



MEMORANDUM

Date: March 6, 2014

To: Planning Commission

From: Jeremy McMahan, Planning Supervisor
Angela Ruggeri, Senior Planner

Subject: Comprehensive Plan Update, File No. CAM13-00465, #5

This memo addresses the following Comprehensive Plan Update topics:

- Land Use Element Updates, Study Session #2

I. RECOMMENDATION

Review the list of key issues outlined below and provide additional direction to staff on updates to the Land Use Element of the Comprehensive Plan.

Based on Planning Commission direction, staff will report back with an updated draft of the Land Use Element on April 10, 2014. The Element will continue to be shaped by the following ongoing processes:

- Neighborhood Plan discussions
- Public input
- EIS analysis of growth alternatives
- Industrial Lands Study

II. BACKGROUND DISCUSSION

The Planning Commission provided staff with the following direction at the February 13 study session:

- The existing Land Use Concept is generally consistent with the draft vision statement and guiding principles. Consider recognition of streets as part of Kirkland's urban open space network.
Staff response: A draft policy has been added for streets (LU-7.3).
- No large-scale changes directed. Role of business districts (i.e. – Bridle Trails and Houghton/Everest, etc.) will continue to evolve through the plan update and neighborhood

process and evaluated through the Environmental Impact Statement. Future of light industrial areas will be shaped by the process.

- Pursue the concept of measuring Kirkland's land use/transportation linkage with something like the 20 minute neighborhood model.
Staff response: Staff is coordinating a methodology with City transportation and GIS staff. It may take a couple months to develop the model and staff will bring it to the Commission for review and direction when ready.
- Emphasize the mixed use nature of Kirkland's commercial lands in revised goals and policies.
Staff response: The attached draft goals and policies reflect this emphasis.
- Update the Commercial Areas map (Figure LU-2) and related definitions to better reflect the current and desired characteristics of the areas.
 - Look at Bellingham's model for urban villages
Staff response: Attachment 1 is Bellingham's summary of their urban village concept.
 - Emphasize that most of the commercial development areas are mixed use nature
Staff response: The maps and the related draft policies reflect this emphasis. Each of the areas will also be defined in the glossary and the revised definitions will reinforce this concept.
 - Link the map and definitions to the land use/transportation metric to reflect that neighborhood villages/centers are magnets for growth, transportation, shops & services.
Staff response: The methodology for the metric is being developed with these factors in mind.
- Land uses adjoining the Cross Kirkland Corridor (excluding single family areas) should be carefully examined.
Staff response: The Commission should discuss the best timing for this assessment in relation to the Cross Kirkland Corridor Plan and the neighborhood plan dialogue and other citizen requests for amendments. See Issue #7 below.
- Consideration of industrial lands will be an ongoing.
Staff response: The Commission will receive a briefing on the industrial lands study on March 13. Additional discussion points on related goals and policies are included below.

III. KEY POLICY ISSUES FOR DISCUSSION

Staff has completed an initial draft of goals and policies for the Land Use Element based on Planning Commission direction and various state and regional rules and policies. The draft can be viewed two different ways - Attachment 2 contains a track changes version showing edits to the existing goals and policies and Attachment 3 contains a clean copy with track changes turned off.

The following list of key issues has been identified for Planning Commission direction. The key issues are indexed by issue number to the draft Land Use Element contained in Attachment 2.

Issue 1 – Industrial Lands: Based on information from the industrial study (see separate packet), does the Commission have any additional direction/changes to goals and policies related to industrial lands (see policies LU-3.5, LU-5.8, LU-6.1 & LU-6.2)?

Issue 2 – High Tech/High Flex: Does the Commission have suggestions on the proposed draft high tech/high flex policy (see policy LU-5.8)?

Issue 3 – Totem Lake & CBD: Is the Commission comfortable with paring down policies for the Totem Lake Urban Center and Central Business District by referring to the respective neighborhood plan (see policies LU-5.3 & LU-5.4)?

