



CITY OF KIRKLAND

Planning and Community Development Department

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MEMORANDUM

Date: June 16, 2015

**To: Planning Commission
Houghton Community Council**

**From: Teresa Swan, Senior Planner
Paul Stewart AICP, Deputy Director,
Eric Shields AICP, Director,**

**RE: JOINT HEARING ON DRAFT COMPREHENSIVE PLAN: FILE NO. CAM13-00465,
#5 AND #6:**

- **GENERAL ELEMENT CHAPTERS (EXCEPT TRANSPORTATION AND CFP TABLES IN THE CAPITAL FACILITIES ELEMENT)**
- **APPENDICES**
- **MINOR CODE AMENDMENTS**
- **NEIGHBORHOOD PLANS: BRIDLE TRAILS, LAKEVIEW, AND CENTRAL HOUGHTON**

I. RECOMMENDATION

- Hold public hearing on the General Element Chapters, and on the Bridle Trails (complete revisions), Lakeview and Central Houghton (maps changes only) Neighborhood Plans, and take public comments.
- Following the hearing, the Planning Commission continues the hearing to July 9, 2015, for deliberation and recommendation to the City Council.
- Following the hearing, the Houghton Community Council deliberates in the Rose Hill Room and then make a recommendation to the Planning Commission.

(Note: Transportation Element is addressed separately in the joint memo to the Planning Commission, Houghton Community Council and Transportation Commission. Hearing on the Capital Facilities Element's CFP tables will be on August 13, 2015.)

II. BACKGROUND

RCW 36.70A.130 establishes the review procedures and schedule for the review and, if needed, to revise comprehensive land use plans and development regulations. The City initiated the process to update its Comprehensive Plan in late 2012. This effort has involved updating all city-wide General Element Chapters of the Plan, revising existing neighborhood plans, creating a new neighborhood plan for Kingsgate, undertaking an Environmental Impact Statement, considering specific citizen amendment requests and amending zoning. The Draft General Elements Chapters address how to accommodate our assigned growth targets in housing and jobs plan for the horizon year of 2035 while still attaining our vision for the community.

III. REVIEW PROCESS

The **Planning Commission and Houghton Community Council** began their review of the Comprehensive Plan Update in early 2014 with the new Vision Statement and new Guiding Principles, and then worked through drafts of the General Element Chapters, neighborhood plans and code amendments over 16 months (see Attachment 1 – Schedule). The Environment Chapter has been completely rewritten to reflect both the built and natural environment with an emphasis on sustainability and climate change. The Transportation and Park Recreation and Open Space Elements have been rewritten to reflect the new Transportation Master Plan and Park, Recreation and Open Space Plan (PROS Plan). The Utilities Element reflects the new Surface Water Master Plan. All of the Element Chapters now reflect the annexation area and many address the new Cross Kirkland Corridor.

As part of review of the 14 General Element Chapters, the Planning Commission and Houghton Community Council considered the requirements of the [GMA Comprehensive Plan Update](#) for consistency with:

- **The State Department of Commerce's** [Comprehensive Checklist](#) for Growth Management Act (GMA) statutory requirements adopted since 2003;
- **Puget Sound Regional Council's** (PSRC) [Vision 2040](#) and [Transportation 2040](#); and
- King County 2012 [Countywide Planning Policies](#).

Also considered were the comments from the 2035 Visioning Conversations, the neighborhood meetings in 2014, the [City Council Goals](#), [Smart Growth Principles](#) and [Sustainable Principles](#), and other planning principles as part of their consideration of changes to the element chapters.

Between January and June 2015, the **City Council has received briefings** on the Draft Element Chapters and revised neighborhood plans. In some cases, the City Council has provided suggested revisions to the Element Chapters. Early review by the City Council has allowed more time for the Planning Commission to review the Council feedback and incorporate Council revisions. It will also speed up the adoption process this fall.

IV. PUBLIC OUTREACH, VISIONING AND EDUCATION

Under the umbrella of [Kirkland 2035 Your Voice, Your Vision, Your Future](#), a coordinated community outreach effort embraced five new City plans all at the same time: Comprehensive Plan Update, Transportation Master Plan, Park and Recreation Open Space Plan (PROS Plan), Surface Water Master Plan, and the Cross Kirkland Corridor Master Plan. For the Comprehensive Plan Update, extensive public

outreach meetings were held with neighborhoods, businesses, youth groups, schools, boards and commissions and other stakeholders.

The City had a year-long intensive, multidimensional [visioning outreach program](#) starting in early 2013 with a visioning program focusing on city-wide topics, and then in 2014 with visioning meetings focused on each neighborhood. Over 84 public meetings were held, not including board and commission meetings. The extensive outreach effort was critical in educating and getting input from the public on the five new City plans. It was also important to reach out to the 30,000 new residents from the annexation area whose neighborhoods would be reflected in these new City master plans.

The outreach program included **a dedicated webpage on the City's website called [Kirkland2035](#)**, containing information, meeting notices, monthly bulletins, [on-line forums](#) and surveys. Also the City hosted city-wide community events, speakers, and farmer market displays, and staff attended neighborhood association summer picnics. In addition, the [City Update Newsletter](#) mailed to all businesses and residents provided information on the Comprehensive Plan Update throughout the process, including the [June 2015 Special Edition](#) that was dedicated completely to the draft plan and upcoming public hearings and open houses.

The new Vision Statement and Guiding Principles, and revised Element Chapters and neighborhood plans reflect the comments and concerns from this city-wide visioning program and neighborhood meetings.

V. SUBMITTAL OF THE DRAFT PLAN TO THE DEPARTMENT OF COMMERCE AND PSRC

Under RCW 36.70A.106, the City is required to submit a **Notice of Intent to Adopt** along with the Draft Plan and any amendments to development regulations to the **Washington Department of Commerce** (DOC) at least sixty days prior to final adoption. DOC reviews the draft plans to confirm that they are consistent with the GMA, and with multi-regional and regional planning policies. For the **City, these planning policies would be PSRC's Vision 2040 and Transportation 2040, and King County's Countywide Planning Policies**. DOC makes the Draft Plans available to state agencies who have authority to review plans and development regulations for GMA compliance, including Departments of Transportation and Ecology.

Once the City's Comprehensive Plan is deemed to be [GMA compliant](#), the City is added as "in compliance" to the [GMA Compliance Status Report](#) maintained by DOC. State agencies that help local governments finance infrastructure, such as sewer and water systems, community centers or roadways, consider GMA compliance when making award decisions for grants and loans. The Public Works Trust Fund, the Centennial Clean Water Fund, the Drinking Water State Revolving Fund, and the Hazard Mitigation Grant program all require compliance with the GMA for access to their funding programs. The Recreation and Conservation Office gives an additional point in the scoring process for local governments that are in compliance. The Department of Commerce verifies GMA compliance for the purposes of grants and loans for agencies that use this information in their funding decisions.

Due to the possible extent of changes needed for the major Plan Updates, the DOC has requested that cities and counties send the notices and draft plans to them prior to the hearing on draft plans. This will give them opportunity to provide comments in advance of adoption so that there is time to make any needed changes. The City submitted the *Intent to Adopt* notice and Draft Plan last week along with a

transmittal letter from the Mayor (see Attachment 2 - which is in draft form since it will be reviewed by the City Council on [June 16, 2015](#), after this memo was prepared).

The City also transmitted the Draft Plan to the **PSRC** for its review. PSRC certifies city and county transportation plans for compliance with its Transportation 2040 plan. This review is part of GMA compliance process.

VI. CRITERIA FOR AMENDING THE COMPREHENSIVE PLAN

The [Zoning Code](#) contains five criteria for amending the Comprehensive Plan. The list of criteria is provided below:

1. The amendment must be consistent with the Growth Management Act.
2. The amendment must be consistent with the countywide planning policies.
3. The amendment must not be in conflict with other goals, policies, and provisions of the Kirkland Comprehensive Plan.
4. The amendment will result in long-term benefits to the community as a whole, and is in the best interest of the community.
5. When applicable, the proposed amendment must be consistent with the Shoreline Management Act **and the City's adopted** shoreline master program.

As discussed above, the Planning Commission and Houghton Community Council considered new GMA **legislation, PSRC's Vision 2040 and Transportation 2040**, and the Countywide Planning Policies when reviewing the Draft Plan to ensure consistency and implementation of these documents. Attention was taken to ensure that internal conflicts between goals and policies do not exist so that the Plan Update is internally consistent. Careful consideration was given that the Draft Plan will result in long-term benefits to the community and is in the best interest of the community by planning for the anticipated future growth while maintaining the values of the community expressed in the 2013 visioning outreach program and the 2014 neighborhood visioning meetings.

VII. REVISIONS TO THE ELEMENT CHAPTERS

Past [Planning Commission](#) and [Houghton Community Council](#) packets contain staff memos that provide in depth explanation of the proposed changes to the Element Chapters. All Element Chapters contain general edits and updates. Below is a brief summary of the key changes to the Element Chapters in order as the chapters appear in the Comprehensive Plan (see Attachments 3-20). The Transportation Element is addressed in a separate memo for the June 25, 2015, hearing.

A. Introduction (see Attachment 3)

- Update **history and data** about Kirkland
- Add Kirkland's **history of annexation map**

B. Vision Statement and Guiding Principles (see Attachment 4)

- New **vision statement** based on Kirkland being a welcoming place to live, work and play; a green, livable and sustainable community; inclusive and diverse: and connected by walking, biking and transit
- New **guiding principles** based on the vision of a livable, sustainable and connected community

C. General (see Attachment 5)

- Add required **Vision 2040 Regional Statement**
- Revise **neighborhood plan amendment text** to reflect goal to update plans at least once between every two major Plan Updates

D. Community Character (see Attachment 6)

- Look for opportunities for pedestrian connections, open space, art and public events with the Cross Kirkland Corridor
- Address **impacts of outdoor storage** of large vehicles, boats and junk in SF neighborhood

E. Environment (see Attachment 7) *note: chapter has been rewritten and name revised*

- New **Introduction** and explains the concept of a "**Livable and Sustainable Community**"
- Maintain current **trees and vegetation** canopy cover while achieving optimal health, safety and sustainability of the urban forest
- Look at ways to protect and stabilize **soils and geology** using best available science and practices to order to protect life and property
- Address **built environment** because of important connection between the built and natural environments
- Focus on **climate change** with a strong emphasis on reducing greenhouse gas emissions

F. Land Use (see Attachment 8)

- Support land use patterns that promote **public health**
- Factor availability of **transit** into decisions about future growth
- Encourage land uses that are complementary with the **Cross Kirkland Corridor (CKC)**
- Update and clarify definitions and guidance for **commercial and mixed use areas**
- Emphasize importance of **streets and CKC** as parts of Kirkland's **open space network**

G. Housing (see Attachment 9)

- Establish city's proportionate share of **housing needs** of very low-, low-, and moderate income households
- Address **homelessness**
- Support **senior housing needs and fair housing**

H. Economic Development (see Attachment 10)

- Promote **sustainable and resilient economy**
- Encourage **diverse tax base**
- Promote access to **job opportunities and goods and services** to community
- Address **tourism & business retention**
- Address recruitment efforts toward businesses that **provide living wage jobs**
- Encourage **positive business climate**

- Foster **socially and environmentally responsible businesses**
- Support businesses that provide **access to healthy and locally grown food**
- Develop the Cross Kirkland Corridor to **attract businesses and housing** as well as a multimodal transportation facility to connect businesses and employees with employment centers
- Promote **socially responsible practices** in the private, public and non-profit sectors
- Help facilitate environmental **remediation** of contaminated sites

I. Park, Recreation and Open Space (see Attachments 11) *note: rewritten element based on PROS Plan.*

- **Neighborhood & Community Parks.** Acquire additional parklands necessary to adequately serve the City's current and future population based on designated guidelines for levels of service.
- **Waterfront Parks.** Maintain and enhance Kirkland's waterfront parks to connect residents with the water and provide unique recreational experiences
- **Trail Network.** Develop a network of shared-use pedestrian and bicycle trails to enable connections within parks and between parks, nearby neighborhoods, public amenities, and major pedestrian and bicycle routes identified in the Active Transportation Plan
- **Signature Trails.** Develop, enhance and maintain signature greenways and trails that stretch across the community and that connect residents to the City's many parks, natural areas, recreation facilities and other amenities
- **Recreation Facilities.** Develop additional multiuse indoor recreation, aquatic, and community spaces that provide a comprehensive recreation program to Kirkland residents.
- **Specialized Facilities.** Establish and operate specialized recreational facilities (e.g. action sports facilities, off leash areas, skateparks, community gardens) to respond to identified public needs, as appropriate
- **Athletics.** Provide a citywide system of sports fields, indoor and outdoor sports courts, gymnasiums, and programs to serve athletic needs of the community, in partnership with the Lake Washington School District, local sports organizations, and other regional providers
- **Conservation & Stewardship.** Preserve significant natural areas to meet outdoor recreation needs, provide opportunities for residents to connect with nature, and meet habitat protection needs
- **Restoration.** Restore and manage City-owned or managed natural areas to protect and enhance their ecological health, sensitive habitats and native species
- **Universal Access & Inclusion.** Strive to reduce barriers to participation and provide universal access to facilities and programs

J. Utilities (see Attachment 12)

- Support **equal access** to utility services
- Encourage **undergrounding** when telecommunication facilities are installed
- Encourage **screening utility infrastructure** to blend into surroundings
- Promote **water reuse** and **reclamation**
- Implement City's **Surface Water Master Plan**
- Promote **increasing renewable energy** and encouraging utility providers to make **efficiency improvements** and transition away from **fossil fuels** to address **climate change**
- Coordinate **emergency response** for utility disaster recovery

- Require **siting analysis** for electrical transmission facilities.

K. Public Services (see Attachment 13)

- Establish **emergency management** program
- Change desired closure of **Houghton Transfer Station** from 2016 to 2021 (Note: Later this summer, the Metropolitan King County Council is scheduled to consider changing the 2021 target closure date to 2023. The date stated in the draft Public Services Chapter will not be changed until such time that a change is formally considered by the Kirkland City Council, Resolution R-5001 and Position Statement adopted on September 17, 2013 and Resolution R-5031 and Letter adopted on February 4, 2014, reflecting the City's policy position to endorse a 2021 closure.)
- Promote increased **waste reduction and recycling**
- Support **Lake Washington School District** in planning, siting and development of school facilities
- Address **social equity** for underserved population and **equal access** for people with disabilities

L. Human Services (see Attachment 14)

- Embrace **diversity** in population and strive for community **free of discrimination** and **equal opportunity** for all
- Create community that has ability to meet members' **basic physical, economic and social needs** and have opportunity to enhance their **quality of life**.
- Encourage **partnerships** with city, schools, human services providers and others to meet needs of children and families
- Encourage human services facilities to **locate near commercial centers, and transit and non-motorized facilities** and provide **barrier free programs**

M. Capital Facilities (see Attachment 15)

Note that the Capital Facilities Plan tables are not included in this memo and will be reviewed at the August 13, 2015 hearing.

- Support **sustainable development practices** for design and construction of public facilities
- Establish new **Transportation LOS** (change from vehicle peak hour and average LOS for system intersections to completion of a planned network based on **multimodal network**)
- Establish new **Park LOS** (change from acres or square feet per 1,000 persons depending on facility to established **dollar amount spent per person**)

N. Implementation Strategies (see Attachment 16)

- Update **one-time projects** to implement the Draft Elements
- Delete **ongoing activities** since they are part of existing programs or projects
- Note **neighborhood plan updates** to be updated at least between every two major Plan Update cycle

O. Appendices (see Attachment 17-18)

- Delete **Appendices A, Level of Service Methodology**, and provide on the City's web site as background information

- Delete **Appendices C, Design Principles - Residential Development**, and provide on the City's web site in same location as other design guidelines

P. Code Amendments (see Attachments 19-20)

- Amend **Chapter 142 Kirkland Zoning Code (KZC) and Kirkland Municipal Code 3.30.040** to reference the Design Principles - Residential Development that are deleted from Appendices C
- Amend **KZC 10.35.3** concerning the interpretation of **zoning boundaries in Lake Washington** consistent with case law and other jurisdictions in the state

VIII. CITY COUNCIL BRIEFINGS ON ELEMENT CHAPTERS

A. May 5, 2015 and June 2, 2015 City Council Meetings

Between January and June 2015, the City Council received briefings on the Draft Element Chapters and Neighborhood Plans. In some cases, the City Council has provided suggested revisions. Except for Public Services and Utilities Elements, and Implementation Strategies, staff has presented the City Council's feedback on the Draft Elements to the Planning Commission at subsequent meetings.

Two Council briefings have occurred since the last Planning Commission meeting. The meetings were held on [May 5, 2015](#) and [June 2, 2015](#). The City Council's feedback is provided below and their revisions are reflected in Attachments 12, 13 and 16.

1. Utilities Element (see Attachment 12)

On May 5, 2015, the Council had a briefing on the Utilities Element. Staff responded to the comments from the Council briefing with the following revisions:

- a. **Policy U-4.9** text added to educate the public about proper disposal of animal waste, including pet waste, to protect and enhance water quality.
- b. **Policy U-5.5** text added to ensure that stakeholders are involved in decisions affecting policies, practices and regulations for enhancements to broadband services.
- c. **New Policy U-5.6** added to address the need to enhance the City's audio and visual communications with citizens.
- d. **Policy U-7.7** text added that when siting new and expanded transmission lines and substation facilities, impacts to schools and residential areas should be minimized and trees should be preserved, and that accepted low cost methods should be used to reduce potential health risk from electromagnetic frequency (EMF) impacts, until scientific research warrants changes to policies.
- e. **New Policy U-8.6** added to coordinate emergency response for utility disaster recovery.

2. Public Services Element (see Attachment 13)

On May 5, 2015, the Council had a briefing on the Utilities Element. Staff responded to the comments from the Council briefing with the following revisions:

- a. **Introduction** text added to address challenges for provision of library services.

- b. **Existing Conditions** text added to address additional police protection functions (i.e. interlocal agreements for SWAT teams; explosives removal and other specialized services).
- c. **Existing Conditions** text added to address King County Library System mission.
- d. **Relationship to Other Plans** functional plan added to documents adopted by reference to support Emergency Management functions (Continuity of Operations and Continuity of Government Emergency Management Plan).

3. Implementation Strategies (see Attachment 16)

The draft General Element and Implementation Strategies Chapters have revised text to update all 16 neighborhood plan chapters (includes the new Kingsgate Plan and the pending Finn Hill Plan) at least once between every two major Plan Update cycles which would be approximately every 16 years. On June 2, 2015, the City Council had more discussion on how often the City should **update the neighborhood plans**. Some City Council members want to update the 16 neighborhood plan chapters with every major Plan Update cycle which would be about every eight years. Other City Council members do not want to commit to that rigorous of a schedule and question the need to do so in lieu of other City priorities.

Following the meeting, staff revised the text to read as follows, attempting to address both sides of the issue:

Update neighborhood plans and business district plans at least once between every two major Comprehensive Plan updates or more frequently as needed, given City Council priorities and available resources.

B. Land Use Element (see Attachment 8)

On [February 3, 2015](#), the City Council had a briefing on the Land Use Element. Subsequently, the Planning Commission reviewed the City Council feedback on [March 26, 2015](#) described below:

1. **Land Use Map and Definitions** section adds text describing how changes to the Land Use Map and zoning are initiated.
2. **Growth Management** section incorporates the 10 Minute Neighborhood concept into the Comprehensive Plan.
3. **Policy LU-3.7** modified to reflect that the current transit system does not appear to influence parking demand.
4. **Policy LU 3.9** text added to strengthen connectivity policies.
5. **Policy LU-4.4** added for future consideration of small neighborhood-oriented commercial uses within residential neighborhoods.
6. **Map LU-2** clarify terminology to avoid confusion between the Cross Kirkland Corridor overlay district and the NE 85th St. and Market Street Corridor districts.
7. **Policy LU 5.5** adds a new policy supporting future consideration of an area around Downtown Kirkland as an Urban Center.

At their March 26th Study Session, the Planning Commission recommended that the NE 85th St. and Market Street Corridor districts continue to be called "**Corridor Districts**" as the most apt description and did not think it would be confused with the "Cross Kirkland Corridor Overlay". Also, the Commission noted their desire to recommend to Council that any future **Urban Center designation** of the area around Downtown Kirkland should be careful to not dilute Totem Lake's priority for the limited funding that is available for Urban Centers.

IX. FOLLOW-UP ON PARK RECREATION AND OPEN SPACE ELEMENT

On [April 23, 2015](#), the Planning Commission review the next draft of the Park, Recreation and Open Space Element and provided comments to Michael Cogle, Deputy Parks Director. Below are changes to the draft element in response to those comments. The changes are reflected in Attachment 11. This element is a completely written element so no strike-out or underlines are shown.

LEVEL OF SERVICE FOR KIRKLAND'S PARKS, RECREATION, AND OPEN SPACE SYSTEM

In 2015, the City adopted a new standard for determining the level of service for its park system. Known as "**Investment per Person**", this standard ensures that each resident person receives ~~an equitable~~ access to a constant amount of parks and recreational facilities as the community grows. The City provides this value by capital investment in parks and recreational facilities that are most appropriate for each site and which respond to changing needs and priorities as the City grows and the demographics and needs of the population changes. This standard allows the City flexibility in determining the precise mix of facilities that the City builds to meet the needs of its current and future residents.

Policy 7.3 – Shoreline Restoration

Restore Kirkland's public shorelines on Lake Washington in accordance with the Shoreline Restoration Plan to improve habitat, hydrology and recreational opportunities.

Policy 7.4 – Ecosystem Services

Protect and improve the City's natural systems or features for their value in providing ecosystem and infrastructure services.

The City should manage forested areas ~~for~~ to remove invasive species and ~~to~~ encourage the establishment and succession of conifers and other native plants. Parks should be designed and restored to naturally capture and filter stormwater to improve watershed health.

X. BRIDLE TRAILS, LAKEVIEW AND CENTRAL HOUGHTON NEIGHBORHOOD PLAN (see Attachments 21-23)

The City has 14 existing neighborhood and subareas plans. Many of these plans have not been updated in a long time and thus are out of date. In many cases, they do not reflect new information and existing conditions, such as where development has occurred or right of ways that have been improved. There are no standard set of maps for the neighborhoods and most maps are out of date.

As part of the Comprehensive Plan Update, the City Council gave staff direction to review the neighborhood plans for needed updates, and to meet with the neighborhood residents to get input on their vision for the neighborhood and any changes that they think need to be made to their plans. Thus, in January 2014, the City hosted public outreach events for each neighborhood to hear their ideas on a vision for their neighborhood and any concerns or issues for their area. Follow-up events occurred in June 2014 to review the comments and discuss a vision for each neighborhood. These comments were used to revise the existing neighborhood plans. Staff prepared preliminary drafts, reviewed them with the neighborhood associations and incorporated many of their changes into the revised neighborhood plans.

The Bridle Trails Neighborhood Plan was last prepared in 1986 with some revisions done in 2001. Text and maps are very out of date. Both Lakeview and Central Houghton are the most recent neighborhood plans and thus their text is up to date and thus do not need to be revised. No suggested changes to either plan were received during the neighborhood meetings in 2014. The maps will be updated to reflect the most current City information.

The Planning Commission reviewed the changes to the Bride Trails Neighborhood Plan on [February 12, 2015](#). The City Council received a briefing on the draft Neighborhood Plan on March 17, 2015. The Houghton Community Council reviewed the draft Plan on [March 23, 2015](#). Since no changes are proposed to Lakeview or Central Houghton Neighborhood Plans other than the maps, these plans were not reviewed by the Planning Commission and Houghton Community Council.

XI. PUBLIC COMMENTS

Public written comments relating to the Element Chapters and the neighborhood plans are summarized on the comment log in Attachment 24 and are available in File CAM13-00465, #10.

XII. UPCOMING HEARINGS AND OPEN HOUSES

Hearings and open houses on the Draft Plan will continue in July and August 2015. The schedule and topics are as follows:

JULY 9 – PC <i>Hearing</i>	Hearing on EIS Deliberation and Recommendation on items from June 25 hearing	Shields/Swan All
JULY 23 – prior to PC meeting <i>Open house</i>	OPEN HOUSE on 7/23 hearing items and COMMUNITY MEETING on the Totem Lake Action EIS	Lieberman-Brill Collins Consultants
JULY 23 – PC <i>Hearing</i>	Hearing on Norkirk, North Rose Hill, NE 85 th Street Subarea Plan & Highlands Hearing on Basra, Griffis, Walen & Norkirk CARs Definitions PC deliberation and recommendation	Lieberman-Brill L-Brill/Collins Collins/Barnes
AUG 13 – prior to PC meeting <i>Open house</i>	OPEN HOUSE on 8/13 hearing items	Collins and Swan
AUG 13 – PC <i>Hearing</i>	Hearing on Totem Lake Neighborhood Plans Hearings on Morris, Rairdon, Astronics, Evergreen Healthcare, Totem Commercial Center CARs	Collins

	Hearing on Totem Lake Planned Action EIS Joint Hearing on Capital facilities Plan (unless HCC waives it) HCC recommendation on CFP tables (unless waived) PC deliberation and recommendation Recommendation on Preferred EIS Alternative	Swan/Collins Swan Swan Swan
AUG 27 or SEPT 10 – PC	Totem Lake deliberation and recommendation Wrap up of Plan	Collins

Attachment 1 contains the complete Comprehensive Plan schedule 2013-2015.

Attachments:

1. Comprehensive Plan Schedule 2013-2015
2. Draft letter to Department of Commerce from the Mayor
3. Introduction with underlines and strikeouts
4. Vision Statement and Guiding Principles - new
5. General with underlines and strikeouts
6. Community Character with underlines and strikeouts
7. Environment - new
8. Land Use with underlines and strikeouts
9. Housing with underlines and strikeouts
10. Economic Development with underlines and strikeouts
11. Park, Recreation and Open Space - new
12. Utilities with underlines and strikeouts
13. Public Services with underlines and strikeouts
14. Human Services with underlines and strikeouts
15. Capital Facilities with underlines and strikeouts
16. Implementation Strategies with underlines and strikeouts
17. Appendix A deleted
18. Appendix C deleted
19. Chapter 142 Kirkland Zoning Code (KZC) and Kirkland Municipal Code 3.30.040 amendments relating to deleting Appendix C
20. Section 10.35 KZC amendment: interpretation of zoning boundaries in Lake Washington
21. Bridle Trails Neighborhood Plan with underline and strikeouts
22. Lakeview Neighborhood Plan – only updated maps
23. Central Houghton Neighborhood Plan – only updated maps
24. Summary comment log of written public comments

Schedule as of 6/16/15

2013-2015 KIRKLAND COMPREHENSIVE PLAN AMENDMENTS

Milestone Dates -

- February-December 2013: Data Collection
- September – January 2014: Community Outreach
- December 2013: PC discussion on schedule, K2035 themes, growth alternatives and Development Capacity Analysis
- January 2014: PC discussion on Vision Statement/d Framework Goals, Totem Lake Plan issues, Draft Community Profile presented. Development Capacity Analysis completed
- February 2014 through June 2015: PC/HCC/TC Review of Elements, Totem Lake Plan, Citizen Amendment Requests (CARs), Neighborhood Plan issues and code amendments
- February 2015 through July 2015: City Council briefing on Draft Plan
- June 2015: Issue Draft Plan and Draft Environmental Impact Statement (EIS)
- June 25, 2015 Joint hearing on Elements (not Capital Facilities Plan/CFP), several neighborhood plans and CARs
- July 9, 2015: Hearing on EIS and deliberation on items from June 25, 2015 meeting
- July 23, 2015 and August 13, 2015: Hearings on more neighborhood plans and CARs and CFP
- Sept 10, 2015 Final deliberation on Draft Plan
- October 2015: Issue Final EIS
- October 20, 2015 2015: City Council Study sessions
- December 15, 2015: City Council adoption (*State deadline is June 30, 2015*)

CC= City Council, PC= Planning Commission, HCC= Houghton Community Council
TC= Transportation Commission PB= Park Board

2014-2015

Element Chapter	PC Review	CC	HCC	Trans C	Parks B	Planner
Vision/Guidelines Draft Chapter	1/9/14 10/9/14	2/21/14 1/21/15	2/24/14 3/23/15	2/26/14	3/12/14	Swan
Land Use (& Growth Alt) Draft chapter	Feb-June '14	2/21/14 3/3/15	Feb-G.A. 9/22/14	3/26/14 9/24/14		McMahan
Totem Lake Plan	Jan '14 -Jan '15	6/14/15	N/A			Collins
Economic Develop	March–Aug '14	1/21/15	9/22/14			Coogan
Housing	May –Aug '14	3/3/15	9/22/14			Nelson
Natural Environment	Sept '14-Jan '15	4/7/15	3/23/15			Barnes
General	Aug '14	1/21/15	10/27/14			Swan
Public Services	Aug-Oct '14	5/5/15	10/27/14			L-Brill
Utilities	Aug-Oct '14	5/5/15	10/27/14			L-Brill
Introduction	Sept '14	1/21/15	3/23/14			Swan
Transportation (TMP too)	Sept '14-April '15	several meeting 2014 - 2015	10/27/14 4/27/15			Swan/ Godfrey
Community Character	09/09/14	1/21/15	10/27/14			Ruggeri
Human Services	4/23/15	6/02/15	4/27/15			Swan
Capital Facilities	4/23/155	6/02/15	7/27/15			Swan
Parks (PROS Plan too)	May '14-April '15	Several meetings 2014 - 2015	4/27/15			Cogle/Swan

ATTACHMENT 1

CARs	7/14/14 initial scope	9/16/14	None			Various
Council Briefings	Jan-May '15 study	Feb-June '15				
11 Neighborhood Plans	July '14-June '15	Feb-June '15	3/23/15 (BT only)			Various
Code Amendments	April 15-June '15		None			Various
Hearings	6/25/15 hearing 7/09/15 hearing 7/23/15 hearing 8/13/15 hearing		6/25/15 hearing	6/25/15 hearing		Various
City Council study session		10/20/15				
Adoption		12/15/15				Various

✓ (What Has Been Completed)

✓ June 2013

- City Council reviews Land Capacity Analysis
- PC reviews Land Capacity Analysis

✓ July 2013

- PC/PB/TC meet at O.O. Denny Park to discuss Kirkland 2035 plans
- Staff completes plans for visioning program for Sept-Nov
- HCC sees Land Capacity Study and Community Outreach Plan

✓ August 2013

- Staff prepares for visioning program in Sept-Oct
- Staff starts work on Community Profile

✓ September – November 2013

- Visioning program

✓ December 2013

- Summarize main themes from visioning program
- Staff completes preliminary draft Community Profile
- Dec 4: TC meeting on transportation visioning themes
- Dec 5: PC reviews draft **Development Capacity Analysis**
- Dec 12: PC reviews schedule, **Vision Statement/Framework Goals and EIS growth alternatives**
- Staff prepares draft outline for revised Vision Statement and Framework Goals based on visioning comments
- Staff prepares preliminary issue papers on Totem Lake Plan
- Staff prepare approach for Jan-Feb neighborhood issue meetings

✓ January 2014

- Jan 9: PC studies **Community Profile, Vision Statement/Framework Goals** continues discussion on **growth alternatives, and Totem Lake Plan**
- Staff prepared preliminary issue paper for Land Use Element, land use assumptions and growth alternatives
- Jan 27: **HCC** reviews Final Capacity Analysis and Community Profile
- RFP for EIS to select consultants for EIS
- Neighborhood meetings on Plans – round 1

✓ **February 2014**

- PC discusses **Land Use Element** issues
- PC reviews TMP goals and policies
- Feb 21: CC check on draft Vision Statement & Framework Goals
- Feb 24: TC reviews Vision Statement, Guiding principles, Growth concept study
- Staff prepares updates to Land Use Element (Jeremy and Angela)
- RFP for EIS interview and select consultants for EIS
- Light industrial study completed
- Neighborhood meetings on Plans – round 1

✓ **March 2014**

- PC discusses issue paper on Totem Lake Plan
- HCC reviews K2035 themes, draft Vision Statement/Framework Goals and growth concepts
- Staff summaries neighborhood issues from 1st meeting

✓ **April 2014**

- PC review issues on **Economic Development**
- PC reviews issues raised at **neighborhood meetings** and provides direction to staff
- Additions to Light industrial study completed

✓ **May 2014**

- PC reviews draft revisions to **Economic Development policies** and issues for **Housing**
- **PROS Plan** presentation to PC
- Neighborhood meetings on Plans – round 2

✓ **June 2014**

- PC reviews revisions to **Land Use**
- PC discusses **Totem Lake Plan**
- Neighborhood meetings on Plans – round 2

✓ **July 2014**

- PC reviews **CARs**

✓ **August 2014**

- PC reviews revisions to **Housing, General, Public Services, and Utilities Elements, Totem Lake** and EISs Growth Alternatives
- Staff refines land use alternatives

✓ **September 2014**

- PC reviews revisions to **Introduction and Transportation Elements, CAR scoping**, issues for **Natural Environment**, Totem Lake, Neighborhood Plan update approach, Growth Alternatives

✓ **October 2014**

- PC reviews **Community Character, Public Services and Utilities, Introduction, Vision Intro, discussion on industrial areas**, and revisions to **Natural Environment**

✓ **November 2014**

- PC reviews **Park Plan**

ATTACHMENT 1

- ✓ **December 2014**
 - PC reviews **Totem Lake Plan**
 - ✓ **January 2015**
 - PC reviews Moss Bay Neighborhood Plan and CARs and Totem Lake Plan
 - CC briefing on Introduction, General, and Vision chapters, and Economic development and Community Character Element
 - ✓ **February 2015 – June 2015:** Planning Commission and Houghton Community Council review of **Element Chapters, Neighborhood Plans and Citizen Amendment Requests**. Council briefings on Draft Plan
- June 2015**
- Submit for Department of Commerce review
 - Issue Draft EIS
 - Joint PC and HCC hearing June 25, 2015 on Element Chapters. TC at joint meeting for Transportation Element. PC hearing on Neighborhood Plan and CARs. HCC make preliminary recommendations to City Council
- July 2015**
- Hearing July 9, 2015 on Draft EIS
 - PC hearing July 23, 2015 on Neighborhood Plan and CARs
- August 2015**
- PC hearing August 13, 2015 on Totem Lake Neighborhood Plan and CARs, and on Planned Action EIS
- September 2015**
- September 10, 2015 PC makes final recommendation
- Oct 2015**
- Issue Final EIS
 - October 20, 2015 Council holds study session
- December 2015**
- December 15, 2015 Council final adoption of Plan and code amendments
- January 2016**
- HCC final disapproval review of Draft Plan

June 17, 2015

Jeffrey S. Wilson, AICP, Senior Managing Director
 Anthony Boscolo, AICP, Senior Planner
 Local Government & Infrastructure Division
 Washington State Department of Commerce
 1011 Plum Street SE
 Olympia, WA. 98504

RE: Transmittal of the Kirkland Comprehensive Plan
 (City File CAM13-00465, #15)

Dear Mr. Wilson and Mr. Boscolo:

With this letter, the City of Kirkland is pleased to submit our Draft Plan and related Zoning Code Amendments, and the required submittal form to the Department of Commerce. The Draft Plan includes major revisions to all of the mandatory elements required by the Growth Management Act (RCW 36.70.A.070). The Draft Plan reflects extensive updates to all of the Element Chapters, including rewrites of the Environment, Transportation and Park Elements and a major update to the Totem Lake Business District Plan containing our designated urban center. The Plan Update also incorporates four new City functional plans. Lastly, it reflects more than two years of public outreach and participation with over 84 community meetings.

Also it is worth noting that the Draft Plan incorporates the Kingsgate, North Juanita and Finn Hill areas annexed on June 1, 2011. This was a significant annexation that increased our population by more than 30,000 new residents and our land area from 11.06 to 18.25 square miles.

We have made significant progress on the update, but we will not finish all needed revisions by the State deadline. Adoption is currently scheduled for December 15, 2015. The City needs additional time to complete the periodic update for the following reasons:

- **Timing of the Major Update to the Capital Improvement Program (CIP) is the basis for the Capital Facilities Plan (CFP):** The City completes major updates to its CIP every other year. The City is in the process of preparing a major update to its CIP and Comprehensive Plan CFP with adoption scheduled for December 15, 2015. It is the **City's first major update since the 2011 annexation and will reflect surface water, transportation and park projects from the four new master plans, along with capital projects for water, sewer, and fire and EMS.**

We understand that the State has a June fiscal cycle so that is why the deadline for completion of the periodic update is set for June 30, 2015. The City of Kirkland has a December fiscal cycle so its CIP updates are adopted in December. This difference in timing is one of the major reasons that our Comprehensive Plan Update will be completed in December and not June of this year.

- **Timing of Four New Functional Master Plans:** The City began preparation in late 2012 and early 2013 of a new Surface Water Master Plan (SWMP), Transportation Master Plan (TMP), Park Recreation and Open Space (PROS) Plan and the Cross Kirkland Corridor (CKC) Master Plan. An important component of these new master plans is that they all incorporate the area annexed in 2011. Both the TMP and the PROS Plan are the basis of the rewritten Transportation Element and rewritten Parks, Recreation and Open Space

Letter to Jeff Wilson and Anthony Boscolo
 Department of Commerce
 June 16, 2015
 Page 2

Element of the Comprehensive Plan Update. The new Surface Water Master Plan is reflected in the draft Utilities Element. The CKC is reflected in the goals of many of the element chapters and the neighborhood plans. Capital projects derived from these four master plans will be a significant part of the City's major update of the Capital Improvement Program this year. The SWMP and CKC were adopted in 2014 and the TMP and PROS Plan will be adopted later this year.

