

SECTION 1: INTRODUCTION

BACKGROUND/HISTORY

The City of Kirkland is committed to improving the ease and safety with which people can bicycle and walk. At the policy level, this commitment is reflected in our first-in-Washington-State Complete Streets Ordinance and in the policies of our Comprehensive Plan. In a more practical sense, it is reflected in Kirkland's innovative Pedestrian Flag program and at in-pavement light installations at crosswalks. The Senior Stepper Program encourages scores of older Kirklanders to walk for recreation and transportation. Crosswalk stings are an example of the Police Department's commitment to enforcing laws that protect pedestrians. Kirkland's lakefront is known regionally as a perfect place to stroll or cycle.

As more people realize the health benefits of incorporating regular exercise into their everyday lives, the number of those who are walking and bicycling are increasing. Sensitivity to the negative effects of reliance on petroleum based transportation is also increasing the number of those choosing to walk and bike. Transit usage is increasing sharply in Kirkland and every transit trip begins and ends with a walking or cycling trip. With bicycle racks on every bus, more people are discovering the freedom provided by combining a bicycle trip with a transit trip.

Kirkland is recognized as a regional and national leader in active transportation, but there is still much to be done to improve both cycling and walking. Primarily, there are key missing links in both the sidewalk and on-street bike networks. In addition, there are important programmatic needs yet to be met such as improved bicycle parking and wayfinding. Too many sidewalks are obstructed with tree branches and too many walkers do not feel comfortable crossing streets. More work needs to be done to make sidewalks accessible for those who are disabled.

As Kirkland's land use plans become reality, there is less room for cars. Constructing wider streets to better accommodate cars is expensive and makes neighborhoods less livable. This means that walking and biking will become more important forms of transportation and the facilities needed to accommodate them will also grow in importance.

When Peter Kirk founded Kirkland, automobiles were the expensive, difficult to maintain toys of the rich. Because of poor roads, bicycle use was limited. Railroads, horses, feet and ferries provided mobility in Kirkland at that time. With the introduction of the Model T, auto ownership began to climb. After World War II, transportation in Kirkland like the rest of the nation, became dominated by cars.

Guidance from the Comprehensive Plan

"Policy T-2.5: Maintain a detailed Nonmotorized Transportation Plan (NMTP).

The NMTP is a functional plan that provides a detailed examination of the existing pedestrian, bicycle, and equestrian systems, criteria for prioritizing improvement, and suggested improvements. The NMTP designates specific City rights-of-way and corridors for improved pedestrian, bicycle and equestrian circulation, and sets design standards for non-motorized facilities"

Today, the ability to safely and easily walk and bike in Kirkland is an important issue for its citizens. In fact, when citizens are asked what their most important concerns are, pedestrian safety is often at or near the top of the list.

Figure 1. Early sidewalks on Market Street.



Kirkland's first Non-motorized Plan was developed in 1995, and it was a ground breaking document because it answered the need for a comprehensive approach to active transportation for the first time and its development was supported by an unprecedented amount of community interaction. The Plan was updated in 2001, largely keeping the 1995 structure but updating goals, project lists and maps.

In 2000, the City Council authorized a School Walk Route Committee to determine highest priority segments for sidewalks on school walk routes. In 2002, Council approved exploration of a bond measure to fund sidewalk construction but ultimately decided not to pursue voter approval.

At City Council direction, in 2003 The Transportation Commission undertook a review of all marked, uncontrolled¹ crosswalks in Kirkland. This analysis resulted in a series of recommendations, most of which have been completed.

Each year, City funded sidewalk construction projects are completed through the Capital Improvement Program. This includes not only specific sidewalk projects but also curb ramps (compliant with current standards for those with disabilities) built as a part of street overlays, crosswalk improvements and sidewalk constructed as a part of larger roadway projects.

Private developments are required to build frontage improvements that include sidewalk, although this has not always been the case; this subject is covered in more detail on Page 56.

Bicycle lanes are also created by construction of public and privately funded projects. Most of Kirkland's bicycle facilities have been created by restriping existing roadways to more equitably allocate space between cars and bicycles. Bicycle parking is provided by new developments that require more than six car parking stalls.

The City of Kirkland has worked with various groups to promote the interests of walkers and cyclists. The Washington Traffic Safety Commission (WTSC) has supported Kirkland's pedestrian safety efforts. The Commission helped to fund the initial in-pavement light installations and grants from the WTSC have supported the pedestrian flag program and police emphasis on crosswalk enforcement. Parent-Teacher groups have donated many hours working with City staff to improve conditions for children who walk to school. The Cascade Bicycle Club was an inspiring force behind adoption of Kirkland's Complete Street Ordinance .

