and two, both in the Houghton/Everest Center (Markl/Nelson Legacy Group and Houghton Court/Waddell), were set aside for further discussion.
- August 14, the Commission reconsidered the two Houghton /Everest Center CARs and recommended that they not be considered at this time. City Council agreed with the initial Planning Commission recommendations, but has not yet reviewed the August 14 recommendation concerning the Houghton/Everest Center CARs. A list and maps showing the location of the CARs is located on the K2035 website.
- September 11, 2014 staff will receive direction from the Planning Commission on the scope of each study area.

ATTACHMENT 1

- CAR's will be evaluated in EIS and neighborhood plans. Public notice will be given for changes to land use designations. A public hearing will be held in spring 2015.



MEMORANDUM

PHONE # 206.324.8760
2025 First Avenue, Suite 800
Seattle, WA 98121
www.berkconsulting.com

DATE: **September 10, 2014** Revised Kevin Gifford

Kirkland Comprehensive Plan Update EIS – Alternatives Summary

Table 1. Preliminary EIS Alternatives Summary

	No Action Existing Plan	Alternative 1 Major Centers	Alternative 2 Distributed Nodes
Summary	Policy-based alternative that reflects currently adopted land use plans, policies, and regulations.	Alternative 1 would focus growth in major mixed use centers (Totem Lake and CBD 5/5A).	Alternative 2 would place most growth in major mixed use centers (Totem Lake and CBD 5), but distribute more housing growth to CBD 5, neighborhood centers and industrial areas with some reduction in employment and housing in Totem Lake and employment in CBD 5.
Growth Targets	All alternatives would accommodate 2035 growth targets of 8,361 housing units and 22,435 jobs.		
General Level of Distribution and Land Use Patterns	<ul style="list-style-type: none"> • Totem Lake as major employment and housing growth center. • CBD 5 as secondary employment (office/retail) growth center. • Conversion of more employment in Light Industrial areas (industrial to office) follows existing trends. • Housing growth in neighborhood business with retail on ground floor at 3 stories. • Continued infill and short platting in neighborhoods. 	<p>Overall growth allocated primarily to Totem Lake and secondarily to CBD 5.</p> <ul style="list-style-type: none"> • Slightly higher level of housing and employment growth in Totem Lake than No Action, including Mixed Use (residential with office/retail) in TL 10. • Higher employment growth in CBD 5 relative to Alternative 2. • No housing growth in neighborhood centers (ground floor retail only) relative to No Action. • Transition of Light Industrial to office continues in Norkirk and North Rose Hill LIT. • Remaining growth allocated proportionally to rest of the city. 	<ul style="list-style-type: none"> • Lower increment of housing and employment growth in Totem Lake than No Action. • Increased higher-density housing in CBD 5 relative to No Action. • Increased higher-density housing in neighborhood centers relative to No Action. • Transition of Light Industrial to Mixed Use (residential/office/retail) in Norkirk and retail/hotel/office in North Rose Hill. • Remaining growth allocated proportionally to rest of the city.