- **Preparation of a new Totem Lake Business District:** The City is preparing a new Totem Lake Business District Plan for our designated Urban Center. This has taken significant time to prepare.
- **Preparation of an Environmental Impact Statement and Planned Action EIS:** The City is preparing an EIS for the Comprehensive Plan Update along with a Planned Action EIS for the Totem Lake Business District, our designated urban center. The Draft EIS will be issued next week and the Final EIS will be issued in early October.
- **Public Outreach, Visioning and Education:** Within the framework of *Kirkland 2035 Your Voice, Your Vision, Your Future*, (see www.kirklandwa.gov/2035), a coordinated community outreach effort encompassed five new City plans all at the same time: Comprehensive Plan Update, Transportation Master Plan, Park and Recreation Open Space Plan (PROS Plan), Surface Water Master Plan, and the Cross Kirkland Corridor Master Plan. For the Comprehensive Plan Update alone we held extensive public outreach meetings with neighborhoods, businesses, youth groups, schools, boards and commissions and other stakeholders.

The City had a year-long intensive, multidimensional visioning outreach program starting in early 2013. The outreach included on-line forums, surveys, city-wide community events, speakers, visioning programs, farmer market displays, and neighborhood association picnics. The extensive outreach effort was critical in educating and getting input from the public on the five new City plans, including the 30,000 new residents from the annexation area.

The three new neighborhoods that were annexed did not have a neighborhood plan. In 2014 one of the focuses of the Update Plan outreach program was to host two visioning meetings for each of the new neighborhoods to hear about their goals and interests for their individual areas. From these meetings, two neighborhood plans were prepared and one plan is in process.

- **Scope of the Update and Number of Public Meetings:** The Kirkland Comprehensive Plan Update is a complete update of all chapters and comprehensive rewrite of three element chapters. In addition, 10 neighborhood plans were extensively updated to reflect the four new master plans. Neighborhood plans were prepared for two of the annexation areas with another plan in progress. The update has included two meetings a month for the Planning Commission since 2013, and monthly meetings for the Houghton Community Council, Transportation Commission and Park Board. The City has put considerable staffing resources into the update since 2013(See attached schedule).

Letter to Jeff Wilson and Anthony Boscolo
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We have made significant progress as indicated by the Draft Plan that is being submitted to the Department of Commerce. We are also transmitting the Draft Plan to the Puget Sound Regional Planning Council for its review and comment. We have made a concerted effort to meet the requirements of the Growth Management Act (GMA) and involve our citizenry in that process. The City is committed to the completion schedule listed below that shows our good faith and an intent to adopt the Plan Update by December 2015.

- Planning Commission public hearings: June 25, July 23 and August 13, 2015
- Environmental Impact Statement: Draft June 2015 and Final October 2015
- City Council study session: October 20, 2015
- City Council action: December 15, 2015

We believe that this letter of commitment, completion of the Draft Plan and work schedule noted above reflect the intent of the City to adopt the Comprehensive Plan Update by the end of this year.

We are also in process of reviewing our development regulations to determine what revisions may be necessary regarding critical areas. Kirkland has had GMA critical area regulations in effect since 2001. We are currently developing a scope of services and work plan, and expect to have completed any appropriate amendments by June 1, 2016.

If you have any questions or concerns, please contact Teresa Swan, Project Manager, at tswan@kirklandwa.gov, 425-587-3258 or Paul Stewart, Deputy Planning Director, at pstewart@kirklandwa.gov. 425-587-3227.

Sincerely,

Kirkland City Council

Amy Walen
Mayor

Attachment: Comprehensive Plan Update Schedule

REVISED INTRODUCTION CHAPTER: STRIKEOUTS/UNDERLINES

I. INTRODUCTION

ABOUT KIRKLAND

Historical Perspective

The original inhabitants of the eastern shore of Lake Washington were the Duwamish Indians. Native Americans, called Tahb-tah-byook, lived in as many as seven permanent longhouses between Yarrow Bay and Juanita Bay and at a village near Juanita Creek. Lake Washington and its environment provided a bounty of fish, mammals, waterfowl and plants. Small pox, brought by fur traders in the 1830s, eliminated much of the Native American civilization. However, survivors and their descendents continued to return to Lake Washington until 1916 when the lake was lowered for building the Ship Canal which destroyed many of their food sources. The salmon spawning beds in the marshes dried out and the mammal population, dependent on salmon for food, died off. With most of their food sources gone, the Native American population in Kirkland declined dramatically.

The first Euro-American settlers in what is now Kirkland arrived at Pleasant (Yarrow) Bay and Juanita Bay in the late 1860s. By the early 1880s, additional homesteaders had settled on the shore of Lake Washington between these two bays. Inland growth was slow because the land beyond the shoreline was densely forested and few decent roads for overland travel existed. By 1888 the population along the shoreline between Houghton and Juanita Bay was approximately 200. The settlement at Pleasant Bay was renamed Houghton in 1880 in honor of Mr. and Mrs. William Houghton of Boston, who donated a bell to the community's first church.

Early homesteaders relied on farming, logging, boating/shipping, hunting, and fishing for survival. Logging mills were established at both Houghton and Juanita Bay as early as 1875. The promise of industrialization for Kirkland came in 1888 with the discovery of iron ore deposits near Snoqualmie Pass and the arrival of Peter Kirk, an English steel industrialist. Kirkland was slated to become the center of a steel industry – the “Pittsburgh of the West.” Platting of the Kirkland townsite, planning and construction of the steel mill near Forbes Lake on Rose Hill, and development of a business and residential community proceeded through the year 1893. The financial panic of 1893 put an end to Kirk's industrialist dreams before the steel mill could open. Kirkland became a virtual ghost town, and a subsistence economy again arose as the lifeblood of the remaining inhabitants.

Along with Seattle and the Puget Sound region, Kirkland began to grow and prosper, ~~along with Seattle and the Puget Sound region,~~ at the time of the Klondike gold rush. In 1910, Burke and Farrar, Inc., Seattle real estate dealers, acquired many of the vacant tracts that had been platted in the 1890s. They created new subdivisions and aggressively promoted the Kirkland. Ferry service running between Seattle and Kirkland ~~operated 18 hours a day~~. The population grew from 392 people at incorporation in 1905 to 532 by 1910 and to 1,354 by 1920.

REVISED INTRODUCTION CHAPTER: STRIKEOUTS/UNDERLINES

I. INTRODUCTION

Logging and farming remained the primary occupations in Kirkland, but the town was also becoming a bedroom community for workers who commuted by ferry to Seattle.

The Klondike gold rush was also a boon for Houghton. The Alaska-Yukon Exposition of 1909, held in Seattle, prompted the Anderson Steamboat Company, located at the future site of the Lake Washington Shipyards, to build several ships to ferry passengers to the Exposition. Employment at the Steamboat Company increased from 30 to 100 men. World War I and the construction of the Lake Washington Ship Canal brought further expansion of the shipyard and employment increased to 400. By the outbreak of World War II, the Anderson Steamboat Company had become the Lake Washington Shipyards. After the attack on Pearl Harbor, defense contracts allowed the shipyard to quadruple in size and employment exceeded 8,000. The Kirkland-Houghton area became an industrial metropolis virtually overnight. By 1944, an estimated 13,000 to 14,000 people were served by the Kirkland Post Office.

The rapid growth associated with the war effort came at a cost. By the end of the war, many residents felt the loss of a sense of small town community and stability. In addition, serious environmental concerns surrounded the growth of the shipyards and the population. An inadequate septic system threatened water supplies and lake beaches, while an oil spill at the shipyards in 1946 fouled the beaches and killed wildlife along the eastern shore of Lake Washington. The shipyards closed at the end of 1946 and, to avoid future industrialization of their waterfront, Houghton moved to incorporate in 1947 and zoned the waterfront for residential uses.

Following World War II, the automobile and better roads opened up the Eastside to development. Improvements in regional transportation linkages have had the greatest impact on Kirkland's growth since the demise of Peter Kirk's steel-mill dream, when Kirkland was considered "the townsite waiting for a town." Access to Kirkland, which began with the ferry system across Lake Washington, was improved later with the completion of the Lacey V. Murrow floating bridge in 1940, the opening of the State Route 520 Bridge across Lake Washington in 1963, and the construction of Interstate 405 in the 1960s. Kirkland continued to grow as a bedroom community as subdivision development spread rapidly east of Lake Washington. Commercial development also grew following the war, providing retail services to the new suburban communities.

Acquisition of Kirkland's renowned waterfront park system started many years ago with the vision and determination of community leaders and City officials. Waverly Park and Kiwanis Park were Kirkland's first waterfront parks dating back to the 1920s. A portion of Marina Park was given to the City in 1937 and then the remaining parkland was purchased from King County in 1939. Houghton Beach was deeded to the City of Houghton from King County in 1954, and came into the City as part of the 1968 Houghton annexation. It was expanded in 1966 and again in 1971. In the early 1970s, Marsh Park was donated by Louis Marsh, and Dave Brink Park was purchased; and subsequent land purchases expanded both parks. The Juanita Golf Course was purchased in 1976 and redeveloped as Juanita Bay Park with further park expansion in 1984. Yarrow Bay Park Wetlands were dedicated to the City as part of the Yarrow Village development project. The latest waterfront park to come under City ownership is Juanita Beach Park, which was transferred to the City from King County in 2002. With the 2012 Park Levy, the City took over maintenance of O.O. Denny Park while the City of Seattle still retains ownership of the park.

REVISED INTRODUCTION CHAPTER: STRIKEOUTS/UNDERLINES

I. INTRODUCTION

In 1968, just over 20 years after its initial incorporation, the town of Houghton consolidated with the town of Kirkland. The 1970 population of the new City of Kirkland was 15,070. Since that time, the City has continued to grow in geographic size and population. For example, the 1989 annexations of Rose Hill and Juanita added just over four square miles of land and 16,000 people to the City. In 2011, another large annexation occurred with Finn Hill, North Juanita, and Kingsgate adding more than 30,000 residents. See Figure I-1 for Kirkland's history of annexations. In recent years, Kirkland and other Eastside cities have grown beyond bedroom communities, becoming commercial and employment centers in their own right.

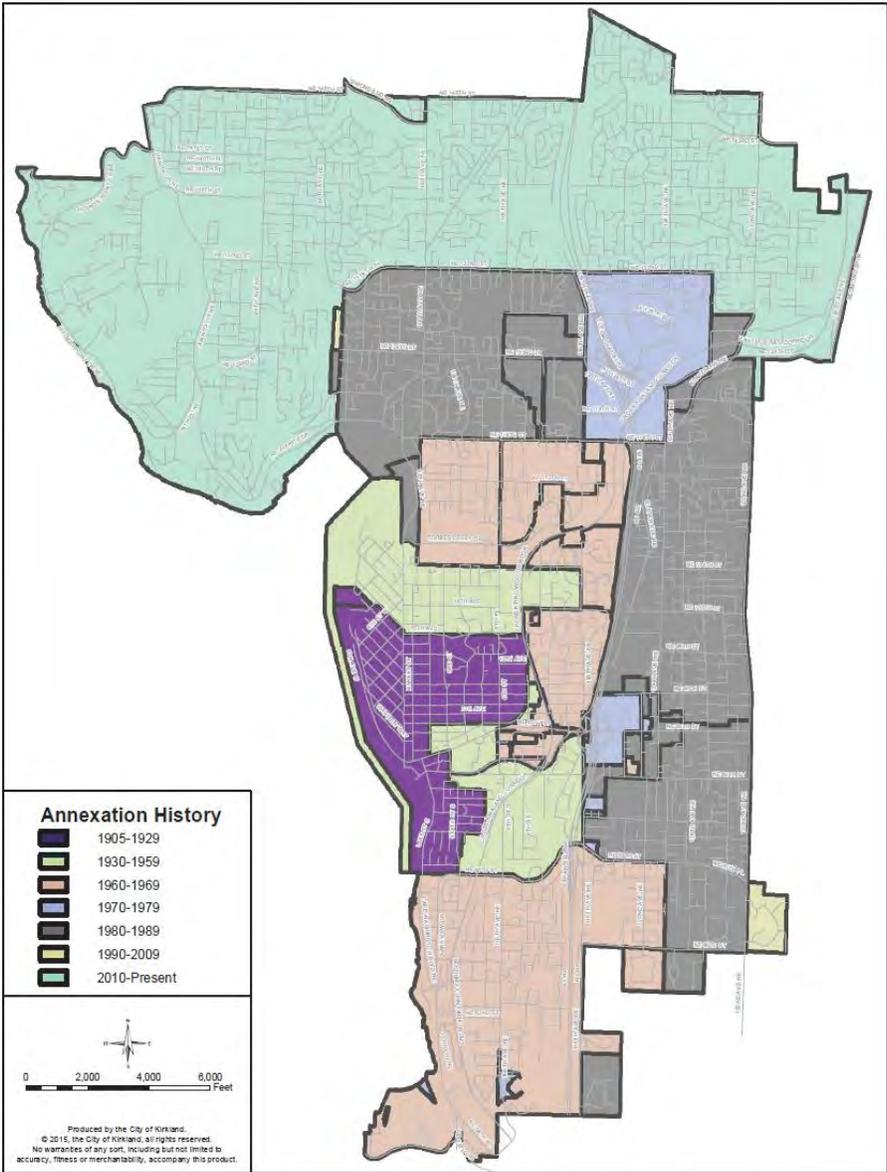


Figure I-1: City of Kirkland Historical Annexation Areas

REVISED INTRODUCTION CHAPTER: STRIKEOUTS/UNDERLINES

I. INTRODUCTION

~~Between Since~~ 1980 ~~and~~ 2004, major retail, office and mixed-use developments ~~were~~~~have been~~ built in many areas of the City, including Park Place, Yarrow Bay Office Park, Kirkland 405-Corporate Center, Juanita Village, and Carillon Point, ~~built~~constructed on the former site of the Lake Washington Shipyards. City Hall moved from Central Way and 3rd to its current location at 1st and 5th Avenue to provide expanded services in response to years of growth. Downtown Kirkland intensified with mid-rise buildings around the perimeter. Housing, art galleries, restaurants and specialty shops joined existing office and basic retail uses. The Downtown civic hub came alive with the addition of a library, senior center, teen center and performing art theatre bordering on Peter Kirk Park. Many new multifamily complexes were built near the commercial centers and along arterial streets while redevelopment of single-family neighborhoods resulted in traditional subdivisions and innovative developments offering a variety of housing choices. Evergreen Health Care ~~was~~has expanded, giving Kirkland a strong array of medical services. Lake Washington Technical College and Northwest University also ~~have~~ expanded, giving Kirkland a strong educational presence. Lake Washington School District remodeled or reconstructed most of its schools. The City also made major investments in capital facilities for roads, bike lanes and sidewalk construction, sewer improvements and park purchases. This was also a period of time when neighborhood associations, business organizations and community groups were established to work on issues of interest and to form partnerships for improving the quality of life in Kirkland.

~~Kirkland and other Eastside cities have grown beyond bedroom communities, becoming commercial and employment centers in their own right.~~

Since 2004, the Downtown has continued to redevelop with mid-rise mix use buildings. Former industrial areas are being replaced with high technology campuses. The range of housing choices continue to expand, including small lot subdivisions and micro units. The South Kirkland Park and Ride facility has been converted into a transit oriented development with housing for a mix of incomes. In 2012, the City purchased a 5.75 mile segment of the 42-mile Eastside Rail Corridor from the Port of Seattle. At the end of 2015, construction of an interim trail was completed for walking and biking. Kirkland envisions the trail as a major spine connection to schools, parks, businesses and neighborhoods, and a multimodal transportation corridor.

Kirkland has grown beyond bedroom communities, becoming commercial and employment centers in its own right. See Figure I-2 for map of Kirkland and surrounding area. Kirkland today has come a long way from Peter Kirk's vision as the center of the steel industry and the "Pittsburgh of the West."

Portions condensed from: Harvey, David W. Historic Context Statement and Historic Survey: City of Kirkland, Washington. Unpublished manuscript, March 1992, on file, Kirkland Department of Planning and Community Development.

REVISED INTRODUCTION CHAPTER: STRIKEOUTS/UNDERLINES

I. INTRODUCTION

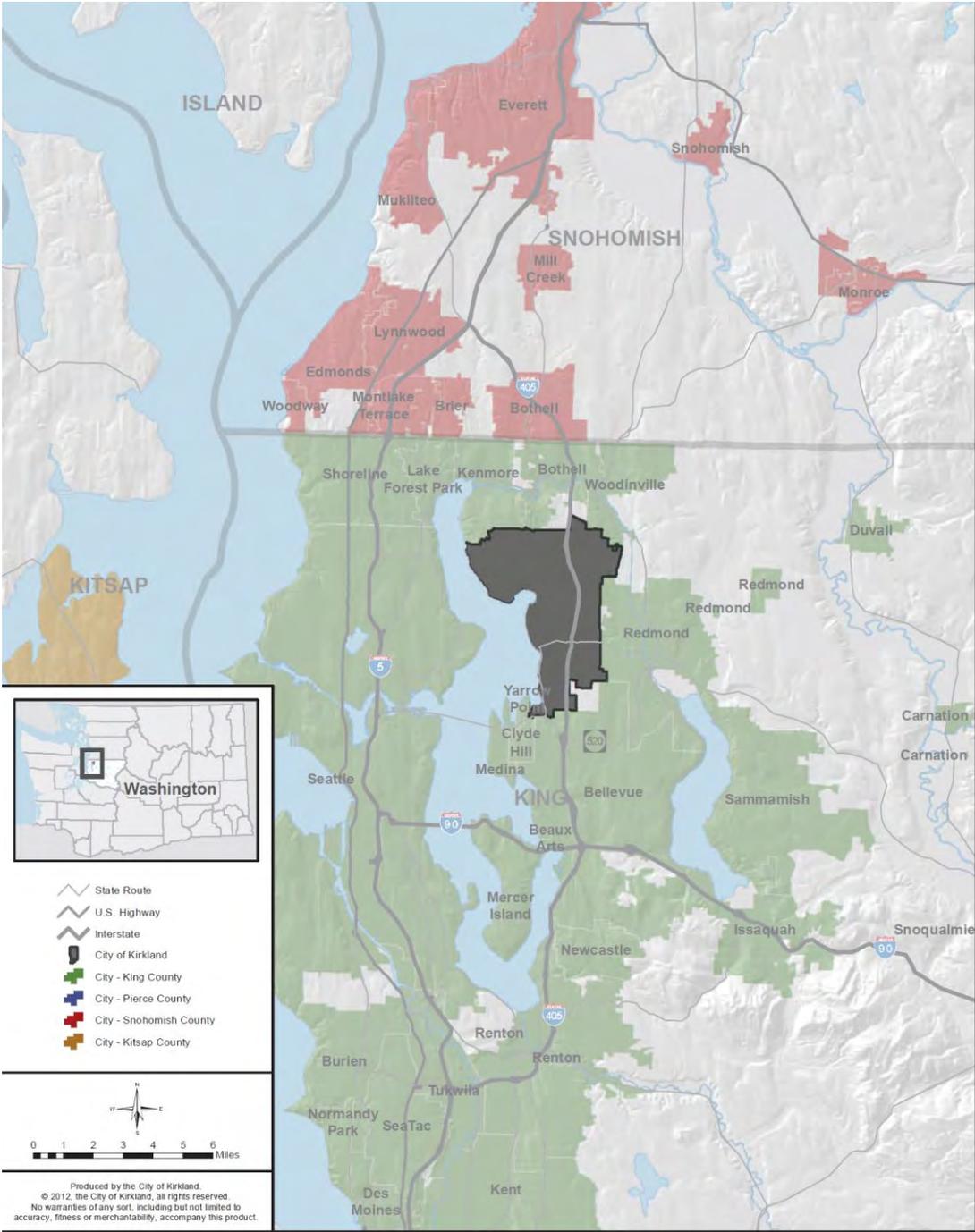


Figure I-2: Kirkland and Surrounding Area

REVISED INTRODUCTION CHAPTER: STRIKEOUTS/UNDERLINES

I. INTRODUCTION

Community Profile

An update to the community profile was completed in 2014~~2002~~ and includes relevant Kirkland data about demographics, housing, economics, land use and capacity. This data was compiled from a variety of sources, including primarily from the U.S. Census Bureau, Washington State Office of Financial Management, Puget Sound Regional Council, ARCH (A Regional Coalition for Housing), King County and the City of Kirkland Finance Department.

KIRKLAND AT A GLANCE

Kirkland is a city in the Puget Sound region of western Washington. The city is located in Seattle's greater suburban area known as the Eastside, on the shores of Lake Washington. See Figure I-2. In 2014, at nearly 83,000 population, Kirkland is the sixth largest municipality in King County and the thirteenth largest in the state. Kirkland has long been a regional commerce center as well as a popular destination for recreation, entertainment and the arts. Over the past 11 years since the last Comprehensive Plan update, the city has grown and changed with the annexation of Finn Hill, North Juanita and Kingsgate, high technology companies laying roots and the Downtown continuing to redevelop as an urban village. Quick facts provided below represent a "snapshot" of Kirkland in 2014:

CITY

- Incorporated: 1905
- Area: 17.81 square miles
- Population: 82,590 (April, 2014 estimate, Washington State Office of Financial Management)
- Rank: thirteenth largest municipality in Washington State; sixth largest in King County (2013)
- Miles of streets, highways: approximately 300 miles (includes private streets and some driveways)
- Elevation range: ~15' to ~535' above sea level
- Real property parcels: approximately 24,300
- Neighborhoods: Fifteen, represented by thirteen neighborhood associations
- City government: City council/city manager; 554 permanent staff (December 2014)

DEMOGRAPHICS

- Minority population: 10,095 (2010); 21% of total population
- Median age: 36.6 (2012)
- Junior and senior population: 9,155 younger than age 18; 5,299 65 and older (2010)

REVISED INTRODUCTION CHAPTER: STRIKEOUTS/UNDERLINES

I. INTRODUCTION

- Households: 22,445 total; 12,014 family, 10,431 non-family (2010)
- Average Household size: 2.15 (2010)
- Median household income: \$86,656 (2012 est.)
- Households below poverty level: 1,306; 5.85% of total (2011)

HOUSING

- Housing units: 37,450 (2014 est.)
- Housing unit growth: 107% increase from 1990 to 2014
- Housing unit types: 21,176 single family, 16,188 multifamily (2014)
- Median rent: \$1,370 (2012)
- Rental vacancy rate: 3.9% (2012 est.)
- Median home price: \$464,200 (2012 est.)
- Owner versus rental: owner-occupied 12,897; renter-occupied 9,429 (2012 est.)
- Rental expenditure: 37% of renters spend more than 30% of income
- Mortgage expenditure: 42% of owners spend more than 30% of income
- Households in poverty: 520 family households and 786 other households (2012)

ECONOMY

- Property assessed valuation: \$4.9 billion (2000); \$11 billion (2010); \$13.9 billion (2013)
- Largest employer: Evergreen Healthcare; 3,762 employees (2014)
- Total employment: 30,124 (2012 est.)
- Kirkland residents who work in Kirkland: 6,108 (2012 est.)
- Number of business licenses: 4,688 (July, 2014)
- Home business licenses: 1,972 (July, 2014)
- City government revenues: \$108.6 million (2013)
- Sales tax generated: \$16.6 million (2013)
- City permit valuation: \$151.4 million (2011)
- Future employment forecasts: 59,309 jobs (2025); 65,893 jobs (2030) (PSRC)

LAND USE AND FUTURE GROWTH CAPACITY

- Single family housing zoning: 53% of city (2014)
- Multifamily housing zoning: 8% of city (2014)
- Commercial mix use/office/industrial/institutional zoning: 10% (2013)

REVISED INTRODUCTION CHAPTER: STRIKEOUTS/UNDERLINES

I. INTRODUCTION

- Parks/open space: 8% of city (2013)
- Right of way: 20% of city (2013)
- Residential density (range by neighborhood): Moss Bay Neighborhood at 25 units/acre followed by Totem Lake at 17 units/acre (highest); Finn Hill at 4 units/acre followed by Bridle Trails Neighborhood (equestrian area) at 2.6 units/acre (lowest)
- Housing unit growth capacity: 10,000 additional; 2,900 in Totem Lake Neighborhood (2035)
- Employment growth capacity: 23,000 additional; 7,300 in Totem Lake Neighborhood (2035)

Source: Community Profile

POPULATION

With an estimated 2014 City population of 82,590~~45,790~~ as of April 1, 2002, Kirkland grew 2's population increased significantly by over 30,000 people in 2011 with the annexation of Finn Hill, North Juanita and Kingsgate. Although future annexations are unlikely, Kirkland will continue to have a steady increase primarily due to new from has steadily grown at an average annual rate of 1.1 percent since 1990. This increase represents a combination of new births and people moving into Kirkland redevelopment of existing structures. By the year 2022-2030, it is expected that Kirkland's population is expected to will grow by more than 10,000 to approximately 92,800~~to 853~~ more than 54,790 persons. ~~8,773 more than lived in Kirkland in 2003.~~

Table I-1 below shows how Kirkland's population has grown over time and what the projected population is expected to be over the next 20 years.³

Table I-1: Kirkland Growth Trends

Year	Population	Population Increase	Land Area Increase
1910	532		
1920	1,354	155%	0%
1930	1,714	27%	2%
1940	2,048	19%	0%
1950	4,713	130%	112%
1960	6,025	28%	6%
1970 ¹	15,070	150%	170%
1980	18,785	25%	16%
1990 ²	40,052	113%	67%

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2000	45,054	12%	0%
2010 ³	48,787 49,327	8.3 9.5%	0%
2012 <u>2014</u>	50,256 82,590	69.3%	64.9%

2025 <u>2020</u> ³	89,000 54,00	7.7% 9.3%	0%
2022 ³	54,790	-	-
2030 <u>2035</u> ⁴	95,000 58,287	0.6% 8.1%	0%

¹ Includes consolidation with the City of Houghton in 1968 which included 1.91 square miles.

² Includes annexations of Rose Hill and Juanita in 1988. *Source: Office of Financial Management.*

³ ~~City of Kirkland Planning Department projections. Growth trends and population do not reflect the~~ Includes annexations of Bridleview (2009) Finn Hill, North Juanita, and Kingsgate (2011). Washington Office of Financial Management

⁴ PSRC 2014

~~Kirkland's population as continue to age over the past decade. The~~ Kirkland's median age has increased from ~~32.8 in 1990 to~~ 36.1 in 2000 to 36.6 in 2012. Similarly ~~At the time, however, the~~ The percentage of the population under 18 years old has also increased ~~decreased from 18.2% 20.7 percent in 1990-2000 to~~ 18.5% ~~-18.8% in 2000-2010 and~~ while the percentage of the population 65 and older has also increased from ~~9.6 to 10.2~~ 10.1% to 10.9%. The largest age cohort in both 2000 and 2010 was the 25-44 cohort. See Figure I-3 for Kirkland's Age Group Composition 2000-2010.

REVISED INTRODUCTION CHAPTER: STRIKEOUTS/UNDERLINES

I. INTRODUCTION

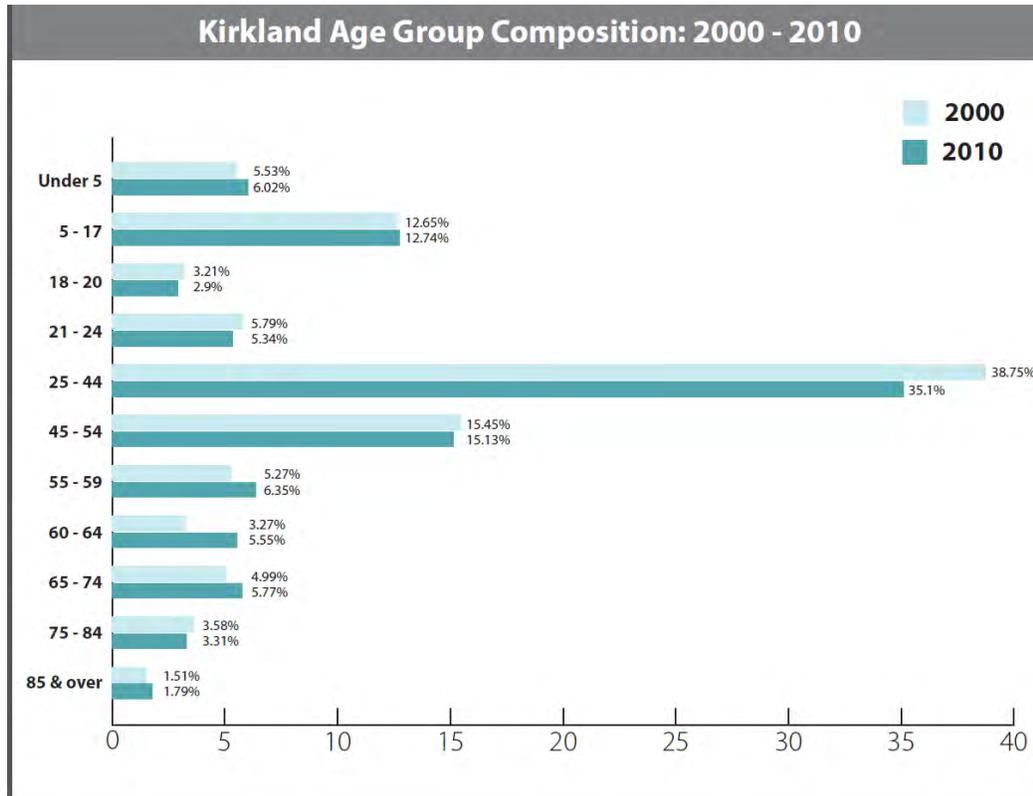


FIGURE I-3: KIRKLAND AGE GROUP COMPOSITION

Source: State Office of Financial Management

HOUSEHOLD INCOME

Median household income and poverty status are two measures that indicate economic well-being. As indicated in Figure I-4~~Table I-2~~ below, Kirkland's median household income in 2012~~1999~~ was \$86,656~~\$60,332~~, which is 21.7%~~13.5 percent~~ higher than King County's median of \$71,175~~\$53,157~~. ~~In 2000, In 2010, 31% percent~~ of the City's households were considered low to moderate-income (80% ~~percent~~ or less of the County median income) which has remained the same over the past 10 years. Poverty is still present within the City. ~~the 2000-2010~~ Census reported that 5.3~~5.85% percent~~ of all individuals in Kirkland fell below federal poverty thresholds. This is an increase over the past 10 years as compared to 9.92%~~8.4 percent~~ for King County as a whole.

REVISED INTRODUCTION CHAPTER: STRIKEOUTS/UNDERLINES

I. INTRODUCTION

Note: Information in Table I-2 has been updated with 2012 data and converted into a figure. See new Figure I-4 below.

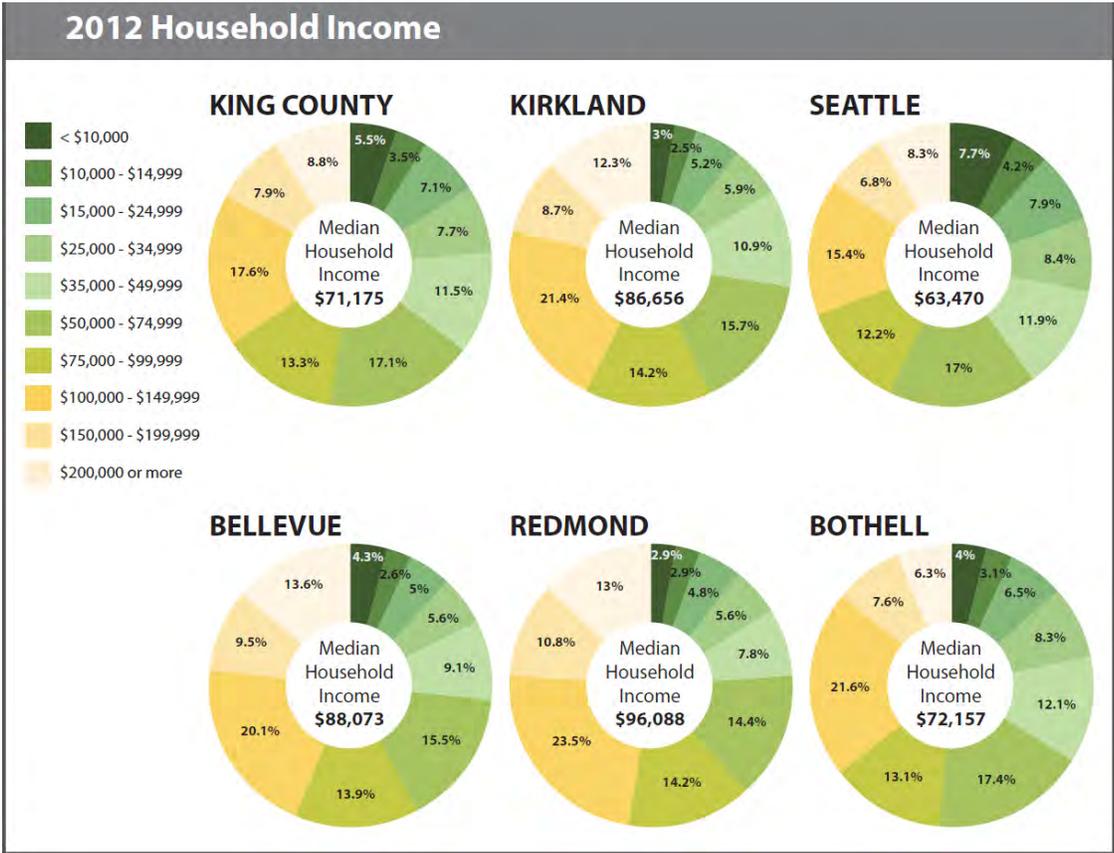


Figure I-4: 2012 Household Income

Source: U.S. Census Bureau

REVISED INTRODUCTION CHAPTER: STRIKEOUTS/UNDERLINES

I. INTRODUCTION**Table I-2: 1999-2012 Household Income**

	King County	Kirkland	Seattle	Bellevue	Redmond	Bothell
Median Household Income	<u>\$71,175</u> \$53,157	<u>\$86,656</u> 60,332	<u>\$63,470</u> \$45,736	<u>\$88,073</u> \$62,338	<u>\$96,088</u> \$66,735	<u>\$72,157</u> \$59,264
<\$10,000	<u>5.5%</u> 6.4%	<u>3.0%</u> 4.5%	<u>7.7%</u> 8.9%	<u>4.3%</u>	<u>2.9%</u> 3.3%	<u>4.0%</u> 4.8%
\$10,000 to \$14,999	<u>3.5%</u> 4.2%	<u>2.5%</u> 2.6%	<u>4.2%</u> 5.6%	<u>2.6%</u> 3.4%	<u>2.9%</u> 2.6%	<u>3.1%</u>
\$15,000 to \$24,999	<u>7.1%</u> 9.3%	<u>5.2%</u> 6.3%	<u>7.9%</u> 11.2%	<u>5.0%</u> 7.2%	<u>4.8%</u> 5.2%	<u>6.5%</u> 8.3%
\$25,000 to \$34,999	<u>7.7%</u> 10.9%	<u>5.9%</u> 9.4%	<u>8.4%</u> 12.3%	<u>5.6%</u> 8.6%	<u>5.6%</u> 9.5%	<u>8.3%</u> 11.4%
\$35,000 to \$49,999	<u>11.5%</u> 15.6%	<u>10.9%</u> 16.3%	<u>11.9%</u> 15.9%	<u>9.1%</u> 15.2%	<u>7.8%</u> 13.8%	<u>12.1%</u> 14.4%
\$50,000 to \$74,999	<u>17.1%</u> 21.2%	<u>15.7%</u> 23.1%	<u>17.0%</u> 18.9%	<u>15.5%</u> 20.4%	<u>14.4%</u> 22.4%	<u>17.4%</u> 23.7%
\$75,000 to \$99,999	<u>13.3%</u> 13.6%	<u>14.2%</u> 15.6%	<u>12.2%</u> 11.4%	<u>13.9%</u> 14.5%	<u>14.2%</u> 16.6%	<u>13.1%</u> 16.9%
\$100,000 to \$149,999	<u>17.6%</u> 11.5%	<u>21.4%</u> 13.3%	<u>15.4%</u> 9.4%	<u>20.1%</u> 14.7%	<u>23.5%</u> 16.3%	<u>21.6%</u> 13.0%
\$150,000 to \$199,999	<u>7.9%</u> 3.4%	<u>8.7%</u> 3.7%	<u>6.8%</u> 2.9%	<u>9.5%</u> 5.4%	<u>10.8%</u> 5.4%	<u>7.6%</u> 2.5%
\$200,000 or more	<u>8.8%</u> 3.8%	<u>12.3%</u> 5.2%	<u>8.3%</u> 3.5%	<u>13.6%</u> 6.4%	<u>13.0%</u> 4.9%	<u>6.3%</u> 1.9%

Source: U.S. Census Bureau

HOUSING

Changes in the population characteristics have implications for the average household size. In past recent decades, Kirkland and other jurisdictions throughout King County have experienced a decrease in the average household size. However, more recently in Kirkland, the average household size stayed about the same with declined from 2.14-2.28 persons per household in 2000-1990, increasing slightly to 2.13-2.15 persons per household in 2000-2010. However, with the 2011 annexation average household size increased due to the

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addition of single family homes. Nonetheless, Kirkland has the second lowest household size for renter occupied behind Seattle and the lowest household size for owner occupied. See Figure I-5 for Average Household Size (Rent vs. Occupied) for 2012.

