



November 13, 2013 KAN

Vision Comments

The following are citizen comments received in group discussions at the KAN Meeting. Discussion questions were about Land Use, Housing, Community Character, Economic Development, and Transportation.

Land Use -

Where and how should growth occur in the City? (Dispersed vs. concentrated?)

- Growth in Totem Lake
- Growth in all neighborhoods but appropriate per each neighborhood to provide services
- Regional services vs. local services
- Jobs near services for synergy
- Focus on how to meet job targets
- Juanita Village design is nice
- Density of jobs important (auto dealership vs. 70 employees in 10,000 SF)
- Coordinate w/adjacent cities/counties when growth is just outside our borders
- Dispersed in activity centers & neighborhood business areas
- Every neighborhood should have a business presence to walk to; not just concentrated in the Totem Lake Urban Center
- Close to home with all services unique to each neighborhood district
- Mixed use with retail on ground floor and residential above
- Major industries should be in concentrated areas – not neighborhood centers
- Consider traffic impacts

In 2035, what should neighborhood business districts look like? What should they contain? (Specific services, amenities, aesthetics?)

- Provide incentives or require grocery stores and other main services
- Need density to support services
- Shopping centers need to be balanced with jobs & services
- Zoning needs to reflect specific goals of neighborhood centers
- Look to other cities for models to reduce car trips
- Every neighborhood should have a business presence to walk to; not just concentrated in the Totem Lake Urban Center
- Close to home with all services unique to each neighborhood district
- Mixed use with retail on ground floor and residential above

Housing -

We may have up to 8,000 new housing units by 2035. In your neighborhood, what types of housing should we try to encourage?

Think about housing for lower to middle income people. What types of housing should it be? Where should it be located?

- Mix of all types (RS,RM,ADU)
- Provide housing for all generations by allowing additions
- ADU's for mothers or students can be tucked onto average size lot and more affordable
- Provide more rental housing stock
- Need regulations to maintain rental properties
- Acceptable to have housing in LIT areas
- Mix low income with market rate provided the homes are maintained

Community Character -

The Vision Statement in the Comprehensive Plan refers to Kirkland as having a small town feel. What does "small town feel" mean to you?

(Characteristics to retain in future, how to grow gracefully while keeping small town feel?)

- Small town feel may inhibit growth/ jobs in downtown and reduce tax revenue
- Downtown with low buildings along the lake. Downtown has lost character with taller buildings
- Neighborhoods keep small town feel
- City should emphasize neighborhood associations
- Neighborhood community gathering spaces
- Encourage walkability to foster community character

Economic Development –

What types of jobs and businesses should Kirkland try to attract in the future?

- Mix of jobs and businesses: lawyers, doctors, services, construction, all technology
- Aim toward technology and light industrial jobs in designated areas

What if anything should be changed in the shopping center near your home?

- People should be more interested in re-energizing Downtown
- Provide horse friendly design at shopping centers
- Provide horse trail connection from Bridle Trails to CKC like the "Centennial Trail"
- Encourage industrial uses along I-405
- People along waterfront (tiers of desirability)
- Plan for extra people
- Plan not by individual project but by area
- Every neighborhood should have a business presence to walk to; not just concentrated in the Totem Lake Urban Center
- Close to home with all services unique to each neighborhood district
- Mixed use with retail on ground floor and residential above

Transportation –

In your transportation vision for Kirkland in 2035, what would you see?

What are your expectations? What will it look like? Describe as specifically as possible. Do you see much change from now?

(More frequent buses and route? Other new modes? Dedicated lanes for each mode? More bike lanes? Pedestrian paths?)

- More busses
 - Be able to park & cut thru neighborhood to get to bus
 - Metro should provide shorter, more localized, frequent, bus service around Kirkland and to nearby cities
 - Sound Transit provide longer, inter- city connections
- Provide pedestrian and bicycle connections from the Cross Kirkland Corridor to other neighborhoods like Finn Hill and Juanita
- Pay only once to transfer between Metro & Sound Transit systems
- Electric bikes with pedals easy to ride – safety is an issue
- Separate bike lanes from cars for greater safety
- Continue to create safe pedestrian corridors & connections to CKC
- Provide Zip cars
- Light rail in Kirkland- evaluate the demand economic feasibility before going ahead with planning and construction
- Trains with tires would be easier, less expensive and more versatile than light rail
- Business districts should all have transit centers to make it easy to access bus line
- Help King County fund more busses
- In mixed use developments provide parking garages to provide adequate amount of stalls for cars
- To meet jobs and housing targets add a mixed use Transit Oriented Development (TOD) at the:
 - Houghton Park & Ride
 - Totem Lake Transit Center near Evergreen Hospital
- Increase street lighting at pedestrian crossings and high accident areas
- Provide Kirkland ferry to UW with parking
- Reduce commuter traffic – live & work in same place

Additional comments received after the meeting:

- Density of jobs important (auto dealership vs. 70 employees in 10,000 SF)- The location of high-density jobs (and low-density as well) needs to consider the traffic generated by the high-density jobs, and the land available for the low-density jobs, and the respective best uses of each. We cannot keep stuffing more jobs into Downtown, where access is mostly by one-lane roads.
- Mix low income with market rate provided the homes are maintained -We need to face the fact that not every neighborhood and sub-neighborhood must have its share of affordable housing. I would be opposed to an insistence that some level of affordable housing must be provided on the Kirkland waterfront or high-value view property, for example. Certain perks should continue to be for those willing to work hard to achieve them.
- People should be more interested in re-energizing Downtown.- See the comment in the first bullet. "Re-energizing" to me means more activity but less development. More pedestrians, more things to do, more use of the waterfront, better use of Marina Park.
- Light rail in Kirkland must make economic sense- And it never will. I'm tired of subsidizing light rail in the Puget Sound area. Billions of \$ for very limited ridership. Buses make more sense when we live so spread out. Too many people DRIVE to the train.
- Mixed Use TOD at Totem Lake Transit Center near Evergreen Hospital- This is a prime location for Mixed Use and affordable housing. Large shopping are potential, jobs nearby, density would be tolerated, and transportation is the best we have.

