

Kirkland Downtown: Public Actions, Private Opportunities

The goal of transforming downtown Kirkland into a high quality pedestrian village is broadly supported — it is the bedrock of common ground in the community.



...it is realistic to manage current and anticipated traffic volumes on Central Way and Lake Street in a way that better meets pedestrian needs while retaining cars needed to support a healthy retail environment.



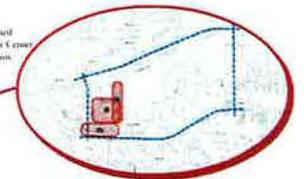
Existing Observation

Downtown Kirkland belongs to the entire city. Citizens view it as their "living room" regardless of whether they live downtown, near downtown or elsewhere in the city.



Park Place is an important part of downtown retail. Its existing retail tenants provide needed local-serving businesses. It is important to preserve these uses that serve as key "anchors" in downtown.

Mass transit, transit riders, and a transit center are important parts of downtown Kirkland, both today and in the future.



Some properties need to be redeveloped at higher densities to make it economical to provide better retail space. The income from the upper story uses often is what makes redevelopment economically feasible.



Marina Park is a wonderful part of downtown. However, its huge potential public benefits and central role . . . are not fully realized . . . A commitment to a major increase in visual and pedestrian access to the lake is the kind of big-picture idea that can transform the downtown: "Bring downtown to the lake -- bring the lake to downtown."



Figure 8: Downtown Shopping Streets

- A large percentage of the cars on Central Way, Lake Street, and Kirkland Avenue are commuters traveling through the downtown to other destinations. More of these commuters need to be converted to shoppers in order for the downtown to thrive.

Office and Housing

- Office uses have the following general characteristics in downtown Kirkland:
 - Strong economic viability and demand – although the market is cyclical, office space currently has a very low vacancy rate
 - Provide good paying jobs, some of which may be held by Kirkland residents (Figure 9)
 - Generally require large building ‘floorplates’ with large amounts of square footage on a single floor (although this is not true for smaller tenants such as professional services)



Figure 9: Commercial Office in a Mixed-Use Building



Figure 10: Housing Above Central Way Retail

- Compared to housing, office generates more peak hour downtown vehicle trips, has higher parking requirements (usually about 3 parking spaces per 1,000 square feet of floor area), and taller floor-to-ceiling heights.
- Housing uses have the following general characteristics (Figure 10):
 - Strong economic viability – at least equal to office uses in today’s Kirkland market
 - Generally require smaller building floorplates than office buildings
 - Generally have a more varied and articulated exterior design than office buildings
 - Generate fewer vehicle trips and parking requirements per square foot (usually 1 to 1.5 parking spots per unit or about 1.5 spaces per 1,000 square feet, which is roughly half that of office)
 - Shorter floor-to-ceiling heights
 - Support local-serving retail better than office
 - Provides “eyes on the street” year-round, “24-7,” promoting safety
 - Provides foot traffic during non-business days and hours that promotes vitality when the downtown might otherwise be less active
- There are currently an estimated 5,649 units of housing within a one-mile radius of downtown Kirkland, and 1,576 housing units within the Central neighborhood (soon to be renamed Moss Bay Neighborhood).
- The general conclusion from these comparative characteristics is that the upper floors of development in the core area of downtown Kirkland should primarily be used for housing and not

office space. There are specific locations where exceptions make sense (such as the office park focus of CBD 5, and local-serving smaller office spaces in the core and along Central Way and Kirkland Avenue).

Parking

Successful retail requires an adequate supply of parking that is convenient and affordable. On-street parking and nearby structured parking with good access are critical for retail success. Centralized, shared parking facilities will be more effective and efficient than requiring each facility to provide its own off-street parking. The City should play a leadership role in providing parking in the downtown that is consistent with these principles (Figures 11, 12).