Issue 4 – Commercial Areas Map: Does draft Figure LU-2, Commercial Areas map (see Attachment 4) reflect appropriate categorizations, groupings, and titles for these areas?

Issue 5 – Neighborhood Villages/Centers: Does new policy LU-5.5 accurately set a policy direction for these areas? Does the Commission have a preference for the title of these areas (Neighborhood Villages, Neighborhood Centers, other)?

Issue 6 - Other: Does the Commission have additional suggestions on the draft revisions?

Issue 7 – Land Use Changes: The Commission discussed a review for potential land use changes along the Cross Kirkland Corridor and potential changes to industrial lands. Are there other potential City-initiated changes that should be introduced to the process?

Issue 8 – Scheduling: In addition to the neighborhood plan discussions, the City is receiving citizen requests for changes to land use designations or development policies. In order to fully consider these requests in a timely and transparent manner, staff suggests setting and broadcasting an initial deadline. A deadline of early May would allow the City to share the request with respective neighborhoods in the next round of neighborhood meetings and to begin to analyze in these requests in the EIS. Staff would post information regarding this approach and timeline. Does the Commission concur with this approach?

IV. NEXT MEETING

Staff will incorporate Planning Commission direction into the draft goals and policies and begin editing the full text of the Element. We will report back with the next a draft on April 10, 2014 for further discussion. The Element will continue to be shaped by updates to the rest of the Comprehensive Plan.

Attachments:

1. Bellingham Neighborhood Villages Summary
2. Draft Goals and Policies – Track Changes Format
3. Draft Goals and Policies – Clean Version
4. Commercial Areas Map for Discussion

Bellingham Urban Villages...A Working Definition

Urban Villages are activity centers that provide pleasant living, shopping, and working environments; strong pedestrian accessibility; adequate, well located open spaces; an alternative, well connected street system; and a balance of retail, office, residential and public spaces.

Ten Key Principles of the Urban Village

1. Walkability

Most things are within a 10 minute walk of home and work
Pedestrian friendly street design
Pedestrian streets free of cars in special cases

2. Connectivity

Interconnected street grid network disperses traffic & eases walking
A hierarchy of narrow streets, boulevards, and alleys
High quality pedestrian network and public realm makes walking pleasurable

3. Mixed-Use & Diversity

A mix of shops, offices, services recreational activities, apartments, and homes
Mixed-use within neighborhoods, within blocks, and within buildings
Diversity of people - of ages, income levels, cultures, races and lifestyles

4. Mixed Housing

A range of types, sizes and prices in closer proximity, such as:
Cottages; Single family detached and attached; Multi-family; Accessory; Upper floor rentals over retail; Condominiums

5. Quality Architecture & Urban Design

Emphasis on beauty, aesthetics, human comfort, and creating a sense of place
Special placement of civic uses and sites within community
Human scale architecture & attractive surroundings nourish the human spirit

6. Traditional Neighborhood Structure

Discernable center and edge
Public space at center, and quality public realm
Public open space designed as civic art
Contains a range of uses and densities within 10-minute walk

7. Increased Density

More buildings, residences, shops, and services closer together
New Urbanism design principles are applied at the full range of densities

8. Smart Transportation

A network of high-quality public transit connecting cities, towns, and neighborhoods together
Design that encourages a greater use of bicycles, rollerblades, scooters, and walking as daily transportation

9. Sustainability

Minimal environmental impact of development and its operations
Eco-friendly technologies, respect for ecology and value of natural systems
More efficient use of public infrastructure and services
Energy efficiency
More walking, less driving

10. Quality of Life

Taken together, these principles add up to a high quality of life well worth living, and create places that enrich, uplift, and inspire the human spirit.

LAND USE ELEMENT OUTLINE

Draft Edits to Land Use Goals and Policies

Growth Management

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: ~~Tailor~~Maintain clear and predictable development regulations ~~to fit unique circumstances that are consistent with City goals and policies.~~

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

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

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

Policy LU-1.5~~4~~: Regulate land use and development in environmentally sensitive areas to ~~ensure~~protect environmental quality and avoid unnecessary public and private costs.

