

| FlipCharts_Business District Discussion |
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| Comments |
| Add above average jobs (city wide agreement) |
| Market Street Corridor (MSC): zero lot lines are supported |
| Have transition from business to single family zones, may have to occur at business lots |
| View it as an opportunity to bring more businesses to Kirkland. Need large office buildings to attract businesses (larger foot prints attract large businesses) |
| Change name of CBD/downtown zoning to Waterfront District |
| Extend CBD east to include areas around the post office |
| Need for more dog areas |
| Prohibit Zoning creep = business districts encroaching on residential properties |
| Norkirk keep industrial zone industrial and not change that |
| Industrial zones - As a transition to residential need buffer such as office medium density housing – don't want to isolate |
| Commercial vehicles using alleys (between 8th Ave and 9th Ave, and between 6th Street to 8th Street) as access – What can we do to limit (impacts to residents) |
| Use light industrial areas to meet job growth |
| Can we define light industrial areas – what type of businesses do we want to attract? |
| Don't allow residential in light industrial areas |

Could Update with Comprehensive Plan, CIP, TMP, Surface Water Master Plan

| Comments | Stickers | Public Comments |
|------------------|---|--|
| Highlands | | |
| <p>A</p> | <p>Update Highlands Pedestrian System figure H-6 to reflect current trails and walkways (Response: Can edit based on pedestrian map in Transportation Element)</p> | <p>0</p> |
| <p>B</p> | <p>Policy H-6.3 encourages medium-density multifamily development as a transition between low-density residential areas and more intensive land use development to the west and south of the neighborhood. Does not appear to be reflected in the zoning for the west side of our neighborhood. Does this make sense along the CKC? (Response: Would be a minor edit to delete the word "west").</p> | <p>1</p> |
| <p>C</p> | <p>Policy H-12.1 describes the need to provide enhanced emergency service (fire and police) through possible access across the railroad right-of-way at 111th Avenue NE to improve response time. Is this still on the table? Why must there be two teams on site. (Response: Yes, an alternative access is still on the table. Improving access to the Highlands neighborhood from multiple directions is important for improved response in the area. Currently, the Fire department is conducting a standard of coverage study to determine the best location of the access. Many significant calls take multiple units. When dealing with life safety issues the sooner you can get an effective response to an incident the more lifesaving impact you can have. For instance, a CPR call takes at a minimum an Aid car (EMS), a medic unit and a Battalion Chief to manage all that needs to be done at a scene. A structure fire takes a minimum of 6 units and a vehicle collision can also take multiple units.)</p> | <p>0</p> |
| <p>D</p> | <p>Policy H-3.2: Encourage the preservation and proper management of trees adjoining I-405 and the railroad- (Response: Every reference to the railroad will be updated to reflect the City's purchase and redevelopment as the Cross Kirkland Corridor).</p> | <p>2</p> <p>Advocate/expect replanting on I-405, meaning quality, size of specimens and density consistent with Bellevue</p> <p>Should be no reason for inconsistency in I-405 span replanting</p> |