¹ Uncontrolled crosswalks are those where vehicles are not required to stop unless pedestrians are present.

PURPOSE

A “non-motorized transportation plan” is called for in the City’s Comprehensive Plan and the Plan describes its basic purposes. They are: examining existing facilities, establishing criteria for prioritizing improvements and setting design standards.

This Plan covers the current boundaries of the City of Kirkland (Map 1). It focuses mainly on transportation by foot or by bicycle while Section 8 covers equestrian issues and Section 9 describes water trails.

Past plans have been used primarily as a source for determining routes that should be given priority for construction of facilities for walkers and cyclists. This document continues to fulfill that purpose.

The Plan is also a handbook for those interested in active transportation. It answers common questions about safety and maintenance and collects facts about cycling and walking in one document.

A third purpose of the Plan is to create a framework and sense of urgency for improving conditions for active transportation. Each Plan goal each includes specific objectives and strategies to help ensure its completion.

Plan Vision:

More people cycling and walking; in more places and more often.

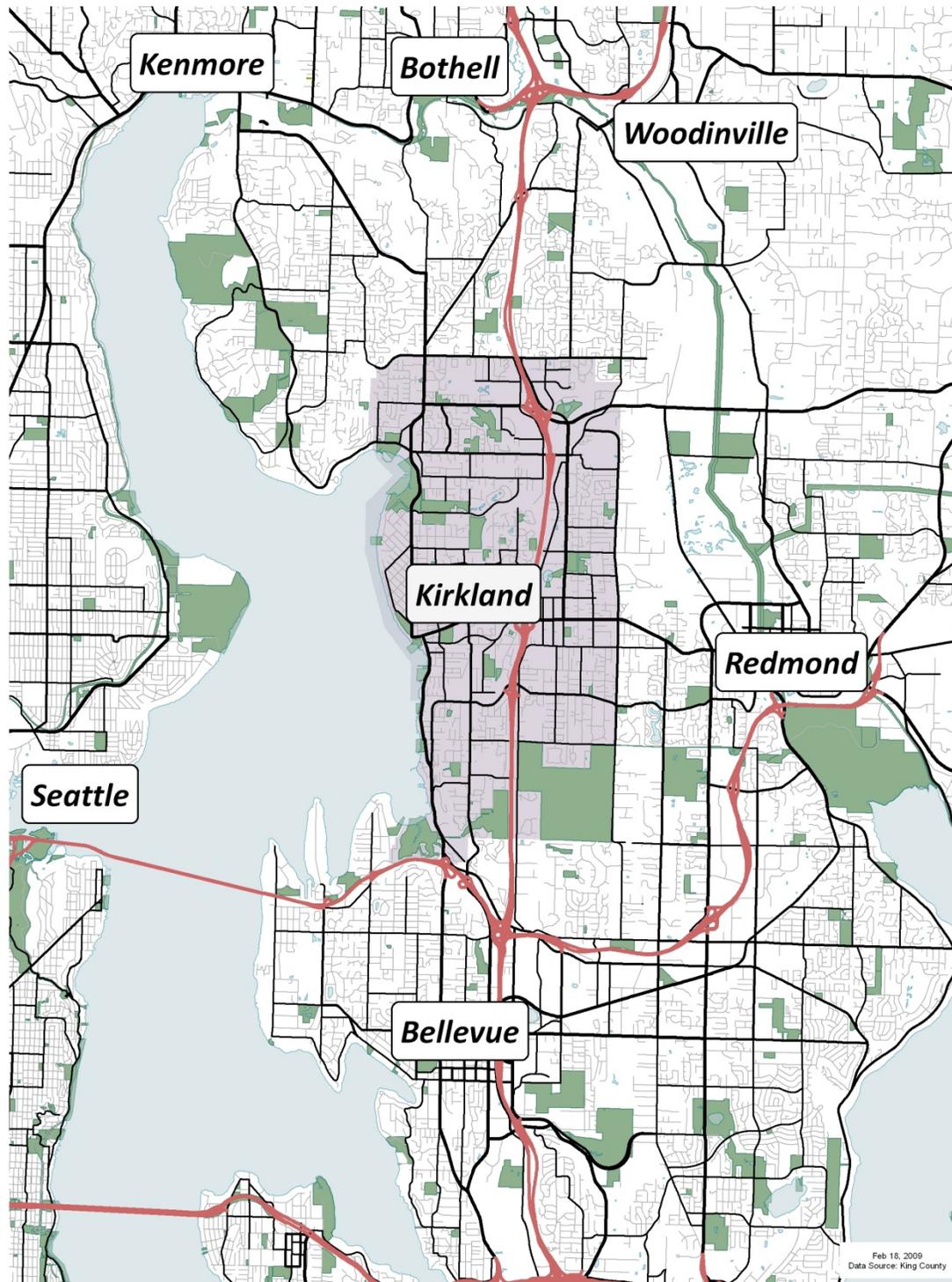
VISION

The vision for active transportation in Kirkland is

More people walking and cycling; in more places and more often.