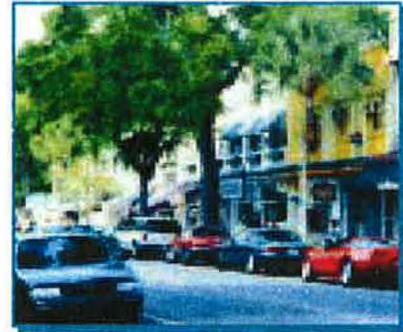


Figure 11: On-Street Parking

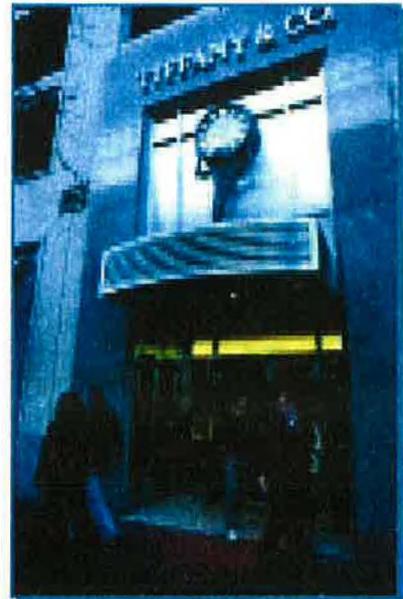


Figure 12: Parking Structure with Retail

RECOMMENDATIONS

Lakefront

Celebrate the waterfront setting by reorienting the downtown to the lake.

1. Establish major increases in visual and pedestrian access to the lakefront. This should include a strong connection extending west to the lakefront from Park Lane. The lakefront should feel and function like an integral part of the downtown.
2. Build a covered parking structure capped with a significant public plaza over the current surface parking lot adjacent to the waterfront, and possibly extend the parking structure and plaza south of Kirkland Avenue:
 - a. Parking structure would extend south of Kirkland Avenue and could expand the number of parking spaces from 128 to as many as 500 (this figure to be validated through more detailed design work during implementation). Approximately 367 spaces will be north of Kirkland Avenue and approximately 129 spaces will be in an expanded parking area south of Kirkland Avenue. As a point of reference, the public garage at the Library has approximately 400 parking stalls.
 - b. Plaza would be approximately 1 to 1.5 acres of public open space and would provide a seamless connection from the downtown to the waterfront. The plaza would be at the same grade as Lake Street and Central Way with access from a series of at-grade pedestrian connections from Central Way and Lake Street - some of which already exist.
 - c. Buildings next to Central Way, Kirkland Avenue, and Lake Street would be allowed to extend onto



Figure 14: Wider Sidewalks

the plaza some, but most of the plaza would be dedicated to public uses. Any structures would be human scale.

3. Automobile access to the lakefront should be limited to access to and from the parking garage with no surface road separating the structure from the park.
4. Allow two-story buildings "outright" along both Lake Street and Central Way in the waterfront area.
5. Land uses surrounding the plaza should be:
 - a. Retail, restaurant, hotel, housing, office, and civic uses allowed; and
 - b. Only retail uses and other generators of pedestrian traffic allowed on the ground floor (office, 'dot-coms' or housing not allowed on ground floor) (Figure 13).
6. A complete and comprehensive redevelopment package for the entire waterfront area is preferred so that the parking structure, plaza, public access, building development, and redevelopment are integrated.
7. The City should take the lead to pursue partnerships and joint development opportunities to finance and construct the parking deck and public plaza.
8. Add a vehicular roundabout at the intersection of Central Way and Market.
9. Make the following changes to Lake Street:
 - a. Coordinate existing signals on the east side of Lake Street at Central Way and Kirkland Avenue and provide more green time for northbound traffic in the PM peak period.

- b. Install curb extensions (bulb outs) on Lake Street at the intersections with Kirkland Avenue and Park Lane and eliminate lane for northbound right-turn movements.
 - c. Continue studying ways to increase sidewalk width, particularly on the west side of Lake Street, while retaining on street parking (Figure 14).
10. The merits of the following waterfront area ideas should be studied in the future:
 - a. Developing a breakwater with renovation/expansion of the City marina; and
 - b. Adding a water taxi.

Core Area

Enhance the core area of downtown by assuring a mix of mutually supportive uses as well as a human scale for any new development.

1. Substantially increase the retail floor area in the core area.
2. Design the core with a Main Street "quaint" and historic character while ensuring economic feasibility (Figure 15).
3. Facilitate redevelopment at key opportunity sites, including:
 - a. Existing parking lot at the corner of Central Way and Lake Street in conjunction with the adjacent U.S. Bank site;
 - b. Bank of America site on Kirkland Avenue and other areas south of Kirkland Avenue;
 - c. Peter Kirk Square; and
 - d. Antique Mall site.