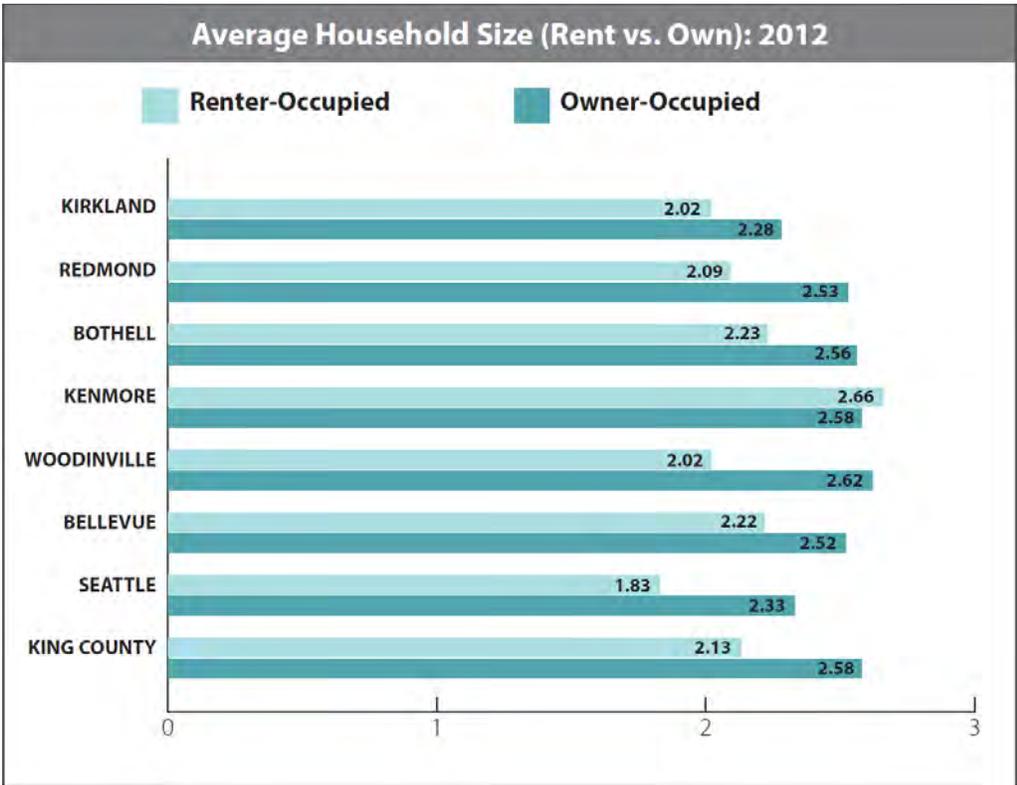


Figure I-5: 2012 Average Household Size (Rent vs. Own)

Source: State Office of Financial Management

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~~King County also has seen little change in household size over the same period. These decreases reflect The national trends is a declining household size, including: due to~~ people living longer, fewer children ~~being~~ born, a rise in single-parent households, and an increase in the number of single-occupant households. ~~Given that trend, Kirkland may also see a decline of persons per household over the next twenty years. The decline is expected to continue, to an average of 2.06 persons per Kirkland household by 2020. If so, p~~Population growth in the future ~~would~~ will result in more housing units per capita and different types of housing to accommodate changing needs.

~~Decreasing household size is reflected in Kirkland's housing growth over the past decade. Due to the 2011 annexation, t~~The City's housing stock grew from ~~18,061 units in 1990 to 21,939 units in 2000 to 37,450 units in 2012 – a 71% increase. – a 21.5 percent increase between 1990 and 2000. Reflective of the substantial housing increase due to annexation, t~~The population ~~nearly doubled between 2000 and 2014~~grew by only about ~~12.5 percent during that same time period largely due to annexation. The 2011 annexation also altered the balance of housing unit types. In 2000, there were 50.47% single family units and 49.28% multifamily units. By 2010, the ratio was 48.83% single family units to 50.95% multifamily units with more multifamily housing. By 2011 with annexation, the balance tipped back to single family housing with 56.54% single family units and 43.23% of multifamily units. See Figure I-6 for the change in single family and multi-family housing type in Kirkland between 2000-2014. The balance between single and multifamily housing in Kirkland also continued to widen in the last decade. As of 2003, there are 10,006 single family units and 11,315 multifamily units in Kirkland. This represents a three percent decrease in the percentage of single family units from 50.1 percent in 1990 to 47 percent in 2003 and a 3.3 percent increase in the percentage of multifamily units from 49.9 percent in 1990 to 53.2 percent in 2003. Throughout King County, the multifamily housing stock increased faster than the single family stock during the 1990s.~~

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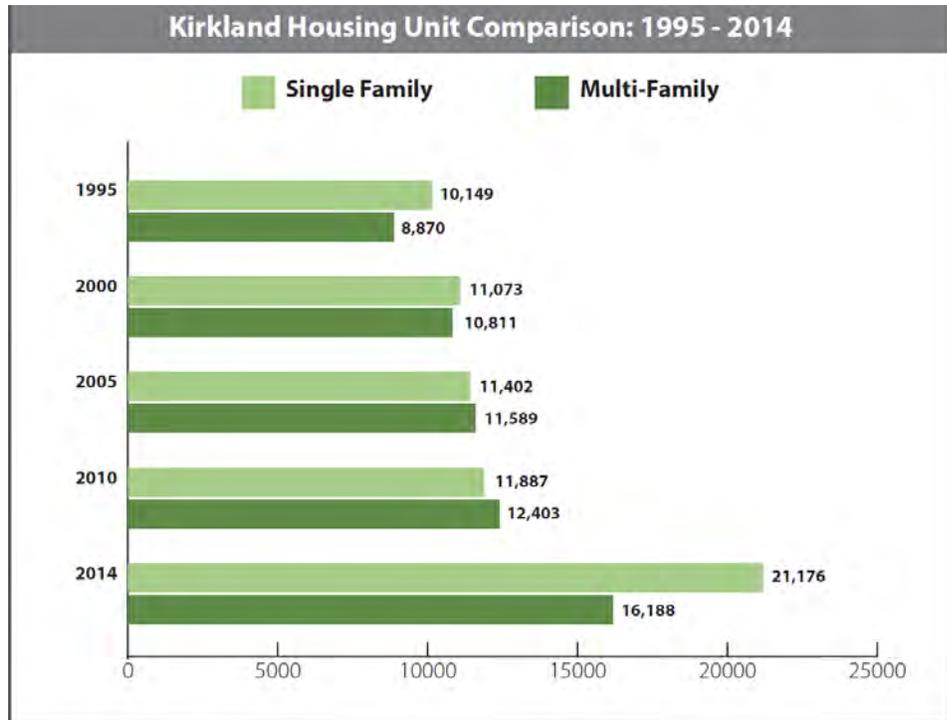
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Figure I-6: 2000-2014 Kirkland Housing Unit Comparison

Source: State Office of Financial Management

Figure I-7~~Table I-3~~ below compares Kirkland owner-occupied and renter-occupied housing units with King County and other Eastside cities for ~~2000 and~~ 2010. In both cases, Kirkland falls within the median range. Only Kirkland did not see a change in the percent of owner-occupied and rental-occupied units between 2000 and 2010.

Note: Information in Table I-3 has been updated with 2010 data and converted into a figure. See new Figure I-7 below

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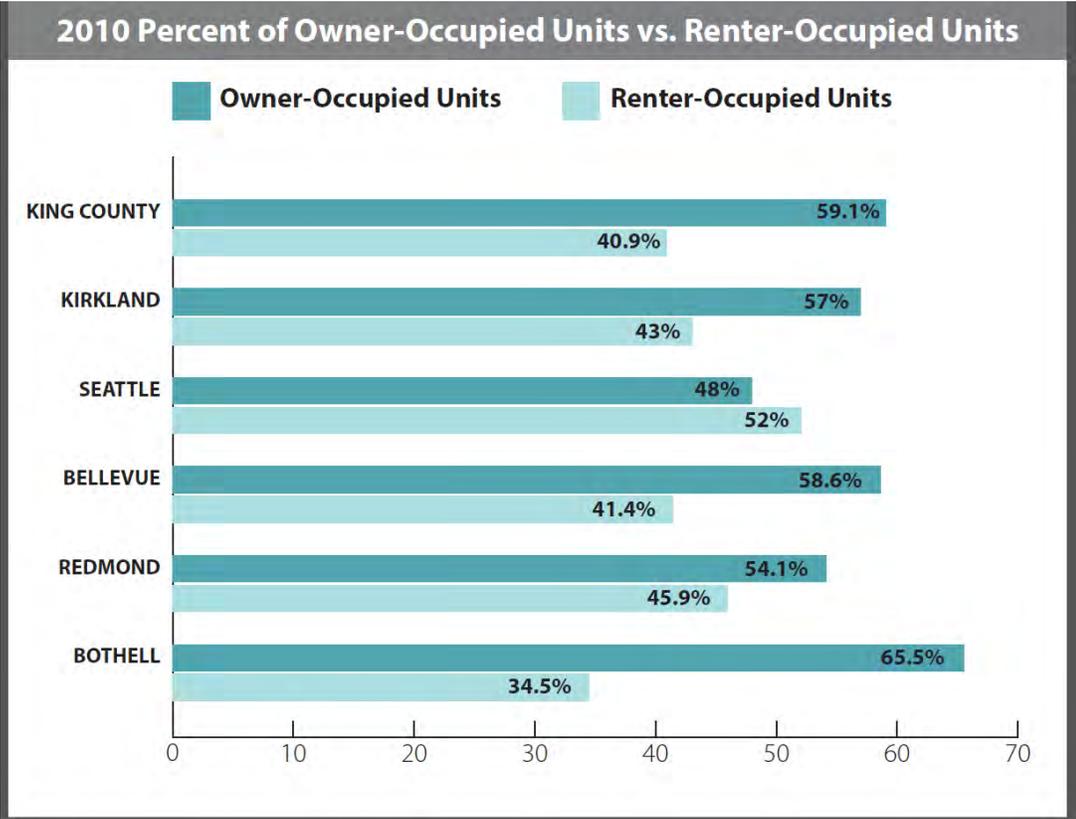


FIGURE I-7: 2010 OWNER-OCCUPIED VS. RENTER-OCCUPIED

SOURCE: U.S. CENSUS BUREAU

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	Owner-Occupied- Units	%	Rental-Occupied- Units	%
	2000		2000	
King County	425,436	59.8%	285,480	40.2%
Kirkland	11,813	57.0%	8,923	43.0%
Seattle	125,165	48.4%	133,334	51.6%
Bellevue	28,189	61.5%	17,647	38.5%
Redmond	10,520	55.1%	8,582	44.9%
Bothell	8,105	68.0%	3,818	32.0%

EMPLOYMENT

Kirkland provided approximately ~~30,942~~ 32,384 jobs in 2010 based on the U.S. Census ~~2000~~ based on City of Kirkland estimates. When calculating the employment percentages, PSRC uses those jobs that are reported to the State as covered by unemployment insurance are used. Although a percentage is given for those jobs in the construction and resource trades, they are not included in the total employment percentages because they are typically reported to a central location, but the actual work may be located several miles outside the reported jurisdiction.

The highest percentage of all jobs reported within the City of Kirkland, including those jobs in the construction and resources sector reported to the Washington State Employment Security Department, were reported in the finance, insurance, real estate and services sector (35.6 percent). The remaining jobs were divided among the following sectors: 24.1 percent wholesale; communications, transportation and utilities; 22.4 percent retail; 7.6 percent education; 6.6 percent manufacturing; and 3.7 percent government.

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In ~~Figure I-8 Table I-4~~ below, total jobs ~~performed~~ in ~~2010~~~~2000~~ are listed by sector for Kirkland. ~~The highest percentage of all jobs reported within the City of Kirkland, including those jobs in the construction and resources sector reported to the Washington State Employment Security Department, were reported are in the finance, insurance, real estate and services sector (56.5%). However, the construction and natural resource sector is not included in Table I-4 because the jobs are transient and may not actually occur in Kirkland. The City of Kirkland estimates for jobs in 2000 are used instead of the Puget Sound Regional Council (PSRC)~~

~~estimates because errors were found in the PSRC information suggesting significant overestimation.~~

Note: Information in Table I-4 has been updated with 2010 data and converted into a figure. See new Figure I-8 below

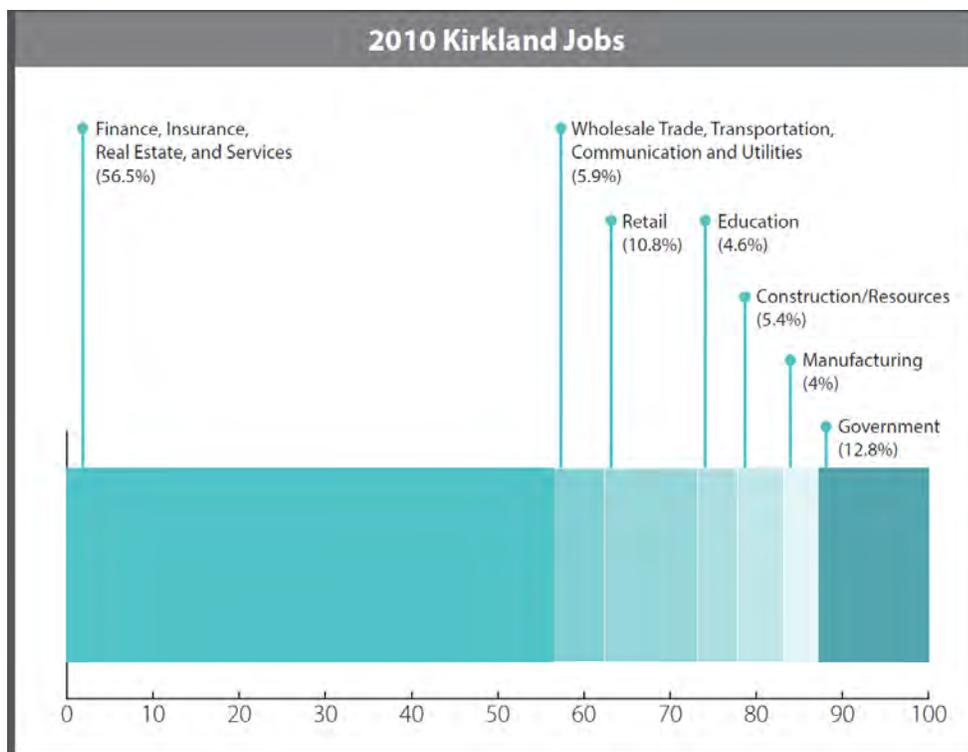


Figure I-8: 2010 Kirkland Jobs

Source: City of Kirkland and PSRC estimates

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I. INTRODUCTION**Table I-4: Kirkland Jobs — ~~2000~~ 2010**

	(1)	(2)
• Finance, Insurance, Real Estate, and Services	<u>17,4</u> <u>73,11</u> <u>,529</u>	<u>56.5%</u> <u>35.6%</u>
• Wholesale Trade, Transportation, and Utilities	<u>1,83</u> <u>3</u> <u>7,80</u> <u>5</u>	<u>5.9%</u> <u>24.1%</u>
• Retail	<u>3,32</u> <u>9</u> <u>7,25</u> <u>4</u>	<u>10.8%</u> <u>22.4%</u>
• Education	<u>1,42</u> <u>7</u> <u>2,46</u>	<u>4.6%</u> <u>7.6%</u>
<u>Construction/Resources</u>	<u>1</u>	<u>5.4%</u>
	<u>1,67</u> <u>7</u>	
• Manufacturing	<u>1,23</u> <u>9</u> <u>2,13</u> <u>7</u>	<u>4.0%</u> <u>6.6%</u>
• Government	<u>3,96</u> <u>4</u> <u>1,19</u> <u>8</u>	<u>12.8%</u> <u>3.7%</u>
Total	<u>32,3</u> <u>8430</u> <u>,942</u>	<u>100%</u>

Sources: (1) City of Kirkland (2) PSRC ~~2010~~2000 estimates

The ~~2010~~2000 Census reported that 28,140 ~~28,347~~ (69.8%~~75.2 percent~~) of Kirkland's residents 16 years and over are employed. This is slightly higher than the ~~70.1~~ 65.6% percent employment of the King County population. Overall, this represents a decline in the number of residence in the workforce that may reflect an increase in young children and/or retired people. The majority of these jobs span several sectors: professional (16.7 percent), education and health care (14.2 percent), transportation, warehousing and utilities (13.2 percent), and manufacturing (11 percent).

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In Kirkland, the jobs to housing ratio is 79%62 percent (30,124 jobs ÷ 23,932 housing units 35,512 ÷ 21,939) compared with 77%66 percent (1,099,630 jobs ÷ 851,180 housing units 742,237 ÷ 1,118,347) in King County. One of A Regional Collation for Housing’s (ARCH) goals for East King County is to have a close job to housing ratio in order to have a sufficient housing supply that can help to reduce housing costs and commute times.

As of 2014, In 2003, the largest employers in Kirkland represent a wide range of businesses-ventures, including Evergreen Healthcare Center, Google, Inc., City of Kirkland, Kenworth Truck Co., City of Kirkland Astronics Advanced Electronics Systems, Larry’s Market Costco Wholesale, and Evergreen Pharmaceutical LLC Fred Meyer. Health care and high technology is the current trend for major employers in Kirkland.

As described in Figure I-9Table I-5 below, in 20002012, Kirkland ranked first second out of the five local cities whose residents worked outside the City with 79.7%77 percent of its total workforce traveling to other cities to work. Not surprisingly, Seattle, at ranked first with 67.4%73 percent, has the greatest proportion of its residents working within its City limits. Workforce includes those 16 years and older.

Note: Information in Table I-5 has been updated with 2012 data and converted into a figure. See new Figure I-9 below.

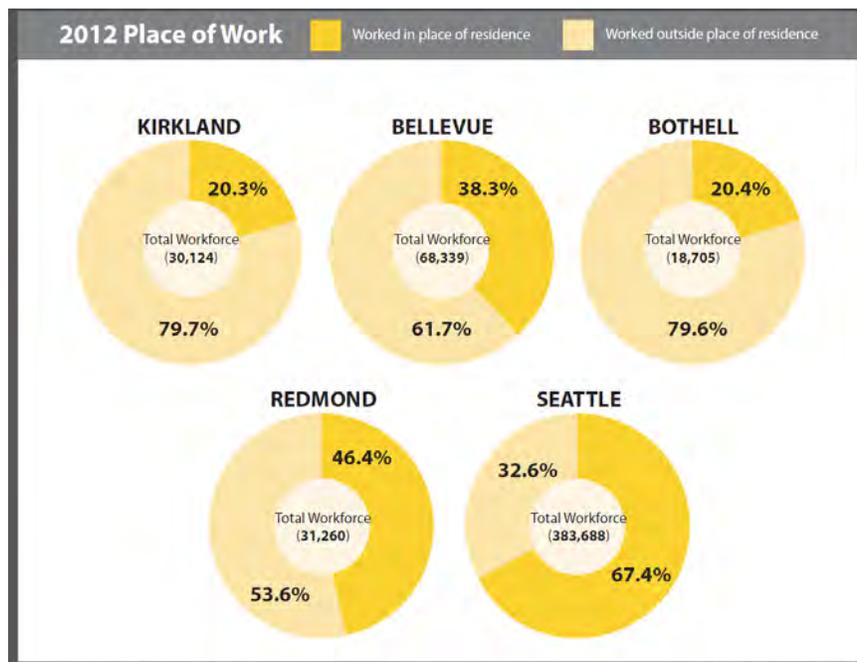


Figure I-5 2012 Place of Work

Source: U.S. Census Bureau

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Table I-5: Place of Work

	Kirkland		Bellevue		Bothell		Redmond		Seattle	
	<u>2012</u> <u>2000</u>	%	<u>2012</u> <u>2000</u>	%	<u>2012</u> <u>2000</u>	%	<u>2012</u> <u>2000</u>	%	<u>2012</u> <u>2000</u>	%
Worked in place of residence	<u>6108</u> 6,211	<u>20.3%</u> 23.0%	<u>26,180</u> 21,634	38.3%	<u>3,819</u> 3,125	<u>20.4%</u> 19.3%	<u>14,511</u> 10,433	<u>46.4%</u> 40.7%	<u>258,706</u> 233,600	<u>67.4%</u> 73.8%
Worked outside place of residence	<u>24,016</u> 20,849	<u>79.7%</u> 77.0%	<u>42,159</u> 34,840	61.7%	<u>14,886</u> 13,038	<u>79.6%</u> 80.7%	<u>16,749</u> 15,205	<u>53.6%</u> 59.3%	<u>124,982</u> 82,893	<u>32.6%</u> 26.2%
Total Workforce (16 years and over):	<u>30,124</u> 27,060		<u>68,339</u> 56,474		<u>18,705</u> 16,163		<u>31,260</u> 25,638		<u>383,688</u> 316,493	

Source: U.S. Census Bureau

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EXISTING LAND USE

There are approximately 11,400.70 ~~7,000~~ gross acres or almost 18 ~~10.9~~ square miles of land in Kirkland ~~(year 2000-2013 data)~~. This represents a 62.8% increase since 2000 due to the 2011 annexation. The developable land use base, which excludes all existing public rights-of-way, totals 9,1245,200 net acres of land in Kirkland. The City maintains an inventory of the land use base which classifies the land according to the uses and the zones that occur on the various parcels.

Figure I-10 ~~Table I-6~~ below describes the type of land uses in Kirkland. Fifty-four ~~Sixty-two~~ percent of the land contains existing residential uses. Since 1991, lands containing residential uses have increased 13 percent. The Finn Hill neighborhood has the highest percent of single family land in acres while the Totem Lake neighborhood has the fewest acres. South Juanita has the highest percentage of multifamily land in acres while the Market neighborhood has the fewest acres. Not surprisingly, the Totem Lake neighborhood has the greatest commercial and office land in acres. 2001, the Highlands neighborhood has the highest percentage of residential uses and the Totem Lake neighborhood has the lowest percentage of residential uses.

Note: Information in Table I-6 has been updated with 2013 data and converted into a figure. See new Figure I-10 below.

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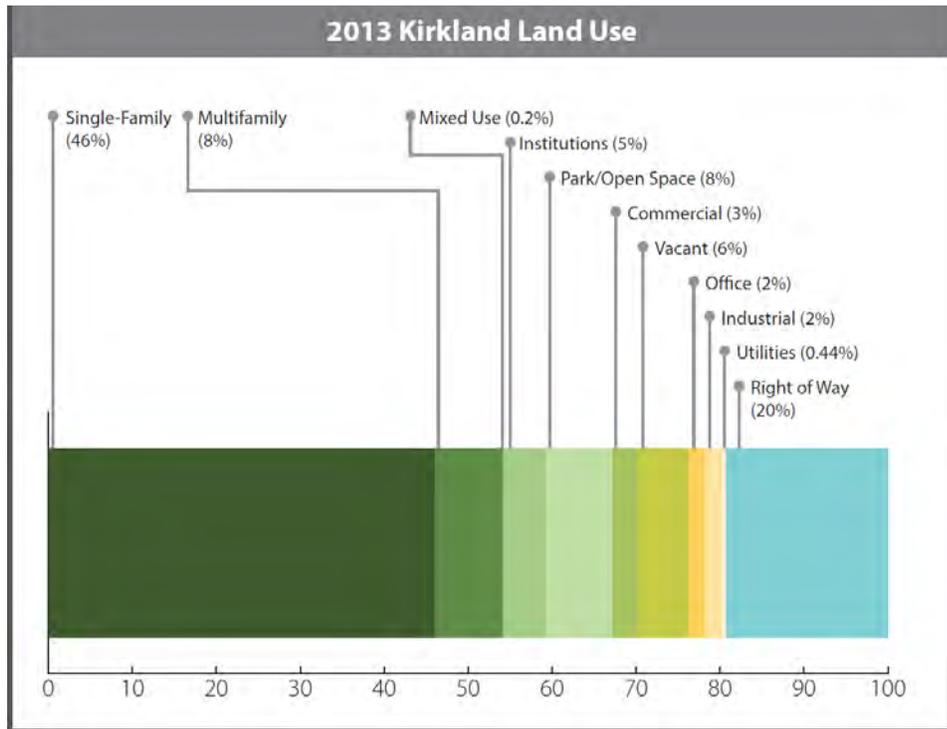


Figure I-10: 2013 Kirkland Land Use

Source: City of Kirkland – Land Use Inventory

Table I-6: Kirkland Land Use ~~20132000~~

Land Use/Zoning Category	Land-use as % of Total Acres
Single-Family	46% 40%
Multifamily	8% 13%
Mixed-Use	0.2%
Institutions	5%

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	9%
Park/Open Space	8% <i>(no changes)</i>
Commercial	3% 6%
Vacant	6% <i>(no change)</i>
Office	2% 4%
Industrial	2% 4%
Utilities	<u>0.44%</u> 1%
<u>Right of Way</u>	<u>20%</u>
Total	100%

Source: City of Kirkland — Land Use Inventory

Twelve percent ~~Twenty three percent~~ of the developable land use base is developed with nonresidential uses (excludes residential, park/open space, and utilities). As of 2013, Kirkland has approximately 13,478,712 ~~11,145,000~~ square feet of existing floor area dedicated to nonresidential uses. Of that developed total, 5,689,271 ~~4,500,000~~ acres (~~42%~~40 percent) are office uses, 4,241,082 ~~3,445,000~~ (~~31%~~percent) are commercial uses, and 3,548,359 ~~3,200,000~~ (~~26%~~29 percent) are industrial uses. The Totem Lake neighborhood has the greatest percent of commercial and industrial uses in square footage and the Lakeview Neighborhood has the greatest percent of office uses in square footage.

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Target and Capacity Analysis section
has been deleted since it is already
addressed in the Land Use Element

TARGETS AND CAPACITY ANALYSIS

~~Counties and cities must plan for household and employment growth targets as determined by the State. In the case of Kirkland, the King County Growth Management Council works with the local cities to agree on each city's share of the growth targets. The term "household" refers to an occupied unit, whereas the term "housing units" includes occupied households and vacant units.~~

~~Each year, the City of Kirkland forecasts capacity for residential and nonresidential development. Capacity is, simply, an estimate of possible future development. To calculate capacity, the City takes into account a number of factors. Vacant properties, and those properties considered more likely to redevelop, are built to the maximum allowed by the current zoning. The totals are reduced to take into account current market factors, environmentally sensitive areas, right-of-way needs and public developments, such as parks and schools. The results are summarized as capacity housing units for residential development and capacity square footage for nonresidential development.~~

~~Residential capacity as of July 2003, for total housing units in Kirkland under the current zoning and Comprehensive Plan, has been calculated at approximately 28,000 units. Forty five percent of these units would be multi family and (55 percent) would be single family units. Kirkland currently has approximately 11,900 multifamily and 10,200 single family units, based on January 2003 King County Assessor's data.~~

~~As of July 2003, Kirkland has the capacity for an additional 19,760 employees and an additional 5,500,000 square feet of nonresidential floor area. The Moss Bay, Totem Lake, Lakeview, and South Rose Hill neighborhoods have the greatest capacity for additional employees and new commercial floor area. In 2003, Kirkland had approximately 11,700,000 square feet of floor area and 34,800 employees.~~

~~Table I-7 below shows the 2000 existing household units and jobs, the total number of household units and jobs by 2022 based on the assigned growth targets and the 2000 available capacity for household units and jobs. Based on certain assumptions for the 2000 available capacity, Kirkland will be able to accommodate its assigned 2022 growth targets.~~

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~~Table I-7: Comparison of Growth Targets and Available Capacity~~

	2000 Existing¹	2022 Growth Targets²	Available Capacity³
Housing Units	21,831	27,311 (at 5,480 new households)	28,800
Employment	32,384	41,184 (at 8,800 new jobs)	58,400

Sources:

- ~~1. 2000 housing units: Office of Financial Management (OFM). "Households" are occupied units, whereas "housing units" include households (occupied) and vacant units.~~
- ~~— 2000 employment: City estimate based on existing nonresidential floor area and information about the typical number of employees/amount of floor area for different types of nonresidential uses. By comparison, the PSRC estimated 2000 employment was 38,828. Examination of PSRC records found errors suggesting this was a significant overestimate.~~
- ~~2. Targets for household and employment growth between 2000 and 2022 were assigned by the King Countywide Planning Policies. Targeted growth was added to the 2000 totals to establish the 2022 totals.~~
- ~~3. City estimates.~~

B. FUTURE TRENDS

Future Trends

As the City plans for its future growth over the next 20 years, it is important to consider future trends and issues that will shape the character and needs of the community. Based on current and projected trends, the Comprehensive Plan should plan for:

- ◆ Aging population and work force, particularly those over 65, as more people live longer¹
- ◆ Ethnic and cultural diversity in the population²
- ◆ Increase demand for multifamily housing due to increasing costs, aging population and younger generation that wants to live in urban areas³
- ◆ Changing technology that will affect all aspects of the community⁴
- ◆ Climate change impacts likely to result in more use of alternative energy sources and efforts to address greenhouse gases⁵
- ◆ Demand for more transportation options to support growth and in recognition of limitations on road capacity and funding⁶

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◆ Maintenance of aging infrastructure

Sources:

¹ Reshaping Metropolitan America: Development Trends and Opportunities to 2030, Dr. Arthur Nelson, University of Utah and Census Bureau Projections Release 12/12/2012

² Urban Land Magazine, Urban Land Institute, 1/15/15 and Office of Financial Management News Release 06/26/2012

³ Urban Land Magazine, Urban Land Institute, 11/3/14 and Roland Berger Strategy Consultants

⁴ The 10 Social and Tech Trends that could Shape the Next Decade, Sarwant Singh 5/12/14

⁵ Climate Change Impacts and Adoption in Washington State, December 2013 and Reshaping Metropolitan America: Development Trends and Opportunities to 2030, Dr. Arthur Nelson, University of Utah 2013

⁶ Reshaping Metropolitan America: Development Trends and Opportunities to 2030, Dr. Arthur Nelson, University of Utah and The Trend Compendium 2030, Roland Berger, Strategy Consultants, March 2014

C. ABOUT THE COMPREHENSIVE PLAN

Why are we planning?

In 1977, Kirkland adopted a new Comprehensive Plan establishing broad goals and policies for community growth and very specific plans for each neighborhood in the City. That plan, ~~originally~~ called the Land Use Policy Plan, ~~has~~ served Kirkland well. Since its adoption, the plan has been actively used and updated to reflect changing circumstances. The ~~1977~~ previous Comprehensive Plan provided a foundation ~~has contributed to for~~ a pattern and character of development that ~~has made~~ makes Kirkland a very desirable place to work, live, and play.

~~Kirkland and the Puget Sound region, however, have changed significantly since 1977. Since the original plan was adopted, the City has not had the opportunity to reexamine the entire plan in a thorough, systematic manner.~~ Passage of the ~~1990/1991~~ Growth Management Act (GMA) in 1990 ~~provided the City such an~~ opportunity to reexamine the entire plan in a thorough, systematic manner and to include focused goals and

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policies on citywide elements, such as land use, transportation and housing. The GMA requires jurisdictions, including Kirkland, to adopt plans that provide for growth and development in a manner that is internally and regionally consistent, achievable, and affordable. The 1995, ~~and~~ 2004 and 2015 GMA updates of the Comprehensive Plan and annual amendments reflect Kirkland’s intention to both meet the requirements of GMA as well as create a plan that reflects our best understanding of the many issues and opportunities currently facing the City.

What is a Comprehensive Plan?

The Comprehensive Plan establishes a vision, goals and policies, and implementation strategies for managing growth within the City over the next 20 years. The Vision Statement and Guiding Principles in the plan are a reflection of the values of the community – how Kirkland should evolve with changing times. The goals and policies identify more specifically the end result Kirkland is aiming for; policies address how to get there. The Implementation chapter identifies those actions that should be undertaken by the City to accomplish the goals and policies. All regulations pertaining to development (such as the Zoning Code, including shoreline management regulations, and the Subdivision Ordinance) must be consistent with the Comprehensive Plan. The end result will be a community that has grown along the lines anticipated by the Comprehensive Plan.

How was the plan prepared?

The 1995 Comprehensive Plan, the first plan prepared under the Growth Management Act (GMA), was guided by a City Council appointed citizen advisory committee known as the Growth Management Commission (GMC). This group was established to recommend an updated Comprehensive Plan to the City Council consistent with the requirements of the GMA.

Two more GMA updates were completed in 2004 and 2015. The 2004 update included a community visioning outreach called “Community Conversations – Kirkland 2022” that won the Puget Sound Regional Council’s Vision 2020 Award in 2003 for its grass roots approach of having residents and businesses hosting their own conversations about Kirkland’s future. The 2015 GMA update included a community visioning program called “Kirkland 2035 - “Your Vision, Your Voice Your Future” that used a variety of internet approaches to connect with people along with several community planning days and hosted conversations at various neighborhood and business events and City boards and commissions. With each GMA update, additional citywide topics have been addressed, including human services and sustainable community.

The City has made annual updates to the Comprehensive Plan between the mandated GMA updates. These updates included changes to the Transportation and Capital Facilities Elements, incorporating new GMA legislation, making minor corrections and considering private amendment requests.

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Environmental Impact Statements (EISs) have been prepared for each of the GMA updates that included analyses of growth alternatives and impacts on a variety of topics. The 2015 GMA update also included a Planned Action EIS for Totem Lake.

~~Planning and preparation for the 1995 update began in the fall of 1991 with a Community Growth Forum. At about the same time, the City Council appointed a citizen advisory committee known as the Growth Management Commission (GMC). This group was charged with the mission of recommending to the City Council an updated Comprehensive Plan consistent with the requirements of the Growth Management Act.~~

~~Through 1992 and 1993, the City worked with the GMC and the public in a variety of forums to identify critical issues facing Kirkland and to consider the community's vision for the future. This work culminated in the identification of three growth patterns for review and analysis in a 1994 Draft Environmental Impact Statement. The technical analysis of the 1994 Draft EIS, together with the broad policy direction established by the community vision statement, provided the basis for the policy direction in the 1995 Plan.~~

~~Between 1995 and 2004, the City made annual updates to the Comprehensive Plan. These updates included changes to the Transportation and Capital Facilities Elements, incorporating new GMA legislation, making minor corrections and considering private amendment requests.~~

~~Work on the 2004 Plan began in 2002 with a detailed evaluation report to the State to determine changes that were needed to meet the requirements of recent Growth Management Act (GMA) legislation and to plan for the next 20 years (2022). Update of the Plan began with a dynamic visioning process called "Community Conversations — Kirkland 2022" where citizens from all sectors of the community were asked to provide the City with their preferred future for Kirkland over the next 20 years. The Planning Commission was responsible for recommending an updated Comprehensive Plan to the City Council consistent with the GMA, reflective of the community's vision and anticipating needed changes over the next 20 years. The Planning Commission used the responses from the "Community Conversations" visioning process, commonly held principles of smart growth and ideas from the various study sessions held between 2003 and 2004 as a basis for the draft changes to the 2004 Plan.~~

~~A scoped Draft Environmental Impact Statement (DEIS) was prepared for the 2004 draft Comprehensive Plan. Topics covered in the DEIS included natural resources, land use patterns, relationship to plans and policies, population, housing, employment and transportation.~~

Throughout the planning process to prepare and amend the Plan and to prepare the ~~DEIS~~, the City actively encouraged and facilitated public participation using a variety of forums and involving several City boards and commissions, including the Kirkland Planning Commission, the Houghton Community Council, the Transportation Commission, ~~and the Park Board, the Senior Council, and Human Services Board.~~

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**C. GUIDE TO THE
COMPREHENSIVE PLAN**

The Comprehensive Plan is comprised of two major parts. The first part contains a vision statement, guiding principles framework goals, and a series of plan elements that apply Citywide. The second part contains plans for each of the City’s neighborhoods (see Figure I-2).

~~All of the Comprehensive Plan Elements contain goals, policies, and narrative. Goals generally describe a desired end that the community is striving to attain, and policies are principles that reflect the City’s intent. Explanatory text accompanies most of the goals and policies. This discussion provides background information on the topic or provides further clarification or interpretation of the goal or policy statement. The appendices are attached to provide additional background information.~~ (PARAGRAPH HAS BEEN MOVED TO NEXT SECTION)

Citywide Elements

~~All of the Comprehensive Plan Elements contain goals, policies, and narrative. Goals describe the desired outcome that the city is striving to attain, policies are principles to achieve the goals, while the narrative provides further explanation of the goals and policies. In addition, several appendices are included to provide additional background information.~~

Two key parts of the ~~C~~citywide portion of the Plan are the Vision Statement and the Guiding Principles Framework Goals. The Vision Statement is a reflection of the values of the community and establishes the character of community that the Plan is oriented toward. The Guiding Principles Framework Goals represent the fundamental ~~goals principles~~ guiding growth and development and establish a foundation for the Plan. The remaining elements are:

- Community Character
- ~~Natural~~ Environment

REVISED INTRODUCTION CHAPTER: STRIKEOUTS/UNDERLINES

I. INTRODUCTION

- Land Use
- Housing
- Economic Development
- Transportation
- Parks and Recreation
- Public Utilities
- Public Services
- Human Services
- Capital Facilities
- Implementation Strategies

Neighborhood Plans

The Neighborhood Plans allow a more detailed examination of issues affecting smaller geographic areas within the City and clarify how broader City goals and policies in the cCitywide Elements apply to each neighborhood. See Figure I-11 for the name, location and boundary of each neighborhoods.

It is intended that each neighborhood plan be consistent with the cCitywide Elements. ~~However, because somemany of the neighborhood plans were adopted prior to the 1995 Plan update, portions of some of the neighborhood plans may contain inconsistencies. The 2015 GMA Plan Update included revisions to the neighborhood plans to ensure consistency with the citywide elements and the development regulations. Where this is the case, the conflicting portions of the cCitywide Elements will prevail. It is anticipated that each of the neighborhood plans will eventually be amended, and in so doing, all inconsistencies will be resolved.~~

The Neighborhood Plans, found in Chapter XV, contain policy statements and narrative discussion, as well as a series of maps. The maps describe land use, natural elements, ~~open space and parks,~~ pedestrian and bicycle systems, vehicular circulation, urban design, and other graphic representations. These maps serve as a visual interpretation of the Neighborhood Plan policy statements and discussion. In the event of a discrepancy between the land use maps and the narrative, the land use map narrative will provide more explicit policy direction.

