



**CITY OF KIRKLAND**  
**Department of Public Works**  
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**To:** Marilynne Beard, Assistant City Manager

**From:** Daryl Grigsby, Public Works Director  
David Godfrey, P.E., Transportation Engineering Manager

**Date:** August 24, 2007

**Subject:** Transportation Choices Sustainable Cities Report

RECOMMENDATION:

No action is required.

BACKGROUND DISCUSSION:

In early August, Transportation Choices transmitted a review of Kirkland's sustainable transportation polices and practices to Council and to Staff. At the September 4th Council meeting Rob Johnson from Transportation Choices will give a brief presentation on that review.

Shortly after initially receiving the review, Staff provided Transportation Choices with additional information that clarified certain program elements. In some cases the Transportation Choices review showed that Kirkland was not taking some positive actions that we are in fact taking. Transportation Choices has received that information and their presentation will reflect the update.

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Mayor James L. Lauinger

Kirkland City Council

123 5<sup>th</sup> Ave.

Kirkland, WA 98033

Dear Mayor Lauinger and Kirkland City Councilmembers,

In November of 2006 Transportation Choices Coalition began work on a new program that we titled 'Sustainable Cities'. The goal of this program was to help local governments create a more sustainable transportation system. Over the past few months we have been reviewing your Comprehensive Plan, Non-Motorized Transportation Plan, Transportation Management Plan, and several other documents. In the letter you will find a list of Kirkland's accomplishments in the sustainable transportation sector as well as a short list of programs and actions that we recommend Kirkland take in order to further your excellent sustainability track record.

After meeting with staff from Kirkland's Public Works and Planning Departments our staff created a sustainability checklist with five principles: Parking, Transit Oriented Development, Community Health, Streetuse/Streetscape, and Complete Streets. This checklist consists of a series of evaluation criteria associated with each of these principles. The evaluation criteria were then used to determine which sustainable transportation policies Kirkland has already adopted and identify any possible places for improvement. (For a detailed look at the checklist, please see Attachment A.)

Our review confirmed that Kirkland is among the state leaders in transportation sustainability. The list of sustainability accomplishments that we identified was very long, but chief among them were the following:

1. Kirkland has increased its on-street parking supply with curb parking, which also calms traffic.
2. Kirkland provides incentives to form mixed-use, high-density, and diverse residency developments.
3. Kirkland was the first community in Washington State to adopt a complete streets ordinance.
4. Kirkland's active living taskforce encourages biking and walking as active transportation options.
5. Kirkland uses alternatively fueled and zero emission vehicles.

Our review also found some places where Kirkland could improve your sustainability quotient. Our recommendations would be that Kirkland:

1. Allow for greater flexibility in meeting parking requirements or adopt parking maximums for Kirkland's central business district.
2. Implement metered parking in the central business district to better manage public parking supply.
3. Encourage developments to take advantage of shared parking opportunities and reduce required parking in accordance with reduced combined demand.
4. Encourage low impact development strategies to reduce impervious surfaces.
5. Add traffic calming features such as green fingers to major arterials.
6. Implement a voluntary carbon contribution program.

Overall we found Kirkland to be an excellent partner through this review. Your staff was strong in their commitment to sustainability; a direction clearly passed down by the Council. We hope you will find this set of recommendations helpful as you develop your work plans and programs for the upcoming year.

Please feel free to contact us should you have any questions about our evaluation, our list of Kirkland's accomplishments, or our list of recommendations. We thank you for your time and consideration. We look forward to working with the City of Kirkland on this and other projects in the future.

Sincerely,

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Attachment A

# City of Kirkland- Sustainability Audit of Transportation Policy

	Yes	Maybe/ Depends	No	N/A	Reference
<b>TRANSIT ORIENTED DEVELOPMENT</b>					
a. Does the City provide incentives to expedite TOD development? <i>Encouraging TOD helps build healthy, thriving communities and counters urban sprawl.</i>		X			Overlake TOD? Evergreen Hospital Project?
b. Does the City coordinate its incentives to set a high standard of sustainable development? <i>Creating a form based code allows for a City to adopt a long-view in its growth patterns.</i>			X		
c. Does the city provide incentives for Mixed Use? <i>Encouraging Mixed Use developments builds neighborhoods and pedestrian friendly environments.</i>	X				Kirk Comp Plan, FG-3
d. Diverse Residency? <i>Encouraging Diverse Residency developments promotes strong, culturally vibrant communities.</i>	X				Kirk Zoning Codes, Affordable Housing Incentives, 112.20
e. High Density? <i>With growing populations and disappearing natural areas, High Density developments help promote Smart Growth and transit ridership.</i>	X				
f. In regards to retrofit, does the city manage its land-use to provide for projected transportation infrastructure? <i>If the City is built out, it must be proactive in acquiring space to manage and service High Density growth.</i>				X	
<b>STREETUSE AND STREETScape</b>					
<b>Pedestrian and Bicycle</b>					
a. Human scaled design? <i>Designing human scaled streets encourages comfortability and pedestrian usability.</i>	X				Kirk NMTP, 2.2
b. Design for bicyclists? <i>Designing for bicyclists results in safer streets and reduced automobile dependency.</i>	X				Kirk Comp Plan, T-2.1, T-2.4
c. Design for walkability? <i>Comfortable streets are walkable streets.</i>	X				Kirk Comp Plan, T-2.1, T-2.4
<b>Arterials</b>					