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

- Supports a multimodal transportation system;
- 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.

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.~~

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.

Policy LU-2.4: Support development patterns that promote public health and provide opportunities for safe and convenient physical activity, social connectivity, and protection from harmful substances.

Land Use/Transportation Linkages

Goal LU-3: Provide a land use pattern that promotes ~~mobility~~ 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.~~

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

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

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

Policy LU-3.54: Provide easy access for industrial development from arterials or freeways. Avoid industrial access through residential areas.

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

Policy LU-3.7: Reduce parking requirements in areas where frequent transit service and convenient shops and services allow residents and employees to use alternatives to the single-occupant vehicle.

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.

~~Policy LU-3.6: Encourage vehicular and nonmotorized connections between adjacent properties.~~

Residential Land Uses

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.

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

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.

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

Commercial and Mixed Use Land Uses

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 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.

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

Policy LU-5.43: Support Totem Lake's development as an Urban Center consistent with the Totem Lake neighborhood plan ~~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.~~

~~Policy LU-5.34: Maintain and enhance Kirkland’s Central Business District (CBD) consistent with the Downtown Plan established in the Moss Bay neighborhood plan as a regional Activity Area, reflecting the following principles in development standards and land use plans:~~

- ~~Create a compact area to support the 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 public open space and recreational opportunities.~~
- ~~Enhance, and provide access to, the waterfront.~~

~~Policy LU-5-5: Maintain and enhance Kirkland’s diverse Neighborhood Villages/Centers to serve as business centers, as focal points for the local community, and to reflect the following principles in development standards and land use plans:~~

- ~~Preserve and enhance neighborhood-serving retail, especially grocery stores.~~
- ~~Promote a mix of complementary uses.~~
- ~~Support redevelopment at an intensity that meets required growth targets and relates to the availability of frequent 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.~~

~~Policy LU-5.6: Enhance the Kirkland’s Corridor Districts consistent with their applicable subarea or corridor plans.~~

~~Policy LU-5.7: Enhance and strengthen the of Kirkland’s Mixed Use Business Centers consistent with the Lakeview neighborhood plan.~~

~~Policy LU-5.8: Encourage redevelopment and adaptive reuse of Kirkland’s High Tech/High Flex 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.~~

~~Policy LU-5.9: Maintain and enhance Kirkland’s Neighborhood Markets as pedestrian-oriented areas that serve the local neighborhood and are designed to integrate into surrounding residential areas.~~

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

~~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.~~

~~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.~~

~~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.~~

~~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.~~

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

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

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

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Open Space, Recreation and Resource Protection

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.

~~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.~~

~~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.~~

Policy LU-7.31: Distribute parks and open spaces throughout the City, but particularly focus 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.

Policy LU-7.42: Work with adjacent jurisdictions and State, federal, and tribal governments to identify and protect open space networks to be preserved within and around Kirkland.

Policy LU-7.3: Consider the City's streets and the Cross Kirkland Corridor as integral parts of the overall open space network.

Policy LU-7.54: 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.

Goal LU-8: Protect and enhance Kirkland's natural resources.

Policy 8.1: Continue to designate and protect critical areas based on best available science, with special consideration to preserving and enhancing anadromous fisheries.

Policy LU-8.2: Decrease greenhouse gas emissions through land use strategies that promote a mix of housing, employment, and services at intensities sufficient to promote walking, bicycling, and transit.

Essential Public Facilities, Government Facilities and Community Facilities

Goal LU-89: ~~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-89.1: Work cooperatively with King County, the State and/or other cities to site essential public facilities.

Policy LU-89.2: 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.

Policy LU-89.3: Design essential public facilities as well as government and community facilities to reduce incompatibility with adjacent land uses.

LAND USE ELEMENT OUTLINE

Draft Edits to Land Use Goals and Policies

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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: Maintain clear and predictable development regulations that are consistent with City goals and policies.

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

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

Policy LU-1.4: Create effective transitions between different land uses.