This vision suggests that active transportation becomes less out of the ordinary or as it is sometimes referred to, “alternative” and something many people do every day. In order to expand the number of people using active transportation, barriers to usage such as perceived danger and inconvenience will have to be removed. To expand the way people use active transportation, more places will have to be connected through good facilities of all kinds; including accessible sidewalks, clear directional signing and ample bicycle parking for example.

Map 1 Kirkland and surrounding cities



GUIDING PRINCIPLES

Three principles support the goals, objectives and strategies that follow. They reflect increasing safety and convenience in a way that is tailored to the specific needs of Kirkland.

Kirkland's active transportation environment is:

- safe
- convenient
- shaped by the requests and needs of the community.

Progress toward implementing all these principles can be accomplished simultaneously. Therefore, many of the goals and objectives listed below support more than one of the Plan's three guiding principles.

GOALS, OBJECTIVES AND STRATEGIES

The goals, objectives and strategies that follow represent a to-do list of sorts. Progress on these goals is to be reported annually to the Transportation Commission and the City Council with progress toward goal G4 is to be reported semiannually.

- Goal G1. Develop the Cross Kirkland Trail**
- Goal G2. Reduce crash rates**
- Goal G3. Add facilities for pedestrians**
- Goal G4. Increase the number of children who use active transportation to travel to and from school.**
- Goal G5. Improve safety for people crossing streets**
- Goal G6. Remove physical barriers to walking**
- Goal G7. Improve on-street bicycle facilities**
- Goal G8. Make bicycling more convenient**

Goal G1 Develop the Cross Kirkland Trail.

For more than 15 years, the railroad right-of-way that passes through Kirkland has been seen as the preeminent site for developing an exceptionally useful off-road, shared use facility for active transportation. See Page 93.

Objective G1.1 By 2015, open a section of Cross-Kirkland Trail on the Eastside Rail Corridor.

Strategy G1.1.1 Thoroughly understand the process which King County and Port of Seattle will use to develop the trail and proactively work to make Kirkland an area where the trail is developed first. *Timing: current through completion of plan for development of trail.*

Goal G2 Reduce crash rates

Almost everyone agrees that decreasing crash rates is the most important measure of success this Plan can have. Fortunately, many of the factors that contribute to convenience (a crosswalk treatment that makes it easy to cross the street, for example), also contribute to safety. This makes improvements that reduce crash rates likely to also increase the number of people using active transportation, as described in Section 7.

Objective G2.1 Reduce rates for crashes involving pedestrians and rates for crashes involving cyclists by 10% between 2010 and 2015.

Strategy G2.1.1 The strategy for this objective is to quantify the effects of all the other safety-related goals, objectives and strategies. It is assumed that a reasonable estimate of volume for pedestrians and bicycles will not be established before 2011 (see objective G2.2.) *Timing: Annually beginning after completion of strategy 2.2.1.*

Objective G2.2 Develop a reliable and accurate measure of pedestrian and cyclist volumes by 2011.

Strategy G2.2.1 Beginning in 2009, establish an annual count program at key locations to measure bicycle and pedestrian volumes and calculate crash rates. Adjust and modify the program in subsequent years to provide meaningful data. *Timing: Annually.*

Strategy G2.2.2 Partner with WSDOT to continue the count program started in 2008. If the WSDOT program is not available, work with Cascade Bicycle Club to get volunteers to make counts at the 2008 locations. *Timing: By August 2009 for September/October counts.*

Strategy G2.2.3 Expand count locations to include crossings of I-405 and east-west screen lines² at southern, central and northern locations. *Timing: Include all crossings of I-405 in fall 2009 counts, include one additional east-west screen line in subsequent years.*

Objective G2.3 Increase the number of people walking and cycling through programs that focus on encouragement. Add or improve an encouragement element each year.

Strategy G2.3.1 Build on programs such as: developing a city walking map that focuses on active transportation, improving the network of signed walks (see page 64), bike to work day/month (see page 63), walk your child to school week (see page 63). *Timing: Annually.*

Strategy G2.3.2 Secure funding to develop programs that encourage walking and cycling. *Timing: On-going as grant or other funding opportunities become available.*

Objective G2.4 Increase the number of people walking and cycling through programs that focus on education. Add or improve an education element each year.