Shared Commercial Areas Discussion

| Comments | | Stickers | Public Comments |
|-----------------|---|----------|--|
| Market | | | |
| A | Make sure Market Street Corridor (MSC) zoning is purposeful enough to accomplish neighborhood goals including the change to the Horizontal Façade Regulations | 1 | |
| B | MSC goals and policies seem to advance pushing businesses back off street and screening them; but that does not seem consistent with what's in neighborhood plan | 0 | |
| C | Bring the buildings closer to the street with overhangs, walkways etc., zero lot lines are more in keeping with the historical context | 2 | |
| D | We like the idea of zero lot lines if it means developers will redevelop | 1 | |
| E | Put the green buffer in the back of commercial buildings to provide transition from commercial to residential | 4 | |
| F | Consider a transition to allow smaller lots between commercial and residential zones specifically along Market Street corridors | 1 | |
| Moss Bay | | | |
| A | Adjust the plan to encourage development of business/office space in the business district over new housing developments. Perhaps a policy where sites large enough to accommodate 12,000 square feet or more are held for office development. (Response: Could discuss as part of Land Use Element or Moss Bay Neighborhood Plan. However, a recent study done for the City demonstrated that office demand is currently going to Bellevue). | 7 | <p>Lots of office space means more people in Kirkland during the day which helps businesses. Many have left because they can't survive on evening business only. Day time customers (office workers) keep businesses open and add to sales tax revenues for the city. Priority for good office space in downtown area</p> <p>Don't believe study. Kirkland still very attractive to employers and employees</p> <p>So that's why we have all those shuttered retail spaces? Get real</p> <p>Holding land out for office use is slowing development. Opportunities to move toward on missed use development being missed.</p> <p>What is the city doing to attract the office space that is going to Bellevue? This deserves more attention and the opportunity for residents/businesses to get involved. We could provide incentives and make Kirkland more compelling for offices</p> |
| B | Consider renaming Moss Bay to Central Waterfront District and new CBD in Totem Lake (Response: A name change would require changes throughout the Comp Plan, Zoning Code and Design Guidelines. Renaming the CBD to Central Waterfront District will be confusing and misleading. The existing three Waterfront District zones are totally within the shoreline jurisdiction and are tied to the shoreline regulations in the Zoning Code and the Shoreline Area chapter of the Comp Plan. Only CBD 2 is within shoreline jurisdiction). | 1 | <p>I like Moss Bay</p> <p>No-not cost effective</p> <p>Historically the CBD has been called "downtown" and CBD. No need to change it</p> <p>Don't not agree with idea</p> <p>It is not a CBD and long past due to be correctly named</p> <p>The water is not going anywhere, but the businesses might, please keep "CBD"</p> |

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| | Neighborhood Plan. However, a recent study done for the City demonstrated that office demand is currently going to Bellevue). | | CBD is better, downtown is fine too; "CWD" sounds like retirement community vision of Kirkland |
| C | just more salons and service retail jobs below housing development (Response: This comment appears to support office buildings over more mixed use developments. It could be discussed with Land Use Element and/or Economic Development Element. It also highlights the differences in opinions of what uses and services should be provided in the commercial areas). | 9 | Boeing office space I'd like more info from the city about what they are doing to attract class A space and other high quality jobs How will the increase in minimum wage in Seattle impact jobs, wages, housing and transportation in Kirkland? |
| New Comments | | | |
| | | | Get rid of the eyesore building next to Heathman Hotel. Convert it to more parking spaces or a parking garage for Kirkland Transit Center |
| | | | What consideration, if any, has been made to accommodate the dramatic increase in traffic off 405 and 85th if recreational marijuana is permitted in Norkirk? |
| | | | How do we achieve the outcomes of the comp plan vision if we increase density? |

Comments on Transportation and CKC

| Comments | | Stickers | Public Comments |
|------------------|---|----------|--|
| Highlands | | | |
| A | The pedestrian walkway on 112th Ave NE at NE 87th St. was built with neighborhood grant money some years ago. It is not being maintained (many of the reflectors that separate pedestrians from cars are missing). We believe this walkway is an essential route to downtown (an “activity node”). It’s also a primary connector to the CKC. How can we get funding to replace the reflectors? Who pays for this and decides priorities? (Response: The Public Works Maintenance Department has provided material for reattaching the reflectors to Karen Story of the Highlands Neighborhood). | 3 | <p>This is a primary connector to increase access and walkability</p> <p>If limited retail (marijuana) is allowed in LIT areas what and how will additional parking be made available – currently very inadequate</p> <p>City should maintain existing infrastructure</p> <p>Maintenance of streets must be improved</p> |
| B | Pave Cross-Kirkland corridor! Would be great to have some related small businesses near trail. | 10 | <p>Narrow paved path is OK for bikes, but keep an alternate finer grain paved path for joggers/walkers (like me)</p> <p>Keep bikes and pedestrians separated</p> <p>A “narrow” paved bike trail is wider and safer than a 3 ft bike lane in the door zone!</p> <p>Wouldn’t need to be paved, but small businesses (even portable kiosks, seasonal vendors) would be attractive</p> |
| C | The feasibility of relocating the stream out of the railroad ditches upstream of Peter Kirk Elementary school and moving it farther away from the railroad into a more natural channel with native vegetation and reintroduction of cutthroat trout into the stream are opportunities worth investigating. Can this be incorporated into the CKC master plan? (Response: Will be considered as part of CKC Master Plan but relocating a stream has multiple layers of state and city review). | 1 | <p>More steps (like from park) up to path rather than slippery hike</p> |