Figure 13: Pedestrian Generators and Amenities



Figure 15: "Quaint" Mainstreer Infused with Economic Vitality

4. Land uses in the core area to be encouraged, promoted (and protected) should be:
 - a. Retail uses on the ground floor of all buildings;
 - b. Primarily housing or hotels on the upper floors; and
 - c. Some office uses or live/work units on the upper floors.
5. Zoning standards. Continue the current height requirements with minor refinements:
 - a. For the two blocks west of 3rd Street (except those parcels fronting Kirkland Avenue) and areas fronting on the south side of Kirkland Avenue, allow five story buildings if:
 - i. The top three floors are exclusively housing; and
 - ii. The total height is no greater than one foot taller than if the building were three floors of office over retail; and
 - iii. A step back is required on the third and upper floors.



Figure 16: Housing Above Retail

- b. For the two blocks fronting on Lake Street, and those parcels to the east fronting on Kirkland Avenue, allow four story buildings (Figure 16) if:
 - i. The top two floors are housing; and
 - iii. Total height is not greater than four feet taller than would be the case if the building were two floors of office over retail;
 - iii. A step back is required on the third and fourth floor.
6. Consider relocating the existing bus transit center from 3rd Street. Initial preference is for a site south of Kirkland Avenue between State Street and approximately Main Street (Figure 17). The following goals should be used to guide site selection and site design:
 - a. Identify and mitigate any impacts on surrounding properties;
 - b. Promote joint development on the site;
 - c. Retail uses on ground floor;
 - d. Public Parking structure to be located below grade or on the upper floors (look for shared parking

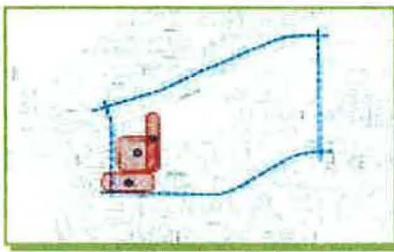


Figure 17: Downtown Transit Center Concept

- opportunities with adjacent uses, avoid use of facility for transit park and ride;
- e. Possible housing and/or office space on the upper floors;
- f. Adequate bus circulation and layover; and
- g. Bus routing and circulation that does not negatively impact automobile and pedestrian circulation,