Strategy G2.4.1 Build on programs such as the educational videos produced by the City of Kirkland (see page 66). *Timing: Annually.*

Reporting on progress

As mentioned in the text, progress toward achieving the strategies, objectives and goals in this plan will be reported on regularly to both the Transportation Commission and the City Council. The effectiveness of various projects such as those in Objectives 2.3 and 2.4 will also be reported on.

In particular, the ranking system for prioritizing construction of sidewalk projects (described in Section 5) will require careful analysis. After it has been used for a CIP cycle, it will need to be fine tuned to make sure that it is prioritizing projects that fit with the goals of the plan and with the desires of the City Council and Kirkland's citizens.

² Screen lines are imaginary lines that "cut" across streets for counting purposes. An east-west screen line across the middle of Kirkland would include counts on all the major north/south streets at the same latitude. For example counts would be made at the 10000 block of 132nd, 124th, 116th Avenues along with the 1800 block of 6th Street, 3rd Street and Market Street.

Strategy G2.4.2 Secure funding to develop programs that educate walkers and cyclists.

Timing: On-going as grant or other funding opportunities become available.

Goal G3 Add facilities for pedestrians.

One of the most common questions received by the Public Works Department is, “How can I get sidewalk on my street?” Most of Section 5 is devoted to prioritizing sidewalk construction projects in a way that meets the vision and supporting principles of the Plan.

Objective G3.1 By 2016, complete sidewalk on one side of all principal and minor arterials.

Strategy G3.1.1 Select projects for CIP funding using criteria in this Plan. *Timing: begin with the next CIP in 2010.*

Objective G3.2 Plan and install a pedestrian wayfinding system for paths and connectors by 2014.

Strategy G3.2.1 Prepare a plan for wayfinding signage and priorities for its implementation. *Timing: Complete by December 2010.*

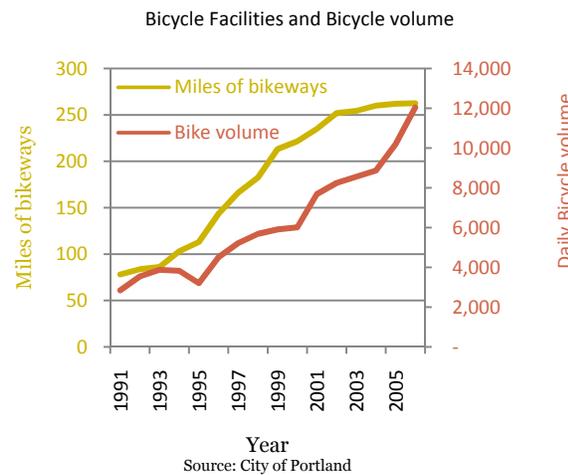
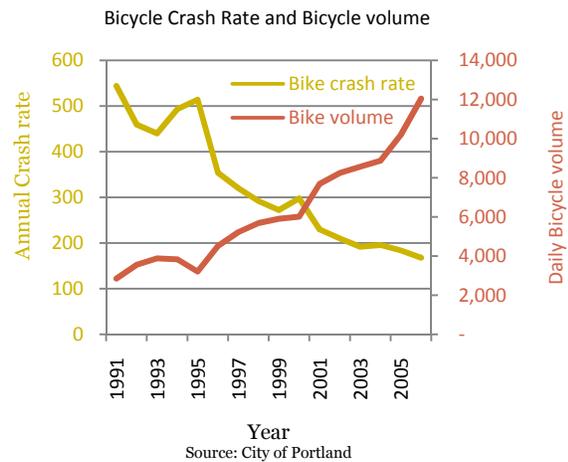
Strategy G3.2.2 Complete installation of 50% of the signage *Timing: Complete by December 2012.*

Strategy G3.2.3 Complete installation of 100% of the signage *Timing: Complete by December 2014.*

Strategy G3.2.4 Pursue opportunities for regional cooperation and grant funding. *Timing: On-going.*

Portland, OR experience

In Portland, the number of crashes per cyclist has decreased while the number of cyclists has increased. The increase in cyclists is paralleled by an increase in bicycle facilities. Portland officials explain this as a “positive feedback loop”: as more facilities are built, more cyclists ride, as more cyclists ride, drivers become more aware of cyclists and safety increases. As safety increases, more cyclists feel safe and the number of riders increases again. With more riders there is increased justification for more facilities. This theory makes sense because the two main reasons people choose not to bicycle involve lack of safety and convenience.



The two charts above quantify what’s been happening in Portland. Bicycle volume is measured across four main bicycle bridges over the Willamette River. Crash rate represents an indexing of annual reported crashes to daily bicycle trips across those four main bicycle bridges.

Goal G4 Increase the number of children who use active transportation to travel to and from school.