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	No Action Existing Plan	Alternative 1 Major Centers	Alternative 2 Distributed Nodes
Subarea Growth Patterns			
TL 2 Zone: Totem Lake Mall	<ul style="list-style-type: none"> Approved Master Plan redevelopment: <ul style="list-style-type: none"> 622,000 sq ft commercial 144,000 sq ft office 226 residential units 	<ul style="list-style-type: none"> Similar to No Action 	Anticipate reduced intensity of development. <i>Will be reflected in the alternative if received in time.</i>
TL 7 Zone: Eastern Industrial Area A (south of CKC)	<ul style="list-style-type: none"> Industrial and office development per adopted plans and zoning. 	<ul style="list-style-type: none"> Increased office relative to No Action. 	<ul style="list-style-type: none"> Increased residential uses and decreased office share relative to No Action.
TL 7 and 9A Zones: Eastern Industrial Area B (north and east of CKC)	<ul style="list-style-type: none"> Industrial and office development per adopted plans and zoning. 	<ul style="list-style-type: none"> Increased office and retail development relative to No Action. 	<ul style="list-style-type: none"> Similar to No Action.
TL 10D and 10 E Zones: Parmac	<ul style="list-style-type: none"> Office development per adopted plans and zoning. 	<ul style="list-style-type: none"> Mixed use development, including residential and limited retail relative to No Action. 	<ul style="list-style-type: none"> Increased industrial and reduced office development, relative to No Action.
CBD 5A – Parkplace	<ul style="list-style-type: none"> 1.8 million sq ft of office and retail, per approved plan. 	<ul style="list-style-type: none"> Reduce office and moderate increase in housing relative to No Action. <i>Will be reflected in the alternative if received in time.</i> 	<ul style="list-style-type: none"> Reduce office and moderate increase in housing relative to No Action. <i>Will be reflected in the alternative if received in time.</i>
CBD 5 – MRM	<ul style="list-style-type: none"> Low rise office with retail on ground floor per current plan and zoning. 	<ul style="list-style-type: none"> Increased office development with increased building heights. 	<ul style="list-style-type: none"> Increased housing development with increased building heights.
Neighborhood Centers <ul style="list-style-type: none"> Kingsgate North Juanita Bridle Trails Houghton Inglewood 	<ul style="list-style-type: none"> Assumes redevelopment with increase in housing at 1-2 stories along with 1 story retail. 	<ul style="list-style-type: none"> No new growth. Existing 1-story retail. 	<p>More growth to neighborhood centers relative to No Action.</p> <ul style="list-style-type: none"> Growth weighted toward housing development and assumes redevelopment at 4-5 stories residential and 1 story retail.
Light Industrial Technology Zones <ul style="list-style-type: none"> Norkirk North Rose Hill 	<ul style="list-style-type: none"> Office development per adopted plans and zoning. No new industrial or residential uses. 	<ul style="list-style-type: none"> Similar to No Action. 	<ul style="list-style-type: none"> Mix of office, retail and residential development in Norkirk. Mix of retail, hotel and office in North Rose Hill.

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	No Action Existing Plan	Alternative 1 Major Centers	Alternative 2 Distributed Nodes
Citizen Amendment Requests	Not included (no action taken)	All requests analyzed relative to these alternatives.	
Implementation	No change; no rezones.	<ul style="list-style-type: none"> • Planned Action adopted for Totem Lake to encourage desired development. • Incremental changes to zoning in the Totem Lake, CBD 5, neighborhood centers and multifamily areas. 	<ul style="list-style-type: none"> • Planned Action adopted for Totem Lake to encourage desired development. • Incremental changes to zoning in the Totem Lake, CBD 5, neighborhood centers multifamily and Light Industrial zones. • Potential changes to height and/or density in existing neighborhood centers, multifamily and industrial areas.

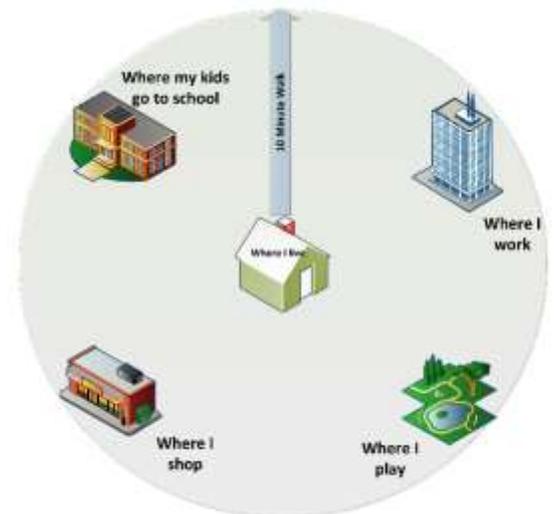
Kirkland's 10-Minute Neighborhood Analysis

Introduction

The City of Kirkland is engaging citizens in planning for Kirkland 2035 with a major update to the Comprehensive Plan. A major part of that exercise is planning for significant growth in jobs and housing, balancing inevitable change with the community's values, and ensuring that Kirkland remains a special place in 2035. New tools are needed to help participants talk about the future. The 10 Minute Neighborhood Analysis is intended to provide a tool to help the community talk about what it means to be livable, walkable, sustainable, connected, and transit-oriented.