REVISED INTRODUCTION CHAPTER: STRIKEOUTS/UNDERLINES

I. INTRODUCTION

REVISED INTRODUCTION CHAPTER: STRIKEOUTS/UNDERLINES

I. INTRODUCTION

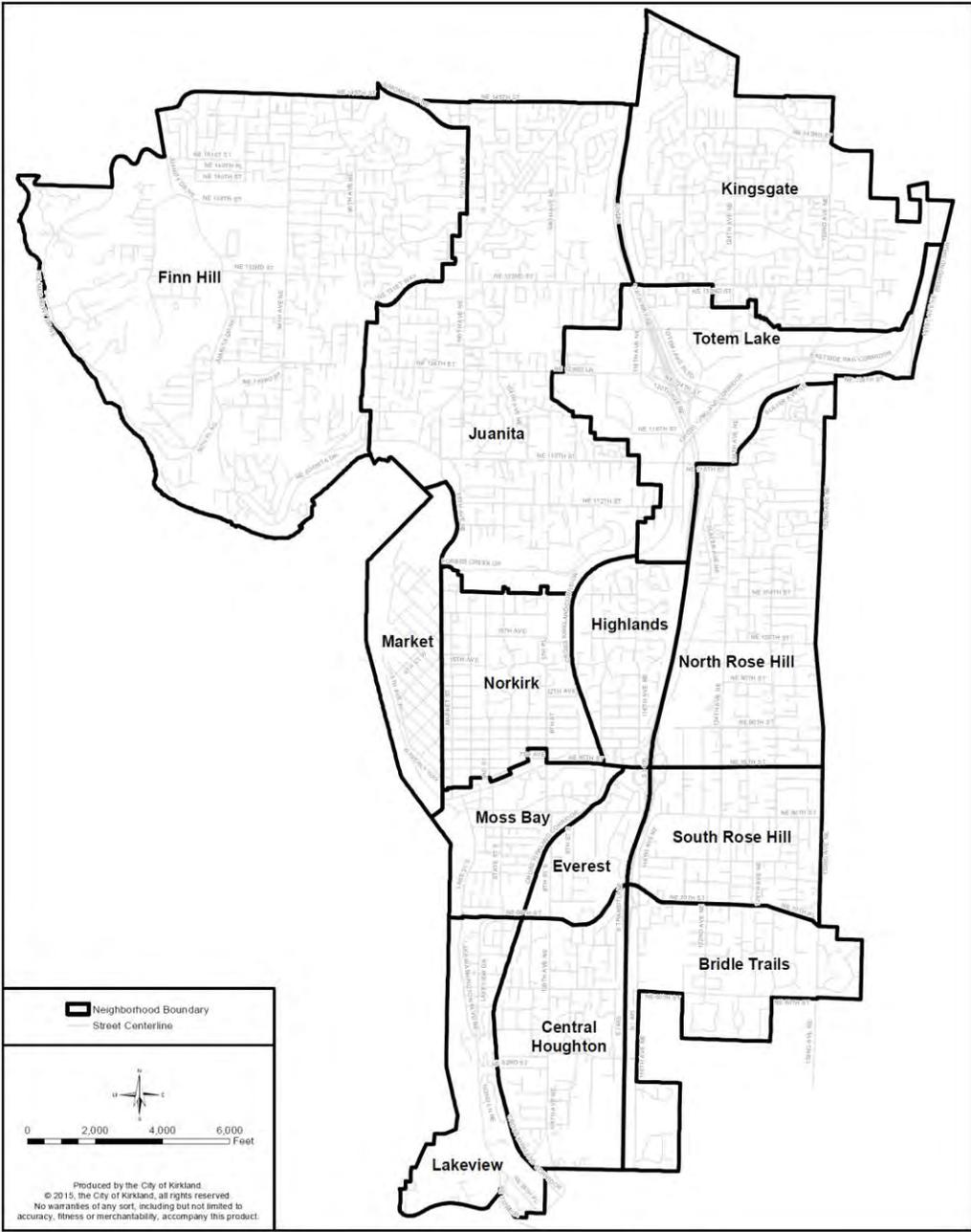


Figure I-11: City of Kirkland Neighborhoods

Vision Statement

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.

Guiding Principles

Livable

Quality of life: safe and well-maintained neighborhoods with convenient access to parks, recreational facilities, the waterfront, community gathering places, excellent schools, and nearby services.

Diverse and Affordable: neighborhoods containing homes and businesses for a variety of incomes, ages and life styles.

Community Design: High quality and attractive architectural design and landscaping, and preservation of historic buildings and sites.

Sustainable

Ecological: natural systems and built structures that protect and enhance habitats, create a healthy environment, address climate change and promote energy efficiency.

Economic: a vibrant economy offering choices in living wage jobs, businesses, services and entertainment throughout the community.

Social: health and human services that fulfill the basic needs of all people without regard to income, age, race, gender or ability.

Connected

Sense of Community: community involvement in government, schools, civic events and volunteer activities creating a sense of belonging through shared values.

Accessible: safe, well maintained and extensive systems of roads, bicycle routes, pedestrian paths, and transit corridors for all users that interconnect neighborhoods and connect to the region.

Technology: reliable, efficient and complete systems for residents and businesses to be connected, informed and involved.

REVISED GENERAL CHAPTER WITH STRIKE OUTS AND UNDERLINES

III. GENERAL

A. PLAN APPLICABILITY AND CONSISTENCY

The Comprehensive Plan serves as the guiding policy document to attain the City’s vision of the future over the next 20 years or longer. This means that decisions and actions in the present are based on the adopted plan. One of the central tenets of the Growth Management Act is to require consistency in planning.

Consistency is determined in a number of ways. The following represent those areas where “consistency” must be achieved:

- ◆ The Comprehensive Plan must comply with the Growth Management Act.
- ◆ The Plan must be consistent with the Shoreline Management Act (adopted under the authority of Chapter 90.58 RCW and Chapter 173-26 WAC).
- ◆ The Plan is to be consistent with the regional plan – the multicounty planning policies adopted by the Puget Sound Regional Council in VISION 2040.
- ◆ It must be consistent with the adopted Countywide Planning Policies as well as coordinated with the plans of adjacent jurisdictions.
- ◆ State agencies and local governments must comply with the Comprehensive Plan.
- ◆ The various elements of the Comprehensive Plan must be internally consistent.

VISION 2040 Regional Planning Statement

The Comprehensive Plan has been updated based on residential and employment targets that align with VISION 2040. Residential and employment targets have also been identified for the entire city and for the designated regional growth center in Totem Lake. Through a development capacity analysis, the City determined that it has the land capacity and zoning in place to meet the City’s assigned housing and employment targets for the year 2035.

The Comprehensive Plan addresses each of the policy areas in VISION 2040 that will make Kirkland livable, sustainable and connected. The plan advances a sustainable approach to growth and future development and incorporates a comprehensive approach to planning and decision-making.

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- ◆ The Environment Element contains policies that address maintaining, restoring and enhancing ecosystems through habitat protection, water conservation, and air quality improvement. Environmentally friendly development techniques, such as low-impact landscaping, are also supported in the plan. Both the Environment and Transportation Elements have policies to achieve a reduction in greenhouse gas emissions to reduce Kirkland's impact on climate change. The plan includes provisions that strive to ensure that a healthy environment remains available for current and future generations.
- ◆ In response to other policies in VISION 2040, the Comprehensive Plan encourages more compact urban development and includes design guidelines for mixed-use, transit-oriented, walkable and bikeable development. The plan includes directives to prioritize funding and investments in ~~in~~ Totem Lake regional growth center.
- ◆ The City has established an affordable housing goal in the Housing Element for this planning period. The Housing Element commits to expanding housing production for all income levels to meet the diverse needs of both current and future residents.
- ◆ The Economic Development Element supports a sustainable and environmentally friendly economy, diverse, livable wage jobs, and local innovative businesses.
- ◆ The Transportation Element advances cleaner and more sustainable mobility options with provisions for complete streets that include multi-modal improvements and streets integrated with low impact, green, context-sensitive design. The City supports programs and strategies that advance alternatives to driving alone. Transportation planning is coordinated with neighboring jurisdictions through the Bellevue Kirkland Redmond transportation forecast model. The City is committed to conservation methods in the provision of public services.
- ◆ The Public Services and Utilities Elements assure infrastructure and services that support existing and future residents and businesses with level of service standards and funding of projects to achieve these standards established in the Capital Facilities Element.
- ◆ The Community Character Element contains goals that protect and enhance our neighborhoods, overall local identity and historic resources.
- ◆ The Human Services Element has goals to support organizations and programs that provide for those in need, youth and seniors.

The Comprehensive Plan also addresses local implementation actions in VISION 2040, including identification of underused lands and development trends for the buildable lands report, tracking of housing and employment growth, implementation strategies for its goals and policies, and monitoring mode-split goals for the City's growth. In addition, the plan also addresses updating capital projects to ensure that provisions for adequate public facilities and services are consistent with Comprehensive Plan and VISION 2040.

Implementing the Plan

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The City's legislative and administrative actions and decisions must be in compliance with the adopted plan. To accomplish these actions and decisions, this a number of tasks need to be completed. The Implementation ~~Strategies~~Measures noted in Chapter XIV list those steps. As the City updates the plan, some of its development regulations may need to be revised to be consistent with and to implement the plan. The Zoning Map needs to be updated to be consistent with and implement the Land Use Map of the Comprehensive Plan.

The Comprehensive Plan is the policy basis for the development regulations. The goals and policies in the plan themselves are not regulatory, but are general guiding principles. Development regulations are the tools to be used in reviewing development applications and must be consistent with the Plan. In instances when the regulations appear to be inconsistent with the Comprehensive Plan, the regulations shall nonetheless govern. However, any inconsistencies must be resolved either by amending the regulations or revising the Plan.

Along with development regulations, tThe City may has used the Comprehensive Plan as the policy basis for decisions, particularly for and determinations under the State Environmental Policy Act (SEPA). ~~With this revised Comprehensive Plan adopted under the Growth Management Act, Even so,~~ the City has strived to integrate SEPA into the zoning permit review process as much as possible rather than using having a separate environmental review process. ~~The development regulations should provide clear and predictable guidance for issuing development permits and making SEPA determinations. However, where the regulations are not clear and/or discretion is to be exercised in making those development decisions, the Comprehensive Plan is to be used as the policy basis for those decisions.~~

The plan contains subarea plans for each neighborhood or business district. These subarea plans contain goals and policies important to each neighborhood. However, if there are conflicts or inconsistencies between the Comprehensive Plan Elements and a neighborhood plan, the general Plan Element goals and policies apply.

The Comprehensive Plan will also be used to guide the City in developing its Capital Improvement Program and in the preparation or update of the various functional plans and programs.

~~The City updates neighborhood plans on a cycle based on the age of the existing plan and the significance of land use changes in the neighborhood. If there are conflicts or inconsistencies between the Comprehensive Plan Elements and a neighborhood plan, the Plan Element goals and policies apply.~~

The goals of the General Element are as follows:

Goal GP-1: Cooperate and coordinate with all levels of government to achieve effective, efficient, and responsive governance for Kirkland's citizens.

Goal GP-2: ~~To~~ Promote active community participation in all levels of planning decisions.

REVISED GENERAL CHAPTER WITH STRIKE OUTS AND UNDERLINES

III. GENERAL**B. INTERGOVERNMENTAL
COORDINATION**

Goal GP-1: Cooperate and coordinate with all levels of government to achieve effective, efficient, and responsive governance for Kirkland's citizens.

Policy GP-1.1: ~~Update~~Prepare the Comprehensive Plan and development regulations in conformance with VISION 20~~40~~20 and with the Countywide Planning Policies for King County.

VISION 20~~40~~20 is the long-range growth and transportation strategy for the central Puget Sound region encompassing King, Kitsap, Pierce, and Snohomish counties. The Countywide Planning Policies are required by the Growth Management Act to establish a framework to ensure that the city and county comprehensive plans are consistent.

~~*Policy GP-1.2: Actively participate with other jurisdictions in planning for issues of common regional or subregional interest.*~~

~~There are a number of formal and informal planning and coordination forums that the City participates in, including the Eastside Transportation Partnership, the Countywide technical forums and committees, and regional boards. The City should continue to be actively involved in these issues.~~

Policy GP-1.3~~2~~: Work with adjacent jurisdictions and other governmental agencies to better coordinate on planning activities and development decisions, and in planning for issues of common regional or sub regional interest.

~~The City participates in a number of formal and informal planning and coordination forums, including State Regional and Countywide technical forums, committees and boards. The City should continue to be actively involved in these issues.~~

While GMA requires that the comprehensive plans of adjacent jurisdictions be consistent, the City should continue to coordinate with Eastside cities and King County on a number of planning activities such as land use, housing (~~ARCH~~), transportation (traffic modeling, transit, and commute trip reduction) ~~and land use, and human services.~~

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The City should also seek ways to improve coordination and communication with affected agencies to avoid duplication of effort, increase efficiency, and gain a better understanding of mutual issues. This can be accomplished through such techniques as interlocal agreements and joint meetings, and by providing opportunities for notification, review, and comment on major plans, programs, or development projects.

Policy GP-1.34: *Communicate Kirkland's land use policies and regulations to the King County Assessor's Office in order to ensure that assessment decisions do not conflict with land use decisions.*

As land use decisions are made, the City needs to coordinate with the Assessor's Office. This will ensure that they have the most accurate and up-to-date information regarding the City's land use.

C. CITIZEN PARTICIPATION

The Growth Management Act establishes that cities shall ~~have establish~~ procedures providing for early and continuous public participation in the development and amendment of comprehensive plans and regulations that implement these plans. The Comprehensive Plan is based on ~~has~~-involved community input and should continue to reflect the priorities and values of its residents and the business community.

Goal GP-2: *~~To~~ Promote active community participation in all levels of planning decisions.*

Policy GP-2.1: *Encourage public participation at the appropriate level in all planning processes and facilitate open communication between permit applicants and nearby residents and businesses and neighbors prior to the initiation of development actions.*

There are a number of opportunities for public involvement in the planning process whether it involves the Comprehensive Plan, the adoption of development regulations, or in the review of development permits. Public participation early on in the process can reduce conflicts and result in more responsive decisions.

It is critical that the public be involved in the early stages of the planning process, particularly in the development and adoption of the City's Comprehensive Plan and development regulations. The goals and policies of the Comprehensive Plan, ~~and the~~ standards and requirements in the zoning and subdivision regulations, and shoreline master program provide the basis for individual review of development applications or the construction of public facilities. At the time of permit review, many of the basic land use issues have already been determined. Citizen input should focus on development standards and other site-specific issues.

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Policy GP-2.2: Utilize a broad range of public involvement techniques, ~~and~~ community forums and communications to ensure that opportunities exist for all public views to be heard.

Kirkland has utilized a number of techniques and procedures to ensure a wide range of participatory public involvement at the appropriate level. Some examples that are being used today and should continue are:

- ◆ Mailing, ~~and emailing, including use of listservs, and~~ posting of notices to parties that may be affected by planning decisions;
- ◆ Notifying neighborhood, condominium and business associations, interested organizations and affected agencies;
- ◆ Creating and maintaining web and social media sites that provide information about plans and project;
- ◆ Offering interactive web forums and other opportunities beyond traditional public meetings and community organizations;
- ◆ Hosting ~~Early~~ neighborhood meetings by applicants for development permits early in the process;
- ◆ Using citizen advisory commissions and focus groups to oversee the planning process;
- ◆ Broadcasting *Currently Kirkland*, the City's news and information program airing on cable channels.
- ◆ Using a broad range of media to inform citizens of planning activities, including the *City Update* newsletter;
- ◆ Holding public workshops, open houses, community conversations and discussion groups; and
- ◆ Providing opportunities for reconsideration or appeal of decisions; ~~and~~
- ◆ ~~Notifying neighborhood, condominium and business associations, interested organizations and affected agencies.~~

In the future, other techniques should be explored as appropriate to ensure strong public involvement.

Policy GP-2.3: Work closely with community groups, neighborhood associations, business organizations, and service clubs.

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The City encourages the formation of neighborhood associations and business forums. These types of organizations are an important part of the community's identity and character. The City should look for opportunities to involve these groups in decisions that affect them.

Policy GP-2.4: Encourage active citizen participation in the planning and design of public facilities, particularly in affected neighborhoods, ~~communities~~, and business areas.

Many of the decisions on public facilities have significant issues that need to be addressed such as access, safety, environmental concerns, neighborhood character, and economic impacts. In the planning and design of public facilities it is important to have a process that facilitates public involvement by all parties.

D. PLAN AMENDMENT***Amendment Process***

The Growth Management Act specifies that the Comprehensive Plan ~~and Land Use Plan Map~~ may only be amended once a year, except for certain actions listed in Section 365-196-640 of the Washington Administrative Code, including amendments to the Capital Facilities Element that is part of adoption of the City budget. in emergencies. Section 365-195-630 of the Washington Administrative Code states that all amendments are to in any year be considered concurrently so that the cumulative effect of the various proposals can be ascertained. The intent of this requirement is to ensure that piecemeal or individual amendments do not erode the integrity of the plan and are integrated and consistent with the balance of the Plan. ~~The Zoning Code contains the process for an emergency amendment.~~

The City generally reviews the Comprehensive Plan on an annual basis. Revisions are made to the Transportation and Capital Facilities Elements to update information and projects based on the City's Capital Improvement Program, and to all of the elements in response to amendments to the Growth Management Act and other State legislation or Countywide planning policies. Amendments are also made to correct any inconsistencies in the plan, to reflect any recently adopted functional plan, and to update general information.

~~Amendments are initiated in two ways: by the City or by a citizen or community group. A formal process to amend the plan, consistent with the requirements of the Growth Management Act, has been established. The process for the City-initiated and citizen-initiated amendments include opportunities for public involvement and community participation.~~ The Kirkland Planning Commission is a citizen board selected by the City Council that advises the City Council on matters relating to the Comprehensive Plan and land use regulations. The commission takes the lead role for reviewing plan and code amendments as the City's citizen representative body and is responsible for conducting study sessions and the public hearing, and then transmitting a recommendation to the City Council. The Houghton Community Council, Kirkland Transportation Commission

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and Park Board also may take public comment on ~~for~~ amendment proposals within their jurisdiction and transmit recommendations to the Planning Commission and to the City Council. ~~The Zoning Code contains the process for reviewing and deciding upon a proposal to amend the Comprehensive Plan.~~

~~Amendments are initiated in two ways: by the City or by a citizen, business or community group. A formal process to amend the plan, consistent with the requirements of the Growth Management Act, has been established. The Zoning Code contains evaluation criteria and process for reviewing and deciding upon a proposal. The process includes opportunities for public involvement and community participation. For citizen-initiated proposals, the City has a formal application process and an established deadline for submitting an application to be considered in the next round of City initiated plan amendments. The City has a two-step process for citizen-initiated plan amendments: first a threshold determination and then a study and final decision on the proposed amendments. For City initiated plan amendments, the City has only one step: the study and final decision on the proposed amendments. The Zoning Code contains the criteria for evaluating a proposal to amend the Comprehensive Plan.~~

~~The City reviews the Comprehensive Plan on an annual basis to update the Transportation and Capital Facilities Elements or any other element for any needed changes, to respond to amendments to the Growth Management Act and other State legislation or Countywide planning policies, to correct any inconsistencies in the Plan and with the development regulations and any recently adopted functional plan, and to update general information.~~

~~The City amends establishes a schedule for amending the neighborhood plans and business district plans at least between every two GMA Comprehensive Plan Updates or more frequently as needed given City Council priorities and reviews the schedule each year as part of the Planning Department's work program. In addition, the City considers citizen-initiated amendment requests generally on a biannual basis and incorporates these into the annual plan amendment process. Citizen amendment requests may either be for general amendments or for a change to the land use map and/or text change relating to a specific property or a general area.~~

Community Character

Final Draft for June 25, 2015 Public Hearing- Strikethrough and Underlines

A. INTRODUCTION

The character of a community is influenced by a variety of factors, including its citizens, social network, schools, community and business organizations, history, built environment, and natural resources. Although it is not possible to legislate a strong community, public policy can provide a framework that supports desirable characteristics.

Public services such as developing and maintaining the transportation network and communication infrastructure, furnishing attractive public spaces, providing parks, trails, open spaces and recreational opportunities, supporting community events, and providing a safe and clean environment contribute to this framework. Design principles can be used to promote compatible development that reflects community values, respects historical context, and preserves valuable natural resources. Development of affordable housing and provision of social services can support an environment that encourages diversity.

A strong community is also characterized by an active and involved citizenry. By providing support for formal and informal community and business organizations, the City can help to encourage citizen participation. The establishment of diverse residential, commercial, cultural, and recreational opportunities can also help make people feel at home.

The City's role in providing the framework for a strong community is defined by the Community Character element.

B. COMMUNITY CHARACTER CONCEPT

Taken together, the goals and policies of this element broadly define the City's role in contributing to community character. They consider the social and physical environment, look back in time to Kirkland's heritage, and look forward to Kirkland's future. The Community Character element supports the guiding principles of a livable (quality of life and community design) and connected community (sense of community). Subsequent elements of the Comprehensive Plan, such as the Land Use and Environment Elements, address policies relating to specific components of the built and natural environment~~physical environment~~. Parts of the social environment are addressed in the Parks, ~~and~~ Recreation and Open Space Element. In addition, these social issues are addressed further in the Human Services Element.

The goals of the Community Character Element include:

- Support for Kirkland's Sense of Community: This goal supports the actions necessary to create a strong social fabric which is strengthened by diversity, involved citizens, and strong community organizations.

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- Promote Preservation and Enhancement of Our Historic Identity: This goal acknowledges the importance of the City's historic resources and provides a framework which supports their interpretation, protection, and preservation.
- Accommodate Change: This goal looks to the future to ensure that Kirkland's policies are proactive in addressing changing needs of the population.
- Work to Strengthen Kirkland's Built and Natural Environment: This goal acknowledges the role that the physical and natural and built environment plays in creating a community and provides the framework for supporting the aesthetic quality of the community, individual neighborhoods, and public spaces.

C. COMMUNITY CHARACTER GOALS AND POLICIES

Goal CC-1: Enhance Kirkland's strong sense of community.

Goal CC-2: Preserve and enhance Kirkland's historic identity.

Goal CC-3: Accommodate change within the Kirkland community and the region in a way that maintains Kirkland's livability and beauty.

Goal CC-4: Maintain and enhance Kirkland's built and natural environment by strengthening the visual identity of Kirkland and its neighborhoods.

SENSE OF COMMUNITY

A community with a strong social fabric and an environment where diversity is encouraged is one where people know and care for each other and for the community itself. The City's support of organizations which contribute to this social fabric will help provide for the social, cultural, educational, recreational, and economic needs of its citizens. It is also important for City government to be accessible to individual citizens who want to become involved and also be responsive to citizen requests.

Gathering places also help to provide community feeling. The City can build public spaces and also encourage private developers to incorporate them into their projects. Goal CC-1 and the associated policies supply the framework necessary to supply Kirkland's citizens with opportunities to support and be supported by the community as a whole.

Goal CC-1: Enhance Kirkland's strong sense of community.

Policy CC-1.1: Support diversity in our population.

Local and regional demographic trends indicate that Kirkland's population is becoming more diverse. An increased variety in ethnic, cultural, age, and income groups presents both challenges and opportunities, and provides the foundation for an interesting and healthy community. Kirkland should support programs and organizations that provide for all segments of our population.

Policy CC-1.2: Establish partnerships with service providers throughout the community to meet the City's cultural, educational, economic, and social needs.

The City can best provide for the needs of its citizens by working with service providers such as [non-profit and churches faith-based organizations](#), schools, daycare providers, senior-citizen support groups, youth organizations, and groups that provide services to individuals and families having difficulty meeting their basic needs. Sharing information and resources with these providers is the most effective and economical way to meet the needs of Kirkland's citizens. The City should encourage and support these service providers.

Policy CC-1.3: Support formal and informal community organizations.

In today's mobile society, it is important to provide many opportunities for individuals to become a part of the community. Organizations such as neighborhood groups, youth and senior service providers, business and homeowner associations, social and recreational organizations, and service groups are all part of the Kirkland community. Encouragement and support of these organizations by the City helps citizens become involved in the community.



Festival at Marina Park

Policy CC-1.4: Encourage and develop places and events throughout the community where people can gather and interact.

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Places where people can gather and interact are an important part of building community. They provide comfortable areas where people can come together. Some, including parks, community centers, [the Cross Kirkland Corridor/ Eastside Rail Corridor](#), streets, and sidewalks, are developed and maintained by the City. Others [gathering places](#), such as cafes, theaters, pedestrian-friendly shopping districts, [outdoor seating areas](#), [gathering spaces](#), [facades](#), building entrances and plazas, should be encouraged by the City through development regulations.

Public art (any work of art or design specifically sited in a public place) ~~can energize public spaces or bring a sense of calm to a hectic lifestyle often invites~~ [invites](#), [interaction](#), [inspires a sense of discovery](#), [cultivates civic identity and community pride](#), and [encourages economic development](#). The City should encourage private developers to integrate public art into office, retail and multifamily projects. In addition, the City should seek opportunities to incentivize integrated art with an emphasis on development in design districts because they are highly visible, mixed-use, pedestrian oriented areas that are focal points for community activity. ~~The review criteria for Planned Unit Developments should be expanded to include public art among the list of potential project benefits.~~

Community events such as outdoor markets, celebrations, fairs, and annual festivals also provide a sense of community, history, and continuity. The City should encourage these events.

Policy CC-1.5: Work toward a safe, crime-free community.

Safety is a critical part of a strong community. A community's safety is dependent not only on the Police and Fire Departments, [and Emergency Management Services](#), but also on the community itself. The City should support educational and community programs that provide citizens with the information and tools necessary to work toward a safe community and to be prepared in case of an area-wide emergency. In addition, the City should support design standards that promote safety and discourage crime in new development.



Water Bearers at David E. Brink Park

Policy CC-1.6: Create a supportive environment for [art](#), [historical](#), and [cultural activities](#).

Cultural activities are more than just amenities; they are also an expression of identity for both the community as a whole and the individuals within. Cultural activities and the arts contribute to the economic vitality of the community by attracting tourism and businesses that want to locate in a community with valued amenities. Kirkland has a growing reputation as a [destination center](#) for the [arts](#), [culture and historic resources](#) in the Puget Sound region. The City's Cultural [Arts Commission](#) is a resource and partner for those agencies and individuals interested in

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expanding the arts in our community. Under the guidance of the Cultural Arts Commission~~Council~~, the City has a public arts program, which includes donations and loans from private citizens as well as City-owned pieces. These pieces of sculpture and other art objects are displayed around Kirkland and at City Hall. The City has committed to further promote the public arts program by incorporating art into new City facilities through earmarking one percent of major capital improvement project funds toward the arts.

The City of Kirkland Parks and Community Services provides recreation programs. The Kirkland Performance Center offers exposure to the performing arts, as do community and educational organizations. The Kirkland Arts Center offers art classes and exhibitions. There are also a number of private galleries and classes offered. These public and private enterprises provide educational tools that can bring people together and foster a sense of community spirit and pride. Where possible, the City should continue to encourage partnerships and provide support to these and similar efforts including those related to youth activities, science, music, arts education and literature.

Policy CC-1.7: Within the Cross Kirkland Corridor/Eastside Rail Corridor, provide opportunities for open space, art, events, and cultural activities.

As envisioned in the approved Cross Kirkland Corridor Master Plan, development of the CKC Corridor/Eastside Rail Corridor as a public facility will provide many opportunities to connect the community, businesses and neighborhoods together. Integrating art, pedestrian and bicycle improvements and trails, events and cultural activities into the Corridor provide public amenities to be enjoyed by all.

HISTORIC RESOURCES

Historic resources connect the community with the City's past providing a sense of continuity and permanence. ~~to an increasingly mobile society.~~ Recognition and preservation of historic resources are essential to the long-term maintenance of the City's character. The key is the commitment of the community to the identification, maintenance, renovation, and reuse of buildings and sites important to our history. These resources may represent architectural styles or development patterns such as small lots typical of specific periods in the past. They may also represent places associated with notable historic persons or important events.

A significant number of the historic resources in Kirkland already have been identified and mapped. Neighborhoods that have been identified as having the most significant concentrations of historic resources are Market, ~~f~~Norkirk, Highlands, and Moss Bay (Downtown and perimeter area). There also are scattered historic buildings, structures, sites and objects throughout other neighborhoods.

Historic resources enhance the experience of living in Kirkland. These unique historic and heritage resources of Kirkland should become a key element in the urban design of Downtown and older neighborhoods surrounding it, so that they will remain an integral part of the experience of living in Kirkland.



The Joshua Sears Building

Goal CC-2: Preserve and enhance Kirkland's historic identity.

Policy CC-2.1: Preserve historic resources and landmarks of recognized significance.

The preservation of resources that are unique to Kirkland or exemplify past development periods is important to Kirkland's identity and heritage. The City, the Kirkland Heritage Society, and Kirkland's citizens can utilize a variety of methods to preserve historic resources and landmarks, including the following, which are listed in order of priority:

- Retain historic buildings by finding a compatible use that requires minimal alteration.
- Design new projects to sensitively incorporate the historic building on its original site, if the proposed development project encompasses an area larger than the site of the historic resource.
- Retain and repair the architectural features that distinguish a building as an historic resource.
- Restore architectural or landscape/streetscape features that have been destroyed.
- Move historic buildings to a location that will provide an environment similar to the original

location.

- Provide for rehabilitation of another historic building elsewhere to replace a building that is demolished or has its historic features destroyed.
- Provide a record and interpretation of demolished or relocated structures by photographs, markers and other documentation.

Policy CC-2.2: Identify and prioritize historic buildings, structures, sites and objects for protection, enhancement, and recognition.

Although age is an important factor in determining the historical significance of a building's, structure's, site's and/or object's ~~historical significance~~ (a minimum of 50 years for the National and State Register and 40 years for the City of Kirkland register), other factors, such as the integrity of the building, architecture, location and relationship to notable persons or events of the past, also are important.

Table CC-1 identifies Designated Historic Buildings, Structures, Sites and Objects in Kirkland and Figure CC-1 identifies the location.

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The City of Kirkland recognizes these buildings, structures, sites and objects on List A and List B in Table CC-1. All are designated Historic Community Landmarks by the City of Kirkland. The lists also contain "Landmarks," designated by the Kirkland Landmark Commission, and "Historic Landmarks," designated pursuant to Chapter 75 KZC.

Development permits involving buildings, structures, sites and objects in Table CC-1 are subject to environmental review under the City's local SEPA regulations. In addition, landmarks noted with a footnote (*) are subject to review by the Kirkland Landmark Commission pursuant to Kirkland Municipal Code Title 28. The Kirkland Landmark Commission is composed of members of the King County Landmark Commission and one Kirkland resident appointed by the Kirkland City Council. City of Kirkland "Historic Landmarks" noted with a footnote (¥) are subject to review by Chapter 75 KZC.

Table CC-1

Designated Historic Buildings, Structures, Sites and Objects

List A: Historic Buildings, Structures, Sites and Objects Listed on the National and State Registers of Historic Places and Designated by the City of Kirkland

Building or Site	Address	Architectural Style	Date Built	Person/Event	Neighborhood
Loomis House	304 8th Ave. W.	Queen Anne	1889	KL&IC	Market
Sears Building	701 Market St.	Italianate	1891	Sears, KL&IC	Market
Campbell Building	702 Market St.		1891	Brooks	Market Norkirk
*Peter Kirk Building	620 Market St.	Romanesque Revival	1891	Kirk, KL&IC	Market Norkirk
Trueblood House	127 7th Ave.	Italianate	1889	Trueblood	Norkirk
*Kirkland Woman's Club	407 1st St.	Vernacular	1925	Founders 5	Norkirk
¥Marsh Mansion	6610 Lake Wash. Blvd.	French Eccl Revival	1929	Marsh	Lakeview
Kellett/Harris House	526 10th Ave. W.	Queen Anne	1889	Kellett	Market

List B: Historic Buildings, Structures, Sites and Objects Designated by the City of Kirkland (Continued)

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Building or Site	Address	Architectural Style	Date Built	Person/Event	Neighborhood
Newberry House	519 1st St.	Vernacular	1909	Newberry	Norkirk
Nettleton/Green Funeral (Moved)	40 08 State St. <u>S.</u>	Colonial Revival	1914	Nettleton	Moss Bay
Kirkland Cannery	640 8th Ave.	Vernacular	1935	WPA Bldg	Norkirk
Landry House	8016 126th Ave. NE	Bungalow	1904		South Rose Hill
Tompkins/Bucklin House	202 5th Ave. W.	Vernacular	1889	Tompkins	Market
Burr House	508 8th Ave. W.	Bungalow/Prairie	1920	Burr	Market
Orton House (moved from <u>6436 Lake Washington Blvd</u>)	4120 Lake Wash. Blvd.	Georgian Revival	1903	Hospital	Lakeview
Shumway Mansion (moved)	11410 100th Ave. NE	Craftsman/Shingle	1909	Shumways	South -Juanita
French House (moved from <u>10129 NE 63rd</u>)	4130 Lake Wash. Blvd.	Vernacular	1874	French	Lakeview
Snyder/Moody House	514 10th Ave. W.	Vernacular	1889	KL&IC	Market
McLaughlin House	400 7th Ave. W.	<u>Site only.- Structure demolished May 2014</u>	1889	KL&IC	Market
First Baptist Church/American Legion Hall	138 5th Ave.	Vernacular <u>Site only. Structure - demolished.-</u>	1891/1934	Am Legion	Norkirk
Larson/Higgins House	424 8th Ave. W.		1889	KL&IC	Market
Hitter House	428 10th Ave. W.	Queen Anne	1889	KL&IC	Market
Cedarmere/Norman House	630 11th Ave. W.	Am Foursquare	1895		Market
Dorr Forbes House	11829 97th Ave. NE	Vernacular	1906	Forbes	South -Juanita

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Brooks Building	609 Market St.	Vernacular Comm	1904	Brooks	Market
Williams Building	101 Lake St. S.	Vernacular Comm	1930		Moss Bay
Webb Building	89 Kirkland Ave.	Vernacular Comm	1930		Moss Bay
5th Brick Building	720 1/2 Market St.	Vernacular Comm	1891		Market Norkirk
Shumway Site	510 – 528 Lake St. S.	site only		Shumways	Lakeview
Lake WA Shipyards Site	Lake Wash. Blvd./Carillon Point	site only		Anderson/W W	Lakeview
Lake House Site	10127 NE 59th St.	site only		Hotel	Lakeview
*First Church of Christ Scientist (moved) a.k.a. Heritage Hall	203 Market St.	Neoclassical	1923	Best example of this style	Market
¥Malm House	12656 100th Ave. NE	Tudor Revival	1929		North Juanita
Sessions Funeral Home	302 1st St.	Classic Vernacular	1923		Norkirk
Houghton Church Bell (Object)	105 5th Ave. (Kirkland Congregational Church)	Pioneer/Religion	1881	Mrs. William S. Houghton	Norkirk
Captain Anderson Clock (Object)	NW corner of Lake St. and Kirkland Ave.	Transportation/Ferries	c. 1935	Captain Anderson	Moss Bay
Archway from Kirkland Junior High	109 Waverly Way (Heritage Park)	Collegiate Gothic	1932	WPA	Market
Langdon House and Homestead	10836 NE 116th St. (McAuliffe Park)	Residential Vernacular	1887	Harry Langdon	South -Juanita
Ostberg Barn	10836 NE 116th St. (McAuliffe Park)	Barn	1905	Agriculture	South -Juanita
Johnson Residence	10814 NE 116th St. (McAuliffe Park)	Vernacular influenced by Tudor Revival	1928	Agriculture	South -Juanita

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Carillon Woods Park	NW corner of NE 53rd St. and 106th Avenue NE	Utility/water source for Yarrow Bay and site	1888	King Co. Water District #1	Central Houghton
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Footnotes:

* The City of Kirkland Landmark Commission has formally designated these buildings, structures, sites and objects as Landmarks pursuant to KMC Title 28.

¥ The City of Kirkland has formally designated these buildings, structures, sites and objects as Historic Landmarks pursuant to Chapter 75 KZC.

Note: KL&IC is the Kirkland Land Improvement Company.

The City recognizes its historic resources in the following priority:

1. Buildings, structures, sites and objects listed on the National and State Registers of Historic Places.
2. Buildings, structures, sites and objects recognized by the Kirkland Landmark Commission.
3. Buildings, structures, sites and objects designated by the City as Historic Landmarks.
4. Buildings, structures, sites and objects designated by the City as Historic Community Landmarks.
5. Buildings, structures, sites and objects designated by the City as an historic resource, providing historical context.

The City should periodically update the lists of historic resources through a systematic process of designation.



Marsh Mansion along Lake Washington Boulevard NE

Policy CC-2.3: Provide encouragement, assistance and incentives to private owners for preservation, restoration, redevelopment, reuse, and recognition of significant historic buildings, structures, sites and objects.

There are a number of activities that the City can do to provide encouragement and incentives for the owners of historic buildings, structures, sites and objects, including:

- Establish Zoning and Building Codes that encourage the continued preservation, enhancement, and recognition of significant historic resources;
- Reuse or salvage architectural features and building materials in the design of new development.
- Encourage the preservation or enhancement of significant historic resources or commitment through historic overlay zones as a public benefit when planned unit developments are proposed;
- Prepare and distribute a catalog of historic resources for use by property owners, developers and the public;
- Maintain an interlocal agreement with King County that provides utilization of the County's expertise in administering historic preservation efforts and makes owners of Kirkland's historic buildings, structures, sites and objects eligible for County grants and loans;
- Establish a public/private partnership to provide an intervention fund to purchase, relocate, or provide for other necessary emergency actions needed to preserve priority buildings, structures, sites and objects;

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- Encourage property owners to utilize government incentives available for historic buildings, structures, sites and objects;
- Allow compatible uses in historic structures that may assist in their continued economic viability such as bed and breakfasts in larger residential structures.