d. Tree wells and/or Green Streets? <i>Incorporating tree wells in street design promotes slower vehicular traffic, pedestrian shade, street comfortability, and reduces water runoff and local stream erosion.</i>	X				Kirk Comp Plan, T-6.3, Kirk Zoning Code, 92.10
e. Parking buffer lanes? <i>Provide a people/vehicle buffer and slow vehicular speed.</i>			X		No Reference Found
f. Major arterials that have traffic calming features? <i>Slowing speeds on major arterials that cut through cities allows for the possibilities of non-motorized connectivity.</i>			X		No Reference Found
g. Major arterials that have Green fingers? <i>Green Fingers on major arterials help slow vehicular speeds, provide a softening to a harsh environment which encourages pedestrian usage, and help reduce stormwater runoff.</i>			X		No Reference Found
h. Major arterials that support pedestrian connectivity? <i>Major arterials that support pedestrian connectivity can keep a City from being divided by the arterial.</i>	X				
<b>COMPLETE STREETS</b>					
a. Has the City adopted a Complete Streets Policy?	X				Ord. No. 4061--KMC 19.08.055
b. Is the City implementing a Complete Streets Policy?	X				Ord. No. 4061--KMC 19.08.055
<b>COMMUNITY HEALTH</b>					
a. Does the City use community health improvements to leverage its sustainable transportation policies? <i>Encouraging citizen engagement with the cities non-motorized transit options increases ridership, community engagement, and citizen health.</i>	X				Active Living Task Force
b. Does the City support community health by using biofuels and alternatively fueled city vehicles? <i>Encouraging healthy citizen choices, the City should choose healthy, sustainable transportation options for itself.</i>	X				A biodiesel, an electric, 2 scooters, and 6 hybrid vehicles employed by Kirkland.
c. Does the City regard Health Impact Assessments in permitting developments? <i>With a clear assessment of health impacts, all who will be affected by a specific development can be considered.</i>			X		NO Reference Found
<b>Parking</b>	<b>Yes</b>	<b>Maybe/Depends</b>	<b>No</b>	<b>N/A</b>	<b>Reference</b>
<b>1. Flexibility</b>					
a. Do TDM programs reduce required parking?			X		50.*

b. Can developments reduce required parking by including flex-passes?			X		50.*
c. Can developments reduce required parking by including flex-cars on site?			X		50.*
d. Can housing in single-family zones meet parking requirements in excess of 1 car garage in a flexible manner?			X		15.10.010
<b>2. Accuracy/Necessity</b>					
a. Has an effort been made to simplify parking codes and reduce change of use conflicts?	X				50.60 Special Parking Provisions in the CBD 1, 2, and 8 Zones
b. Have parking maximums been adopted?		X			50.*, Overlake Urban Center
c. Have parking requirements been eliminated? Reduced?			X		Downtown Kirkland Strategic Plan pg. 11
d. Are parking requirements context sensitive (reductions for density, proximity to transit, mixed use)? Overlay?	X				CBD 1,2,3,etc.
e. Is parking required to be rented/sold separately from apartment/condos		X			No reference found
f. Is parking data (utilization, cost, perception, duration, etc.) collected?	X				No reference found
<b>3. On-Street Parking Management</b>					
a. Are parking metered prices based on occupancy rates? Tailored to each block or lot?			X		No reference found
b. Have new technologies been used to improve the user experience and convenience? Best technology for application?		X			Lake Street Lot
c. Have implementation strategies such as public outreach, warning periods, first time forgiveness, use instructions, and spill over mitigation been used?			X		Discussed at Feb. 1st PAB
d. Are residential parking zones metered for non-residents based on occupancy rates?				X	No reference found
e. Have time limits on metered parking been increased? Eliminated?			X		Parking Guildlines for Downtown Kirkland (Zone A pg.13)
f. Has a financing structure similar to tax increment financing been considered?	X				
g. Is time and price changes to meter parking structured to ensure business, resident, and city support of system expansion?				X	No reference found

h. Are business load/unload needs accommodated?	X				12.45.230 Restricted parking
i. Is wayfinding used to maximize utilization of parking capacity?	X				City of Kirkland Wayfinding Signage Manual
j. Are additions of on-street parking opportunities pursued?	X				Lake, Central, Kirkland
<b>4. Building and Off-Street Parking Design</b>					
a. Are driveways consolidated or use alleys to reduce pedestrian conflicts?	X				105.60 Parking Area Design – General
b. Are bicycle lockup locations in visible, well-lit locations close to build entrances?	X				92.20.ALL.3
c. Is parking required to be located behind buildings or abut a maximum percentage/length of sidewalk?	X				92.25.C Parking Area Location and Design
d. Are impact fees used to improve transit facilities/amenities close by?	X				27.04.110 Use of funds
e. Does the city consider purchasing parking lots and converting them into public open space?		X			No reference found
<b>5. Shared Parking</b>					
a. Is a parking in lieu program in place?	X				50.60 Special Parking Provisions in the CBD 1, 2, and 8 Zones
b. Are parking requirements reduced for shared parking?				X	105.45 Location of Parking Areas – Shared Facilities
c. Can parking be off-site?	X				105.4
d. Has shared parking been encouraged (residential and businesses/retail)?				X	4-6-07 Meeting with Kirkland
<b>6. TDM and CTR</b>					
a. Are businesses that provide free employee parking required to provide subsidized flex-passes?		X			State CTR
b. Are businesses required to provide cash out programs?		X			State CTR
c. Do car and vanpools have preferential parking?		X			State CTR
d. Are CTR programs used?		X			State CTR
<b>7. Stormwater Management</b>					
a. Do codes encourage the use of permeable paving solutions?		X			105.100 Parking Area Design – Surface Materials SWMP pg. 62
b. Is there a maximum size allowed for surface parking lots?				X	No reference found

c. Does the city encourage in-street water treatment and infiltration street designs?		X		Surface Materials SWMP pg. 62
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