The community has completed the following draft vision statement to serve as the cornerstone of the updated Comprehensive Plan:

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 mixed use 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.



The 10 Minute Neighborhood Concept

By measuring those attributes and identifying opportunities for and barriers to walkability, the tool allows the community to talk about how to create and enhance those attributes and remove barriers, which, in turn informs the discussion about Kirkland in 2035.

What is a 10 Minute Neighborhood?

A 10 minute neighborhood is a community where residents can walk short distances from home to destinations that meet their daily needs. These walkable communities are comprised of two important characteristics:

- Destinations – a walkable community needs places to walk to. Destinations may include places that meet commercial needs, recreational needs, or transportation needs.
- Accessibility – the community needs to be able to conveniently get to those destinations.

Ten minutes represents how much time it takes a typical pedestrian to comfortably walk ½ mile. This distance was chosen to represent a reasonable distance that residents could choose to walk to obtain goods or services that meet their daily needs. It also corresponds to the Puget Sound Regional Council definition of "Transit Community", where proximity of transit service to housing and employment is measured.

This method of analyzing neighborhood walkability has been used successfully in other communities around the country. Most notably, the City of Portland has used and continues to develop the methodology. Portland has graciously shared their technical details to assist other communities in a similar evaluation¹.

It should be noted that, although the analysis reference is to walkability, the same principles of creating, sustaining, and enhancing places where people have convenient access applies to people using wheelchairs and other mobility aids. Similarly, a more walkable neighborhood may also be considered a more bikeable neighborhood.

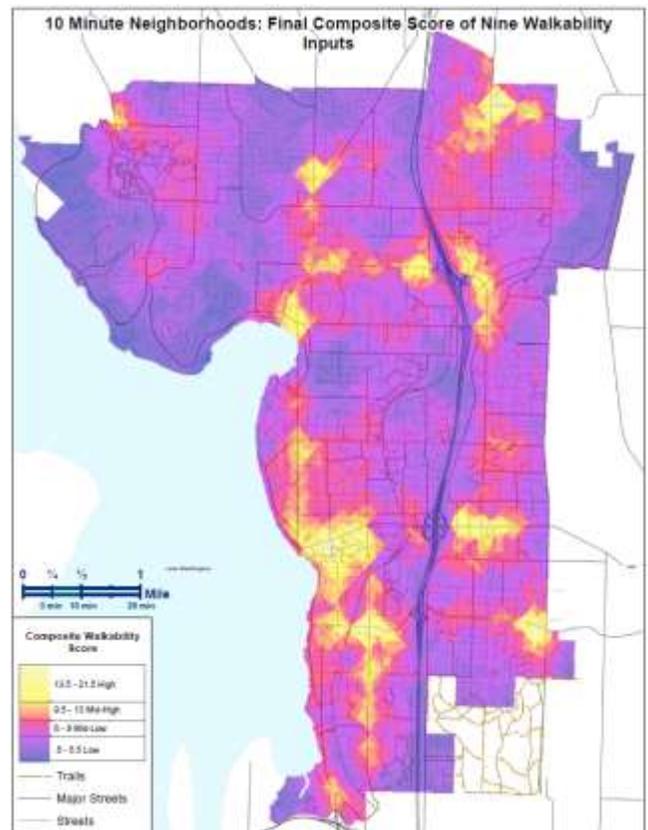
What is Regulatory and Policy Framework for Walkable Communities?