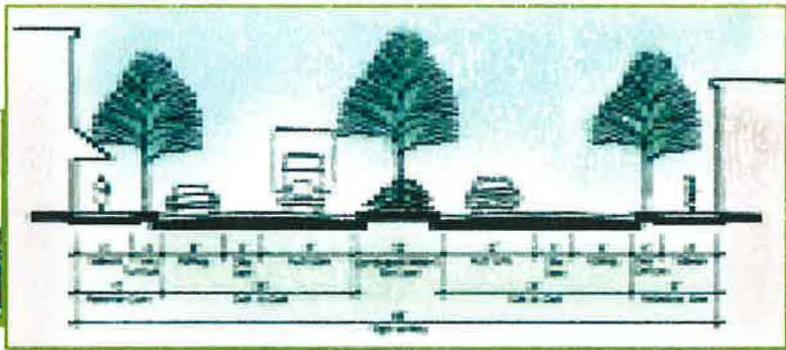


Figure 18: Central Way Concept

7. Prior to implementing changes to Central Way described in #8 below:
 - a. Implement Phase I of the Norkirk Neighborhood Traffic Plan to reduce current cut-through traffic in the neighborhood; and
 - b. Conduct a preliminary technical assessment of appropriate traffic calming measures in the Moss Bay neighborhood in the near term;
 - c. As part of the final design process for the changes to Central Way described in #8 below, assess the specific impacts of the narrowing of Central Way in surrounding neighborhoods and include a plan to mitigate any traffic impacts. Include and assessment of the impacts on the Norkirk neighborhood of any proposed right turn lane for westbound Central Way traffic. Conduct workshops in each neighborhood to review the recommendations; and
 - d. Within six months to one year after changes to Central Way described in #8 below are implemented,
8. Re-design Central Way to provide for safer pedestrian movements (Figure 18):
 - a. Remove one westbound through lane from 3rd Street to Market Street and one eastbound through lane from Lake Street to 4th Street (or the new Park Place driveway);
 - b. Add parallel parking to south side of Central Way;
 - c. Increase the sidewalk width on both sides of the street; and
 - d. Increase the capacity of 114th Avenue at Central Way to allow dual southbound left turn lanes and dual northbound right turn lanes onto southbound I-405.
 - e. Add roundabout to intersection of Market Street and Central Way.
 - f. The City should retain ownership of all existing rights-of-way.
 - g. Study speed limits and consider potential speed reductions on Central Way.
 - h. Study need for safer pedestrian crossings on Central Way between 3rd Street and 6th Street.
9. Capture the feel of the west block of Park Lane on other streets (Figure 19). Make the following changes to Main Street, 3rd Street (assuming the transit center is re-located), and the east block of Park Lane:
 - a. Widen the sidewalks and add street trees by narrowing travel lane widths;
 - b. Add parallel parking (change from diagonal where necessary) to both

monitor and evaluate the impacts of the narrowing on cut-through traffic and speeding in the Norkirk and Moss Bay neighborhoods and coordinate with the neighborhoods to address impacts. If additional mitigation is needed in Norkirk, implement Phase II of the Norkirk Traffic Plan or alternate traffic calming measures, as determined by a neighborhood-based process.



Figure 19: The "Park Lane" Character at Lake Street

- sides of the street (assuming the transit center is re-located from its current site on 3rd Street); and
 - c. Pay particular attention to high quality pedestrian crossing at Park Lane and 3rd Street to encourage a safe connection to Peter Kirk Park.
 - d. Enhance the entry/access points into Peter Kirk Park.
10. Kirkland Avenue changes (Figure 20):
- a. Reduce travel lanes in each direction from 14 feet to 11 or 12 feet, and increase the width of the sidewalks.
 - b. Eliminate the right-turn shortcut from eastbound Kirkland Avenue to State Street.
 - c. Signalize the intersection at Kirkland Avenue and 3rd Street (provided the other improvements to Kirkland Avenue and 3rd Street are made, particularly a Park Lane pedestrian crossing solution across 3rd Street, and elimination of the right-turn shortcut from Kirkland Avenue to southbound State Street).
 - d. Study the inclusion of a bicycle lane and how to best add to the sidewalk width.
11. Park Lane
- a. Retain the current circulation system of one-way between Lake Street and Main Street and two-way between Main Street and 3rd Street;

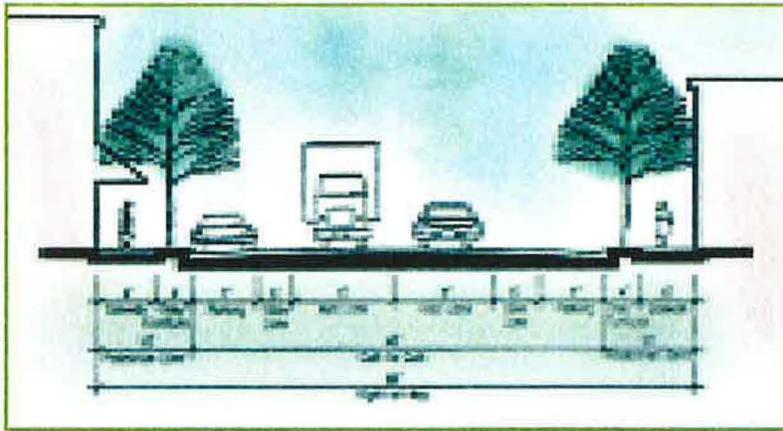


Figure 20: Kirkland Avenue Concept

- b. Pay particular attention to creating and expanding a pleasant pedestrian environment: including possibly adding a covered walkway along Park Lane and along the southern edge of the current path through Peter Kirk Park to Park Place (Figure 21).
12. The City should take a strong leadership role in ensuring adequate parking in the core area and waterfront:
- a. Recommended right-of-way changes will add to the on-street parking supply;
 - b. Prohibit surface parking lots in core;
 - c. Develop the parking structure at lakefront to provide expanded parking service to the core and waterfront;
 - d. Develop a public parking structure to serve retail and employee needs in the core. If it is not provided in connection with a new transit center south of Kirkland Avenue, it should be provided elsewhere in or immediately adjacent to the core;
 - e. Develop a parking strategy for the downtown that leverages public investment in parking to:
 - Encourage shared parking
 - Target the addition of key community-desired uses in the core
 - Promote quality design