Policy CC-2.4: Buildings that are recognized as historic resources by the City should be considered when adjacent structures are being rebuilt or remodeled.

Historic resources contribute to the character and quality of Kirkland. New and remodeled buildings should respect the scale and design features of adjacent historic resources.

Policy CC-2.5: Encourage the use of visual and oral records to identify and interpret the history of the City of Kirkland.

This can be done in various ways, including articles in Citywide publications, a museum to preserve and display documents and artifacts, and archives to maintain resources, including oral history and photographs, for the public.

The City's system of historic signage, which includes plaques to interpret significant buildings, structures, sites and objects, should be expanded. While historic street signs have been hung along with existing street signs, interpretive markers could be placed along public streets, ~~and~~ pedestrian-bike paths and the Cross Kirkland Corridor/Eastside Rail Corridor to explain the City's history.

All these methods can be used to inform Kirkland's citizens about the City's history and to support the preservation of Kirkland's historic identity.

ACCOMMODATING CHANGE

The last 20 years have seen remarkable changes in the way people and businesses interact and connect. The innovations spread of ~~computer~~ technology, new techniques for almost-instant communication, increased density and traffic, increased multimodal transportation options/alternatives, new/different housing options and legislative actions relating to growth management are some of the changes Kirkland has witnessed. The large annexation of Finn Hill, North Juanita, and Kingsgate neighborhoods in 2011 increased the population of Kirkland by over 60%. There also have been changes in the characteristics of Kirkland's citizens, including increased diversity and an aging of the population.

The intent of Goal CC-3 and the following policies is to ensure that the City continues to recognize and respond to future changes in a way that is sensitive to Kirkland's character and the needs of our citizens.

Goal CC-3: Accommodate change within the Kirkland community and the region in a way that maintains Kirkland’s livability and beauty.

Policy CC-3.1: Identify and monitor specific indicators of quality-of-life for Kirkland residents.

Quality-of-life indicators provide information that reflects the status of the City. They include, but are not limited to, housing affordability and availability, [shops and services close to home, well-maintained neighborhoods](#), public health and safety, parks, historic resources, citizen participation, natural resources [protection](#), pedestrian and bike friendliness, [community gathering places](#), and well respected schools. By measuring public opinion on changes in the levels of these indicators, the City can determine where support and changes are needed. The City should develop various community outreach programs such as surveys, [websites, social forums](#), cable channel programs and open houses to measure these indicators and work towards evaluating and implementing their results.

Policy CC-3.2: Ensure that City policies are consistent with, and responsive to, evolving changes in demographics and technology.

As Kirkland’s population grows and changes, the needs and interests of its citizens also will change. Examples of these changes include the increase in the senior citizen population with its unique requirements, the increase in ethnic diversity, ~~and the~~ [increases](#) in density, and the change in economic diversity within Kirkland. It is important for the City to accommodate changes in population demographics and density while maintaining the qualities and special features which make Kirkland unique.

Advances in technology have changed the lifestyles of Kirkland’s citizens. New communication technology has increased the use of remote office siting and telecommuting. New transportation technology may change transportation patterns both locally and regionally. New construction techniques and materials are resulting in greater efficiency and economy.

The City’s policies and regulations should recognize and work with these changes as they unfold, while maintaining the qualities and features which make Kirkland unique.

BUILT AND NATURAL ENVIRONMENT

Kirkland is fortunate to have fine qualities and a ~~well-established~~ [well-established](#) identity based on a unique physical setting and development pattern. [Kirkland is a great place to live, work and play, where many people can reach their daily services within a short walking distance. See the Land Use Element for more discussion.](#) The Comprehensive Plan recognizes many urban design principles that contribute to Kirkland’s identity, such as gateways, views, scenic corridors, [waterfront access](#), historic sites, building scale, manmade and natural landmarks, and pedestrian [and bicycle](#) linkages.

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As the built environment continues to change and densify, these design principles along with development regulations are used to maintain the quality of life in the community. Neighborhood identity, building design, protected public views, and mitigated impacts, such as noise and lighting, are some of the important factors that maintain and even improve this quality of life.



The Marina Park Pavilion in Downtown Kirkland

Goal CC-4: Maintain and enhance Kirkland's built and natural environment by strengthening the visual identity of Kirkland and its neighborhoods.

Policy CC-4.1: Enhance City identity by use of urban design principles that recognize the unique characteristics of different types of development, including single-family, multifamily, mixed-use, and various types and sizes of commercial development.

Urban design recognizes that a City's physical setting and manmade patterns collectively form its visual character, its neighborhoods and its business districts. In Kirkland, urban design should protect defining features, respect existing surroundings, and allow for diversity between different parts of the City. The urban design principles outlined in an appendix to the Comprehensive Plan and adopted by reference in the Kirkland Municipal Code and the corresponding design regulations in the Zoning Code ensure that new development will enhance Kirkland's sense of place.

Policy CC-4.2: Prohibit gated developments.

Kirkland strives to be an open, welcoming community with inviting neighborhoods and a strong social fabric. These values can be supported by allowing public access throughout the community. Gates that restrict public access and connections through developments have an exclusionary effect and detract from a friendly, open neighborhood image. This policy is not intended to restrict fences with gates around individual single-family homes, gated multifamily parking garages, gated multifamily interior courtyards, or similar private spaces.



Kirkland City Hall

Policy CC-4.3: Encourage quality designs for institutional and community facilities that reinforce their symbolic importance and create distinctive reference points in the community.

Government facilities, schools, churches, libraries and other civic buildings serve as meeting places and play an important role in the community. These public and semipublic buildings should display exemplary design with attention to site planning, building scale, landscaping, pedestrian amenities, building details, and opportunities for integrating art into the project. They should be compatible with the neighborhood in which they are located, but can also provide a neighborhood landmark. Community structures such as City Hall, park and recreational facilities, or the library or other civic buildings should be designed to be landmarks for the City as a whole.

Policy CC-4.4: Maintain and enhance connections between neighborhoods and to the waterfront, parks, and the Cross Kirkland Corridor/Eastside Rail Corridor.

The ability to walk or bike from Kirkland's activity areas and neighborhoods to Lake Washington, parks and the Cross Kirkland Corridor is an important value and often a reason people choose to live and do business here. The Transportation, Shoreline, Parks and Land Use Elements include other initiatives that support our connectivity and shoreline access goals.

~~Policy CC-4.4: Support home occupations that have characteristics appropriate to residential neighborhoods.~~

~~Home occupations, or home-based businesses, are increasingly common in residential areas due to an increase in telecommuting and the improved technology available. Operating a home-based business provides people with the opportunity to better integrate their personal and professional lives. Home-based businesses also contribute to a reduction in commuter traffic. It is important, however, to protect the residential character of the neighborhood from their outward impacts. Such impacts as exterior signs, heavy equipment use, excessive deliveries by commercial vehicles, number of customer vehicles, and extreme noise can detract from the residential atmosphere of an area and should not be allowed.~~

Policy CC-4.5: Protect public scenic views and view corridors.

Public views of the City, surrounding hillsides, Lake Washington, Seattle, the Cascades and the Olympics are valuable not only for their beauty but also for the sense of orientation and identity that they provide. Almost every area in Kirkland has streets and other public spaces that allow our citizens and visitors to enjoy such views. View corridors along Lake Washington's shoreline are particularly important and should continue to be enhanced as new development occurs. Public views can be easily lost or impaired and it is almost impossible to create new ones. Preservation, therefore, is critical.

Private views are only not protected, ~~except~~ where specifically mentioned in some of the neighborhood plan chapters of the Comprehensive Plan and in the City's development regulations.

Policy CC-4.6: Preserve and enhance natural landforms, vegetation, and scenic areas that contribute to the City's identity and visually define the community, its neighborhoods and districts.

Natural landforms such as hills, ridges and valleys are valuable because they provide topographic variety, visually define districts and neighborhoods while providing open space corridors that visually and physically link them, and give form and identity to the City. Open space and areas of natural vegetation are valuable because they accentuate natural topography, define the edges of districts and neighborhoods, and provide a unifying framework and natural contrast to the City's streets, buildings and structures.

Planting of landscaping and trees can improve the community character. Vegetated roofs add to the greenscape and help to achieve the City's low impact development and greenhouse gas reduction goals. Street trees provide a consistent, unifying appearance, particularly in areas with varying building design and materials, and signage. However, street trees planted along rights-of-way that offer local and territorial views should be of a variety that will minimize view blockage as trees mature.

Several neighborhoods contain unique natural features, including significant stands of trees and individual ~~notable-heritage~~ trees, unique landforms, wetlands, streams, watersheds, woodlands, natural shorelines, and scenic open space. In many cases, development activities, including structures or facilities designed to correct other environmental problems, may damage these natural amenity areas. Wherever possible, unique natural features should be preserved or rehabilitated. Should areas with unique natural features be incorporated into new development or rehabilitated, great care should be taken to ensure these areas are not damaged or adversely altered. The intent of this policy is not to prohibit development but to regulate development activities to ensure they maintain the inherent values of the natural landscape.

Policy CC-4.7: Enhance City and neighborhood identity through features that provide a quality image that reflects the City's unique characteristics and vision.

Kirkland and its neighborhoods are special places. Each neighborhood has a distinctive identity which contributes to the community's image. Appropriate transitions are also necessary to distinguish the City from surrounding jurisdictions. Community signs, public art, and other gateway treatments such as landscaping are methods of identification that contribute to the visual impressions and

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understanding of the community. Other identification methods and entranceway treatments can communicate the City's origin and history, economic base, physical form, and relation to the natural setting.

Policy CC-4.8: Provide public information signs that present clear and consistent information and a quality image of the City.

Public signs are needed to supply information about public facilities, such as bus, ~~and~~ pedestrian and bicycle routes, municipal parking lots, and City offices. The primary function of these signs is to present information about the location of public facilities and services in a clear and concise fashion using a consistent way-finding system of graphics, colors, and sign types.

Policy CC-4.9: Implement sign regulations that equitably allow ~~adequate~~ visibility in the display of commercial information and protect Kirkland's visual character.

Commercial signs identify businesses and advertise goods and services. Although they may be larger and more visually prominent than public information signs, their placement and design should also respect the community's visual character, ~~and~~ identity and minimize visual impacts. By their nature, commercial signs are prominent in the landscape and thus should receive as much design consideration as other site development components. Signs should be located on the same lot or property as the use, building, or event with which the sign is associated.

Sign regulations should be applied consistently to provide equity and protect the community's visual character and identity. A Master Sign Plan should allow deviations from the standard code requirements, where appropriate, to encourage integration of signs into the framework of the building and the subject property through the use of elements that create visual harmony and a consistent design theme on a site. There also should be special sign restrictions to preserve the unique character of each of the City's commercial districts and designated corridors.



The corner of Central Way and Lake Street

Policy CC-4.10: Maintain and enhance the appearance of streets and other public spaces.

Public spaces perform a variety of functions, and their design and maintenance make an important contribution to the character of the community. They provide places for people to congregate and

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furnish transitions between neighborhoods. Parks and open space Areas such as Forbes Lake, Totem Lake, Yarrow Bay Wetlands, O.O. Denny Park, Big Finn Hill Park and Juanita Bay Park support valuable wildlife. Amenities such as public art, street trees, landscaped median strips, underground utility lines, public street lights, and various types of street furniture add to the appearance of streets and make them more inviting. The City should continue to maintain and enhance these public areas.

Policy CC-4.11: Minimize impacts on residential neighborhoods from noise, lighting, glare and odor.

As the community becomes more urban with mixed uses and denser development, impacts, such as noise, lighting, glare and odor, may occur. The City should have development regulations and urban design principles to reduce and, in some cases, prohibit these impacts. Site design, building orientation, underground parking, landscape buffers, solid screen fencing, acoustical sound walls, directional lighting, ~~and~~ limitation on business hours of operation, restricting outdoor storage of large vehicles, boats, trailers, storage containers and junk are some of the techniques that may be used.

Policy CC-4.12: ~~Support multimodal transportation options.~~

~~Public improvements and site design each play an important role in encouraging the use of alternative transportation modes. A convenient, safe network of routes for pedestrian, bicycle, and other modes including the Cross Kirkland Corridor/ Eastside Rail Corridor, provides an alternative to the automobile. Transit facilities that are easily accessible, comfortable, safe and clean encourage more people to ride the bus. Site design that is sensitive to a variety of transportation modes can make it easier for people to walk, ride bikes, use public transit, and take advantage of other modes.~~

Environment Element Draft – 06.12.15

Introduction

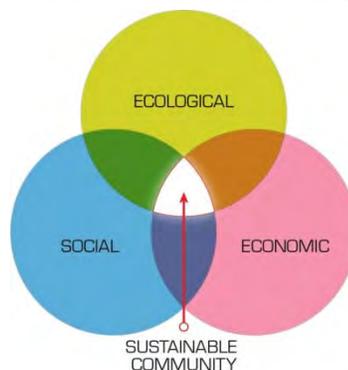
What is a Livable and Sustainable Community?

Green, sustainable and livable were aspirations that were expressed during the Comprehensive Plan community visioning process and were incorporated into the Vision Statement and Guiding Principles.

Livable may be subjective for each citizen, however, it has been defined as a quality of life standard that is attached to a place. Kirkland as a place needs to have characteristics that allow it to be connected, be aesthetically pleasing to be in and allow access to the basic needs of living such as clean water, air, healthy food, affordable housing, education, and employment opportunities. A livable city has reliable infrastructure including government that manages its operations to ensure that the quality of life stays high for a majority, if not all of its citizens. The concepts of livable and sustainable go hand in hand.

Sustainability means meeting our present needs while ensuring future generations have the ability to meet theirs. To become a more sustainable city, we need to consider the long term and wide ranging impacts of our actions and to evolve, strengthen and expand our policies and programs to adapt to new situations. The three key areas of sustainability are:

- **Ecological Sustainability:** Ensure that natural systems and built structures protect habitats, create a healthy environment, and promote energy efficiency.
- **Economic Sustainability:** Ensure a strong economy that is able to support our community while not compromising the environment in which we live.
- **Social Sustainability:** Ensure that we provide a sense of community to our residents, and support basic health and human service needs.



Resilience takes sustainability to the next step in which a community can adapt to the ever changing environment in a socially responsible manner. At its most

basic level, a resilient community ensures that its residents and workforce can provide food and water during extreme weather events or disasters. In the built environment, it means encouraging buildings that have a low carbon foot print and thus do not impact the environment, such as the recently completed Bullitt Center building in Seattle. This building harvests its energy from solar panels, collects rain water for non-potable uses, and processes all its sewage waste internally. The Center is an example of a self-sufficient living building constructed according to the International Living Future Institutes standards.

What components of a livable and sustainable community do we have now?

The Growth Management Act requires the City to adopt development regulations that protect critical areas. For Kirkland, these include wetlands, frequently flooded areas, fish and wildlife conservation areas and geologically hazardous areas. Kirkland has codes, laws, policies and programs in place now to protect the natural environment such as our streams, wetlands, and lakes to certain standards.

However, when development is proposed near these sensitive areas, the buffers for development need to be evaluated to provide a greater level of protection necessary to maintain their function and values and ensure restoration of these natural systems and their important ecological functions. In some cases our natural systems such as streams have been altered or placed in underground pipes prior to regulations being enacted that may have protected them. The State's Best Available Science standard is to be used in updating the City's critical area regulations.

The intent of Kirkland's tree code is to maintain and enhance the City's overall tree canopy in order to maximize the public benefits provided by trees. When initially drafted, the code aimed to increase the citywide tree canopy cover to 40 percent. Having met the canopy goal – a measure of *quantity* - the City is shifting its focus to urban forest *quality*. The Urban Forestry Strategic Management Plan, adopted in 2013, was developed to guide the City's efforts towards a long-term sustainable urban forest.

Kirkland's Green Building Program encourages new homes to be built to high levels of energy efficiency, conserve and use less water, and use healthier materials in the construction. The program uses Built Green and LEED for Homes as a third-party to verify that the homes achieve the required certification level. In exchange for the builder or homeowner achieving this certification, the City reviewers agree to expedite the review of the building permit. The City program requires that homes are built tighter than the state energy code, exceed requirements for water efficient fixtures, use non-toxic and low emitting materials that are healthier for indoor air quality, and require that the projects reduce waste and recycle left over materials. In addition, testing is done after construction is completed to ensure that the home's

performance meets the certifying programs standards. However, the scope of the City's program does not include all building types and therefore the City does not realize as many environmental benefits as it could if the program was expanded and included a retrofit component for existing structures.

Kirkland's Climate Protection Action Plan (CPAP) provides goals for reductions in greenhouse gas emissions which are important because the overall livability of the Kirkland community relies upon the achievement of these goals. While we cannot predict the exact outcome of not achieving them, we do know that taking a cautious and conservative approach is a prudent strategy. An adopted Climate Protection Action Plan that considers government operations and the community's overall carbon footprint are an excellent starting point. In order to realize the value of this plan, the next steps must be taken to implement the plan and then measure the success of our actions.

What do we need to do to be a more livable & sustainable community?

Questions should be considered and discussed: Are we doing all we can to restore and regenerate the environment, providing a high quality of life for all residents, promoting the recruitment of businesses that manufacture, retail and operate in a manner that enhances the environment? Do we use and produce renewable energy? Are we reusing our waste so that it becomes a new resource? Are we ensuring that equity exists in Kirkland so that a diverse range of citizens with varying socio-economic backgrounds can actually afford to live in Kirkland, and enjoy the many benefits of a City that is working toward a more livable and sustainable community? The International Living Future Institute, which is located in the Pacific Northwest, is the creator of a stringent building certification (Living Building Challenge) and has developed standards and a robust certification for a Living Communities Challenge (LCC). Kirkland may or may not choose to certify the City as a living community, however, many of the principles from the Living Communities Challenge have been incorporated into the policies of this element.

Here are some of the actions needed to help accomplish this goal:

- Restore our natural systems and critical areas including streams, wetlands, habitat areas and Lake Washington for maximum ecological value and functions.
- Implement the Strategic Urban Forestry Management Plan to enhance our urban forest.
- Revamp Kirkland's Green Building Program to promote Living Buildings and retrofit existing buildings to be as efficient as possible.

- Develop new codes to provide maximum protection and enhancement of geologic features such as steep slopes, landslide and seismic hazard areas.
- Fund and Implement Kirkland’s Climate Protection Action Plan and regional commitments so that we can be readily adaptable and resilient in advance of the effects of climate change.
- Develop a functional Sustainability Master Plan for the City that identifies best practices that allows all of the strategies to be implemented and measured, and if needed, adjusted to achieve a Livable and Sustainable community.

The policies contained in the Environment Element establish the basis and framework for these concepts and can be utilized to create incentives, regulations, programs and actions to help Kirkland become more livable and sustainable for all current and future generations.

Natural Systems Management

Natural systems serve many essential biological, hydrological, and geological functions that significantly affect life and property in Kirkland. Features such as wetlands and streams provide habitat for fish and wildlife, flood control, and groundwater recharge, as well as surface and groundwater transport, storage, and filtering. Vegetation, too, is essential to fish and wildlife habitat, and also helps support soil stability, prevents erosion, moderates temperature, produces oxygen, and absorbs significant amounts of water, thereby reducing runoff and flooding. Soils with healthy structure and organic content, such as those found in natural wooded areas, absorb, store, and transport water, effectively supporting vegetation, slope integrity, and reducing flooding and erosion. Clean air is essential to life. In addition to these functions, the natural environment provides many valuable amenities such as scenic landscape, community identity, open space, and opportunities for recreation, culture, and education. Kirkland’s citizens recognize and often comment upon the important role the natural environment plays in the quality of life.

Maintaining these valuable natural systems within Kirkland is a crucial and complex undertaking. Effective management of the natural environment must begin with the understanding that natural features are components of systems which are, in turn, interdependent upon other natural systems that range beyond the City’s borders. The Washington State Growth Management Act and Federal Endangered Species Act underscore this approach and prescribe additional requirements. Accordingly, Kirkland manages the interrelated natural systems:

- Jointly with other agencies and the affected Federally recognized tribes to ensure coordinated and consistent actions among the jurisdictions sharing an ecosystem (e.g., a watershed);
- Comprehensively, by coordinating natural systems information and practices across City departments;
- Scientifically, by applying the best available science to system-wide inventories and analyses to formulate policies and development standards to protect the functions and values of critical areas; and,
- Conscientiously, to give special consideration to conservation or protection measures necessary to preserve or enhance anadromous fisheries through salmonid habitat conservation.

Additionally, Kirkland's desire and duty to protect natural resources must be balanced with the City's obligations to accommodate future growth and provide a development process that is timely, predictable, and equitable to developers and residents alike.

As an urban community with a considerable legacy of environmental resources, Kirkland continues its longstanding effort to balance multiple concerns. The City's natural resources include thirteen drainage basins – some with salmonid-bearing streams, several large wetlands, two minor lakes, and extensive shoreline on Lake Washington (see Figure E-1). Large portions of the City contain steep slopes and mature vegetation (see Figures E-2, E-3, and E-4). Future growth will generally be infill within Kirkland's well-established, compact land use pattern. Because many of the remaining sites are small and constrained by environmentally sensitive or hazardous areas, Kirkland's challenge for the future will be to accommodate infill growth and development while protecting and enhancing natural systems on public and private lands.

A variety of tools are needed to effectively manage the natural environment, because natural systems traverse private and public property lines as well as jurisdictional boundaries. These tools include:

- Programs and practices used by the City to maintain land for which it is responsible, such as parks, open space, and rights-of-way;
- Public education and involvement to cultivate a culture of stewardship;
- Incentives to foster sound practices by Kirkland residents, businesses, and institutions;
- Acquisition of the most ecologically valuable sites by the City when feasible; and
- Regulations accompanied by effective enforcement.

The fundamental goal is to protect natural systems and features from the potentially negative impacts of nearby development and to protect life and property from certain environmental hazards. To accomplish this, the Element:

- Recognizes the importance of environmental quality and supports standards to maintain or improve it;
- Supports comprehensive management of activities in sensitive and hazard areas through a variety of methods in order to ensure high environmental quality and to avoid risks or actual damage to life and property;
- Promotes system-wide management of environmental resources. Supports interagency coordination among jurisdictions sharing an ecosystem;
 - Supports the acquisition of comprehensive technical data and the application of best available science for natural systems management; and
 - Acknowledges the importance of informing the public of the locations, functions, and needs of Kirkland’s natural resources.

Goal E-1: Protect and enhance Kirkland’s natural systems and features

Policy E-1.1: Use a system-wide approach to effectively manage natural systems in partnership with affected State, regional, and local agencies as well as affected federally recognized tribes.

Environmental resources – such as streams, soils, and trees – are not isolated features, but rather components of ecosystems that go beyond a development site and, indeed, beyond our City boundaries. Therefore, a system-wide approach is necessary for effective management of environmental resources. Also, recognition of the interdependence of one type of natural system upon another is essential. An example of this is the relationship between the shoreline and Lake Washington. For this reason, a comprehensive approach to the management of natural resources is most effective.

Responsibility for management of these ecosystems falls to many agencies at many levels of government, including King County, State resource agencies, and watershed planning bodies. Kirkland and its planning area lie within the Usual and Accustomed Treaty Area of the Muckleshoot Indian Tribe. Joint coordination and planning with all affected agencies is appropriate to ensure consistent actions among the jurisdictions sharing an ecosystem.

Policy E-1.2: Manage activities affecting air, vegetation, water, and the land to maintain or improve environmental quality, to preserve fish and wildlife

habitat, to prevent degradation or loss of natural features and functions, and to minimize risks to life and property.

The systems and features of the natural environment are considered to be community assets that significantly affect the quality of life in Kirkland. In public rights-of-way, City parks, and on other City-owned land, current technology, knowledge, and industry standards should be used to practice and model sound stewardship practices. For resources on private property, the City should use a combination of public education and involvement, acquisition of prime natural resource areas, and incentives to promote stewardship, as well as regulations combined with effective enforcement.

Because of the many problems caused by adverse impacts to natural vegetation, water, or soils/geologic systems, development should provide site-specific environmental information to identify possible on- and off-site methods for mitigating impacts. The City should be indemnified from damages resulting from development in sensitive or hazard areas, and land surface modification of undeveloped property should be prohibited unless a development application has been approved. Protective measures should also include techniques to ensure perpetual preservation of sensitive areas and their buffers, as well as certain hazard areas.

Policy E-1.3: Manage the natural and built environments to achieve no net loss of the functions and values of each drainage basin; and proactively enhance and restore functions, values, and features.

State and Federal laws require no net loss of functions and values of lakes, streams and wetlands. These laws may also require the protection, enhancement and restoration of these features. Development should avoid or minimize the impacts to these functions and values. Where degradation has occurred, enhancement and restoration should be pursued. Projects, programs and regulations should include mitigation banking when appropriate, adaptive management approaches and best available science standards to preserve and enhance the functions. Limited modification of wetland and streams that have very low ecological function and value may be allowed, provided these functions and values are fully restored or enhanced.

Policy E-1.4: Pursue restoration and enhancement of the natural environment and require site restoration if land surface modification violates adopted policy or development does not ensue within a reasonable period of time.

The City should look for and act upon opportunities to restore or enhance natural features and systems wherever significant environmental benefits will be realized cost-effectively. Too, land surface modifications that violate the intent of the Goals and Policies should be corrected through site restoration. Developers and property owners should be required to restore the affected sites to a state that approximates the conditions that existed prior to the unwarranted modification. Development should be required to restore the site to a safe condition and re-vegetate areas where vegetation has been removed.

Policy E-1.5: Work toward creating a culture of stewardship by fostering programs that support sound practices, such as low impact development and sustainable building techniques.

Kirkland promotes public environmental awareness and stewardship of sensitive lands in a variety of ways. The City can provide resources and incentives to assist the public in adopting practices that benefit rather than harm natural systems. For example, the City should work with residents, businesses, builders, and the development community to promote low impact development and sustainable building practices. These practices lower construction and maintenance costs and enhance human health, as well as benefit the environment.

The City should promote and model these practices and others, including purchasing energy efficient and renewable technology products and services whenever feasible, by maintaining model sensitive area buffers, using current arboricultural techniques for public trees, using and eventually certifying new public facilities through programs fostering sustainable building practices, and by linking Kirkland stakeholders to information sources and programs for notable trees, neighborhood planting events, backyard wildlife, and streamside living.

Policy E-1.6: Minimize human impacts on habitat areas and pursue the creation of habitat corridors where wildlife can safely migrate.

Wildlife corridors, also known as a habitat corridors, provide a safe passage for wildlife between one area of refuge to another. The Kirkland Streams, Wetlands and Wildlife Study done by the Watershed Company in 1998 identifies some the challenges and opportunities to enhance existing wildlife corridors and should be updated to include mapping of these areas and the most current information about protection, enhancement and restoration and creation of new areas where wildlife can live and thrive. Establishing new or re-establishing these corridors are a mitigation strategy to the effects of urbanization. The City should incentivize the creation of backyard wildlife sanctuaries on private property and encourage larger pieces of property to dedicate permanent conservation easements. For City owned properties, the City should pursue acquisition, enhancement and restoration of land that could be add to Kirkland's existing wildlife corridors.

Policy E -1.7: Develop a City-Wide Sustainability Master Plan

In 2003, the City adopted the Natural Resource Management Plan to address environmental issues. The City has used the plan to develop new environmental programs, initiatives and regulations. There are many areas, such as operations and development of the City that could be guided by a comprehensive approach towards sustainability. The City has numerous programs, initiatives and master plans that

address certain aspects of sustainability (Surface Water Master Plan, Transportation Master Plan, Urban Forestry Strategic Plan and the Cross Kirkland Corridor Master Plan) but it does not have functional plan that coordinates all of the City's efforts using the lens of sustainability.

The City prepares an annual performance measure report that shows how the City is doing based on a set of metrics. A sustainability master plan would develop a set of more refined measurements, such as goals and indicators of success. However, it would also identify strategies and resources necessary to implement the plan. Examples from other cities to consider include the City of Issaquah (Resource Conservation Office), The City of Seattle (Office of Sustainability and the Environment) and the City of Shoreline (Environmental Sustainability Strategy).

Policy E-1.8: Provide information to all stakeholders concerning natural systems and associated programs and regulations.

The City can also increase awareness by allowing access where appropriate to sensitive areas for scientific and recreational use while protecting natural systems from disruption. Careful planning of access trails and the installation of environmental markers and interpretive signs can allow public enjoyment of lakes, streams, or wetlands and increase public awareness of the locations, functions and needs of sensitive areas. In the case of large scale projects on sensitive sites, the City can require developers and property owners to provide additional materials, such as brochures, to inform owners and occupants of the harmful or helpful consequences of their actions in or near sensitive areas and buffers.

Water Systems

Policy E-1.9: Using a watershed-based approach, both locally and regionally, apply best available science in formulating regulations, incentives, and programs to maintain and, improve the quality of Kirkland's water resources.

Kirkland's Streams, Wetlands, and Wildlife Study (July, 1998) is a natural resource inventory of wetlands, streams, fish, wildlife, and habitat areas within Kirkland. A drainage basin or watershed approach was used to identify Kirkland's drainage systems, to determine primary and secondary basins, and to evaluate and record the primary functions, existing problems and future opportunities for each drainage basin. This data and analysis forms a scientific basis for system-wide resource management that addresses the distinct characteristics of each basin.

Figure E-1 indicates general locations of known sensitive areas and drainage basin boundaries. This study is supplemented by technical information from the Water Resource Inventory Area (WRIA) 8 salmon conservation planning effort and the City's *Surface Water Master Plan*. The WRIA 8 Chinook Salmon Conservation Plan was adopted by the City in 2005 (Resolution R-4510). Since that time Kirkland has provided financial and

legislative support and worked collaboratively with other cities within the WRIA 8 watershed to increase funding for salmon recovery and implementation of the plan.

Policy E-1.10: Prioritize removing fish passage barriers for public projects.

Culverts and other structures may pose physical barriers to fish, resulting in loss of habitat and population decline. The removal of fish passage barriers for the City's public projects is not a requirement, but the State has created a board to develop an inventory of existing barriers under city and county roads and a prioritized removal list.

Consequently, the City's Surface Water Master Plan (SWMP) has developed an inventory of publicly-owned culverts and their fish passage barrier status. The SWMP has also prioritized those barriers for removal, and developed conceptual designs and cost estimates for removal of the first few barriers. This inventory needs to be kept up-to-date, and should be augmented with an inventory of fish passage barriers that exist on private property.

Policy E-1.11: Support removal of fish passable barriers and daylighting of streams on private property.

For many years it was believed that conventional piped drainage systems were the best method for handling all drainage in urban areas. Consequently, as rights-of-way and properties developed, segments of Kirkland's streams were placed in pipes. Over time it has been observed that open drainage can be more effective than conventional detention and engineered conveyance. The size, shape and placement of the pipes can also cause a barrier that prohibits fish migration upstream. In addition, piped drainage systems can cause increased flooding, decreased water quality, decreased ground water recharge, loss of fish and wildlife habitat, loss of urban forest, and reduced viability of streams and wetlands due to lost natural hydrological systems.

One way to restore these connections and promote fish passable barriers is to remove the stream segments in pipes and daylight them in natural channels. While there may be challenges to doing this such as financial costs and loss of property due to providing a buffer and day lit channel, the benefits may outweigh these costs and challenges. The City should prioritize private piped stream segments for daylighting and removal of fish passable barriers and encourage this change by pursuing grant funding, creating incentive programs, removal of disincentives, and adopting updated regulations.

Policy E-1.12: Protect surface water functions by preserving and enhancing natural drainage systems.

The City should look for and act upon opportunities to restore or enhance natural features and systems wherever significant environmental benefits will be realized cost-effectively.

Too, land surface modifications that violate the intent of the goals, policies and regulations should be corrected through site restoration. Affected sites should be restored to a state which approximates the conditions that existed prior to the unwarranted modification. Developers should be required to restore the site to a safe condition and re-vegetate areas where vegetation has been removed.

Policy E-1.13: Comprehensively manage activities that may adversely impact surface and ground water quality or quantity.

Increases in impervious surface resulting from development result in decreases in ground water recharge. This, in turn, results in a decline in base flows and subsequent loss of habitat that impacts fish and wildlife populations.

Urban runoff often contains pollutants such as gasoline, oil, sediment, heavy metals, herbicides, and other contaminants. These materials degrade the quality of water in our streams and lakes. Steps to limit contamination include:

- Prohibit the dumping of refuse or pollutants in or next to any open watercourse, wetlands or into the storm drainage system. Dumped refuse and pollutants contaminate surface and subsurface water and physically block stream flows;

Provide education to businesses and residents about the role each plays in maintaining and improving water quality;

- Require projects to provide water quality treatment facilities if they propose to alter or increase significant quantities of impervious surface that generate pollution; and
- Preserve and enhance sensitive area buffers to maximize natural filtration of contaminants. Pursue opportunities to improve buffer viability by improving maintenance of buffer vegetation.

Policy E-1.14: Respond to spills and dumping of materials that are impactful to the environment.

The City should take a proactive approach and provide funding for immediate response to spills and dumping of hazardous materials and pollutants within the City. It is far easier and cost effective to prevent damage rather than mitigate degradation of Kirkland's streams, wetlands and lakes. Spill control and cleanup is required per the City's Phase II NPDES Municipal Stormwater Permit. It is far easier to clean up spills and prevent pollutants from reaching our waterways, than to try and clean polluted lakes and streams.

Surface Water

The City adopted an updated Surface Water Master Plan in 2014. This plan outlines the priorities and needs for surface water management and related programs, requirements and activities in the City. Implementation of the plan is important for the City in its overall efforts to address stormwater runoff, water quality, flooding and environmental protection.

Policy E-1.15: Improve management of stormwater runoff from impervious surfaces by employing low impact development practices through City projects, incentive programs, and development standards.

As land is developed, the loss of vegetation, the compaction of soils, and the transformation of land to impervious surface all combine to cause uncontrolled stormwater runoff to degrade streams, wetlands and associated habitat; to increase flooding, and to make many properties wetter. Low impact development practices minimize impervious surfaces, and use vegetated and/or pervious areas to treat and infiltrate stormwater. Such practices can include incentives or standards for landscaped rain gardens, permeable pavement, narrower roads, vegetated rooftops, rain barrels, impervious surface restrictions, downspout disconnection programs, “green” buildings, street edge alternatives and soil management.

Policy E-1.16: Retrofit existing impervious surfaces for water quality treatment and look for opportunities to provide regional facilities.

New development has limitations on impervious surfaces and requires water quality treatment of stormwater based on adopted stormwater design regulations.

While it is important to regulate new development, the bulk of change in Kirkland’s stormwater infrastructure will occur through redevelopment. Partnering with private properties may be a cost-efficient way to achieve regional water quality treatment, as it is usually far less expensive to build facilities in parking lots rather than beneath public right of way which is encumbered by numerous utilities. The City should pursue grant funding, incentive programs, regulations and planning for retrofitting existing impervious areas to improve water quality treatment and further the goals of the Surface Water Master Plan.

Flood Storage

Policy E-1.17: Preserve the natural flood storage function of 100-year floodplains and emphasize nonstructural methods in planning for flood prevention and damage reduction.

Floodplains are lands adjacent to lakes, rivers, and streams that are subject to periodic flooding. Floodplains naturally store flood water, protect water quality, and provide recreation and wildlife habitat. New development or land modification in 100-year floodplains should be designed to maintain natural flood storage functions and minimize hazards to life and property (see Figure E-1).

Policy E-1.18: Make allowances for connections between existing streams and their floodplain to increase floodplain storage.

Funding, construction and maintenance of vaults or tanks upstream can be more costly and difficult than finding in-channel areas to store water to increase floodplain storage. The City should identify and implement flood plain storage near existing streams to reduce water velocities that benefit fish and other aquatic organisms and can translate into less flooding and property damage.

TREES & VEGETATION

Trees and vegetation - primary elements of the urban forest - enhance Kirkland's quality of life, minimize the effects of urbanization, and contribute to and define community character. Unfortunately, many urban elements negatively impact trees, shortening their normal life expectancy and risking overall canopy loss. It is important that municipal planning and management efforts direct the urban landscape to maximize the public benefits that trees and vegetation provide over a long term horizon.

Goal E-2: Protect, enhance and restore trees and vegetation in the natural and built environment.

Policy E-2.1: Strive to achieve a healthy, resilient urban forest with an overall 40 percent tree canopy coverage.

Healthy trees and vegetation provide numerous ecological benefits, including filtration and interception of stormwater runoff, improved air quality, reduced atmospheric carbon, erosion reduction, hillside and stream bank stabilization, and temperature moderation; thereby reducing the urban heat island effect, and provision of fish, wildlife and pollinator habitat. In addition, trees provide numerous economic, social and aesthetic benefits.

Significant improvements in stormwater management and air quality could be realized if the average tree canopy cover of 40 percent was maintained¹. A sustainable urban forest

consists of diverse tree ages and species, both in native and planted settings. Larger, mature trees should be maintained and protected, as the greatest benefits accrue from the continued growth and longevity of larger trees.

Policy E-2.2: Implement the Urban Forestry Strategic Management Plan.

To ensure that trees function well in their intended landscape and provide optimal benefits to the community over a long term horizon, urban forests require sound and deliberate management. In order to track progress, it will be important to complete, then monitor and maintain a public tree inventory, assess the environmental benefits of Kirkland's urban forest, as well as to assess the urban tree canopy cover at least every 10 years. The City's Urban Forestry Strategic Management Plan should be updated and revised every 6 years to reflect current knowledge, technology, and industry standards.