The Growth Management Act (GMA) encourages urban planning approaches that concentrate growth in urban areas to allow efficient provision of services, reduce sprawl, promote physical activity, and support transportation choices. Vision 2040 is the regional strategy for meeting GMA goals. Vision 2040 sets an overarching goal of focusing growth in urban areas to create walkable, compact, transit-oriented communities that maintain local character. It also requires communities to develop strategies, programs, and projects that address nonmotorized travel as a safe and efficient transportation option.

As discussed above, 10 Minute Neighborhoods have two important components - good destinations and good access. The policy discussion introduces a third component – people. Walkable places have a population base of residents and employees who use the amenities. This reciprocal relationship can be seen in Kirkland’s mixed use commercial neighborhoods like Downtown and Juanita Village – areas that are highly walkable and have a population base that supports the destinations, and that makes use of the transit and sidewalks.

Where are Kirkland’s Most Walkable Neighborhoods?

The product of this analysis is a heat map showing neighborhoods that are the most walkable (in yellow and light orange) and areas of the community where walking to meet daily needs would be challenging (in blue and purple). Larger format maps are included at the end of this report.



¹ [Portland Plan Background Report. 20-Minute Neighborhood Analysis.](#) June, 2012

Why is this Important?

The ability to retain, create, and enhance 10 minute neighborhoods has benefits for users of the neighborhood and benefits for the community as a whole.

- *Health.* Residents who walk or bike regularly are healthier and therefore walkable communities make it easier to live healthy lifestyles. According to the Centers for Disease Control and Prevention, people living in walkable neighborhoods get about 35 to 45 more minutes of moderate-intensity physical activity per week and are substantially less likely to be overweight or obese than people of similar socioeconomic status living in neighborhoods that are not walkable².
- *Traffic.* Residents with convenient access to local goods and services are less likely to drive. If they do drive, they have a shorter travel distance. The 10 minute neighborhood acknowledges the value to Kirkland's transportation system of every trip not taken and every mile not driven.
- *Transit.* Better access to transit equates to more transit users. Regional data show that people who live within a half mile of a transit node commute less often by single-occupant vehicle (SOV) with a higher percentage using transit, carpooling, and walking or bicycling to work³.
- *Demographics.* 21 percent of the population aged 65 and older does not drive - and that segment of the population is projected to grow significantly⁴. Older non drivers need options so they remain engaged with their communities.
- *Clean Air.* Less traffic means cleaner air and less greenhouse gas emissions.
- *Social Connectivity.* Pedestrian activity and local gathering places help build social cohesion and eyes on the street help people feel safer in their communities.
- *Market Forces.* Recent surveys indicate that a majority of Americans want to live in walkable neighborhoods served by good transit⁵. Those numbers are significantly stronger for younger Americans and those who plan to move in the future, a strong representation of the future real estate market.
- *Stronger Retail.* A local customer base is good for local businesses.

How Can We Use the Analysis?

At a basic level, the 10 Minute Neighborhood analysis allows the City to measure how walkable the City is today given current land use and accessibility. From a planning perspective, the City will also model those measurements 20 years in the future under various land use scenarios to see if the City would be more or less walkable based on where growth occurs. Options to improve 10 minute neighborhoods include creating more destinations, creating better access, and/or concentrating anticipated growth within 10 minute neighborhoods (rather than in less walkable areas).

The analysis also helps the City prioritize transportation investment. Creating new destinations can be expensive or impossible, so providing new or improved access to existing destinations is a more practical approach to expanding 10 minute neighborhoods.

² [Open Spaces and Active Transportation. Urban Land Magazine.](#) January 31, 2014

³ [Growing Transit Communities. Existing Conditions Report.](#) May 2013

⁴ [How the Travel Patterns of Older Adults Are Changing: Highlights from the 2009 National Household Travel Survey,](#) AARP Public Policy Institute, April 2011

⁵ [National Association of Realtors 2013 Community Preference Survey](#)

As part of the 2014 Parks, Recreation & Open Space Plan, the City evaluated where there are gaps in parklands based on walking accessibility and can use that analysis to prioritize park acquisition.