Parking requirements for some or all retail uses in the core and waterfront should be eliminated within the context of a parking strategy that accomplishes these goals. Specific uses to target and methods for leveraging the parking investment to be determined in future phases. Uses other than retail within the core should continue to provide their own onsite parking, although shared parking between multiple properties is encouraged.



Figure 21: Connection through Peter Kirk Park

Park Place

Acknowledge Park Place as an integral part of downtown by establishing clearly defined pedestrian connections with the core area and the waterfront.

Recommendations relating to the Park Place shopping center and abutting areas (CBD 5) of downtown include the following:

1. Any new development in this area should be urban in character to promote a better integration of Park Place with the core area.
2. Enhance the intersection of Central Way and 6th Street as a "gateway" to the downtown (Figure 22).

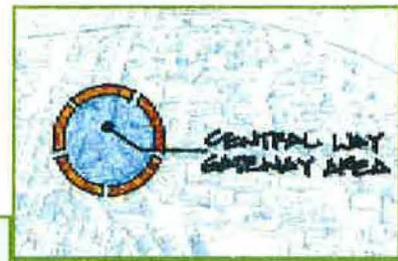


Figure 22: Gateway Area

3. Encourage local-serving uses such as grocery, hardware, and pharmacy within Park Place as it redevelops.
4. Encourage retail uses and similar pedestrian-generating activities on the ground floor of all buildings, including those on Central Way.
5. Establish (through policy) a 'friendly' connection of Park Place to Peter Kirk Park (with no net loss of park land). Prohibit blank walls facing the park, enhance pedestrian connections by adding appropriate walkways and paths,

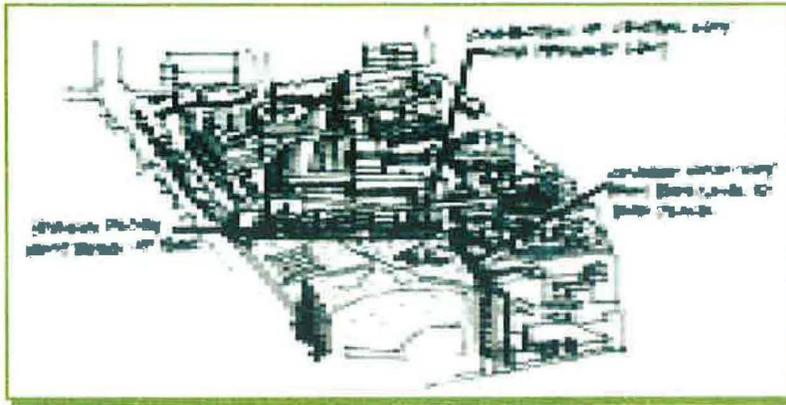


Figure 23: Park Place becomes "Connected". Redevelopment Concept for Park Place

and use design to help make the transition from the shopping center to the park (Figure 23).

6. Add on street parking on Central Way to support retail and enhance the pedestrian environment.
7. Hide rooftop parking at Park Place such that it is not visible from Central Way or Peter Kirk Park.
8. Encourage underground parking and street parking along surface streets. Minimize and, over time, eliminate surface parking lots.

9. Reduce travel lanes in each direction on Kirkland Avenue from 14 feet to 11 or 12 feet, and increase sidewalk widths.

10. Complete a street in the form of a meandering lane running north-south between Central Way and Kirkland Avenue to provide an urban retail street environment (Figure 24).

11. The Salvation Army property located south of Kirkland Avenue represents an important redevelopment opportunity. Conduct further studies to determine the most appropriate uses for this site, possibly emphasizing uses that complement the civic facilities on the north side of Kirkland Avenue.