The goal of getting children to walk to school is often lost in a discussion of how construction of school walk routes should be prioritized. Completing facilities is an important part of getting more children to walk to school, but other techniques should also be considered. A discussion of existing school walk route completion is in Section 2. Under the proposed project ranking system, school walk routes are weighed more heavily than before. This is described in Section 5. This goal also includes an objective of identifying and treating the specific barriers to walking to school.

Objective G4.1 Complete sidewalk on one side of all school walk route segments of all arterials and collector streets by 2019.

Strategy G4.1.1 Select projects for CIP funding using criteria in this Plan.

Balancing the needs of those who walk to school with those who walk for other purposes, add sidewalk to school walk routes; give higher priority to filling gaps and building on the busiest streets first. *Timing: Biannually with CIP program.*

Strategy G4.1.2 Council will establish a School Walk Route “set-aside” program with sufficient funding to insure completion of Objective G4.1. *Timing: in time for inclusion in the 2012-2017 and subsequent CIP programs.*

Objective G4.2 Complete sidewalk on one side of highest priority school walk route segments of all arterials and collector streets by 2016.

Strategy G4.2.1 Convene a group of elementary school representatives to identify highest priority segments for each school *Timing: Complete in time for incorporation into 2012 CIP.*

Strategy G4.2.2 Using the ranking system in this plan, select projects for CIP funding. *Timing: Biannually with CIP program.*

Strategy G4.2.3 Council will establish a School Walk Route “set-aside” program with sufficient funding to insure completion of Objective G4.2. *Timing: in time for inclusion in the 2012-2017 and subsequent CIP programs.*

Objective G4.3 Develop a project at one or more elementary schools to increase the number of children walking to that school by 10% by 2014.

Strategy G4.3.1 Select candidate school, measure walking rate. *Timing: Complete by 2010*

Strategy G4.3.2 Secure grant funding. *Timing: On-going as grant or other funding opportunities become available.*

Strategy G4.3.3 Develop a social marketing program to understand and address barriers to walking. *Timing: On-going as grant or other funding opportunities become available.*

Strategy G4.3.4 Implement program. *Timing: On-going as grant or other funding opportunities become available.*

Objective G4.4 Determine interest in active transportation and implement appropriate programs at Kirkland Jr. High, Lake Washington High School and Juanita High School by 2010.

Strategy G4.4.1 Meet with group of parents and students at KJHS and student groups at high schools to discuss opportunities for active transportation *Timing: during 2009-2010 school year.*

Strategy G4.4.2 Develop set of possible improvements/programs to increase active transportation based on interest. *Timing: during 2009-2010 school year.*

Strategy G4.4.3 Secure funding as needed and implement findings from strategy G4.4.2. *Timing: On-going as appropriate following completion of strategy G4.4.2.*

Goal G5 Improve safety for people crossing streets.

The discussion of crashes in Section 2 indicates that most crashes happen when people are crossing the street. Analyzing street crossings with a variety of tools has the best chance of reducing crashes.

Objective G5.1 Develop a plan for implementing safety improvements at crosswalks.

Strategy G5.1.1 Building on the 2003 review, conduct a review of crosswalks using the new *Guidelines for Pedestrian Crossing Treatments* document (see Page 102). *Timing: Complete by June 2010.*

Strategy G5.1.2 Develop recommendations for consideration by the Transportation Commission and the City Council. *Timing: Complete by December 2010.*

Objective G5.2 Implement programs specifically targeted at reducing pedestrian crashes at signalized intersections

Strategy G5.2.1 Investigate the Pedestrian Intersection Safety Index as a means for evaluating the safety of crossings at signalized intersections. *Timing: Complete by June 2010.*

Strategy G5.2.2 Develop recommendations for consideration by the Transportation Commission and the City Council. *Timing: Complete by December 2010.*

Strategy G5.2.3 Pursue funding opportunities for Social Marketing campaigns to increase the number of walkers that look for turning vehicles at signalized intersections. *Timing: On-going as grant or other funding opportunities become available.*

Objective G5.3 Improve lighting at all uncontrolled crosswalks on higher volume streets where lighting is currently below average.

Strategy G5.3.1 Propose a set of projects to improve lighting at locations that are below average based on 2007 consultant study (see page 20). *Timing: Complete by 2009.*

Strategy G5.3.2 Consider funding of lighting in next and future CIP programs. *Timing: 2010 and biannually.*

Strategy G5.3.3 Pursue outside funding to improve lighting. *Timing: Apply for grant opportunities as they become available.*

Objective G5.4 Monitor performance of “take it to make it” pedestrian flags.

Strategy G5.4.1 Continue the measurement of Pedestrian Flag usage in downtown each March/April.

Strategy G5.4.2 Compare measurements to target goal of 40% usage by March/April 2010.