Methodology

A walkable neighborhood has two primary features – lots of places to walk to, and a way to get to those places on foot. For the analysis, this is mapped in term of two primary inputs:

- Destinations such as grocery stores, convenience retail, clusters of eating & drinking & other specialty retail, schools, and parks.
- Accessibility including elements such as the amount and connectivity of sidewalks along with the location and quality of transit.

Attributes that are based on a specific location were mapped and actual walk distances measured. This is a marked improvement over past efforts that simply used buffers (as the crow flies) and could not account for whether or not a connection exists. For detailed information on how the analysis is conducted, review the Technical Appendix on the following pages.

Kirkland's 10-Minute Neighborhood Analysis Technical Appendix

Step 1: Map the following

- Commercial Features as points. Data source is business license data, only include those licenses in commercial or industrial zones, manually reassign and exclude based on business license self-reporting errors.
 - Grocery stores (NAICS code 445110, 452910)
 - Commercial type 1: Convenience stores (NAICS code 445120 & 447110), Pharmacies & drug stores (NAICS code 446110)
 - Commercial type 2: Restaurants, specialty grocery, bakeries, bars, laundry & dry cleaners, pet stores, book stores, etc. (NAICS codes 4452, 4453, 446120, 446130, 453910, 4512, 7221, 7222, 7224, 7225, 8123, 311811)
- Parks parcels. Includes all City, County, and State owned parks within or adjoining Kirkland. Also includes privately owned Kingsgate community parks. Measurements are taken from pedestrian entrance point to parks.
- School parcels. Includes all public school sites, Lake Washington Institute of Technology, and Northwest University. Measurements are taken from pedestrian entrance point to school parcels.
- Bus stops – serving all day transit routes with 15 minute or better frequency 235, 245, and 255.
- Bus stops – all other Metro transit routes.
- Intersections. Includes both public and private streets.
- Sidewalks and Trails. Includes all improved public sidewalks and trails.

Step 2: Analyze

Input	Node/grid	Walk Distance/concentrations measured	Points/values assigned
Grocery	Point	Concentric Distances of 1/8 mile, 1/4 mile, & 1/2 mile	1/8 mile=3, 1/4 mile=2, 1/2 mile=1
Type 1 Commercial	Point	Concentric Distances of 1/8 mile, 1/4 mile, & 1/2 mile	1/8 mile=3, 1/4 mile=2, 1/2 mile=1
Type 2 Commercial	¼ mile grid	# occurrences per grid, generalize into 3 categories using Jenks method ⁶	high=3, medium=2, low=1
Parks	Park entrances	Concentric Distances of 1/8 mile, 1/4 mile, & 1/2 mile	1/8 mile=3, 1/4 mile=2, 1/2 mile=1
Schools	Parcel entrances	Concentric Distances of 1/8 mile, 1/4 mile, & 1/2 mile	1/8 mile=3, 1/4 mile=2, 1/2 mile=1
Type 1 Transit Bus Stops (Routes 255, 245, 235)	Point	Concentric Distances of 1/8 mile, 1/4 mile, & 1/2 mile	1/8 mile=3, 1/4 mile=2, 1/2 mile=1
Type 2 Transit Bus Stops (everything else)	Point	Concentric Distances of 1/8 mile, 1/4 mile, & 1/2 mile	1/8 mile=1.5, ¼ mile=1, ½ mile=.5

⁶ The Jenks method (Natural breaks) is a mapping tool that allows display of natural groupings inherent in the data into a defined number of classifications

Intersections	¼ mile grid	# occurrences per grid, generalize into 3 categories using Jenks method	high=3, medium=2, low=1
Sidewalks and Trails	¼ mile grid	Ratio of sidewalk and trail to street length, generalize into 3 categories using Jenks method	high=3, medium=2, low=1

Step 3: Assumptions and GIS Analysis:

- Use the three distances outlined above. Walk distances include all open public connections and are not just limited to streets with sidewalks. Streets without sidewalks count and the presence of sidewalks is scored as an input value below.
- Each input area receives a score of 1, 2, or 3, with three being the optimum. Transit score is the exception, with Type 2 Transit scoring .5, 1, and 1.5 with 1.5 being the optimum.
- Scores are totaled to yield a geographic cumulative score for all inputs.
- Each input is only scored once. For example, if an area is close to two schools it receives a maximum of three points rather than six.
- All parks, schools, grocery stores, and Type 1 commercial are considered equal (strictly a quantitative rather than a qualitative measure).