12. Preserve the designation of the CBD 5 area as a Class A office district while allowing limited housing subject to the following guidelines and limitations:

- a. Ensure that design guidelines are consistent with the character and image of the district;
- b. Ensure that Peter Kirk Park retains its function as an active park, with activities for all ages of users and activities that extend into the evening hours. Future residents of housing on all sides of the park should understand that these active uses take precedence over concerns they may have over conflicts with residential uses.
- c. Housing will be minor percentage of any project, and allowed only on western edge of CBD 5 (west of the north-south road that is to be added).
- d. Housing will be designed within the current height limits for CBD 5.



Figure 24: Potential Concept for Meandering Retail Street

Key
Elements

Foundations and
Conclusions

Recommendations

Summary

SUMMARY

The conclusions and recommendations described in this document represent the work effort of a very diverse group of Kirkland leaders – neighborhood leaders, historians, developers, bankers, retailers, property owners, main street enthusiasts, and others that love Kirkland. The process began, as it does in so many communities, with distrust. Over the past year, the Downtown Action Team has forged a remarkable process of trust and interaction. Personal agendas, while not gone, have melted down while the desire for holistic and comprehensive solutions to downtown revitalization continue to gain more and more support from the entire team. Many, if not most, of the recommendations were reached with unanimous support.

The Downtown Action Team encourages the citizens of Kirkland to approach this opportunity as they have – determining what is in the best interest of Kirkland and how all the parts can be understood and resolved simultaneously. We encourage your involvement and look forward to the discussions together about our future.

Next Steps

The strategies identified in this plan will become projects and each will carry a life of its own. The DAT will continue to provide oversight and direction on the details of implementing this plan and ensure that each project achieves the vision of making downtown Kirkland a high quality pedestrian village.



ORDINANCE NO. 0-3974*

AN ORDINANCE OF THE CITY OF KIRKLAND AND ITS SUMMARY ORDINANCE RELATING TO COMPREHENSIVE PLANNING AND LAND USE AND AMENDING THE COMPREHENSIVE PLAN (ORDINANCE 3481 AS AMENDED) AS REQUIRED BY RCW 36.70A.130 TO ENSURE CONTINUED COMPLIANCE WITH THE GROWTH MANAGEMENT ACT, FILE NO. IV-02-1.

WHEREAS, the Growth Management Act (GMA, RCW 36.70A.215) mandates that the City of Kirkland reviews, and if needed, revises its Comprehensive Plan pursuant to RCW 36.70A.130; and

WHEREAS, the City Council in September 2002 did review the City's Review and Evaluation Report that identified revisions made and revisions needed to the Comprehensive Plan to be consistent with the GMA. The City did send the evaluation report, dated September 2002, to the Washington State Department of Community, Trade and Economic Development; and

WHEREAS, the City did analyze its housing and employment capacities and did determine that it can meet its 2022 targets for the most recent ten-year forecast by the Office of Financial Management and as allocated by the King County Growth Management Planning Council; and

WHEREAS, in compliance with the GMA and the Buildable Lands Program pursuant to RCW 36.70A.215, the City has determined the actual density of housing development, and has determined that such development to be consistent with the Comprehensive Plan; and

WHEREAS, the City in revising the Comprehensive Plan established procedures and schedules for early and continuous public participation pursuant to RCW 36.70A.130 (2) and RCW 35A.63.070; and

WHEREAS, the City broadly disseminated public participation information with notices in the local newspaper and on the City's web site and cable channel, by placing flyers in a local newspaper and by mailing notices to interested parties; and

WHEREAS, the City held an extensive two month community outreach program called "Community Conversations - Kirkland 2022" to obtain community goals and values before revising the Comprehensive Plan; and

WHEREAS, the City held 43 study sessions and one open house, including meetings with the Planning Commission, Transportation Commission, Houghton Community Council and Park Board; and

WHEREAS, the City did issue a revised Comprehensive Plan on July 1, 2004; and

WHEREAS, the Planning Commission held a public hearing on July 22, 2004, including a joint hearing with the Transportation Commission on the Transportation Element, and a follow-up meeting on August 26, 2004 to consider the comments received and to prepare its recommendation to the City