Policy LU-1.4: Regulate land use and development in environmentally sensitive areas to protect environmental quality and avoid unnecessary public and private costs.

- *Goal LU-2: **Promote a compact, efficient, and sustainable land use pattern in Kirkland that:*** Supports a multimodal transportation system;
- Minimizes energy use, greenhouse gas emissions, and service costs;
- Conserves land, water, and natural resources; and
- Provides sufficient land area and development intensity 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.

Policy LU-2.2: Use land efficiently, facilitate infill development and encourage redevelopment of underutilized land.

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.

Policy LU-2.4: Support development patterns that promote public health and provide opportunities for safe and convenient physical activity, social connectivity, and protection from harmful substances.

Land Use/Transportation Linkages

Goal LU-3: Provide a land use pattern 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.

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

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

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

Policy LU-3.5: Provide easy access for industrial development from arterials or freeways. Avoid industrial access through residential areas.

Policy LU-3.6: Incorporate features in new development projects that support transit and nonmotorized travel as alternatives to the single-occupant vehicle.

Policy LU-3.7: Reduce parking requirements in areas where frequent transit service and convenient shops and services allow residents and employees to use alternatives to the single-occupant vehicle.

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.

Residential

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

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

Policy LU-4.2: Locate the highest density residential areas close to shops and services and transportation hubs.

Policy LU-4.3: Allow for new residential growth, consistent with the basic pattern of land use in the City.

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

Commercial and Mixed Use

Goal LU-5: Plan for a hierarchy of commercial and mixed use 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.

Access

- Encourage multimodal transportation options.
- 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 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 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.

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

Policy LU-5.3: Support Totem Lake's development as an Urban Center consistent with the Totem Lake neighborhood plan.

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- Policy LU-5.4: Maintain and enhance Kirkland's Central Business District (CBD) consistent with the Downtown Plan established in the Moss Bay neighborhood plan.

Policy LU-5-5: Maintain and enhance Kirkland's diverse Neighborhood Villages/Centers to serve as business centers, as focal points for the local community, and to reflect the following principles in development standards and land use plans:

- Preserve and enhance neighborhood-serving retail, especially grocery stores.
- Promote a mix of complementary uses.
- Support redevelopment at an intensity that meets required growth targets and relates to the availability of frequent 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.

Policy LU-5.6: Enhance the Kirkland's Corridor Districts consistent with their applicable subarea or corridor plans.

Policy LU-5.7: Enhance and strengthen the of Kirkland's Mixed Use Business Centers consistent with the Lakeview neighborhood plan.

Policy LU-5.8: Encourage redevelopment and adaptive reuse of Kirkland's High Tech/High Flex 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.

Policy LU-5.9: Maintain and enhance Kirkland's Neighborhood Markets as pedestrian-oriented areas that serve the local neighborhood and are designed to integrate into surrounding residential areas.

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

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

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

Open Space and Resource Protection

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.

Policy LU-7.1: Distribute parks and open spaces throughout the City, but particularly focus 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.

Policy LU-7.2: Work with adjacent jurisdictions and State, federal, and tribal governments to identify and protect open space networks to be preserved within and around Kirkland.

Policy LU-7.3: Consider the City's streets and the Cross Kirkland Corridor as integral parts of the overall open space network.

Policy LU-7.4: Preserve Kirkland's urban separator.

Goal LU-8: Protect and enhance Kirkland's natural resources.

Policy 8.1: Continue to designate and protect critical areas based on best available science, with special consideration to preserving and enhancing anadromous fisheries.

Policy LU-8.2: Decrease greenhouse gas emissions through land use strategies that promote a mix of housing, employment, and services at intensities sufficient to promote walking, bicycling, and transit.

Essential Public Facilities, Government Facilities and Community Facilities

Goal LU-9: Maintain criteria, regulations and procedures that allow for the siting of essential public facilities as well as government and community facilities.

Policy LU-9.1: Work cooperatively with King County, the State and/or other cities to site essential public facilities.

Policy LU-9.2: 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.