Strategy G5.4.3 Pursue outside funding opportunities to offset costs of current program. *Timing: On-going as grant or other funding opportunities become available.*

Objective G5.5 Perform a pilot Road Safety Audit

Strategy G5.5.1 Conduct a Road Safety Audit at the intersection of NE 116th Street and 98th Avenue NE. *Timing: Complete by December 2009.*

Strategy G5.5.2 Compile the results of the audit, formulate recommendations for actions. *Timing: Complete in time for development of 2010 CIP.*

Strategy G5.5.3 Complete actions/propose CIP projects as appropriate. *Timing: Complete in time for 2010 CIP.*

Strategy G5.5.4 Identify other locations that could benefit from Road Safety Audits. *Timing: Complete by June 2010.*

Goal G6 Remove physical barriers to walking.

Obstructions to sidewalks are a common nuisance for walkers in Kirkland. Little work has been done to understand what the real causes are and how obstructions can efficiently be reduced. The current methods used to address obstructions are described in Section 2. Kirkland is making progress toward reducing barriers to people who cannot easily negotiate commonly occurring street elements such as curbs and this work needs to be documented. See Page 101.

Objective G6.1 Reduce the number of sidewalk obstructions due to brush, debris, sidewalk maintenance, construction projects and waste/recycling containers.

Strategy G6.1.1 Develop a measure of the number of obstructions. *Timing: Complete by December 2009.*

Strategy G6.1.2 Examine the process through which obstructions are identified and cleared. *Timing: Complete by June 2010.*

Strategy G6.1.3 Prepare a set of improvements to that process including a specific goal for reduction in obstructions for consideration by the Transportation Commission. *Timing: Complete by December 2010.*

Objective G6.2 Develop an ADA Compliance Plan

Strategy G6.2.1 Prepare a plan for consideration by the Transportation Commission and adoption by the City Council. *Timing: Complete by December 2010.*

Funding the Plan's goals

This plan contains a wide variety of goals. Some require funding, but the funding is already in place to help achieve them. For example, funding from the Capital Improvement Program builds sidewalks and stripes bicycle lanes.

A number of objectives have several strategies that work together; some of which require funding and some which do not. For example, funding for purchase and installation (strategies G8.1.2 and G8.1.3) of bicycle wayfinding hasn't been identified. On the other hand, progress on strategies G8.1.1, developing a plan for signing; and G8.1.4, pursuing grants for funding wayfinding signing; can be made without new funding. Every objective has at least one strategy that can be accomplished without additional funding, but many objectives have one or more strategies for which funding has not been identified.

Still other objectives can be accomplished without any outside funding. For example, Objective G8.2 concerns the codification of parking requirements and should be completed through normal staff work.

Goal G7 Improve on-street bicycle facilities

Many accommodations for bicycle travel can be made by restriping streets so that space is reallocated to bicycles and away from cars. In other locations, construction is required to create enough area for adequate bicycle facilities. Improvements of both kinds are the subject of Section 6.

Objective G7.1 Complete all marking-related improvements to the bicycle network by 2011.

Strategy G7.1.1 Prepare a design for the various projects. *Timing: Incrementally, beginning in 2009.*

Strategy G7.1.2 Add projects to CIP pavement marking contract. *Timing: Incrementally, beginning in 2009.*

Strategy G7.1.3 Through the pavement maintenance program, restripe inside lanes on multi-lane arterials to 10' wide. *Timing: Complete in time for the January 2011 revision of the pre-approved plans.*

Objective G7.2 Complete all construction-related improvements to the bicycle network by 2018.

Strategy G7.2.1 Program improvements from the construction related list by way of the CIP *Timing: biannually.*

Goal G8 Make bicycling more convenient

Some of the clearest support in the on-line survey was for the elements described below. These are discussed in more detail in Section 7. Improving bicycle parking, maintaining clear bicycle facilities, helping cyclists activate traffic signals and adding directional signs (wayfinding) were popular with many cyclists.

Objective G8.1 Plan and install a bicycle wayfinding system by 2013.

Strategy G8.1.1 Prepare a plan for wayfinding signage and priorities for its implementation. *Timing: Complete by December 2009.*

Strategy G8.1.2 Complete installation of 50% of the signage *Timing: Complete by December 2011.*

Strategy G8.1.3 Complete installation of 100% of the signage *Timing: Complete by December 2013.*

Strategy G8.1.4 Pursue opportunities for regional cooperation and grant funding. *Timing: On-going.*

Objective G8.2 Improve the way bicycle parking is codified by 2010.