Council. The Houghton Community Council held a public courtesy hearing on July 19, 2004 and two follow-up meetings on August 23, 2004 and September 29, 2004 to consider the comments received and to prepare its recommendation to the City Council. The Transportation Commission did hold a follow-up meeting on August 25, 2004 to consider the comments received and to prepare its recommendation to the City Council. The City Council conducted a series of study sessions prior to adoption; and

WHEREAS, as part of the Comprehensive Plan revision process the City did receive and process a Private Amendment Request, submitted by Sedorco Property Partnership and assigned Planning and Community Development File No. ZON04-00016, on which the City Council will take final action no later than February 28, 2005; and

WHEREAS, the revised Comprehensive Plan adopted pursuant to the GMA must be coordinated with the comprehensive plans of King County and other Cities which have common borders with Kirkland or which share related regional issues; and

NOW, THEREFORE, BE IT ORDAINED by the City Council of the City of Kirkland as follows:

Section 1. Declarations.

A. Pursuant to the State Environmental Policies Act (SEPA) a scoped Draft Environmental Impact State (DEIS) was prepared and issued on July 1, 2004. The DEIS analyzed the 2022 growth targets for housing and employment along with the revisions to the Comprehensive Plan for the purpose of disclosing possible environmental impacts. The Responsible SEPA Official held a public hearing on the DEIS on July 22, 2004. The Final Environmental Impact Statement (EIS) was issued on October 15, 2004.

B. The City provided copies of the Draft Comprehensive Plan, the DEIS and the Final EIS to surrounding jurisdictions, King County, the Puget Sound Regional Council and Washington State Department of Community, Trade and Economic Development.

C. The Comprehensive Plan is consistent with the King County Countywide Planning Policies, the Multicounty Planning Policies and the GMA.

D. The revised plan was transmitted to Washington State Department of Community, Trade and Economic Development on July 1, 2004, which is at least 60 days prior to adoption.

Section 2. Adoption of the Comprehensive Plan: That certain revised city-wide chapter elements, land use map and other figures, appendices and subarea neighborhood maps of the Comprehensive Plan along with a new Human Services Element which has been filed with the City Clerk and which bears the date of December 14, 2004, is hereby adopted as the City of Kirkland's Comprehensive Plan. The City Council declares that the adoption of this revised Comprehensive Plan is intended to satisfy the mandates of Chapter 36.70A RCW (GMA) and also to be the adoption of the City of Kirkland's Comprehensive Plan pursuant to Chapter 35A.63 RCW (relating to land use planning and zoning).

Section 3. Text amended: The Comprehensive Plan, Ordinance 3481 as amended, are amended by this reference and as set forth in Attachment A.

Section 4. Severability: If any section, subsection, sentence, clause, phrase, part or portion of this ordinance, including those parts adopted by reference, is for any reason held to be invalid or unconstitutional by any court of competent jurisdiction, such decision shall not affect the validity of the remaining portions of this ordinance.

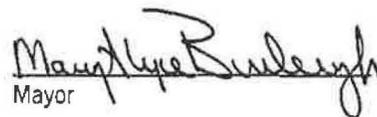
Section 5. Houghton Community Council: To the extent that the subject matter of this ordinance is subject to the disapproval jurisdiction of the Houghton Community Council as created by Ordinance 2001, said plan shall become effective within the Houghton community either upon approval of the Houghton Community Council, or upon failure of said community council to disapprove this ordinance within 60 days of its passage.

Section 6. Effective Date: Except as provided in Section 6, this ordinance shall be in full force and effect five days from and after its passage by the City Council and publication, pursuant to Section 1.08.017, Kirkland Municipal Code in the summary form attached to the original of this ordinance and by this reference approved by the City Council as required by law.

Section 7. Ordinance Copy: A complete copy of this ordinance shall be certified by the City Clerk, who shall then forward the certified copy to the King County Department of Assessments.

Passed by majority vote of the Kirkland City Council in open meeting this 14 day of December, 2004.

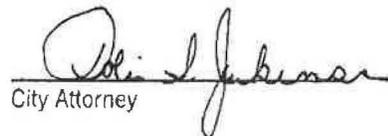
SIGNED IN AUTHENTICATION THEREOF this 14th day of December, 2004.