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| D | Who can we work with at the City to require people to remove ivy? (Response: City is working on the best strategy to encourage owners to remove ivy. Stay tuned.) | 3 | |
| Norkirk | | | |
| A | Make 19th Avenue safe | 1 | Lots of speeding down 19th, too - may have traffic calming in mind. Lots of middle school/Crestwoods walkers on 19th, too |
| B | Increase lighting on 7th Avenue to improve safety | 0 | |
| C | Provide better sidewalks on Market Street | | Keep our LIT only LIT business, no retail |
| | | 0 | Don't open Norkirk to retail without infrastructure to handle cars, pedestrians, parking |
| Moss Bay | | | |
| A | Address parking issues along 6th Street and buffer sidewalk | 4 | |
| B | Ensure proper sidewalk maintenance, especially along NE 6th St and pedestrian improvements on NE 85th Street | 2 | |
| C | The transition from Redmond to Kirkland needs to be reviewed for pedestrian and street improvements | 1 | |
| D | Review areas where sidewalks are needed and add major pedestrian connection | 0 | |
| E | Improve sidewalk safety so they are walkable by the elderly | 3 | Require residents whose "greenery" impacts availability of full sidewalk width to remove that "greenery" |
| F | There is no good pedestrian route from Central Way to 85th under freeway | 8 | So make a way! |
| | | | Add bike lanes |

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| | | | Would love to have a pedestrian path from Central to 85th or install crosswalk stop lights to make it safer |
| G | Improve connectivity from Moss Bay to Cross Kirkland Corridor | 8 | |
| H | Add to the plan policies to ensure better access and connection to the Cross Kirkland Corridor throughout its length, we want to see multiple access points | 6 | Need walkable links from the dead-end streets near the trail |
| Market | | | |
| A | Add round-abouts or traffic calming on Market Street | 2 | Central and Market St would have to see it before I believe that roundabout would improve the problem Don't disrupt flow Dear god please no! |
| B | Provide a stop light on Market St near 18th Avenue to help with traffic congestion. It will safely slow down traffic turning onto Market Street | 0 | A roundabout instead |
| C | Give up on making developers build sidewalks, instead have city take responsibility for making complete pathways and maintain, possibly through taxation. New developments pay fees in lieu of building sidewalks | 4 | |
| D | Direct people to Cross Kirkland Corridor transit as it develops traffic | 2 | |
| Norkirk | | | |

Parks, Recreation and Open Space

| Neighborhoods | Comments | Stickers | Public Comments |
|---------------|---|----------|---|
| Highlands | Policy H-11.1: Explore the possibility of a neighborhood gathering place. | 1 | |
| Highlands | What is the status of the Spinney Park master plan? Is there a picnic shelter in the plan? (Response: Will be considered as part of upgrades to Spinney Homestead Park in 2014/2015). | 0 | |
| Highlands | More dog parks (Response: PROS Plan includes recommendations for more off-leash areas in Kirkland). | 3 | |
| Market | Re-vegetate the west slope of Waverly Way to lower vegetation because that would requires less maintenance and help stabilize the slope (Response: Not in Parks' purview. Private property). | 1 | |
| Market | Clean up brush, weeds, and change plants to be natural on west side of Heritage Park (Response: Vegetation management in park is ongoing). | 1 | Make areas with signs identifying the names of plants/trees |

