

community.

Land Use/Transportation Linkages

Land use/transportation linkage policies address the relationship between the land use pattern and a multimodal-complete transportation system. Separation of jobs and housing means longer commute trips – generally accommodated on the City's roadways either by private automobile or transit. When shops and services are long distances from residential areas, this also translates into additional vehicle or transit trips. Allowing residential and nonresidential uses to locate in closer proximity provides s transportation options making walking or bicycling more-feasiblea viable option.

Site design standards and street connectivity also impact the ability of drivers, transit riders, pedestrians, and bicyclists to get around. Policies in this section discuss the importance of considering connections and alternative-transportation modes-choices when planning new development. ~~The special needs of industrial development are also addressed.~~

Goal LU-3: Provide a land use pattern and transportation network that promotes mobility, transportation choices, and convenient access to goods and services.

Policy LU-3.1: Create and maintain neighborhoods that allow residents and employees to walk or bicycle to places that meet their daily needs. ~~Provide employment opportunities and shops and services within walking or bicycling distance of home.~~

Kirkland presently has a fairly-largely complete network of commercial and employment centers, and many of the City's residential neighborhoods can easily access a shopping area. This policy attempts intends to further strengthen the relationship between urban neighborhoods and commercial development areas.

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

Incorporating R residential development ~~which is incorporated~~ into commercial areas ~~can~~ provides benefits for businesses and residents alike. Housing within commercial areas provides the opportunity for people to live close to shops, services, and places of employment. Conversely, residents living within commercial areas create a localized market for nearby goods and services, provide increased security, and help to create a "sense of community" for those districts.

Residential development within commercial areas should be compatible with and complementary to business activity. Residential use should not displace existing or potential commercial use.

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

Park and ride facilities provide a potential location for offices, shops, and services serving two sets of customers: nearby residents and transit riders. In addition, housing at these facilities supports transit use. However, these. The design of these facilities ~~would have to~~ should be carefully considered to

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

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

Urban Design

- Create lively and attractive districts with a human scale.
- ~~Create attractive, pedestrian-oriented streets through building placement and design and by minimizing the obtrusive nature of parking lots.~~
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- Support a mix of retail, office, and residential uses in multistory structures.
- Create effective transitions between commercial areas and surrounding residential neighborhoods.
- ~~Protect residential areas from excessive noise, exterior lighting, glare, visual nuisances, and other conditions which detract from the quality of the living environment.~~

Access

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

~~Although~~ Each commercial and mixed use area has its own unique attributes, ~~although these~~ generalized development guidelines ~~which~~ work to preserve community character and support a multimodal-complete transportation system ~~are described in the above policies~~. Particular emphasis is placed on improving pedestrian accessibility in commercial areas.

These policies recognize that urban design is important, and that well-designed commercial and mixed use areas, in partnership with Kirkland's residential neighborhoods, will project a positive community image.

Good urban ~~commercial~~ design complements and enhances adjacent residential areas.

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

The intent of this policy is that future economic development be concentrated in existing commercial and mixed use areas. This concentration can help to maintain and strengthen these areas and also promote orderly and efficient growth that minimizes impacts and service expansion costs. Concentration also allows businesses to benefit from proximity to each other.

Intensification, rather than expansion of the boundaries of existing commercial areas into surrounding residential neighborhoods, is desirable. Infilling is preferred, particularly when it would create a denser pattern of development that is focused less on the ~~private~~-automobile and more on the opportunity for multiple transportation modes. Redevelopment may also provide new opportunities, especially in commercial areas where the community vision has changed over time.

Policy LU-5.3: Enhance and strengthen Kirkland's commercial and mixed use areas consistent with the neighborhood plan for each area.

Each of Kirkland's commercial and mixed use areas has unique characteristics based on its role in the community and/or region. Totem Lake is designated as an Urban Center and the Totem Lake neighborhood plan will guide its redevelopment. Downtown Kirkland is the community's historic commercial center and the Moss Bay neighborhood plan establishes the policy guidance for its future. Similarly, policies for each area will be found in the applicable neighborhood plan.

Policy LU-5.4: Provide opportunities for a variety of employment.

Kirkland's commercial areas provide a diversity of jobs; from primary jobs that that bring new revenue into the community, to high-tech jobs that attract creative industry leaders, to service jobs that provide necessary goods and services to the community. All of these employment types are important to a balanced community and plans for each of Kirkland's commercial areas should strengthen appropriate employment opportunities.

Policy LU-5.5: Evaluate the potential of designating the area in and around Downtown Kirkland as an Urban Center.

The existing planned density for housing and planned intensity of employment in or near Downtown Kirkland may meet the requirements for an Urban Center designation. The primary advantage of an Urban Center designation would be opening up potential funding sources for Downtown infrastructure to support existing and planned growth. Essential to the evaluation would be ensuring that such designation is consistent with existing plans for Downtown Kirkland.

Policy LU-5.6: Maintain and enhance Kirkland's diverse Neighborhood Centers to serve as business centers and as walkable focal points for the local community. Reflect the following principles in development standards and land use plans for these areas:

- Preserve and enhance neighborhood-serving retail, especially grocery stores.
- Promote a mix of complementary uses.
- Support redevelopment at an intensity that helps meet Kirkland's required growth targets in walkable neighborhoods with good transit service.
- Create gathering places and opportunities for social interaction.