- Provide Kirkland ferry to UW with parking- Unfortunately, it forces us to use waterfront for cars and parking. Overcome that and it may be possible. The ferry proponents have looked at this and it doesn't pencil out at all. Great concept, though.

Neighborhood business districts

- I would also like to suggest storefronts on the street to create a more pedestrian friendly atmosphere, especially in the smaller neighborhood centers.
- There is nothing more unappealing to me than to have to dash across a vast parking lot to get to a shop. If parking is NOT undergrounded or put behind storefronts, then at least there should be broad "sidewalks" or walkways through these parking lots to accommodate people walking to and from their cars. As the population gets older and mobility and reaction time decreases, we need to have safe space for people to get to their cars if they choose to drive. This also applies to people who may be walking their children in strollers or have small children with them. I don't know how many times I felt like I was risking my daughter's life making that mad squirrel dash across a parking lot.
- Every neighborhood business district should also be a mini (or major) transit hub.

Housing- Lower to middle income

- It is not a matter of working hard and I believe it is a general misunderstanding of just Who is going to be in "affordable housing". I'm not sure where the responsibility resides (which department) to clarify this issue for residents about what affordable really means. I know it was a real eye opener for me when I was learning about the TOD at South Kirkland Park and Ride. We also have had ARCH come to our meetings, which was also helpful.
- In our update of the Houghton Neighborhood plan, it became clear that many of use wanted diversity of housing stock: cottage, ADU, multi-family, but that we ran into resistance when it came to plunking down duplexes, four-plexes or row homes in a predominantly single family residential area. These types of homes were accepted, though, in those transition areas near the business district or between multi and single family zones.
- I've always thought Kingsgate Park and Ride should be a TOD. It might be a great chance to have a partnership with Sound Transit, Metro, and Evergreen Hospital. Evergreen Hospital could even use the first floor retail to be more medical oriented. Higher floors could be extended stay housing (Ex Ronald McDonald House) for the caregivers of those staying at the hospital. And affordable housing for staff at the hospital. The penthouse could be a crash pad for the residents or other doctors on super long shifts or for visiting physicians.

Economic Development-Jobs and businesses

- High density jobs such as Google, Kenworth, or Evergreen Hospital vs low density jobs such as a tax preparer or a retail shop are very different animals in terms of traffic flow and parking needs.
- Due to insurance requirements and restrictions and overall increasing costs, medical services (including dental and mental health) will need to be clustered as more and more practitioners need to be in group offices in order to maintain business. We might consider Totem Lake East to be a Wellness center/area.
- I love that my neighborhood has 6 K-12 schools, 1 home school center, and 1 university. I love that Kirkland has Lake Washington Institute of technology. Could we get a satellite college campus here? Now that is the kind of jobs (professors and teaching staff) and population (educated young people and continuing ed programs) that I think fit well with what people want for Kirkland. Let's make Totem Lake Mall a UW Kirkland or Washington State Kirkland.

Changed in your shopping center?

- No big box store. Not really a change but a wish for the future. I don't think the smaller Neighborhood Centers should have big regional draw stores such as Target, Wal-Mart. I like that our bigger stores are close to freeway access (Costco, Fred Meyer)

Transportation

- This is a huge subject

Land use

- Provide the zoning for what you want to achieve (be that housing, retail, services, or other uses) and then adhere to it so that you accomplish your goals

Community Character

- Character is not something that is created. It is something that a community has that is valued, preserved, enhanced and nurtured over the years.

Economic Development – Jobs and businesses

- We need the major employers but we also benefit from small incubating businesses. That includes one-person businesses that operate from homes. Those businesses also contribute to the economy, often with low environmental impact, and often become larger businesses with roots in and allegiance to Kirkland.
- The other thing that I would like to add is that we need to look outside of our geographic area for success stories. Here are two facets that come to mind:
 - Tax incentives – I was made aware of an innovative tax incentive program that San Francisco used that is a success story where the businesses in a particular zone got a break on their city payroll tax and had to give back with community service. The result is high occupancy in that zone. I could not help but think about Totem Lake when I read about that. We need to know more about programs that other cities have used – what has worked, what has not worked, what would they do differently - and think about what we can do, within the legal constraints of WA law, to bring businesses to Totem Lake and get that critical mass going there!
 - We tend to get focused on the Puget Sound area and what our neighboring cities are doing and that's all good stuff, we learn a lot from those cities. However as I travel around the US and Canada, I see some amazing cities (with inclement weather far worse than ours) with active retail areas with two and three story buildings, few or no vacancies and lots of traffic. It finally hit me as to why they have that traffic and we don't: I'm there visiting as a tourist and coming to that city or that area was promoted as someplace awesome to go. And here we are with this spectacular waterfront and historic buildings and wonderful places to walk and how much tourism do we actually promote unless it's a festival day of some sort? I looked at every cruise line to see if Kirkland was one of their excursion opportunities and did not find a one. Do we connect with concierges? What do we actively do to bring people here when they are on vacation with \$ to spend to help our retailers and collect some sales tax? I would really like to know. Not that we want to get inundated but it would liven up the city if we had more tourist traffic.