Policy E-2.3: Provide a regulatory framework to protect, maintain and enhance Kirkland's urban forest, including required landscaping standards for the built environment.

Where development may occur, care should be taken to plan for and use site specific development practices and regulations to minimize removal or destruction of trees, particularly significant stands of native evergreen trees, natural woodlands and associated vegetation and sensitive area buffers.

In the built and paved environment, trees, shrubs and groundcovers function to screen adjacent land uses and activities, define views, and unify and organize disparate site elements. Plantings can reflect the character of and transition to adjacent areas, and attract customers to businesses by increasing visual appeal. Foliage can reduce reflection or glare from street lights or vehicles, making an area more hospitable and safe; while dense foliage can absorb and disperse sound. Energy cost savings can be realized by arranging plants around buildings for an insulating effect from extreme temperatures and to deflect wind.

Policy E-2.4: Balance the regulatory approach with the use of incentives, City practices and programs, and public education and outreach.

Incentives can promote stewardship of natural resources on private land by rewarding sound practices. Examples may include saving time and money in the permitting process, allowing variations to development codes, discounting utility rates, offering vouchers for plant materials, providing technical assistance/cost sharing for restoration or enhancement of natural areas, and public recognition for developers or sites that exemplify excellence or innovation in tree retention.

Examples of increasing awareness and educating the community about the goals and challenges of managing the urban forest may include providing materials, workshops and

presentations for developers, arborists, and homeowners. A greater emphasis on community outreach can help generate the support and community vision necessary for a healthy, sustainable urban forest.

Policy E- 2.5: Collaborate with overlapping jurisdictions to align Kirkland’s tree protection with the needs of utility providers, transportation agencies and others to maximize tree retention and reduce conflicts with major projects.

Urban trees are regarded more and more as assets similar to other infrastructure investments. When major projects in Kirkland are planned, combined efforts and mutual cooperation and support produces efficiencies and cost savings, preventing tree preservation conflicts that may arise with overlapping jurisdictions such as in the I-405, Sound Transit, Seattle City Light, and Puget Sound Energy corridors. Consultation by these jurisdictions with the City should occur to ensure that trees and vegetation are only removed when necessary and that appropriate replanting occur consistent with City policies and standards. Vegetation management plans, particularly for utility corridors should be established to guide removal and pruning operations and activities.

¹ Regional Ecosystem Analysis: Puget Sound Metropolitan Area - Calculating the Value of Nature, 1998, by American Forests, www.americanforests.org

SOILS AND GEOLOGY

Geologically hazardous areas are defined as critical areas under the Growth Management Act. These consist of landslide, erosion and seismic hazard areas. They pose a potential threat to the health and safety of the community. Many areas of the City have steep slopes and ravines subject to erosion and hazardous conditions (earthquakes and landslides). Geologically hazardous areas are mapped depicting the general location and presence of these areas based on available geologic and soils information. (See Figure _____).

Landslides are highly probable in many steep and unstable slope areas, regardless of development activity. Landslides may be triggered by grading operations, land clearing, irrigation, or the load characteristics of buildings on hillsides. Damage resulting from landslides may include loss of life and property, disruptions to utility systems, or blockage of transportation and emergency access corridors. For these reasons, development is regulated where landslides are a potential hazard. In some cases, regulation may result in severe limitations to the scale and placement of development, and land surface modification should be limited to the smallest modification necessary for reasonable site development.

In the Puget Sound area, possible damage to structures on some unstable slopes or wetland areas can be caused by low-intensity tremors. This is especially true when hillsides composed of clay and/or organic materials are saturated with water. Slopes with grades of 15 percent or steeper are also subject to seismic hazards. Areas with slopes between 15 and 40% or greater are particularly vulnerable. Low-intensity earth tremors could cause liquefaction and damage development in wetland areas composed of organic or alluvial materials. In hillside and wetland areas, structures and supporting facilities need to be regulated and designed to minimize hazards associated with earthquakes. The City should provide information to the public about potential geologic hazards, including site development, building techniques and disaster preparedness.

Goal E-3: Improve public safety by avoiding or minimizing impacts to life and property from geologically hazardous areas.

Policy E-3.1: Require appropriate geotechnical analysis, sound engineering principles and best management practices for development in or adjacent to geologically hazard areas.

The City's Landslide and Hazard Areas Map shows the general location of these areas. The determination of the actual conditions and characteristics of these hazards on or near property are based on detailed scientific and geotechnical engineering analysis and principles. The City can require geotechnical investigations, reports and recommendations by a qualified engineer when development is proposed or restoration activities are being considered in or adjacent to geologically hazard areas. The City should continue to identify landslide areas and provide this information to the public.

Policy E-3.2: Regulate land use and development to protect geologic, vegetation and hydrological functions and minimize impacts to natural features and systems.

Geological hazard areas, especially steep forested slopes and hillsides provide multiple critical area functions. Performance standards, mitigating conditions, or limitations and restrictions on development activity may be required. Clustering of development away from these areas should be encouraged or required. Using natural drainage systems, retention of existing vegetation and limitations on clearing and grading are preferred approaches.

Policy E-3.3: Utilize best available science and data for seismic and landslide area mapping.

Governor Jay Inslee convened a SR 530 Landslide Commission to identify lessons learned from this catastrophic event. The Commission released its report in December, 2015 and noted the following:

"The SR 530 Landslide highlights the need to incorporate landslide hazard, risk, and vulnerability assessments into land-use planning, and to expand and refine geologic and geohazard mapping throughout the State. The lack of current, high-quality data seriously hampers efforts under the Growth Management Act (RCW 36.70A) and other regulatory programs to account and plan for these hazards. Use lidar (Light Detection and Ranging) mapping to target high priority areas hazardous to people or property. Ensure that landslide hazard and risk mapping occur in the highest priority areas first, including transportation corridors, such as the Everett-Seattle rail line and the trans-Cascades highways, residential areas, urban growth areas, emergency evacuation routes, and forest lands..."

The City has relied on geologic and soils mapping done by King County in the early 1990's. In 2011 the City undertook a comprehensive geologic detailed mapping of the pre-annexation portion of the City. The City should complete the surficial and soils mapping for the entire city and conduct a hazard and risk assessment utilizing best available science. Kirkland's programs, practices and regulations relating to geologic hazard areas, clearing and grading, vegetation, and critical areas should be evaluated once the assessment has been completed. As new information or better science evolves or as conditions change, policies, regulations and programs should be regularly updated.

Policy E-3.4: Retain vegetation where needed to stabilize slopes.

Significant vegetation as cover on hazard slopes is important, because plants intercept precipitation reducing peak flow, runoff, and erosion that can impact water quality and slope stabilization. Vegetated ravines also provide habitat linkages for wildlife. Avoiding disturbance of steep slopes and their vegetative cover should be a high priority. Natural Growth Protection Easements should be required where needed to protect these areas.

Policy E-3.5: Promote sound soil management practices through standards, regulations and programs to limit erosion and sedimentation.

Healthy soil provides nutrients to support vegetation and habitat for subsurface organisms, and it absorbs, cleans, stores, and conveys water, thereby improving water quality and moderating water quantity. Mismanagement or neglect of soil can result in increased flooding, loss of vegetation, sedimentation of watercourses, erosion, and landslides – all of which degrade habitat for humans as well as for other species. Soil erosion should be controlled during and after development through the use of best

available technology and management practices. The City should have both standards to address soil erosion and programs so that valuable topsoil will be conserved and reused and soil for required plantings will be amended as appropriate.

BUILT ENVIRONMENT

Ensuring that sustainable development principles such as those used in the International Living Futures Institute's Living Building Challenge (LBC) are used when land is developed or redeveloped in Kirkland is an effective strategy for managing the built environment in order to create a livable community that can exist in harmony with natural systems. The Living Building Challenge™ is the built environment's most rigorous performance standard. It calls for the creation of building projects at all scales that operate as cleanly, beautifully and efficiently as nature's architecture. To be certified under the Challenge, projects must meet a series of ambitious performance requirements over a minimum of twelve months of continuous occupancy. Some of the areas that are measured fall under heading such as Water, Energy, Health and Happiness, Materials, Equity and Beauty. If all of the performance standards are achieved, the building helps regenerate the environment by producing all of its own energy, harvesting its own water, processing all of its waste and offsetting impacts of its construction. There are only a handful of certified Living Buildings world-wide, but this is changing and soon there will be more buildings that give more back to the environment than they take from it.

Achieving any of the LBC principles can be a challenging. Technology is changing daily, and building, stormwater and energy codes are lagging behind. Current codes can be improved to address healthier building materials. These same codes could be modified so that buildings harvest the energy or the water that it uses. However, it is possible today for structures in the built environment to be designed and constructed to create a net – positive effect. Even existing structures can be retrofitted to be more efficient and reduce the impacts on the environment.

The City has a prime opportunity to provide leadership in the built environment by constructing its own facilities to the highest sustainability standards or apply some of the best practices from the Living Building Challenge. The City can also promote and encourage sustainable development by supporting the incorporation of Living Building Challenge principles in the State building, energy and stormwater codes. Working in collaboration with other regional partners to ramp up these requirements will spur more technological advances in the building industry, which in turn will help get more living

buildings in Kirkland and ensure that the community is livable now and for future generations.

Goal E – 4: Manage the built environment to reduce waste, prevent pollution, conserve resources and increase energy efficiency.

Policy E-4.1: Expand City programs that promote sustainable building certifications and require them when appropriate.

The City developed an expedited green building program for single family homes in 2009. Applications that qualify can get priority review of the permit. Many builders and homeowners have taken advantage of reduced permit review times in exchange for building sustainable structures that help the City further reduce energy and resource use. These types of programs are also important because they promote healthy indoor air quality and reduce greenhouse gas emissions which support other City policies. The existing program should be updated to consider other incentives and to include all structures such as commercial and mixed use buildings and major renovations of existing structures so that all building types can be built more sustainably.

Larger developments, and projects that require a master plan should be required to achieve a sustainability certification, utilizing certification programs such as LEED or Built Green. The level of certification should be evaluated by the type and size of the development.

Policy E-4.2: Design, build and certify public building projects to LEED, Living Building Challenge or equivalent certification standards.

The City currently builds its public facilities to meet at least a LEED “Silver” certification. There are other certifications such as the International Living Futures Institute’s Living Building challenge that move beyond merely reducing environmental impacts by restoring and regenerating the natural environment through the construction of “living buildings”. Living Buildings harvest and clean their own water, clean their wastewater and produce and use their own clean renewable energy. The City should consider moving to a LEED Gold certification level as a goal and begin utilizing portions of the Living Building Challenge certification with the intent of eventually constructing “living buildings”.

Policy E-4.3: Implement energy efficiency projects for City facilities, and

measure building performance through Environmental Protection Agency's (EPA) Energy Star or equivalent program.

The City strives to increase the energy efficiency of its buildings and infrastructure such as street lights and signals and has measured the effectiveness of building improvements by using the EPA's portfolio manager program. The City should continue to look for ways to further reduce energy use and support local and regional climate change emission reduction targets by supporting local solar campaigns, using Photovoltaic Solar Panels (PV) on City facilities to generate clean renewable energy and purchasing electric and clean energy vehicles for the City's fleet.

Policy E-4.4: Utilize rigorous sustainability standards and green infrastructure in all City projects.

There are many programs that exist to measure the sustainability of buildings, but there are very few that measure and certify the other types of projects such as roads, sewer and stormwater projects as identified in the City's Capital Improvement Program (CIP). As part of the project's design, the City should incorporate environmental or sustainable measures.

This could be done by considering more than just the initial costs to design and build infrastructure projects. The cost of an infrastructure project could look at installing purple stormwater pipe and reclaiming that water for other uses. Prioritization should be placed on reducing the environmental impacts of these infrastructure projects throughout the entire project development process from conception to completion and maintenance. This could include hiring consultants and contractors that are specialists in the design and construction of greener, more sustainable infrastructure. The City should certify these types of projects by using the King County Sustainability Scorecard if there are not any recognized sustainability certifications available.

Policy E-4.5: Utilize life cycle cost analysis for public projects that benefit the built and natural environment.

LCCA graphic on sidebar

Life Cycle Cost Analysis (LCCA) is a concept that considers the total cost of ownership for improvements such as city buildings and infrastructure over its lifetime. There are many factors to consider when proposing a project, and budget has traditionally been very important. Criteria that allows the total costs, both financial and environmental should be considered, prior to commencing a Capital Improvement Project. The

positive benefits of employing an environmental lens can help reduce facility operations and maintenance costs, reduce use of resources, such as water and energy and further the City's goals to enhance the natural and built environment.

Policy E-4.6: Work with regional partner such as Regional Code Collaborative (RCC) to build on the Washington State Energy Code, leading the way to “net-zero carbon” buildings through innovation in local codes, ordinances, and related partnerships.

One technique to increase energy efficiency is to make the energy code more stringent and thereby codifying highly efficient structures. This can be done by working with regional partners as Kirkland does not have its own energy code and uses the Washington State Energy Code. Another strategy could be to incentivize owners of existing structures to upgrade their buildings and reduce energy usage by working with utility providers to help incentivize these improvements. Both new and existing buildings owners will need to the appropriate tools to do this. Another technique is to work with other cities and building associations such as the King and Snohomish County Masterbuilder's to build a workforce to implement a regional energy efficiency retrofit economy. In order for these efforts to be successful they must have participation from owners of existing and new buildings.

Policy E-4.7: Work with regional partners to pursue 100% use of a combination of reclaimed, harvested, grey and black water for the community's needs.

A livable and sustainable community plans ahead and works towards ensuring that a vital resource such as water continues to be available for future generations. A prudent and conservative approach would include reusing and capturing water to be used for other purposes instead of letting it become storm or wastewater after one use. Rainwater can be harvested for watering plants such as food gardens. Grey water that has been used for washing dishes could be captured and used to water non-edible landscaping. Black water, which is sewage, can be processed on a site or community scale and could create compostable resources such as natural fertilizer for plants while simultaneously putting minerals back into the soil. These and other measures take pressure off of the use of clean, potable drinking water for non-potable uses and thereby preserving valuable water.

Policy E-4.8: Work with regional partners to achieve 70% recycling rate by 2020 and net zero waste by 2030.

Kirkland Solid Waste is has been tremendously successful in the achievement of some of the highest recycling rates in King County. Working with regional partners such as Metropolitan Solid Waste Management Advisory Committee, Kirkland can do more to increase these rates in areas such as multi-family and commercial establishments. In addition, continuing to work to educate citizens, businesses and manufacturers about waste reduction can help in achieving these goals and reduce the need for landfills.

Policy E-4.9: Promote public health and improve the natural and built environments by prohibiting the release of toxins into the air, water and soil.

A livable community does not permit placing toxins into the environment and this includes allowing materials with known harmful effects to humans to be used in the construction of new and existing structures. The International Living Future Institute's Material Red List can be used for guidance. It may not be possible to source materials that don't include toxic chemicals, but being aware of them and not using them in City projects and discouraging their use in private projects could result in the market producing healthier materials for construction.

Policy E-4.10: Promote preservation and adaptive reuse of existing structures.

The City has a history of reusing existing buildings such as the Kirkland Annex which was an old single family home that became City offices. The City also repurposed a former Costco Home structure into a Public Safety Building. This preservation strategy has both environmental, financial and historical/cultural implications.

First, it recognizes the embodied energy and the monetary value of the materials in existing buildings. If these material from an existing building are destroyed it creates waste and pollution. Second, it conserves the natural raw materials that would be needed to create new construction materials. In addition, there are financial costs that are avoided by reusing, salvaging, and repurposing existing structures or materials. Last, in the case of the Kirkland Annex, restoring a historical structure and preserving a piece of Kirkland's history is an important facet of keeping the community character intact for future generations to enjoy. The City should continue to look for these kinds of opportunities and develop incentive programs and initiatives to encourage private owners to preserve and reuse structures throughout the City.

Policy E-4.11: Promote and recognize green businesses in Kirkland

This City should build upon its existing Green Business program and develop a robust program that is used by all businesses in Kirkland. Although this program would be voluntary, it could be a tool for business to help market themselves as a sustainable, green business to consumers. The use of the International Living Future's (ILFI) JUST label could be a way to show consumers how the business enhances the local economy, a better environment and promotes social equity. Additionally, ILFI's *DECLARE* label could be utilized to show consumers the ingredients in the items they purchase from green business program members.

Policy E-4.12: Promote and encourage City-wide sustainable product stewardship to provide stable financing for end-of-life management of consumer products, increase recycling and resource recovery, and reduce environmental and health impacts.

Product Stewardship is an environmental management strategy that means whoever designs, produces, sells, or uses a product takes responsibility for minimizing the product's environmental impact throughout all stages of the products' life cycle. The greatest responsibility lies with whoever has the most ability to affect the life cycle environmental impacts of the products.

The City (Solid Waste) is a Full Member of the Product Stewardship Institute and an Associate Member of the NW Product Stewardship Council (NWPSC). The City should consider participating on the NWPSC Steering Committee. The City is a large purchaser of goods and services should provide leadership by incorporating the principles of product stewardship into its own purchasing policies as a means to influence businesses and consumers in the community to do the same.

CLIMATE CHANGE

Climate change, also referred to as global warming, refers to the rise in average surface temperatures on Earth. An overwhelming scientific consensus maintains that climate change is due primarily to the human use of fossil fuels, which releases carbon dioxide and other greenhouse gases into the air. The gases trap heat within the atmosphere, which can have a range of effects on ecosystems, including rising sea levels, severe weather events, and droughts that render landscapes more susceptible to wildfires.

Kirkland can take an active role in reducing greenhouse gas emissions (GHG). Climate change has the potential to impact public and private property, infrastructure investments, water quality, and health. The consequences can be significant from warming temperatures, rising seas, decreasing snowpack, and increased flooding.

A carbon footprint is the measure given to the amount of greenhouse gases produced by burning fossil fuels, measured in units of carbon dioxide. Carbon neutrality means that both City operations and the community balance the carbon released into the air with an equal amount of clean renewable energy production. There are many possible ways to achieve this goal. A best management practice is to first reduce the amount of carbon produced, so that the netting out at zero becomes more feasible. A complementary strategy would be to offset the carbon dioxide released from using fossil fuels with the production and use of renewable energy such as solar and wind.

For government operations this would include implementing energy efficiency improvements within city facilities and infrastructure and also producing and using renewable energy sources. For the broader Kirkland community this means creating more energy efficient structures and working directly with local utility providers to provide more renewable energy options. This will take a significant effort by all to achieve, but it is important to realize that it is possible with a comprehensive approach that include a focus on transportation, land use, solid waste, urban forestry, local and state building codes, advocacy and regional collaboration.

Kirkland's Climate Change efforts

For over 15 years Kirkland has engaged in work related to addressing the impacts of climate change. These efforts include:

In 2000, an interdepartmental team, since named the Green Team, was formed to coordinate all of the City's actions for managing Kirkland's natural and built environment.

In 2003, the City Council adopted the Kirkland Natural Resource Management Plan, by Resolution R-4396, which comprehensively summarizes best resource management practices and principles, Kirkland's natural resource management objectives, and recommended implementation strategies.

In 2005, Kirkland endorsed the U.S. Mayors' Climate Protection Agreement, committing to help reverse global warming by reducing greenhouse emissions.

In 2006, Council authorized Kirkland's membership in the International Council for Local Environmental Initiatives (ICLEI) by Resolution R-4591, which allowed the City to participate in the Cities for Climate Protection 5 milestones campaign. The milestones are:

1. Conduct a greenhouse gas inventory
2. Establish greenhouse gas reduction target
3. Develop an action plan to meet the GHG target
4. Implement the action plan
5. Monitor and report progress

In 2007, Council adopted greenhouse gas reduction targets via Resolution R-4659 for both the community as well as government operations. The reduction targets were:

- Interim: 10% below 2005 levels by 2012
- Primary: 20% below 2005 levels by 2020
- Long-term: 80% below 2005 levels by 2050

In 2009, Council adopted the Climate Protection Action Plan by Resolution R-4760 to achieve the greenhouse gas reduction targets. To determine Kirkland's progress in meeting its government operations and community reduction targets, the City committed to the following:

- Monitor progress on each of the efforts and measures the City outlined in the Plan at least annually so that, as needed, program revisions and corrections are timely.
- Update the greenhouse gas inventory for government operations annually.
- Update the greenhouse gas inventory every three years for the community
- Compare the updated inventory with that of the base year's and determine how close the City is to the target reductions.

- Provide an annual Climate Protection Action Report to the City Council and the community.

In 2012, Kirkland helped found the King County Climate Change Collaborative (K4C) along with King County and other King County cities and signed an interlocal agreement to work in partnership with the K4C on local and regional climate change efforts.

In October 2014, the council authorized the Mayor to sign Resolution (R-5077), Joint Letter of Commitments: Climate Change Actions in King County, which supports the Joint County – City Climate Commitments of the K4C Cities and aligns Kirkland’s greenhouse gas emission reductions with that of King County and signatory cities. The new reduction targets use 2007 as the baseline year, retains the 2050 reduction target and adds a midpoint goal in 2030 to bridge the gap between 2020 and 2050.

Goal E – 5: Target Carbon neutrality by 2050 to greatly reduce the impacts of climate change.

Policy E-5.1: Achieve the City’s greenhouse gas emission reductions as compared to a 2007 baseline:

- **25% by 2020**
- **50% by 2030**
- **80% by 2050**

Resolution R-5077, revises Kirkland’s existing emission reduction baseline year from 2005 to 2007 and aligns the emission reduction percentages and milestone years (2020, 2030 and 2050) to be consistent with the King County Climate Change Collaborative (K4C).

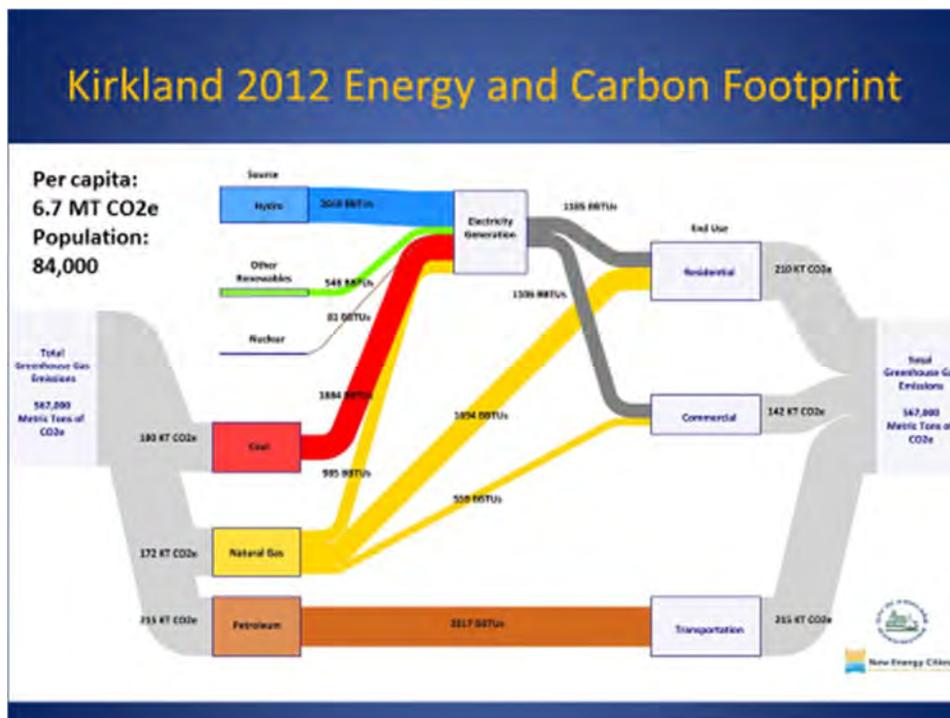
The City has adopted these greenhouse gas (GHG) emission reductions to be consistent with the new County-wide targets and has committed to working with the K4C on regional solutions in areas such as transportation, renewable energy production and fuel standards. It will be important to also develop and adopt near and long-term government operational GHG reduction targets that support County-wide goals.

Policy E-5.2: Regularly update the City's Climate Protection Action Plan (CPAP) in order to respond to changing conditions.

Kirkland's CPAP should be revised due to the emission reduction changes required as part of signing the K4C Joint Commitments Letter. In addition, implementation strategies to achieve the CPAP should be monitored, evaluated and revised as necessary on an annual basis.

Policy E-5.3: Fund and implement the strategies in Kirkland's Climate Protection Action Plan (CPAP).

Kirkland's government operations met its previous 2012 emission reduction targets as defined in the CPAP due to energy efficiency measures and by purchasing renewable "green" power from Puget Sound Energy. Strategies for the community emissions are being developed in 2015. These reductions are a much bigger challenge because they include all sources of GHG emissions of which Kirkland does not have direct control, such as transportation, private business operations and the consumption patterns of citizens.



The carbon wedge above (Figure ___) shows the sources of Kirkland energy and the different sectors (Residential, Commercial and Transportation) that use them.

Policy E-5.4: Pursue principles, pathways and policies as described in the current version of the King County Climate Change Collaborative (K4C) Joint County-City Climate Commitments and continue participation in regional collaboration in the K4C and the Regional Code Collaboration (RCC).

The Joint County-City Climate Commitments document provides suggested policies and the pathways that can help Kirkland, King County and other signatory cities work collaboratively to achieve the common goals relating to climate change. According to Climate Solutions, a consultant hired by the City, the three largest areas of emissions in Kirkland are residential and commercial energy use and transportation.

In order for Kirkland to make significant reductions in these areas and achieve its greenhouse gas emission reductions, it will be necessary to work with regional partners such as Puget Sound Energy, King County Metro and Sound Transit and State law makers. Puget Sound Energy provides gas and electricity for this region and will need to produce significantly more renewable energy for Kirkland to get to 80% renewable electricity usage. Transportation agencies will need to provide more service and use more renewable energy and the State must also adopt stricter fuel standards.

The Regional Code Collaboration (RCC), comprised of King County and participating cities, is working to revise building and energy codes with the intention of creating more energy efficient structures with lower GHG emissions. It is important for Kirkland to collaborate with other regional groups to increase the supply of clean, renewable energy for homes, business and vehicles because Kirkland is not in control of the regional energy supply. All of these efforts require strategic partnerships which can be bridged by the City's continued advocacy and participation in the K4C and the RCC.

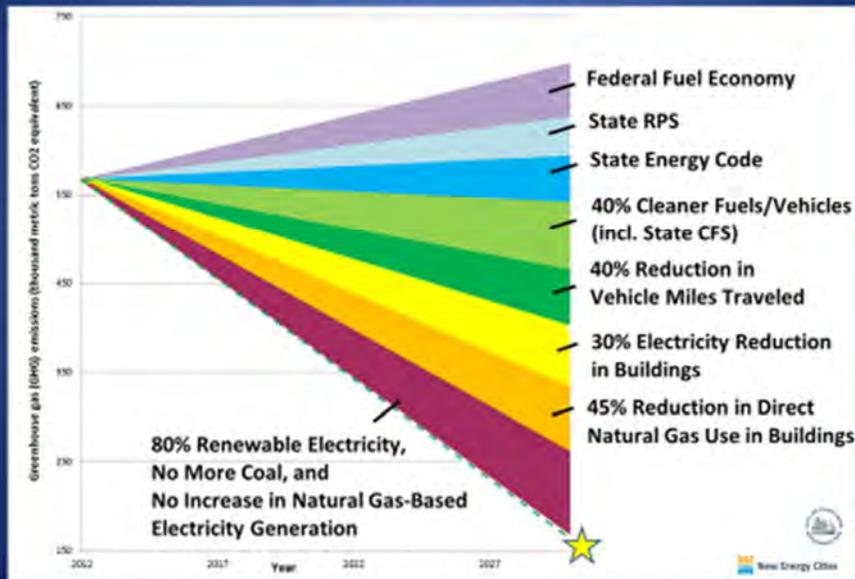
50 Percent Reduction by 2030: What Will It Take?

First we estimated the greenhouse gas (GHG) emission reduction due to three existing federal & state laws

Level	Sector	Law or Policy	What the Law or Policy Requires
Federal	Transportation	Corporate Average Fuel Economy Standard	Analysis assumes 2030 avg. fuel economy of 27.3 miles per gallon
State	Energy supply	Renewable Portfolio Standard (RPS)	At least 15 percent of total fuel mix must come from renewable energy by 2020
State	Energy consumption	Washington State Energy Code	New buildings constructed in 2031 must use 70 percent less energy than new buildings constructed in 2006



Solutions in Transportation, Buildings, and Energy Supply



The graphics above shows the categories of reductions necessary and the possible solutions for Kirkland to be on track with its greenhouse gas emission reductions by 2030.

Policy E-5.5: Advocate for comprehensive federal, state and regional science-based limits and a market-based price on carbon pollution and other greenhouse gas (GHG) emissions.

Advocacy and support of legislative efforts to determine a path towards carbon pricing and other GHG emissions reduction strategies will be a role the City undertake to effect changes in State requirements. This will be an important strategy for Kirkland as it has limited direct control over how much carbon is emitted in the City. The support of a mechanism for putting a price on pollutants, such as carbon and GHG emissions could lead to an additional revenue source for the City to initiate programs to educate and incentivize citizens and businesses to reduce emissions.

Policy E-5.6: Support the adoption of a statewide low carbon fuel standard that gradually lowers pollution from transportation fuels.

Transportation is a major contributor to Kirkland's and the region's greenhouse gas emissions, therefore more efficient fuels will greatly reduce emissions.

Comprehensive advocacy and legislative effort will be necessary to communicate to local policy makers and state lawmakers the importance of making the fuel standards more stringent and therefore helping Kirkland achieve its emission reductions.

Policy E-5.7: Pursue 100% renewable energy use by 2050 through regional collaboration.

The Living Community Challenge establishes that a sustainable community will generate clean renewable energy and not use energy that contributes to additional greenhouse gas emissions. Since much of the energy that Kirkland uses is not renewable energy, this policy will require regional participation along with other K4C cities and legislative efforts to work with utility providers to increase production of clean renewable energy. This work should include working with local utilities and State regulators and other regional partners to develop a package of County and City commitments that support increasingly renewable energy and its use.

Local efforts to promote renewable energy production should be pursued. These can include community solar, community shared solar, green power community challenges, streamlined local renewable energy installation permitting, district energy, and renewable energy incentives for homeowners and businesses

This policy lends support to the overall goal of Kirkland becoming carbon neutral or a net Zero carbon community.

Policy E-5.8: Engage and lead community outreach efforts in partnership with other local governments, businesses and citizens to educate community about Climate Change efforts and collaborative actions.

In order to be successful with city and community climate change efforts, it will be important to communicate and work collaboratively with citizens, businesses and support efforts such as the Eastside Sustainable Business Alliance, Kirkland Green Business program, King County/Snohomish Masterbuilders Association and the Kirkland Chamber of Commerce. Other means of outreach such as special presentations, workshops and joint campaigns or initiatives with the King County Climate Change Collaborative or other organizations will be helpful for educational purposes and building stakeholder support.

HEALTHY FOOD COMMUNITY

Planning for food can help address environmental and social justice, such as increasing access to healthy food choices in all neighborhoods and supporting hunger assistance programs. An emphasis on supporting the local food production economy can also have important economic, quality of life, and environmental benefits. Economic benefits include creating and sustaining living-wage jobs through food production, processing, and sales; improving the economic viability of the sales of local agriculture; and more efficiently using undeveloped parcels for urban agriculture. Kirkland can also foster environmental benefits and quality of life through programs that decrease food waste and reduce the miles food travels to store shelves and planning so that citizens have access to food during and after disasters.

Goal E-6: Support and encourage a local food economy

Policy E-6.1: Expand the local food production market by supporting urban and community farming, buying locally produced food and by participating in the Farm City Roundtable forum.

Within each local jurisdiction, demand for fresh food can be met through allowances for local urban farming and with the encouragement of residents to grow at least some of their fresh produce in their yards or in community gardens. Community gardens can create a more inclusive community character and dialogue while individual gardens can promote a more direct connection to the environment for individuals.

Expanding food related uses within the City can help to create a more resilient community and sustainable economy. The City supports urban farming by making City

parks available for farmer's markets, such as Juanita Park and community gardens, such as McAuliffe Park. The City can also support local food production and distribution by participating in regional initiatives such the King County Local Food Initiative which has the stated goal of expanding the local food economy by:

- Taking advantage of an increasing interest among residents, tourists and food-related businesses in locally-produced food.
- Encourage Community Supported Agriculture drop off locations in the city including food banks.
- Reducing barriers for farmers in getting their products to market.
- Preserving farmland from increasing development pressure as the region grows.

Policy E-6.2: Promote land use regulations that ensure access to healthy food.

The City has an important role to play in the creation of policies and regulations that emphasize the furthering of healthy lifestyles. Neighboring cities have faced the healthy communities issue in a variety of ways. The City of Seattle created a "Food Action Plan", Des Moines chose to include "healthy eating" while other cities like Federal Way chose to focus on the urban agriculture aspects of food while Redmond focused on how community character and history play a role with food.

The City should consider commissioning its own food study to understand Kirkland's food landscape and use data-driven results to determine how to best make changes in land use regulations to promote the access of healthy foods to all residents.

Policy E-6.3: Reduce Environmental impacts of food production and transportation by supporting regionally produced food.

The City can play a role in reducing the environmental impacts of food production, processing and the distance that food must travel from the farm to table. This can be done by supporting actions that encourage the use of local and renewable energy, reductions in the use of other resources such as fossil fuels and water, and waste such as packaging of food. Some examples of other actions the City could take include:

- Restrict the use of excessive or environmentally inappropriate food packaging
- Promote composting at urban garden sites
- Support diversion of edible food from local businesses to food banks
- Promote the use of organic products, composting and farming techniques City-wide
- Promote water conservation and impacts of urban agriculture on surface and groundwater sources
- Support rainwater capture and innovative technologies to process greywater for safe use in urban agriculture

- Support agricultural technologies, processes and practices that protect soil and water resources
- Encourage the use of native/or regionally produced edible plants and seeds
- Work with local and regional partners to educate citizens of the benefits of urban agriculture and stewardship

Policy E-6.4: Ensure food availability by planning for shortages during emergencies.

Food Security is forecasted to become a major global issue in the coming decades, especially since food production and systems are intricately tied around the globe through internationally traded food commodities. Extreme weather events are already showing that food shortages resulting from climate change create a lack of food security for the people experiencing them, and inordinately affect lower income peoples around the globe.

At the local level, Kirkland can prepare for interruptions to food systems by promoting urban agriculture and coordinating with farms in outlying areas. The City of Kirkland has several program in place such as:

- Pea Patch Program:
- Farmers' Markets
 - Juanita Beach's Friday Market
 - Wednesday Market
- The Victory Garden –
- McCauliffe Park Urban Farm
- Community Supported Agriculture (CSA)
- Edible Kirkland
- Community Gardens (privately held) —
- Nourishing Network & Hopelink

Regional cooperation models should be explored to develop a comprehensive food security plan that would be resilient to climate change and weather related or disaster-oriented events. Better coordination with farms in our outlying areas, can make Kirkland a more food secure city.