Further Clarification Needed

| Comments | | Stickers | Public Comments |
|----------------|---|----------|---|
| Norkirk | | | |
| A | Keep zoning as is with no zoning creep into neighborhoods. (Response: Statement not clear. City does consider changes to land use if appropriate and reflects City goals. Must meet growth targets). | 1 | <p>Lots of resident concern re: City Council allowing retail pot sale in Norkirk industrial area without neighborhood input</p> <p>Residents were concerned that multi-family and high-density housing zoning will creep up the hill north of downtown</p> <p>If we are not going up, we will grow out; can't have it both ways</p> |
| B | Provide for density for businesses, Market Street, industrial areas, the cannery building. (Response: Comment unclear - needs to be clarified) | 1 | <p>Develop or allow for Market Street Corridor – higher density, height – reduce setback along corridor frontage</p> <p>What consideration has the city given to the impact of the marijuana businesses on transportation and parking in the Norkirk neighborhood and LIT zone?</p> <p>Hope was to have cannery “saved” – Parks buys, put historical museum there. Or allow multi-family in that building envelope (or some such thing)</p> <p>What consideration has the city given to making the cannery a historical building?</p> <p>Review school routes in the Norkirk area especially 8th St</p> |
| C | Provide for parking. (Response: Comment not clear. On street parking or on-site parking?) | 0 | Provide more parking near downtown, within 5 min walk to downtown |
| D | Provide better sidewalks on Market St. (Response: Not clear. Is issue the lack of sidewalks or maintenance?) | 0 | |
| E | Crosswalks (Response: Comment not clear. More crosswalks? More improved sidewalks?) | 0 | |
| F | Social character equals a magnet that attracts density (Response: Clarify what is meant) | 0 | Improving Market Street might help improve density in the adjacent areas . Basically what Market neighborhood proposed |

| Moss Bay | | | |
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| A | Improve the existing pedestrian path that runs in front of the Post Office (Response: Needs clarification- where? Repair path?) | 2 | From post office up the hill to Kirkland way |
| | | | There is no pedestrian path in front of the post office |
| | | | Part of connecting cross Kirkland corridor to Park Place and downtown |
| | | | There is no cross walk directly across from the post office driveway |
| B | Ensure the plan calls for additional community spaces (ex. Crossroads mall) (Response: Clarify want major developments to have indoor community spaces like at Parkplace? Public outdoor plazas can be required for some sites through design review but not interior spaces). | 2 | Covered or partially covered for community events at Park Place |
| NEW | | | Find a place to consider more height/density between downtown and CKC. If we want LINK, we will need development near stations |

Miscellaneous Comments

| Comments | Neighborhoods |
|---|----------------------|
| Oppose multiple exceptions to the Floor Area Ratio requirements - make far more restrictive | Moss Bay |
| Opposed to single family home driveways being too steep sp they are not functional for garages and storage of cars | Moss Bay |
| Need central parking for commercial buildings | Moss Bay |
| Consider alternative traffic routing off market to central way | Moss Bay |
| Parking garage where antique mall (eyesore) currently site | Moss Bay |
| Widen 5th Pl So. once Google expansion is completed | Moss Bay |
| Need to consider much higher density between CBD and CKC. If we ever have transit there, we need development there too. | Moss Bay |
| Add reflective paint on State Street at 5th Ave S where curve extends out into roadways | Moss Bay |
| Houghton Bus Center (yes it's Moss Bay too) need to break the logjam to get transit friendly denser development there. | Moss Bay |
| Waterfront walk/bike facilities need to consider prioritize over car - parking on Lake Washington Blvd | Moss Bay |
| Provide walkable/safe route for children to walk from downtown Kirkland to Juanita Bay Park and Juanita Village | Junita |
| Add a traffic light on Juanita Dr at 80th ST intersaction - road death trap - come in both directions of speeding cars | Junita |