Mayor

Attest:


City Clerk

Approved as to Form:


City Attorney

PUBLICATION SUMMARY
OF ORDINANCE NO. 0-3974*

AN ORDINANCE OF THE CITY OF KIRKLAND RELATING TO COMPREHENSIVE PLANNING AND LAND USE AND AMENDING THE COMPREHENSIVE PLAN (ORDINANCE 3481 AS AMENDED) AS REQUIRED BY RCW 36.70A.130 TO ENSURE CONTINUED COMPLIANCE WITH THE GROWTH MANAGEMENT ACT, FILE NO. IV-02-1.

Section 1. Addresses issuance and distribution of the Draft and Final Environmental Impact Statement; consistency of the revised Comprehensive Plan with the King County Countywide Planning Policies, the Multicounty Planning Policies and the GMA; and transmittal of the Plan to the Washington State Department of Community, Trade and Economic Development at least 60 days prior to adoption.

Section 2. States that the revised Comprehensive Plan is intended to satisfy the mandates of Chapter 36.70A RCW (GMA) and to be the adoption of the City of Kirkland's Comprehensive Plan pursuant to Chapter 35A.63 RCW.

Section 3. Amends the Comprehensive Plan as set forth in Attachment A.

Section 4. Addresses severability.

Section 5. Establishes that this ordinance will be effective within the disapproval jurisdiction of the Houghton community upon approval by the Houghton Community Council, or upon failure of said Community Council to disapprove this ordinance within 60 days of its passage.

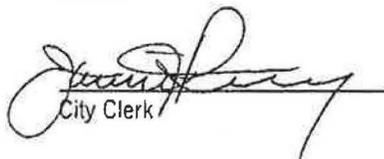
Section 6. Authorizes publication of the ordinance by summary, which summary is approved by the City Council pursuant to Section 1.08.017, Kirkland Municipal Code and establishes the effective date as five days after publication of said summary.

Section 7. Directs the City Clerk, to certify and forward a complete certified copy of this ordinance to the King County Department of Assessments.

The full text of this ordinance will be mailed without charge to any person upon request made to the City Clerk for the City of Kirkland. The ordinance was passed by the Kirkland City Council in open meeting on the 14th day of December, 2004.

I certify that the foregoing is a summary of Ordinance 3974* approved by the Kirkland City Council for summary publication.

Attest:


City Clerk

(Note: existing text is deleted in its entirety and replaced with new text below)

VIII. ECONOMIC DEVELOPMENT

A. INTRODUCTION

A healthy economy plays an important role in ensuring that Kirkland remains a vibrant community for living and working. The purpose of the Economic Development Element is to establish the goals and policies for economic growth and vitality that will enhance the City's character and quality of life.

This element describes Kirkland's economic role locally and within the context of the countywide and regional economy. This element also discusses the importance of business retention and recruitment, the types of businesses and jobs to be encouraged, and a summary of the strengths, weaknesses and strategies to address future economic needs of the community.

What is Economic Development?

Economic development can be defined as public and private initiatives that promote job creation and business retention and recruitment, increase goods and services to residents and businesses, and provide job training programs, all of which contribute to a strong tax base.

Key issues for the Economic Element are:

- How can Kirkland create a strategy that promotes and guides economic vitality, including local jobs and revenue for public services?
- How can the Kirkland economy become more diversified and what types of businesses should be encouraged to achieve this?
- How can all stakeholders in the community, including businesses, neighborhoods and government, find common ground to develop specific strategies and actions that achieve Kirkland's desired economic future?

EXISTING CONDITIONS

Kirkland was founded by Peter Kirk, an entrepreneur who envisioned Kirkland as the "Pittsburgh of the West". Instead, Kirkland commerce evolved from a ship building center in the 1940s to a suburb of Seattle throughout the 1960s and 1970s.

Today, Kirkland contains a balance of jobs and housing and is interrelated to other Eastside cities and the Puget Sound region. In 2000, Kirkland contained 22,100 housing units and 32,384 jobs. The median household income in 2000 was \$60,332, compared to \$53,157 throughout King County. It is estimated that Kirkland's average wage rate is slightly higher than King County's figure, which in 2002, was \$25,300 per worker per year.