Policy LU-9.3: Design essential public facilities as well as government and community facilities to reduce incompatibility with adjacent land uses.

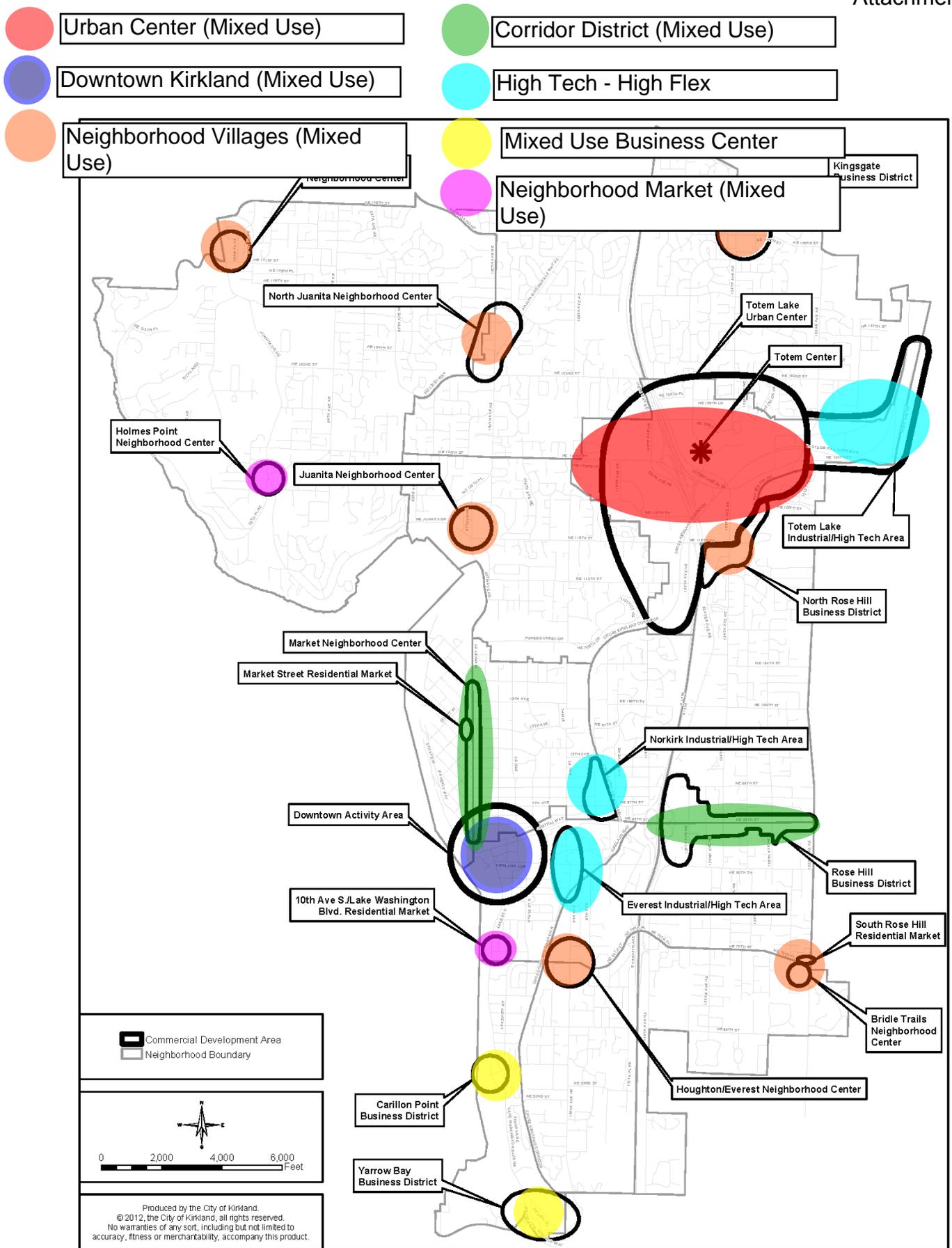


Figure LU-2: Commercial Areas