Strategy G8.2.1 Modify the pre-approved plans to include a standard for bicycle racks and their installation. *Timing: Complete in time for the January 2010 revision of the pre-approved plans.*

Strategy G8.2.2 Change the Zoning Code to require bicycle parking as a part of standard right-of-way improvements. *Timing: Complete by December 2010.*

Objective G8.3 Add 10 new two-position bicycle parking racks in downtown Kirkland and 10 in other commercial areas of the city by 2014.

Strategy G8.3.1 Identify potential locations and design for racks including a public involvement process. *Timing: Complete by December 2010.*

Strategy G8.3.2 Secure funding. *Timing: Based on the results of G8.3.1., may be done in increments.*

Strategy G8.3.3 Complete installation of racks. *Timing: December 2014.*

Objective G8.4 Add pavement markings at signalized intersections to indicate where cyclists should stop in order to activate the signal.

Strategy G8.4.1 Implement a pilot program of marking at eight signalized intersections as a part of the City's standard pavement marking program. *Timing: Complete by fall, 2009.*

Strategy G8.4.2 Identify final locations where markings are needed. *Timing: Complete in time for the 2010 pavement marking contract.*

Strategy G8.4.3 Based on results of the pilot project, modify pre-approved plans to include markings as part of standard installations at traffic signals. *Timing: Complete in time for the January 2010 revision of the pre-approved plans.*

Strategy G8.4.4 Install 50% of markings. *Timing: Complete by fall 2011.*

Strategy G8.4.5 Install 100% of markings. *Timing: Complete by fall 2012.*

Objective G8.5 Reduce the amount of debris in on-street bicycle lanes.

Strategy G8.5.1 Develop a measure for the amount of debris. *Timing: Complete by December 2009.*

Strategy G8.5.2 Review the sources of debris and their causes. Explore measures that can be used to reduce the amount of debris from these causes. Review best practices from other agencies. *Timing: Complete by June 2010.*

Strategy G8.5.3 Prepare a set of recommendations including a specific goal for reduction of debris for consideration by the Transportation Commission and adoption by the City Council. *Timing: Complete by December 2010.*

DEMOGRAPHICS

The material in this section comes from the City of Kirkland's 2005 Community Profile³. That report draws upon the 1990 and 2000 Census and other local data. Figure 3 summarizes demographic information.

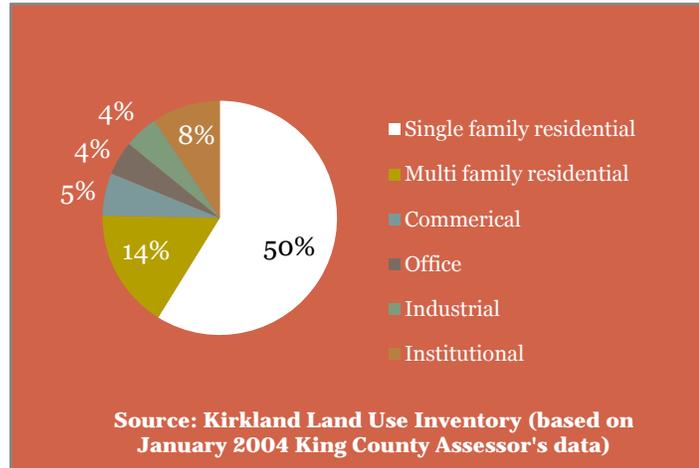
With an estimated April 1, 2005 population of 45,740, Kirkland is the eighth largest city in King County and the eighteenth largest city in the State. Since its incorporation in 1905, the City of Kirkland has grown to approximately 12 times its original geographic size. This growth occurred via numerous annexations throughout the decades along with the consolidation of the cities of Kirkland and Houghton in 1968. The City grew significantly during the 1940s and 1960s when it at least doubled in size. The 1980s also were a significant growth period for the City, due to the annexations of Rose Hill and South Juanita in 1988.

Since 1990, the percentage of Kirkland's children under the age of 18 has decreased from 20.7% to 18.5% while the percentage of seniors over age 65 has increased from 9.6% to 10.2%. Kirkland has seen a steady decrease in average household size from 2.31 persons per household in 1980 to 2.28 persons per household in 1990, to 2.13 persons per household in 2000. The primary reason for this decline in average household size is a decrease in the number of children per household. The percentage of single person households in Kirkland has increased over the past decade, from 30.1% of households in 1990 to 35.6% in 2000.

There are approximately 7,000 gross acres of land in Kirkland. The developable land use base, which excludes all existing public rights-of-way, totals 5,200 net acres of land in Kirkland. Of the total developable land use base in Kirkland, 72% is zoned for residential use and 28% is zoned for non-residential uses.