- Input 1 = Grocery Stores based on City business license data and QC from Planning to correct self-reporting errors.
 1. Analysis Type - Network Analyst.
 2. Any given area gets one score. (i.e. - Score for the closest store, don't assign a bonus if close to more than one).
 3. Include trails in the tracing.
 4. Exclude residential zones to remove business license reporting errors.
 5. The start of the analysis will be based on the geocoded address point of the store along the street segment, not the building itself. (i.e.- the distance from the street to the business through a parking lot will not be used).

- Input 2 = Type 1 Commercial based on City business license data and QC from Planning to correct self-reporting errors.
 1. Analysis Type - Network Analyst.
 2. Any given area gets one score. (i.e. - Score for the closest store, don't assign a bonus if close to more than one).
 3. Include trails in the tracing.
 4. Exclude residential zones to remove business license reporting errors.
 5. The start of the analysis will be based on the geocoded address point of the store along the street segment, not the building itself. (i.e. - the distance from the street to the business through a parking lot will not be factored in).

- Input 3 = Type 2 Commercial based on City business license data and QC from Planning to correct self-reporting errors.
 1. Analysis Type - Spatial Analyst
 2. Use the city rotated Quarter Quarter grid.
 3. Exclude residential zones to remove business license reporting errors.
 4. Count of "Type 2 Commercial" Business within Grid.

- Input 4 = Parks based on Feature Class called select_parks
 1. Analysis Type Network Analyst
 2. Any given area gets one score. (i.e. a parcel gets the score for the closest park and does not get a bonus because it is close to more than one)
 3. Include trails in the tracing.
 4. The start of the trace will be based on Access Pts. to the park. These are identified by GIS Staff using Airphotos and other sources.
 5. Access Pts. definition:
 - a. Paved paths to parking lot, road and/or trail entry points, or
 - b. Mid-point of roads if parks are bordered by the roads.

- Input 5 = School Buildings based on Feature Class called select_schools
 1. Analysis Type - Network Analyst
 2. Any given area gets one score. (i.e. you get the score for the school you are closest too. You don't get a bonus cause you live close to more than one)
 3. Include trails in the tracing.
 4. The start of the trace will be based on Access Pts. to the school. These are identified by GIS Staff using Airphotos and other sources.
 5. Access Pts. definition: paved paths to school parking lots or trail entries.

- Input 6 = Transit based on Feature Class called Input6_BusStops. Transit divided into Type 1 Transit including frequent all-day service (Routes 235, 245, and 255) and Type 2 Transit including all other routes.
 1. Analysis Type - Network Analyst
 2. Any given area gets a score for each bus route type it is close to (i.e. it still gets a "Type 1" score even if it is also close to a "Type 2" route. The highest combined score will be 4.5)
 3. Trails should be included in the tracing.
 4. Routes will be based on bus stops.

- Input 7 = Intersections of public and private streets. Count of intersection within every rotated quarter quarter grid.
 1. Analysis Type - Spatial Analyst
 2. Use the rotated quarter quarter grid
 3. Count of intersections within each grid
 4. Private intersections are included.

- Input 8 = Sidewalks the ratio of the total sidewalk and trail length relative to the total road length within a rotated quarter quarter grid and the total area of the rotated quarter quarter grid itself.
 1. Analysis Type - Spatial Analyst
 2. Use the rotated quarter quarter grid
 3. Calculate ratio using basic formula: sidewalk+trail/road+trail
 4. Assign score based on ration using Jenks method classification