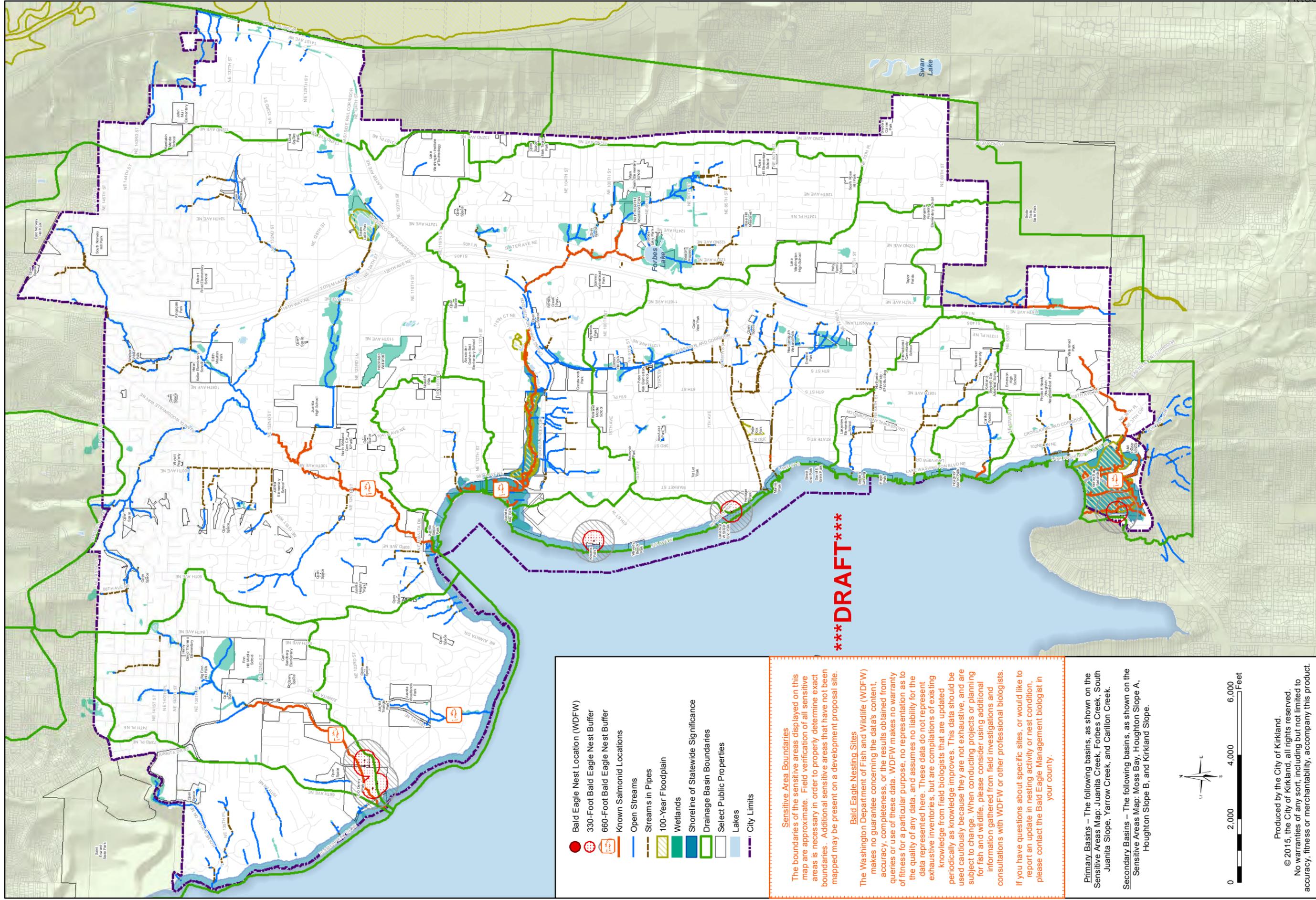


Figure E-1: Sensitive Areas

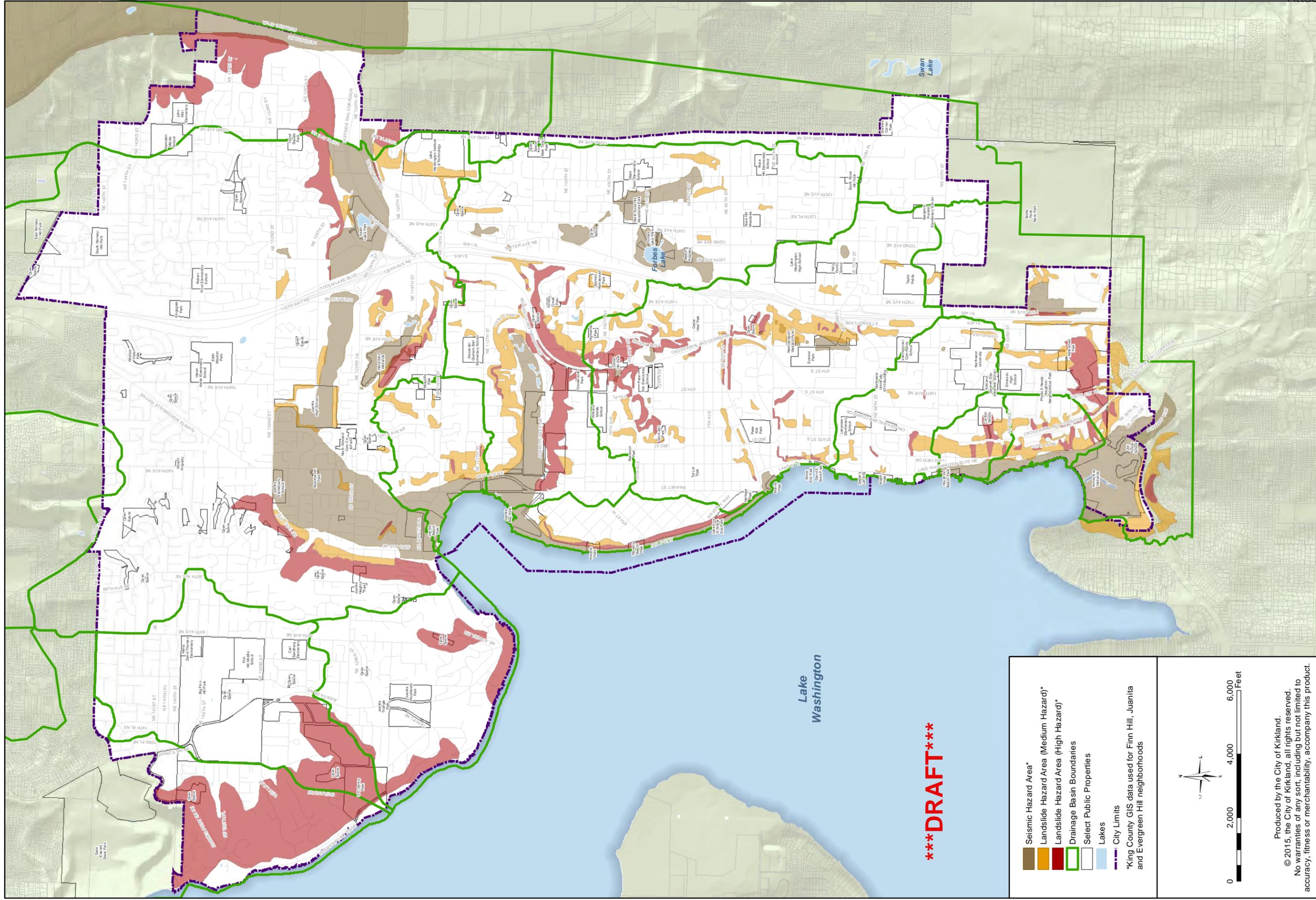


Figure E-2: Landslide and Seismic Hazard Areas

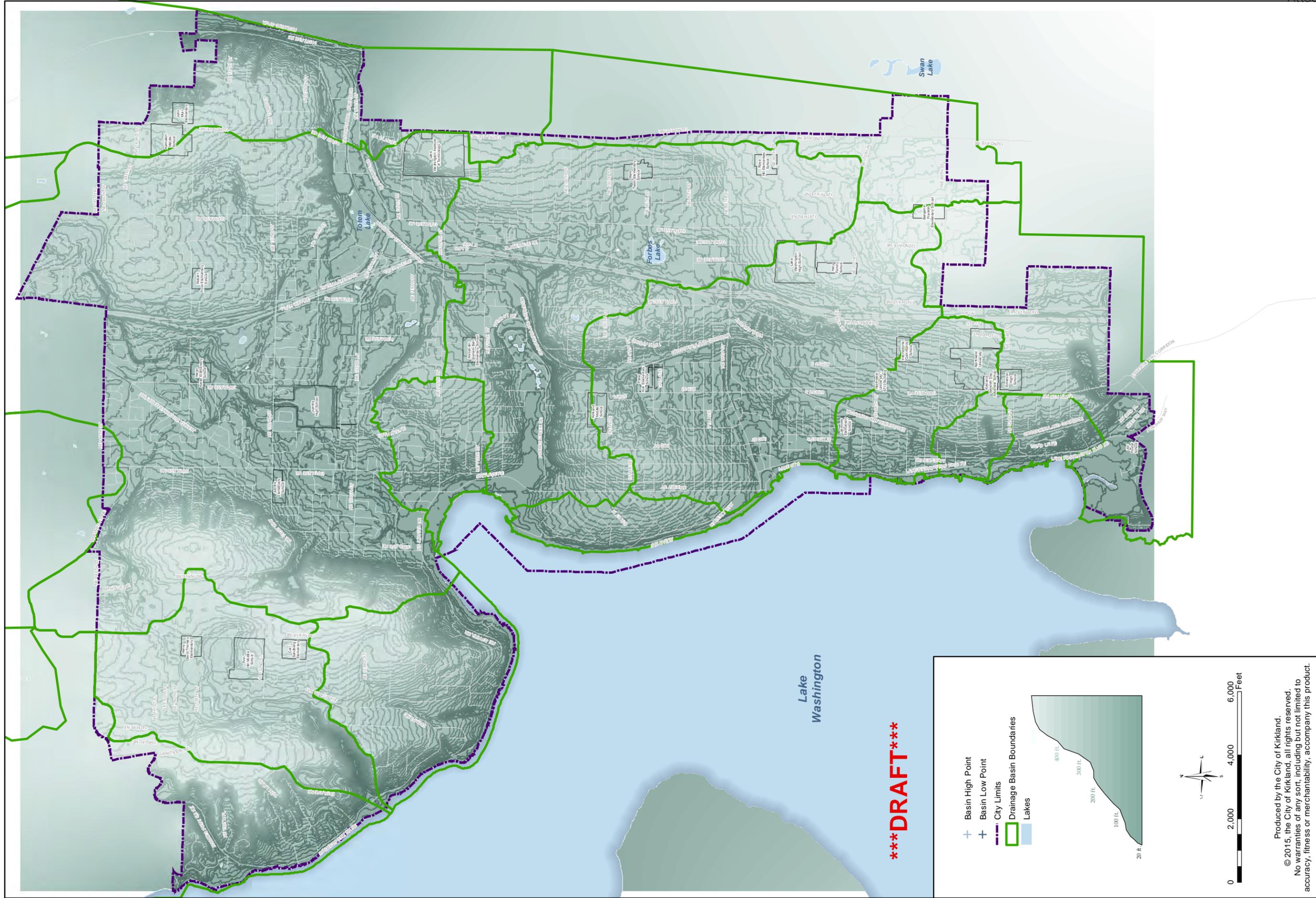


Figure E-3: Topography

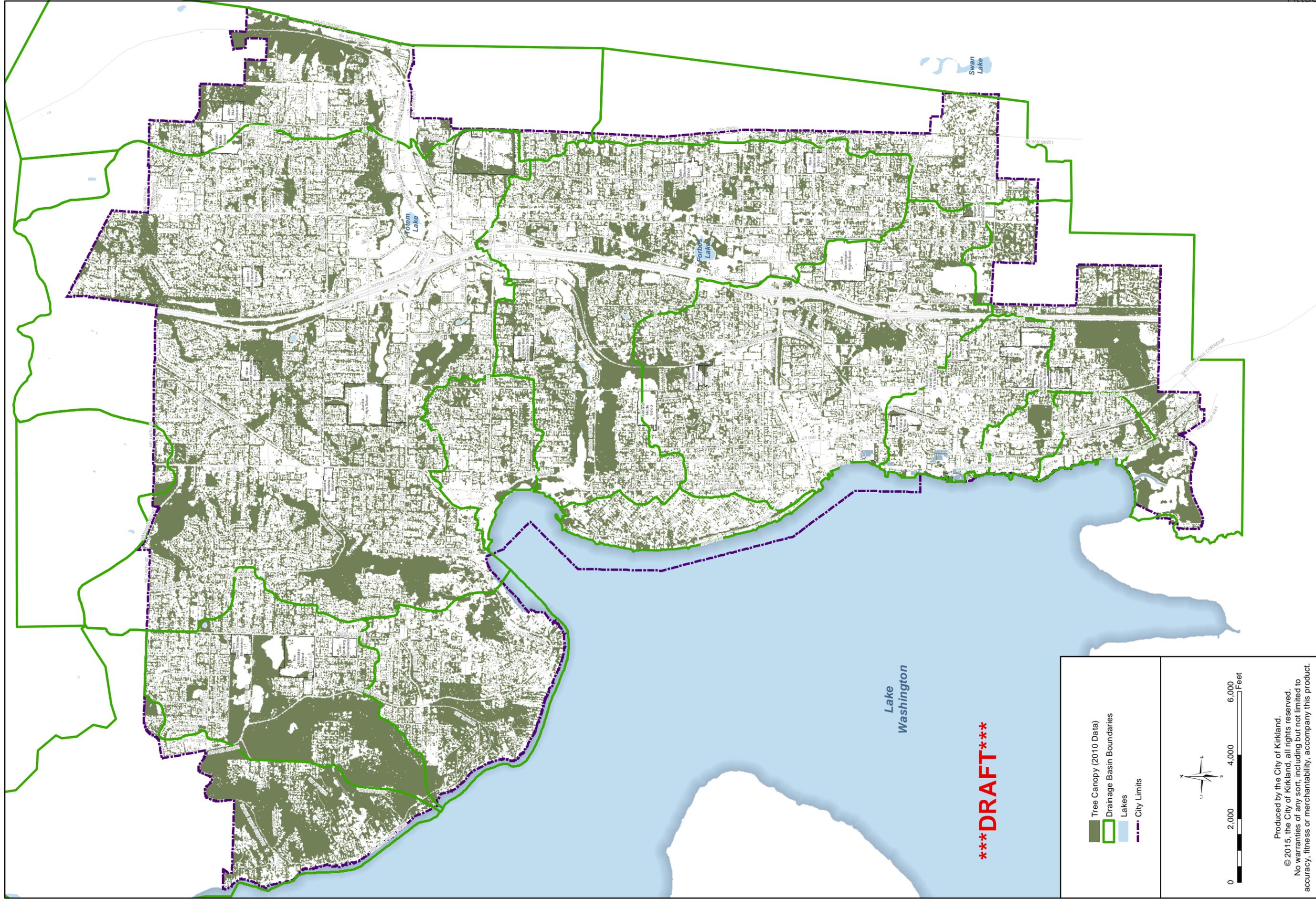


Figure E-4: Tree Canopy

LAND USE ELEMENT

~~— RELATIONSHIP TO THE FRAMEWORK GOALS —~~

The ~~Land Use Element~~ highlights the following Framework Goals:

- ~~- **FG-1** Maintain and enhance Kirkland's unique character.~~
- ~~- **FG-2** Support a strong sense of community.~~
- ~~- **FG-3** Maintain vibrant and stable residential neighborhoods and mixed-use development, with housing for diverse incomes, ages, and lifestyles.~~
- ~~- **FG-4** Promote a strong and diverse economy.~~
- ~~- **FG-5** Protect and preserve environmentally sensitive areas and reduce greenhouse gas emissions to ensure a healthy environment.~~
- ~~FG-6~~ Identify, protect and preserve the City's historic resources, and enhance the identity of those areas and neighborhoods in which they exist.
- ~~FG-7~~ Encourage a sustainable community.
- ~~- **FG-8** Maintain and enhance Kirkland's strong physical, visual, and perceptual linkages to Lake Washington.~~
- ~~- **FG-9** Provide safety and accessibility for those who use alternative modes of transportation within and between neighborhoods, public spaces, and business districts and to regional facilities.~~
- ~~- **FG-10** Create a transportation system which allows the mobility of people and goods by providing a variety of transportation options.~~
- ~~FG-11~~ Maintain existing park facilities, while seeking opportunities to expand and enhance the current range and quality of facilities.
- ~~FG-12~~ Ensure public safety.
- ~~FG-13~~ Maintain existing adopted levels of service for important public facilities.
- ~~- **FG-14** Plan for a fair share of regional growth, consistent with State and regional goals to minimize low-density sprawl and direct growth to urban areas.~~
- ~~- **FG-15** Solve regional problems that affect Kirkland through regional coordination and partnerships.~~
- ~~FG-16~~ Promote active citizen involvement and outreach education in development decisions and planning for Kirkland's future.
- ~~- **FG-17** Establish development regulations that are fair and predictable.~~

A. INTRODUCTION

Kirkland’s existing pattern of land use has served the City well for many years. Over the next 20 years, the real challenge for the community will be how to preserve existing community character in the face of continued population and employment growth.

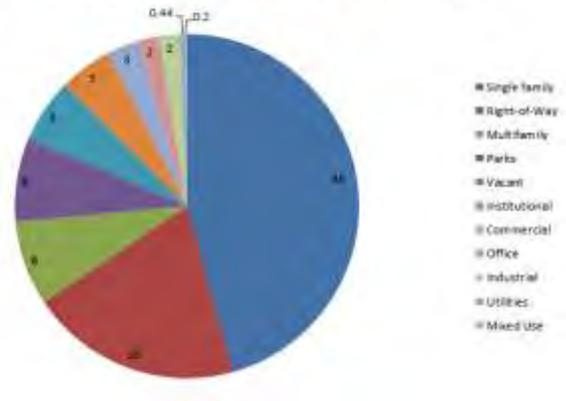
Kirkland is part of a regional and interrelated pattern of land uses. Most land in the City is devoted to housing, and the majority of Kirkland residents commute to other communities to work.

The following Table LU-1 shows the percent of land uses based on the City’s total land area in ~~2013~~²⁰⁰¹: [note - change from table to pie chart]

Table LU-1
~~2013~~2001 – Land Use by Percent of the City’s Total Land Area

Land Use	Percent
Residential Single family	63 46
Right-of-Way	20
Multifamily	8
Institutional	9
Parks	8
Vacant	6
Institutional	9 5
Commercial	53
Office	42
Industrial	42
Vacant	6
Utilities	1.44
Mixed Use	.20

Land Use by Percent of the City’s Total Land Area



Source: City of Kirkland "Community Profile" and King County Assessor's

Kirkland is also a balanced community, providing shops, services and employment both for local residents and for those who live in other communities. ~~In fact, in 2000 Kirkland’s ratio of jobs to households was very close to the same as exists in King County, illustrating that Kirkland had its fair share of jobs. Table LU-2 below shows the job to household ratios for 2000 and 2022 at growth targets.~~

Table LU-2
Jobs to Household Ratio

	2000	2022 @ Growth Targets
Kirkland	1.40	1.44
King County	1.42	1.50

Source: 2001 King County Annual Growth Report

Kirkland is also a city of neighborhoods – each with its own mix of population, housing, commercial opportunities, and visual features which help form its unique character. The City’s residential neighborhoods are generally strong and well established. They are also diverse in housing type, size, style, history, maturity and affordability. ~~The Citywide residential density increased between 1991 and 2001 from an average of 6.9 to 7.16 dwelling units per residential used acre.~~ More mixed-use residential/commercial centers have developed, including Juanita Village and Downtown Kirkland.

The commercial areas are healthy, offer a broad range of goods and services, and provide a strong tax base to help fund public services and facilities. Kirkland has a diverse economic base with several retail centers, mixed-use retail/office districts, a regional health care center, auto dealerships, business parks, industrial complexes and home-based businesses.

More information on existing land uses can be found in the City’s *Community Profile* document available in the Planning Department at Kirkland City Hall.

Between ~~2013~~2003 and ~~2035~~2022, the City will grow by nearly ~~8,361~~9,697 new housing residents and units and 22,4358,800 jobs[†]. These projections are referred to as “growth targets”. Under the Growth Management Act, planning policies seek to direct growth to existing and emerging urban areas within the metropolitan region. The King County Growth Management Planning Council allocates growth targets to jurisdictions and Kirkland is responsible for planning for resulting in the increased needs for housing, commercial floorspace, and public services. ~~Under the Growth Management Act, planning policies seek to direct growth to existing and emerging urban areas within the metropolitan region. The King County Growth Management Planning Council has determined that Kirkland must plan to accommodate 5,480 new households and 8,800 new jobs over the next 20 years. These increases in households and jobs are referred to as “growth targets.” The term “households” refers to occupied units.~~

~~A regional trend toward smaller household sizes across all age groups will mean that the City’s housing supply will have to grow at an even faster rate than the population, and that the type and size of housing units may need to adjust.~~

~~While continued increases in services sector employment may provide more opportunities for Kirkland residents to work and shop in their community, it may also mean lower wages — impacting housing affordability.~~

[†]Land use data do not include 2011 annexation.

Future growth will raise other issues relating to land use: special needs housing, increased traffic congestion, ~~diminished pressure on~~ natural resources and challenges to locate regional facilities. A larger proportion of elderly residents will focus new attention on the special housing and transportation needs of this group. Land use relationships which support transit and provide shops and services closer to home will be important for those with decreased mobility. And, with growth not only in Kirkland, but throughout the Puget Sound region, the community will continue to suffer from the problems of traffic congestion, diminishing natural resources, and the need to find locations for new regional facilities. Regional solutions will be needed to solve these problems.

Issues which must be addressed by the Land Use Element include:

- How to plan for the ~~2035~~2022 household and employment growth targets established by the King County Growth Management Planning Council.
- How to manage the new growth to protect the residential character of the community, while allowing for new and innovative development that responds to changing household needs.
- How to ~~preserve~~ provide for a diversity of employment opportunities and maintain viable commercial areas.
- How to use the pattern of land use to minimize traffic congestion and protect local air quality.
- How to maintain a land use pattern that can be efficiently and effectively served by public services and utilities.
- **How to protect Kirkland's environmentally sensitive areas, open space corridors, drainage basins, steep slopes, and shoreline as new housing units and commercial floorspace are developed.**
- How to respond to the regional responsibility to help site new regional facilities.

The Land Use Element works together with the other elements of the Comprehensive Plan to answer these questions. While the Land Use Element addresses accommodating growth and sets out general residential siting criteria, the Housing Element more specifically addresses issues of neighborhood character, affordability, and special needs housing.

The Transportation Element identifies the improvements needed to support the land use pattern established by the Land Use Element.

Growth management concerns identified in this element, such as preservation of community character, relationship to the natural environment, and adequate public and human services are amplified in the Community Character, Natural Environment, Parks and Recreation, Capital Facilities, Human Services, Utilities, and Public Services Elements.

Finally, the Land Use Element's discussion of commercial areas is strongly tied to the Economic Development Element. Kirkland's goal to "strengthen the unique role and economic success of Kirkland's commercial areas" (Economic Development Goal ED-3) is echoed in the Land Use Element.

B. THE LAND USE CONCEPT

The fundamental goal of the Land Use Element is to maintain 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. To accomplish this, the Element:

- Seeks a ~~balanced and complete~~ compact and walkable community with shops, services and employment close to home; numerous civic activities and entertainment options; high-quality educational facilities; numerous parks; and a variety of housing choices.
- Identifies the values ~~which that~~ must be weighed in managing growth. Goals and policies promote a land use pattern that is orderly, compact, well- designed, and responsive both to the natural and physical environment.
- Proposes a land use pattern that supports a multimodal transportation system and results in more efficient service delivery. Placing urban neighborhoods around commercial areas ~~—called “centers” or “villages” in other communities—~~ allows residents to walk or bicycle to corner stores or neighborhood centers, and then connect by transit to other commercial areas. High-capacity transit could connect and serve larger commercial areas, both inside and outside of the community.
- Protects existing residential neighborhoods. Goals and policies support a stable nucleus of single-family housing and more housing options. Higher-density residential areas continue to be located near commercial centers and transportation hubs.
- Supports a range of employment opportunities in the City and sets out standards for vibrant commercial areas. Opportunities for new growth are provided in the Totem Lake Center and Downtown Kirkland. Other existing commercial areas in the City are maintained and strengthened. While not encouraging heavy industry, goals and policies work to preserve opportunities for higher-paying jobs to locate in the City.
- Encourages preservation of an open space network, including environmentally sensitive areas, recreational facilities, and the shoreline; and
- **Acknowledges the City’s regional role in working with other jurisdictions and the County to site regional facilities.**

C. LAND USE MAP AND DEFINITIONS

~~While the Land Use Element goals and policies set forth general standards for locating land uses, t~~he Comprehensive Plan Land Use Map (Figure LU-1) indicates ~~geographically~~, where certain types of uses may be appropriate.

The Comprehensive Plan Land Use Map identifies areas for a range of housing densities and a variety of nonresidential uses. The ~~Comprehensive Plan Land Use~~ Map contains land use designations reflecting the predominant use allowed in each area. These designations are reflected in a broad variety of zoning districts on the Kirkland Zoning Map. Within some of these land use designations are mixed-use developments. Changes to the Land Use Map and related zoning may be initiated by the City Council based on Council decisions or based on ideas presented by the Planning Commission, City staff, a neighborhood planning process, or citizen requests.

~~Land use can be affected by regulations that protect sensitive areas and their buffers and limit development on seismic and landslide hazard areas. The Sensitive Areas Map in the Comprehensive Plan depicts the approximate locations of known sensitive areas which include streams, minor lakes, wetlands, drainage basins, and 100-year floodplains. The geological map in the Comprehensive Plan notes the approximate locations of seismic and landslide hazard areas.—~~

The land use categories mapped on the Comprehensive Plan Land Use Map are defined in the Glossary, Appendix _____:

~~*Low-Density Residential*—single-family residential uses from one to nine dwelling units per acre for detached residential structures and one to seven dwelling units per acre for attached residential structures in certain low-density areas where the Plan allows clustered development through a PUD. Detached single-family dwelling units are physically separated by setbacks from other dwelling units. Attached single-family dwelling units, only allowed in specified areas, are physically connected by means of one or more common walls; each unit has its own exterior entrance; dwelling units are not stacked above or below one another; and density and height limitations associated with single-family zoning classifications are met.~~

~~*Medium-Density Residential*—detached residential uses at 10 to 14 dwelling units per acre and attached or stacked residential uses at eight to 14 dwelling units per acre.~~

~~*High-Density Residential*—detached, attached, or stacked residential uses at 15 or more dwelling units per acre.~~

~~*Office*—uses providing services other than production, distribution, or sale or repair of goods or commodities. Depending on the location, these uses may range from single-story, residential-scale buildings to multistory buildings and/or multibuilding complexes.~~

~~*Office/Multifamily*—areas where both office and medium- or high-density residential uses are allowed. Uses may be allowed individually or within the same building.~~

~~*Commercial*—may include retail, office, and/or multifamily uses, depending on the location. Retail uses are those which provide goods and/or services directly to the consumer, including service uses not usually allowed within an office use. Commercial areas can range in size and function from small residential markets serving the immediate neighborhood to regional draws such as in Totem Lake and Downtown.~~

~~*Industrial*—uses predominantly connected with manufacturing, assembly, processing, wholesaling, warehousing, distribution of products, and high technology.~~

~~*Light Manufacturing Park*—places of business activity that includes light manufacturing, high-technology enterprises, warehousing, wholesale activities, and limited retail and office uses. Light manufacturing park uses do not require large signs or customer parking facilities and do not involve activities which create significant off-site noise, light or glare, odors, smoke, water quality degradation, visual blight, or similar impacts.~~

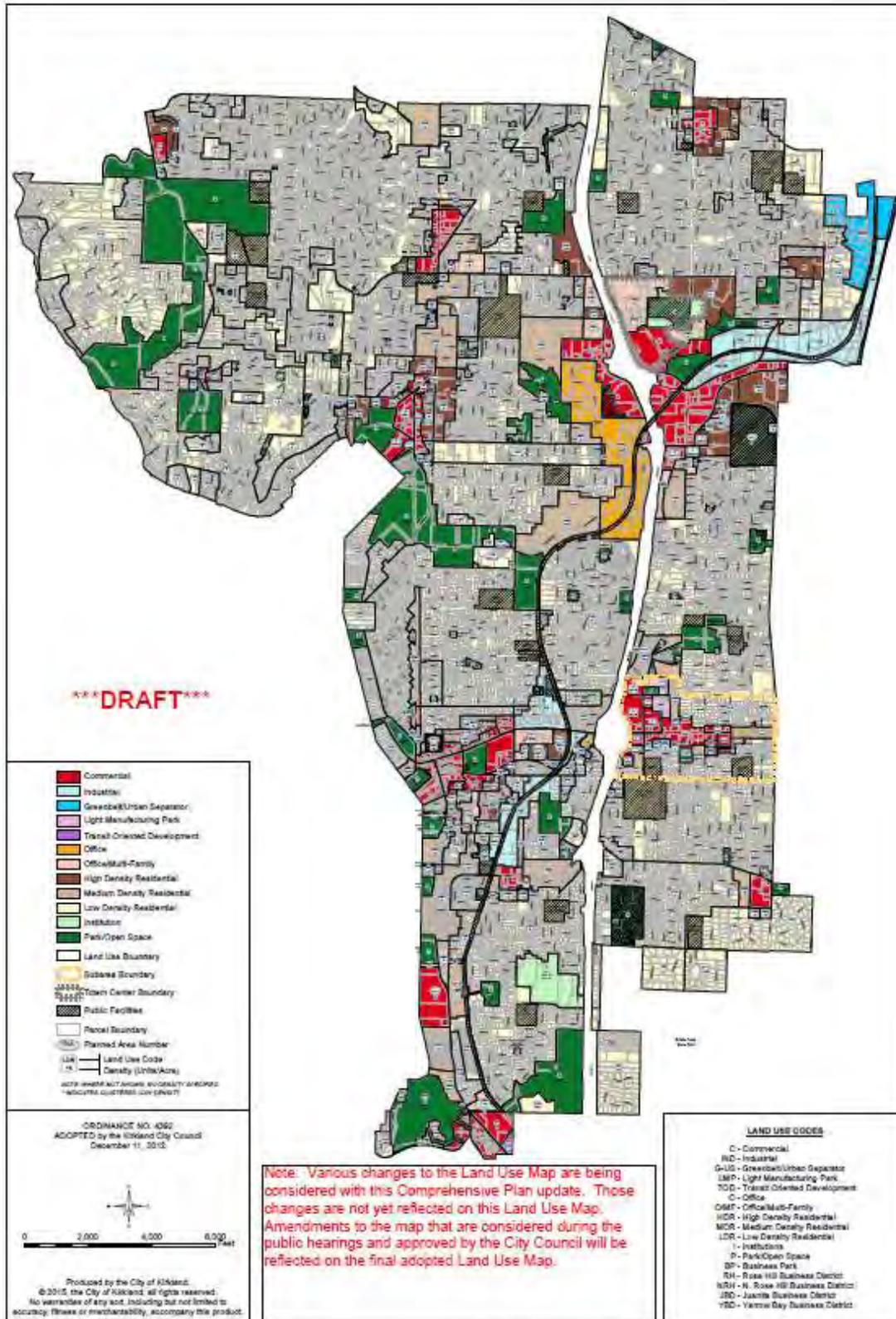
~~*Institutions*—existing uses such as educational facilities and hospitals for which special planning districts have been developed.~~

~~*Public Facilities*—existing public uses such as schools and government facilities.~~

~~*Parks/Open Space*—natural or landscaped areas used to meet active or passive recreational needs, protect environmentally sensitive areas, and/or preserve natural landforms and scenic views.~~

~~*Transit-Oriented Development (TOD)*—area where a higher intensity mix of uses is allowed, together with transit facilities, in order to support the increased use of transit and reduce reliance on roads and single-occupant vehicles.~~

~~*Greenbelt/Urban Separator*—areas planned for permanent low-density residential within the Urban Growth Area that protect adjacent resource land, environmentally sensitive areas, or rural areas, and create open space corridors within and between the urban areas which provide environmental, visual, recreational and wildlife benefits. The King County Countywide Planning Policies have designated the RSA 1 zone as an urban separator.~~



LU-1 Comprehensive Land Use Map

Table LU-3 below provides a range of residential densities described in the Comprehensive Plan with comparable zoning classifications. In many of Kirkland’s commercial and mixed use areas, the Comprehensive Plan does not specify a maximum residential density.

**Table LU-3
Residential Densities and Comparable Zones**

General Residential Densities	Residential Densities as Specified in Comprehensive Plan in Dwelling Units per Net Acres (d/a)	Comparable Zoning Classification
GREENBELT/URBAN SEPARATOR	Up to 1 d/a	RSA – 1
LOW DENSITY	Up to 1 d/a	RS – 35,000, RSX – 35,000
	Up to 3 d/a	RS – 12,500, RSX – 12,500
	4 – 5 d/a	RS – 8,500, RSX – 8,500, RS – 7,200, RSX – 7,200, RSA – 4
	6 d/a	RS – 7,200, RSX – 7,200, RSA – 6
	7 d/a	RS – 6,300
MEDIUM DENSITY	8 – 9 d/a	RM – 5,000, RMA – 5,000
	10 – 14 d/a	RM – 3,600, RMA – 3,600
HIGH DENSITY	15 – 18 d/a	RM – 2,400, RMA – 2,400, BNA
	19 – 24 d/a	RM – 1,800, RMA – 1,800, BNA
	48 d/a	BN, MSC 2

Higher unit per acre counts may occur within each classification if developed under the City’s PUD, innovative or affordable housing programs.

D. LAND USE GOALS AND POLICIES

Land Use goals and policies are organized into six categories: Growth Management; Land Use/Transportation Linkages; Residential; Commercial and Mixed Use; Open Space and Resource Protection; and Essential Public Facilities, Government Facilities and Community Facilities.

Goal LU-1: Manage community growth and redevelopment to ensure:

- An orderly pattern of land use;

- ~~A balanced and complete community;~~
- ~~Maintenance and improvement of the City's existing character; and~~
- ~~Protection of environmentally sensitive areas.~~

Goal LU-2: ~~Promote a compact land use pattern in Kirkland to:~~

- ~~Support a multimodal transportation system;~~
- ~~Minimize energy and service costs;~~
- ~~Conserve land, water, and natural resources; and~~
- ~~Efficient use of land to accommodate Kirkland's share of the regionally adopted 20-year population and employment targets.~~

Goal LU-3: ~~Provide a land use pattern that promotes mobility and access to goods and services and physical activity.~~

Goal LU-4: ~~Protect and enhance the character, quality, and function of existing residential neighborhoods while accommodating the City's growth targets.~~

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

Goal LU-6: ~~Provide opportunities for a variety of employment.~~

Goal LU-7: ~~Establish a coordinated and connected system of open space throughout the City that:~~

- ~~Preserves natural systems;~~
- ~~Protects wildlife habitat and corridors;~~
- ~~Provides land for recreation; and~~
- ~~Preserves natural landforms and scenic areas.~~

Goal LU-8: ~~The City should maintain criteria, regulations and procedures that allow for the siting of essential public facilities as well as government and community facilities.~~

Growth Management

Washington's Growth Management Act establishes goals to be considered in the development of local comprehensive plans. These goals include concentrating growth in urban areas to provide efficient services and reduce sprawl, supporting transportation choices, providing housing that is affordable to all, and encouraging economic development. Vision 2040 sets an overarching goal of focusing growth in urban areas to create walkable, compact, transit-oriented communities that maintain local character. These goals are consistent with the vision established by Kirkland citizens. By managing and shaping growth in ways that reflect community values, new growth will complement, rather than detract from, existing development. Community values, Even so, implementing these goals however, requires balance. Growth and development changes the community and brings more traffic. How we manage that growth so that it fits with established community character and creates walkable places that provide residents and workers with transportation choices is the challenge. Kirkland has a long history of growth management that has preserved a community that remains a highly desirable place to live, work, and play. With thoughtful land use planning and an engaged citizenry, Kirkland will retain that quality in 2035 and beyond.

The City has developed a tool called the "10 Minute Neighborhood Analysis" to help measure progress toward our goal of creating a compact, efficient, and sustainable land use pattern. A 10 minute neighborhood (10 minutes represents a typical ½ mile walk) 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 which they can walk. 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.

The analysis helps the community talk about how the City's land use and transportation decisions can help achieve the community's 2035 vision and it helps the City measure progress to ensure that growth trends are leading to a more walkable community.

~~maintaining existing residential character may not always be supportive of facilitating infill development, or supporting a multimodal transportation system. The viability of some commercial and industrial districts and the ability to achieve compact growth may be impacted by the presence of environmentally sensitive areas. Achieving a balanced and complete community with a full range of shops, services and employment to complement and support the residents while reducing dependence on the transportation system is important to the quality of life. The challenge is to weigh these sometimes-conflicting community values and strike a balance. In the long run, and over the breadth of development in Kirkland, then, all values are achieved.~~

Goal LU-1: Manage community growth and redevelopment to ensure:

- *An orderly pattern of land use;*
- *A balanced and complete community;*
- ***Maintenance and improvement of the City's existing character; and***
- *Protection of environmentally sensitive areas.*

Policy LU-1.1: ~~Failor~~Maintain clear and predictable development regulations to fit unique circumstances that are consistent with City goals and policies.

Traditionally, development regulations have attempted to avert conflict by segregating development types into districts with relatively uniform development characteristics such as permitted uses or height. In many areas of Kirkland, this approach is a reasonable and effective method for regulating development.

In other parts of Kirkland, it may be possible and desirable to have several different types of development located relatively close to each other. Such a blending of development types could help reduce dependence on the automobile and provide greater opportunities for innovative mixed-use development. In these areas, development regulations may need to be specially developed to address **the district's unique characteristics.**

~~Special development regulations may also be necessary to take account of other factors influencing and shaping new growth.~~

Policy LU-1.2: Create logical boundaries between land use districts that take into account such considerations as existing and planned land uses, access, property lines, topographic conditions, and natural features.

Boundaries between land use districts should make sense. Where features such as roads or parcel lines cannot be used to identify boundaries, natural features, such as streams or topographical changes, can form distinct edges. Allowed uses should be compatible with adjacent land use districts through physical improvements and/or design elements.

Policy LU-1.3: Encourage attractive site and building design that is compatible in scale and in character with existing or planned development.

Attractive site and building design can create a cohesive and functional development that reflects local character and fits well with surrounding uses. In parts of the City where the community vision has not yet been realized, however, new development should not necessarily look to surrounding uses for design ideas. Instead, the Comprehensive or Neighborhood Plan should be used to provide guidance on desirable characteristics.

Policy LU-1.4: Create ~~an~~ effective transitions between different land uses ~~and housing types~~.

Some of the most sensitive lands to plan are the transition areas between different types of uses. Uses along the boundary of a commercial area may generate impacts on nearby residential uses. Maintaining privacy may be an issue when mixing residential densities. Residential uses in ~~too~~ close a proximity to industrial development may set up nearly unresolvable conflicts with regard to noise and traffic.

Building and site design can act to minimize such conflicts. Buffers, such as fences, berms, or vegetation, ~~located along the boundary of two unlike uses~~ can minimize visual and noise impacts. Buildings might also serve a buffering purpose to the extent that they serve as visual screens ~~or insulation~~ or insulate noise. Effective land use transitions can also include building modulation, upper story setbacks, and other building design elements.

~~Organization of uses on a site may also ease a transition. For example, on a site including both office and retail uses that adjoins a residential neighborhood, it may be more appropriate to locate the offices closest to the neighbors. In general, office uses have lesser impacts in close proximity to homes than do other commercial land uses.~~

Within many of the City's commercial areas, mixing of land uses is encouraged to bring shops, services and offices in close proximity to residential uses. These mixed use areas provide an immediate market for the commercial services, ~~and~~ convenient shopping and employment opportunities to the residences, and while also ~~reduc~~ing the need to drive.

Policy LU-1.5: Regulate land use and development in environmentally sensitive areas to ~~ensure~~ improve and protect environmental quality and avoid unnecessary public and private costs.