Sixty four percent of the developable land use base is actually developed with residential uses. Since 1991, residential land uses have increased 13% (see Figure 2). 30% of the developable land use base is actually developed with non-residential uses. Parks and open space uses account for 8% and vacant land accounts for 5% of the Kirkland land use base. Kirkland has approximately 15,266,000 square feet of existing floor area dedicated to non-residential uses. Of that developed total, 4,906,000 (42%) are office uses, 3,464,000 (30%) are commercial uses, and 3,349,000 (29%) are industrial uses. The largest percentage of commercial and industrial uses is located in the Totem Lake neighborhood and the largest percentage of office uses is located in the Lakeview neighborhood.

Figure 2 Land use types as percentages of total acreage.



³ http://www.ci.kirkland.wa.us/shared/assets/Community_Profile_20043320.pdf

Figure 3 Demographic profile of Kirkland



STATISTICAL PROFILE ON KIRKLAND

City Information, 425.587.3000

DEMOGRAPHICS		
2000 Census Population		
Current Population in 2005	45,740	
Population, 2000 Census	45,090	
Estimated Population 2022	56,507	
Population Growth, 1980-1990	113%	
Population Growth, 1990-2000	12%	
2000 Census Age Structure		
17 and under	18.5%	
18 to 64	71.3%	
65 and over	10.2%	
Median Age	32	
2000 Census Race and Ethnic Categories		
Non-Hispanic White	85.3%	
Black or African American	1.6%	
Asian and Pacific Islander	8.0%	
Native American and other	0.5%	
Hispanic or Latino*	4.1%	
Other/Two or more ethnicities	1.7%	
<p>The City of Kirkland has a total land area of 7,000 gross acres and 5,200 net acres.</p> <p>The city incorporated in 1905. Kirkland absorbed Houghton in 1968 and annexed Juanita and Rose Hill in 1988.</p> <p>In 2004, Kirkland's population ranks 8* in size in King County and 18* in Washington.</p> <p>Sources: ARCH City of Kirkland Community Profile, 2004 City of Kirkland Finance Department City of Kirkland Planning Department Municipal Research Services Center Puget Sound Regional Council Rentonmarket.com/select/comparisons.htm Seattle-Everett Real Estate Reports Suburban Cities Association of King County Washington State Employment Security Department</p>		
EMPLOYMENT		
2004 Major Businesses and Employers	2000 Census People Working/Living in Kirkland	Employment Target
Evergreen Hosp. 2188	6,211 or 23.0%	Additional jobs by 2022
Lake Washington School District..... 617	2003 Total Workforce	Total jobs by 2022
City of Kirkland..... 428	30,865	
Kenworth Truck Co. (PACCAR) 397	Construction and Resources	2000 Number of Business Units .. 2,208
Costco Wholesale..... 380	2,316/7.5%	Services
Univar..... 301	Education	Retail Trade
Lake Washington Technical College. 200	1,314/1.9%	Finance, Insurance & Real Estate
Fred Meyer #391..... 188	Finance/Insurance/Real Estate..... 2,156/7.0%	Wholesale Trade..... 233
IBM Corporation..... 175	Government..... 3,267/10.6%	Construction
Lake Vue Gardens..... 170	Manufacturing	Manufacturing..... 79
	1,902/6.2%	Transportation, Communication, Utilities ... 46
	Retail..... 4,164/13.5%	Other (includes Agriculture, Fishing, etc) ... 46
	Services	Government and Education
	13,656/44.2%	Agricultural Production
	Wholesale Trade/Transportation/ Communications/Utilities	
	2,090/6.8%	
HOUSING		
2000 Census Housing Unit Count..... 22,577	INCOME	
Single Family..... 11,314	1990 Census Median Income (adjusted for inflation)	
Multifamily..... 11,263	\$51,636	
Households, 2000 Census..... 20,736	2000 Census Median Income	
Average Household Size, 2000 Census	\$60,332	
2.13	1990 Census Person at Poverty Level	
Household Growth Target Range 1992-2012..... 5,328 - 6,346	2,220/5.7%	
Housing Unit Growth Target Total..... 26,800	2000 Census Persons at Poverty Level..... 2,337/5.3%	
2001-2022 Additional Units	2003 Average Single-Family Home Price:	
5,480	\$363,935	
Housing Capacity..... 27,974	2003 Average Apartment Rent	
	\$1,142	
DEVELOPMENT ACTIVITY		
2004 Total New Residential Permits Issued..... 447	2003 Land Use Inventory Acreage by Use (not including right-of-way)	
**Single-family	Single-family.....	Industrial
170	3,018	150
ADUs.....	Multi-family.....	Utilities
4	708	91
Multi-family	Commercial.....	Institutions.....
31	399	540
Residential Units Demolished.....	Office	Parks
102	358	424
2004 Total Building Permit Valuation.. \$181,702,628	Vacant.....	
	281	