Development in natural constraint areas may increase health and safety risks and create other unnecessary costs associated with hazards like landslides, flooding, uneven settlement, erosion, and disrupted subsurface drainage. Public and private costs are also incurred from development in areas with natural amenities or which perform utilitarian or biological functions. The purpose of this policy is to regulate, and in some cases restrict, development activity to ensure a high standard of environmental quality, and to prevent undue costs to property owners, neighbors, and the City.

Goal LU-2: Promote a compact, efficient, and sustainable land use pattern in Kirkland ~~to that~~:

- Supports a multimodal transportation system that efficiently moves people and goods;
- Minimizes energy use, greenhouse gas emissions, and service costs;
- Conserves land, water, and natural resources; and
- Provides sufficient land area and development intensity ~~Efficient use of land~~ to accommodate Kirkland's share of the regionally adopted ~~20-year~~ population and employment targets.

Policy LU-2.1: Support a range of development densities in Kirkland, recognizing environmental constraints and community character.

The Countywide Planning Policies establish two broad categories of lands: urban and rural. Urban lands are those which are inside the Urban Growth Area, ranging from the suburban densities of much of the Eastside to the very high urban densities found in downtown Seattle. The Countywide Planning Policies identify all of Kirkland as an urban area.

Policy LU-2.2: ~~Use land efficiently, facilitate~~ infill development ~~or and encourage~~ redevelopment of underutilized land, and, where appropriate, ~~preserve options for future development~~.

~~As with any natural resource, land can be used either efficiently or inefficiently. The intent of this policy is to ensure that Kirkland's land is used in the most efficient manner possible.~~

Some land in or adjacent to developed areas has been skipped over as development shifted to outlying areas. In some cases, natural constraints or other factors may have rendered the land unsuitable for development. It is not the intent of this policy to encourage development in environmentally sensitive areas or preclude the use of undeveloped land for open space. However, infill development is encouraged when environmental protection is ensured.

Redevelopment of existing development (for example, converting a parking lot to a new building with structured parking) may also occur as land use plans change. As in all cases, however, the benefits to be achieved under this policy must be weighed against the values expressed in other policies of this Plan – such values as historic preservation and maintenance of existing affordable housing.

~~This policy also extends the notion of "recycling" to land use. As with other natural resources, land can be developed in a way that permits the land to be used again. For example, in cases where a property owner wishes to retain a large lot for personal use, but subdivide the rest of the property, the option for future subdivision of the large lot should be preserved, if possible.~~

Policy LU-2.3: Ensure an adequate supply of housing units and commercial floorspace to meet the required growth targets ~~through efficient use of land~~.

As growth occurs, the need for new housing units and commercial floorspace will increase. Kirkland is required to accommodate growth targets for household units and employment established by the King County Growth Management Planning Council as mandated by the Growth Management Act. The community must balance this need with the desire to retain existing community character and with the **City's ability to provide infrastructure and public services to serve the new growth. The City should** monitor its existing residential and nonresidential capacity to determine how fast and where new growth is occurring and whether Kirkland can accommodate the required growth targets. Available

capacity is a calculation of likely development potential in the foreseeable future based on certain assumptions and factors and assumed to cover a 20-year time horizon. Table LU-4 below shows that the City can accommodate the ~~2035~~2022 growth targets with its available capacity.

**Table LU-4
Comparison of Growth Targets and Available Capacity**

	2013 2000-Existing ¹	2035 2022 Growth Targets ²	Available Capacity ³
Housing Units	36,866 21,831	45,227 27,311 (at 8,361 5,480 new households)	46,382 28,800 (at 9,516 new households)
Employment	37,981 32,384	60,416 41,184 (at 22,435 8,800 new jobs)	60,925 58,400 (at 22,944 new jobs)

Sources:

- ~~1. City Estimates 2000 housing units: Office of Financial Management (OFM) – 2000 employment: City estimate based on existing nonresidential floor area and information about the typical number of employees/amount of floor area for different types of nonresidential uses. By comparison, the PSRC estimated 2000 employment was 38,828. Examination of PSRC records found errors suggesting this was a significant overestimate.~~
- ~~2. Targets for household and employment growth between 2013~~2000 and ~~2031~~2022 were assigned by the King County Countywide Planning Policies and projected to 2035. Targeted growth was added to the 2000 totals to establish the 2022 totals. Targets do not include the annexations of Bridleview (2009) or Finn Hill, North Juanita, and Kingsgate (2011).
3. City estimates. (Numbers are tentative waiting preferred alternative.)

~~Policy LU-2.4: Support development patterns that promote public health and provide opportunities for safe and convenient physical activity and social connectivity.~~

~~The physical design of communities affects our behavior. Communities without convenient parks, safe sidewalks, and local-serving retail require their residents to drive more and walk less. They also lack the gathering places that bring communities together for daily interaction. In contrast, Kirkland’s thoughtful urban design, extensive parks system, emphasis on pedestrians, and mixed use neighborhood centers should continue to invite residents to be active and engage in their 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 transportation options making walking or bicycling ~~more feasible~~ a 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 ensure protection of the surrounding neighborhood. The City should work with ~~Metropolitan~~ King County Metro to develop standards for housing, offices, shops and services at these facilities.

Policy LU-3.4: Locate higher density land uses in areas served by frequent transit service.

As decisions are made about locating future growth in Kirkland, the availability of viable transportation choices should be taken directly into account in relation to the location and intensity of that growth.

Policy LU-3.5: Provide easy-vehicular access for ~~industrial-commercial~~ development from arterials or freeways and avoid. ~~Avoid industrial vehicular~~ access ~~through~~ from residential streets ~~areas~~.

~~Because of heavier traffic patterns and delivery traffic associated with commercial uses, primary transportation routes should be oriented toward non-residential streets. Because of the heavy truck traffic generally associated with these uses, industrial development should not route traffic through residential neighborhoods. Instead, industrial areas should depend on transportation routes which link them directly to arterials, in close proximity to freeway interchange areas.~~

Policy LU-3.65: Incorporate features in new development projects ~~which that~~ support transportation choice~~transit and nonmotorized travel as alternatives to the single-occupant vehicle.~~

Site design can play an important role in ~~encouraging use of alternative transportation modes~~promoting transportation choices. Locations of buildings and bus stops on a site, for example, can mean the difference between having transit users walk long distances through the rain or being dropped off at the door. Something as simple as the provision of covered bicycle racks may encourage a would-be cyclist.

Policy LU-3.7: Consider reducing minimum parking requirements in the Zoning Code in walkable areas with convenient shops, services and good transit service.

Unused parking is an inefficient use of land and imposes significant additional costs on residents and businesses. Where people have viable alternatives to car ownership and lower parking needs are demonstrated, new development should not be required to build more parking supply than the actual demand. Data collected in 2014 does not indicate reduced parking utilization based on current transit service but that should be reviewed as transit service improves over time.

Policy LU-3.8: Create a complementary relationship between adjoining land uses and the Cross Kirkland Corridor and Eastside Rail Corridor, both in terms of short term nonmotorized access and future opportunities for high capacity transit.

The corridors have evolved significantly from heavy rail use to nonmotorized access and recreation. The corridors will continue to evolve as opportunities for future transportation are realized. This evolution should be carefully considered and leveraged in relation to planned land use along the corridor.

Policy LU-3.96: Encourage vehicular and nonmotorized ~~connectivity~~connections between adjacent properties.

Improved connectivity encourages walking and biking and reduces travel distance for all transportation modes. ~~p~~Pedestrian connections between adjacent properties and to adjacent streets minimizes walking distances and provides safe walking surfaces, which in turn can result in less driving and more opportunities for physical activity. Vehicle connections between adjacent properties reduce congestion on streets, number of turning movements and gasoline consumption. ~~Lack of connections between adjacent properties may mean that a car must return to a busy street and then turn again into an adjoining lot to gain access. Cul-de-sacs, dead-end streets, Fences or other barriers impenetrable landscape buffers may prevent convenient~~pedestrian connections ~~to the business next door or force long detours out to the sidewalk and then back into the adjoining property.~~ The intent of this policy is to encourage connections and to avoid such ~~unintentional~~barriers to easy access.

Residential Land Uses

Most of the land in Kirkland is developed with housing of some type – whether ~~detached~~ single-family or multifamily homes, ~~townhouses, or other attached or stacked units~~. ~~Preservation and protection of these residential neighborhoods is an important goal~~. Kirkland will continue to be primarily a residential community and ~~that~~ preservation and protection of residential neighborhoods is an important goal to ensure future livability.

The notion of preserving community character is one that is explored more fully in the Housing and Community Character Elements and the Neighborhood Plans, where careful review of the features that make a neighborhood unique are identified. In the Land Use Element, the general notion of protection of community character is promoted. However, this Element also acknowledges that the community will be growing and that a balance must be struck between providing more housing units and preserving the neighborhoods as they are today.

Several of the most important housing issues – affordability, special needs housing, and accessory units – are not addressed in this Element. They are discussed, instead, in the Housing Element.

Goal LU-4: Protect and enhance the character and ~~quality, and function~~ of ~~existing~~ residential neighborhoods while accommodating the City's growth targets.

Policy LU-4.1: Maintain and enhance the character of Kirkland's ~~single family~~ residential ~~character~~areas.

The community's vision and guiding principles established in this Plan foresee residential neighborhoods that remain vibrant, livable, diverse, and affordable, ~~as described in the Vision Statement of this Plan, is that Kirkland's residential areas are diverse with a variety of~~ housing choices including ~~single-family detached, attached, stacked, cottage, carriage styles and accessory dwelling units~~.

Policy LU-4.2: Locate the ~~most-highest~~ densit~~y~~e residential areas close to shops and services and transportation hubs.

Denser residential areas ~~such as apartments and condominiums~~ should continue to be sited close to or within commercial areas and transportation hubs to increase transportation choices ~~the viability of the multimodal transportation system~~.

Policy LU-4.3: ~~Continue to a~~Allow for new residential growth ~~throughout the community~~, consistent with the basic pattern of land use in the City.

~~Although the Land Use Element states that opportunities for new housing units should be dispersed throughout the community, significantly greater densities are not targeted for low density neighborhoods. Instead, i~~nfill development is expected in these low density residential areas based on availability of developable land, while higher densities are clustered near existing commercial areas.

Policy LU-4.4: Consider neighborhood character and integrity when determining the extent and type of land use changes.

Protection of community character is a theme woven throughout the Land Use Element. Community character is most clearly expressed through the Neighborhood Plans. It is the intent of this policy to direct specific consideration of the unique characteristics of neighborhoods, as described in the Neighborhood Plans, before committing to major area-wide residential land use changes.

Policy LU-4.4: Allow neighborhoods to propose small scale neighborhood-oriented commercial uses within residential areas to meet local needs and reduce reliance on vehicles trips to meet daily needs.

Over time, residential neighborhoods may see the value of having small walkable markets within the neighborhood. If this occurs through a neighborhood planning process, the City should facilitate a process to evaluate whether such uses are economically viable and develop regulations that would facilitate use at a scale compatible with the surrounding community.

Commercial and Mixed Use Land Uses

Commercial land uses are a critical part of the Kirkland community. They provide shopping and service opportunities for Kirkland residents, and also create employment within the City. The tax revenues generated by business help fund the capital facilities and public services that residents enjoy.

In return, the quality of life in the City's neighborhoods provides a main attraction for both businesses and their patrons. The proximity to Lake Washington, the fine system of parks, the availability of a regional medical center ~~with good medical care~~, top notch educational facilities, the environmental ethic of the community, and quality infrastructure attract outsiders to Kirkland and make the City a good place to do business – for employers, employees, and customers.

Problems that the community faces – traffic congestion, particularly – create concerns for commercial land uses. Ease of transporting goods and adequate parking are especially important. An underlying premise of the Land Use Element, ~~expressed in the Vision Statement~~, is that, in the future, residents of the City will not drive as much as they do presently to ~~minimize-avoid being in~~ traffic congestion ~~and reduce parking needs~~. To that end, the Element attempts to promote commercial land use patterns that support ~~alternative-transportation~~ choices, modes and locate housing in commercial areas where appropriate.

Along with the need to provide new housing units for future residents, the City will need to designate adequate land area for commercial uses, some of which may employ Kirkland residents. If the opportunity for local employment is increased, the high proportion of residents who work outside the community may be reduced. This in turn would ease traffic congestion by shortening commute trips and making other modes of travel to work more feasible.

In addition, many of Kirkland's commercial area are designated for mixed use development. Mixed use development is a fundamental part of the regional and local growth strategy. As evidenced in areas like Downtown Kirkland and Juanita Village, the mixing of residential and commercial uses creates compact, walkable, transit-oriented communities. Residents and employees in these communities have choices about the mode of transportation they use to meet their daily needs, businesses benefit by having a close-in customer base, and public services are more efficiently provided to more people. The Land

Use Element emphasizes the quality of the mixed use environment to ensure that mixed use development creates highly desirable places for people to live, work, and play.

Currently, a hierarchy-variety of “commercial and mixed use development areas” exists in the City, based primarily on size and relationship to the regional market and transportation system (see Figure LU-2: Commercial and Mixed Use Areas).

~~Some of Kirkland’s commercial areas serve primarily the surrounding neighborhood; Residents depend on their neighborhood grocery store, dry cleaners, bank, etc., for everyday needs. Others commercial areas have a subregional or regional draw. Most of the larger commercial areas are centered around major intersections. They depend on principal arterials, the freeway, or the railroad for goods transport and for bringing in workers or customers. Smaller commercial areas, Neighborhood Centers, for example, have a more localized draw. Residents depend on their neighborhood grocery store, dry cleaners, bank, etc., for everyday needs.~~

The Land Use Element provides general direction for development standards in commercial and mixed use areas ~~and describes the future of specific commercial areas in Kirkland~~. The following terms are used in the discussion of commercial and mixed use areas ~~land uses~~:

Urban Center (Mixed Use)

An Urban Center is a regionally significant concentration of employment and housing, with direct service by high-capacity transit and a wide range of land uses, such as retail, recreational, public facilities, parks and open space. An Urban Center has a mix of uses and densities to efficiently support transit as part of the regional high-capacity transit system.

Downtown Kirkland (Mixed Use) Activity Area

~~Downtown Kirkland~~An Activity Area is an area of moderate commercial and residential concentration that functions as a focal point for the community and is served by a transit center.

Neighborhood Center Business District

~~A Neighborhood Center Business District~~ is an area that serves the needs for goods and services of the local community as well as the subregional market, ~~as well as the local community~~. These districts vary in uses and intensities and may include office, retail, restaurants, housing, hotels and service businesses. These centers provide facilities to serve the everyday needs of the neighborhood and grocery stores are considered a high-priority anchor for these areas. Residential uses are encouraged where they support and do not displace the commercial viability of these areas.

Neighborhood Center

~~A Neighborhood Center is an area of commercial activity dispensing commodities primarily to the neighborhood. A supermarket may be a major tenant; other stores may include a drug store, variety, hardware, barber, beauty shop, laundry, dry cleaning, and other local retail enterprises. These centers provide facilities to serve the everyday needs of the neighborhood. Residential uses may be located on upper stories of commercial buildings in the center.~~

Residential Market

A Residential Market consists of individual stores or mixed-use buildings/centers that are pedestrian-oriented and serve the local neighborhood. Residential scale and design are critical to integrate these uses into the surrounding residential area. Residential uses may be located above or behind commercial uses in the center, at densities specified in the Comprehensive Plan.

Mixed Use Business Center

Mixed Use Business Centers are employment centers that incorporate a mix of uses including office, retail, restaurant, and hotels. Residential uses are encouraged to strengthen these areas as active 24-hour communities.

Corridor District (Mixed Use)

Arterial Districts are linear districts arranged along an arterial with commercial uses that benefit from automobile and transit volumes. Enhanced pedestrian orientation and integration residential uses are critical to integrating these corridors with adjoining land uses.

Light Industrial/High Technology Industry/Office Area

A Light Industry/Office areasLight Industrial/High Technology area serves both the local and regional markets and may include office, light manufacturing, high technology, wholesale trade, ~~storage facilities~~ and limited retail. They do not include residential uses.

Cross Kirkland Corridor Overlay

The Cross Kirkland Corridor Overlay follows the alignment of the Cross Kirkland and Eastside Rail Corridor through adjoining commercial areas. The overlay varies in uses but is defined by its orientation to transportation and recreational amenities of the Corridor. A specific width for the overlay is not assigned. Rather, its geography is defined by potential relationships of developments and uses to the Corridor – both current and envisioned. Innovative land uses and development types, including the potential for transit oriented development, are critical to fully leveraging public and private investment in the Corridor.

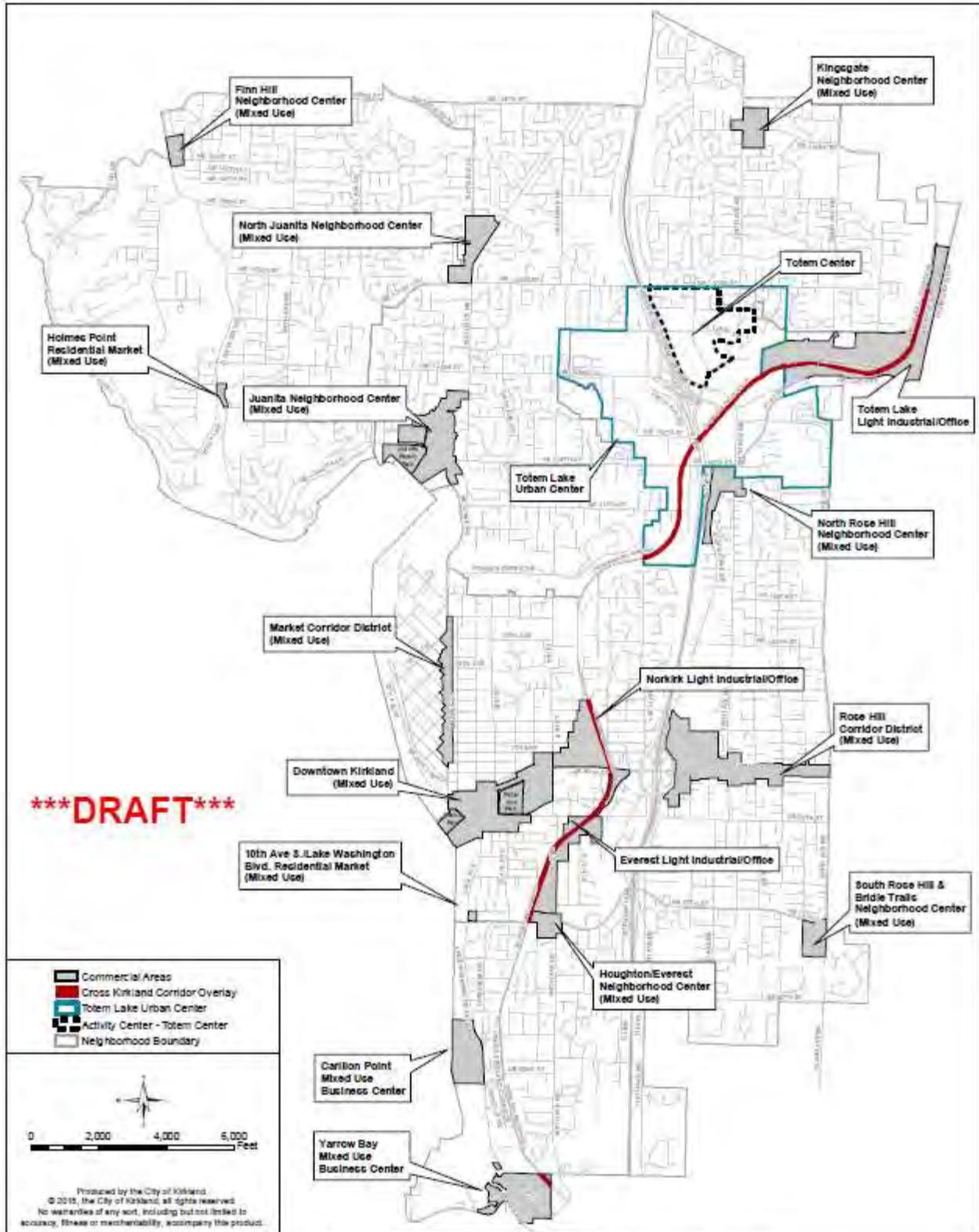


Figure LU-2: Commercial & Mixed Use Areas

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.~~
-
- 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.

- Create and maintain unique places that complement and reflect the character of the surrounding neighborhood.

The general principles for Neighborhood Centers are intended to preserve and enhance vibrant, economically healthy, and walkable communities. The neighborhood plan for each village should ensure that the vision responds to the unique qualities of the area.

Policy LU-5.7: Encourage redevelopment and adaptive reuse of Kirkland's Light Industry/Office areas in a manner that supports the existing mix of allowed uses while enabling these areas to evolve into innovative areas for commerce and employment.

Kirkland's Light Industry/Office areas owe their diversity to a history of industrial development – much of it located along the former heavy rail corridor. Remaining light industry continues to provide valuable employment and economic benefits to the City. As new industrial development shifts elsewhere in the region, Kirkland's Light Industry/Office areas will serve two vital roles. First, existing development is in demand for a variety of uses that can be accommodated in the existing building stock. Second, over time, more high-tech companies will locate new development in these areas and benefit from the availability of large parcels with access to the Cross Kirkland Corridor and Eastside Rail Corridor and proximity to vibrant neighborhoods.

Policy LU-5.6: Allow for innovative land use and development within the Cross Kirkland Corridor Overlay where such innovation enhances the recreational, transportation, and economic development potential of the Corridor.

Areas adjoining the Corridor will evolve and adapt to the changing function and character of the Corridor. The City should ensure that land use regulations facilitate desired development patterns. In the shorter term, that includes allowing uses that benefit from a pedestrian/bicycle trail and reciprocally benefit trail users. It also includes prohibiting uses that are determined to be detrimental to a trail. In the longer term, it means exploring opportunities to accommodate transit and the transit oriented development it will attract.

Policy LU-5.3: Maintain and enhance **Kirkland's Central Business District (CBD) as a regional Activity Area**, reflecting the following principles in development standards and land use plans:

- Create a compact area to support a transit center and promote pedestrian activity.
- Promote a mix of uses, including retail, office and housing.
- Encourage uses that will provide both daytime and evening activities.
- Support civic, cultural, and entertainment activities.
- Provide sufficient public open space and recreational opportunities.
- Enhance, and provide access to, the waterfront.

As its name implies, the Central Business District (CBD) has historically been the center of commercial activity in Kirkland. As Framework Goal 3 states, Downtown is also a residential, civic, cultural, and entertainment focal point and has the most dominant role in contributing to the City's identity. These prominent roles of the CBD should be maintained and enhanced.

Policy LU-5.4: **Support Totem Lake's development as an Urban Center with a diverse pattern of land uses.**

- ~~Recognize Totem Center, the area around Totem Lake Mall and Evergreen Healthcare Medical Center, as the “core” district where the highest densities and intensities of land use are focused.~~
- ~~Create a compact area to support the planned transit center and promote pedestrian activity.~~
- ~~Encourage uses which will provide both daytime and evening activities.~~
- ~~Provide sufficient public open space and recreational opportunities.~~
- ~~Enhance the natural condition and function of Totem Lake.~~
- ~~Promote superior urban design throughout the Urban Center through standards that address human and architectural scale and design. Through coordination of improvements in the public realm, affirm and create a “sense of identity” for the Totem Lake Urban Center. Ensure that the built environment enhances and contributes to a highly successful pedestrian environment, particularly in Totem Center, where connections between business, transit and the living environment are key to establishing a vibrant community. The Design Guidelines for Totem Lake Neighborhood and the Pedestrian-Oriented Design Guidelines provide specific direction for this area.~~
- ~~Provide an interconnected street system for pedestrian and vehicular access.~~

~~Totem Lake is a major center of employment and trade for the City. In 2003, the neighborhood had the most land devoted to commercial, industrial and office uses in the City, and the second-highest residential densities per residentially developed acre. The Totem Lake Neighborhood is also home to the City’s largest employer, Evergreen Healthcare Medical Center. The boundaries of the Totem Lake Urban Center generally correspond to the neighborhood boundaries, with a relatively small addition at the Center’s east border, where a multifamily area in the North Rose Hill neighborhood is included.~~

~~The policies above are designed to reinforce Totem Lake’s important commercial role, but also to set a new direction for development in the Totem Center core of the Totem Lake Urban Center. The Totem Center boundaries encompass the Totem Lake Mall, the Evergreen Healthcare Medical Center, and the mixed-use areas west and north of the hospital campus. Increases in residential and commercial densities in Totem Center will serve two purposes — providing new housing units for the growth expected in Kirkland over the next 20 years, and developing higher intensity and a more compact land use pattern that encourages pedestrian use and provides additional support for transit. By the year 2022, it is expected that 11 percent of the City’s housing growth and 42 percent of the City’s employment growth will have occurred within the Totem Lake Neighborhood.~~

~~Totem Center may serve as the focus for the diverse land uses in the overall Urban Center, and to provide the area with a recognizable heart providing a sense of identity to the Totem Lake neighborhood. The larger Totem Lake Urban Center is poised to achieve many of the goals of growth management, including an efficient transportation system with transit and the pedestrian and bicycle access called for in this plan, as well as a compact, mixed-use development pattern. Designated densities in the Totem Lake Urban Center are sufficient to accommodate an increased share of the region’s growth, and its needs for housing, jobs, health care and other services, along with cultural and recreational activities. Regional investment in additional transportation infrastructure will support Totem Lake Urban Center in achieving these goals.~~

~~Policy LU-5.5: Enhance and strengthen the commercial viability of the Rose Hill Business District by implementing the NE 85th Street Subarea Plan.~~

~~The Rose Hill Business District is a commercial corridor located along NE 85th Street connecting Redmond with I-405 and Kirkland. The business district’s role is one of serving both the local market in~~

Kirkland, particularly the North and South Rose Hill Neighborhoods, and a broader subregional area due to direct freeway access. The NE 85th Street Subarea Plan set a new direction for the corridor with the goal of transforming the current strip center development pattern into more mixed-use development by implementing the following principles in development standards and transportation improvements:

- Land use policies encourage taller buildings located near the I-405 freeway interchange with lower buildings toward the east portion of the corridor and adjacent to residential areas to the north and south.
- New design standards will create an attractive commercial area by encouraging buildings to be oriented to the sidewalk with parking to the side or rear, enhance pedestrian orientation, and create effective buffers and transitions between commercial uses and adjacent residential uses.
- New street improvements such as new sidewalks, lighting and street trees will revitalize the district and increase pedestrian circulation and safety.
- Transportation improvements planned by Sound Transit and King County along the corridor will improve local and regional transit mobility.

Policy LU-5.6: Encourage increased residential capacity in the North Rose Hill Business District (NRHBD) to help meet housing needs.

- Encourage mixed-use commercial/residential development.
- Promote a broad range of uses as an extension of the Totem Lake Urban Center.
- Provide a transition to the residential core in the North Rose Hill neighborhood.

The North Rose Hill Business District is a mix of retail, wholesale, and office businesses. Along NE 116th Street and close to I-405, a broad range of uses is encouraged as an extension of the Totem Lake Urban Center. By providing height and/or density incentives for residential uses, the area near the freeway should redevelop over time with mixed-use commercial/residential. Further from the freeway and east of the NE 116th Street/124th Avenue NE intersection, commercial uses with a neighborhood orientation **are appropriate in recognition of this area's proximity to residential development. Development to the south along Slater Ave. NE and 124th Avenue NE should redevelop with stand-alone residential or mixed-use office/residential uses as a transition to the residential core of the North Rose Hill Neighborhood.**

Policy LU-5.7: Emphasize new office development with a complementary mix of supporting uses in the Business District at the Yarrow Bay interchange area.

The Yarrow Bay interchange area is largely developed with offices and this pattern of land use should continue. However, supporting retail uses, such as office supply stores, restaurants and delis, and print shops, should be encouraged to locate in this area to minimize travel trips by office workers.

Policy LU-5.8: Promote development within the Bridle Trails, Houghton/Everest, and Juanita Neighborhood Centers that becomes part of the neighborhood in the way it looks and in the functions it serves.

Neighborhood centers provide services to surrounding residential neighborhoods so that residents may shop close to home. They also may function as the focal point for a community. Because of these important ties to their neighborhood, neighborhood centers should develop in ways that provide goods and services needed by the local residents, enhance physical connections to the surrounding neighborhoods, foster good will and provide an opportunity for people to mingle and converse.

~~Policy LU-5.9: Allow small markets in residential areas where identified in the neighborhood plan, subject to the following development and design standards:~~

- ~~• Locate small-scale neighborhood retail and personal services where local economic demand and local citizen acceptance are demonstrated.~~
- ~~• Provide the minimum amount of off-street parking necessary to serve market customers.~~
- ~~• Ensure that building design is compatible with the neighborhood in size, scale, and character.~~

~~The intent of this policy is to permit small individual stores or service businesses in residential areas on a case-by-case basis. These businesses should cater to nearby residents, be oriented to pedestrian traffic, and require very little customer parking. They should be designed and located in a manner that is compatible with adjacent residences and that will not encourage the spread of commercial uses into residential areas. They should be located where local economic demand and neighborhood acceptance can be demonstrated.~~

~~**Goal LU-6:** Provide opportunities for a variety of employment.~~

~~Policy LU-6.1: Provide opportunities for light industrial and high technology uses:~~

~~While Kirkland is not interested in recruiting heavy industry, the City is supportive of existing industrial enterprises and wants to encourage new high-technology businesses to locate here.~~

~~Policies that encourage residential and retail encroachment in industrial areas drive up the cost of land and promote conflicts which may force displacement of industrial operations. The strategy in the Land Use Element is to maintain industrial uses, while acknowledging that, in some parts of the City, industrial lands may be considered for conversion to other land uses.~~

~~Recognizing that each industrial area in the City has its own distinct character, the range of uses may vary between districts and may include some nonindustrial uses. Factors which should be taken into account when determining appropriate land uses include existing uses, surrounding uses, the local transportation system, and the effect on maintenance of primary jobs in the local job market.~~

~~Policy LU-6.2: Encourage and support locations for businesses providing primary jobs in Kirkland.~~

~~Primary jobs bring dollars into the community and result in a higher per capita income for Kirkland residents. As incomes go up, more money can be spent on goods and services. Housing becomes more affordable and the City's ability to finance public services is increased.~~

Open Space, Recreation and Resource Protection

Open space ~~is land area free of buildings or other structures which~~ may serve amenity, utilitarian and/or recreational purposes. Open space also may protect and preserve special natural places such as stream corridors, wetlands, ~~drainage basins~~ and wildlife habitat. As growth continues, the value of open space will increase, providing relief from the urban environment and an opportunity to experience nature inside the City.

~~Public agencies, including the City, King County, and the State~~The City already owns important areas of open space ~~within and on the borders of the City, including Juanita Bay Park, property along Forbes Creek, Yarrow Bay Park, Watershed Park, and the waterfront parks — that could~~These areas serve as the foundation for an open space system. Wetland and stream setbacks and buffers provide corridors of open space. Native Growth Protection Easements, held by the City, also preserve, ~~in perpetuity,~~ environmentally sensitive open spaces and habitat.

Open space goals and policies are included in the Natural Environment, and Parks and Recreation Elements. The intent of the following goal is to prompt further action to identify and develop a coordinated and connected open space system. The accompanying policies address this process, and also speak to certain specific types of open space, ~~such as view corridors and the shoreline.~~

Goal LU-67: Establish a coordinated and connected system of open space throughout the City that:

- Preserves natural systems,
- Protects wildlife habitat and corridors,
- Provides land for recreation, and
- Preserves natural landforms and scenic areas.

~~Policy LU-7.1: Preserve and enhance the natural and aesthetic qualities of shoreline areas while allowing reasonable development to meet the needs of the City and its residents.~~

~~Kirkland is extremely fortunate to be located along the shores of Lake Washington. The Lake not only provides valuable recreational and scenic opportunities, it is also a significant source of the City's identity.~~

~~Policy LU-7.2: Promote public access to the shoreline where it is not in conflict with preserving environmentally sensitive areas or protecting significant wildlife habitat.~~

~~Maintaining and improving links to Lake Washington are important parts of the City's desired future. The Vision Statement says that access to and along the waterfront continues to be a priority. The Totem Lake and Forbes Lake shorelines also offer valuable resources to the community.~~

~~Policy LU-6.17.3:~~ Distribute parks and open spaces throughout the City, ~~but~~with particular~~ly~~ focus ~~on~~ new facilities in areas of the City facing the greatest population growth, in areas where facilities are deficient, and/or in areas where connections of the open space network could be made.

The intent of this policy is to establish priorities for open space acquisition or protection.

~~Policy LU-6.27.4:~~ Work with adjacent jurisdictions; ~~and~~County, State, federal, and tribal governments; ~~and non-profit groups~~ to identify and protect open space networks to be preserved within and around Kirkland.

Preserving open space corridors inside in the City need not conflict with private property rights or preclude the reasonable use of land. To this end, a variety of strategies should be considered that **provide opportunities for negotiating "win-win" approaches to preservation and development.**

Policy LU-6.3: Consider the City's streets and the Cross Kirkland Corridor as integral parts of the overall open space network.

A high percentage of the City's land area is in public-rights-of-way. In addition to the vehicular functions they serve, these areas are an important part of Kirkland's pedestrian and green-space network. Management of streets to preserve and enhance these functions improves the cohesiveness of the overall system. In addition, the Cross Kirkland Corridor and Eastside Rail Corridor provide an extraordinary opportunity to link many existing open spaces together in a coordinated manner.

Policy LU-6.4: Preserve Kirkland's urban separators (permanent low-density lands which protect environmentally sensitive areas and create open space corridors within and between urban areas), including Lake Washington, Bridle Trails State Park, and St. Edward's State Park.

Urban separators break up urban development and help distinguish between communities. Kirkland is fortunate to have several "ready-made" urban separators. The City should also explore opportunities to create new urban separators as part of the open space network.

Goal LU-7: Protect and enhance Kirkland's natural resources.

Policy 7.1: Continue to designate and protect critical areas based on best available science, with special consideration to preserving and enhancing anadromous fisheries.

Critical areas include wetlands, fish and wildlife habitat conservation areas, frequently flooded areas, and geologically hazardous areas.

Policy LU-7.2: Decrease energy use, promote renewable energy, and promote public health through land use strategies that promote a mix of housing, employment, and services at intensities sufficient to promote walking, bicycling, and transit.

Kirkland has signed onto the U.S. Mayor's Climate protection agreement, which includes a commitment to reducing the City's global warming emissions and adopting land use policies and regulations that reduce sprawl, preserve open space and the urban forest, and create a compact, walkable community with transportation options.

Essential Public Facilities, Government Facilities and Community Facilities

Essential public facilities as well as government and community facilities serve a variety of populations. Some serve local low-income residents who may not have easy access to private transportation. Others, such as landfills, serve regional waste haulers in large trucks along with local residents. Recognition of the unique characteristics of the clients of these facilities is important to their siting.

Government facilities are uses consisting of services and facilities operated from any level of government. Community facilities are uses that serve the public and are generally of a public service, noncommercial nature and usually operated by nonprofit agencies or organizations. Some government and community facilities are also classified as "essential public facilities" as defined in Chapter 36.70A RCW and as discussed below in more detail.

RCW 36.70A.200 states that, “No local comprehensive plan or development regulation may preclude the siting of essential public facilities” and requires that each county and city have “a process for identifying and siting essential public facilities.” Essential public facilities are defined in RCW 36.70A.200 as “those facilities that are typically difficult to site, such as airports, State education facilities and State or regional transportation facilities as defined in RCW 47.06.140, State and local correctional facilities, solid waste handling facilities, and in-patient facilities including substance abuse facilities, mental health facilities, group homes, and secure **community transition facilities as defined in RCW 71.09.020.**” The State Office of Financial Management maintains a list of essential State public facilities and may at any time add facilities to the list.

The intent of the following goal is to acknowledge that different essential public facilities as well as government and community facilities have different siting needs, depending on their customers and their unique characteristics. Kirkland residents depend on all of these facilities. For that reason, their location within the City should not be precluded. However, Kirkland is also a well-established community with a strong desire to maintain existing community character. The possible negative impacts of siting these facilities in the City should be mitigated to the maximum extent possible, but mitigation should not be unreasonable to the point of precluding the facilities.

Goal LU-8: ~~The City should m~~Maintain criteria, regulations and procedures that allow for the siting of essential public facilities as well as government and community facilities.

Policy LU-8.1: Work cooperatively with King County, the State and/or other cities to site essential public facilities.

The King County Countywide Planning Policies set out a process whereby all local jurisdictions and the County will jointly develop standards for the siting of essential public facilities. The City should work cooperatively with the State, King County and other cities in the siting of essential public facilities.

Policy LU-8.2: Consider the following in siting essential public facilities:

- Accessibility to the people served;
- Public involvement;
- Protection of neighborhoods;
- Preservation of natural resources;
- The cost-effectiveness of service delivery;
- Location near transit and mixed-use centers; and
- **The goals and policies of the City’s Comprehensive Plan.**

The intent of this policy is to set forth the criteria which Kirkland should use in assessing locations for new or expanded essential public facilities.

However, the criteria may not be used to deny approval of or impose restrictions on essential public facilities inconsistent with State statutory provisions and the King County Countywide Planning Policies.

Policy LU-8.3: Design essential public facilities as well as government and community facilities to reduce incompatibility with adjacent land uses.

It may be impossible for some essential public facilities as well as government and community facilities to be completely compatible with adjacent land uses. The unique nature of their operation and their special siting needs may result in some conflict with surrounding development. However, such incompatibilities should be minimized and these facilities should take responsibility for being good neighbors.

The City's development regulations contain review processes and criteria for siting essential public facilities as well as government and community facilities.